



CITY OF  
**Polokwane**  
NATURALLY PROGRESSIVE

**IDP STATUS QUO ANALYSIS REPORT**  
**2024/25**



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### (i)List of Acronyms

Abbreviations	Explanation
ABET	Adult Basic Education and Training
ACDP	African Christian Democratic Party
AIDS	Acquired Immune Deficiency Syndrome
ANC	African National Congress
AZAPO	Azanian People Organization
AFS	Annual Financial Statements
AGSA	Auditor General of South Africa
AG	Auditor General
AR	Annual Report
AO	Accounting Officer
APAC	Audit & Performance Audit Committee
B&B	Bed and Breakfast
BBBEE	Broad Based Black Economic Empowerment
BRT	Bus Rapid Transport
COPE	Congress of the People
CAS	Controlled Access Site
CBD	Central Business District
CBP	Community Based Planning
CCTV	Closed Circuit Television
CDM	Capricorn District Municipality
CDW	Community Development Worker
CFO	Chief Financial Officer
CEO	Chief Executive Officer
CGICTPF	Corporate Governance of Information and Communication Technology Policy Framework
Cllr	Councillor
COGHSTA	Department of Cooperative Governance, Human Settlement and Traditional Affairs
CRM	Customer Relationship Management

<b>Abbreviations</b>	<b>Explanation</b>
<b>CRMP</b>	Cultural Resources Management Plans
<b>CRU</b>	Central Re-examination Unit
<b>CRZ</b>	Commercial Restricted Zone
<b>DA</b>	Democratic Alliance
<b>DC</b>	Development Corridors
<b>DEA</b>	Department of Environmental Affairs
<b>DORA</b>	Division of Revenue Act
<b>DCoG</b>	Department of Cooperative Governance
<b>DPME</b>	The Presidency Department of Planning Monitoring and Evaluation
<b>DSAC</b>	Department of Sports, Arts and Culture
<b>DWA</b>	Department of Water Affairs
<b>DWAE</b>	Department of Water Affairs and Environment
<b>DWS</b>	Department of Workforce Service
<b>EFF</b>	Economic Freedom Fighters
<b>ECM</b>	Electronic Content Management
<b>EGDP</b>	Economic Growth and Development Plan
<b>EXCO</b>	Executive Committee
<b>EDFS</b>	Environmental Defence Fund Service
<b>EHP</b>	Environmental Health Projects
<b>EIA</b>	Environmental Impact Assessment
<b>ELMDP</b>	Executive Leadership Municipal Development Programme
<b>EM</b>	Executive Mayor
<b>EMP</b>	Environmental Management Plan
<b>EPWP</b>	Expanded Public works Programme
<b>ERP</b>	Enterprise Resource Planning
<b>ETDP</b>	Education, Training and Development Practices
<b>FFP</b>	Freedom Front Plus
<b>FFC</b>	Financial and Fiscal Commission
<b>FBW</b>	Free Basic Water
<b>FDA's</b>	Functional Development Areas

<b>Abbreviations</b>	<b>Explanation</b>
<b>FIFA</b>	Federation of International Football Associations
<b>FY</b>	Financial Year
<b>GAAL</b>	Gateway Airport Authority
<b>GDP</b>	Gross Domestic Product
<b>GGP</b>	Gross Geographic Product
<b>GIS</b>	Geographical Information System
<b>GITOC</b>	Government Information Technology Offices Council
<b>GVA</b>	Gross Value Added
<b>HDI</b>	Human Development Index
<b>HOD</b>	Head of Department
<b>HDI's</b>	Historically Disadvantaged Individuals
<b>HIV</b>	Human Immune Virus
<b>HR</b>	Human Resources
<b>HV</b>	High Voltage
<b>ICT</b>	Information and Communication Technology
<b>ITP</b>	Integrated Transport Plan
<b>IDP</b>	Integrated Development Plan
<b>IA</b>	Internal Audit
<b>IGR</b>	Intergovernmental Relations
<b>IIA</b>	Institute of Internal Auditor
<b>IKS</b>	Indigenous Knowledge System
<b>IRPTS</b>	Integrated Rapid Public Transport System
<b>IT&amp;T</b>	Information Technology and Telecommunications
<b>ITS</b>	Intelligent Transport System
<b>IUDG</b>	Integrated Urban Development Grant
<b>IWMP</b>	Integrated Waste Management Plan
<b>JMPF</b>	Joint Municipal Pension Fund
<b>KPA</b>	Key Performance Area
<b>KPI</b>	Key Performance Indicator
<b>LED</b>	Local Economic Development

<b>Abbreviations</b>	<b>Explanation</b>
<b>LEGDP</b>	Limpopo Employment, Growth and Development Plan
<b>LDP</b>	Limpopo Development Plan
<b>LGSETA</b>	Local Government Sector Education Training Authority
<b>LTD</b>	Limited Company
<b>LTP</b>	Limpopo Tourism and Parks
<b>LUMS</b>	Land Use Management Scheme
<b>LV</b>	Low Voltage
<b>MAYCO</b>	Mayoral Committee
<b>MMC</b>	Member of Mayoral Committee
<b>MCPF</b>	Municipal Councillors Pension Fund
<b>MEC</b>	Member of Executive Council
<b>MEPF</b>	Municipal Employee Pension Fund
<b>MEW</b>	Measure of Economic Welfare
<b>MFMA</b>	Municipal Finance Management Act
<b>MGF</b>	Municipal Gratuity Fund
<b>MIG</b>	Municipal Infrastructure Grant
<b>MIS</b>	Management Information System
<b>MLL</b>	Minimum Living Level
<b>MM</b>	Municipal Manager
<b>MPAC</b>	Municipal Public Account Committee
<b>MSA</b>	Municipal Systems Act
<b>MTEF</b>	Medium Term Expenditure Framework
<b>mSCOA</b>	Municipal Regulations on Standard Chart of Accounts
<b>N1</b>	National Road (Cape town-Beit Bridge)
<b>NSDP</b>	National Spatial Development Perspective
<b>NDP</b>	National Development Plan
<b>NFMW</b>	National Fund for Municipal Workers
<b>NGO</b>	Non-Governmental Organization
<b>NOX</b>	Nitrogen Oxides
<b>NTC</b>	National Training Centre

<b>Abbreviations</b>	<b>Explanation</b>
<b>NTK</b>	Need To Know
<b>NMT</b>	Non-Motorised Transport
<b>OC</b>	Organizing Committee
<b>OHS</b>	Occupational Health and Safety
<b>OPCA</b>	Operation Clean Audit
<b>PC's</b>	Professional Corporation/Personal Computer
<b>PHA</b>	Polokwane Housing Association
<b>PLM</b>	Polokwane Local Municipality
<b>PHP</b>	People Housing Partnership
<b>PICC</b>	Polokwane International Conventional Centre
<b>PIMS</b>	Planning and Implementation Management Support
<b>PMS</b>	Performance Management System
<b>PPU</b>	Public Participation Unit
<b>PR</b>	Public Relations
<b>PRASA</b>	Passenger Railway Agency of South Africa
<b>PSL</b>	Premier Soccer League
<b>PTIS</b>	Public Transport Infrastructure Support Fund
<b>PTY</b>	Proprietary Company
<b>PPP</b>	Public Private Partnership
<b>RAL</b>	Road Agency Limpopo
<b>RDP</b>	Reconstruction and Development Programme
<b>ROD</b>	Record of Decision
<b>RWS</b>	Regional Water Scheme
<b>SA</b>	South Africa
<b>SABC</b>	South African Broadcasting Corporation
<b>SANRAL</b>	The South African National Roads Agency Ltd
<b>SADC</b>	Southern Africa Development Community
<b>SALGA</b>	South African Local Government Association
<b>SAMWU</b>	South African Municipal Workers Union
<b>SANABP</b>	South African National Association of Blind and Partially Sighted



<b>Abbreviations</b>	<b>Explanation</b>
<b>SANDF</b>	South African Defence Force
<b>SANS</b>	South African Network Service
<b>SAPS</b>	South African Police Service
<b>SBU</b>	Strategic Business Unit
<b>SCADA</b>	Supervisory Control and Data Acquisition
<b>SCM</b>	Supply Chain Management
<b>SDA</b>	Service Delivery Area
<b>SDBIP</b>	Service Delivery and Budget Implementation Plan
<b>SDF</b>	Spatial Development Framework
<b>SDI</b>	Strategic Development Initiatives
<b>SETA</b>	Sector Education and Training Authority
<b>SMME's</b>	Small and Medium Enterprises
<b>SMS</b>	Senior Management Services
<b>SOP'</b>	Stand Operating Procedure
<b>SOX</b>	Sodium Oxides
<b>SPLUMA</b>	Spatial Planning and Land Use Management Act
<b>SPPIA</b>	Standards for Professional Practice of Internal Audits
<b>Stats,S.A</b>	Statistics South Africa
<b>TLC</b>	Transitional Local Council
<b>UDM</b>	United Democratic Movement
<b>UPVC</b>	Unplasticized Polyvinyl Chloride
<b>VP</b>	Vryheidsfront Plus
<b>VIC</b>	Visitors Information Centre
<b>VIP</b>	Ventilation Improved Pit
<b>WSA</b>	Water Service Authority
<b>WSP</b>	Water Service Provider
<b>WSDP</b>	Water Services Development Plan
<b>ZCC</b>	Zion Christian Church

# Chapter One: Introduction

## 1.1 Analysis Phase

The first step for the Reviewal of the IDP is to conduct an analysis of the current state of affairs of the Municipality so that the planning process will be informed by the true reflection of affairs on the ground.

In the analysis phase, Polokwane Municipality is obliged to conduct SWOT analysis as far as the **backlogs in service delivery** is concerned. The information provided should enable the municipality to decide on priority issues or problems, with due consideration of the residents'/communities' perceptions and of available facts and figures.

The municipality should be able to know about the concrete nature of these priority issues or problems, such as trends, context, causes and impacts related to these issues, in order to make informed decisions on appropriate solutions.

The analysis phase should also serve as a **gauge** on how the municipality is performing towards the achievements of the 2030 Vision which has been approved by Council and also to align municipal plans towards the vision.

The identified problems should be considered and prioritised according to levels of urgency and/or importance, thus constituting the key development priorities.

Through the analysis phase, the Municipality must also be aware of existing and accessible assets and resource limitations before making decisions on strategies in order to allocate scarce resources strategically.

It is important that a municipality understands not only the **symptoms**, but also the causes of problems in order to make informed and appropriate decisions. The municipality must not make assumptions on what the problems are in its area. The people affected should be involved in determining the problems and priorities.

### 1.2 The Outputs of the Analysis Phase:

- ✓ Assessment of the existing level of Development (**with specific reference to service gaps**).
- ✓ Key Development Priorities (**Problems**)
- ✓ Information on dynamics and causes of Key Development Priorities
- ✓ Information on available resources, potentials and assets

The municipality has conducted Status Quo analysis in **all** the KPA's of local government. Below is the status quo report per Directorate/KPA.

### 1.3 Status Quo Analysis per KPA

	KPA / Directorates
1	<b>KPA1.Spatial Rationale</b>
2	<b>KPA 2. Basic Services and Infrastructure Planning</b>
3	<b>KPA 3. Local Economic Development</b>
4	<b>KPA 4. Good Governance and Public Participation</b>
5	<b>KPA.5 Financial Viability</b>
6	<b>KPA 6. Municipal Transformation and Organizational Development</b>

# CHAPTER Two: Spatial Planning and Land Use Analysis

## 2. SPATIAL RATIONALE

### 2.1 Strategic Location of Polokwane City

The central and strategic location of City of Polokwane, which is complemented further by the National Road **N1** highway, which strategically links the City of Polokwane to the south with **Gauteng** and to the north with **Zimbabwe**, and Polokwane International airport. The City is seen as a gateway to Africa, particularly for the neighbouring Southern African countries such as **Zimbabwe, Mozambique and Botswana**.

The City of Polokwane is not only earmarked as one of the Provincial Growth Points in Limpopo and as a **Special Economic Zone (SEZ)** in the Provincial SDF and Limpopo Development Plan 2030.

Located within the Capricorn District, City of Polokwane is the **economic hub** of Limpopo Province and is strategically located to be the **administrative and economic capital** of the province.

#### 2.1.1 Map of Limpopo Province (Polokwane Strategic Location)



Source: Limpopo Province SDF



### 2.1.2 Capital City of Limpopo Province (City of Polokwane)

**Polokwane** meaning "Place of Safety" in Sotho, is a City and also the Capital City of the Limpopo Province, Polokwane is South Africa's **largest urban centre** north of Gauteng.

### 2.1.3 Aerial View of the City of Polokwane



**Earial View of the City of Polokwane 1**



**Earial View of the City of Polokwane 2**

### 2.1.4 Profile of the City of Polokwane

City of Polokwane is one of the **17 Non Delegated Municipalities** that reports to **National Treasury**.

	Province	Code	Municipality
1	Western Cape	CPT	City of Cape Town
2	North West	NW383	Mafikeng
3	Eastern Cape	NMB	Nelson Mandela Bay
4	Mpumalanga	MP 326	Mbombela
5	Eastern Cape	DC15	OR Tambo
6	Gauteng	COJ	City of Johannesburg
7	<b>Limpopo</b>	<b>LIM354</b>	<b>City of Polokwane</b>
8	Gauteng	EKU	Ekurhuleni
9	Western Cape	WC044	George
10	North West	NW373	Rustenburg
11	KwaZulu-Natal	ETH	eThekwini
12	KwaZulu-Natal	KZN282	uMhlatuze
13	Eastern Cape	BUF	Buffalo City
14	KwaZulu-Natal	KZN225	Msunduzi
15	Northern Cape	NC091	Sol Plaatje
16	Gauteng	TSH	City of Tshwane
17	Free State	MAN	Mangaung

Source: NT Municipal Report

The City of Polokwane comprises of a total area of +/- **539 982.5 Ha** and is located in the central part of the Limpopo Province. Polokwane Municipality is located within the Capricorn District in the Limpopo Province and accounts for 3% of the Province's total surface area of ±124 000 km<sup>2</sup>. In terms of its physical composition Polokwane Municipality is **23%** urbanised

and **71%** still rural. The remaining area (**6%**) comprises small holdings and institutional, industrial, and recreational land.

It is the economic hub of Limpopo Province and is strategically located to be the administrative and economic capital of the Province. It is situated at the cross roads of important national and provincial roads which radiate out into the hinterland providing good access to other towns. There is a definite opportunity for Polokwane to become a logistics hub and freight interchange within the region, also given its proximity to the neighbouring countries of Botswana, Zimbabwe, Mozambique and Swaziland. Three of the four Spatial Development Initiatives pass through Polokwane, which repeat the City's strategic location and its importance as far as the economy of the province is concerned.

The municipal spatial pattern reflects that of the historic apartheid city model characterised by segregated settlement. At the centre of the area is the Polokwane economic hub, which comprises the CBD, industrial area, and range of social services and well established formal urban areas servicing the more affluent residents of Polokwane.

Situated on the outskirts in several clusters are less formal settlement areas which are experiencing enormous influx from rural urban migration trends. These areas are in dire need of upgraded services and infrastructure, both social and engineering, and are struggling to cope with the informal influx of more people who want access to an improved quality and standard of living

### 2.1.5 The Main 7 Clusters of settlements in Polokwane

The City of Polokwane is Consists of 7 Clusters that should be provided with services. The number of wards is now 45 wards. The Names of the Clusters are:

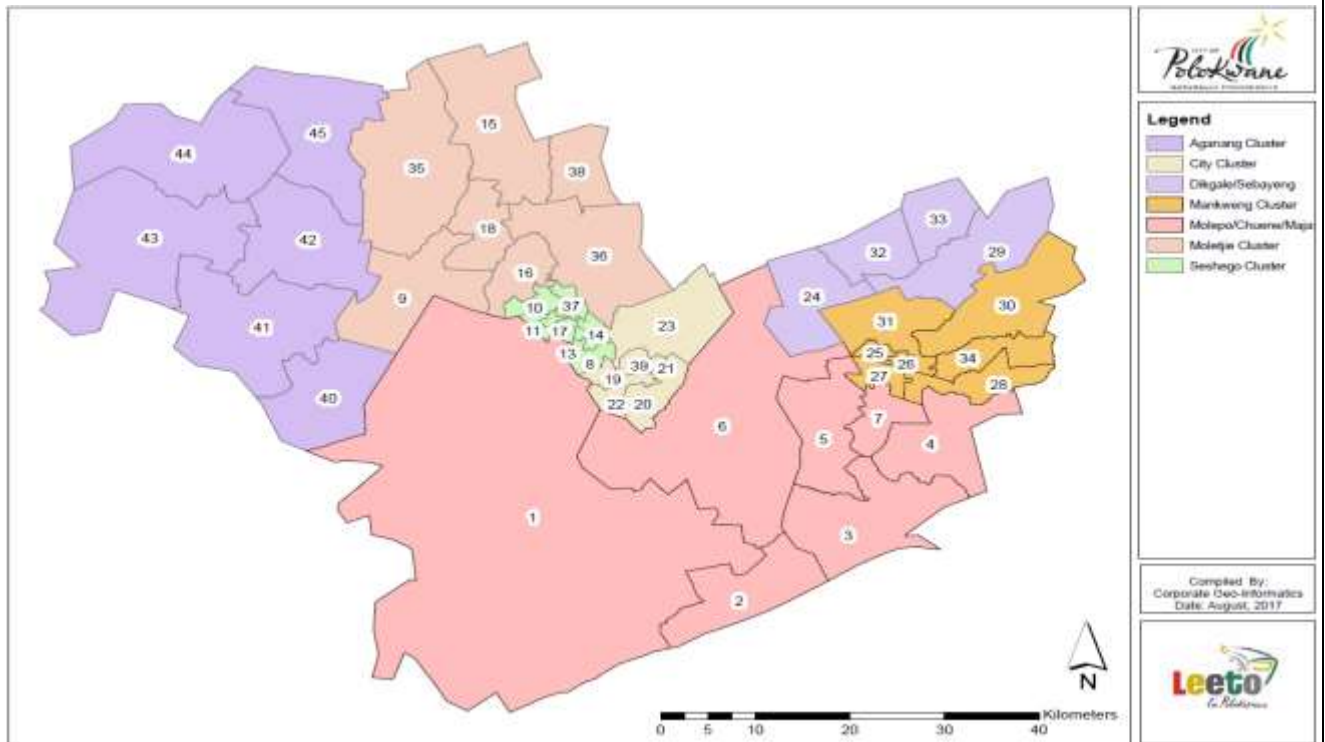
	Clusters Name	Wards No.
1	Mankweng Cluster	06,07,25,26,27,28, 34
2	Moletjie Cluster	09,10,15,16,18,35, 36,38
3	Molepo / Chuene / Maja Cluster	1,2,3,4,5
4	Sebayeng / Dikgale Cluster	24,29,32,33,30,31
5	Aganang Cluster	40,41,42,43,44,45
6	City Cluster	08;19,20,21,22,23,39
7	Seshego Cluster	11,12,13, 14,17,37

Source: PLK Clusters SBU



## 2.1.6 Polokwane Cluster Map Reflecting Location of 45 Wards

Map: Polokwane Cluster Map



Source: Polokwane G.I.S SBU:

### 2.1.7 Description of the 7 Municipal Clusters of settlements

- **Seshego:** located west of the CBD. It is nearest to the economic core of all settlement areas and thus has the best access to the formal economy of Polokwane.
- **Mankweng:** located 30km to the east of the city. It constitutes a large area and is mixed formal and informal. It accommodates the University of Limpopo and is a long-established settlement area.
- **Sebayeng:** located 30 km to the north-east of the city centre and is less formal and newer than Mankweng. The area is experiencing influx and is growing at a rapid rate.
- **Maja:** is located 20km to the south and comprises an informal settlement area, with very limited services and infrastructure. The settlement area sits on the fringe of the rural hinterland and is hence surrounded by a vast clustering of rural / semi-rural areas.
- **Moletjie:** It is about 32 km northeast of City of Polokwane and comprises an informal settlement area, with very limited services and infrastructure. The settlement area sits

on the fringe of the rural hinterland and is hence surrounded by a vast clustering of rural / semi-rural areas.

- **Aganang:** is situated 45 km west of Polokwane. It is a rural Cluster and has 4 Traditional Authorities namely Moletji, Matlala, Maraba and Mashashane. The area has been incorporated into Polokwane Local Municipality and is now serving as the seventh cluster area for Polokwane. The area is purely rural and has no township; it has potential in Agriculture and Tourism.

### 2.1.8 Some of the Buildings within City of Polokwane CBD



Buildings within City of Polokwane CBD 1



Buildings within City of Polokwane CBD 2





**Buildings within City of Polokwane CBD 2**

Polokwane City is the vibrant capital of Limpopo Province, situated on the Great North road to Zimbabwe; it is the largest Municipality that serves as a Capital of Limpopo with major economic centre. Its proximity to the neighbouring countries of Botswana, Zimbabwe, Mozambique and Swaziland, as well as its convenient distance from the Kruger National Park and Magoebaskloof that makes it a perfect gateway to Africa and attractive tourist destination in itself.

## **2.2 REGIONAL CONTEXT**

Polokwane Municipality is located at the heart of Limpopo Province within Capricorn District Municipality. In view of the City's central location in the Province, a number of main arterial routes converge in Polokwane. Polokwane City inter-connects and interrelates horizontally with the adjacent municipal areas. Municipalities that are adjacent to Polokwane Municipality include the following:

**Table: Regional Context**

<b>Municipalities that are adjacent to Polokwane</b>	
<b>Mogalakwena</b>	The N1 National Road forms the main carriage way from the south to the north. The main connection between Polokwane Municipality and Mogalakwena Municipality is the Makapan's World Heritage site in the north eastern part of the Mogalakwena Municipal Area.
<b>Molemole</b>	Agriculture forms the main economic base of Molemole Municipal area. Agricultural produce is transported to Polokwane City. Road P94/1 and the N1- North form the main links between Molemole Municipality and Polokwane Municipality.

<b>Greater Tzaneen</b>	Road P17/1 (R71 east)) forms an important link between Polokwane Municipality and Greater Tzaneen Municipality. Various tourism attractions exist in the western part of the Greater Tzaneen Municipal Area, e.g., Magoebaskloof, the Wolkberg Conservancy Area and various overnight accommodation facilities. Apart from tourism, the R71 is used as a transport corridor for agriculture and mining.
<b>Lepelle Nkumpi</b>	Lebowakgomo, which is the capital of Lepelle Nkumpi Municipality, is located approximately 40km South of Polokwane City. The legislature and other government related functions are located in Lebowakgomo. Road P33/1 forms the main link between Lebowakgomo and Polokwane City. Lepelle Nkumpi Municipality has a strong mining base. Mining- related goods and services are transported along Road P33/1

Source: Polokwane Municipality SDF

### 2.3 HIERARCHY OF SETTLEMENT

The hierarchy of settlements according to the SDF is indicated in the below table.

#### 1st ORDER SETTLEMENTS (GROWTH POINTS)

Cluster	Polokwane	Polokwane	Seshego			
<b>Cluster 01</b>	<b>Polokwane</b>					
<b>Cluster 02</b>	<b>Polokwane</b>	Ga-Makanye Ga-Thoka Mankweng A	Mankweng B Mankweng C Mankweng D	Nobody Mothapo Nobody Mothiba	– –	University of Limpopo
<b>Cluster 03</b>	<b>Polokwane</b>	Sebayeng A	Sebayeng B			
<b>Cluster 04</b>	<b>Polokwane</b>					
<b>Cluster 05</b>	<b>Polokwane</b>					

#### 2nd ORDER SETTLEMENTS (POPULATION CONCENTRATION POINTS)

<b>Cluster Polokwane 01</b>	Bloodriver	Kgohloane	Mabotsa	Makgofe	Mokgokong
<b>Cluster Polokwane 02</b>	Badimong Boyne	Ga-Mahlanhle	Viking	Makgware ng	Phomolong Rivier View

	La-Magowa	Ga-Ramogale <b>Shilwane</b>	Zion City Moria Komaneng	Matshela- Porta Mountain Views	
<b>Cluster Polokwane 03</b>	Tibibe Dikgale 1	Dikgale 2 Dikgale 3	Ga-Makgoba	Makgoba 1	Mantheding
<b>Cluster Polokwane 04</b>	Hlahla	Makibelo	Ramongwana 1	Ramongwana 2	Semenya
<b>Cluster Polokwane 05</b>	Koloti Komape 2	Komape 3	Mabokelele	Madikoti	Moshate

### **3rd ORDER SETTLEMENTS (LOCAL SERVICES POINTS)**

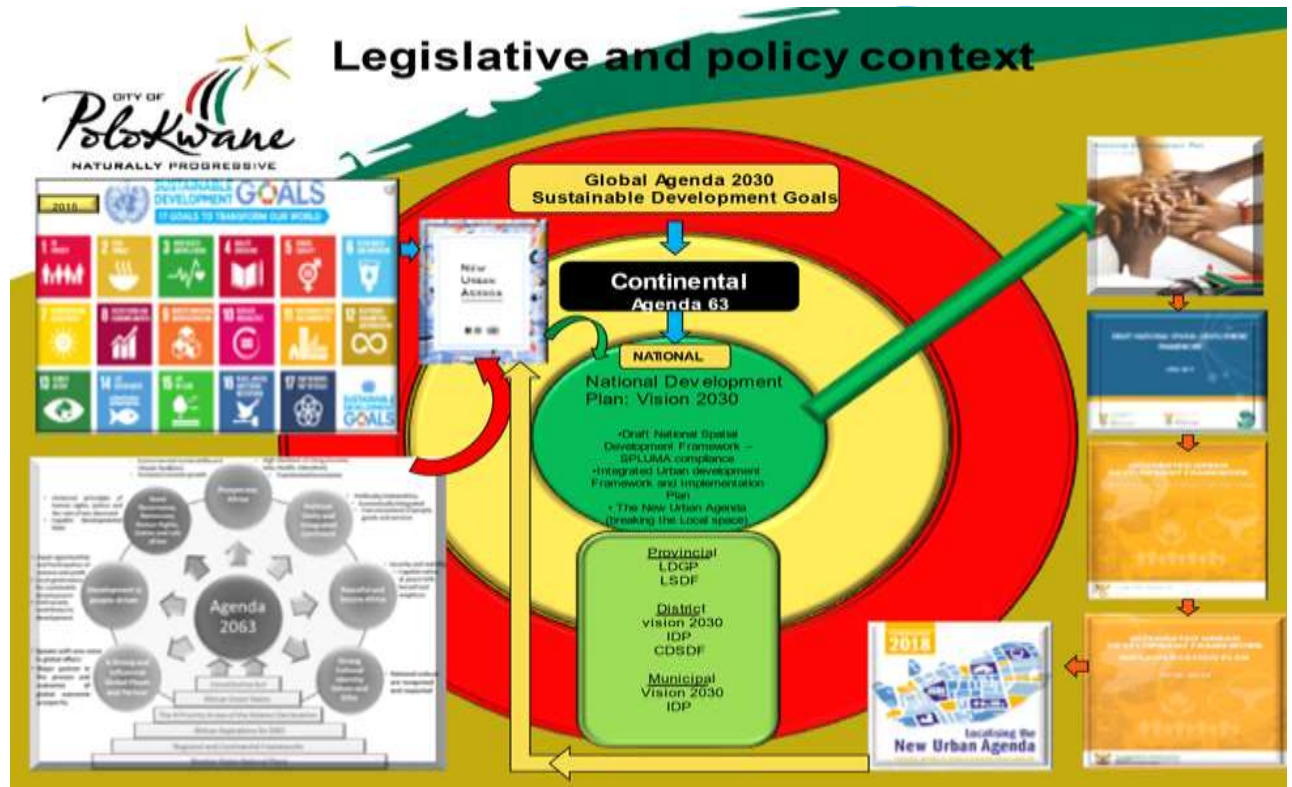
<b>Cluster Polokwane 01</b>	Ga-Maja Ga-Molepo	Ga-Phiri Kopermyne	LaasteHoop 7 Leshikishiki	Maratapelolo <b>Maripathekong</b>	<b>Mmoto wa Bogobe Thokgwane ng</b>
<b>Cluster Polokwane 02</b>	Chebeng Choke Chuene Ditengteng Ga-Kama Ga-Kgole	Ga-Lekgothoane Ga-Mobotsa Ga-Mailula Ga-Momphaka Ga-Mapanyula	Ga-Mathiba Ga-Mogano Ga-Mokgopo Ga-Mothiba Ga-Motholo	Ga-Rakopi Ga-Rampheri Ga-Sebati Ga-Thaba Kgokong Bergnek	Kgoroshi: (Mphela) <b>(Thantsha)</b> Kgware Laaste Hoop Ward 7A
<b>Cluster Polokwane 03</b>	Lekgadimane Mabitsela Makweya Lenyenye Maboi Makgwareng Mamadila	Leswane Mabotsa 2 Makotopong 1 Mamatsha <b>Dithupaneng</b> Madiga Makotopong 2 Mamotintane	Manamela Mashita Mehlakeng Newlands Mankgaile <b>Masobohleneng</b> <b>Mmakata</b> <b>Ramakgaphola</b>	Manthorwane <b>Matamanyane</b> Sebayeng Marulaneng Matobole Mosharw Sefateng Segwasi	Sekgweng Sengatane Setati Thabakgon e Thune Toronto Zondo Tsatsaneng
<b>Cluster Polokwane 01</b>	Bergvley Bethel Cottage Dichueneng Doornspruit Klipspruit Lebowa Mogokubung Makgeng	Maselaphaleng Melkboom Moklakeng Mphalong Quayle Setotolwane Tsebela Ga-Kololo	Ga-Moropo Kobo Lefahla Mahwibitswane Makgobe 2 Marobo Masekoleng Mashongolile	Sentsere College Tsware Ga-Moswedine Jack Katzenstem Kgatla Kgwareng Komape 1	Makgopeng Masealama Masekwats e Matikireng Mogole Pax College Sepanapudi Subiaco



	Makubung Masekho	Ga-Maphoto Ga- Mawashasha Ga- Molalemane	Moduwane Mongwaneng Mphogodiba	Mabotsa 1 Makengkeng	Vaalkop 1 Vaalkop 2 Thema
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Source: Polokwane Municipality SDF

### 2.3.1 National and International legislative guides and programme



Source: PLK town planning SBU

## 2.4 SPATIAL PLANNING AND LAND USE MANAGEMENT TOOLS/LUMS

The provision of the Spatial Planning and Land Use Management Act, Act 16 of 2013 requires that the Municipality must develop a system of planning that guide the spatial and land use planning within the Municipality. The Municipality is administered by the series of planning legislations that govern the administration of land use planning namely:

### 2.4.1 Town planning and Township Ordinance, Ordinance 15 of 1986 (to be repealed).

The application of the Ordinance is within the area that is within the proclaimed **POLOKWANE INTEGRATED LAND USE SCHEME, 2022**. The area provides types of ownership such as deed of transfer (secured ownership). The said act is applicable in area proclaimed by the said legislations.

Therefore, mixed tenure rights are found within the Municipality. In this regard, there is a need for upgrading of the R293 tenure system from the deed of grant, Permission to Occupy (PTO) to Deed of transfer. Those entire townships have to be upgraded in terms of the provision of SPLUMA, Act 16 of 2013 through which the one scheme is developed and land releases on the state land is finalised and incorporated through a formal process.

The Municipality have witnessed the issue of revenue collection and valuation of the properties contradicting with the provision of proclamation R293 of 1962 since it has its own application that differs with the rates act and property valuation. There is a great need to deal with the current situation and upgrade the status quo of the townships through the engagement with the Limpopo provincial department of Corporate Government, Human Settlement and Traditional Affairs for those outstanding township to be donated to the Municipality.

#### **2.4.2 Proclamation R293 of 1962 (Black Administration Act 38 of 1927)**

Polokwane Municipality has the black Township known as Mankweng, Sebayeng and Seshego as developed by the provision of the said legislation. Several issues need to be dealt with in terms of upgrading the status of the Land and the rates collection. Polokwane has witnessed the issues of boycott on the payment of rates by the community of Mankweng for example. The issues cut across the provision and services and better planning since the majority has district potential use such as hospitals, universities, and FET colleges. The following are key challenges:

- a. The zoning in terms of the provision of the proclamation R293 of 1962 is govern by the condition attached to the Deed of Grant that does not provide different classification of zoning unlike in terms of the provision of ordinance.
- b. There is an Integrated Land Use Scheme to deal with the issue in terms of the SPLUMA Act. Section 2(2) of the SPLUMA may be used but the upgrading of the Tenure System has to be deal with since the act may not automatically change the tenure system.
- c. The provision of the scheme as control tool needs to be accompanied by upgrading of all the Townships within those areas under R293 of 1962 as briefed on (b) above. The final approval is still with the provincial governance for other processes since the amendment on the condition still within the ambit of the provincial department.

#### **2.4.3. Proclamation R188 of 1969 (Black Administration Act 38 of 1927)**

Polokwane was assigned power of dealing with processing of the Land Use Rights in areas under the control of the Traditional Local Authorities. The ownership is Permission to Occupy (P.T.O). In this form, there is no real right registered against the property since the majority of the settlement are not proclaimed and registered with the deed's registry. The provision of the SPLUMA requires that all citizens should have access to secure tenure. In this regard, it is the duties of all the spheres of government to properly plan the development in rural areas for better transfer of ownership to occupants. The introduction of the Rural settlement development strategy is used as a key towards addressing the issues of tenure and better management of the land use rights and associated uses. The Provision of the Land Use Management Scheme for the entire Municipal Area as a control tool need to be accompanied



by the upgrading of the Tenure System of all the Rural Settlements within those areas under R188 of 1962.

#### **2.4.4 Local Government Municipal Systems Act, Act 32 of 2000.**

The focus on the act is based on section 26 of the said legislation that demand that the Municipality in areas of operation must develop the Spatial Development Framework that will provide the guidelines for the Implementation of the Land use management System (Land Use Scheme or Town Planning Scheme). The Spatial Development Framework provides the current and future development plans of the Municipality looking at ensuring the integration with other components of the IDP. This includes financial spending, environmental management plans etc.

#### **2.4.5 Spatial Planning and Land Use Management Act, Act 16 of 2013**

The Municipality has started with the key components of the Act as identified for the implementation of the SPLUMA which includes the following:

- Established MPT and Authorized official (Gazette as per Council resolution)<sup>ii</sup>
- Municipal Appeal Tribunal<sup>iii</sup>(Gazette as per Council resolution
- Delegation of Power<sup>iv</sup> (Council resolution
- Tariff<sup>v</sup>(Gazette as per Council resolution
- By-law<sup>vi</sup>(Gazette as per Council resolution
- Land Use Scheme<sup>vii</sup> (adopted by Council and proclaimed)
- Municipal Spatial Development Framework<sup>viii</sup>(Final Draft)



The above act provides new form of planning that demand new planning approaches such as development of the New Spatial Development Framework That complies with the contents as highlighted in section 20 of the said legislation. All above activities should be in line with the provision of or non-compliance with section 6 of the SPLUMA, Act 16 of 2013. The principles below provide the guides for the application of the Act:

(a) The principle of spatial justice, whereby—

- (i). past spatial and other development imbalances must be redressed through improved access to and use of land.
- (ii). spatial development frameworks and policies at all spheres of government must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, former homeland areas and areas characterised by widespread poverty and deprivation.
- (iii). spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantaged communities and persons.
- (iv). land use management systems must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas, informal settlements and former homeland areas.

- (v). land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas; and
- (vi). a Municipal Planning Tribunal considering an application before it, may not be impeded or restricted in the exercise of its discretion solely on the ground that the value of land or property is affected by the outcome of the application.

### Submission

The principle provides guides in addressing the spatial segregation by putting measures in place for proper planning for both areas' disadvantages and informal settlement. This is done through providing access to the use of land through policy such as SDF that provides spatial information useful for economic development at large (Mining, Agriculture etc.). It is through planned settlement that most of the Informal Settlement has to be eradicated and provides secure tenure. These aspects of secure tenure need to be addressed at large by looking at the rural areas as well.

Our plans and policies should visualise the long term's view of at least 20 years and beyond in an integrated manner. This is through our SDF, Density policies, URS, RSS, HSP, Infrastructure Master Plans, City development Policies, financial planning etc. Both urban and rural should be guarded for managed growth<sup>ix</sup>.

"54% of the world's population lives in urban areas, a proportion that is expected to increase to 66 per cent by 2050. Projections show that urbanization combined with the overall growth of the world's population could add another 2.5 billion people to urban populations by 2050, with close to 90 percent of the increase concentrated in Asia and Africa, according to a new United Nations report launched today".

- (b) the principle of spatial sustainability, whereby spatial planning and land use management systems must—
  - (i). promote land development that is within the fiscal, institutional and administrative means of the Republic.
  - (ii). ensure that special consideration is given to the protection of prime and unique agricultural land.
  - (iii). uphold consistency of land use measures in accordance with environmental management instruments.
  - (iv). promote and stimulate the effective and equitable functioning of land markets.
  - (v). consider all current and future costs to all parties for the provision of infrastructure and social services in land developments.
  - (vi). promote land development in locations that are sustainable and limit urban sprawl; and result in communities that are viable.

Polokwane Municipality has developed the Economic Growth and Development Plan, a vision 2030 which was adopted by the Municipality in line with the national and provincial Development Plan. The vision 2030 of the Municipality has identified the 6 pillars that aimed addressing the challenges by year 2030 or prior. Each pillars signals the action needed within each directorate in driving the city into a "Smart City". Polokwane for example, it experiences shortage of water, and that is a basic need. The concept aimed at putting measures in place to deal with the management and sustainable uses of limited resources in a sustainable means.

The programs as identified should be cleared, assessed and measures as per the targeted date. Until to date, there is still a great need for the alignment of the projects with the segments of each pillar and be measured or reviewed. This demands the revisiting of the Implementation Plan of the EGDP targeted time.

(c) the principle of efficiency, whereby—

- (i). land development optimises the use of existing resources and infrastructure.
- (ii). decision-making procedures are designed to minimise negative financial, social, economic or environmental impacts; and
- (iii). development application procedures are efficient and streamlined and timeframes are adhered to by all parties.

This principle tries to strengthen the physical cluster of the Implementation [plan of the EGDP with the aim of speed-up services delivery without Red tapes. Process plans and procedures should be clear and provided in various forms. The Introduction of the SPLUMA requires that, the systems and procedures must be transparent and fair.

(d) the principle of spatial resilience, whereby flexibility in spatial plans, policies and land use management systems are accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.

The 2030 vision is a long plan that should be guided by the proper plans of the municipality. However, it is important that the plans should not be rigid or static but encourage flexibility when new development introduced. This enables the developers to be accommodated based on the sufficient evidence that such demand may yield good results at the end. Municipal plans must be accommodating when new initiatives introduced and be aligned with the municipal plans.

(e) the principle of good administration, whereby—

- (i). all spheres of government ensure an integrated approach to land use and land development that is guided by the spatial planning and land use management systems as embodied in this Act.
- (ii). all government departments must provide their sector inputs and comply with any other prescribed requirements during the preparation or amendment of spatial development frameworks.
- (iii). the requirements of any law relating to land development and land use are met timeously.
- (iv). the preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them; and
- (v). policies, legislation and procedures must be clearly set in order to inform and empower members of the public.

The IDP is an Integrated Development Plan that has to include all plans of the Municipality together with the national and provincial mandate in development. This is concluded based

on the intergovernmental relations within the spheres of Government. Public participation becomes a key towards transparent governance. Therefore, the principle strengthens the use of all mechanism in collecting the data, communicating the data collected and interpretation of the data collected to the community. By so doing this, it will enable the Municipality to deliver its basic services with success.

## **2.5. THE PURPOSE OF THE SPATIAL PLANNING AND LAND USE MANAGEMENT ACT (SPLUMA)**

It replaces the application of Town Planning and Township's ordinance, Ordinance 15 of 1986 and all other pieces of town planning legislation. In addition to all the land use applications which were processed thought the ordinance, the following were repealed by the SPLUMA:

- Act No. 84 of 1967 Removal of Restrictions Act (The whole)
- Act No. 88 of 1967 Physical Planning Act (The whole)
- Act No. 113 of 1991 Less Formal Township Establishment Act (The whole)
- Act No. 125 of 1991 Physical Planning Act (The whole)
- Act No. 67 of 1995 Development Facilitation Act (The whole)

All of the above applications were administered through the Provincial Government, because of the SPLUMA; they will all be administered and processed by the local authority.

### **2.5.1 SPLUMA implementation Progress**

The municipality has already developed and implementing the Municipal Planning By-law, 2017 as from the financial year 2018/19. All components of the act were adhered to, and the Municipal Planning Tribunal is in operation. The **POLOKWANE INTEGRATED LAND USE SCHEME, 2022** for the entire Municipal Boundary has been adopted and proclaimed and the Municipal Spatial Development Framework still need to be complied (at Final Draft) to Comply the with SPLUMA ACT.

## **2.6 Land Use Management Scheme (LUMS)**

**POLOKWANE INTEGRATED LAND USE SCHEME, 2022** has been adopted by Council and covers all areas within the boundaries of the areas in order to regulate land uses for the whole municipal area.

An integrated Land Use Management Scheme that will cover the wall to wall has been finalised to address some of the main short comings of the repealed Polokwane/Perskebult Town planning scheme, 2016 and the repealed LUS, 2017. The previous repealed Town Planning Scheme was limited to the urban area of Polokwane City/ Seshego as well as the adjacent small holdings / farm portions (Urban Fringe Area). The commercial farming area, rural villages and Tribal areas were excluded from the The previous repealed land use schemes, but with the enactment of the SPLUMA, the Municipality has **POLOKWANE INTEGRATED LAND USE SCHEME, 2022** which will cover the rest of the municipal boundary.

Land use management system of the municipality consists of various mechanisms of which the Spatial Development Framework (SDF), Municipal Planning Tribunal, Municipal Appeal Tribunal and Land Use Management Scheme (LUMS) form the main or core components of a land use management system.

Capacity building on land use planning and management are amongst the core strategic mandates of the Provincial Department. In terms of the Intergovernmental Relations Act 13:2005 the department is mandated to build the system's capacity in the province – especially Traditional Authorities for land use planning management and control. Mankweng and Sebaying is now covered, and the Department of Cooperative Government, Human Settlements and Traditional Affairs has assisted the municipality with the Pilot project. Tribal Authority have mixed challenges relating to land use planning, control, management and integrity systems: linking to planning, legal rights, ownership, control records, conflict and environmental management failure.

## **2.7. MUNICIPAL PLANNING BY-LAW 2017**

The Municipality was required to develop a Municipal Planning By-Law for its entire area in terms of section 32 of the Spatial Planning and Land Use Management Act, Act 16 of 2013. The reason for such demand was to have uniform procedures within the Municipality for Spatial Planning and Land Use Management and address the challenges caused by the old order legislations. Even though the By-law adopted and gazetted as well as comes in to operation, some section of the Ordinance may still be applicable for the outstanding issues on the Ordinance applications. This transitional arrangement may take up to two years or beyond subject that, the ordinance is phased out by the province. The Polokwane Municipal Planning By-law has positively included most issues that the ordinance fails to address the operation of the By-law commenced on the 2 July 2018 with all the supporting components in place.

## **2.8. POLOKWANE URBAN RENEWAL STRATEGY (URS) AND CBD DEVELOPMENT PLAN, 2016**

The said plan has highlighted the key issue to be addressed in the retaining of the business within the city and unpacking the development needs as per the provision of the EGDP 2030 vision. Key principles identified for URS and CBD Development plan .

### **PRINCIPLE 1: URBAN MANAGEMENT AND MAINTENANCE**

Action 1: Establishment of Polokwane CBD Manager's Office

Action 2: Establishment of Communication/ Complaints System in CBD Manager's Office

Action 3: Joint Service Agreements for External Stakeholders

Action 4: Minimum Basic Service Levels Commitment

Action 5: Special Precinct: Mini IDP/ Joint Maintenance Scheduling Programme/ Budget

Action 6: Dedicated Response Crews

Action 7: Public Property Management – Neglected Buildings

Action 8: Private Property Management – Neglected Buildings

Action 9: Monitoring and Review



## **PRINCIPLE 2: SAFETY, SECURITY AND BY-LAW ENFORCEMENT**

Action 1: Visible Policing and Support Services

Action 2: CCTV and Other Crime Prevention Mechanisms

Action 3: Design-out Crime and Provision of Street Lighting

Action 4: By-Law Enforcement Campaign/ Capacity Building

Action 5: Implement By-Law Enforcement Programme

Action 6: Speeding Up Of Municipal Prosecution Processes

## **PRINCIPLE 3: LANDMARKS, PUBLIC SPACES, ARTS, CULTURE AND HERITAGE**

Action 1: Enhancement of Gateways and Access Routes

Action 2: Establish Public Arts and Culture Initiatives in Civic Park and Mark Street Park

Action 3: Formalization of the Sterkloop Spruit Public Open Space

Action 4: Developing of the Water land Iconic Public Space

Action 5: Strengthening of the Provincial Sports and Recreation Precinct

Action 6: Enhance Priority NMT Movement Network

Action 7: Proper Management of the Visual City Scope

## **PRINCIPLE 4: LOCAL ECONOMIC DEVELOPMENT**

Action 1: Informal Trading / Micro-retailing Formalization

Action 2: Revitalization of the African Market Square

Action 3: Waste Management and Recycling

Action 4: Expansion of Urban Development Zone

Action 5: Incentives

## **PRINCIPLE 5: SOCIAL DEVELOPMENT**

Action 1: Social Capacity Building and Training Strategy

Action 2: Provision of Community Facilities

Action 3: Provide Access to Broadband Telecommunication at Iconic Public Spaces

The above principle will enable the city to restructure and consider key elements that will address the current challenges faced by the Municipality. If proper plans are integrated, the municipality will further attract investors to the city that will address city decay. Managing the city need dedicated team of both the external and internal to deal with the challenges holistically. Safety, open space management, LED and social development are important. Key strategic projects in response to the above principles are detailed in the page 89-98 of the said document.

## **2.9. GROWTH POINT ANALYSIS**

Polokwane Municipality has the provincial growth point which functions as a first order settlement. However, the geographical area of Polokwane Municipality is predominantly rural including considerable land under traditional authority. Polokwane has a large portion of the population living in rural or peri-urban areas, which for most part is unplanned and poorly serviced. All spatial planning must take cognizance of the population and contribute to the improvement of their living conditions.

The Limpopo Spatial Rationale identified a hierarchy of settlements from provincial growth point to scattered settlements. Development interventions are proposed in terms of infrastructure provision and government services in such a manner that the natural economic potential of growth points is further stimulated. Interventions at scattered settlements are such that basic services are provided to ensure that the quality-of-life objective in the Growth and Development Strategy is achieved, but that prevents over investment in places that are depopulating.

1. **Provincial Growth Point: City and Seshego**
2. **District Growth Point: Mankweng**
3. **Municipal Growth Point: Sebayeng and Aganang (to be incorporated)**

However, the following Development Corridors (DC's) and Functional Development Areas Have been identified according to the SDF analysis, namely:

- **Development Corridor (DC) 1: The Pretoria/Gauteng - Pietersburg – Mankweng – Tzaneen**

**Development Corridor (N1- south road/ R71 road)**

- **Development Corridor (DC) 2: The Burgersfort/ Chuenespoort - Polokwane - Louis Trichardt Development Corridor (R33- N1 north road)**

The Municipality has opened the corridor by initiating the key project that are under catalytic project for CEF such as the **Science park, Bakoni Malapa Township** where the provincial State Theatre will be developed and **Eco-Estate** at the Game reserve. Their status will be elaborated further in detail.

**Public Transport Integration Corridor F1;** Due to the proposed re-alignment of N1 toll road bypass, it is necessary to revise a study conducted in 1999, namely the Development Plan for the Public Transport Integration Corridor alongside **Nelson Mandela Drive**.

**Southern Gateway Development Corridor (F2);** This corridor (N1 South, along the western entrance to Polokwane City) is an excellent example of positive spin-offs from this kind of forward planning of a development corridor, in view of recent development. The continued consideration of appropriate land-uses is essential for the long-term sustainability of this corridor and also with a view to not jeopardizing the other initiative in the SDF plan.

**Eastern Gateway Development Corridor (F3;** The functional development area was previously called the Eastern Corridor or Private Transport Corridor, and involved the Thabo Mbeki and Grobler Streets one-way pair, stretching from Biccard Street to the Savannah Centre. The study conducted in July 1999, titled Eastern Corridor Development Plan and investigation to formulate policy on the Biccard Street Transitional Area, is being reviewed).

**Northern Gateway Development Corridor F4;** The corridor starts at Landros Maré Street extension on the northern border of the CBD and traverses the industrial area (Extensions 3 and 12), running past the International Airport, and also includes part of Annandale. The proposal for SEZ or Industrial Hub may also take cognisance of the proposed development on the proposal for the mixed use and proposal for the expansion of the satellite university Campus through a mixed-use development. The expansion of the Urban edge is crucial since the development of the industrial use has now bordered to the urban edge that is a success story for the past 8 years of implementing the current SDF.

**Outer Eastern Link (F5);** This is a completely new development area and was proposed because of the amalgamation of the different TLC areas. It is part of the Tshwane / Gauteng – Polokwane – Mankweng – Tzaneen Development Corridor (DC1) which would play a major



role in integrating the Polokwane and Mankweng clusters with one another. This integration should be regarded as a long-term vision.

The PDA1 proposal for the Dalmada Precinct, is being developed in order to support the development and address the issues of informal or illegal occupation of the land and land invasion. Currently, the Municipality has received township application development in order to support the PDA1 that will comprise of the mixed-use development including the Business, industrial recreational and Residential in a form of a new Nodes or suburban area. Looking at the long terms plan of the SDF, the area will consider the area to be a catalyst for linking Mankweng and Polokwane City.

The development area starts where the Eastern Gateway Development Corridor (F4) ends. From this point it runs to the area in the vicinity of the Boyne and Ga-Mokwane villages, on the eastern border of the Polokwane Municipality Area.

In view of the above corridors, has open an opportunity for the spinoff- development for the key catalytic projects as planned for the various land that support the PHDA'S as gazetted. **R81 corridor** as well is becoming an active spinoff of the Mall of the North, the approved institutions or educational zoning around the area and other land uses will constitute to a kind of mixed used development that will constitute a **student village/Varsity village** since the interest of proposed development around the area as per the current applications received seen the potential for expansion.

## **2.10. MUNICIPAL LAND ANALYSES**

The Municipality is currently intending to develop the Land Audit report in order to account on the opportunities that the land may impact looking beyond 2030 vision. The map below provides the developable properties within the register of the Municipality.

There is more land that the Municipality has not investigated or yet transferred to the Municipality that needs to be researched. The commissioning of the Land Audit may pave the way for proper land management and the need to address urban challenges. The current land parcels of the municipality are not enough in terms of the projected 2060 urbanisation rate in Urban areas. It is vital that the Municipality advance its strategy in land acquisition with the 2060 urbanisation rate in mind. In this case, having a backlog of housing demand of almost 60000, what will the situation be if the strategic land is not used efficiently through planning approaches such as densification and compact settlement and do away with urban sprawl.

## **2.11. LAND CLAIMS ANALYSIS**

A number of land claims have been lodged with Government within the Polokwane Municipal area of jurisdiction. However, the majority of these claims are not yet concluded or finalized. It is currently not possible to determine their likely impact on spatial development. There is concern from some quarters that more unsustainable rural settlements might be established as a result of restitution of land rights.

From a spatial development point of view, land claims do not necessarily impact on the type of land use. It, however, do have an impact in delaying development processes. Prospective developers are obliged to seek consent of the respective Land Claims Commissioner prior to undertaking any form of development, that is, either for township establishments or change in land use. Although consultations do not hinder development, they do derail the speed at which development moves.

The claimants that receive their land through restoration process becomes a challenging issue that impact negatively to the Municipality especially in areas that are within the Municipal proclaimed scheme. It also plays a negative role and foster illegal invasion. No settlement plans or Township established, and people tend to develop on those land. Such occupants tend to demand services on the area not well surveyed and declared suitable from environmental point of view.

## 2.12. LAND AVAILABILITY ANALYSIS

The municipality owns a sizable number of land parcels within the urban area. This includes erven within proclaimed townships, farm portions, agricultural holdings and proclaimed townships for mixed housing developments primarily to cater for the housing gap which is outlined in detail in the Housing Chapter.

**Table: The below table represents vacant municipal owned townships**

#	NAME	LOCALITY	NUMBER OF UNITS
1	Polokwane X72	Doornkraal	800 Residential 1
2	Polokwane X79	Doornkraal	500 Residential 1
3	Polokwane X78	Doornkraal	2863x "Residential 1"; 5x "Residential 2"; 7x "Residential 3"; 2x "Business 3"; 1x "Special"; 5x "Institutional" (Church) 7x "Educational" 4x "Municipal"; 13x "Public Open Spaces" 1x "RSA"
4	Polokwane X108	Portion 188 (a ptn of ptn 8) of Doornkraal680 LS	200 Industrial 2 Sites
5	Polokwane X126	Engelschedoornboom 668LS	500 Residential 1 Erven
6	Polokwane X124	Portion 12 of the remainder of Krugersburg 933 LS	19 erven zoned "Special": "Business 2: 1 Erf ±6 650m <sup>2</sup> . "Municipal": 1 Erf ±917m <sup>2</sup>
7	Polokwane X127	Engelschedoornboom 668LS	500 Residential 1 Erven

#	NAME	LOCALITY	NUMBER OF UNITS
8	Southern Gateway X1 PICC	N1 southbound (Pretoria road) and Lawton Road, in the southwestern corner of Polokwane city adjacent to the Nirvana suburb and Ivydale Agricultural Holdings  Portions 407, 408, 409, 410, 411 and 412 of the farm Sterkloop 688 LS	The "Special" zoned Erf for a Convention Centre: Tunnel Level Basement Level, Ground Floor First Floor Second Floor  The "Special" zoned Erf for a Hotel  The "Public Open Space" zoned Erf will be used as a Green Belt Buffer
9	Polokwane X106	Portion 171 Doornkraal 680 LS	190 Residential Erven
10	Polokwane X107	Portion 191 Doornkraal 680LS	142 Residential Erven
11	Polokwane X133	Klipfontein 670 LS Stoefontein 678 LS	3000 sites 208, 422 Ha 138,1129 ha
12	Polokwane X134	Farm Volgestruisfontein 667 LS	2591 sites 178.4699 Ha
13	Nirvana X 5	Portion 74 and 75 of Ivy Dale Agricultural Holdings	105 sites 8. 92224 Ha

Source: PLK Town planning SBU

Township establishment processes for Mixed Housing Development (BNG) are currently underway for the below farm portions:

Table: Land with Township Establishment in progress.

PROPERTY DESCRIPTION	SIZE
Portion of portion 7 of the Farm Palmietfontein 24KS	104.8367Ha
Farm Weltevreden 746 KS	Part of 5 980.00 Ha
Portion 151 to 160 Farm Sterkloop 688 LS	215 Ha

Source: PLK Town Planning SBU

Although the Municipality does not own land in the Tribal Authority's area of jurisdiction, the provisions of the development objectives and development planning in general still vests within the Municipality's guidelines and control. These processes are illustrated in detail in the Spatial Planning and Land Use Management Act16 of 2013 (SPLUMA) By-Laws as well as Proclamation R188 of 1969 regulations.

### 2.13. LAND INVASIONS COURT ORDERS

As land invasions were starting to be a problem in the City of Polokwane, Council has obtained **Court orders** which protect the following land parcels.

1. Polokwane Extension 40
2. Polokwane Extension 108
3. Polokwane Extension 78
4. Polokwane Extension 106 and 107
5. Erf 6045 Pietersburg, Mikes Kitchen
6. Portion 1-16 of the farm Pelgrimshoop 630 LS
7. Erf 60 and 374 Seshego 9G
8. Erf 36 Seshego 9F
9. Erf 2406 Seshego E (Church)
10. Erf 5289 Pietersburg Extension 11
11. Erf 8518 Seshego Zone 1 extension
13. Erf 815 Mankweng E

#### Farms:

1. Farm Engelshedoornboom 688LS
2. Farm Volgestruisfontein 667 LS
3. Farm Klipfontein 670 LS
4. Holding 76 of Ivy Dale Agricultural Holdings
5. Farm Doorndrai 606/ LS
6. Farm Sterkloop 688 LS

Court Orders are fully implemented in dealing with land invasion to assist the City with proper Land Management and Planning. But the challenging issue is the cost lost due to unplanned invasion since it is unknown. A comprehensive strategy to deal with the Land invasion is crucial for the municipality in order to safe guard its properties.

## 2.14. SPATIAL CHALLENGES AND INTERVENTIONS

### Spatial analysis

#### i. Planning control and Outdoor advertising

##### Challenges

- inadequate control over illegal land use practices within the city
- lack of human capital to deal with illegal land uses (shortage of staff)
- inadequate control over illegal outdoor advertising
- management of contracts for outdoor advertising projects

##### Interventions

- reviewed the operational manual contained in the illegal land use strategy 2012- to enable the imposing of fines for illegal land uses.
- A comprehensive land use survey has been conducted with the implementation framework and submitted to Council for adoption.
- Council has budgeted for 2 positions of Planning Control Officers positions and have been advertised. Short listing and interviews have been finalized and appointment done.
- 3 contractors appointed to deal with the removal of illegal advertisement of council land. Their contracts expired, revised ToR submitted for approval and advertisement of the Project for new Contractors.
- The outdoor advertising bylaw has been reviewed to deal with inadequacies of the 2009 by-law

#### ii. Land Use Management

##### Challenges

- Installation of services on approved municipal townships.
- Installation of Services on new approved municipal townships.
- Lack of Truck in Facilities.
- Townships without Street names

##### Interventions

- The process of servicing municipal township has started. City & Regional SBU has appointed engineer to start with the designs for (Dilokong X 1) and thereafter contractors will be appointed to install services. The Detailed design report has been submitted for approval.
- List of Municipal Townships attached that require services to be installed. City & Regional SBU Services SBU to budget for and appoint engineers and contractors.
- Application for Truck Inn Facility lodged on Polokwane Extension 136 (Municipal Township). Municipal Planning Tribunal has decided on the application, and it is approved.

- Polokwane Local Geographic Names Policy has been adopted to deal with naming of streets within townships.

### iii. Spatial Planning

#### Challenges

- Spatial Inequalities/Injustices
- Inadequate ownership of land in rural areas
- Underutilised airport infrastructure
- Lack of alignment in municipal plans
- Lack of areas earmarked for Student Accommodation and policy to address the need
- Confusion in Multiple legislation not repealed by SPLUMA
- Municipal By-Law Implementation

#### Interventions

- Neighbourhood Development Partnership Grant (NDPG) is a grant that unlocks investments, by funding neighbourhood development projects to improve the life of residents in targeted areas, generally townships. The partnership of the municipality and National Treasury with this program, enable the municipality to implement projects identified in municipal plans in order to curb spatial inequalities.
- The Department of Rural Development and Land Reform has approached the municipality on some portions which are owned by the state. The intention is to release land owned by state to the municipality in order to unlock development and promote ownership. For example, Portions affected by invasions (**Mamahule Area**) will be the initial intervention areas. The Precinct plan for Dalmada and Kalkfontein has been finalised and went on public participation which is supported for approval
- Enhancing the status of the municipal airport has been prioritised. Mixed land uses are to be promoted around portions surrounding the airport. Terms of reference to conduct feasibility studies have been drafted in order to get a consultant to carry out the relevant studies.
- The Integrated Urban Development Framework (IUDF) is one of the fundamental policies of the Government that seek to action the National Development Plan for the future needs. The purpose of the Integrated Urban Development Framework (IUDF) is to fundamentally provide a micro plan for a specific area with proper development guides. A Capital Expenditure Framework (CEF) is a long-term infrastructure plan that flows from a Spatial Development Framework. The CEF was developed in order to incorporate those Strategic Development Areas that details the Future Priority Development Areas, as such there will be alignment between planning, infrastructure and financial plans.
- Through the Urban Renewal Strategy and CBB Plan, 2016, areas where student accommodation is to be promoted has been identified. Plans to acquire the subject land is one of the priorities for affordable student housing and social housing.

- Polokwane Municipal Bylaw, 2017 has been and approved by Council and currently in operation and covers the whole municipal area. **POLOKWANE INTEGRATED LAND USE SCHEME, 2022**, has been adopted and will cover areas within the boundaries of the Municipality in order to regulate land uses through the whole municipal area.
- The Municipality has integrated the two schemes which are now repealed to have a single wall to wall Land Use Scheme for the entire Municipal area of jurisdiction in order to comply with SPLUMA Act and Municipal Planning Bylaws.

### 2.14.1 General challenges and Intervention

Spatial Challenges	Intervention
<ul style="list-style-type: none"> <li>• Inadequate ownership of land in rural areas</li> <li>• Illegal land uses</li> <li>• Lack of human resource to fast-track updating of spatial data regularly</li> <li>• Property Management (Leasing and valuation roll)</li> <li>• Human Capital</li> <li>• Limited Funding (Development of the strategies and feasibility studies)</li> <li>• Land claims</li> <li>• Illegal townships</li> <li>• Poor integrated human settlement with institutional facilities</li> <li>• Limited power on the administration of R293 proclamation</li> <li>• Underutilised airport infrastructure</li> <li>• Fresh produce market for regional trade</li> <li>• Lack of commitment on the establishment of Cargo HUB or Agro-processing HUB</li> <li>• Townships without Street names</li> <li>• Management of Contracts for Outdoor Advertising Projects</li> <li>• Installation of services on approved municipal townships.</li> <li>• Installation of Services on new approved municipal townships.</li> <li>• Lack of Truck in Facilities.</li> <li>• Spatial Inequalities/Injustices</li> <li>• Lack of Alignment in Municipal Plans</li> <li>• Lack of areas earmarked for Student Accommodation and policy to address the need</li> <li>• Confusion in Multiple legislation not repealed by SPLUMA</li> <li>• Integrated Human Settlements</li> </ul>	<ul style="list-style-type: none"> <li>• Reviewed the operational manual contained in the illegal land use strategy 2012- to enable the imposing of fines for illegal land uses.</li> <li>• Two (2) Planning Control Officers positions have been appointed to deal with illegal land uses.</li> <li>• To Appoint 3 contractors to deal with the removal of illegal advertisement on council land.</li> <li>• The outdoor advertising bylaw 2009 has been reviewed to deal with inadequacies</li> <li>• To benchmark with Municipality of our size to learn how Management of Contracts for Outdoor Advertising Projects are done. The Municipal Council has already resolved that benchmarking should be conducted.</li> <li>• The process of servicing Municipal Township has started. City Planning Services SBU has appointed engineer to start with the designs for (Dilokong X1) and the contractor will be appointed to install services.</li> <li>• List of Municipal Townships attached that require services to be installed. City Planning Services SBU to budget for and appoint engineers and contractors.</li> <li>• Application for Truck Inn Facility lodged on Polokwane Extension 136 (Municipal Township). Municipal Planning Tribunal decided on the application and approved it.</li> <li>• Polokwane Local Geographic Names Policy has been adopted to deal with naming of streets within townships.</li> <li>• Neighborhood Development Partnership Grant (NDPG) is a grant that unlocks investments, by funding neighborhood development projects to improve the life of</li> </ul>



Spatial Challenges	Intervention
	<p>residents in targeted areas, generally townships. The partnership of the municipality and National Treasury with this program, enable the municipality to implement projects identified in municipal plans in order to curb spatial inequalities.</p> <ul style="list-style-type: none"> <li>• The Department of Rural Development and Land Reform has approached the municipality on some portions which are owned by the state. The intention is to release land owned by state to the municipality in order to unlock development and promote ownership. For example, Portions affected by invasions (<b>Mamahule Area</b>) will be the initial intervention areas.</li> <li>• Enhancing the status of the municipal airport has been prioritised. Mixed land uses are to be promoted around portions surrounding the airport. The feasibility studies have been finalised and approved by Council.</li> <li>• The Integrated Urban Development Framework (IUDF) is one of the fundamental policies of the Government that seek to action the National Development Plan for the future needs. The purpose of the Integrated Urban Development Framework (IUDF) is to fundamentally provide a micro plan for a specific area with proper development guides. A Capital Expenditure Framework (CEF) is a long-term infrastructure plan that flows from a Spatial Development Framework. The CEF was developed in order to incorporate those Strategic Development Areas that details the Future Priority Development Areas, as such there will be alignment between planning, infrastructure and financial plans.</li> <li>• Through the Urban Renewal Strategy and CBB Plan, 2016, areas where student accommodation is to be promoted has been identified. Plans to acquire the subject land is one of the priorities for affordable student housing and social housing.</li> <li>• Polokwane Municipal Bylaw, 2017 has been and approved by Council and currently in operation and covers the whole municipal area.</li> </ul>

Source: PLK Town Planning SBU

## 2.15. SPATIAL INTERPRETATION OF THE POLOKWANE MUNICIPALITY

### 2.15.1 Key guiding policies and municipal By-laws

- a. SDF
- b. EGD
- c. URS/CBD Development Plan
- d. Density policies
- e. Rural Settlement Strategy
- f. Telecommunication mast policy
- g. Spaza and Tavern Policy
- h. IUDF

### 2.15.2 Economic opportunities and growth

- 1) Polokwane Municipality is a gate way to Africa
- 2) SEZ/Industrial park development
- 3) Post incubation hub at Polokwane extension 26
- 4) Cargo Hub/Agro-processing HUB
- 5) Truck-Inn/Logistic HUB
- 6) Development of Science Park
- 7) Eco-estate around the Bakoni Malapa
- 8) Arts and Cultural Hub
- 9) Urban Renewal projects (development of the High-rise office and residential accommodation)
- 10) Limpopo Academic Hospital



## 2.16. RURAL DEVELOPMENT

In terms of the Rural settlement development challenges, the Municipality must comply with section 3-8 of the SPLUMA.

Approximately 70% of the area in Polokwane Municipality is Rural and need to be careful considered. Through public participation on the Draft Rural Settlement Strategy, it was discovered that, rural areas have potential in Nodal development and those areas close to our Sub-urban areas. This tends to have major development along the main roads and attract people to seek residential properties, business etc. in the assessment, it was found that there are:

- Informal settlement within road reserve and flood lines
- Uncoordinated spatial settlement
- Poor streets and roads in informal settlement
- Un-planned desired land use types
- Unclear determination of the property's sizes

- Poor Cemetery planning and maintenance
- Land allocation disputes
- Poor monitoring and evaluation on the registered servitudes, flood lines, road reserves.

This goes beyond to old settlement as they extend. In this regards, Spatial Planning has developed the **Rural Settlement Strategy, 2017** with the aim of addressing this spatial pattern. Once the document has presented, the Traditional Local Authority has seen the potential and realize to partner with the Municipality through development of those area. Letters of request was received and need urgent attention.

Our Land Use Scheme survey conducted in 2012/2013 has data that portray zoning of that area and captures in the system. The following challenges have to be addressed:

- Development of the proper integrated human settlement that will be sustainable: this are the benefit
  - Building Plans approval fees
  - Rezoning
  - Managing land use since we have two land use Scheme and Town Planning Scheme that covers the wall-to-wall scheme.
  - Proper planning for other services such as Roads, Water and sanitation etc.
- Land survey for all settlement in Polokwane municipal Jurisdiction:
  - Proper stand numbers and streets
  - Land dispute resolution
  - Proper stats
  - Proper maintenance etc.
- Land Use Survey for the whole Municipality
  - Proper zoning and
  - conflict resolution
  - Business Registration and management
  - Adhere to SPLUMA
  -

## **2.17. URBAN DEVELOPMENT**

### **2.17.1 Integrated Urban Development Framework Plan**

The future of the Polokwane City, we tend to develop policies that demand integration of all resources and different directorate to interact with one another. Looking at the directionless, the Municipality tends to shift away from purpose built (Future planning) and concentrate on basic services rather advance proactive Plans that aim at advancing service delivery mechanism looking at the 2030-2050 urbanization challenges. Government policies are being development with a long terms vision, but it is left with the planners to properly re-shape the city toward the future needs. Advance skills and commitment of the planners is required. The Integrated Urban Development Framework (IUDF) is one of the fundamental policies of the Government that seek to action the National Development Plan for the future needs.

The purpose of the Integrated Urban Development Framework (IUDF) is to fundamentally provide a micro plan for a specific area with proper development guides. In this case, The CBD and parts of the Industrial area and some neighbourhoods were left without being guided by any of those SDA's. In terms of Table 66 of the current Spatial Development Framework, 2010, it was noted that the IUDF must be developed. Therefore, the proposed development strategy seeks to incorporate those SDA's in to an Integrated Urban Framework Plan that details the Future and Integrated plan for the Provincial growth point.

The Integrated Urban Development Framework (IUDF) is a response to our urbanisation trends and the directive by the National Development Plan (NDP) to develop an urban development policy that will cater for the increasing numbers by ensuring proper planning and necessary infrastructure to support this growth. Polokwane Municipality has to develop its own Integrated Urban Framework Plan that will propose a detail plan on the City Development Strategy looking towards on a sustainable urbanisation model at the following key policy levers:

- Integrated urban planning and management
- Integrated transport and mobility
- Integrated sustainable human settlements
- Integrated urban infrastructure
- Efficient land governance and management
- Inclusive economic development
- Empowered active communities.
- Effective urban governance.
- Sustainable finances

Polokwane Municipality has developed a series of policies to deal with the development of the city but in a narrow view. Part of the current project within the Directorate is to have a comprehensive **City Development Strategy** that will underpin the key policy levers looking at the promoting the city through long terms development goals and models. This will enable to address the following:

- **A CDS is a potential trend breaker:** - motivating key decision-makers to think and operate differently so as to break the negative trends faced by a city.
- **Guiding short-term implementation within a long-term logic:** - A CDS informs the 5- year integrated development planning (IDP) process and shape term-of-office delivery objectives.
- **Pulling in the same direction:** - It allows multiple government agencies, communities and business to rally, act and invest along a similar logic; creating a common focus.
- **Identifying interventions with the highest leverage potential:** - A CDS serve to prioritise and direct resources effectively into those identified interventions that holds the best potential.
- **Anticipating future shocks and contextual changes:** - Through a CDS anticipated long term future changes can be identified and anticipated.
- **Assist in guiding growth:** - A CDS can influence how a city approaches infrastructure creation and physical growth; and

- **(Re)Positioning:** -A CDS serve to reposition the city in terms of national policies and public funding, place-marketing and also the confidence with which ordinary people view the potential of their city.

The budget was allocated for the development of the said document but is subject to the finalisation of the Draft SDF in order to be aligned. All the project within the Municipality must be in accordance to the approved CEF that will assist in the plotting of the various directorate project that will enable proper recording of the projects spatially.



## 2.18 ECONOMIC SPIN-OFF DEVELOPMENTS

### 2.18.1 Baobab Gardens Motor City

Baobab Boulevard township is surrounded by existing township developments on three sides. On the north eastern side is Bendor X87 (i.e., **Thornhill shopping centre**, an area approved for an office development with the rest being a residential development consisting of both single and sectional title residential development). Next to the Munnik road on the northern side are townships such as Bendor X32 and 44 (i.e. mostly residential development consisting of both single and sectional title residential development and a filling station). Adjacent to De Wet Drive to the south west of the application site is a township for up market single residential development known as Polokwane extension 11 (Sterpark). The area to the south is vacant and part of the Remaining Extent the Farm Krugersburg 993 LS. The site occupies an important location in relation to other significant features of the City. The site is close to the newly completed N1 ring road and therefore has excellent and direct connections to the south and north-east.

The location advantages are amongst other, the following:

- The eastern area has a large concentration of middle to higher income housing at Polokwane extension 138 that will include the botanical gardens and Bendor 126 for mixed land uses.
- The huge volume of existing “older” motor industry/motor dealership rights in Polokwane city, and similar rights approved in recent years elsewhere outside the CBD such as along the N1 (now R101) south impact negatively on the development of Polokwane X124 for motor and motor related businesses. Most of the motor dealerships are “established” in their current locations and the remaining motor dealerships are currently being established in new locations such as MGM Group at Polokwane X124 (Baobab Boulevard) and others at the southern N1/R101 entrance such as Jeep/Mercedes/Mitsubishi/Dodge (pre-owned on Erf 141 Ivypark) and Audi (on Erven 2 and 3 Ivypark). Westvaal dealership (Chevrolet/Opel/Isuzu) will relocate to Erf 2506 Ivypark X52.
- Mall of the north** is a secondary activity node with Munnik road an activity spine/corridor and mixed-use development is allowed in this development area. The



area is close to the Mall of the North regional shopping centre and therefore also close to the N1 ring road. Baobab Boulevard therefore has excellent and direct connections to the south and north-east.

- iv. Baobab Boulevard is part of the Mall of the North secondary activity node/Munnik road corridor and far enough from Polokwane CBD to functionally service a huge surrounding residential community. In conjunction with Thornhill shopping centre which is opposite the road on the most north eastern side of Baobab Boulevard the “combined Mall of the North node” is even more functional, without compromising the operations of the CBD.
- v. The north-eastern part of the city has been rapidly expanding in recent years, and the quality and nature of Baobab Boulevard once fully developed will be a huge attribute to the area and also to Polokwane City.
- vi. Secondary nodes and activity corridors are part of the urban structure, particularly in a rapidly growing city. The CBD is the central, economic heart of the city with a role to serve the high order retail and general business needs of the community. Activity nodes and corridors that lead into the city provide complementary economic opportunities and speciality functions, such as Mall of the North and Baobab Boulevard. Multi-nodal cities such as Polokwane are function-oriented, and these uses need not to be located in the CBD because they have specific space needs and operational requirements.

### Motor City Baobab Boulevard Development





Source: PLK Town Planning SBU

### 2.18.2 Eskom Regional Offices

Eskom has recently completed a process of aligning their 7 regions into 9 provinces. They have identified a need to put their Provincial Headquarters in Polokwane as the Capital City of Limpopo Province. This initiative is aimed at catering the Eskom Northern Region employees amounting to 2000 employees and at the same time merging the Eskom Distribution, Transmission and Generation. The proposed development will require approximately **40 Hectares** of land for the purposes of Construction of an 8 Ha regional Head Office (Main Building). The engagement with the regional Director is underway in order to either maximise the use of the land at Polokwane X 108 industrial Township in order to open up the Seshego Precinct Plan.

Establishment of a 10 Ha Training Academy to accommodate:

- Electrical Training Simulator
- Substation Yard (1 Ha)
- Line Yard (4 Ha)
- Dead-condition Construction Yard (4 Ha)
- Technical Training and Non-Technical Training requirements (0.3 Ha)

Establishment of the 4 Ha Engineering Block to accommodate:

- TSG,
- EDFs,
- MEW,
- Live Work And
- Technical Support

Further to that, Eskom has the intention to establish a high-quality commercial office building with a minimum 4-Star Green Star Rating certified with the Green Building Council of South Africa. This initiative is in line with the principles of sustainable development, and land use planning. The land is located on the **remainder of the farm Krugersburg 993 LS**. The land is zoned agricultural and vacant at this point. Locality map is indicated below. The total size as requested by Eskom is approximately 40 hectares



### **Benefits of the proposed development**

The proposed development will act as landmark in Polokwane; it will enhance development within Polokwane and bring about job creation for local communities. Apart from the benefits directly linked to Eskom, this kind of development is important for the landscaping of the city. The development will furthermore stimulate economic growth for the city and promote investment in Polokwane. Below are the summarized benefits as motivated by Eskom.

- Adequate office accommodation for current and future Eskom employees
- Adequate parking space
- Improved Security
- Monetary savings
- Enhanced Eskom identity and public image
- Enriched worker morale
- Educational and training opportunities

Eskom is currently experiencing some challenges with their current offices scattered throughout the City. The shortage of parking for their employees' together with other reasons already mentioned has motivated for the need to establish Provincial Headquarters. Below is a snapshot of the current ESKOM offices.

Although there is a policy guiding the development of offices in Polokwane area, "CBD Development Plan" which encourages office development within the CBD, Eskom offices are not located within the CBD in other provinces. Given the non-availability of land to cater for such magnitude of office space within the CBD, it is argued that the proposed development has special merits therefore requires a special consideration in line with other development principles and regulations. The area falls within the Strategic Development Area 3 of Polokwane municipality, and it is within the Urban Edge according to the Spatial Development Framework, 2011.

"That a portion not exceeding 78 Hectares of the Remainder of the farm Krugersburg 993 LS leased with a sale option to Eskom for the purposes of developing their Provincial Headquarters".

Eskom appointed a consulting team to investigate the feasibility of the site in 2013 and it was established that the site had severe shortcomings for Eskom's intended use. The impact of the restrictions imposed by Civil Aviation on the adjoining municipal landing strip and the provision of power to the site render the site inadequate to meet the initial objectives of Eskom. The height restrictions for the overhead power lines to the substation of the proposed Simulator and Training centre cannot be accommodated on Krugersburg 995 LS. Therefore, an alternative land was identified, **which is a portion of Remainder of Farm Weltevreden 746 LS**, this request is currently being processed.

### **2.18.3 Polokwane International Convention Centre (PICC)**

The Polokwane International Convention Centre will be located at Southern Gateway Extension 1 Township on Portions 407, 408, 409, 410, 411 and 412 of the farm Sterkloop 688

LS Limpopo Province. The property is situated on the corner of the N1 southbound (Pretoria road) and Lawton Road, in the south-western corner of Polokwane City adjacent to the Nirvana suburb and Ivydale Agricultural Holdings. Southern Gateway Extension 1 is a Municipal township located on portion 83, 84, 85, 86, 87 and 77 of the holding Ivydale, see attached map. As part of the township establishment process, an EIA scoping was conducted, a Geo-technical report was prepared, a flood line certificate prepared, and a Traffic Impact Assessment conducted.

The following uses were approved as part of the conditions of establishment of the township. The “Special” zoned Erf for a Convention Centre consisting of the following components:

- Tunnel Level
- Basement Level,
- Ground Floor
- First Floor
- Second Floor

#### **The “Special” zoned Erf for a Hotel**

The “Public Open Space” zoned Erf will be used as a Green Belt Buffer.

There is a need for such a facility in Polokwane, The Township is proclaimed and registered with the registrar of deeds, proclamation notice and approved general plan. The proposed PICC will subject to the funding availability since the feasibility studies concluded. There are several engagements between the Municipality, appointed panel of consultant to source the funding through a long term’s development leases with the use of the other properties adjacent to complement the development.

#### **2.18.4 Urban Renewal projects**

Polokwane Municipality has adopted the Urban Renewal Strategy and CBD Development Plan 2016. This policy has set the key principles that support the current Program of “Re a ga” Polokwane that highlight the following:

The City of Polokwane has launched programme called "Re aga Polokwane", that is geared towards ensuring that the City and its citizens are working together to build the city of Polokwane. The "Re aga Polokwane" programme – strengthening the partnership in **building a smart city by 2030 and beyond**. Polokwane is the Capital city of the Limpopo Province-opportunity for economic growth and experience rural urban migration. Polokwane is likely to face urbanisation challenges as the signs have already surfaced such as engineering capacity and high demand of housing typologies. Major projects being embarked by the City of Polokwane:

- ✓ the **replacement of 177km of AC (asbestos cement) pipes** in the municipality's jurisdiction.
- ✓ **to replace conventional water and electricity meters** with smart meters in a number of areas in the City.

- ✓ the introduction of a **rapid bus service**;
- ✓ a **waste management project**.
- ✓ as well as a major **student accommodation** drive to support the growing number of students in the city.
- ✓ Other **Public Private Partnership on Mixed use development** through a Long-term development
- ✓ Water Master Plans
- ✓ Urban Renewal projects
- ✓ etc.

Key strategic/Catalytic development projects on the Long Terms Development leases and other Municipal initiative includes:

- Development of the Polokwane Towers (office accommodation and other SOE)
- Development of the Eco-estate on the part of the Game reserve or theme park
- Proposed Sasol Depot at the proposed Polokwane Extension 136
- Support initiatives for SEZ:

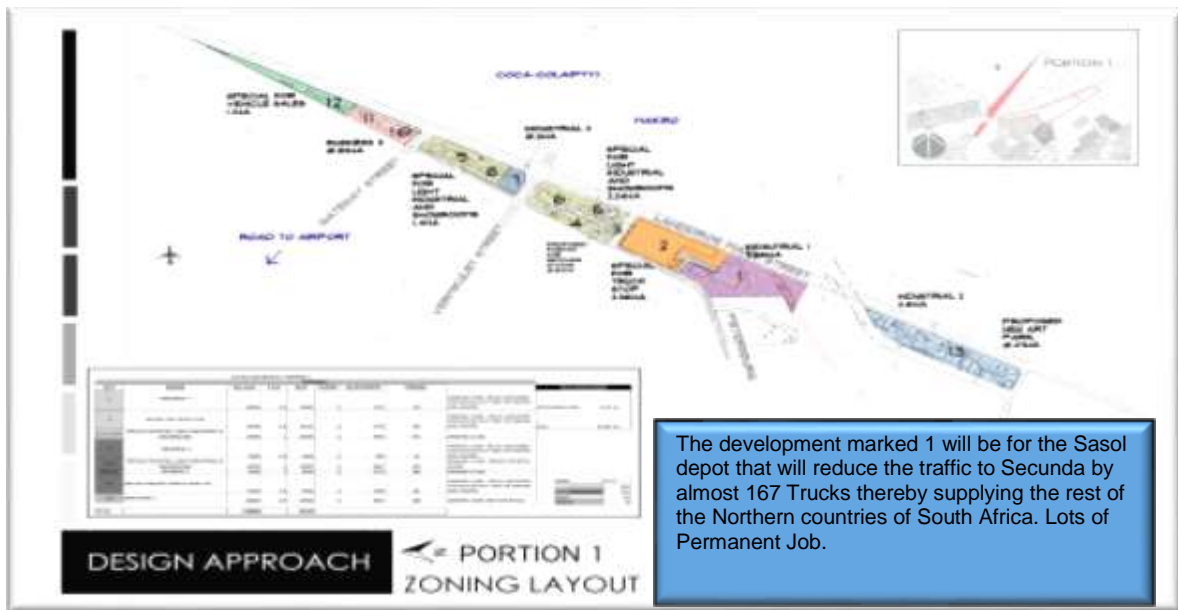
#### i. **Cargo and Logistic Hub**

The State of Province Address 2019, the Limpopo Premier Honorable Mathabatha has highlighted the progress made with regard to the proposed SEZ in the province and the district and provincial SDF identified Polokwane for SEZ based on the Agro-processing and Logistics.

The municipality has concluded the pre-feasibility study for Agro-processing and Logistics Hub which was approved by Council and submitted to the Office of the Premier for consideration as a provincial catalytic project. The project has also been presented at the provincial EXCO Lekgotla and provincial Economic Cluster.

#### ii. **Truck-inn and Cargo HUB (Polokwane extension 136 as approved)**

The Figure below illustrates the proposed Township with the uses as highlighted. The **Long-term development leases** were awarded in line with the development of the Cargo and Logistic Hub concept. An **industrial Township** with the following uses:



- Industrial zone properties for Sasol depot, Tanker's park-inn, cargo truck-inn, Vehicle sales lot.
- Public Garage
- Special for other uses.

### iii. Agro-Processing.

Agro-processing industry is a subset of manufacturing that processes raw materials and intermediate products derived from the agricultural sector. Agro-processing means transforming products that originate from agriculture, forestry and fisheries. The Standard Industrial Classification also categorises the following eleven divisions under the agro-processing industry: food, beverages, paper and paper products, wood and wood products, textiles, wearing apparel, furniture, tobacco, rubber products, footwear and leather and leather products. Polokwane has a strong logistic support from different part of the region and can be able to take that advantage.

Part of the development of the agro-processing, the industrial development becomes the key, since three modes of transport (Air, Rail and Road) are integrated within the identified area being Polokwane International Airport. The Agro-processing industry is among the sectors identified by the Industrial Policy Action Plan (IPAP), the New Growth Path and the National Development Plan for its potential to spur growth and create jobs because of its strong

backward linkage with the primary agricultural sector. The Department of Agriculture, Forestry and Fisheries (DAFF) has established a Directorate: Agro-processing Support to complement the interventions undertaken by several governmental departments, notably, the Department of Trade and Industry, by focusing on supporting the establishment and growth of Small and Medium Enterprises (SMEs) for Agro-processing. Polokwane by far, has already earmarked the need for the Agro- processing and Logistics Hub to support the economic growth and development with the support of the sector departments.

#### iv. Industrial Development

Polokwane Municipal Economic growth is being hampered by the less production in terms of the Manufacturing sector. The Municipality has dedicated the land on the Old N1 Road (North) now known as the Landros Mare Street as part of the Commercial and Industrial Development. In order to improve the **Airport Precinct**, all the encore development that complement the Agro-processing and Logistic Hub must be prioritised within the area. The main issue for the success of the industrial development is centered around the following key factors for the success of the industries:

- power supply.
- communications - including transport, telecommunications.
- labour supply - including workers with the right skills.
- access to market - where the goods are sold.
- grants and financial incentives - usually from governments.
- raw materials.

The DTI has collaborated with a range of institutions and stakeholders in developing strategies and policies to achieve rapid industrialisation of the country's manufacturing sectors. The institutions and stakeholders include other government departments, particularly in the Economic Sector and Employment Cluster, the National Economic Development and Labour Council, and organised business formations, such as Business Unity South Africa (BUSA) and Industry Associations.

The **DTI** has identified institutions and partners that support the implementation of its industrial development mandate which include:

- National Regulator for Compulsory Specifications (NRCS)

- National Metrology Institute of South Africa (NMISA)
- South African Bureau of Standards (SABS)
- Industrial Development Corporation (IDC)
- The South African National Accreditation System (SANAS)

In order for the Polokwane to successful have an area that support fully the Industrial development, the SBU on economic Development and Trade must be energised in order to access funding and attract investors through the support of the DTI for betterment of the Limpopo Economy and nationally.

**NB: The projects in this regard to do a comprehensive feasibility study has commenced in order to deal with the aspects of the SEZ establishment after detail studies and approaches are dealt with.**

### **2.18.5 City wide Development initiatives**

The Municipality has developed the Urban Renewal Strategy and the CBD Development Plan, 2016. The ideal was to rejuvenate the city to be a functional business zone with Mixed Land Use Development that will complement the cities vision of being the SMART CITY. The Urban Development Framework developed by the National Department of COGTA laid a several levers that now incorporated in the **CEF** approved by Cogta as presented above. The municipality strive to align the said Policy with the URS and CBD Plan for its identified projects.

This includes re-investing in engineering for more compactable city through **high density** development and office and Business development. The first approach was to look at the development of the **Municipal Towers**.

The proposed idea will strengthen the attraction of the Investors and office accommodation on the scattered Municipal services points around the city. The down Town area is mostly affected by the illegal land uses. It is from the said plans that the Municipality must enable major urban regeneration through Private Public Partnership for developing the area. Land acquisition is a best tool for the Municipality to develop high density development within the area and be supported by the relaxation of the development control and introduction of the incentive on development.

Several land parcels were identified for mixed uses looking at the potential impact that the development will have in the economic growth and addressing the unemployment rate. The



approach will be sent to the Council regarding establishing the Data base for the prospective developer who have financial muscle to carry any task that the Municipality intend to develop. This include following the SCM processes and national Treasury Regulations.

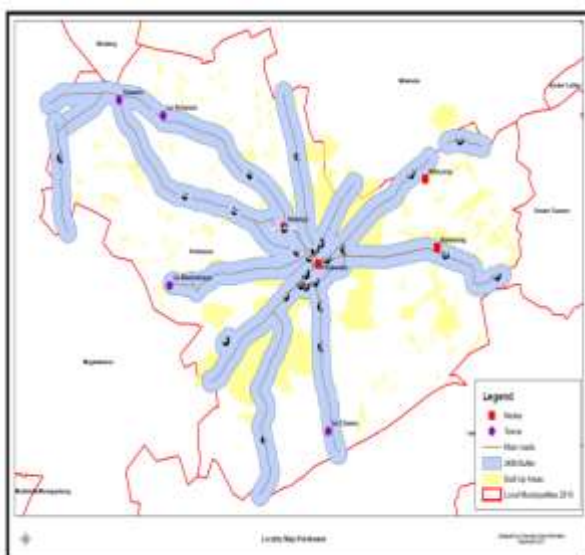
### 2.18.6 Commercialisation of Municipal Facilities/Properties

The municipality has number of the community facilities and other amenities that need urgent attention. This includes the **Peter Mokaba stadium, the game reserve, Jack Botes hall Airport, Library Garden and Showground** that may pose positive impact to the community if well managed. Some of these activities need expertise from the people who are specialising in such field. Learning from other cities that own such facilities, the majority are outsourced through the services of the private companies to generate more revenue and lessen the burden of expenditure by the Municipality. For example, the Game reserve may be turned in an Eco-estate that promote the men contact with the nature. The stadium for multipurpose centre Bakoni Malapa for Innovation art and cultural Hub as it is strategically located within the Corridors.

### 2.18.7 Metropolitan Municipal Requirements

It is the prerogative of the Municipality to become a metropolitan Municipality within the next 3-4 years. The basics should be laid in order to have a proper road map in achieving the Metropolitan status. The Municipal Structures Act, Section 2 provides that – Category A Municipality if that area can reasonably be regarded as-

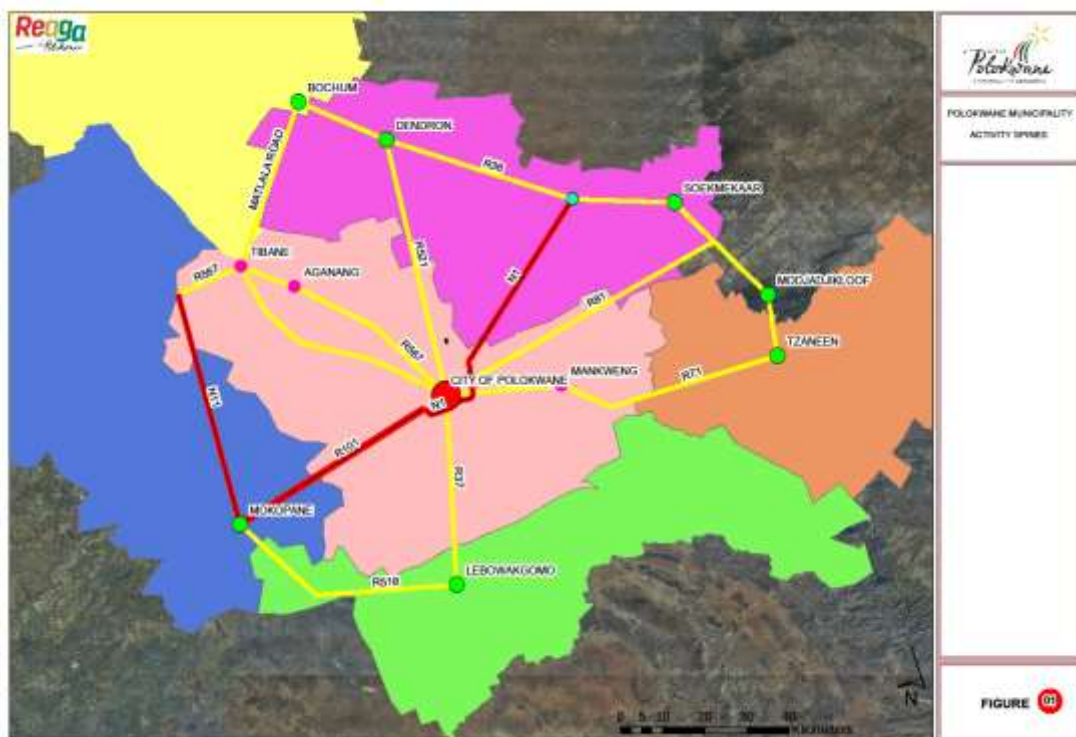
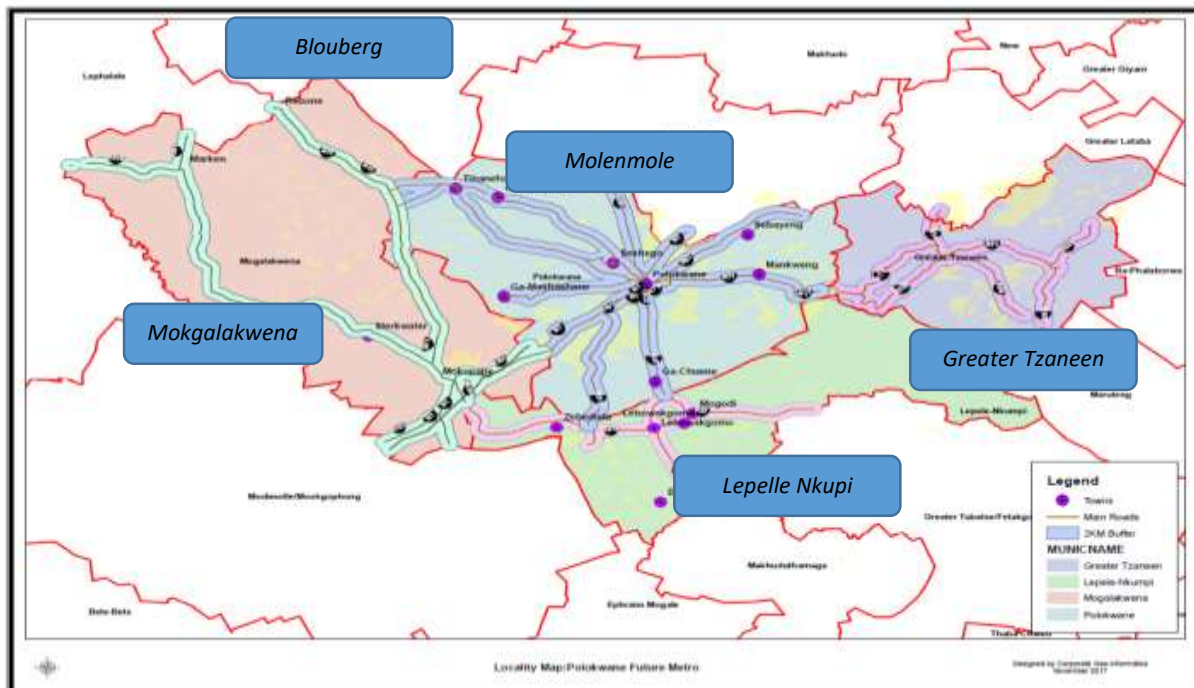
(a) a conurbation (continuous network of urban communities) [metropolitan] featuring-



- (i) areas of high population density.
  - (ii) an intense movement of people, goods, and services.
  - (iii) extensive development; and
  - (iv) multiple business districts and industrial areas.
- (b) a centre of economic activity with a complex and diverse economy.
- (c) a single area for which integrated development planning is desirable; and

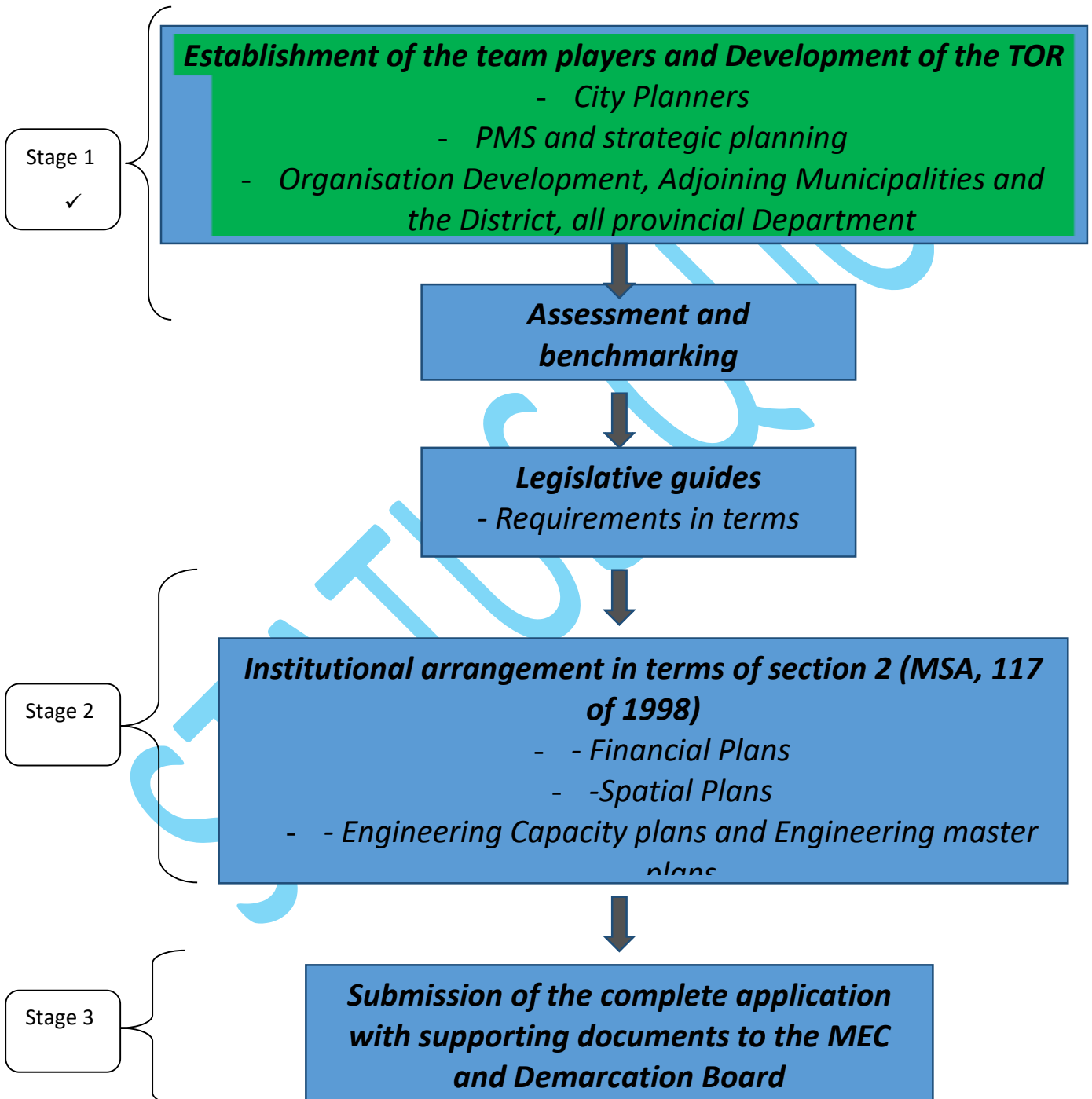
(d) having strong interdependent social and economic linkages between its constituent units. Should apply to the relevant authority for consideration and such application should be assessed looking at the above criteria and other requirement that the demarcation board may require.

### Alignment with adjacent Municipalities and road networks



The above structure will be updated and used for the purpose of identifying the key role players in preparing the Municipality in to be **Category A Municipality**

### 2.18.8. ROAD MAP TO METRO



### 2.18.9 LIMPOPO ACADEMIC HOSPITAL

City of Polokwane and Edupark donated Remaining Extent of Erf 6861 Pietersburg Extension 30, measuring 19.90 Hectares. The aforesaid Donation was in line with a **Council Resolution** dated 28<sup>th</sup> of February 2012.

The aforesaid Council Resolution contain the conditions which the Donee must comply with before the transfer of the ownership such as rezoning and that was already adhered to. The recent Council resolution also provides conditions that the Donee should adhered to and has since started to communicate with the Municipality.

Progress to date, the donation agreement has been signed and **construction has commenced**.

### 2.18.10 R4-billion Academic Hospital

Plans are afoot to deliver Limpopo's first academic hospital that will see the province's residents no longer having to travel to Gauteng to receive tertiary medical services.

This is going to be a **488-bed hospital** providing over **20 services**. Those services, amongst others, include **all disciplines of surgery, trauma, burns, oncology, gynaecology, neonatal care, paediatrics and emergency medicine**.

This state-of-the-art facility will be essential in ensuring that our citizens have access to quality healthcare services.

Preliminary estimates show that the project is expected to generate 1 220 part-time jobs during the construction phase and create 2 461 full-time equivalent jobs in Polokwane and surrounding areas, once the hospital is fully operational.

The project would cost a whopping **R4-billion** funded by the National Health Department on behalf of the provincial health Department.



Site Location - Academic Hospital





**Designs - Academic Hospital**



**Health Minister, Dr Joe Phaahla, and other government officials turned the first sod to mark the birth of the groundbreaking new Limpopo Central Hospital**

## 2.19. IDENTIFICATION OF LAND FOR STUDENT ACCOMMODATION

Erf 20802 – 20815 and 20818 – 20821 Polokwane Extension 106 zoned Residential 3 have already been advertised for **student accomodation**. Some other erven in Polokwane Extension 79 also advertised for high density residential developments. Additionally Council has adopted the **CBD Urban Renewal Strategy** of which one of its objectives was to identify a strategy to curb illegal accommodation and devise a means for student accommodation. The area in downtown CBD is in such a decay state, and vulnerable students are residing here in appalling state.

The list of five institutions namely the **University of Limpopo, UNISA Polokwane Campus, TUT Polokwane Campus, Capricorn FET College, Boston City Campus and Business College** which developers and the Municipality could partner with in order to meet the demand for student accommodation within the CBD. Only three of these institutions currently have accommodation available - **University of Limpopo located in Mankweng, TUT Polokwane Campus and Capricorn FET College** both located in Polokwane Town.

The majority of illegal land uses are located within the north-western part of the CBD as depicted (Buite, Boom, Bok, Dahl, Devenish, Excelsior and Onder Street). The majority of illegal land uses relate to student boarding accommodation and rental units, (approximately 33 properties), Some of the most serious problems associated with illegal land uses are illegal water/ electricity connections and temporary partitions within building structures. Amongst others, large numbers



of people (up to 20 and more) use existing houses for informal accommodation purposes. Plans to acquire the subject land is one of the priorities for affordable student housing and or social housing. Block 1 to 6. The **Map Below** indicate the location of block 1-6.

Number 7 to 8 can be open for the mixed use for the city main library, open market on the 2-4<sup>th</sup> floor while the ground floor can be used as City parking or taxi holding as currently being used.

## 2.20 LEGISLATIVE AND POLICY CONTEXT

The Spatial Analysis chapter and the development growth of Polokwane Municipality is guided by the following legislative and policy frameworks:

- i. The Constitution of the Republic of South Africa (108 of 1996)
- ii. Spatial Planning and Land Use Management Act (16 of 2013)
- iii. Spatial Planning and Land Use Management Regulations: Land Use Management and General Matters, 2015
- iv. National Development Plan, 2012
- v. Town Planning and Township Ordinance 15 of 1986 to be repealed by the
- vi. Polokwane Economic Growth and Development Plan, Vision 2030
- vii. Administration and Control of Townships Regulations R293 of 1962
- viii. Proclamation R188 of 1969 Regulations
- ix. Communal Land Rights Act (11 of 2004)
- x. Upgrading of Land Tenure Rights Act (112 of 1991)
- xi. Interim Protection of Informal Land Rights Act No 31 of 1996



- xii. Extension of Security of Tenure Act (Act no. 62 of 1997)
- xiii. Prevention of Illegal Eviction and Unlawful Occupation of Land Act No 19 of 1998
- xiv. Restitution of Land Rights Act No 22 of 1994
- xv. Land Administration Act No 2 of 1995
- xvi. National Environmental Management Act No 107 of 1998
- xvii. Planning Profession Act No 36 of 2002
- xviii. LIBRA, Act 5 of 2003 and its regulation (Limpopo Business Registration Regulations 2015)

The next Housing Analysis will therefore be guided by the following legislative and policy frameworks:

- i. National Housing Act (107 of 1997)
- ii. Breaking New Ground, 2005
- iii. National Housing Code, 2009
- iv. Rental Housing Act (50 of 1999)
- v. Limpopo Housing Act (2 of 2006)
- vi. The Social Housing Act (16 of 2008)

### **2.21 Catalytic Land Development Programme in support of the CEF.**

Below are the **9 key catalytic projects** that will unlock economic growth in those spaces and contribute towards job creation and ultimately reduce unemployment in the City of Polokwane.

#### **2.21.1 Science Park**

**Science and Research Park** to be establish at Weltevreden Farm at the southern part of the new interchange at N1-By-pass. The Municipality has already **awarded the land** amount to **274ha land** for development of the Science Park of which the studies has already commenced. Limpopo connection is currently conducting **Environmental Impact Assessment (EIA)** and engineering capacity assessment. The development form part of the **Dilokong Corridor** in support of the National Development Plan (**NDP**).



### 2.21.2 Arts and Cultural Hub

**Bakoni Malapa arts and cultural hub** as proposed will support the issues of artists in terms of the **film and recording studio, theatre, incubation stall.**

This will increase tourism at the Municipal facility. That will form belt of the **sport precinct** as proposed in the **SDF**, that stretches from Peter Mokaba stadium. The Feasibility study (**DSAC**) and Township Application processes funded by the Polokwane Municipality. Bulk engineering services to be provided by Polokwane Municipality to the area and funded under the IUDG. This project is part of implementing the **CEF**.



### 2.21.3 Industrial Park or SEZ N1 North Corridor

- **Industrial Park or SEZ N1 North Corridor** site identification around the **airport** will be a key towards **application for the expansion of the Municipal Boundary further to the North** in order to cater for at least **200km<sup>2</sup>** of land.
- Since the northern part of the City border with the **Molemole Municipality** just **5-10KM** from the City, it is prudent that Polokwane Municipality start with application to request the expansion of its Boundary (land) to at least **40km** from the current boundary to includes the SEZ or Industrial Park development.
- Municipality has received Lots of proposals for Townships by private developers of which that is encouraging in the area for Facilities such as Tertiary education facility (admin block, faculty departments, on campus student housing, warden housing, recreational facilities). Public garage, convenient shopping centre and food court to be assessed based on the Spatial Development Framework of the Municipality. The revised SDF has included the extending of the urban edge for support of the proposed SEZ/Industrial Park and Development within the earmarked areas. The initiatives will support Job creation and Economic Growth.



### 2.21.4 Agro processing

- **Agro-processing** - the support for the proposed development concept is centred on the **Logistic and Agro-processing** taking advantage of the transport modes available that includes:
  - **Air network (airport).**
  - **Rail network (railway Station).**
  - **Road's network (Bus, taxi station).**
- The Municipality will take advantage over the identified **Musina /Makhado SEZ and Tubatse SEZ** as Logistic Hub.



- Polokwane as a Capital City of Limpopo Province is also a gateway to Africa and rest of the World.
- Several MOU were signed for trade with the African Countries and the Municipality intend to participate in the market to boost in the **Economic Growth** through Manufacturing and processing of **raw materials**.

### 2.21.5 TOD precinct

**Transit Oriented Development (TOD):**

**TOD precinct** –will be development phases as part of supporting the **SEZ**: airport corridor or industrial parks. The TOD precinct development will include **truck inn**. All the roads from the SADC connects to Polokwane CBD. The massive industrial sites connect with the said modes of transport. Good positioning of the Land use with are compactable with each other and further be supported by the vast land available for future development. The Council has already release land for the feasibility by the Directorate Transportation to establish the **Truck inn**.



### 2.21.6 Softball stadium

- **International Softball stadium** - Polokwane Municipality has receive funding from **SRSA** through the **UIDG** to **design and construct** an international softball stadium over the **next 3 years**.
- **30M** was budget allocated for the **2020/21 FY**.
- Polokwane Municipality has made a **pocket of land available** within its **sport precinct hub** for this development.
- The Concept designs have been approved with all stakeholders.
- The municipality is engaging **DCOG** support on maximisation of this project to showcase Real-time spatial transformations,



### 2.21.7 Post incubation Hub

- **Post incubation Hub** - the intension is to lease and develop a park with the aim of providing the alternative and opportunity to the incubates and investors that we attract during our marketing.
- The installation of services is complete. The perimeter fencing and access road is also complete. The municipality will be going out on public to advertise for long-term development leases for certain erfs of the industrial park.



### 2.21.8 Eco-Estate at Game reserve

- ❖ **Eco-Estate at Game reserve** -proposal for the **Eco-estate** will boost the Polokwane Game reserve for **tourism and accommodation facilities** and attract **investors** on the South eastern part of the City as the **future expansion** of the City.
- ❖ This will be a **high marketed residential development** where man is in contact with nature.

### 2.22 Progress on priority/ Catalytic Land Development Programme.

CATALYTIC PROJECT NAME	PROJECT STATUS QUO DATE	PROJECT OWNER & PROGRESS (MUNICIPAL OR PROVINCIAL DEPARTMENT)	INVESTMENT TO DATE and (area of projects as per the Spatial Plans)
1. Science Park	<p style="text-align: center;"><b>23 August 2021</b></p> <ul style="list-style-type: none"> <li>• Conveyance Notaries is appointed for the drafting of the lease agreement and negotiation (Public to Public Partnership approach)</li> <li>• The Record of Decision positive</li> <li>• Basic Township establishment studies are finalised and lodgement of the Township has been done and approved by the Municipal Planning Tribunal.</li> </ul>	LEDA- Limpopo connection	<p style="text-align: center;">Planning</p> <p><b>90 %</b> for Planning Within the Functional Area 1</p>
2. Arts and Cultural Hub	<p>Township application has been submitted and public participation concluded. The Municipality has received objection regarding the application.</p> <p>Legal Counsel need to be appointed to represent the Municipal on hearing and possible Appeals and Court processes.</p> <p>A memo has been sent to legal department to assist with appointing legal Counsel.</p> <p>Land subdivision and zoning for a theatre has begun.</p>	<p>Municipal and Department of Sports Arts and Culture.</p> <ul style="list-style-type: none"> <li>❖ Land zoning and donation to the department (municipal).</li> <li>❖ Development of the Provincial Theatre (Department) and will commence for construction</li> </ul>	<p>Planning and Social</p> <p>95% on Planning</p> <p>30% Engineering and designs</p> <p>Within the Functional Area 1</p>

CATALYTIC PROJECT NAME	PROJECT STATUS QUO DATE 23 August 2021	PROJECT OWNER & PROGRESS (MUNICIPAL OR PROVINCIAL DEPARTMENT)	INVESTMENT TO DATE and (area of projects as per the Spatial Plans)
3. SEZ (Agro-processing and logistic) N1 North Corridor	Feasibility study finalised and approved by Council. The municipality is engaging Department of Public Works for the purpose of land disposal.	Polokwane Municipality (Budgeted)	Planning and Social 100% for planning Within the Functional Area 1
4. Softball stadium	Planning Completed and construction has commenced	Polokwane Municipality and National Department of Sports	Planning and Economic 100% Planning done. 56% in Construction
5. Post incubation Hub	The bulk services, access road and perimeter fencing are complete.	Municipality but to seek funding from Department of Small Business Development	Economic and Planning 100% spent for planning. 100% spent on Construction and supervision. Within the Functional Area 1
6. Academic hospital	Conveyancers finalise deed of donation to the Department of Public works. Zoning already approved.  Site Development Plans approved by Council.	Department of Public Works, Health and social Development/Education.	Planning 100% for Planning 5% construction Within the Functional Area 1
7. Urban renewal- Municipal Tours	Planning for the project has commenced in 2021/2022 Financial Year as budgeted. (subject to Budget availability)	Polokwane Municipality	Planning For appointment of the service provider- Within the Functional Area 1
8. Housing – Mixed housing (Social, Gap and Student housing) (Municipal entity)	Annandale extension 2 construction commence for provision of rental housing. Student housing at 106 and 108 underway.	Municipal entity	Planning, Social and Economic 100% Within the Functional Area 1
9. Urban renewal projects- Transit Oriented Development	Truck inn land availability approved by Council. Feasibility already approved. Incorporated in the reviewed ITPS and to be part of the freight Plan as project to be implemented in 2021/2022.	Polokwane Municipality	Planning and Economic 100% feasibility completed and 0% for implementation.



CATALYTIC PROJECT NAME	PROJECT STATUS QUO DATE	PROJECT OWNER & PROGRESS (MUNICIPAL OR PROVINCIAL DEPARTMENT)	INVESTMENT TO DATE and (area of projects as per the Spatial Plans)
(TOD): <u>Truck inn</u> (Municipal).	23 August 2021		Within the Functional Area 1
10. Urban renewal projects in the CBD - Mixed housing around Buite and Bok Streets (Municipal)	Assessment of the land ownership is in progress and development of incentive for developers to be finalised. Application of UDZ underway and to be supported by Council Resolution.	Polokwane Municipality/Private Developers	Planning and Economic Consultation with Land Owners Within the Functional Area 1
11. Polokwane Mixed Housing Development (leased properties)	Polokwane extension 136, 138 and Bendor 126, East Ridge X 3 approved for mixed use development.	Leased properties for revenue enhancement	Planning and Economic 95% Township Planning approved

Source: PLK Town Planning SBU

### 2.23 Progress with the implementation of Circular 88

Planning Indicators	Progress in Implementation
Number of hectares of land procured and suitable for Greenfields's development	None
Number of hectares of land procured and suitable for Brownfield development	None
Number of hectares of land proclaimed (township establishment completed)	178 846ha
Number of dwelling units developed per hectare	70.5962ha
Percentage density reduction in total informal settlements	80%
Number of informal settlements targeted for upgrading	2
Number of households living in informal settlements targeted for upgrading	1000
Number of informal settlements targeted for upgrading with upgrading plans	2
Number of informal settlements upgraded (services provided): In Situ	7



Planning Indicators	Progress in Implementation
Number of informal settlements targeted for formalisation (services provided): Relocated	1
Number of households living in informal backyard rental agreement	Above 1000
Number of sites serviced	Approximately 6000 (Informal settlement)
Number of Title deeds transferred to eligible beneficiaries	10 441

Source: PLK Town Planning SBU

## 2.24 Intergovernmental Planning

Polokwane Municipality is part of the **provincial infrastructure committee and other committees as per the directorates** that report to **HOD's** forum and presented to the **Exco-Lekgotla (Province)**. All planned projects from the **SONA, SOPA**, and District are aligned to the Municipal plans for implementation and the **CEF**. The Municipality also form part of **other forums** at the **District level** such as:

- ❖ Provincial Intergovernmental Structure.
- ❖ National Planning forums (**SPLUMA, LED, Human settlement**).
- ❖ District Intergovernmental Structures: i.e.
- ❖ **Mayor Forum**
- ❖ **MM Forum and other technical forum**
- ❖ **Speaker Forum**
- ❖ **Communicators Forum**

### 2.24.1 Intergovernmental Projects in progress

The Municipality has identified a number of key spatial targeting areas that will further compliment the priority development areas and other areas within the municipality.

#### Intergovernmental Projects in progress

Brownfield Development	Greenfield Development
<ul style="list-style-type: none"> <li>• Urban renewal projects in the CBD- Polokwane Towers</li> <li>• Urban renewal projects in the CBD - Mixed housing around Buite and Bok Streets</li> <li>• Urban renewal projects- Transit Oriented Development (TOD) around Itsoseng, bus station, Train station and Airport.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Polokwane Mixed Housing Development (leased properties)</li> <li>▪ Science Park by LEDET (LEDA project)</li> <li>▪ Commercialisation of the Strategic Assets such as the Game reserve for mixed use</li> <li>▪ Development of the Arts and Cultural HUB (Bakoni Malapa) (Polokwane and DSAC)</li> </ul>

Brownfield Development	Greenfield Development
<ul style="list-style-type: none"> <li>• Housing – Mixed housing (Social, Gap and Student housing)</li> <li>• Industrial Development - Light industries development (small scale industries) to partner with Department of Small Business</li> </ul>	<ul style="list-style-type: none"> <li>▪ Logistic or Cargo Hub and Agro-Processing Hub to support SEZ (Feasibility study)</li> <li>▪ Softball stadium (On Going) jointly with National Department of Sports and recreation.</li> <li>▪ Academic Hospital (<b>Construction Stage</b>) land released for Department of Health and Social Development and Public works</li> </ul>

Source: PLK Town Planning SBU

## 2.24.2 Pilot Projects for Inter-Governmental Planning

### (A). International softball stadium

Polokwane municipality has received funding from SRSA (National Department of Sports & Recreation South Africa) through the UIDG to **design and construct** an **international softball stadium** over the next **3 years**. **R24.7 M** was allocated in the year **2020/21 Fy**.

Council has made available a **pocket of land** within its sport precinct hub for this development. **Concept designs** have been **approved** with all stakeholders. The municipality is engaging **DCOG** support on maximisation of this project to **showcase Real-time spatial transformations**.

### (B). Provincial State Theatre

The National Department to design and construct **provincial State Theatre**. **Provincial Treasury** allocated approximately **R20 Million**; and additional allocation will be requested from **National Treasury** for **2023/24 Fy**. Polokwane Municipality has budgeted **R2 Million** as from the 2020/21Fy-2021/22Fy for **Planning process**. **The project is currently at 95% expenditure**.

The Municipality has further budgeted **R8.7 Million** for **Engineering services** for 2023/24Fy. Council has made available a **pocket of land** within its **Bakoni Malapa** for feasibility study for this development. The **DSAC, Public works, Treasury** has already budgeted the cost associated with the project of Provincial State Theatre to be developed as from the **September 2023**. Planning has commenced in order to support on maximisation of this project to **showcase Real time spatial transformations**.

## 2.25 IUDF Implementation to Date

COGTA introduced a consolidated grant (**IUDG**) for Intermediate City Municipalities (ICM). **Polokwane** and **uMhlathuze** were identified as the **two pilot** municipalities. The ICM program aims at supporting the Municipalities in areas of Spatial Planning, Infrastructure/Capital projects and preparing financial access to the new **IUDG grant**. As such, the municipalities were requested to develop a **Capital Expenditure Framework**, which is a **long-term infrastructure plan** that flows from a **Spatial Development Framework (SDF)**.

The process of developing the Capital Expenditure Framework was approached by dividing it in **3 different CEF Modules**.

- 1) **Module 1: Planning,**
- 2) **Module 2: Infrastructure,**
- 3) **Module 3: Finance**

#### **2.25.1 CEF Modules Progress Status Quo.**

- 1) **Module 1: Planning** was more focused with the Spatial Transformation Agenda, which involved dividing the municipal in functional areas, in this instance went further to priority development areas. **Development strategies for the above-mentioned areas has been developed. The Functional Area 4 developed as part of the CEF submission.**
- 2) **Module 2: Infrastructure** was more focused on technical assessments, which involves, **backlogs and capacity** being guided by development strategies completed in **Module 1 of Planning**. The module will indicate the backlogs, existing and required capacity of bulks and networks in the coming years.
- 3) **Module 3: Finance** is more focused on the long-term financial plan (**assumptions and projections**), which involves a fit on the development strategies for functional areas by **identified by planning**, together with the backlogs and need **outlined by infrastructure**. An analysis should also be provided to ensure staying within affordability margin.

#### **2.25.2 Capital Expenditure Frameworks (CEF) Status Quo**

Polokwane Municipality has concluded all three modules and the CEF was approved by the Cogta and Council as a Business plan to be aligned with the IDP and Budget.

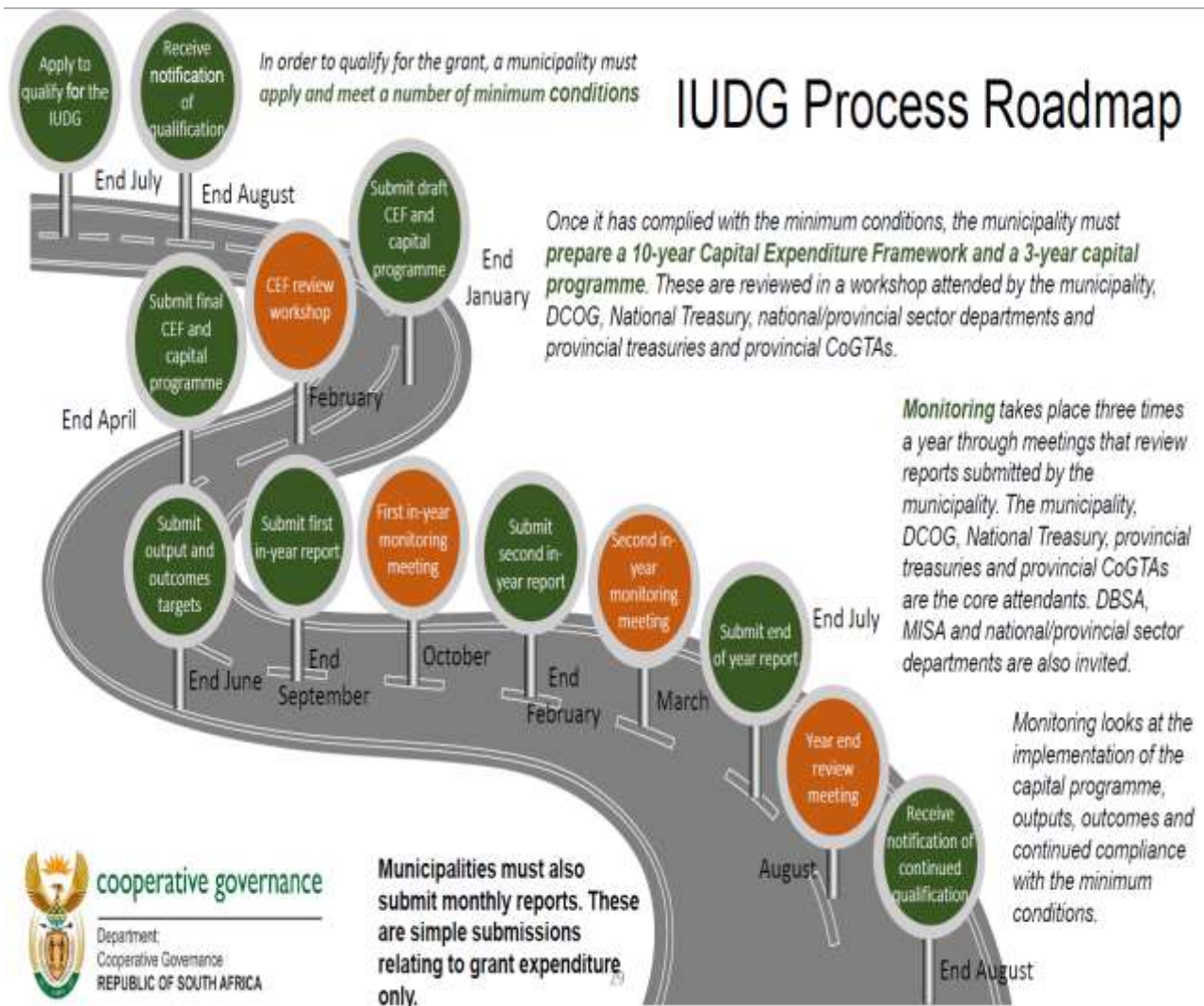
The draft revised Capital Expenditure Framework Report was planned to be ready on the 25<sup>th</sup> January 2020, but due to downward adjustment of Budget and COVID 19 affected the program. Comments and inputs were received during the budget adjustment and will be considered once Cogta guides on the revised CEF Report.

Currently, Planning SBU is concluding its section in the CEF report. The presentation on **Module 1: Planning** was presented, and all inputs and comments Received have been included.

**Module 2: Infrastructure** – under review and soon to be concluded, the different infrastructure sections to finalize their submissions

**Module 3: Finance** is currently also in a process of developing the financial plan being guided by the above 2 Modules. The revised draft CEF (Capital Expenditure Framework) report will be submitted for inputs and comments (The downward budget adjustment has affected the overall projection and planning Process of the CEF. The final submission of the Revised CEF report is planned **June 2021**).

## 2.26 IUDG Process Roadmap followed.



Source: Cogta Guide IUDG Process Roadmap

### 2.26.1 CEF Success and Challenges

Success	Challenges
<ul style="list-style-type: none"> <li>• Approved CEF aligned with the IDP.</li> <li>• Well defined spatial targeted area in line with the SDF.</li> <li>• Well defined projects with funding (External and Leases).</li> <li>• Possibility of attracting investors in ideal location.</li> </ul>	<ul style="list-style-type: none"> <li>• Alignment and unfunded budget due to community needs analyses.</li> <li>• Unequal Share due to Municipal community's composition (Urban 30% and Rural 70%).</li> <li>• Financial sustainability due to culture of non-payment.</li> </ul>

Success	Challenges
<ul style="list-style-type: none"> <li>• Driving the spatial agenda of the City.</li> </ul>	<ul style="list-style-type: none"> <li>• Budget vs Community needs.</li> <li>• Prioritisation of projects and their return.</li> </ul>

Source: PLK Town Planning SBU

### 2.26.2 Impact of the adjustments budget on CEF priority projects

The adjustment of the CEF and **resubmission** to National Treasury. Reducing the planned projects guided by available budget. Community redress on the planned and pronounced projects. Rescheduling of the Projects and planned program of implementation have been moved to outer **years**.

### 2.26.3 IUDF Levers

After careful consideration of the **Smart City Pillars** of the Municipal **long-term vision**, the **IUDF levers** are well presented in the projects that are to be implemented within the **CEF**. All **9 levers** as presented below has sharpens our approach when integrating the Municipal Planning and the other sphere of government and **SOE** as presented on the catalytic projects.

### 2.27 Challenges experienced in endeavor to seek integration and collaboration.

#### (A) Misalignment of Planning Cycle for Municipalities and Sector Departments.

The introduction of the **IUDF and DDM** in dealing with the alignment of the budget and intergovernmental projects pave the positive input to foster such relationship. Alignment of the Spatial Planning and project from the national, province, district and local municipality **SDF** as categorised by the **SPLUMA** is becoming a key in directing where investment should be prioritised.

#### (B) Priority Interventions that must be addressed dealing with the community needs.

Priority should be given to Municipality Funded **mandate projects** in the IDP and Unfunded **mandate Projects** Should be referred to the Relevant Department to address the need (**e.g., Library**). **Such** projects should be addressed by the DDM. Effectiveness of the forums on the priority projects and monitoring. Grants alignment vs Priority needs on the ground.

### 2.28 Approved Land for New Leases

The Council of Polokwane has approved about **21 properties** within the established township (**Brownfield development**) and 6 portions of farms (**green field development**). Notice on intention to lease the land was released and two objections received and address since they were related to water. Notice for invitation of bids in underway as per the resolution of Council



## 2.29 Sales of sites –City Planning and Properties

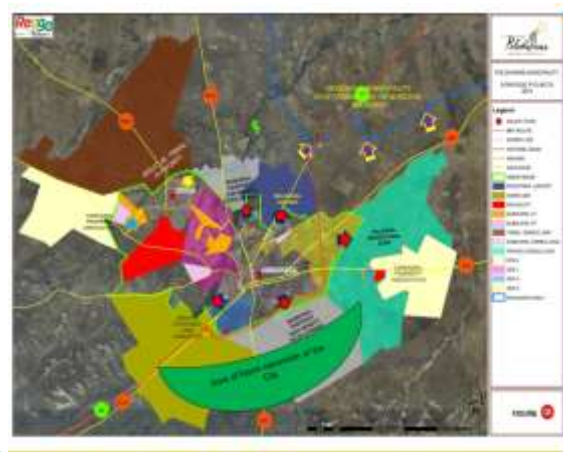
### Progress with the sales of sites:

- ✓ Polokwane X 72
- ✓ Polokwane X 79
- ✓ Bendor
- ✓ Nirvana X 3
- ✓ Flora park

**ESTABLISHED TOWNSHIP SERVICES COST: Water and Sanitation**

MUNICIPAL OWNED TOWNSHIP NAME	Equivalent stands	Water			Sanitation		
		Retikulation	Bulk	Total	Retikulation	Bulk	Total
1 Polokwane 72	800		9 631 230	9 631 230		5 201 153	5 201 153
2 Polokwane 79	300		6 019 519	6 019 519		3 250 721	3 250 721
3 Polokwane 78	900	9 236 509	10 435 134	20 071 643	12 128 185	3 661 296	17 979 477
4 Polokwane 108 Johnston 20 Industrial Park	1048	10 724 614	12 580 794	23 305 408	14 082 164	6 794 907	20 876 171
5 Polokwane X125	300	5 131 384	6 019 519	11 150 913	6 737 678	3 250 721	9 988 598
6 Polokwane X127	300	5 131 384	6 019 519	11 150 913	6 737 678	3 250 721	9 988 598
7 Polokwane X130	190		2 287 417	2 287 417		1 235 274	1 235 274
8 Polokwane X137	142	1 457 310	1 709 543	3 166 853	1 013 557	502 205	2 836 762
9 Polokwane X133	3000	33 788 364	36 117 112	69 905 476	40 427 266	19 504 329	59 931 591
10 Nirvana X05	200	2 062 558	2 407 807	4 469 365	2 695 151	1 300 298	3 995 456
<b>TOTAL</b>	<b>7 777</b>	<b>64 522 148</b>	<b>93 627 593</b>	<b>158 149 742</b>	<b>84 722 073</b>	<b>50 561 713</b>	<b>135 283 786</b>

Township servicing



Land Ownership & Future needs

## 2.30 Progress Report on Aganang Township Land

City Planning and Property management SBU has initial prepared the report for submission to the Council. The land was having the suspensive condition that the Municipality has failed to conclude on the following basis. The Department of Agriculture and Rural Development has to releases the land. To date, the Municipality has managed to achieve all outstanding issues that are within the Municipal Control such as the Approval of the Surveyor General Diagram for the initial Township and land for extension. After several letters sent and requested, that delay by the Department has cause the delays and still awaiting the land released. Community resolution was provided with the SG diagram but no response by the Department.

This project was dated back in 1995 and 2005, but with no success of land release. The Traditional Authority has alternatively request for the withdrawal in order to finalise the township using the private developer. The report was considered by the Council as requested by the Traditional Local Authority.

## 2.31 CORPORATE GEO-INFORMATICS

The City of Polokwane has established the Corporate Geo-informatics SBU under the Planning and Economic Directorate in order to handle all GIS related Mater in the Municipality.

**GIS** is an abbreviation for '**Geographic Information System**'. It is a computer-based tool used to store, overlay and distribute spatial data of the same geographical area to be able to apply manipulation, queries, analyse and presentation of the data to enhance decision .GIS is



a critical tool that supports a number of municipal legislative requirements contained in the Municipal System Act (No. 32 of 200), the Municipal Structures Act (No. 117 of 1998), and the Spatial Data Infrastructure Act (No. 54 of 2003), the Promotion of Access to Information Act (No. 2 of 2000) and the Property Rates Act (No. 6 of 2004).

Most importantly, GIS is a vital tool to support the Municipal Integrated Plans (**IDPs**), undertaken in accordance with the Polokwane Spatial Development Framework (**SDF**) and with projects have a recorded spatial location.

GIS is the only technology that will allow the City of Polokwane to manage its assets spatially in an interactive environment and thereby ensure that all municipal assets are managed electronically.

The SBU: Corporate Geo-Informatics is expected to make a significant contribution to the planning process in the municipality. Currently, the SBU is working on ensuring that **Revenue SBU** receives clean and accurate **Property data** which will enable accurate **billing** of properties.

**A spatial land audit** that is GIS based will be conducted to support the Spatial Development Framework and Land Use Management System in the municipality. GIS will play a pivotal role in the maintenance and monitoring of these plans as they change overtime. For example, **Municipal boundary demarcation adjustment**, land subdivision and ownership transfer, amendment schemes and urbanization.

Professional Land Surveyors are not limited to preparing plot plans and placing boundary markers. In addition to being experienced in all types of land surveying and Geomatics services, they consult and incorporate the use of technological innovations and data management techniques as it relates to our communities and infrastructure.

Utilizing products like online Geographic Information Systems (GIS) that help municipalities **manage their assets**, save time and efficiently deploy resources; quickly provide the accurate spatial data, boundary definitions and geo-referenced information clients need to move their land development or infrastructure projects toward successful completion.

Surveyors always play a key role in **urban planning**, responsible for data collection and for the management of different design and engineering plans such as transportation, water system, and power system plan using proper metric standards (e.g., coordinate system, accuracy, drafting specifications, etc.).

### **2.31.1. INTEGRATED GIS SYSTEM**

The integrated GIS system - With this system, the City of Polokwane will have an integrated system where the majority of systems that were **running independent** of each other will be running from a federated platform underpinned by geographic information system (GIS) or spatial data. The municipality will for the first time empower all of its employees and its customers with relevant information that they'd need when carrying out their responsibilities.

The City of Polokwane being the largest business hub in the Limpopo Province and being the most strategically located City in the heart of the Limpopo, it attracts all major economic opportunities and play a significant role in the socio-economic space by providing the best services to its residents. The municipality also as a population concentration centre where people from all walks of life migrated to the City in search for a better life. In order for the City to plan better and efficiently, the use of spatial data become paramount to the City's planning and development. The municipality has since embarked on a journey to become one of the role players in the data driven institutions in the country.

The Integrated Geographic Information system has been developed to streamline and improve the institutional business process flow and to restore customer confidence in the institution by providing efficient and reliable services.

The introduction of the integrated GIS system in the municipality is aimed at transforming the organization to a point where every person or official/s who make use of the spatial data to make well informed decisions, have access to spatial data and its attributes at all times. The system integration in the municipality is designed to empower the Council decision makers such as SBU's Managers, Directors and Municipal Manager (MM) to explore data independently even if one is working with data from various sources.

The new technology (Integrated GIS System) has made it possible now than ever to capture, store and manipulate large quantities of data in a more cost-effective manner. The integrated GIS system gives decision makers a competitive edge in the sense that it does not only prove them with reports on what had happened but rather report on what is happening, e.g., **Town Planning Application Management Module System (TPAMS)** provide town planners and management a real time feed on those applications that are being processed by the municipality. Similar protocol is being followed with **Building Plans Application Management System (BPAMS)** and **Cemetery Management System (CMS)**.

The integrated GIS system function as a tool through which the various databases or systems that were running independent of each other will now be accessed and managed from a **single central point** with map enabled functionalities.

The advantages of using such a system are that end users need not be academically trained to navigate through the various platforms. The following application modules form part of the integrated GIS System:

### 2.31.2 Modules that form part of the integrated GIS System

- a) Land Information Management System (**LIMS**)
- b) Town Planning Application Management System (**TPAMS**)
- c) Building Plans Application Management System (**BPAMS**)
- d) Cemetery Management System (**CMS**)
- e) Billing Information Management
- f) Document Management System
- g) Infrastructure Asset Management
- h) Valuation Roll

For quick access to any of the above listed module please click the link below and you will be taken to the Polokwane Integrated GIS System landing page.  
<http://gis.polokwane.gov.za/polokwanewebpage/>

### 2.31.3 Challenges and Intervention of GIS

Challenges	Intervention
<ul style="list-style-type: none"> <li>▪ Lack of both GIS and Land survey technicians.</li> <li>▪ Illegal land subdivision and consolidation leads to spatial data inaccuracies and may affect municipal billing system.</li> <li>▪ Lack of a GIS strategy to guide the municipality with regards to the use and maintenance of spatial data.</li> <li>▪ In adequate budget allocation.</li> </ul>	<ul style="list-style-type: none"> <li>• The integrated GIS model is being updated</li> <li>• The upgrade of the system will be integrated with the financial system (<b>Munsoft</b>) to ensure accurate billing at all times. It will further assist the municipality in visualising all IDP projects spatially.</li> <li>• In order for the City to plan better and efficiently, the use of spatial data</li> </ul>

Challenges	Intervention
<ul style="list-style-type: none"> <li>▪ Difficulty in tracking development pattern/ city growth due to lack of updated imagery.</li> </ul>	<p>become paramount to the City's planning and development.</p> <ul style="list-style-type: none"> <li>• The Integrated Geographic Information system has been developed to streamline and improve the institutional business process flow and to restore customer confidence in the institution by providing efficient and reliable services.</li> </ul>

Source: PLK GIS SBU

#### 2.31.4 Successes of Corporate Geo-Informatics SBU

Despite all the challenges mentioned above the SBU: corporate Geo-Informatics had brought in the following successes within the Directorate. Below is the list of **Success** for the SBU.

- Successfully implemented seven **(7)** of the eight **(8)** modules.
- Through the full implementation of the integrated GIS system, the municipal authority will be able to track all land development applications right from the moment the application is lodged with the municipality to the decision stage.
- Revenue SBU will receive accurate property information for accurate billing.
- The system will make it easy for authorities and municipal officials to draw statistical reports from the system which will pass the audit master's test.
- Continues with the support for site identification across the municipality.
- The SBU plays an important role in revenue data, IDP project spatial presentation and correct presentation of the valuation roll.
- Assisted service providers who are carrying out municipal duties by rendering its technical services such as land surveying and spatial data dissemination to minimise errors and save Council its resources.
- The collaborative work between GIS and Revenue unit has resulted in the billing having accurate data which reduced the amount of dispute from members of the community. However, the process of updating and correcting the data on both the Billing and GIS system is continuous.
- The SBU is currently engaging with other relevant departments streamline the flow of spatial data in the municipality.

- The municipality has successfully entered into an enterprise license agreement (ELA) with ESRI South Africa for a period of three years. This will enable the municipality to improve in its service delivery as mandated by municipal structures act.
- The SBU has successfully resolved all the boundary dispute that were lodged with the municipality during the period under review.
- The relocation informal settlement residence from Polokwane Extension 106 and Freedom Park to Polokwane Ext 126 and 127 was made possible with the help of Land survey unit.
- Mapping of all municipal strategic capital projects as reflected in the IDP.

### **2.31.5 Role of GIS in the City of Polokwane**

The City of Polokwane has been using GIS technology for over 10 years, and this technology has proven to be a catalytic tool when it comes to decision making relating to land development and other related activities. Therefore, various SBU's either directly or indirectly make use GIS in carrying out their functions. But even though the tool has been in the City of Polokwane for many years, the system has not been fully utilised.

With the Introduction of **Integrated GIS System**, this means that the use of spatial data ought to be placed right in the hands of the people who are taking decisions on land development matters. The consolidation of various systems into GIS platform is one way of allowing for automatic updating of information that can be seen by everyone at the same time and this will eliminate the duplication of work by different SBUs and will ultimately lead to efficient productivity and save municipal resources. This merely shows that the Corporate Geo-informatics SBU has a major role to play in realising the municipality's **Smart City 2030** vision.

## **2.32 Economic Development and Tourism**

### **2.32.1 Introduction**

The SBU has four (4) sections: i.e.

- 1) Investment Promotion and Tourism
- 2) Enterprise Development.
- 3) Business Compliance and Regulation.

#### 4) Economic Research and Development.

### **2.32.2 Local Economic Development (LED) strategy**

Polokwane Local Municipality's (PLM) 2020-2024 Local Economic Development (LED) strategy. The strategy advocates for the strengthening of the multi-sectoral response against the rising levels of unemployment, inequality and poverty facing PLM. The strategy was launched at a time when the local economy is facing one of its worst crises in history. The pace at which the economy is growing is not sufficient enough to take care of the mounting socio-economic needs of the local population.

The strategy provides a “package of game changing solutions” to some of the socio-economic challenges. In partnership with other stakeholders Provincially and Nationally, Economic Development and Tourism Unit leads efforts in ushering the local economy on the path of a turnaround. With the unwavering support of all social partners (labour, private sector and all spheres of government), the idea to create an inclusive local economy with a high job absorption capacity (as cherished in the National Development Plan (NDP, the Limpopo Development Plan (LDP) and the Integrated Development Plan (IDP)) is still feasible.

\_This strategy gives effect to objective No 3 of section 152 of the constitution. Objective No 3 underscores the need for PLM to design and implement impactful strategies that improve the socio-economic conditions of local communities. Due to changes in the local economy over the past 10 years because of shifting global, national and provincial contexts, PLM took a decision to review its 2008 LED strategy in order to realign it with its **2030 Economic Growth and Development Plan (EGDP)**.\_The triple crisis of poverty, unemployment and inequality remain the Municipality's unresolved developmental challenges. This strategy outlines some of the measures PLM intends to implement in the next five years (2020/2024) to address some of these developmental concerns.

### **2.32.3 Highlights of the Local Economic Development Strategy:**

#### **1. VISION 2024**

“Towards a job absorbing economy”

#### **2. GOALS**

- i. Reduction of unemployment rate
- ii. Report a steady GVA growth rate
- iii. Improve ease-of-doing business
- iv. Promote economic inclusion and social cohesion



- v. Enhance development coordination capabilities

### 3. STRATEGIC OBJECTIVES

- i. Prioritization of high job creation investments
- ii. Unleash sectoral potential and growth
- iii. Enhance investment competitiveness
- iv. Widen access to economic opportunities and choices
- v. Strengthen multi-sectoral response

#### 2.32.4 Local Skills Base on LED

Education is important to the economic growth in a country and the development of its industries, providing a trained workforce and skilled professionals is required. The education measure represents the highest level of education of an individual, using the 15 years and older age category. (According to the United Nations definition of education, one is an adult when 15 years or older. IHS uses this cut-off point to allow for cross-country comparisons. Furthermore, the age of 15 is also the legal age at which children may leave school in South Africa).

Within Polokwane Local Municipality, the number of people without any schooling decreased from 2012 to 2022 with an average annual rate of -5.44%, while the number of people within the 'matric only' category, increased from 119 043 to 176 544. The number of people with 'matric and a certificate/diploma' increased with an average annual rate of 5.91%, with the number of people with a 'matric and a Bachelor's' degree increasing with an average annual rate of 0.90%. Overall improvement in the level of education is visible with an increase in the number of people with 'matric' or higher education.

#### HIGHEST LEVEL OF EDUCATION: AGE 15+ - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2022 [NUMBERS]

	Polokwane	Capricorn	Limpopo	National Total	Polokwane as % of District	Polokwane as % of Province	Polokwane as % of National
<b>No schooling</b>	17 656	42 201	223 394	1 416 495	41,84%	7,90%	1,25%
<b>Grade 0-2</b>	6 094	10 896	57 712	414 630	55,93%	10,56%	1,47%
<b>Grade 3-6</b>	27 304	49 157	233 946	2 520 518	55,54%	11,67%	1,08%
<b>Grade 7-9</b>	72 705	122 723	577 173	5 801 506	59,24%	12,60%	1,25%

	Polokwane	Capricorn	Limpopo	National Total	Polokwane as % of District	Polokwane as % of Province	Polokwane as % of National
Grade 10-11	131 247	213 912	1 017 485	9 900 841	61,36%	12,90%	1,33%
Certificate / diploma without matric	6 492	9 382	31 536	140 527	69,19%	20,59%	4,62%
Matric only	176 544	251 045	970 685	13 397 731	70,32%	18,19%	1,32%
Matric & certificate / diploma	60 881	85 527	292 124	2 689 065	71,18%	20,84%	2,26%
Matric & Bachelor's degree	24 581	30 935	92 080	1 760 721	79,46%	26,69%	1,40%
Matric & Postgrad degree	11 632	15 852	49 196	919 585	73,38%	23,64%	1,26%

Source: S&P Global Market Intelligence 2023

The number of people without any schooling in Polokwane Local Municipality accounts for 41.84% of the number of people without schooling in the district municipality, 7.90% of the province and 1.25% of the national. In 2022, the number of people in Polokwane Local Municipality with a matric only was 176,544 which is a share of 70.32% of the district municipality's total number of people that has obtained a matric. The number of people with a matric and a postgraduate degree constitutes 73.38% of the district municipality, 23.64% of the province and 1.26% of the national.

#### Functional literacy

Functional literacy describes the reading and writing skills that are adequate for an individual to cope with the demands of everyday life - including the demands posed in the workplace. This is contrasted with illiteracy in the strictest sense, meaning the inability to read or write. Functional literacy enables individuals to enter the labour market and contribute towards economic growth thereby reducing poverty.

#### **FUNCTIONAL LITERACY: AGE 20+, COMPLETED GRADE 7 OR HIGHER - POLOKWANE LOCAL MUNICIPALITY, 2012-2022 [NUMBER PERCENTAGE]**

	Illiterate	Literate	%
2012	79 538	440 223	84,7%
2013	80 501	448 377	84,8%

	Illiterate	Literate	%
2014	80 630	458 180	85,0%
2015	80 187	468 762	85,4%
2016	79 727	478 442	85,7%
2017	78 428	488 361	86,2%
2018	75 790	499 961	86,8%
2019	70 461	515 139	88,0%
2020	63 225	532 896	89,4%
2021	55 680	550 002	90,8%
2022	52 568	563 889	91,5%
Average Annual Growth			
2012-2022	-4,06%	2,51%	87,11%

**Source: S&P Global Market Intelligence 2023**

A total of 563 889 individuals in Polokwane Local Municipality were considered functionally literate in 2022, while 52 568 people were considered to be illiterate. Expressed as a rate, this amounts to 91.5% of the population, which is an increase of 6.80 percentage points since 2012 (84.7%). The number of illiterate individuals decreased on average by -4.06% annually from 2012 to 2022, with the number of functional literate people increasing at 2.51% annually.

Polokwane Local Municipality's functional literacy rate of 91.5% in 2022 is higher than that of Capricorn at 89.2%, and is higher than the province rate of 87.1%. When comparing to National Total as whole, which has a functional literacy rate of 89.7%, it can be seen that the functional literacy rate is lower than that of the Polokwane Local Municipality.

In terms of the literacy rate for each of the regions within the Capricorn District Municipality, Polokwane Local Municipality had the highest literacy rate, with a total of 91.5%. The lowest literacy rate can be observed in the Blouberg Local Municipality with a total of 82.3%.

## **2.33 Status Quo of Programs and Projects of Economic Development**

### **2.33.1 Investment Promotion and Tourism**

The objective of the section is to market Polokwane as a tourists and investment destination. The Municipality has a potential of high growth and development potential for the economy to

grow sustainably. The strategic location of Polokwane also offers opportunities and in addition businesses that trade, transport and conduct business across the border should need a space of their own in Polokwane and this can only be achieved by promoting Polokwane and the advantages it offers.

Polokwane should be known for its advantageous business policies that incentivise development of desired uses in the municipality while offering a distinct competitive advantage when seeking access to the rest of the continent and providing great opportunities for businesses to grow and prosper. Marketing is a tool ever increasing in necessity for any industry and sphere. It also helps shape perceptions that dictate the emotions associated with the subject being advertised.

As part of a marketing strategy to attract, retain and promote investments and tourism within the Municipality, Polokwane needs tools in order to reach out and grab the attention of potential investors and businesses by bringing them to Polokwane to stay and invest. These tools include the use of media as well as structures present in Polokwane that offer growth potential and prospects for economic development; by highlighting the vision and goals Polokwane has and the plans being made to achieve these goals, it becomes increasingly attractive, and the goals become more achievable.

### **2.33.2 Types of Tourism industries found in Polokwane**

1. Transportation e.g., car rentals
2. Accommodation
3. Food and Beverages
4. Recreation and entertainment
5. Travel agents
6. Tour operators
7. Tourist guides
8. Event Organisers
9. Health and Wellness

A number of strategies and platforms are utilised to market the Municipality, locally, nationally and Internationally.

### **2.34 Strategies used to promote Polokwane Municipality**

Below are the Strategies that are used to promote the Municipality i.e.

- 1) Information Centre
- 2) Stakeholder relation
- 3) Tourism development
- 4) Marketing

### **2.34.1 Polokwane Visitor Information Centre (VIC)**

The Municipality in partnership with Limpopo Tourism Agency operates a Visitor Information Centre that was built and donated to the Municipality by the **National Department of Tourism**. The centre provides tourism and investment information to the residents of the Municipality, National and International visitors. This is done through walk ins, telephone, email and other social media platforms.

Business is encouraged to partner with the Municipality and ensure that their information is available at the centre and the Municipality also has a database of all businesses operating within the Municipality which is revised often to ensure accuracy.

#### **Polokwane Visitor Information Centre (VIC)**



### **2.34.2 Stakeholder relations**



The Municipality has assisted the tourism industry to establish a Tourism Association which the Municipality supports through the following:

- Secretariat services for the Association
- Venue for its meetings
- Procurement of marketing platforms
- Accommodation for the Executive members when they attend trade shows outside the Municipal boundaries

The Municipality also established a Local Economic Development Forum that comprises of business representatives and other Government Departments and Parastatals within the Economic cluster. The Municipality provides support by providing the following to the Forum:

### **2.34.3 Tourism Development**

The Municipality in partnership with other institutions provides support to the tourism industry in order to develop tourism within the Municipality. This is done through the following activities:

- Training based on the skills gaps that are identified within the sector.
- Provision of marketing opportunities such as hosting of exhibitions
- Workshops
- Networking sessions for industry to collaborate.

Due to the limitations of COVID-19 pandemic the workshops and networking sessions have been impacted but new ways and platforms are being explored. The industry will have to adjust to the new ways of doing business.

### **2.35 Marketing**

A number of platforms are identified to market the Municipality as an investment and tourist destination. The Municipality has been utilising the following platforms although COVID-19 has posed a challenge for some of the platforms. However, the Municipality is busy exploring new channels to be used in response the global challenge.

- Trade shows
- Exhibitions
- Adverts in identified platforms
- Social media
- Investor's Guide (Hard and E-Copy)
- Visitor's Guide (Hard and E-Copy)

### **2.36 ENTERPRISE DEVELOPMENT**

Enterprise Development is one of the key focus areas within Economic Development and Tourism in Polokwane Municipality Integrated Development Plan (IDP) and is a provincial priority as stated in the provincial growth and development strategy. It is therefore essential that Polokwane Municipality support entrepreneurs not only through selected programmes but to be incorporated in the implementation of all projects geared towards providing service

delivery to the communities. Services offered by Enterprise Development to all SMMEs and Cooperatives:

- SMMEs Database
- Skills Audit
- Business Profiling
- Capacity building and skills development
- Provision of access to market through flea markets and exhibitions.
- Conducting effective monitoring of projects/co-operatives /and SMME
- Provision of access to finance from other institutions
- Facilitate business to business linkages big or small

The Municipality has also provided Infra-structure in a form of facilities to promote enterprise development initiatives as described below:

### **2.36.1 Itsoseng Entrepreneurial Centre**

Itsoseng Entrepreneurial Centre is an SMME Incubation Centre that was founded by Polokwane Municipality's Local Economic Development SBU.

Primarily, this manufacturing incubator was founded upon the need to provide development support services to SMME's involved in the strategic sectors of the local economy, especially manufacturing.

This initiative ties in with the targets of ASGISA and LDP, which among others, are employment creation and poverty alleviation.

In order to achieve this, LED SBU is conducts **Business Incubation Programme** aimed at providing intensive business counselling to SMME's that have a potential to grow into a successful business.

#### **Fencing of Itsoseng Entrepreneurial Centre Completed**



**Fencing of Itsoseng Entrepreneurial Centre Completed 1**



**Fencing of Itsoseng Entrepreneurial Centre Completed 2**



**Fencing of Itsoseng Entrepreneurial Centre Completed 3**

### **2.36.2 INCUBATION PROGRAMME AND ITS BENEFITS**

Incubation programme is a three-year programme whereby SMME's will receive the following services:

- Business management advice
- Facilitation of access to finance
- Accounting/Bookkeeping systems advice

- Regular visits by Business Development Officer to ensure progress
- Trainings on specific skills needed by the SMME
- Linkages to markets
- Linkages to industry experts
- Assistance in marketing their business
- Access to key business information

#### **ELIGIBLE CRITERIA AND ENTRY REQUIREMENTS:**

To participate in this programme, SMME's need to complete and submit an application form at Itsoseng Entrepreneurial Centre 's office. The applicant must also meet the following criteria:

- The business must be located within the boundaries of Polokwane Municipality
- The business must be a manufacturing enterprise.
- The owner must be prepared to sign a three (3) year lease agreement with Polokwane Municipality and should also demonstrate intent to abide by all rules.
- The business must have been trading for at least 1 year or more.
- Business owners must be South African citizens
- Women and Disabled will be given first preference.
- Owners must submit proof of residence.

#### **ITSOSENG ENTREPRENEURIAL CENTRE**

Itsoseng Entrepreneurial Centre provide incubation program for SMMEs for a period of 3 years. Developmental support services to SMMEs is offered in different sectors of the economy with focus on manufacturing sector of the local economy. Our services include the following:

- Provision of subsidized rental services to SMME and Co-operatives
- Facilitation of access to market/market linkages.
- Facilitation of capacity building with other stakeholders
- Facilitations of access to finance to SMME and Co-op.
- Provision of other non-financial support services to SMME and co-op

The sectors that the center was designed to incubate 41 SMMEs who are doing mainly the following:

- Art & Crafts - Includes bead work, paintings, crafted products etc.
- Steelwork Includes welding, aluminum products, steel pipes, others steel products such as readily made shacks, toilets etc.
- Woodwork – Includes furniture, or any other wood products.
- Upholstery – includes furniture, car seats, leather work etc.
- Textile – include bags, shoes.
- Clothing – includes all types of clothes such as traditional, wedding, uniforms, evening wear and casual wear.

The center is established to provide SMME with incubation programme which offers services such as access to market, commercial and technical training, monitoring and evaluation, subsidized cubicles and other related enterprise developmental programmes. The facility has thus by far been very instrumental in promoting the plight of SMME and continues to play a critical role in advancing SMME development support.

### **2.36.3 BUSINESS SUPPORT CENTRES**

The municipality has constructed stalls in some clusters in an attempt to offer support to emerging entrepreneurs. This forms part of the municipality initiative to provide business Centre development support programme. The following is the list:

#### **i. Mankweng University gate 1 Center**

The facility is located closed to University of Limpopo gates .... Offering various products to the student community and the general public around Mankweng The center has 86 Entrepreneurs provided with subsidies infrastructure by municipality. The main activity of SMMEs in the center is trading / selling of products and services such as fruit and vegetables, Pap and vleis, Fast food, shoe repair, IT, hair dressing general merchandise etc.

#### **ii. Mankweng hospital gate Center**

The facility is able to accommodate at least 58 SMME offering different types of ranging from food, veggies, etc.

#### **iii. Limpopo cooks Center.**

The municipality has allocated 24 units to SMME involved in cooking targeting taxi commuters and many other customers in town. Entrepreneurs undergo developmental training which focuses on aspect of health and safety and other commercial training to improve on their business.

#### **iv. Knobel business center**

The municipality has constructed 12 stalls to enterprises offering variety of services including among others, cooked food, fruit and vegetables, shoe repair etc. The facility assists patients who visits the hospital and also community members in an around the area.

#### **V. Aganang business center**

The facility is located at Aganang cluster office and has become instrumental in servicing the communities in the area. The municipality has allocated 12 stalls to SMME who sells food, maize, shoe repair etc.



## 2.36.4 Business Compliance and Regulation

Informal trade economy plays a large and vital role in the overall economy of Polokwane, Limpopo and South Africa as a whole as it forms the very livelihood for thousands of people. Informal Trade consists of economic activity outside the influence and control of institutions. The livelihoods of many people across the country are dependent on the informal economy, especially in rural areas and therefore it is vital to support and sustain this sector of the economy as well.

The objective of the section is to demarcate special areas for informal trade to take place, to regularize the informal economy and to have more efficient transformation from informal to formal economy.

**Strategic Interventions** The value of the informal trade sector should not be underestimated and/or discredited but should rather be harnessed and employed to stimulate growth in the economy of Polokwane. However, negative perceptions towards informal traders often exist in Polokwane as this sector is regarded as caused excess pollution and chaos in the inner city. This notion is premised on the fact that no proper structures and trading spaces exist for entrepreneurs, and they therefore occupy any available area.

By implementing viable and manageable interventions for the informal trade economy, the benefits of this economic activity can be felt, and sustainable economic growth and development be supported. The management of these interventions and processes becomes an institutional function supported by the infrastructure developed to assist and cater for the needs of both the informal traders and the Municipality. The economic activities generated by informal trade can be improved by regulation of informal trade without going as far as formalizing the sector. The reason being that formalizing the sector can make advantages offered be lost and the efforts fruitless. Rather opportunity should be created that assist and support the informal trade economy and, in the process, create a better image of Polokwane.

### **Interventions are implemented for the development of informal trade in Polokwane.**

The following interventions are implemented for the development of informal trade in Polokwane.

#### **1. Management of Street Trading Permits:**

Permits are issued for different categories/ sectors within the Municipality, and they are renewed monthly. There are **1450 permits issued** across different areas within the Municipality - City cluster, Seshego cluster, Mankweng cluster, Aganang cluster.

We have currently opened for applications for street trading permits in this 2022/23 financial year. The invitation was issued on the 07th of July 2022 to 15th August 2022 We anticipate issuing over 500 permits to complying traders under the following categories:

- 1) Fruits and Vegetables

- 2) Meat and Porridge
- 3) Bunny Chow
- 4) Accessories
- 5) Shoe repair
- 6) Home utensils
- 7) Photography

## **2. Developmental Support:**

The street traders that have permits are offered developmental support through trainings and workshops. The Municipality conducts workshops and trainings to empower street traders to run successful business and comply with Municipal by-laws and policies. There are some workshops conducted in partnership with parastatals, and private sector.

### **1. Trading Opportunities:**

The communities are given trading opportunities during events hosted in Municipal Infrastructures such as stadium. The events such as soccer matches, festivals and church gatherings. These events offer economic spin-offs through trading. However, this project has been put on hold due to the compliance of the Covid-19 Lockdown Regulations protocols.

### **2. Trading Stalls constructed by the Municipality:**

- (i) Bok Street Traders Stalls next to the Taxi Rank – accommodates 25 traders.
- (ii) Church Street Traders Stalls next to the Taxi Rank – accommodates 19 traders.

### **3. Future Plans:**

#### **(1) Infrastructure Development through NDPG Project**

The Municipality through NDPG programs for infrastructure development, has got plans for construction of informal trading stalls. The infrastructure development will assist informal traders within Seshego cluster to improve business operating conditions, which will in turn improve the quality of life and also contributing to the cleanliness of the Municipality.

#### **(2) Implementation of the Limpopo Business Registration Act (LIBRA), 05 of 2003**

The Act provides for law regarding the registration and carrying on of businesses in the Province, establishment of the Limpopo Directorate of Business Registration and Business Registration Centres.

The implementation of LIBRA will provide full control of the functions within the Municipal environment. The Department of Economic Development, Environment and Tourism will provide training related to the LIBRA functions at a Municipal level. Through the performance of the function, the Municipality will retain all the revenue generated

### **2.36.5 Economic Research and Development:**

The economic analysis as per the Performance of the Local Economy and the Investment Trends is Compiled each financial year. The 2023/24 Economic Analysis was compiled to guide the City in planning Process.

## **2.37. INTEGRATED DEVELOPMENT PLAN (IDP)**

### **Introduction**

It is required in terms of Section 25 of the Local Government: Municipal Systems Act, 32 of 2000, that each municipal council must within a prescribed period after the start of its elected term, adopt a strategic plan, known as the Integrated Development Plan (IDP). IDP is a 5-year plan which **guides and informs the municipality's planning, development and budgeting**. It is reviewed annually based on its performance and other changing circumstances deemed relevant by the municipal council (Section 34 of the Municipal Systems Act, 2000 as amended).

Integrated development planning is a process through which a municipality conducts a comprehensive analysis of the community needs and subsequently priorities available resources to address those needs. The process seeks to ensure **vertical and horizontal integration** between the municipal planned interventions with the planning efforts of **national and provincial spheres of government** as well as within the various sectors of government. This process also allows for the participation of private sector, the community and community organisations identified by the Municipality as key stakeholders in the development planning of the municipal area. In compliance with the Municipal Systems Act (2000, as amended),

The City of Polokwane IDP is underpinned by key sector plans and strategies, which include the Municipality's long-term plan (**Vision 2030/Smart City**), Spatial Development Framework (**SDF**), Polokwane 20 Years Economic Growth and Development Plan (**EGDP**), Integrated Waste Management Plan (**IWMP**), Water Services Development Plan (WSDP), Integrated Transport Plan (**ITP**) and the Environmental Management Plan (**EMP**) amongst others. The IDP is responding to the community priorities, provincial, national priorities and is in line with State of the Nation Address (SONA), State of the Province Address (SOPA), State of the City Address (SOCA), Department of Cooperative Governance and Traditional Affairs IDP guidelines and the District Development Model (DDM).

### **2.37.1 Integrated Development Planning Background**

Local Municipalities in South Africa have to use "integrated development planning" as a method to plan future development in their areas. Apartheid planning left us with cities and towns that:

- Have racially divided business and residential areas
- Are badly planned to cater for the poor - with long travelling distances to work and poor access to business and other services.
- Have great differences in level of services between rich and poor areas.
- Have sprawling informal settlements and spread-out residential areas that make cheap service delivery difficult.

Rural areas were left underdeveloped and largely un-serviced. The new approach to local government has to be developmental and aims to overcome the poor planning of the past.

Integrated Development Planning is an approach to planning that involves the entire municipality and its citizens in finding the best solutions to achieve good long-term development.

An Integrated Development Plan is a **super plan** for an area that gives an overall framework for development. It aims to co-ordinate the work of local and other spheres of government in a coherent plan to improve the quality of life for all the people living in an area. It should consider the existing conditions and problems and resources available for development. The plan should look at economic and social development for the area as a whole. It must set a framework for how land should be used, what infrastructure and services are needed and how the environment should be protected.

All municipalities have to produce an Integrated Development Plan (IDP). The municipality is responsible for the co-ordination of the IDP and must draw in other stakeholders in the area who can impact on and/or benefit from development in the area.

Once the IDP is drawn up, all municipal planning and projects should happen in terms of the IDP. The annual Council budget should be based on the IDP. Other government departments working in the area should take the IDP into account when making their own plans.

It should take **6 to 9 months** to develop an IDP. During this period service delivery and development continues. The IDP is reviewed every year and necessary changes can be made.

The IDP has a lifespan of **5 years** that is linked directly to the **term of office for local councillors**. After every local government election, the new council has to decide on the future of the IDP. The Council can adopt the existing IDP or develop a new IDP that takes into consideration existing plans.

The Executive Mayor of the municipality have to manage the IDP Process. The Executive Mayor may assign this responsibility to the Municipal Manager.

The IDP has to be drawn up in consultation with forums and stakeholders. The Draft and Final IDP document has to be approved by the Council.

### 2.37.2 Evolution of the IDP (Trends since 2001)

1 <sup>st</sup> Generation (2001-2006)	2 <sup>nd</sup> Generation (2006-2011)	3 <sup>rd</sup> Generation (2011-2016)	4 <sup>th</sup> Generation (2016-2021)	5 <sup>th</sup> Generation (2021-2026)
Eradication of service delivery backlogs	Eradication of service delivery backlogs	Participation of provincial and national spheres of government	Intergovernmental programme pipelining	NDP vision 2030 – spatial transformation
	IDP being a plan of all government	Alignment of planning and budgeting processes	Respond to policy imperatives (NDP, IUDF, SPLUMA)	Facilitate spatial integration, growth, inclusion and access
		Integration of municipal sector plans into the IDP	Spatial planning	

Source: PLK IDP SBU

### 2.37.3 IDP/ Budget Process Plan

In terms of Municipal System Act, 32 of 2000, Section 28(1), each municipal Council must adopt a process set out in writing to guide the planning, drafting, adoption and review of its Integrated Development Plan. Annually, City of Polokwane Council approves IDP/Budget/PMS process plan that is aligned with the Municipal Corporate Calendar detailing activities and processes that will unfold culminating with the final approval and adoption of the IDP and Budget by Council and it is aligned with the Municipal Corporate Calendar.

### 2.37.4. The IDP/Budget Committees



Legislation requires municipalities to establish appropriate mechanism, processes and procedures for the organs of state, including traditional authorities and other role players to be identified and consulted on the drafting of the Integrated Development Plan. To achieve this purpose, the City of Polokwane established committees towards attainment of the above legislative requirement as follows:

### **2.37.5 IDP/Budget Technical Committee**

The IDP /Budget Technical committee is chaired by the Municipal Manager and constituted by all Directors and all Managers who are appointed annually by the Municipal Manager. This committee serve as a working committee for municipal planning, budgeting and institutional performance.

### **2.37.6 IDP/Budget Steering Committee**

The IDP Steering committee is chaired by the Executive Mayor and composed of all members of the Mayoral committee, Speaker of Council, Chief whip; MPAC Chairperson, Ethic Chairperson, Geographic Names Chairperson, MM, all Directors and selected Managers. Councillors in the committee play oversight role over municipal planning, budgeting and institutional performance whereas municipal employees provide expertise and technical knowledge in a supporting role.

### **2.37.7 IDP Representative Forum**

The IDP Representative Forum is platform that the City of Polokwane use to engage with organized formations and government departments. The Forum is fully functional, and its meetings are held every phase of the IDP for feedback purposes and further engagements with stakeholders.

## **2.38 Public Participation and Stakeholder Engagements Process**

Municipal System Act, 32 of 2000, Chapter 4 provides for the municipalities to develop a culture of municipal governance that complements formal representative government with a system of participatory governance and to encourage and create conditions for the local community to participate in the affairs of the municipality including in the preparation, implementation and review of its Integrated Development Plan. Polokwane Municipality is divided into seven (7) clusters for administrative purposes and further has a diverse and active citizenry that requires an effective public participation process to ensure that they are fully engaged in matters of their development. These includes community, business sector, government departments, non-governmental organisations, Traditional Authorities amongst others.

Polokwane Municipality has dedicated the month of April annually to consult with its stakeholders and source inputs into the tabled draft IDP and Budget. During these meetings Council gives feedback on the implementation of the current financial year projects, budgets

and interventions where necessary and further present proposed projects, programmes, budgets and tariff increases for the coming financial year for engagements with stakeholders. Copies of both the draft and final IDP and Budgets are placed at strategic places within the seven (7) municipal clusters, libraries and also get posted on the municipal website for consumption by members of the public.

### 2.39 MEC IDP Assessments

Municipal System Act, 32 of 2000, Section 32 requires municipalities to submit the adopted Integrated Development Plans (IDP) to the Office of the MEC for local government within ten **(10) days** after Council approval. This is to allow the MEC for local government to assess the IDPs of municipalities for compliance and to make proposals for amendments where possible for consideration by local councils. Polokwane Municipality has always complied with legislation and submitted the adopted IDP within the prescribed timelines. Polokwane Municipality always considers proposals by the MEC for Local Government from the IDP Assessments and incorporates them into planning. Below is the Ratings Received from MEC assessment on Polokwane final IDP's.

#### 2.39.1 MEC rating for Polokwane Municipality IDP

<b>MEC IDP Assessment Rating for Polokwane (High; Medium and Low)</b>	
<b>Financial Year Final IDP Assessment</b>	<b>MEC Rating</b>
2011/12	<b>High</b>
2012/13	<b>High</b>
2013/14	<b>High</b>
2014/15	<b>High</b>
2015/16	<b>High</b>
2016/17	<b>High</b>
2017/18	<b>High</b>
2018/19	<b>Medium</b>
2019/20	<b>High</b>
2020/21	<b>High</b>
2021/26	<b>High</b>
2022/23	<b>High</b>
2023/24	<b>Assessment still not yet held</b>

Source: PLK IDP SBU

## 2.40 Strategic Planning Session (Bosberaad)

The purpose of the strategic planning session is to maintain a favourable balance between an organization and its environment over a long run. Strategic Planning has been defined as “a disciplined effort to produce fundamental decisions and actions that shape and guide what an organization is, what it does, and why it does it”. It provides a systematic process for gathering information about the bigger picture and using it to establish a long-term direction and then translate that direction into specific goals, objectives, and actions. It blends futuristic thinking, objective analysis, and subjective evaluation of goals and priorities to chart a future course of action that will ensure the organization’s vitality and effectiveness in the long run. “At best it permeates the culture of an organization, creating an almost intuitive sense of where it is going and what is important”.

In today’s highly competitive business and organizational environment, budget-oriented planning or forecast planning methods are insufficient for organization to prosper. There is a need to engage in strategic planning that clearly defines objectives and assesses both the internal and external situation to formulate strategy, evaluate progress, and make judgments as necessary to stay on track. Polokwane Municipality usually host its strategic planning sessions **each financial year** in terms of the IDP/Budget/PMS Process Plan. The session is led by the Executive Mayor. The Executive Mayor with the support of the Members of the Mayoral Committee, Senior Management and Managers holding key strategic positions embarks on a retreat to make a thorough **introspection** on whether the municipality is on track to achieve its **Vision 2030/Smart City** and take the necessary actions / decisions to ensure that Polokwane Municipality succeeds in bettering the lives of its communities and therefore achieve its Vision 2030.

## 2.41 District Development Model (DDM)

### 2.41.1 Background to the DDM

The President in the 2019 Presidency Budget Speech (2019) identified the “pattern of operating in silos” as a challenge which led to “to lack of coherence in planning and implementation and has made monitoring and oversight of government’s programme difficult”.

The consequence has been non optimal delivery of services and diminished impact on the triple challenges of poverty, inequality and employment. The President further called for the rolling out of “**a new integrated district-based approach** to addressing our service delivery challenges [and] localise[d] procurement and job creation, that promotes and supports local businesses, and that involves communities...”

The President is cognisant of the fact that such an approach will require that “National departments that have district-level delivery capacity together with the provinces ... provide implementation plans in line with priorities identified in the State of the Nation address”.

The proposed New District Level model seeks to utilise the existing legal framework and implementation machinery, which includes the Intergovernmental Relations (IGR) Framework Act which provides for the Minister (and department) responsible for cooperative governance to provide “a framework for coordinating and aligning development priorities and objectives between the three spheres of government” as well as the development of “indicators for monitoring and evaluating” the implementation of the framework.

Thus, the Model utilises and enhances these frameworks and the existing implementation machinery by facilitating for joint planning, implementation as well as monitoring and evaluation, between and amongst all spheres of governance wherein the term District is seen to refer to locality rather than the District Municipality, which no doubt forms an important part of the planning, delivery as well as Monitoring and Evaluation architecture.

By crowding in public, private and not for profit investments to a district locality, in an all-inclusive manner as directed by joint district implementation plans, the model aims at maximising impact whilst capitalising on a window of opportunity (over the next twelve to eighteen months) whilst addressing the ‘burning’ and ‘stabilisation’ challenges faced by local municipalities who are seen as critical building blocks towards the realisation of the objectives of the model and the development aspirations of our people. By laying a solid foundation in the short term a long term spatially relevant plan for South Africa will be secured through the sum total of the District Implementation Plans into Joined Up Plans or the One Plan which aligns and mutually reinforces the District Plans. In so doing the One Plan will:

- a) focus on the District/Metropolitan spaces as the appropriate scale and arena for intergovernmental planning and coordination.
- b) focus on the 44 Districts + 8 Metros as developmental spaces (IGR Impact Zones) that will be strategic alignment platforms for all three spheres of government.
- c) produce a Spatially Integrated Single Government Plan (as an Intergovernmental Compact) for each of these spaces that guides and directs all strategic investment spending and project delivery across government and forms the basis for accountability.
- d) reinforce an outcomes-based IGR system where there is a systematic IGR programme and process associated with the formulation and implementation of a single government plan.
- e) take development to our communities as key beneficiaries and actors of what government does.

These Single Joined-Up plans, or the **One Plan** will take the form of prioritised spatial expressions over the long term and will be divided into 5 and 10-year implementation plans supported by annual operation plans which will be based on commonly agreed diagnostics,

strategies and actions. Each sphere and sector department will have to elaborate in more detail their own plans and actions. The plans will facilitate for:

- a) Managing urbanisation, growth and development.
- b) Determining and/or supporting local economic drivers.
- c) Determining and managing spatial form, land release and land development.
- d) Determining infrastructure investment requirements and ensure long-term infrastructure adequacy to support integrated human settlements, economic activity and provision of basic services, community and social services:
- e) Institutionalize long term planning whilst addressing 'burning' short term issues.

The content of the Plans will elaborate the key transformation processes required to achieve long-term strategic goals and a desired future in each of the 44 district and 8 metro spaces.

### **2.41.2 Formulation and implementation of a One Plan**



Source: CoGTA One plan process Guideline

### **2.41.3 District Development Model (DDM) Executive Summary**

The District Development Model (DDM) is an operational model for improving cooperative governance aimed at building a capable, ethical and developmental State. It embodies an approach by which the three spheres of government and state entities work collaboratively in an impact-oriented way, and where there is higher performance and accountability for coherent service delivery and development outcomes.

Furthermore, the DDM is an intergovernmental approach focusing on 52 district and metropolitan spaces as IGR impact zones for more effective joint planning, budgeting and implementation over multi-year planning and electoral cycles. Although each sphere, sector or entity has its distinct constitutional powers, functions and responsibilities, they cooperate



and undertake collaborative planning, budgeting and implementation processes converging developmental efforts at the district/metropolitan level. Accordingly, this joint work is expressed through the formulation and implementation of a “**One Plan**” which is a long-term strategic framework guiding investment, service delivery and development in relation to each of the district and metropolitan spaces.

The Institutional Arrangements for the DDM are aimed at sustaining a programmatic approach to cooperative governance and IGR centred around the One Plan and the related reprioritisation processes to be undertaken by all spheres, departments, entities and municipalities. This will culminate in both political and technical work streams that will need to be managed at the level of district/metro hubs for the co-creation of the joined up One Plans by and for all three spheres of Government.

The management is undertaken by two key committees. At the level of the district/metro hub, the two committees referenced below will be responsible for the management of the one plan process. The **DDM political committee** provides political leadership, oversight and support to the hubs whereas the **DDM district/metro coordination steering committee** will oversee the technical work of the district/metro hubs. Each of these committees will relate with the rest of the institutional teams based on political and technical interfaces. In essence, these committees will drive the work of the district/metro hubs including intergovernmental collaboration required to develop the joined up one plans. The DCF, PCF and PCC will be key structures interacting with the DDM political and district coordination steering committees for the interim sign-off of the One Plan stage milestones. A council of advisors or similar may be proposed and may assess the 52 district/metro plans and recommend approval to PCC and Cabinet.

The One Plan process guideline will outline the activities, roles, responsibilities, ownership and timelines that will need to be undertaken during each One Plan road map stage and it will also synthesise how each stage integrates into Government’s existing planning and budgeting cycles across the three spheres with a view of creating a long-term strategic framework (joined up one plan) that guides all strategic investments from Government and the private sector.

## **CHAPTER Three: Housing and Human Settlements Analysis**

### **3.1 HUMAN SETTLEMENT STATUS QUO ANALYSIS**

The development and adoption of a Human Settlement Plan, as part of a Municipal Integrated Development Plan is directed by section 9 of the Housing Act (Act 107 of 1997); to give rise to the Constitution and universal obligation that everyone has a right to a decent accommodation.

Whereas section 153 of the Constitution (Act 108 of 1996) compels municipalities to structure and manage themselves (administration, planning, budgeting) so as to ensure effective response to the basic and developmental needs of communities, the City finds itself in an unprecedented position. Difficult conditions of the world have negatively impacted on the already struggling economic landscape of the country. Population growth, unemployment and constrained fiscal resources creates this complex matrix where the pace of human settlement and housing delivery seems slow in relation of the need.

In addition, the circular migration and steady urbanisation rates of the City in relation of limited resources for infrastructure and housing delivery has led to some housing conditions not envisaged in the Constitutions. New urban lodgers are finding themselves in backyard and overcrowded housing conditions.

### **3.2 DIRECTORATE HUMAN SETTLEMENT**

The City is structured in two fold; the political and administrative wing. The political wing is constituted by Council with its legislated committees. The administrative wing has an organisational structure that defines various Directorates and Strategic Business Units (SBUs). Human Settlements is one of the Directorates that the municipality established to facilitate and implement housing related mandate given to the municipality by the Constitution and Housing Act. The Directorate is constituted by two SBUs, namely:

- 1) **SBU:** Human Settlements Planning, Policy and Administration;
- 2) **SBU:** Human Settlements Programme Implementation and Quality Assurance.

#### **3.2.1. Housing Challenges**

The City's housing environment is made up of urban and rural settlements. Despite all efforts, a variety of institutional and environmental challenges continue to exist, namely:

- **Growing housing demand in relation to supply:** due to a variety of factors including new family formation, unemployment, limited financial resources to deliver at scale;
- **Unemployment:** which means households are unable to invest in their own housing needs;
- **Unplanned/unsustainable human settlements on the urban edge:** a number of communities are dysfunctional in a sense that such communities are located in areas without basic services, far from economic activities, social amenities;
- **Well-located land is expensive:** publicly owned strategically located land is relatively low. Acquiring privately owned land is overwhelming and expensive. On the other hand, planning requirements and geotechnical challenges limits delivery at scale;
- **Human Settlements Development Grants (to municipalities) constraints:** fluctuating HSDG (allocation) to municipality does not allow a steady delivery peak;
- **Unsustainable social housing entity (PHA):** The Municipal social housing entity is continuously struggling to stabilize. The huge debt of rentals owed to the entity makes it difficult for the entity to thrive;
- **Insufficient human capital:** which is influenced by a number of factors including; increasing population, the increased Municipal jurisdiction, and the process of transferring housing functions (Municipal housing accreditation) to the Municipality. A number of activities/projects that emerged have evidenced that the City is lacking in terms of human resources to manage and coordinate human settlements and housing delivery;
- **Institutional capacity building:** the evolution of national housing policy as well as the accreditation of the City demands enhancement of existing skills and knowledge, as new functions and systems of operation are adopted by the City;
- **Unoccupied houses due to untraceable beneficiaries:** unoccupied houses appear to be a perpetual challenge facing the City. It undermines all the financial efforts of the State in promoting the Constitutional rights of the people;
- **Planning alignment:** there is a need for improved planning and alignment of delivery plans and prioritization of projects between the City and provincial housing sector Department;
- **Unsigned implementation protocol:** which is necessary to expedite and put to motion the housing accreditation of the City and therefore fast-track housing service delivery;
- **Urban planning and approval processes are slow and frustrating:** prescribed urban planning and approval processes are overwhelming;
- **Insufficient bulk infrastructure:** The City is growing at a rate faster than that of infrastructure investment. As such some infrastructure is constrained (sewer plants, water storage, electrical transmission);
- **Lack of proper roads and storm water drainage infrastructure in newly established Townships:** it has now become a norm that newly established townships do not have surfaced roads and storm water drainage system and this leads to flooding some areas during heavy seasons;

- **Limited affordable housing stock:** there is a severe shortage of affordable housing stock for middle-income groups.

### **3.3 HUMAN SETTLEMENT STRATEGIC OVERVIEW**

#### **3.3.1 BACKGROUND**

The responsibility of human settlements and housing delivery is not new to the City, but only new in a sense of undertaking to manage housing development. The City has always been involved in housing delivery by undertaking a variety of activities/functions including designating and developing land for housing delivery, installing infrastructure, managing the housing demand database, and others. The newly established Directorate Human is set up to enable the City to coordinate and manage new housing responsibilities. The core responsibilities of SBU Planning, Policy, and Administration includes among others; the development and review of the Human Settlement Plan, programme and project planning, and administering the National Housing Need Register. The SBU Programme Implementation and Quality Assurance is mainly responsible or involved in coordinating the implementation of human settlements and housing projects. In this regard, the SBU coordinates the different aspects of project implementation and monitors the construction of houses to ensure adherence to construction norms and standards.

Working together with other internal Directorates, State agencies, and other government spheres; the Directorate Human Settlements plays a leading in driving the City towards creating sustainable and integrated human settlements, and ensuring that the City works towards achieving national and provincial policy objective, which includes:

- Improving the spatial planning patterns by planning and integrating or locating of new housing developments closer to major transport nodes and corridors, economic opportunities and social facilities to ensure the building of an economically and socially integrated and sustainable space;
- Improving spatial efficiency by increasing the densities of new housing developments;
- Increasing the development of housing in the gap market by developing partnerships with the private sector;
- Diversifying housing products with greater investment in rental housing stocks;
- Providing municipal engineering services consistently and at a higher level;
- Using housing as a major job creation strategy and breaking down barriers between the first-economy residential property boom and the second-economy slump

### 3.4 HUMAN SETTLEMENT PLAN

The Human Settlement Plan is the anchor of human settlements and housing provision across the City. Over the past years, in line with the IDP, the City developed and annually reviewed the five-year Human Settlement Plan, which presents human settlement and housing realities of the City, and identifies strategies for addressing prevalent housing policy gaps.

The HSP has coordinated a variety of programmes that delivered different housing opportunities to different income groups.

- Over the past two financial years (2021/2022 & 2022/2023) more than 3 000 housing opportunities were provided;
- In addition, the existing housing conditions of approximately 1 500 families in Seshego were improved through the asbestos removal project; and
- **Informal settlement upgrading:** the municipality is upgrading two informal settlements through relocation. Approximately 711 households of Seshego F (Freedom Park) and Polokwane Ext 106 tend to benefit from the relocation programme. The upgrading programme is on Phase 3.
- **Military Veterans** – the Council also donated 50 residential sites for the development of houses for military veterans.

#### 3.4.1 HOUSING DEMAND

In 2004, the City developed a municipal housing demand database which was upgraded in 2008/2009 and in 2011/12 financial years. Currently the Municipality is migrating its housing data to the new National Housing Needs Register (NHNR). With the migration still in process and new registration, the need for housing assistance is counting at 49 532 (Source: NHNR). An overwhelming majority of families have a monthly income of less than R3 500. Social/affordable rental housing need is managed by the municipal entity (PHA) and is estimated at 8 000 units.

Housing supply is relatively low in relation to the demand. This is due to diverse housing backlog (i.e. tenure backlog, land development, infrastructure investment, top structure). In the previous financial year (2022/2023) the City received a total of 423 units under the rural housing programme. A further 494 social housing units were developed in the 2019/2020 financial year, stalled by the national lockdown, completed in November 2022 is yet to be tenanted.



### 3.4.2 Priority Human Settlement and Housing Development Areas (PHSHDA)

It is true that the City inherited some dysfunctional spatial pattern and continues to see some depressed human settlements in an around the urban edges of the City. The rapid urbanisation, unemployment, population growth, slow infrastructure investment has forced people to live in unplanned areas without basic infrastructure and social amenities.

To deal with this challenge, following the National spatial transformation and consolidation framework, the City has identified and demarcated locations as Priority Human Settlements and Housing Development Areas (PHSHDAs). This is a national spatial transformation approach to building new, integrated, functional, and inclusive settlements.

The programme intends to support Municipalities to prioritize housing development applications in terms of SPLUMA thus directing housing finance to areas that promote an inclusive residential market instead of further segregating people by income, race, and gender.

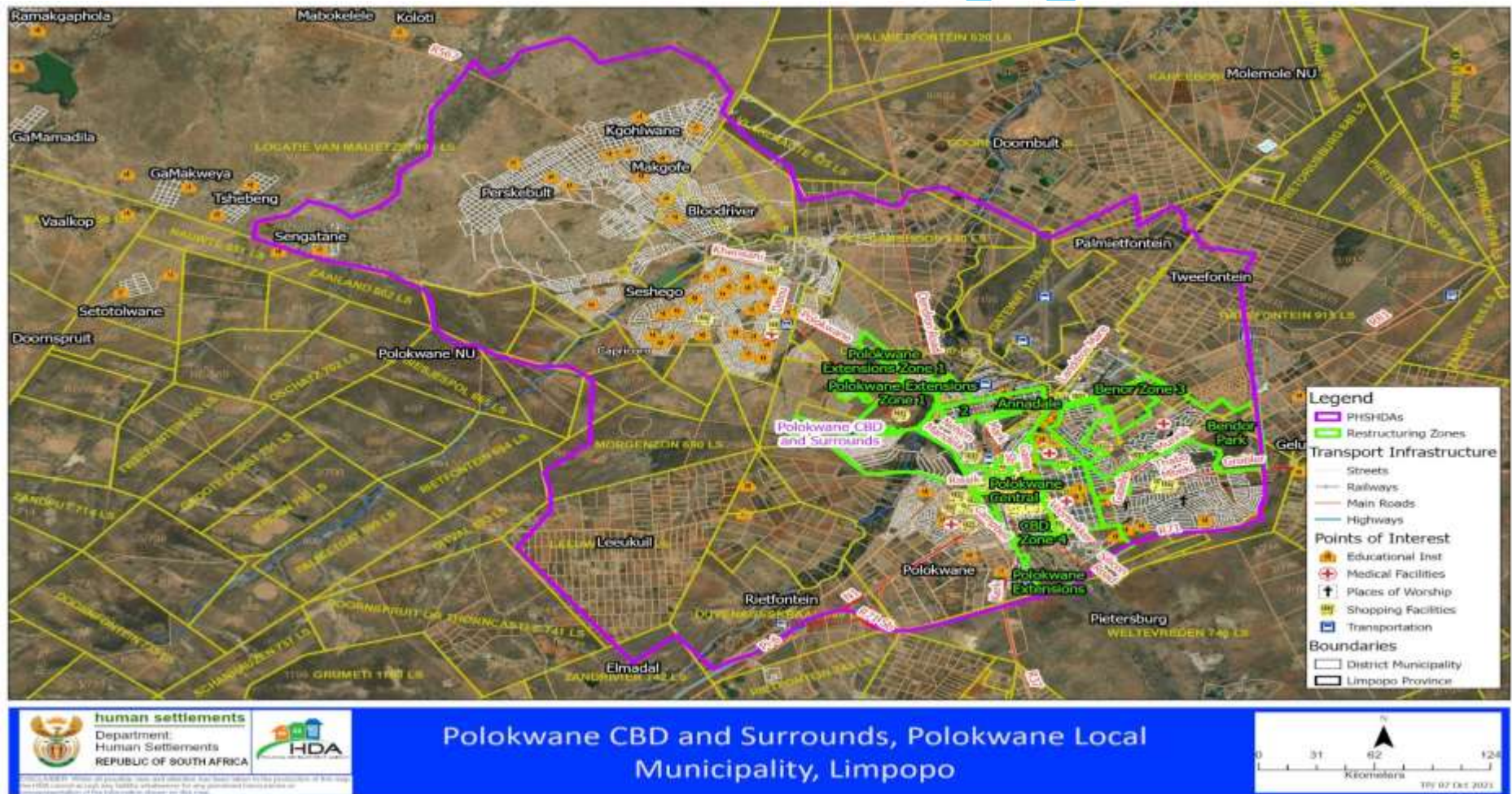
This should enable the City to consolidate and access funding to deal, in an integrated manner with the Human Settlement needs of such identified communities, the identified PHDAs of the City include

- **Polokwane CBD and surrounding** – extending from the South-western gateway of Polokwane covering Polokwane Extensions,
- **Polokwane R71 corridor** extending from the eastern Polokwane along the R71, covering Dalmada AH, Mamahule, Nobody, running through to Boyne,

These Priority Human Settlements and Housing Development Areas are experiencing fast growth and somewhat unplanned development. Transforming these regions is crucial in the overall objective of creating integrated and sustainable human settlements. The Housing Development Agency (HDA) facilitated the development plans for the two PHSHDAs.

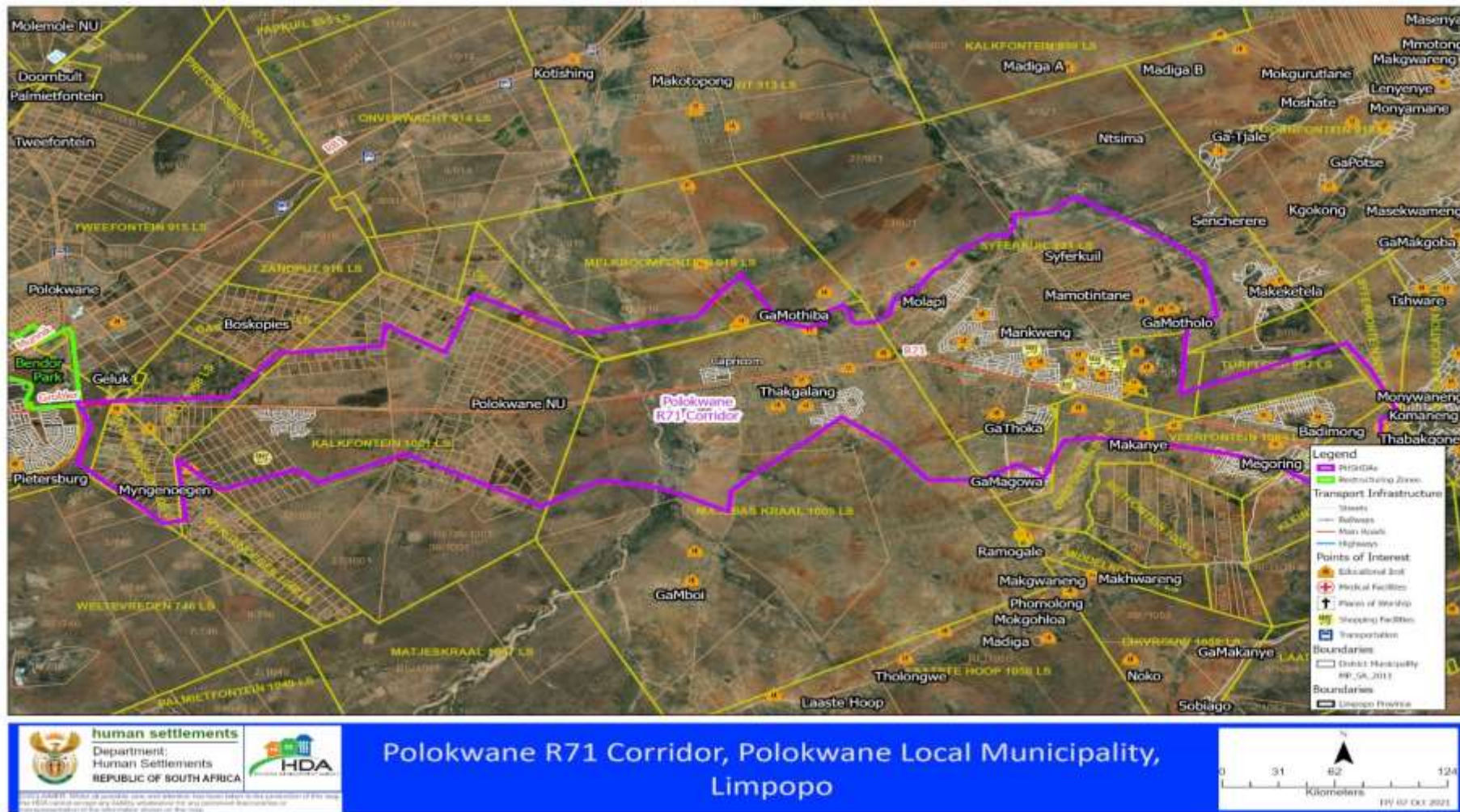
### 3.4.3 Figure A: Polokwane CBD and Surrounding

**Figure A: Polokwane CBD and Surrounding**





3.4.4 Figure B: Polokwane R71 Corridor



### **3.4.5 Legislative and policy frameworks**

The housing status quo analysis is guided by the following legislative and policy frameworks:

- 1) **Constitution of RSA (108 of 1996)**
- 2) **Housing Act (107 of 1997)**
- 3) **Breaking New Grounds: A Comprehensive Plan towards the creation of Sustainable and Integrated Human Settlements (2004)**
- 4) **National Housing Code, 2009**
- 5) **National Development Plan (NDP)**
- 6) **Rental Housing Act (50 of 1999)**
- 7) **Limpopo Housing Act (2 of 2006)**
- 8) **The Social Housing Act (16 of 2008)**
- 9) **Framework for Spatial Transformation and Consolidation**
- 10) **Polokwane CBD development plan**

While the Constitution (108 of 1996) guarantees everyone has the right to have access to adequate housing, the Housing Act (107 of 1997) outlines the housing role and responsibilities of each government sphere. The Breaking New Ground provides a vision and a new policy framework for human settlement and housing delivery. The National Development Plan outlines the envisaged state of affairs (human settlements) and therefore commits every government institution to work towards realising the desired state of affairs.

The City plays a key role in creating conducive environment for a vibrant affordable rental and social housing delivery, as prescribed in the Rental and Social Housing Acts. This role includes amongst others; provision land and services for public rental housing delivery, establishment of a social housing delivery and management institution. The framework for spatial transformation and consolidation guides the City in the transformation and total eradication of its dysfunctional spatial patterns, and to direct and consolidate public investment towards transforming such dysfunctional areas.

### **3.4.6 Housing Backlogs**

The City is confronted by a fast growing human settlements and housing backlog which manifests itself in a form of housing condition not envisage national human settlements and housing policies. Some families across the City; are in overcrowded accommodation,

accommodated in backyard dwellings, lack access to basic services, do not have some form of security over their accommodation.

The NHNR contains some 49 532 families that requires urban housing assistance. A further ±8 000 families await an opportunity to decent and affordable rental housing. In the rural areas of the City, the backlog is estimated that between 3 000 and 5 000 units.

The low income property market is still locked. Tenure security backlog on formalised public Townships (old and new) is around 7 589 units.

A further estimate of ±100 families in the Seshego area (Seshego E) that requires housing intervention through the consolidation housing programme.

Although the last two informal settlement households were relocated to permanent and serviced (water and sanitation) stands at Polokwane Ext 126 and 127, the top structure backlog is about 500 units.

### **3.4.7 Status of rental housing**

The need for affordable rental housing is witnessed by a large number of households and individuals who currently rent overcrowded and sub-standard but inexpensive accommodations in backyards and informal settlements. These types of rental accommodation do not provide security of tenure for tenants. Majority of these in Polokwane is found the formal townships and settlements (Villages) in the urban urge.

Security of tenure remains one of the fundamental principles of housing policy. Where other housing programmes provide freehold tenure to households, there has been an increasing need for affordable rental units which provide secure tenure to households that prefer the mobility provided by rental accommodation.

Furthermore, the Comprehensive Plan (Breaking New Ground) identifies the inequalities of the apartheid-induced Spatial Framework of our Cities and Towns by promoting integration across income and population group divides. There is a need to provide especially poor households with convenient access to employment opportunities and the full range of urban amenities.

The Municipality is required (responsible) for:

- Facilitation of Social Housing delivery in its area of jurisdiction;
- Encourage the development of new social housing stock or upgrading of existing stock or conversion of existing non-residential stock;



- Provide access to:
  - Land and buildings for social housing development in approved restructuring Zones
  - To infrastructure and services for social housing projects in approved restructuring zones

In creating a conducive environment for the development of Social Housing/affordable rental accommodation, the municipality-designated Restructuring Zones which were promulgated by the Minister of Human Settlement. The Zones are:

- Polokwane Extensions
- Annadale
- Bendor
- CBD and Surroundings

The Municipality established an entity called Thabatshweu Housing Company Pty, t/a Polokwane Housing Association (PHA), as a vehicle for delivery of affordable rental housing, with a mandate of developing and managing rental housing within its jurisdictional area. The company is accredited by the Social Housing Regulatory Authority (SHRA) as required by the Social Housing Act (16 of 2008).

In 2018, the Municipality signed a land availability agreement with PHA as a Social Housing Institution (SHI), where several pieces of land which fall within the restructuring zones were made available to the SHI for development. The pieces of land are as follows:

- Erf 513, 514 and 515 (consolidated into Erf 525) Annadale Ext 2
- Erf 15953 and 15954 Ext 76 consolidated into 40206)
- Erf 23145 Ext 108
- Erf 20802 -20815, 20817 – 20821 Ext 106

Polokwane Housing Association is currently managing 697 rental units of which 508 are social housing and 189 are Community Residential Units (CRU).

**Annadale Ext 2 project situated on erf 525**, yielded 494 social housing units, has reached a practical completion by November 2022. However, the tenanting is delaying due to insufficient water pressure in the project vicinity. The SHI is considering construction and installation of elevated tank to complement the municipal water supply.

**Ext 76 Social housing project** which was packaged to yield 240 units on erf 40206, is stuck due to grant funder (SHRA) rescinding its original approval of the project.

**Ext 106 and 108 projects intended for student accommodation** have collapsed due to the preferred bidder withdrawing from the project.

Negotiations are in progress between the Municipality and COGHSTA regarding the release of land earmarked for Social Housing in Bendor Ext 100 Township. The Municipality in the established townships have reserved sites for medium to high density development suitable for affordable rental housing. The Municipality is also open for private sector proposal to assist the only SHI in the Province in delivering of government mandate of affordable rental housing.

### 3.4.8 Urban Housing Developments

The Municipality encourages the Brownfield development and discourages Greenfield developments. This initiative of brownfield development encourages densifying the existing land available for various use. Through spatial planning policies analyses, the development of the land will help alleviate the increase demand for housing, including the gap market and student accommodation around the City.

There are other land portions which have been identified. The Department of Cooperative Governance, Human Settlements and Traditional Affairs, together with the Municipality, and the Housing Development Agency are working together to establish more Townships for human settlement. Some of the developments are close to completions while other recently commenced.

**The Table below provides a summary development and their status**

**Table: summary of developments**

PROPERTY DESCRIPTION	PROGRAMMES	TARGET	STATUS
Polokwane Ext 72	Sites reserved for middle and high income earners (FLIP and open market)	800	<ul style="list-style-type: none"> <li>•Township complete</li> <li>•Services installed (Water and Sanitation).</li> </ul> <p>Council resolved to engage RISIMA which is an entity of Economic Development is appointed to spearhead the marketing and sale of properties including building package where applicable</p>
Polokwane Ext 78	Sites reserved for middle and high	1 137	<ul style="list-style-type: none"> <li>• Township complete,</li> </ul>

PROPERTY DESCRIPTION	PROGRAMMES	TARGET	STATUS
	income earners (FLISP and open market)	5 X Res 2 7 X Res 3 2 X Bus 3	<ul style="list-style-type: none"> <li>Services installed (Water, sewer, electricity)</li> </ul> Only sites earmarked for middle to high income are yet to be sold.
<b>Polokwane Ext 79</b>	Sites reserved for middle and high income earners (FLIP and open market)	500	<ul style="list-style-type: none"> <li>Township complete</li> <li>Services installed.</li> </ul> Council resolved to engage RISIMA which is an entity of Economic Development is appointed to spearhead the marketing and sale of properties including building packages.
<b>Ext 133</b>	Integrated Residential Development Programme (IRDP)	2 969 Res 1	<ul style="list-style-type: none"> <li>Township complete</li> <li>Site allocated</li> <li>Services installed (Water and Sanitation, electricity infrastructure is currently being installed)</li> </ul> Construction of low income houses underway
<b>Polokwane Ext 126</b>	IRDP	497	<ul style="list-style-type: none"> <li>Township complete</li> <li>Services installed (Water and Sanitation).</li> <li>Site allocated</li> </ul>
<b>Polokwane Ext 127</b>	IRDP	497	<ul style="list-style-type: none"> <li>Township complete</li> <li>Services installed (Water and Sanitation).</li> <li>Site allocated</li> <li>256 units currently under construction (2023/2024)</li> </ul>
<b>Polokwane Ext 76 (Erf 40206)</b>	Social housing/IRDP	240 units	<ul style="list-style-type: none"> <li>Township completed</li> <li>Bulk services (water, sanitation, electricity)</li> </ul> The regulator (SHRA) raised and issue with the appointment of service

PROPERTY DESCRIPTION	PROGRAMMES	TARGET	STATUS
			provider. The project will be advertised
Annadale Ext 2	Social Housing	494	<ul style="list-style-type: none"> <li>Township complete</li> <li>Services installed (water, sanitation, electricity)</li> <li>Practical completion done</li> <li>Client is processing application for occupation certificate</li> </ul>
Polokwane Ext 108 and 106	Social housing	19 x Res 3 Ext 106 1 x Bus 3 in Ext 108 (Erf 23145)	<ul style="list-style-type: none"> <li>Township complete</li> <li>Bulk services installed (water, sanitation, electricity)</li> </ul> PHA to plan on the land parcels
Ext 134	IRDP	1 399 low 1 163 Middle to high income sites	<ul style="list-style-type: none"> <li>Township complete</li> <li>Bulk services installed (water, sanitation)</li> <li>400 low cost units are built</li> </ul> Only sites earmarked for middle to high income are yet to be sold.
Kingdom park	IRDP		<ul style="list-style-type: none"> <li>Township approved by MPT</li> </ul>
Pietersburg 40 (Phase 3)	IRDP	350 low cost	<ul style="list-style-type: none"> <li></li> </ul>

Source: PLK Housing SBU

### 3.4.9 identified land for housing delivery

In order to ensure a sustainable housing delivery, the City has identified the following pieces of land as the one suitable for Human Settlement development. Other pieces of land, owned

by the State, are to be identified (within the two PSHDAs), acquired, held, developed, and released for human settlements delivery.

**Table: identified land for housing delivery**

Property Description	Extent	Ownership	Proclamation Status	Proposed Development
<b>Ptn 75 of Ivydale Agricultural Holdings</b>	4.96112 Ha	Municipality	Farm Land	Mixed Housing Development
<b>179 Sterkloop LS</b>	83 ha	Municipal	Farm	Mixed Housing Development
<b>Pilgrimshoop 1,2,3,5</b>	92.6 ha	Municipality	Farm	Mixed housing development

Source: PLK Housing SBU

### 3.5 Informal Settlements

The City has made considerable in upgrading the housing condition of people in informal settlements. Since 2005 the City upgraded 10 informal settlements through relocation and *in situ* upgrading approach. The last two informal settlements (Freedom Park and Ext 106) were recently relocated to Ext 126 and 127.

However, different challenges (in land claim proceedings) have led to the establishment of communities (on public and private lands) that have characteristics of informal settlements. Thus the following communities/settlements are perceived as informal settlements:

#### 3.5.1 Juju Valley

In 2015 - 2017 the municipality was alerted of the land invasion on the private property known as **Juju Valley** within the established townships known as **Polokwane Extension 118 and 119**. The property is a well-established township, engagement with the municipality was never materialised. The action, thereafter, tends the activity being illegal land use. It should be acknowledged that the invasion may results in informal settlement unless the property owner finalises and install all services and settle the community accordingly. Various options may be explored of which the owner may engage with the Municipality. The Municipality may not spend the Public funds to the private development unless the land may be transferred to the Municipality

#### 3.5.2 Mamahule Settlement



Illegal & uncontrolled settlement on fringe of the City. Some residents of **Mamahule, Maboi, Mothapo and Mothiba** have lodged **land claims** on Kalkfontein 1001 LS farm portions. Some Kalkfontein farm portions are **privately owned** while other portions are owned by the state (Department of Rural Development and Land Reform). The settlement is within the PSHDA R71 Corridor.

A task team was appointed comprising of various stakeholders (Polokwane Municipality, SAPS, COGSHTA, Office of the Premier, Limpopo Department of Agriculture and Rural Development), with the Department of Rural Development and Land Reform in the leading front to deal with land disputes in and around Mamahule areas.

There have been discussions between Department of Rural Development and Land Reform and Polokwane Municipality to check feasibility of transferring the land to the Municipality and formalize the settlements.

The Department is also expediting the **land claim process** for the affected claimants and determine whether the remaining land is sufficient for settlement of the remaining claimants and if not, to look for alternative land.

As part of planning coordinated settlements, particularly in the area of concern, the Municipality is intending of developing a Precinct Plan (**Dalmada and Kalkfontein Precinct Plan**) to curb invasions, promote coordinated settlements and compatibility of land uses. This will result in establishing new Nodes and encourage development which is in line with the provision of the Polokwane/Perskebult towns Planning Scheme, 2016.

Polokwane Municipality has adopted and gazetted Polokwane Land Use Scheme for Mankweng, Sebayeng, Aganang and Rural Areas on the 8 November 2019. The aim of the above-mentioned scheme is to regulate land uses on areas outside of the Polokwane /Perskebult Town Planning Scheme, 2016 and most importantly to control and promote coordinated settlement patterns

### **3.5.3 Mankweng F (On Education erf)**

The Mankweng F informal settlements is within the PSHDA: R71 Corridor. It is within a formalised Township of Mankweng F (on an Educational Erf). It has about 50 households who were relocated from a floodline (between Mankweng E and F Townships) in 2008. However,

the relocated families have since built brick structure. There are domestic water connections and pit latrines.

### **3.6 Tenure Upgrading**

Secure tenure is a central part of the housing development process. The municipality in collaboration with CoGHSTA is running a programme of Township upgrading, Title Deed restoration and registration. Incomplete Township in the areas of Seshego and Mankweng are currently finalised and proclaimed. For the period under review, 1 496 Title Deeds were registered for the following Townships

- Ext 40
- Ext 78
- Ext 133
- Ext 134

### **3.7 Housing Accreditation**

Housing Accreditation is a progressive process of building Government capacity thereby transferring housing functions from the Provincial to the Local Government sphere. The aim is to provide an opportunity for Polokwane Municipality to plan, execute and expedite housing service delivery. The process unfolds in three stages, where each stage is linked to institutional capacity of the municipality to undertake specified housing functions. Thus, municipalities should demonstrate capacity to undertake housing functions attached to the level of accreditation.

Polokwane is accredited to perform level 2 housing functions which are amongst others:

- ✓ Project evaluation and approval,
- ✓ contract administration,
- ✓ subsidy registration,
- ✓ programme management including cash flow projection and management.
- ✓ and technical (construction) quality assurance.

The Municipal Council approved a new Human Settlement Directorate in support of the additional delegated functions for level 2. An Implementation Protocol (IP) to be signed by the MEC for CoGHSTA and the Executive Mayor is yet to be signed.

#### **3.7.1 Asbestos Roof Replacement Project**

## **ERADICATION PROGRAMME OF ASBESTOS ROOFING WITHIN POLOKWANE MUNICIPALITY**

The project emanated from a **disaster** that hit/befallen Polokwane – Seshego areas during **2019/2020 FY**. Investigations/inspections were conducted and It was discovered that **2255** roofs of houses were **damaged by the heavy storms**,

Most of the houses which are under **extended enhanced discount benefit schemes (EEDBS)**, has the most asbestos roofing, **National and Provincial Department** Identified **Polokwane Municipality** as one of the Municipalities in Limpopo Province to pilot this project - **Eradication of Asbestos Roofing Programme**,

### **Background**

Asbestos removal program is the **National and Provincial Department 's plan** to eradicate asbestos roofs in the country. The asbestos materials have been **banned in south Africa since 2008**. There are many asbestos-containing materials that are still in use today. Exposure to asbestos/ asbestos fiber can lead **to many health complications** which at the most are fatal and affect the respiratory organ, being the lung.

The National Department of Human Settlement, Provincial Department and Housing Development Agency (HDA) together with the Municipality worked together to kick-start these **programme to rectify the damaged roofed** and the projects is funded by the Department of Human Settlement.

**Department of Cooperative Governance, Human Settlements and Traditional Affairs (CoGHSTA)** appointed **Housing Development Agency (HDA)** as an Implementing Agent to **manage the 1st phase of the Implementation of the 1500 Asbestos Roofing replacement project within Seshego Townships**, and the balance of the units are to be implemented on the next two phase to follow

Most of the damaged house are in wards 12, 13 , 17 and 37 .**Below is the number of beneficiaries in the four wards:**

- 1) **Ward 12 - 227**
  - 2) **Ward 13 - 788**
  - 3) **Ward 17 - 540**
  - 4) **Ward 37 - 700**
- Total        2255**


The budget for this phase only allows for **1500 dwellings**, for the repairs and replacement of asbestos roofs and fixtures.

## PROJECT BRIEF SUMMARY

Service Provider	Project Description	Development area	Units Allocation	Appointment Value
Rem mams Construction	Removal and replacement of Asbestos roofs (Building alterations on Roof structures)	Polokwane - Seshego Area	500	R 11 641 200.00
Makeyise Construction Projects	Removal and replacement of Asbestos roofs (Building alterations on Roof structures)	Polokwane - Seshego Area	500	R 11 641 200.00
Thakgoga Projects cc	Removal and replacement of Asbestos roofs (Building alterations on Roof structures)	Polokwane - Seshego Area	500	R 11 641 200.00
IX Engineers	Undertaking of structural assessment, designs and specifications on 2100 units identified for Limpopo Disaster project for 2020/21 and 2021/22 FY in Various municipalities.  Including construction monitoring.	<ul style="list-style-type: none"> <li>• Polokwane LM</li> <li>• Greater Letaba LM</li> <li>• Etas Motsaedi LM</li> <li>• Mogalakwena LM</li> </ul>	2100	R 3 327 299.61
<b>Total Appointment = (A)</b>				<b>R 36 819 659.61</b>

### Project Brief Summary

#### ASBESTOS ROOF REMOVAL PROJECT – 2022/23 FY

PROGRESS PHASE 1 – REPLACEMENT OF ROOFS		Locality	Polokwane Municipality – Seshego
	Start and Completion date	18 Months Construction from the date of site Hand Over extension granted until 30 November 2022	
	Developer	Provincial Department of Human Settlement	
	Implementing Agent	HDA	
	Target for 21/22	1500 (replacement of Asbestos Roofs)	
	Bulk Infrastructure	Not applicable, project within serviced area	
	Services	Not applicable, project is within the services yards	
	Top Structure construction	Site handed over to the Contractor	
	Verifications	A list of affected beneficiaries was obtained from municipality and the department of CoGHSTA	
	PSC	Ongoing meetings virtually and physical locations	
	Social Facilitator Appointment	The PRT is appointed for both Social Facilitations and Engineering services.	
Relocations	No relocation necessary, no funds are allocated for relocation in the project.		
Allocated Budget	R34 923 0000.00		
Expenditure to Date	R 3 726 297.91		
Progress to Date	<ul style="list-style-type: none"> <li>• Project given green light to commence with construction.</li> <li>• Medicals conducted for appointed local sub-contractors &amp; labourers.</li> <li>• Air sampling results expected from the accredited lab on 04 October 2022.</li> </ul>		
<b>CHALLENGES</b> <ul style="list-style-type: none"> <li>• Delayed start due to strict compliance to asbestos removal legislation</li> </ul>			
<b>INTERVENTIONS</b> <ul style="list-style-type: none"> <li>• All statutory requirements are met for construction to resume</li> <li>• Department of labour issued notification to commence construction works/work permits</li> <li>• Asbestos Workplan approved by the department of labour</li> <li>• Polokwane municipality granted approval for Building Plans</li> <li>• Contractors established sites and mobilised materials to site, ready for construction</li> </ul>			

Above is the information of the first phase





**Damaged houses are in wards 12, 13, 17 and 37 (Wards Maps)**

Source: PLK Housing SBU

### Progress so far

- 1) Conditional Assessments Report Completed – 100%.
- 2) Appointment of a PRT and 3 Contractors completed – 100%.
- 3) Introduction of the PSP's to Municipalities and Stakeholders completed – 100%
- 4) Development of Asbestos Work Plan (including Risk Plan) completed – 100%
- 5) Approval of the Asbestos Work Plans by the Chief director at Labour Department completed – 100%
- 6) Approval of the Health & Safety Plans by DoL and Polokwane LM completed – 100%
- 7) Site Establishment by Asbestos Contractors completed – 100%
- 8) Appointment of AIA – Asbestos Inspection Authority completed – 100%
- 9) Air Sampling conducted for Ward 37 and results obtained from accredited laboratory
- 10) The work activities commenced on 6<sup>th</sup> October 2022, in ward 37 Seshego area ,
- 11) Each ward must be completed before moving to the next ward to ensure that Air quality is well monitored and to avoid contaminating the area with Asbestos fibers.

### OVERSIGHT INSPECTION

On the **14 February 2023**, MEC for Cooperative Government Human Settlement and Traditional Affairs (CoGHSTA) **MEC Bioskop Makamu** together with Polokwane **Executive Mayor Mosena John Mpe** conducted an oversight visit tour on the progress of the work done on site

**455 Units are at Completion stage** (Asbestos Roofs have been removed and Replaced with IRB Sheeting which conforms to SANS 10400). **85 units** are in progress

### Before and After Asbestos Roof Replacement at Seshego





Before Asbestos Roof Removal



Work in Progress



After Asbestos Roof Removal (Completed Houses)

Source: PLK Housing SBU

### Next phases

There are other areas within Polokwane Municipality that were identified of having asbestos type of roof which will form part of the next phases to follow, Others areas are: **Seshego, Mankweng/Sebayeng and Westernburg** with the total number of **Eight hundred and forty-two (842)** units, and are distributed as follows

- 1) **Mankweng** - with sixty-seven (67) houses,
- 2) **Westernburg** with seventy-five (75) houses and
- 3) **Seshego** with seven hundred (700) houses over and above the 1500 that is currently busy.

### 3.7.2 Title Deeds Progress Report

No	Area	Number registered	Number remaining for collection at the office
1	Westenburg	959	65
2	Polokwane x44	1471	162
3	Polokwane x40	392	61
4	Polokwane x71	1067	144
5	Polokwane x73	561	157
6	Polokwane x75	487	40
7	Polokwane x76	1324	433
8	Seshego AX1	577	61
9	Seshego 9A	512	18
10	Seshego 9F	228	17
11	Seshego 9G	302	15
12	Seshego 9H	201	35
13	Seshego 9L	980	45
14	Sebayeng B	451	-

Source: PLK Housing SBU

### 3.7.3 Title Deeds that are still at CoGHSTA

No	Area	Number registered	Number at CoGHSTA
1	Ext 78	1269	1269
2	Ext 40 -new	Waiting for stats from coghsta	
3	Ext 106	127	127
4	Seshego F (8173)	17	17

No	Area	Number registered	Number at CoGHSTA
5	Seshego F(8178)	59	59
6	Seshego F (8147)	16	16
7	Seshego F (8148)	23	23
8	Seshego C (Molepo-park)	Waiting for stats from coghsta	
9	Seshego C (Mokaba park)	Waiting for stats from coghsta	
10	Seshego E	Waiting for stats from coghsta	

Source: PLK Housing SBU

### 3.8 BUILDING INSPECTION STATUS QUO ANALYSIS

#### **INTRODUCTION**

Polokwane Municipality is one of the fastest, growing cities in the country. Major developments of late have been experienced that include amongst others a Provincial Stadium, Regional Shopping Centres and other major commercial developments currently being built within the Municipal boundaries of Polokwane.

The Municipality currently consists of 45 wards. 11 of these wards are based in the urban areas and 26 are based in the rural communities. Although developments are taking place in both the urban and rural communities the largest extent is predominantly found within the Spatial Development Area (SDA) 1. These developments include commercial and high density residential developments.

Approximately 2500 applications are lodged at the Municipality for building plan approval per annum and between 500 to 1500 Low income housing projects applications are received per annum.

The rapid pace at which developments take place together with various constraints pertaining to internal challenges and in cases deficiencies has highlighted a serious point of concern regarding risks towards the Municipality. Over a period of note the Polokwane Municipality has been engaged in several Court cases with developers regarding certain developments.

During these processes, various weaknesses were identified within the operational procedures and control of workflow with regards to administration cycles within the Municipality.

In the light of the above it is important that these weaknesses are identified and that certain strategies, policies and procedural guidelines be introduced in order to ensure that administrative procedures are effectively managed and controlled in line with Statutory and Legislative guidelines.

As part of the research various areas of concern relate to:

- Recording of communication and/or of information and discussions between the developers and the Municipality.
- Control with respect to whether applications are dealt with according to the correct procedures.
- Acknowledgement of applications that are submitted.
- Timeframes for the circulation and processing of the applications.
- Date/time recordings of discussions and or feedback communication between the Municipality and the developer
- Corruption activities within the system.
- Internal communication between other SBU's.
- Inspections.

It is for this reason and that control measures and procedures need to be implemented in order to not only minimize and restrict administrative errors but also to set clear guidelines as to which processes are to be followed with regard to the workflow of documentation and enforce stringent control measures in the likelihood of corrupt activities.

### **3.8.1 BUILDING INSPECTIONS SBU OVERVIEW**

Initially Housing and Building Inspections sub-unit was under one SBU, operating under one Manager and the said Manager was appointed as the Building Control Officer of the Municipality

In January 2019 Council adopted a new Organizational Structure, which resulted in creation/establishment of Human Settlement as a new directorate and Building Inspections as a stand-alone SBU which still report under Planning and Economic Development Directorate.

### **3.8.2 Building Inspection Key challenges**

- Manual approval of Building plans and issuance of Occupation Certificate
- Poor Management of filling systems and record management of building plans
- Filling of strategic positions
- Limited or no training on the following:
  - ✓ Sewerage inspection
  - ✓ Structural and Concrete engineering
  - ✓ Plumbing (including trading)

### **3.8.3 Building Inspection Required intervention**

- Purchase of Electronic Building Plan Approval System that will enable electronic submission of Building Plans and approval thereof
- Urgent filling of vacancies and appointment of the key personnel in the Building Inspections SBU

### **3.8.4 Legislation and Policy Perspective for Building Inspection**

The following legislative requirements are used by the SBU on a daily basis in the application and enforcement of the Act on National Building Regulations and Building Standards (Act 103 of 1977) as well as in the evaluation and approval of building plans, hoarding, demolition and other applications in terms of the following:

- The National Building Regulations Act (Act 103 of 1977).
  - The National Building Regulations and Building Standards Act 103 of 1977 as amended, “provide for the promotion of uniformity in the law relating to the erection of buildings in the areas of jurisdiction of local authorities thereby prescribing building standards and matters connected therewith”.
- Act on architects (Act 35 of 1970).
- The Polokwane/Perskebult Town Planning Scheme, 2016.

### **3.8.5 Services Rendered by building Inspections sub-unit**

- 1) Building plan received, evaluation and approval
- 2) Minor works permit approval (for work such as swimming pools, small ‘Wendy’ houses)
- 3) Extension of the validity of an approved building plan
- 4) Temporary structures permit
- 5) Hoarding permits
- 6) Demolitions permits.
- 7) Copies of approved building plans

#### **In additions, other responsibilities are:**

- a) Building Inspection during the construction period
- b) Issuing of Occupation Certificates
- c) General enforcement of building Regulations

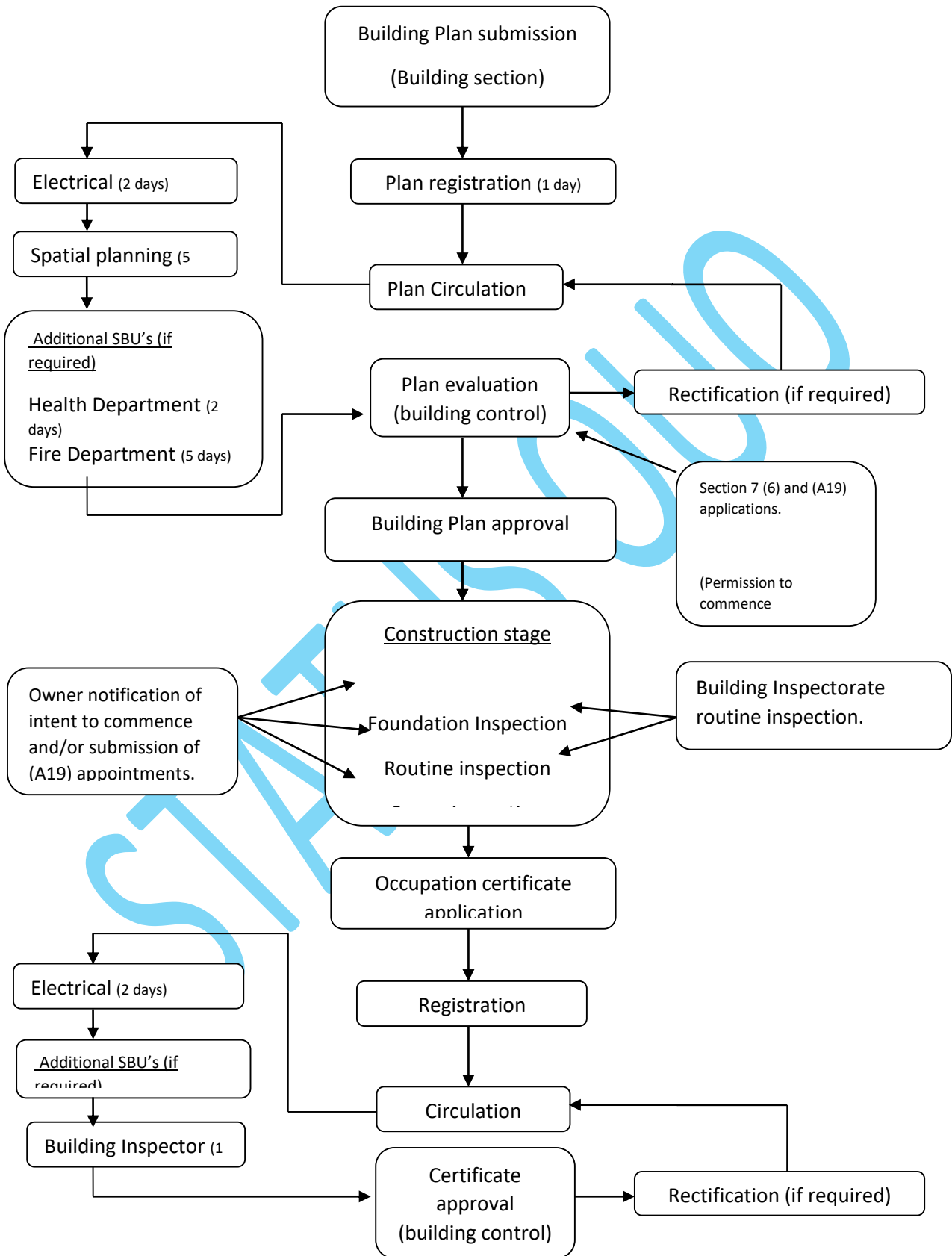


- d) Investigation and resolving building complaints, contraventions and illegal building work.
- e) Maintaining statistics on building construction activities

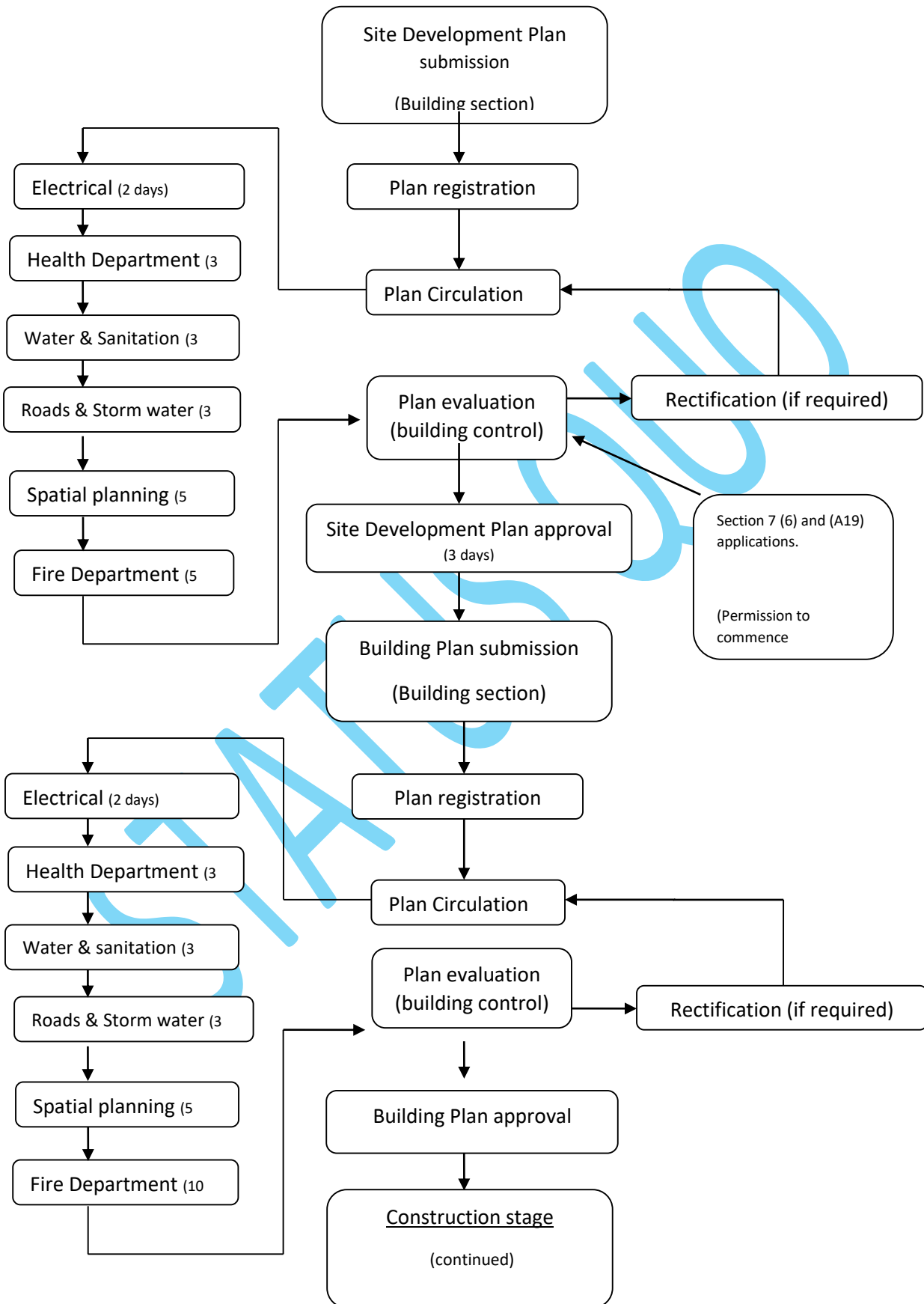
### **3.9 Diagram 1: Development Process of Residential (Single dwellings and additions)**

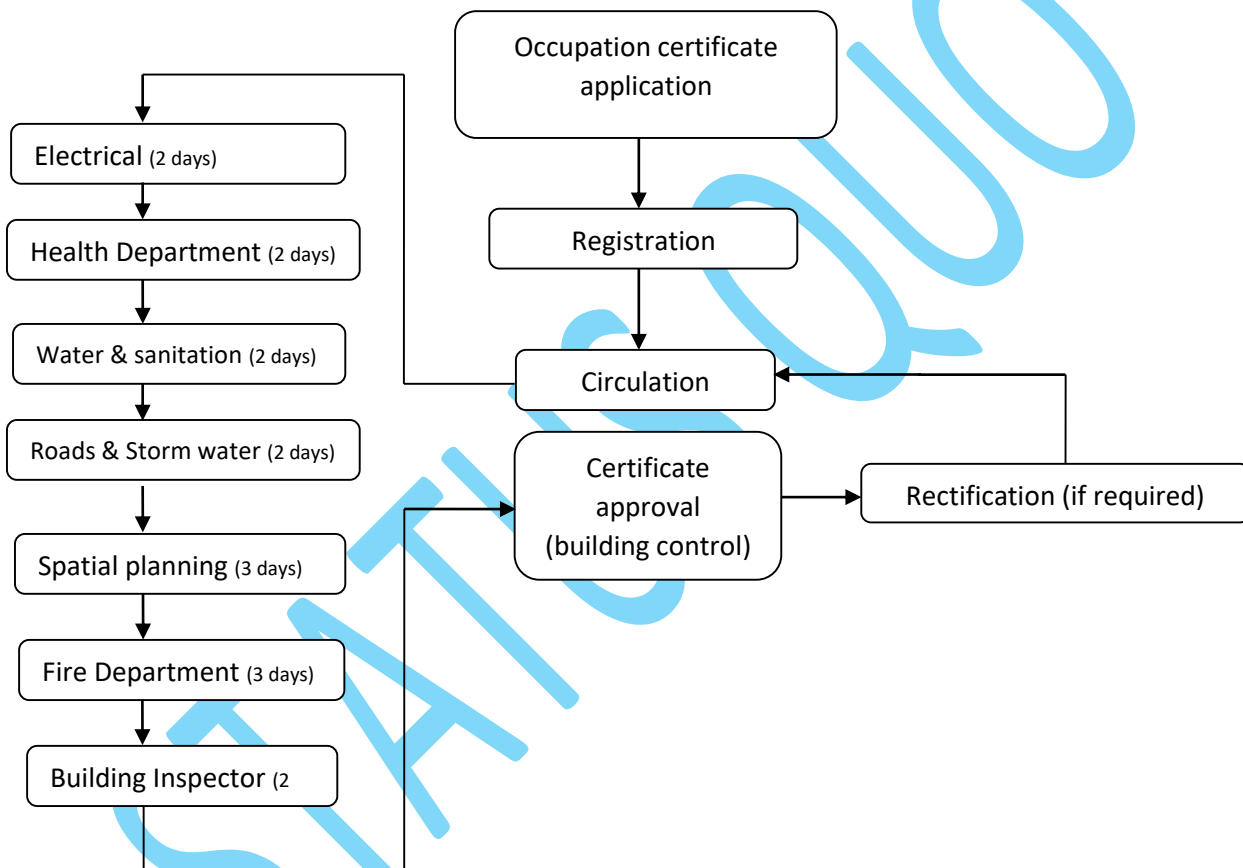
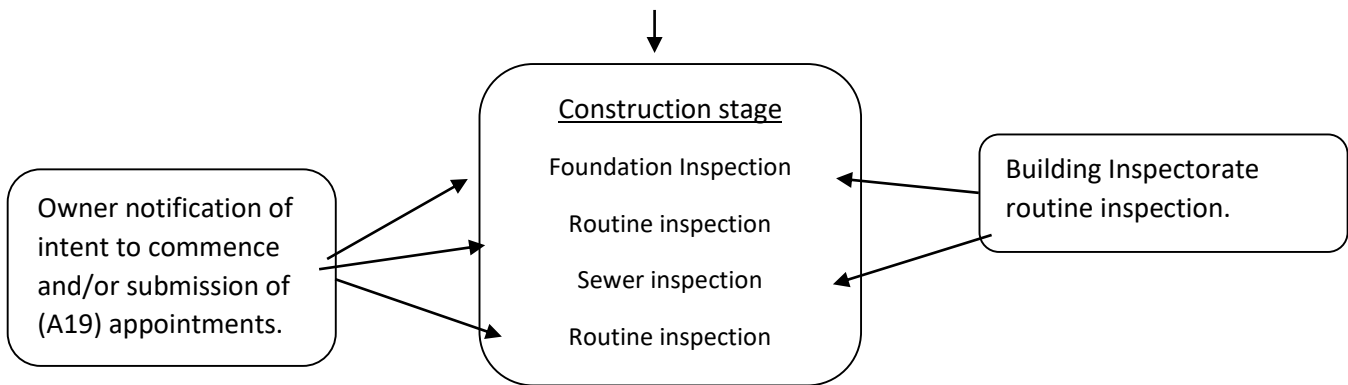
STATUS QUO

**Diagram 1.**  
**Development Process Residential (single dwellings and additions)**



### 3.10 Diagram 2.: Development Process (Commercial and Cluster Developments)





### 3.11 Building Plans Received and Approved

**Table: Building plan received and approved during the 2022/2023 Financial year**

1. The following applications were received and/or successfully completed during the first quarter of 2022/23 (July to September 2022)

DESCRIPTION	July to September 2023	October to December 2023	January to March 2023	April to June 2023	Total 2022/2023
Building plans received	326	229	216	258	1029
Building plans approved	273	209	187	212	881
Occupation certificate applications received	119	180	69	104	472
Occupation certificates approved	138	96	102	181	514
Demolition applications received	04	03	03	03	13
Demolition applications issued	04	03	05	03	15
Pavement Deposit Refunds received	59	50	37	38	184
Pavement Deposit Refunds approved	21	40	40	28	129

Source: PLK Housing SBU

#### 3.11.2 Report on the Developments of interest for 2022/2023:

STAND NUMBER	TOWNSHIP	DESCRIPTION	AREA	PROGRESS
1339&1340	Pietersburg Extension 04	Greenery Shopping Centre	10 561m <sup>2</sup>	Building plans approved, Construction is underway.
6861/RE	Pietersburg Extension 30	New Limpopo Academic Hospital	87333m <sup>2</sup>	SDP has been approved. Building plans in circulation.
7421	Bendor Extension 115	Farmyard lifestyle centre	12199m <sup>2</sup>	Construction completed, Application of Occupation Certificate.



STAND NUMBER	TOWNSHIP	DESCRIPTION	AREA	PROGRESS
2505&2506	Ivypark Extension 52	New Westvaal Motor Dealership	7984m <sup>2</sup>	SDP has been approved. Building plans have been submitted.
40220	Polokwane Extension 124	New BMW Motor Dealership	4253m <sup>2</sup>	Building Plans approved.

Source: PLK Housing SBU

### 3.12 Polokwane Housing Association – PHA

The City of Polokwane is a leader within the province as it has an established housing entity (*Thabatshweu Housing Company PTY LTD*) – trading as Polokwane Housing Association - PHA), but the responsibilities that come with the fully and effective functioning of the PHA need to be addressed during the next five-year period to ensure that a sound base is established for building sustainable **integrated human settlements**. The focus should be on identification of mechanisms to fast-track delivery of social housing, High density RDP Housing, GAP Market Housing and Student Housing I. This will also result in the Service Delivery Agreement (SDA) being reviewed to incorporate these aspects. This will improve the property portfolio of the PHA and assist towards the establishment thereof as a viable municipal entity.

Critical for the operational requirements of the PHA will be the adherence and compliance of all integrated settlement establishment (spatial plans) with the Spatial Development Framework of the City of Polokwane. The PHA must also develop mechanisms to effectively deal with the conclusion and finalisation of the Ga-Rena housing project and to review and update the housing chapter which will include implementing effective maintenance programme. The development of a communication plan will assist the PHA to create awareness and obtain buy-in from the private sector with regards to planned developments. Human settlement demand database and other forms of pieces of information required need to be updated regularly and communicated to all various stakeholders as means to obtain buy-in. The PHA is also responsible for effective co-ordinated and regulated building and development within the municipal area.

PHA is currently managing **508 units** located in the City of Polokwane, **Ladanna** with an estimated **1,524** residents and **201** Community Residential Units. Seshego **CRU** with an estimated 567 residents. The projects are known as the **Ga-rena Hosing Rental Village and Seshego CRU** and both projects consist of a mixture of one-, two- and three-bedroom units and shops, shops, Live and work units for the CRU project. Both are within a radius of 5km from the CBD provides housing with easy access to transport and social amenities / places of interest.

### 3.12.1 Garena Phase 1 Rental Village in Ladanna

#### Garena Phase 1 Rental Village in Ladanna



Source: Polokwane Housing Association:

### 3.12.2 Seshego CRU

#### Seshego CRU

- Seshego CRU with an estimated **567** residents.
- **Project type:** Conversion of Seshego hostel into Community Residential Units.
- **Project history:** Approved 2008/2009, for occupation by existing hostel dwellers.

## Seshego CRU



Source: Polokwane Housing Association:

### 3.13 New Project under Development

#### 3.13.1 Annadale extension 2

Ga-Rena Phase 2 to deliver **494** social housing units. Construction has started. This development project includes the **Design and Construction** of 494 Social Housing units at Annadale Ext 2 Township, which is situated within the City (Ladanna Area).

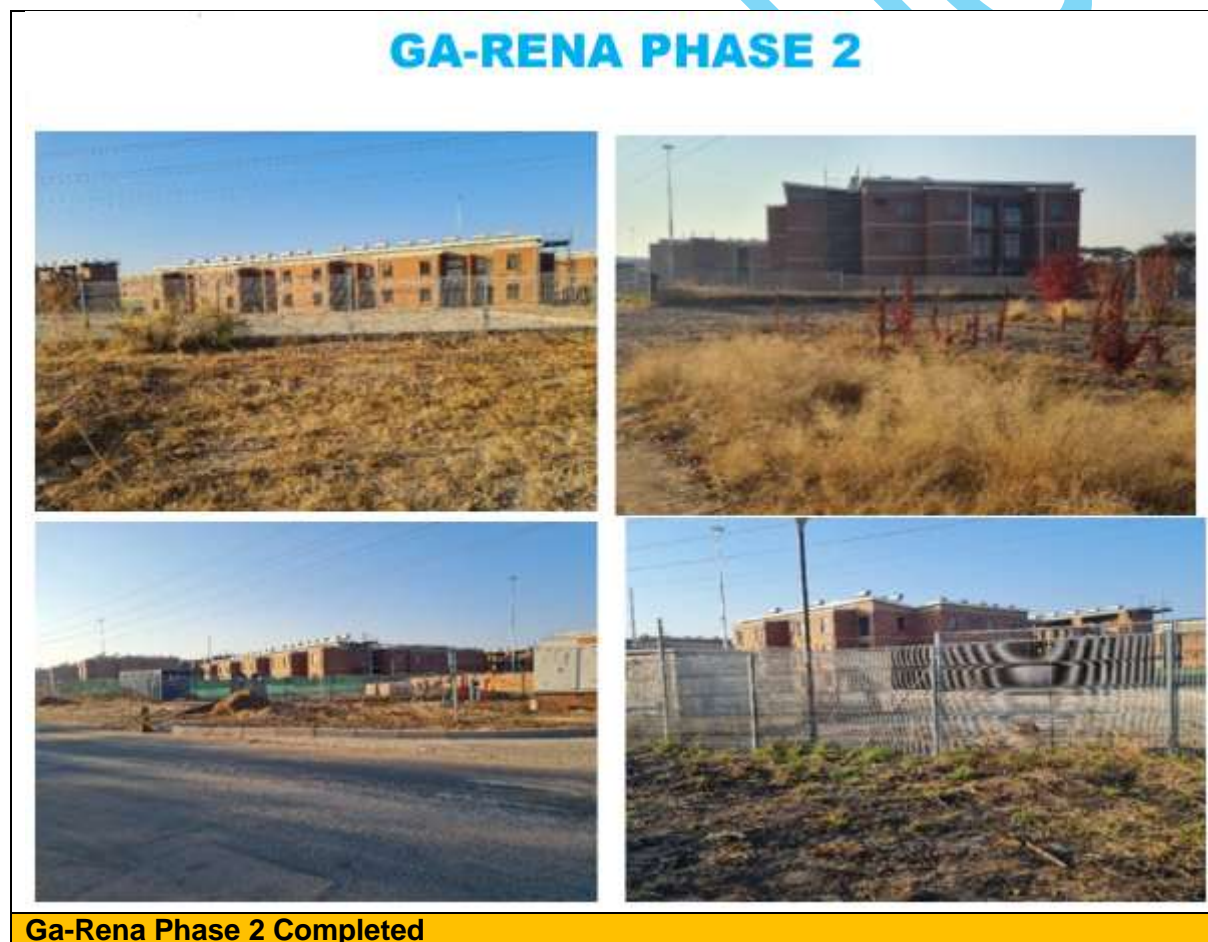


Annadale Extension 2 is located on the Corner of Railway and Market streets and consists of Erf 513, 514, 515 and 516. Erven 514 and 515 have been consolidated to enable the project development. Construction of 494 High Density (Residential 3) Units / Flats comprising of:

No. of units	Size of the units	Description
174	31m <sup>2</sup>	One bedroom Flats
320	40m <sup>2</sup>	Two Bedroom Flats

Source: Polokwane Housing Association:2021

### 3.13.2 Ga-Rena Phase 2 Completed at Ladanna





**Ga-Rena Phase 2 Completed**



**Ga-Rena Phase 2 Completed**

Source: Polokwane Housing Association:

### 3.14 PHA Projects and Year of Implementation

**Table A:** Project Types

No	Project Types	Units	Year of Implementation
1.	Social Housing	494	2019-2023
2.	GAP Market Housing	754	2023/2025
3.	Social Housing Bendor Ext 100	198	2023/2025
4.	RDP High Density Housing	240	
5.	Zone RE Weltevreden for Student accomodaion	1000	2023/2025



No	Project Types	Units	Year of Implementation
6.	Student beds	5116	2024/2028

Source: Polokwane Housing Association:

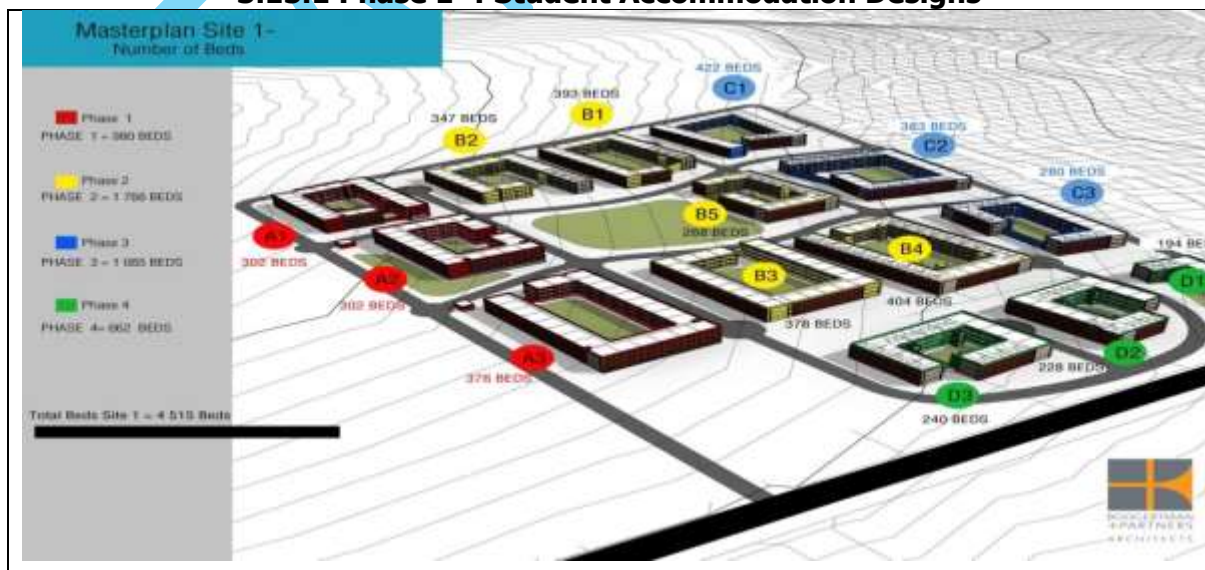
**Table B: Projects Names**

No	Project Name	Units	Year of Implementation
A.	Ga-Rena Phase 2 Gov. Employee	494	2019-2021
B.	Polokwane Ext 76 Social Housing	240	2023- 2025
C.	Polokwane Ext 107 GAP Market	754	2023-2025
D.	Bendor Ext 100 Gov. Employee	198	2023-2025
E.	Zone RE Weltevreden for student accommodation	1000	2024- 2026
F.	Polokwane Ext 106 Students beds	5116	2025-2028

Source: Polokwane Housing Association:

### 3.15 Designs of upcoming PHA key Projects

#### 3.15.1 Phase 1-4 Student Accommodation Designs



Source: Polokwane Housing Association:

### 3.15.2 Polokwane Ext 76 Social Housing Designs



Source: Polokwane Housing Association:

### 3.16 Land parcels earmarked for Development of New Projects

Planned Development Start date from 2023-2025, The land parcels earmarked for development are the following: i.e.

- ✓ Polokwane Ext 106&108 to deliver 5116 student bed housing units. Planned construction
- ✓ Polokwane Ext 107 to deliver 754 GAP market rental housing units. Planned construction
- ✓ Polokwane Ext 76 to deliver 240 high density housing. Planned construction
- ✓ Bendor Ext 100 to deliver 198 social housing units.
- ✓ Construction Total number of housing units = 6 308 housing units

All these land parcels are situated within the development zone of Polokwane Municipality with vibrant development activities around them. Townships have been established on these land parcels and there are no bulk requirements.

### 3.17 Proposed Development Options

The following will be the development options that PHA will consider:

#### (a) Delivering housing on a development lease approach

- The developer takes the risks of developing and managing housing units over an agreed period of time. At the end of the period the facility is transferred to PHA

**(b) Delivering housing as a developer**

- PHA raises the funding required and provide management services like the Ga- Rena model.

**(c) Acquiring CRU housing stock to provide property management services.**

- PHA acquires these projects from CoGHSTA in an effort to grow its property portfolio.

**(d) Providing student accommodation.**

- The entity has Investigated the possibility of providing student accommodation. Each stream makes clear the following:
  - ❖ Type of development,
  - ❖ unit numbers,
  - ❖ facilities/amenities etc.
  - ❖ Status of land – town planning processes
  - ❖ Funding options and envisaged budget
  - ❖ Target market

**(e) Project development agreement – i.e.,**

PHA as developer vs developmental lease and all that which goes with either option.

- The **development lease** seems to be the preferred model to follow as PHA will not have any risk at all. At the end of the lease, the properties will be transferred to PHA. This approach is similar to the one the municipality has with developers on the **Motor City development**.
- The **developer approach model** will expose PHA to all kinds of risks that PHA is not ready to deal with.

PHA manages social housing stock in close cooperation with the residents through tenant committees and tenant meetings. It wants to provide **quality accommodation** in affordable ways, also working against slum conditions and promoting civic pride. PHA management product aims at being participatory and integrative of physical, social and human aspects.

**a. Housing development**

Polokwane Housing Association continues to identify possibilities for new housing development in the inner City, through Greenfield development, refurbishment or conversion of buildings and offices for residential uses. It wants to develop housing in response to unnecessary dislocation of people that are sometimes caused by so-called urban renewal processes.

**b. Housing Information**

A housing information desk provides information and advice on how to access various affordable housing options and housing subsidies, as well as information on housing policy, rights and responsibilities.

### **C, community Empowerment**

PHA wants to support its tenant community through linkages to other social support services and empowerment programmes. It also wants to ensure that low-income housing, social and non-social housing in the inner city is on the agenda of relevant role players—local and provincial government, financial institutional, etc.—through an active advocacy programme. In conjunction with its partners, it advocates inner city residential opportunities for those previously excluded and without access. This is done through local community forums, participation in discussions on urban renewal, and so forth.

#### **3.18 PHA Key Success over the past 5 years**

- Maintain **unqualified** audit opinion for 8 years
- Maintain level 2 accreditation for 8 years
- Settling the NHFC Loan
- Successfully implementing 494 social housing units in Annadale Ext 2 which is **90%** complete

## **CHAPTER Four – Economic Analysis**

### **4.1. INTRODUCTION**

The following statistical overview report aims to quantify the economic, demographic and socio-economic environment of Polokwane Local Municipality in context of its neighbouring regions, the district, the province and South Africa. A better understanding of the demographic, economic and socio-economic environment could inform stakeholders to implement and monitor plans and policies that will allow for a healthy, growing and inclusive economy and society.

Understanding the changes in the composition of the population with respect to population group, age and gender is vital in the face of growing pressure on food, energy, water, jobs and social support on the country's citizens. An understanding of how the total fertility rates, age-specific fertility rates, sex ratios at birth, life expectancies and international migration affect the respective population groups, ages and genders is essential for effective planning on a spatial level. The first section of the Statistical Overview Report will aim to disentangle the changes in the Polokwane Local Municipality demographics in context of other locals of the region, the districts, the Province and South Africa.

The second section will provide insights into the economic environment of Polokwane Local Municipality in relation to the other local municipality in the region, the district, the province and South Africa's performance. The changing economic environment subsequently has an effect on the ability of the economy to create jobs. This section will therefore also include analysis on the employment and subsequent income dynamics of Polokwane Local Municipality.

The third component of the Statistical Overview will investigate issues pertaining to the socio-economic environment of residents in Polokwane Local Municipality. Analysis will include a review of the Human Development Index (HDI), Gini, poverty, education, population density, crime, bulk infrastructure, international trade and tourism indicators relative to that of the other locals of the region, the districts, the Province and South Africa.

### **4.2. Demography of the City of Polokwane**

In this section, an overview is provided of the demography of the Polokwane Local Municipality and all its neighbouring regions, Capricorn District Municipality, Limpopo Province and South Africa as a whole.



### 4.2.1 Total Population

Population statistics is important when analyzing an economy, as the population growth directly and indirectly impacts employment and unemployment, as well as other economic indicators such as economic growth and per capita income.

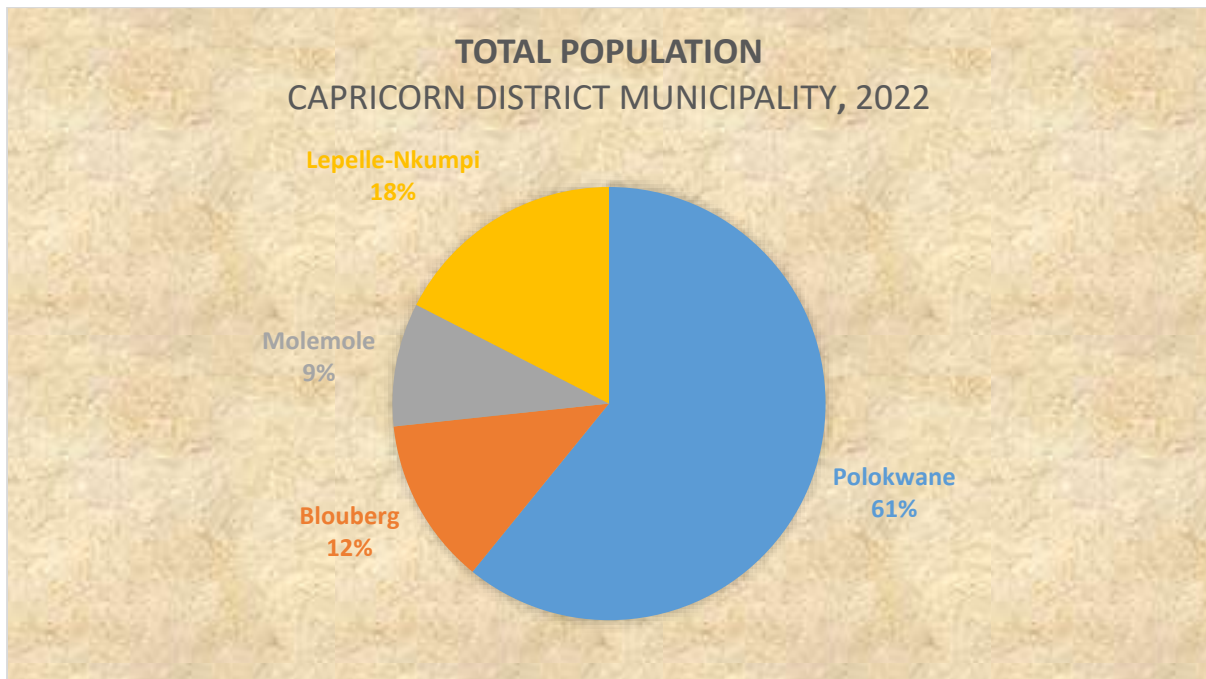
TOTAL POPULATION - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2012-2022[NUMBERS PERCENTAGE]

Year	Polokwane	Capricorn	Limpopo	National	Polokwane as % of District	Polokwane as % of Province	Polokwane as % of National
2012	751 184	1 286 941	5 525 419	52 828 832	58,37%	13,60%	1,42%
2013	763 411	1 298 641	5 574 923	53 653 787	58,79%	13,69%	1,42%
2014	776 023	1 311 783	5 631 036	54 483 679	59,16%	13,78%	1,42%
2015	789 010	1 326 204	5 693 046	55 322 524	59,49%	13,86%	1,43%
2016	801 573	1 340 635	5 755 650	56 163 092	59,79%	13,93%	1,43%
2017	814 036	1 355 633	5 820 850	57 034 929	60,05%	13,98%	1,43%
2018	826 161	1 370 927	5 886 950	57 910 332	60,26%	14,03%	1,43%
2019	838 161	1 386 463	5 953 566	58 780 511	60,45%	14,08%	1,43%
2020	849 937	1 402 137	6 020 136	59 646 053	60,62%	14,12%	1,42%
2021	859 671	1 415 045	6 075 222	60 324 819	60,75%	14,15%	1,43%
2022	869 928	1 429 559	6 136 475	61 111 836	60,85%	14,18%	1,42%
<b>Average Annual Growth</b>							
2012-2022	1,48%	1,06%	1,05%	1,47%			

Source: S&P Global Market Intelligence 2023

With **869 928** people, the Polokwane Local Municipality housed 1.42% of South Africa's total population in 2022. Between 2012 and 2022 the population growth averaged 1.48% per annum which is slightly higher than the growth rate of South Africa as a whole (1.47%). Compared to Capricorn's average annual growth rate (1.06%), the growth rate in Polokwane's population at 1.48% was close to double than that of the district municipality.

## TOTAL POPULATION - POLOKWANE AND THE REST OF CAPRICORN, 2022 [PERCENTAGE]



Source: S&P Global Market Intelligence 2023

When compared to other regions, the Polokwane Local Municipality accounts for a total population of 869 928, or 60.85% of the total population in the Capricorn District Municipality, which is the most populous region in the Capricorn District Municipality for 2022. The ranking in terms of the size of Polokwane compared to the other regions remained the same between 2012 and 2022. In terms of its share the Polokwane Local Municipality was significantly larger in 2022 (60.85%) compared to what it was in 2012 (58.37%). When looking at the average annual growth rate, it is noted that Polokwane ranked highest (relative to its peers in terms of growth) with an average annual growth rate of 1.48% between 2012 and 2022.

### 4.2.2 Population Projections

Based on the present age-gender structure and the present fertility, mortality and migration rates, Polokwane's population is projected to grow at an average annual rate of 1.72% from 869 928 in 2022 to 931 220 in 2027.

**POPULATION PROJECTIONS - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL  
TOTAL, 2022-2027 [NUMBERS PERCENTAGE]**

Financial Year	Polokwane	Capricorn	Limpopo	National	Polokwane as % of District	Polokwane as % of Province	Polokwane as % of National
2022	869 928	1 429 559	6 136 475	61 111 836	60,85%	14,18%	1,42%
2023	884 830	1 443 889	6 199 316	62 044 356	61,28%	14,27%	1,43%
2024	896 552	1 459 127	6 264 862	62 883 492	61,44%	14,31%	1,43%
2025	908 137	1 474 105	6 329 172	63 717 408	61,61%	14,35%	1,43%
2026	919 653	1 488 870	6 392 441	64 546 029	61,77%	14,39%	1,42%
2027	931 220	1 503 545	6 455 237	65 369 809	61,93%	14,43%	1,42%
<b>Average Annual Growth</b>							
	<b>1,72%</b>	<b>1,27%</b>	<b>1,27%</b>	<b>1,70%</b>			

**Source: S&P Global Market Intelligence 2023**

The population projection of Polokwane Local Municipality shows an estimated average annual growth rate of 1.72% between 2022 and 2027. The average annual growth rate in the population over the projection period for Capricorn District Municipality, Limpopo Province and South Africa is 1.27%, 1.27% and 1.70% respectively and is lower than the average annual growth in the Polokwane Local Municipality.

#### 4.2.3 Population by population group, Gender and Age

Total population can be categorized according to the population group, as well as the sub-categories of age and gender. The population groups include African, White, Coloured and Asian, where the Asian group includes all people originating from Asia, India and China. The age subcategory divides the population into 5-year cohorts, e.g. 0-4, 5-9, 10-13, etc.

#### POPULATION BY GENDER - POLOKWANE AND THE REST OF CAPRICORN DISTRICT MUNICIPALITY, 2022 [NUMBER].

Municipality	Male	Female	Total
Polokwane	423 877	446 052	869 929
Blouberg	79 913	97 251	177 164
Molemole	59 848	70 748	130 596
Lepele-Nkumpi	113 849	134 872	248 721

**Source: S&P Global Market Intelligence 2023**

Polokwane Local Municipality's male/female split in population was 95.02 males per 100 females in 2022. The Polokwane Local Municipality appears to be a fairly stable population with the share of female population (51.27%) being very similar to the national average of

(51.07%). In total there were 446 052 (51.27%) females and 423 877 (48.72%) males. This is different from the Capricorn District Municipality as a whole where the female population counted 748 923 which constitutes 52.50% of the total population of 1.42 million.

**POPULATION BY POPULATION GROUP, GENDER AND AGE - POLOKWANE LOCAL MUNICIPALITY, 2022 [NUMBER].**

Age Group	African		White		Coloured		Asian	
	Male	Female	Male	Female	Male	Female	Male	Female
00-04	40 651	39 644	1 084	1 013	321	329	215	237
05-09	39 607	39 742	1 192	1 130	396	423	213	142
10-14	40 559	41 262	1 416	1 348	403	319	229	157
15-19	38 556	39 621	1 163	1 091	292	280	149	149
20-24	40 236	39 040	1 121	1 047	318	316	167	147
25-29	45 823	41 718	1 065	1 121	393	399	177	169
30-34	46 725	40 446	1 141	1 073	348	376	253	265
35-39	34 221	33 161	1 229	1 346	273	357	319	230
40-44	21 658	23 230	1 384	1 263	250	296	328	213
45-49	14 021	15 786	1 070	1 053	167	228	301	178
50-54	10 402	13 756	958	939	158	223	211	142
55-59	8 946	14 365	968	901	152	208	170	145
60-64	6 724	13 693	863	907	64	145	121	101
65-69	5 192	10 779	613	716	72	122	66	65
70-74	3 981	8 288	506	735	30	62	52	50
75+	3 482	8 203	636	996	37	71	35	94
<b>Total</b>	<b>400 785</b>	<b>422 735</b>	<b>16 409</b>	<b>16 678</b>	<b>3 676</b>	<b>4 155</b>	<b>3 007</b>	<b>2 484</b>

Source: S&P Global Market Intelligence 2023

In 2022, the Polokwane Local Municipality's population consisted of 94.67% African (823 520), 3.80% White (33 087), 0.90% Coloured (7 831) and 0.63% Asian (5 491) people.

The largest share of population is within the young working age (25-44 years) age category with a total number of 301 252 or 34.63% of the total population. The age category with the second largest number of people is the babies and kids (0-14 years) age category with a total share of 28.97%, followed by the teenagers and youth (15-24 years) age category with 163 695 people. The age category with the least number of people is the retired / old age (65 years and older) age category with only 44883 people.

#### 4.2.4 Number of Households by Population Group

If the number of households is growing at a faster rate than that of the population it means that the average household size is decreasing, and vice versa. In 2022, the Polokwane Local Municipality comprised of 254 907 households. This equates to an average annual growth rate of 1.97% in the number of households from 2012 to 2022. With an average annual growth rate of 1.48% in the total population, the average household size in the Polokwane Local Municipality is by implication decreasing.

#### Number of households - Polokwane, Capricorn, Limpopo and National Total, 2012-2022 [NUMBER PERCENTAGE]

Financial Year	Polokwane	Capricorn	Limpopo	National	Polokwane as % of District	Polokwane as % of Province	Polokwane as % of National
2012	209 651	343 818	1 425 535	14 645 492	60,98%	14,71%	1,43%
2013	214 475	349 176	1 447 282	14 926 188	61,42%	14,82%	1,44%
2014	219 534	355 003	1 471 581	15 196 029	61,84%	14,92%	1,44%
2015	228 463	367 088	1 522 587	15 598 064	62,24%	15,00%	1,46%
2016	235 365	376 134	1 561 493	15 970 063	62,57%	15,07%	1,47%
2017	240 216	381 998	1 586 960	16 256 581	62,88%	15,14%	1,48%
2018	242 775	384 257	1 597 185	16 410 325	63,18%	15,20%	1,48%
2019	242 806	382 552	1 590 206	16 434 113	63,47%	15,27%	1,48%
2020	242 018	379 621	1 577 058	16 392 242	63,75%	15,35%	1,48%
2021	246 414	385 093	1 599 963	16 653 497	63,99%	15,40%	1,48%
2022	254 907	397 466	1 652 333	17 180 238	64,13%	15,43%	1,48%
<b>Average Annual Growth</b>							
2012-2022	<b>1,97%</b>	<b>1,46%</b>	<b>1,49%</b>	<b>1,61%</b>			

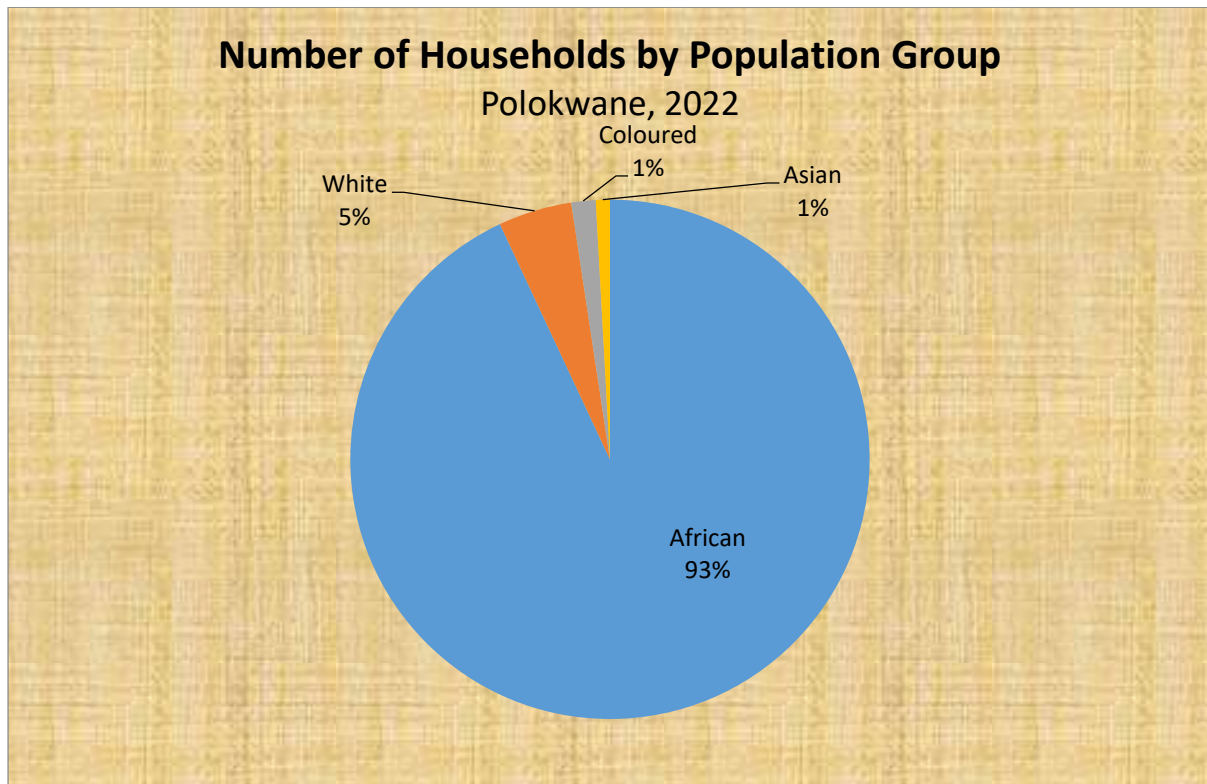
Source: S&P Global Market Intelligence 2023

Relative to the district municipality, the Polokwane Local Municipality had a higher average annual growth rate of 1.97% from 2012 to 2022. In contrast, the province had an average annual growth rate of 1.49% from 2012. South Africa as a whole had a total of 17.1 million households, with a growth rate of 1.61%, thus growing at a lower rate than the Polokwane one.

The composition of the households by population group consists of 94.67% which is ascribed to the African population group with the largest amount of households by population group. The White population group had a total composition of 3.80% (ranking second). The Coloured population group had a total composition of 0.90% of the total households. The smallest population group by households is the Asian population group with only 0.63% in 2022.



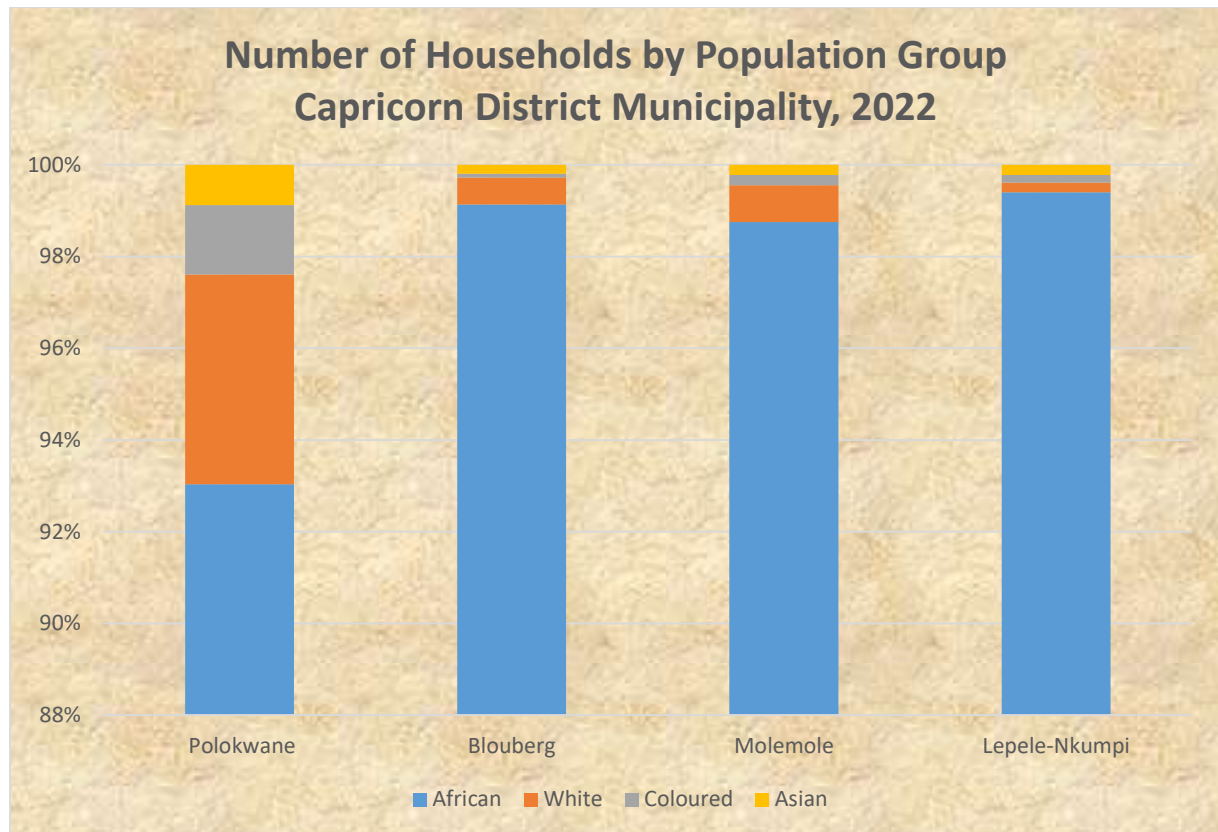
**NUMBER OF HOUSEHOLDS BY POPULATION GROUP - POLOKWANE LOCAL MUNICIPALITY, 2022 [PERCENTAGE]**



**Source: S&P Global Market Intelligence 2023**

The growth in the number of African headed households was on average 1.87% per annum between 2012 and 2022, which translates in the number of households increasing by 40196 in the period. Although the coloured population group is not the biggest in size, it was however the fastest growing population group between 2012 and 2022 at 9.83%. The average annual growth rate in the number of households for the other population groups has increased with 1.61% white and Asian at 6.08%.

**NUMBER OF HOUSEHOLDS BY POPULATION GROUP - POLOKWANE LOCAL MUNICIPALITY AND THE REST OF CAPRICORN, 2022 [PERCENTAGE]**



Source: S&P Global Market Intelligence 2023

**4.3 HIV+ and AIDS estimates**

HIV and AIDS can have a substantial impact on the growth of a particular population. However, there are many factors affecting the impact of the HIV virus on population progression: adult HIV prevalence rates; the speed at which the virus progresses; age distribution of the virus; the mother-to-child transmission; child treatment; adult treatment; and the percentage by which the virus decreases total fertility. ARV treatment can also prolong the lifespan of people that are HIV+. In the absence of any treatment, people diagnosed with HIV live for approximately 10 years before reaching the final stage of the disease (called AIDS). When patients reach this stage, recovery is highly unlikely.

HIV+ and AIDS estimates are defined as follows:

The HIV+ estimates are calculated by using the prevalence rates from the HIV/AIDS model built by the Actuarial Society of Southern Africa (ASSA-2008). These rates are used as base rates on a provincial level. IHS slightly adjusted the provincial ASSA-2010 data to more accurately reflect the national HIV Prevalence rate per population group as used in the national

demographic models. The ASSA model in turn uses the prevalence rates from various primary data sets, in particular the HIV/AIDS surveys conducted by the Department of Health and the Antenatal clinic surveys. Their rates are further adjusted for over-reporting and then smoothed.

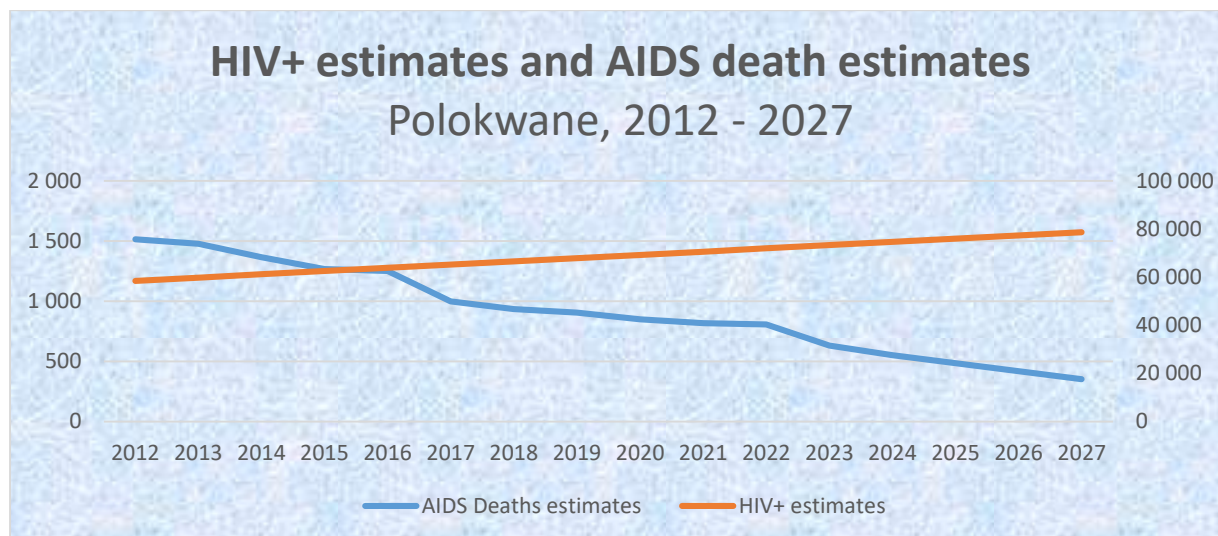
NUMBER OF HIV+ PEOPLE - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2012 -2022 [NUMBER AND PERCENTAGE]

Financial year	Polokwane	Capricorn	Limpopo	National	Polokwane as % of District	Polokwane as % of Province	Polokwane as % of National
2012	58 500	95 650	415 518	6 630 030	61,16%	14,08%	0,88%
2013	59 825	97 265	421 944	6 769 648	61,51%	14,18%	0,88%
2014	61 184	98 997	428 948	6 908 129	61,80%	14,26%	0,89%
2015	62 586	100 859	436 555	7 053 897	62,05%	14,34%	0,89%
2016	63 878	102 608	443 662	7 195 964	62,25%	14,40%	0,89%
2017	65 245	104 541	451 526	7 360 690	62,41%	14,45%	0,89%
2018	66 629	106 556	459 640	7 534 474	62,53%	14,50%	0,88%
2019	67 940	108 507	467 377	7 712 743	62,61%	14,54%	0,88%
2020	69 270	110 535	475 323	7 899 820	62,67%	14,57%	0,88%
2021	70 581	112 582	483 413	8 085 077	62,69%	14,60%	0,87%
2022	72 007	114 864	492 402	8 298 620	62,69%	14,62%	0,87%
<b>Average Annual Growth</b>							
2012-2022	2,10%	1,85%	1,71%	2,27%			

Source: S&P Global Market Intelligence 2023

In 2022, 72007 people in the Polokwane Local Municipality were infected with HIV. This reflects an increase at an average annual rate of 2.10% since 2012, and in 2022 represented 8.28% of the local municipality's total population. The Capricorn District Municipality had an average annual growth rate of 1.85% from 2012 to 2022 in the number of people infected with HIV, which is lower than that of the Polokwane Local Municipality. The number of infections in the Limpopo Province increased from 415518 in 2012 to 492402 in 2022. When looking at South Africa as a whole it can be seen that the number of people that are infected increased from 2012 to 2022 with an average annual growth rate of 2.27%.

**AIDS PROFILE AND FORECAST - POLOKWANE LOCAL MUNICIPALITY, 2012-2027**  
**[NUMBERS]**



**Source: S&P Global Market Intelligence 2023**

Presenting the number of HIV+ people against the number of people living with AIDS, the people with AIDS added up to 1514 in 2012 and 807 for 2022. This number denotes a decrease from 2012 to 2022 with a high average annual rate of -6.10% (or -707 people). For the year 2022, they represented 0.09% of the total population of the entire local municipality.

**4.4 The economic state of City of Polokwane**

The economic state of Polokwane Local Municipality is put in perspective by comparing it on a spatial level with its neighbouring locals, Capricorn District Municipality, Limpopo Province and South Africa.

The Polokwane Local Municipality does not function in isolation from Capricorn, Limpopo Province, South Africa and the world and now, more than ever, it is crucial to have reliable information on its economy for effective planning. Information is needed that will empower the municipality to plan and implement policies that will encourage the socio-economic development in the municipality.

**4.4.1 Gross Domestic Product by Region (GDP-R)**

The Gross Domestic Product (GDP), an important indicator of economic performance, is used to compare economies and economic states.

GDP-R can be measured using either current or constant prices, where the current prices measures the economy in actual Rand, and constant prices measures the economy by

removing the effect of inflation, and therefore captures the real growth in volumes, as if prices were fixed in a given base year.

**GROSS DOMESTIC PRODUCT (GDP) - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2012-2022 [R BILLIONS, CURRENT PRICES]**

Financial year	Polokwane	Capricorn	Province	National	Polokwane as % of District	Polokwane as % of Province	Polokwane as % of National
2012	61.5	79.7	246.0	3,566.3	77,23%	25,03%	1,73%
2013	67.3	86.8	266.1	3,868.6	77,50%	25,30%	1,74%
2014	72.4	93.3	282.1	4,133.8	77,67%	25,69%	1,75%
2015	78.4	100.7	299.3	4,420.7	77,87%	26,21%	1,77%
2016	86.2	110.5	325.1	4,759.5	78,00%	26,52%	1,81%
2017	92.5	118.6	349.1	5,078.8	78,05%	26,51%	1,82%
2018	98.8	126.5	373.4	5,348.6	78,08%	26,47%	1,85%
2019	102.5	131.3	390.8	5,613.6	78,07%	26,24%	1,83%
2020	103.0	131.9	396.5	5,556.9	78,08%	25,99%	1,85%
2021	117.6	150.8	466.7	6,192.4	77,95%	25,20%	1,90%
2022	124.6	159.4	482.3	6,638.3	78,19%	25,84%	1,88%

**Source: S&P Global Market Intelligence 2023**

With a GDP of R 124.64 billion in 2022 (up from R 61.5 billion in 2012); the Polokwane Local Municipality contributed 78.19% to the Capricorn District Municipality GDP of R 159.4 billion in 2022 increasing in the share of the Capricorn from 77.23% in 2012. The Polokwane Local Municipality contributes 25.84% to the GDP of Limpopo Province and 1.88% of the GDP of South Africa which had a total GDP of R 6.6 trillion in 2022 (as measured in nominal or current prices). It's contribution to the national economy stayed similar in importance from 2012 when it contributed 1.73% to South Africa, but it is lower than the peak of 1.88% in 2022.

**GROSS DOMESTIC PRODUCT (GDP) - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2012-2022 [ANNUAL PERCENTAGE CHANGE, CONSTANT 2015 PRICES]**

Financial year	Polokwane	Capricorn	Limpopo	National
2012	3,0%	2,6%	1,3%	2,4%
2013	3,2%	2,9%	2,5%	2,5%
2014	1,9%	1,7%	0,9%	1,4%

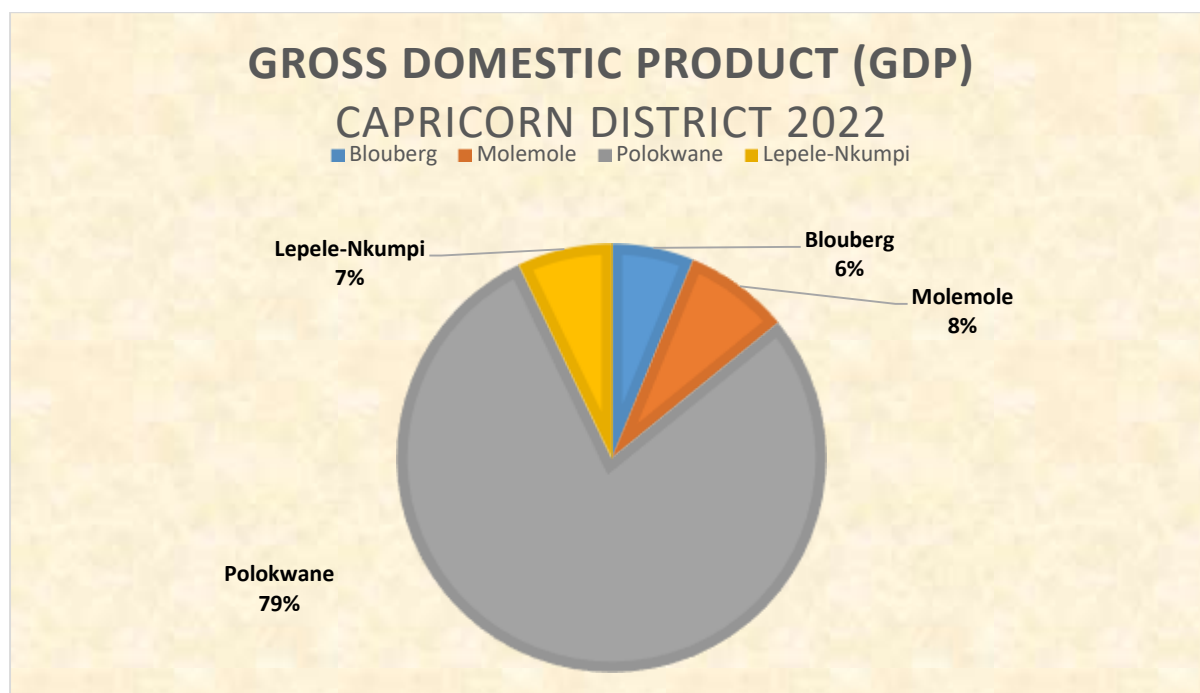


Financial year	Polokwane	Capricorn	Limpopo	National
2015	2,2%	2,0%	1,9%	1,3%
2016	3,1%	2,7%	0,1%	0,7%
2017	0,9%	0,9%	1,4%	1,2%
2018	1,5%	1,4%	1,2%	1,5%
2019	-0,1%	0,0%	0,1%	0,3%
2020	-6,0%	-6,1%	-7,4%	-6,3%
2021	6,4%	6,3%	6,6%	4,9%
2022	2,1%	1,8%	0,4%	2,0%
<b>Average Annual Growth</b>				
2012-2022	<b>1,6%</b>	<b>1,5%</b>	<b>0,8%</b>	<b>1,1%</b>

**Source: S&P Global Market Intelligence 2023**

In 2022, the Polokwane Local Municipality achieved an annual growth rate of 2.1% which is a significant increase in GDP growth than the Limpopo Province's 0.4%, but is higher than that of South Africa, where the 2022 GDP growth rate was 2.0%. Contrary to the short-term growth rate of 2022, the longer-term average growth rate for Polokwane (1.6%) is significantly higher than that of South Africa (1.1%). The economic growth in Polokwane peaked in 2021 at 6.4%.

## GROSS DOMESTIC PRODUCT (GDP) - POLOKWANE LOCAL MUNICIPALITY AND THE REST OF CAPRICORN, 2022 [PERCENTAGE]



Source: S&P Global Market Intelligence 2023

The Polokwane Local Municipality had a total GDP of R 85.7 billion and in terms of total contribution towards Capricorn District Municipality the Polokwane Local Municipality ranked highest relative to all the regional economies to total Capricorn District Municipality GDP. This ranking in terms of size compared to other regions of Polokwane remained the same since 2012. In terms of its share, it was in 2022 (78.76%) significantly higher compared to what it was in 2011 (77.50%). For the period 2012 to 2022, the average annual growth rate of 1.47% of Polokwane was the highest relative to its peers in terms of growth in constant 2015 prices.

## GROSS DOMESTIC PRODUCT (GDP) - REGIONS WITHIN CAPRICORN

### DISTRICT MUNICIPALITY, 2012 TO 2022, SHARE AND GROWTH

Municipality	2022 (Current Prices)	Share of District Municipality	2015 (Constant Prices)	2022 (Constant Prices)	Average Annual growth
Polokwane	124,6	78,76%	85,7	85,7	2,08%
Blouberg	9,8	6,20%	6,7	6,7	2,32%
Molemole	12,9	7,92%	8,6	8,6	0,76%
Lepele-Nkumpi	11,9	7,12%	7,7	7,7	-0,36%

Source: S&P Global Market Intelligence 2023

Polokwane had the second highest average annual economic growth, averaging 2.08% between 2012 and 2022, when compared to the rest of the regions within Capricorn District

Municipality. The Blouberg Local Municipality had the highest average annual growth rate of 2.32%. Molemole Local Municipality had the second highest average annual growth rate of 0.76% between 2012 and 2022.

#### 4.4.2 Economic Growth Forecast

It is expected that Polokwane Local Municipality will grow at an average annual rate of 0.63% from 2022 to 2027. The average annual growth rate in the GDP of Capricorn District Municipality and Limpopo Province is expected to be 0.46% and -0.33% respectively. South Africa is forecasted to grow at an average annual growth rate of 0.30%, which is lower than that of the Polokwane Local Municipality.

#### GROSS DOMESTIC PRODUCT (GDP) - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2012-2026 [AVERAGE ANNUAL GROWTH RATE, CONSTANT 2015 PRICES]



Source: S&P Global Market Intelligence 2023

In 2027, Polokwane's forecasted GDP will be an estimated R 88.2 billion (constant 2015 prices) or 78.74% of the total GDP of Capricorn District Municipality. The ranking in terms of size of the Polokwane Local Municipality will remain the same between 2021 and 2027, with a contribution to the Capricorn District Municipality GDP of 78.74% in 2027 compared to the

78.76% in 2022. At 0.57% average annual GDP growth rate between 2022 and 2027, Polokwane ranked the highest compared to the other regional economies.

#### GROSS DOMESTIC PRODUCT (GDP) - REGIONS WITHIN CAPRICORN DISTRICT MUNICIPALITY, 2012 TO 2027, SHARE AND GROWTH

Municipality	2027 (Current Prices)	Share of District Municipality	2015 (Constant Prices)	2027 (Constant Prices)	Average Annual Growth
Polokwane	124,6	78,19%	85,7	88,2	<b>0,57%</b>
Blouberg	9,8	6,17%	6,7	6,7	<b>0,15%</b>
Molemole	12,9	8,14%	8,6	8,6	<b>0,01%</b>
Lepele-Nkumpi	11,9	7,49%	7,7	7,8	<b>0,24%</b>

Source: S&P Global Market Intelligence 2023

#### 4.4.3 Gross Value Added by Region (GVA-R)

The Polokwane Local Municipality's economy is made up of various industries. The GVA-R variable provides a sector breakdown, where each sector is measured in terms of its *value added* produced in the local economy.

The summary table below puts the Gross Value Added (GVA) of all the regions in perspective to that of the Polokwane Local Municipality.

#### GROSS VALUE ADDED (GVA) BY BROAD ECONOMIC SECTOR - POLOKWANE LOCAL MUNICIPALITY, 2022 [R BILLIONS, CURRENT PRICES]

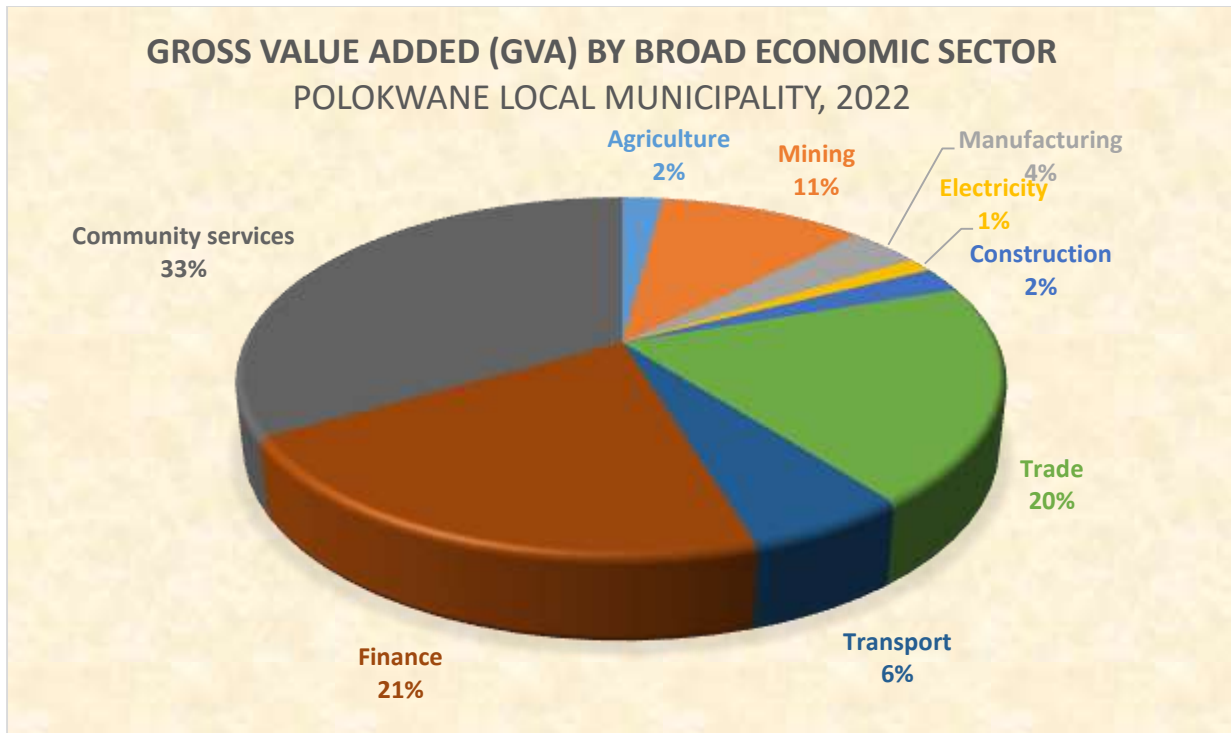
SECTOR	Polokwane	Capricorn	Limpopo	National	Polokwane as % of District	Polokwane as % of Province	Polokwane as % of National
1 Agriculture	2,2	3,3	14,3	170,6	66,67%	15,38%	1,29%
2 Mining	11,5	16,8	121,9	484,6	68,45%	9,43%	2,37%
3 Manufacturing	4,1	5	11,2	799,5	82,00%	36,61%	0,51%
4 Electricity	1,4	2	16,5	193,2	70,00%	8,48%	0,72%
5 Construction	2,5	3,1	8	145,2	80,65%	31,25%	1,72%
6 Trade	22	27	60,2	803,2	81,48%	36,54%	2,74%
7 Transport	6,4	7,7	17,1	448,8	83,12%	37,43%	1,43%
8 Finance	23,7	29,3	74,8	1407,6	80,89%	31,68%	1,68%
9 Community services	37,1	47,4	108,9	1496,6	78,27%	34,07%	2,48%
<b>Total Industries</b>	<b>110,9</b>	<b>141,6</b>	<b>432,9</b>	<b>11898,9</b>	<b>78,32%</b>	<b>25,62%</b>	<b>1,87%</b>

Source: S&P Global Market Intelligence 2023

In 2022, the community services sector is the largest within Polokwane Local Municipality accounting for R 37.1 billion or 33.37% of the total GVA in the local municipality's economy.

The sector that contributes the second most to the GVA of the Polokwane Local Municipality is the finance sector at 21.34%, followed by the trade sector with 19.78%. The sector that contributes the least to the economy of Polokwane Local Municipality is the electricity sector with a contribution of R 1.4 billion or 1.27% of the total GVA.

**GROSS VALUE ADDED (GVA) BY BROAD ECONOMIC SECTOR - POLOKWANE LOCAL MUNICIPALITY, 2022 [PERCENTAGE COMPOSITION]**

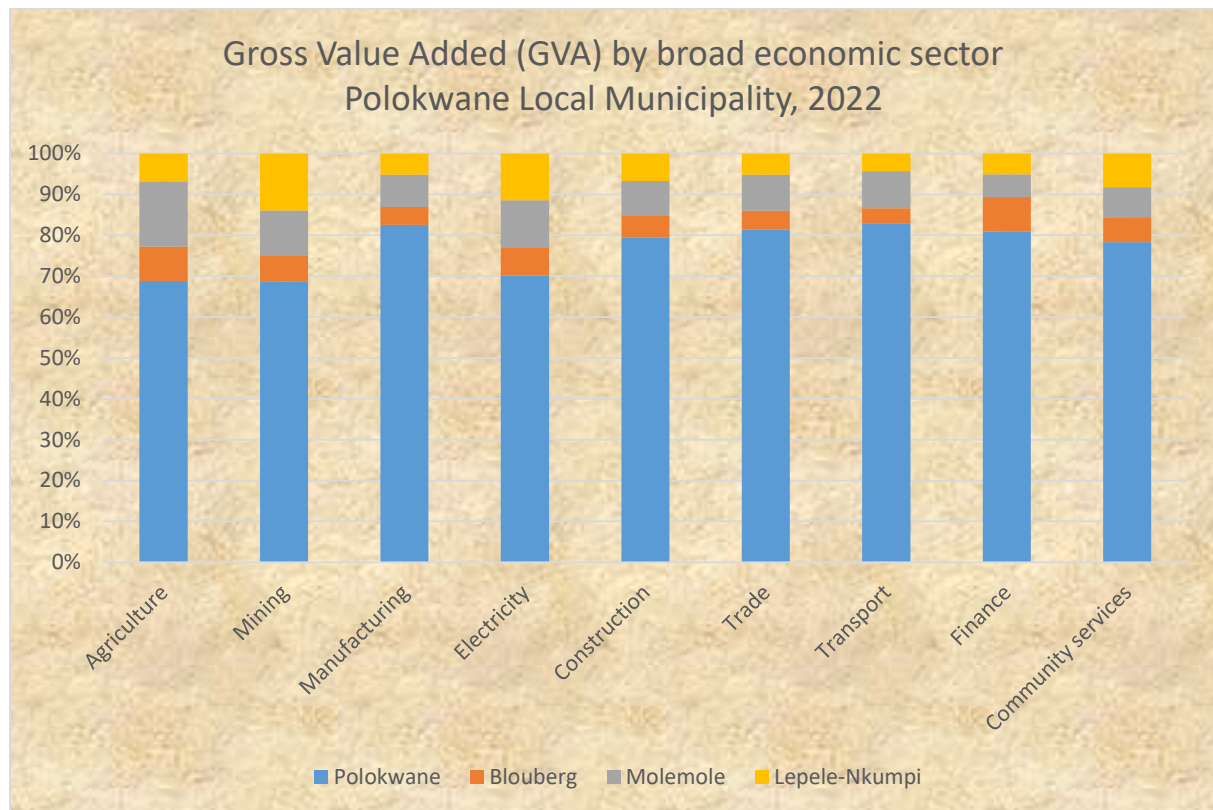


**Source: S&P Global Market Intelligence 2023**

The community sector, which includes the government services, is generally a large contributor towards GVA. When looking at all the regions within the Capricorn District Municipality, it is clear that Polokwane contributes the most community services towards its own GVA, with 78.33%, relative to the other regions within Capricorn District Municipality. The Polokwane municipality contributed R 111.2 billion or 78.42% to the GVA of Capricorn District Municipality. The Polokwane also contributes the most the overall GVA of Capricorn District Municipality.



**GROSS VALUE ADDED (GVA) BY BROAD ECONOMIC SECTOR - POLOKWANE, BLOUBERG, MOLEMOLE AND LEPELE-NKUMPI, 2022 [PERCENTAGE COMPOSITION]**



Source: S&P Global Market Intelligence 2023

**4.4.4 Historical Economic Growth**

For the period 2012 to 2022, the GVA in the agriculture sector had the highest average annual growth rate in Polokwane at 6.01%. The industry with the second highest average annual growth rate is the mining sector averaging at 5.17% per year. The construction sector had an average annual growth rate of -1.64%, while the electricity sector had the lowest average annual growth of -3.58%. Overall a positive growth existed for all the industries in 2022 with an annual growth rate of 1.75% since 2012.

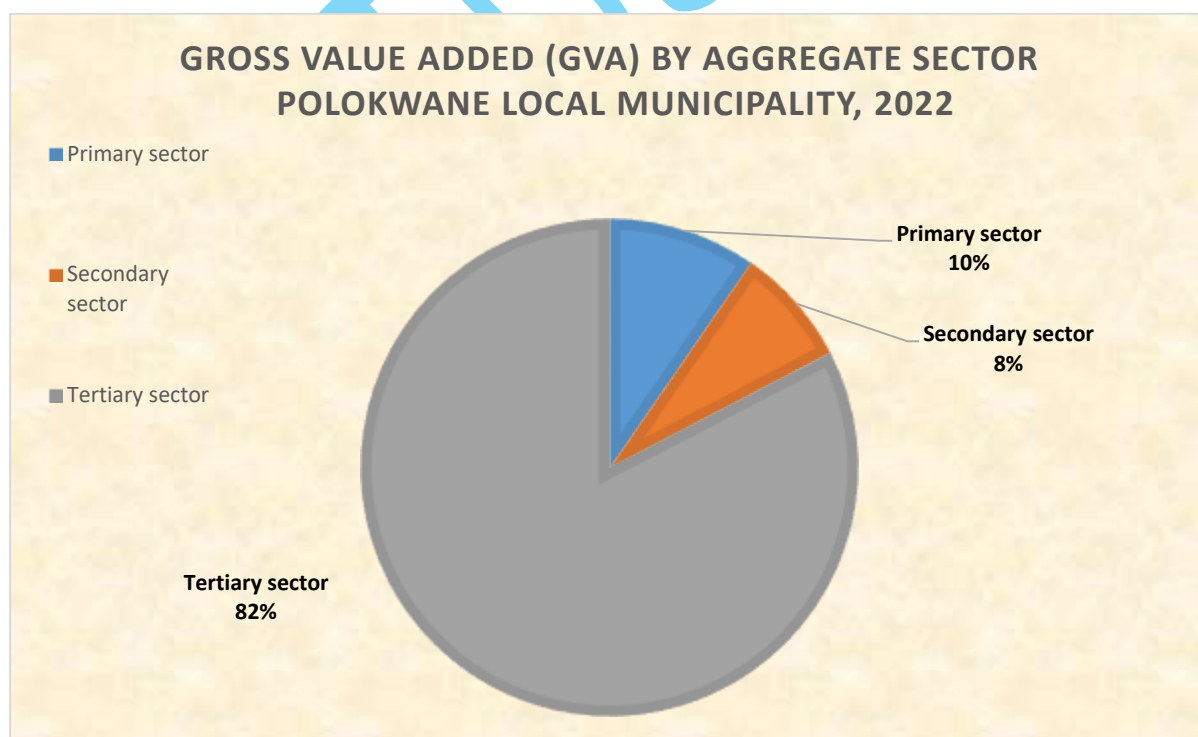
**GROSS VALUE ADDED (GVA) BY BROAD ECONOMIC SECTOR - POLOKWANE LOCAL MUNICIPALITY, 2012, 2017 AND 2022[R BILLIONS, 2015 CONSTANT PRICES]**

Sector	2012	2017	2022	Average Annual Growth
Agriculture	1.03	1.50	1.85	6.01%
Mining	3.36	4.41	5.60	5.17%
Manufacturing	2.74	2.96	2.82	-3,58%
Electricity	1.04	0.87	0.71	-2.77%
Construction	3.12	3.29	2.42	-1,64%
Trade	14.02	14.88	14.43	0.77%
Transport	4.10	4.88	4.92	2.07%
Finance	13.07	14.48	16.74	2.26%
Community Services	23.19	26.66	27.76	1.97%
<b>Total Industries</b>	<b>70.06</b>	<b>54.17</b>	<b>77.25</b>	<b>1.75%</b>

Source: S&P Global Market Intelligence 2023

The tertiary sector contributes the most to the Gross Value Added within the Polokwane Local Municipality at 82.62%. This is significantly higher than the national economy (74.41%). The primary sector contributed a total of 9.66% (ranking second), while the secondary sector contributed the least at 7.72%.

**GROSS VALUE ADDED (GVA) BY AGGREGATE ECONOMIC SECTOR - POLOKWANE LOCAL MUNICIPALITY, 2022 [PERCENTAGE]**



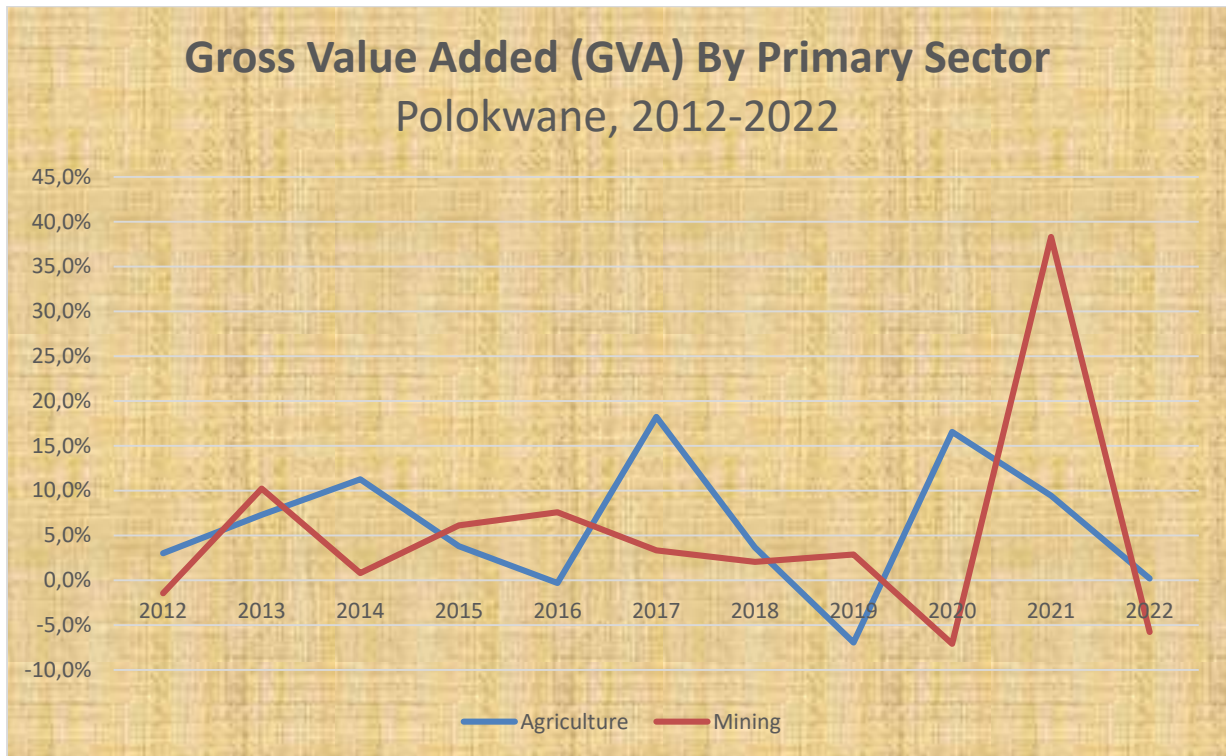
Source: S&P Global Market Intelligence 2023

The following is a breakdown of the Gross Value Added (GVA) by aggregated sector:

#### 4.5 Primary Sector

The primary sector consists of two broad economic sectors namely the mining and the agricultural sector. The following chart represents the average growth rate in the GVA for both of these sectors in Polokwane Local Municipality from 2012 to 2022.

**GROSS VALUE ADDED (GVA) BY PRIMARY SECTOR - POLOKWANE, 2012-2022  
[ANNUAL PERCENTAGE CHANGE] 2015 CONSTANT PRICES**



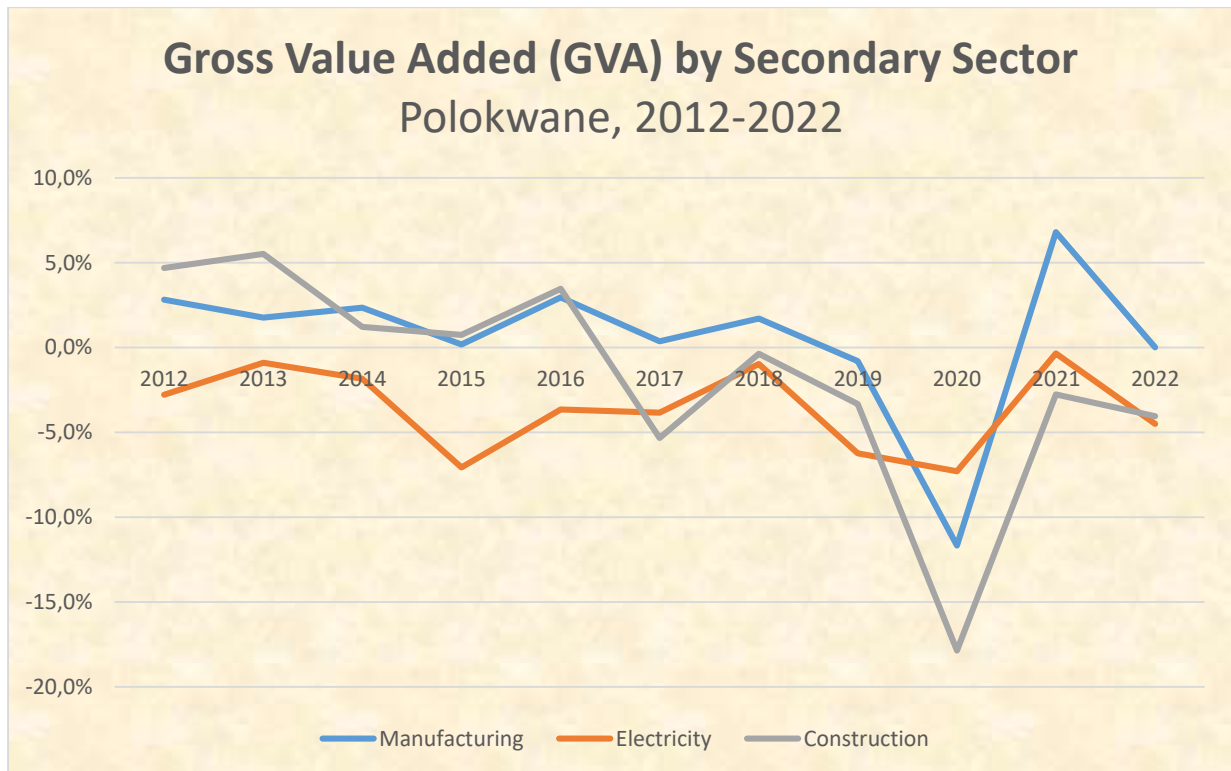
**Source: S&P Global Market Intelligence 2023**

Between 2012 and 2022, the agriculture sector experienced the highest positive growth in 2017 with an average growth rate of 18.2%. The mining sector reached its highest point of growth of 38.3% in 2021. The agricultural sector experienced the lowest growth for the period during 2019 at -7.0%, while the mining sector reaching its lowest point of growth in 2020 at -7.1%. Both the agriculture and mining sectors are generally characterised by volatility in growth over the period.

#### 4.6 Secondary Sector

The secondary sector consists of three broad economic sectors namely the manufacturing, electricity and the construction sector. The following chart represents the average growth rates in the GVA for these sectors in Polokwane Local Municipality from 2012 to 2022.

**GROSS VALUE ADDED (GVA) BY SECONDARY SECTOR - POLOKWANE, 2012-2022**  
**[ANNUAL PERCENTAGE CHANGE]**



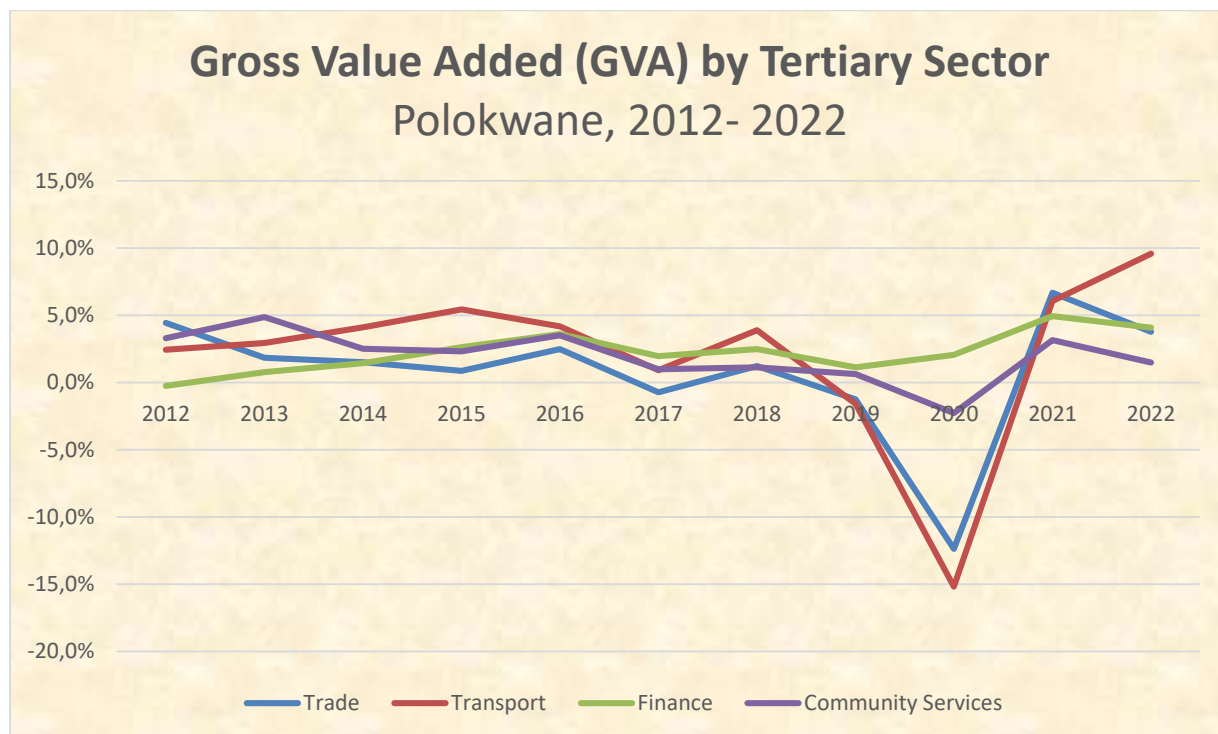
**Source: S&P Global Market Intelligence 2023**

Between 2012 and 2022, the manufacturing sector experienced the highest positive growth in 2021 with a growth rate of 6.8%. The construction sector reached its highest growth in 2013 at 5.5%. The manufacturing sector experienced its lowest growth in 2020 of -11.7%, while construction sector reached its lowest point of growth in 2020 as with -17.9% growth rate. The electricity sector experienced the minimal decline in 2011 at -0.4%, while it recorded the lowest decline of -7.3% in 2020.

#### **4.7 Tertiary Sector**

The tertiary sector consists of four broad economic sectors namely the trade, transport, finance and the community services sector. The following chart represents the average growth rates in the GVA for these sectors in Polokwane Local Municipality from 2012 to 2022.

**GROSS VALUE ADDED (GVA) BY TERTIARY SECTOR - POLOKWANE, 2012-2022**  
**[ANNUAL PERCENTAGE CHANGE]**



**Source: S&P Global Market Intelligence 2023**

The trade sector experienced the highest positive growth in 2021 with a growth rate of 6.7%. The transport sector reached its highest point of growth in 2022 at 9.6%. The finance sector experienced the highest growth rate in 2021 when it grew by 5.0% and recorded the lowest growth rate in 2012 at -0.3%. The Trade sector also had the lowest growth rate in 2020 at -12.4%. The community services sector, which largely consists of government, experienced its highest positive growth in 2013 with 4.9% and the lowest growth rate in 2020 with -2.3%.

**4.7.1 Sector Growth forecast**

The GVA forecasts are based on forecasted growth rates derived from two sources: historical growth rate estimates and national level industry forecasts. The projections are therefore partly based on the notion that regions that have performed well in the recent past are likely to continue performing well (and vice versa) and partly on the notion that those regions that have prominent sectors that are forecast to grow rapidly in the national economy (e.g. finance and telecommunications) are likely to perform well (and vice versa). As the target year moves further from the base year (2010) so the emphasis moves from historical growth rates to national-level industry growth rates.



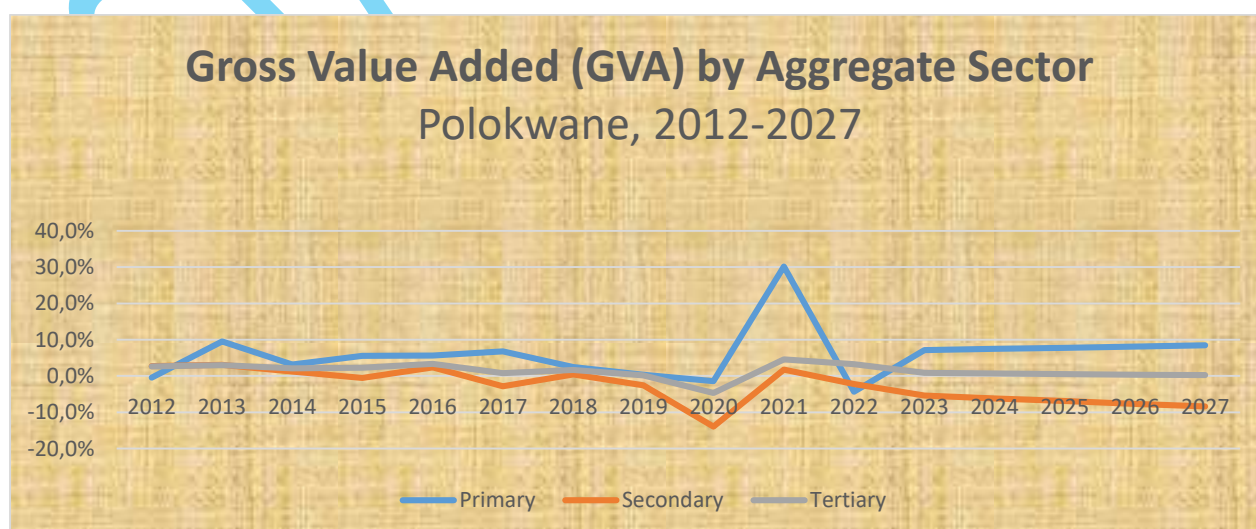
**GROSS VALUE ADDED (GVA) BY BROAD ECONOMIC SECTOR - POLOKWANE LOCAL MUNICIPALITY, 2022-2028 [R BILLIONS, CONSTANT 2015 PRICES]**

Sector	2022	2023	2024	2025	2026	2027	2028	Average Annual Growth
Agriculture	1,85	1,94	2,02	2,10	2,20	2,29	2,36	4,03%
Mining	5,61	5,66	5,87	6,11	6,33	6,55	6,81	3,79%
Manufacturing	2,82	2,88	2,87	2,86	2,85	2,84	2,84	-0,32%
Electricity	0,72	0,89	0,87	0,85	0,83	0,81	0,81	-1,77%
Construction	1,57	2,06	1,96	1,97	1,97	1,96	1,97	-0,90%
Trade	14,43	14,42	14,46	14,47	14,47	14,46	14,41	-0,02%
Transport	4,92	4,62	4,67	4,71	4,73	4,74	4,73	0,49%
Finance	16,74	14,55	14,68	14,82	14,95	15,07	15,14	0,80%
Community Services	27,77	26,07	26,33	26,52	26,66	26,76	26,80	0,55%
<b>Total Industries</b>	<b>77,29</b>	<b>72,34</b>	<b>72,94</b>	<b>73,39</b>	<b>73,76</b>	<b>74,01</b>	<b>74,08</b>	<b>0,48%</b>

Source: S&P Global Market Intelligence 2023

The Agricultural sector is expected to grow faster at an average of 4.03% annually from R 1.85 billion in Polokwane Local Municipality to R 2.36 billion in 2028. The community services sector is estimated to be the largest sector within the Polokwane Local Municipality in 2028, with a total share of 74.08% of the total GVA (as measured in constant prices), growing at an average annual rate of 0.48%. The sector that is estimated to grow the slowest is the electricity sector with an average annual growth rate of -1.77%.

**GROSS VALUE ADDED (GVA) BY AGGREGATE ECONOMIC SECTOR - POLOKWANE LOCAL MUNICIPALITY, 2020-2025 [ANNUAL GROWTH RATE, CONSTANT 2015 PRICES]**

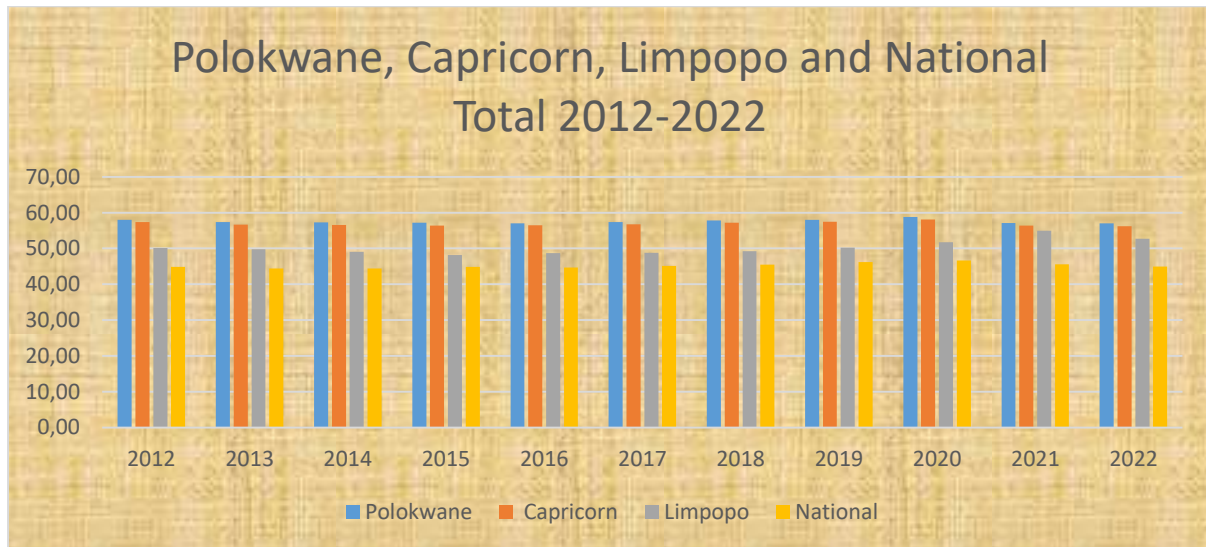


Source: IHS Global Insight 2023

The Primary sector is expected to grow at an average annual rate of 7.8% between 2022 and 2027, with the Secondary sector growing at -6.9% on average annually. The Tertiary sector is expected to grow at an average annual rate of 0.5% for the same period.

#### 4.8 Tress Index

#### TRESS INDEX - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2012-2022 [NUMBER]



Source: S&P Global Market Intelligence 2023

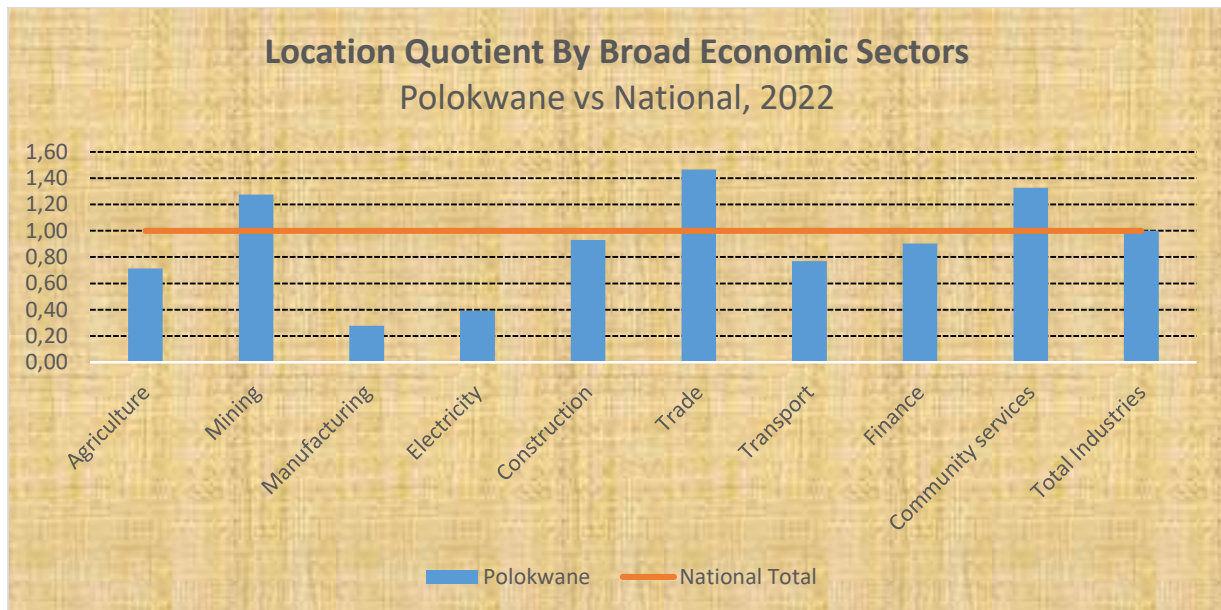
In 2022, Polokwane's Tress Index was estimated at 56.99 which are higher than the 56.25 of the district municipality and higher than the 52.69 of the province. This implies that - on average - Polokwane Local Municipality is less diversified in terms of its economic activity spread than the province's economy as a whole.

The Polokwane Local Municipality has a concentrated trade sector.

#### 4.9 Location Quotient

If the location quotient is larger than one for a specified sector within a region, then that region has a comparative advantage in that sector. This is because the share of that sector of the specified regional economy is greater than the same sector in the national economy. The location quotient is usually computed by taking the percentage share of the sector in the regional economy divided by the percentage share of that same sector in the national economy.

## LOCATION QUOTIENT BY BROAD ECONOMIC SECTORS - POLOKWANE LOCAL MUNICIPALITY AND SOUTH AFRICA, 2022 [NUMBER]



Source: S&P Global Market Intelligence 2023

For 2022 Polokwane Local Municipality has a comparative advantage in the trade sector. The community services sector has a comparative advantage. The finance also has a comparative advantage when comparing it to the South African economy as a whole, although less prominent. The Polokwane Local Municipality has a comparative disadvantage when it comes to the manufacturing and agriculture sector which has a large comparative disadvantage. In general, mining is a very concentrated economic sector. The Polokwane Local Municipality area does have some mining, but this is very limited and fairly unimportant.

### 4.10 Labour

The labour force of a country consists of everyone of working age (above a certain age and below retirement) that are participating as workers, i.e. people who are actively employed or seeking employment. This is also called the economically active population (EAP). People not included are students, retired people, stay-at-home parents, people in prisons or similar institutions, people employed in jobs or professions with unreported income, as well as discouraged workers who cannot find work.

**WORKING AGE POPULATION IN POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2012 AND 2022 [NUMBER]**

Age group year	Polokwane		Capricorn		Limpopo		National	
	2012	2022	2012	2022	2012	2022	2012	2022
15-19	83 349	81 301	152 105	142 867	644 854	603 301	5 007 492	5 100 119
20-24	100 804	82 394	160 600	124 734	689 767	523 515	5 405 033	4 581 133
25-29	83 632	90 865	126 245	131 715	553 943	567 630	5 220 781	5 207 555
30-34	55 707	90 627	83 993	131 170	376 003	592 661	4 216 886	5 604 420
35-39	37 358	71 137	57 480	106 059	252 356	471 159	3 472 528	5 220 021
40-44	30 857	48 623	48 593	74 134	204 659	308 509	2 951 111	4 057 309
45-49	28 832	32 805	47 150	51 214	198 075	212 410	2 592 176	3 240 393
50-54	24 767	26 789	41 877	43 173	177 575	184 401	2 243 382	2 709 416
55-59	21 572	25 857	37 116	43 155	151 863	179 703	1 852 053	2 336 627
60-64	17 695	22 617	32 357	40 672	126 465	158 605	1 488 877	1 974 575
65-69	13 125	17 625	24 799	32 471	99 732	130 075	1 117 795	1 558 624
<b>Total</b>	<b>497 698</b>	<b>590 640</b>	<b>812 315</b>	<b>921 364</b>	<b>3 475 291</b>	<b>3 931 970</b>	<b>35 568 113</b>	<b>41 590 190</b>

Source: S&P Global Market Intelligence 2023

The working age population in Polokwane in 2022 was 590 640, increasing at an average annual rate of 1.73% since 2012. For the same period the working age population for Capricorn District Municipality increased at 1.27% annually, while that of Limpopo Province increased at 1.24% annually. South Africa's working age population has increased annually by 1.58% from 35.5 million in 2012 to 41.8 million in 2022.

#### **4.11 Economically Active Population (EAP)**

The economically active population (EAP) is a good indicator of how many of the total working age population are in reality participating in the labour market of a region. If a person is economically active, he or she forms part of the labour force.

**ECONOMICALLY ACTIVE POPULATION (EAP) - POLOKWANE, CAPRICORN, LIMPOPO  
AND NATIONAL TOTAL, 2012- 2022 [NUMBER, PERCENTAGE]**

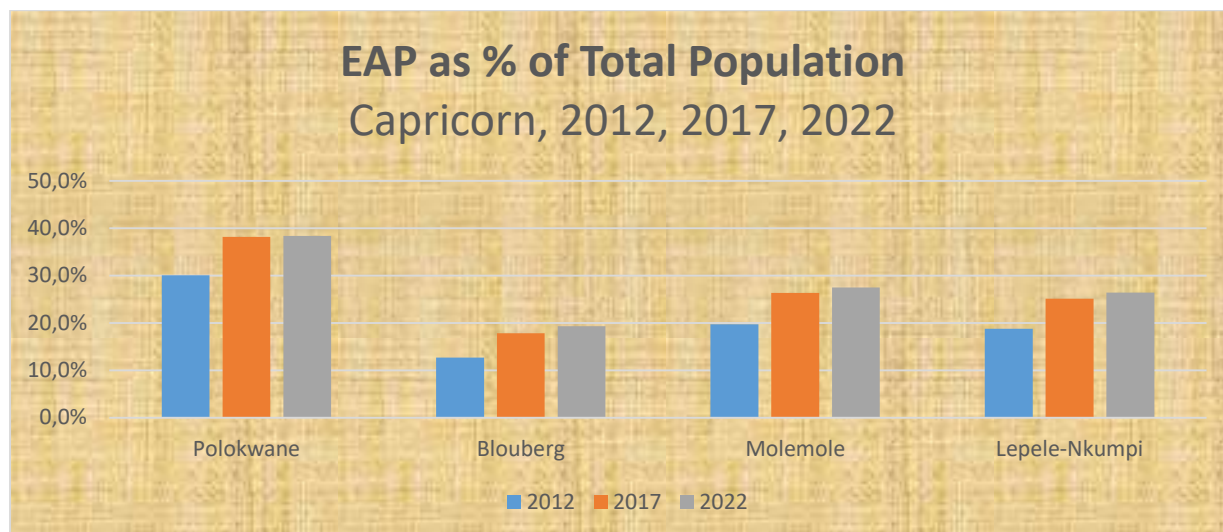
Financial year	Polokwane	Capricorn	Limpopo	National	Polokwane as % District	Polokwane as % Province	Polokwane as % Nation Total
2012	225 643	316 727	1 255 845	18 696 935	71,24%	17,97%	1,21%
2013	239 102	334 506	1 314 791	19 296 680	71,48%	18,19%	1,24%
2014	258 482	361 224	1 412 500	20 087 855	71,56%	18,30%	1,29%
2015	278 761	390 185	1 525 224	20 797 627	71,44%	18,28%	1,34%
2016	299 130	419 180	1 630 979	21 456 477	71,36%	18,34%	1,39%
2017	310 830	435 672	1 698 707	22 025 124	71,34%	18,30%	1,41%
2018	316 389	442 723	1 719 858	22 301 192	71,46%	18,40%	1,42%
2019	321 423	450 040	1 749 692	22 671 163	71,42%	18,37%	1,42%
2020	315 903	441 413	1 715 305	22 127 497	71,57%	18,42%	1,43%
2021	318 605	446 717	1 745 005	22 244 986	71,32%	18,26%	1,43%
2022	334 120	470 692	1 852 545	23 013 812	70,98%	18,04%	1,45%
Average Annual Growth							
	4,0%	4,04%	3,96%	2,10%			

**Source: S&P Global Market Intelligence 2023**

Polokwane Local Municipality's EAP was 334 120 in 2022, which is 38.41% of its total population of 869 928, and roughly 70.98% of the total EAP of the Capricorn District Municipality. From 2012 to 2022, the average annual increase in the EAP in the Polokwane Local Municipality was 4.0%, which is -0.04 percentage points lower than the growth in the EAP of Capricorn's for the same period.



**EAP AS % OF TOTAL POPULATION - POLOKWANE AND THE REST OF CAPRICORN,  
2012, 2017, 2022 [PERCENTAGE]**



**Source: S&P Global Market Intelligence 2023**

In 2012, 30.0% of the total population in Polokwane Local Municipality were classified as economically active which increased to 38.4% in 2022. Compared to the other regions in Capricorn District Municipality, Polokwane Local Municipality had the highest EAP as a percentage of the total population within its own region relative to the other regions. On the other hand, Blouberg Local Municipality had the lowest EAP with 19.3% people classified as economically active population in 2022.

**4.12 Labour Force participation rate**

The following is the labour force participation rate of the Polokwane, Capricorn, Limpopo and National Total as a whole.

**THE LABOUR FORCE PARTICIPATION RATE - POLOKWANE, CAPRICORN, LIMPOPO  
AND NATIONAL TOTAL, 2012-2022 [PERCENTAGE]**

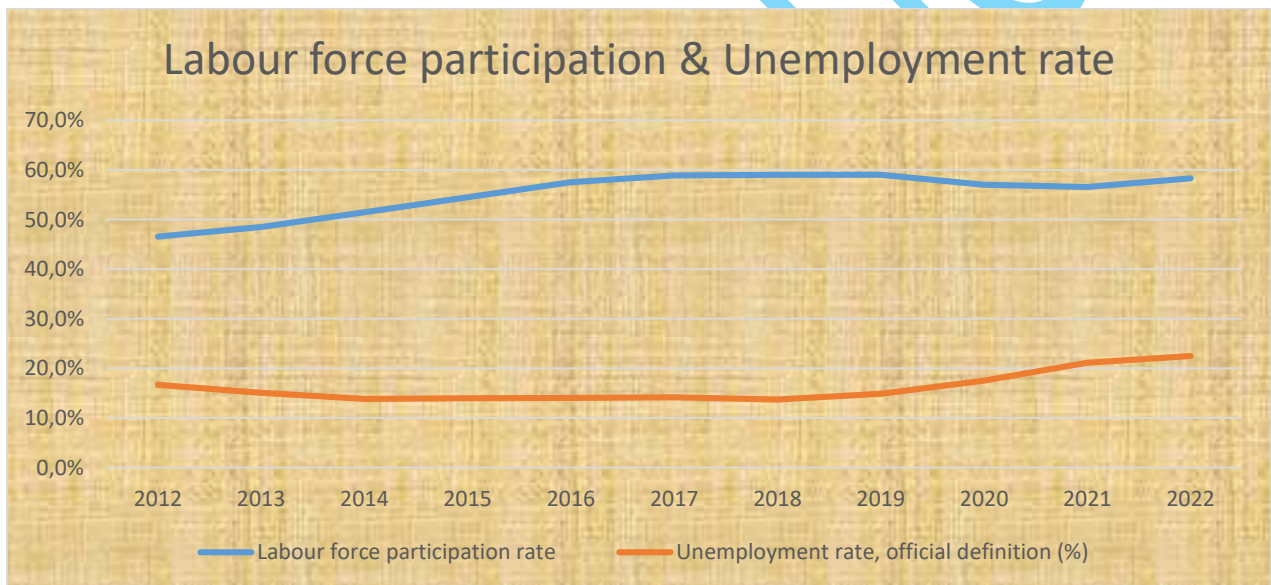
Financial year	Polokwane	Capricorn	Limpopo	National
2012	46,6%	40,2%	37,2%	54,3%
2013	48,5%	42,1%	38,6%	55,2%
2014	51,5%	45,0%	41,1%	56,6%
2015	54,5%	48,0%	43,8%	57,7%
2016	57,5%	51,0%	46,4%	58,8%
2017	58,9%	52,5%	47,9%	59,5%
2018	59,0%	52,8%	47,9%	59,4%
2019	59,0%	53,0%	48,1%	59,4%
2020	57,0%	51,2%	46,5%	57,0%
2021	56,6%	51,1%	46,7%	56,5%

<b>2022</b>	58,3%	53,0%	48,7%	57,5%
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**Source: S&P Global Market Intelligence 2023**

The Polokwane Local Municipality's labour force participation rate increased from 46.6% to 58.3% which is an increase of 11.70 percentage points. The Capricorn District Municipality increased from 40.2% to 53.0%, Limpopo Province increased from 37.2% to 48.7% and South Africa increased from 54.3% to 57.5% from 2012 to 2022. The Polokwane Local Municipality labour force participation rate exhibited a higher percentage point change compared to the Limpopo Province from 2012 to 2022. The Polokwane Local Municipality had a higher labour force participation rate when compared to South Africa in 2022.

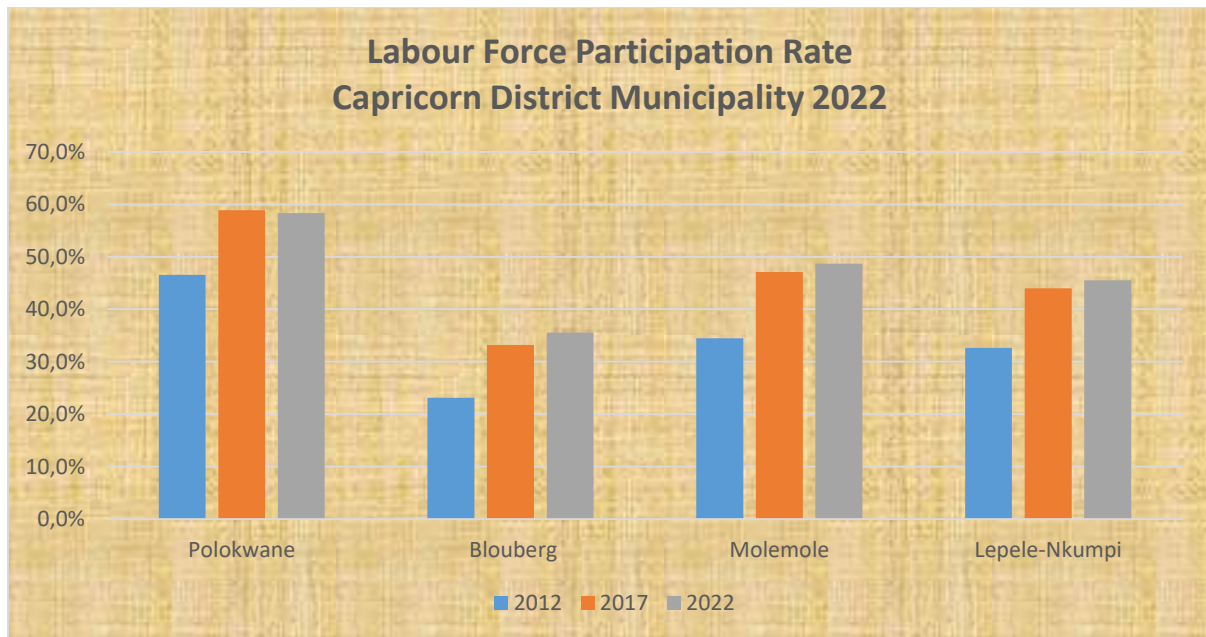
**THE LABOUR FORCE PARTICIPATION RATE - POLOKWANE LOCAL MUNICIPALITY, 2012-2022 [PERCENTAGE]**



**Source: S&P Global Market Intelligence 2023**

In 2022 the labour force participation rate for Polokwane was at 58.3% which is significantly higher when compared to the 46.6% in 2012. The unemployment rate is an efficient indicator that measures the success rate of the labour force relative to employment. In 2012, the unemployment rate for Polokwane was 16.7% and increased overtime to 22.5% in 2022. The gap between the labour force participation rate and the unemployment rate decreased which indicates a positive outlook for the employment within Polokwane Local Municipality.

## THE LABOUR FORCE PARTICIPATION RATE - POLOKWANE, BLOUBERG, MOLEMOLE AND LEPELE-NKUMPI, 2012, 2017 AND 2022 [PERCENTAGE]



Source: S&P Global Market Intelligence 2023

Polokwane Local Municipality had the highest labour force participation rate with 58.3% in 2022 increasing from 46.6% in 2012. Blouberg Local Municipality had the lowest labour force participation rate of 35.6% in 2021, this increased from 23.1% in 2012.

### 4.13 Total Employment

Employment data is a key element in the estimation of unemployment. In addition, trends in employment within different sectors and industries normally indicate significant structural changes in the economy. Employment data is also used in the calculation of productivity, earnings per worker, and other economic indicators.

**TOTAL EMPLOYMENT - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL  
TOTAL, 2012-2022 [NUMBERS]**

Financial year	Polokwane	Capricorn	Limpopo	National	Polokwane as % of District	Polokwane as % of Province	Polokwane as % of National
2012	182 858	256 632	955 064	13 995 488	71,25%	19,15%	1,31%
2013	197 318	276 568	1 018 491	14 443 237	71,35%	19,37%	1,37%
2014	216 030	302 694	1 107 666	15 030 411	71,37%	19,50%	1,44%
2015	232 605	325 968	1 189 810	15 497 776	71,36%	19,55%	1,50%
2016	248 855	348 414	1 256 014	15 785 399	71,43%	19,81%	1,58%
2017	258 150	361 323	1 302 882	16 030 782	71,45%	19,81%	1,61%
2018	263 744	368 745	1 322 829	16 201 043	71,52%	19,94%	1,63%
2019	264 087	368 657	1 319 840	16 225 383	71,63%	20,01%	1,63%
2020	250 857	347 673	1 230 734	15 419 068	72,15%	20,38%	1,63%
2021	241 247	332 711	1 163 559	14 774 640	72,51%	20,73%	1,63%
2022	248 612	343 112	1 200 509	15 203 555	72,46%	20,71%	1,64%
Average Annual Growth							
	3,12%	2,95%	2,31%	0,83%			

**Source: S&P Global Market Intelligence 2023**

In 2022, Polokwane employed 248 612 people which is 72.46% of the total employment in Capricorn District Municipality (343 112), 20.71% of total employment in Limpopo Province (1,2 million), and 1.64% of the total employment of 15.2 million in South Africa. Employment within Polokwane increased annually at an average rate of 3.12% from 2012 to 2022. The Polokwane Local Municipality average annual employment growth rate of 3.12% is less than the average annual labour force growth rate of 4.0% resulting in unemployment increasing from 16.7% in 2012 to 22.5% in 2022 in the local municipality.

**TOTAL EMPLOYMENT PER BROAD ECONOMIC SECTOR - POLOKWANE AND THE REST OF CAPRICORN, 2022 [NUMBERS]**

Sector	Polokwane	Blouberg	Molemole	Lepele-Nkumpi
Agriculture	12 765	3 192	7 059	3 481
Mining	4 843	441	826	1 577
Manufacturing	16 376	695	1 770	2 615
Electricity	1 590	153	204	251
Construction	23 115	2 062	3 322	3 204
Trade	61 377	4 239	8 477	7 078
Transport	11 366	724	1 529	1 560
Finance	32 425	1 399	3 132	2 813
Community services	69 311	4 904	9 190	11 448
Households	15 445	1 629	3 866	1 664
<b>Total</b>	<b>248 612</b>	<b>19 438</b>	<b>39 373</b>	<b>35 689</b>

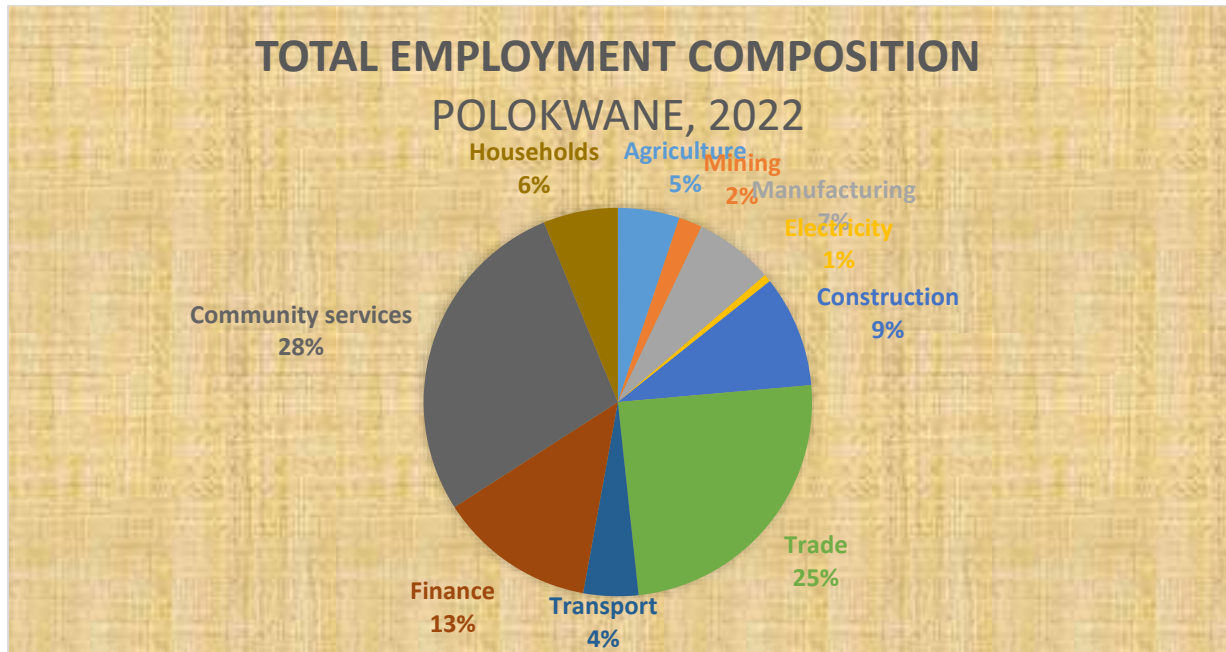
**Source: S&P Global Market Intelligence 2023**

Polokwane Local Municipality employs a total number of 248 612 people within its local municipality. Polokwane Local Municipality also employs the highest number of people within Capricorn District Municipality. The local municipality that employs the lowest number of people relative to the other regions within Capricorn District Municipality is Blouberg Local Municipality with a total number of 19 438 employed people.

In Polokwane Local Municipality the economic sectors that recorded the largest number of employment in 2022 were the community services sector with a total of 69 311 employed people or 27.88% of total employment in the local municipality. The trade sector with a total of 61 377 (24.69%) employs the second highest number of people relative to the rest of the sectors. The electricity sector with 1 590 (0.64%) is the sector that employs the least number of people in Polokwane Local Municipality, followed by the mining sector with 4 843 (1.95%) people employed.



## TOTAL EMPLOYMENT PER BROAD ECONOMIC SECTOR - POLOKWANE LOCAL MUNICIPALITY, 2022 [PERCENTAGE]



Source: S&P Global Market Intelligence 2023

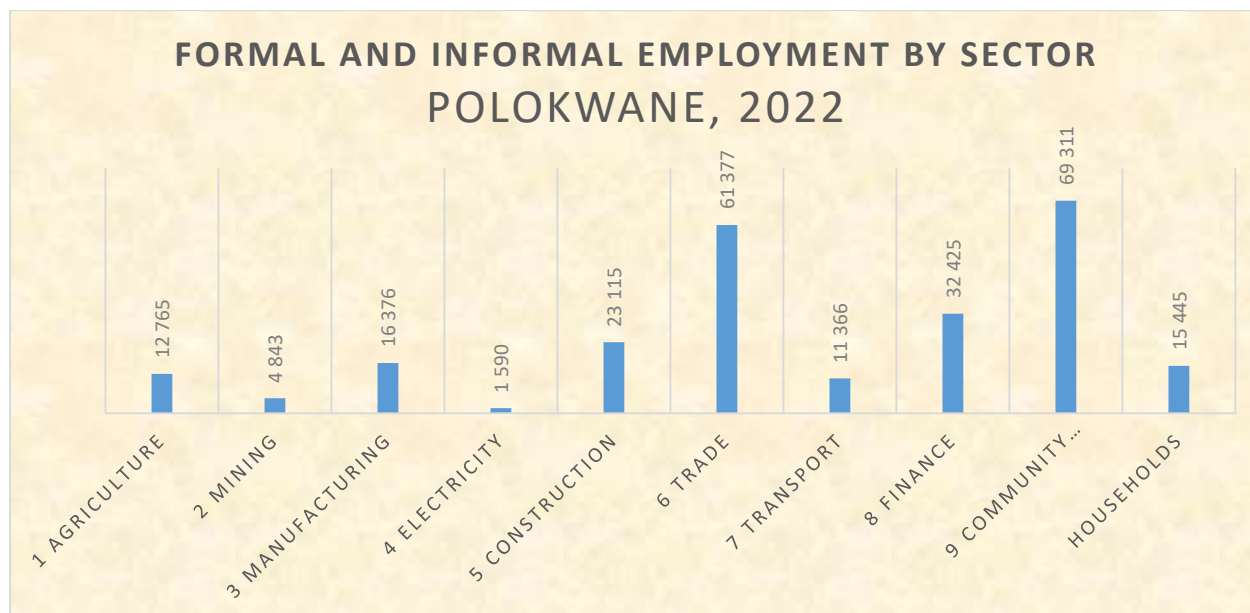
### 4.14 Formal and Informal employment

Total employment can be broken down into formal and informal sector employment. Formal sector employment is measured from the formal business side, and the informal employment is measured from the household side where formal businesses have not been established.

Formal employment is much more stable than informal employment. Informal employment is much harder to measure and manage, simply because it cannot be tracked through the formal business side of the economy. Informal employment is however a reality in South Africa and cannot be ignored.

The number of formally employed people in Polokwane Local Municipality counted 187 450 in 2022, which is about 75.40% of total employment, while the number of people employed in the informal sector counted 61 162 or 24.60 % of the total employment. Informal employment in Polokwane increased from 45 591 in 2012 to an estimated 61 162 in 2022.

**FORMAL AND INFORMAL EMPLOYMENT BY BROAD ECONOMIC SECTOR -  
POLOKWANE LOCAL MUNICIPALITY, 2022 [NUMBERS]**



**Source: S&P Global Market Intelligence 2023**

In 2022 the Trade sector recorded the highest number of informally employed, with a total of 23 871 employees or 39.03% of the total informal employment. This can be expected as the barriers to enter the Trade sector in terms of capital and skills required is less than with most of the other sectors. The Finance sector has the lowest informal employment with 3 843 and only contributes 6.28% to total informal employment.

**FORMAL AND INFORMAL EMPLOYMENT BY BROAD ECONOMIC SECTOR -  
POLOKWANE LOCAL MUNICIPALITY, 2022 [NUMBERS]**

Sector	Formal	Informal
Agriculture	12 765	
Mining	4 843	
Manufacturing	10 059	6 316
Electricity	1 590	
Construction	9 728	13 387
Trade	37 506	23 871
Transport	4 329	7 037
Finance	28 582	3 843
Community services	62 603	6 709
Households	15 445	
Total	187 450	61 162

**Source: S&P Global Market Intelligence 2023**

## 4.15 Unemployment

The choice of definition for what constitutes being unemployed has a large impact on the final estimates for all measured labour force variables. The following definition was adopted by the Thirteenth International Conference of Labour Statisticians (Geneva, 1982): The "unemployed" comprise all persons above a specified age who during the reference period were:

- "Without work", i.e. not in paid employment or self-employment;
- "Currently available for work", i.e. were available for paid employment or self-employment during the reference period; and
- "Seeking work", i.e. had taken specific steps in a specified reference period to seek paid employment or self-employment. The specific steps may include registration at a public or private employment exchange; application to employers; checking at worksites, farms, factory gates, market or other assembly places; placing or answering newspaper advertisements; seeking assistance of friends or relatives; looking for land.

### UNEMPLOYMENT (OFFICIAL DEFINITION) - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2012-2022 [NUMBER PERCENTAGE]

Financial year	Polokwane	Capricorn	Limpopo	National	Polokwane as % of District	Polokwane as % of Province	Polokwane as % of National
2012	37 734	61 598	260 736	4 701 448	61,26%	14,47%	0,80%
2013	36 036	59 091	253 379	4 853 443	60,98%	14,22%	0,74%
2014	35 916	59 368	257 452	5 057 445	60,50%	13,95%	0,71%
2015	38 945	64 813	283 816	5 299 851	60,09%	13,72%	0,73%
2016	42 092	70 614	320 685	5 671 078	59,61%	13,13%	0,74%
2017	44 014	73 984	339 110	5 994 341	59,49%	12,98%	0,73%
2018	43 535	73 281	339 665	6 100 149	59,41%	12,82%	0,71%
2019	47 995	80 534	373 260	6 445 780	59,60%	12,86%	0,74%
2020	55 436	92 287	433 228	6 708 429	60,07%	12,80%	0,83%
2021	67 414	111 874	534 317	7 470 346	60,26%	12,62%	0,90%
2022	75 162	125 312	604 061	7 810 256	59,98%	12,44%	0,96%
Average Annual Growth							
	7,13%	7,36%	8,76%	5,21%			

Source: S&P Global Market Intelligence 2023

In 2022, there were a total number of 75 162 people unemployed in Polokwane, which is an increase of 37 428 from 37 734 in 2012. The total number of unemployed people within Polokwane constitutes 59.98% of the total number of unemployed people in Capricorn District Municipality. The Polokwane Local Municipality experienced an average annual increase of

7.13% in the number of unemployed people, which is better than that of the Capricorn District Municipality which had an average annual increase in unemployment of 7.36%.

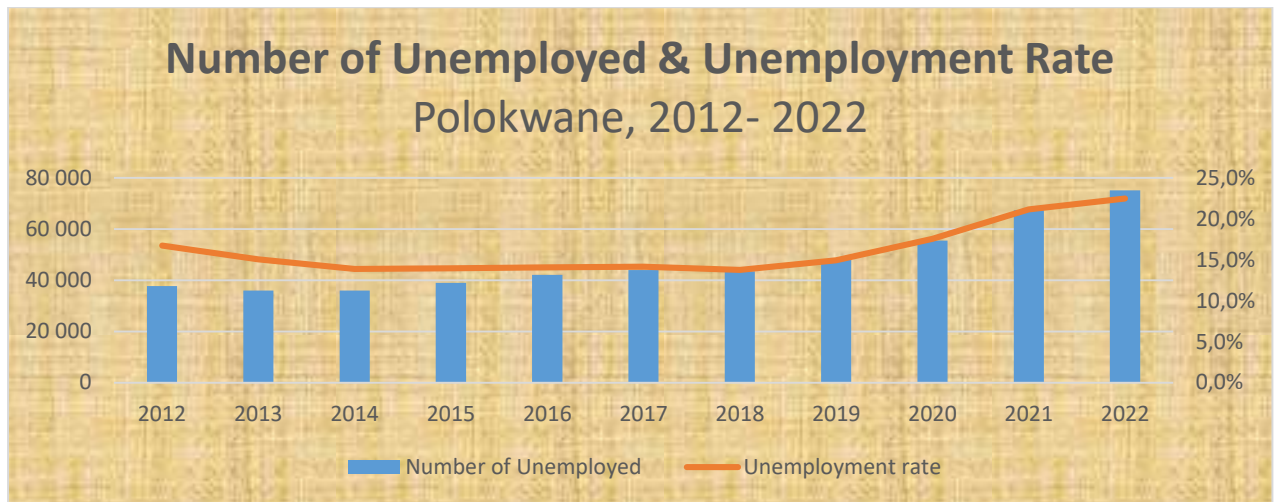
**UNEMPLOYMENT RATE (OFFICIAL DEFINITION) - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2012-2022 [PERCENTAGE]**

Financial year	Polokwane	Capricorn	Limpopo	National
2012	16,7%	19,4%	20,8%	25,1%
2013	15,1%	17,7%	19,3%	25,2%
2014	13,9%	16,4%	18,2%	25,2%
2015	14,0%	16,6%	18,6%	25,5%
2016	14,1%	16,8%	19,7%	26,4%
2017	14,2%	17,0%	20,0%	27,2%
2018	13,8%	16,6%	19,7%	27,4%
2019	14,9%	17,9%	21,3%	28,4%
2020	17,5%	20,9%	25,3%	30,3%
2021	21,2%	25,0%	30,6%	33,6%
2022	22,5%	26,6%	32,6%	33,9%

Source: S&P Global Market Intelligence 2023

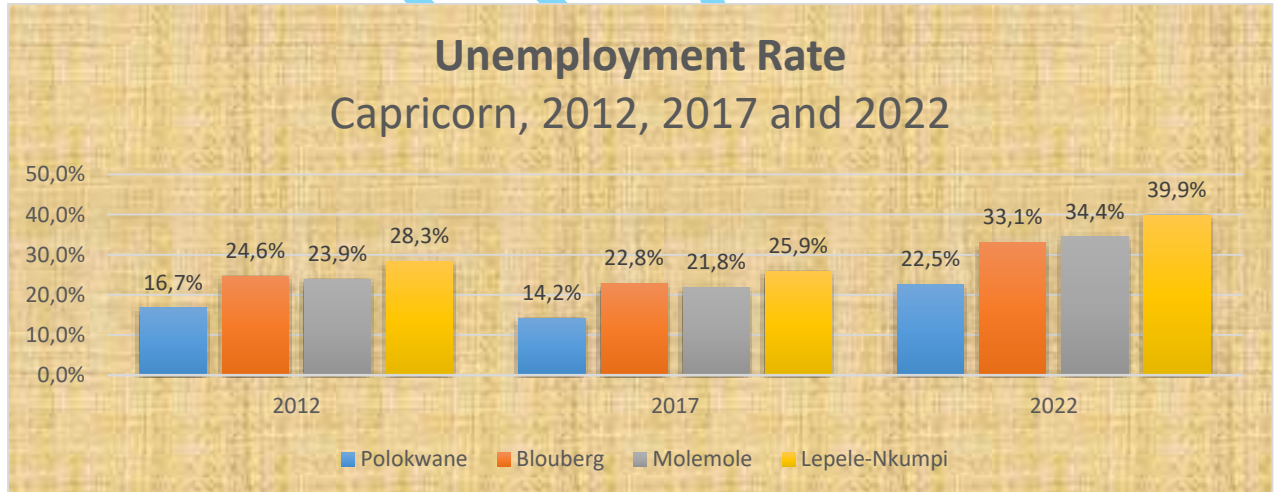
In 2022, the unemployment rate in Polokwane Local Municipality (based on the official definition of unemployment) was 22.50%, which is an increase of 5.80 percentage points. The unemployment rate in Polokwane Local Municipality is lower than that of Capricorn. Comparing to the Limpopo Province it can be seen that the unemployment rate for Polokwane Local Municipality was lower than that of Limpopo which was 32.60%. The unemployment rate for South Africa was 33.90% in 2022, which is an increase of 8.80 percentage points from 25.10% in 2012.

**UNEMPLOYMENT AND UNEMPLOYMENT RATE (OFFICIAL DEFINITION) -  
POLOKWANE LOCAL MUNICIPALITY, 2012-2022 [NUMBER PERCENTAGE]**



Source: S&P Global Market Intelligence 2023

**UNEMPLOYMENT RATE - POLOKWANE, BLOUBERG, MOLEMOLE AND LEPELE-  
NKUMPI, 2012, 2017 AND 2022 [PERCENTAGE]**



Source: S&P Global Market Intelligence 2023

When comparing unemployment rates among regions within Capricorn District Municipality, Lepelle-Nkumpi Local Municipality has indicated the highest unemployment rate of 39.9%, which has increased from 28.3% in 2012. It can be seen that the Polokwane Local Municipality had the lowest unemployment rate of 22.5% in 2022, this increased from 16.7% in 2012.



## 4.16 Income and Expenditure

In a growing economy among which production factors are increasing, most of the household incomes are spent on purchasing goods and services. Therefore, the measuring of the income and expenditure of households is a major indicator of a number of economic trends. It is also a good marker of growth as well as consumer tendencies.

### 4.16.1 Number of Households by Income category

The number of households is grouped according to predefined income categories or brackets, where income is calculated as the sum of all household gross disposable income: payments in kind, gifts, homemade goods sold, old age pensions, income from informal sector activities, subsistence income, etc.). Note that income tax is included in the income distribution.

Income categories start at R0 - R2,400 per annum and go up to R2,400,000+ per annum. A household is either a group of people who live together and provide themselves jointly with food and/or other essentials for living, or it is a single person living on his/her own. These income brackets do not take into account inflation creep: over time, movement of households "up" the brackets is natural, even if they are not earning any more in real terms.

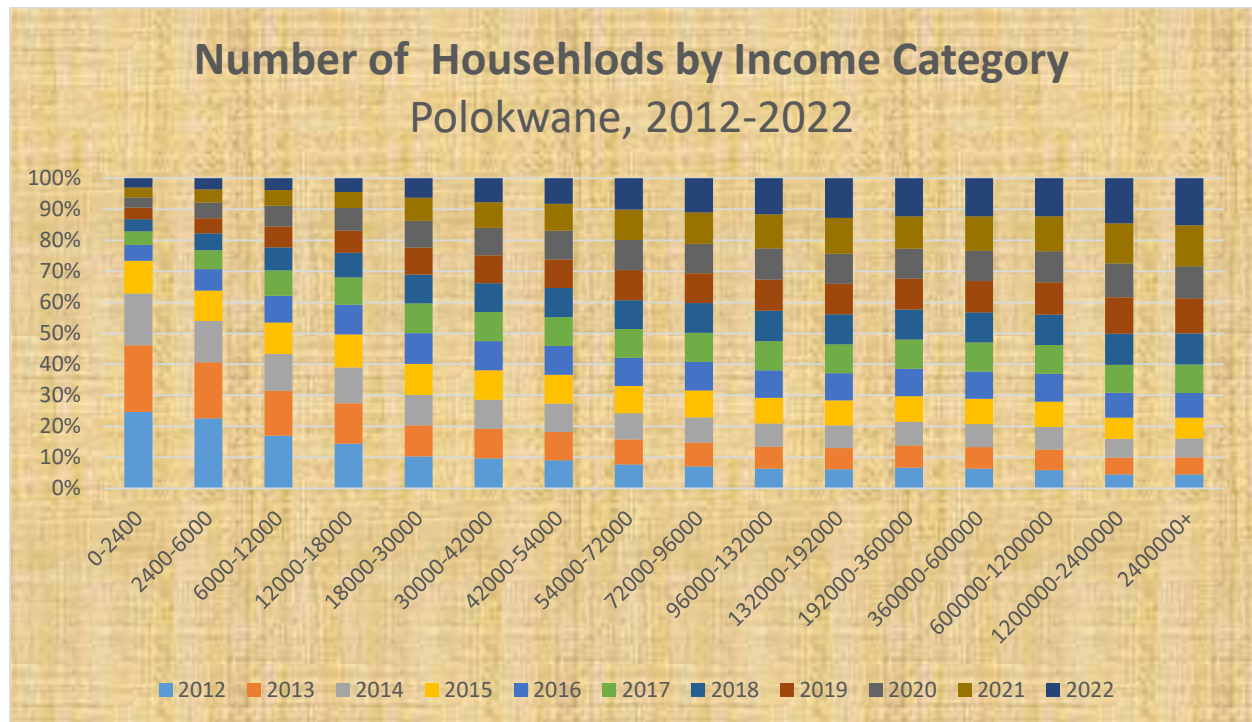
#### Households by income category - Polokwane, Capricorn, Limpopo and National Total, 2022 [NUMBER PERCENTAGE]

Income category	Polokwane	Capricorn	Limpopo	National	Polokwane as % of district	Polokwane as % of province	Polokwane as % of national
0-2400	18	27	119	1 156	64,45%	14,84%	1,52%
2400-6000	254	401	1 729	17 334	63,21%	14,66%	1,46%
6000-12000	1 912	3 075	13 286	128 422	62,19%	14,39%	1,49%
12000-18000	3 941	6 363	27 472	256 067	61,94%	14,35%	1,54%
18000-30000	16 052	26 703	119 005	1 025 003	60,11%	13,49%	1,57%
30000-42000	21 823	36 579	163 257	1 359 746	59,66%	13,37%	1,60%
42000-54000	21 658	36 545	162 861	1 326 741	59,26%	13,30%	1,63%
54000-72000	30 080	50 280	218 164	1 843 473	59,83%	13,79%	1,63%
72000-96000	28 371	46 834	201 072	1 832 129	60,58%	14,11%	1,55%
96000-132000	27 729	44 624	190 111	1 845 233	62,14%	14,59%	1,50%
132000-192000	27 340	42 726	177 129	1 849 147	63,99%	15,43%	1,48%
192000-360000	32 060	47 437	183 683	2 229 679	67,58%	17,45%	1,44%
360000-600000	20 804	29 084	103 311	1 539 525	71,53%	20,14%	1,35%
600000-1200000	13 954	18 355	62 821	1 226 045	76,02%	22,21%	1,14%
1200000-2400000	5 488	7 189	25 009	586 982	76,33%	21,94%	0,93%
2400000+	715	867	3 302	113 555	82,38%	21,64%	0,63%
<b>Total</b>	<b>252 197</b>	<b>397 088</b>	<b>1 652 333</b>	<b>17 180 238</b>	<b>63,51%</b>	<b>15,26%</b>	<b>1,47%</b>

Source: S&P Global Market Intelligence 2023

It was estimated that in 2022 6.79% of all the households in the Polokwane Local Municipality, were living on R30,000 or less per annum. In comparison with 2012's 12.75%, the number is about half decrease. The 18000-30000 income category has the eighth highest number of households with a total number of 16 052, followed by the 192000-360000 income category with 32 060 households. Only 18 households fall within the 0-2400 income category.

**HOUSEHOLDS BY INCOME BRACKET - POLOKWANE LOCAL MUNICIPALITY, 2012-2022 [PERCENTAGE]**



**Source: S&P Global Market Intelligence 2023**

For the period 2012 to 2022 the number of households earning more than R30,000 per annum has increased from 76.07% to 91.21%. It can be seen that the number of households with income equal to or lower than R6,000 per year has decreased by a significant amount.

**4.16.2 Annual total Personal Income**

Personal income is an even broader concept than labour remuneration. Personal income includes profits, income from property, net current transfers and net social benefits.

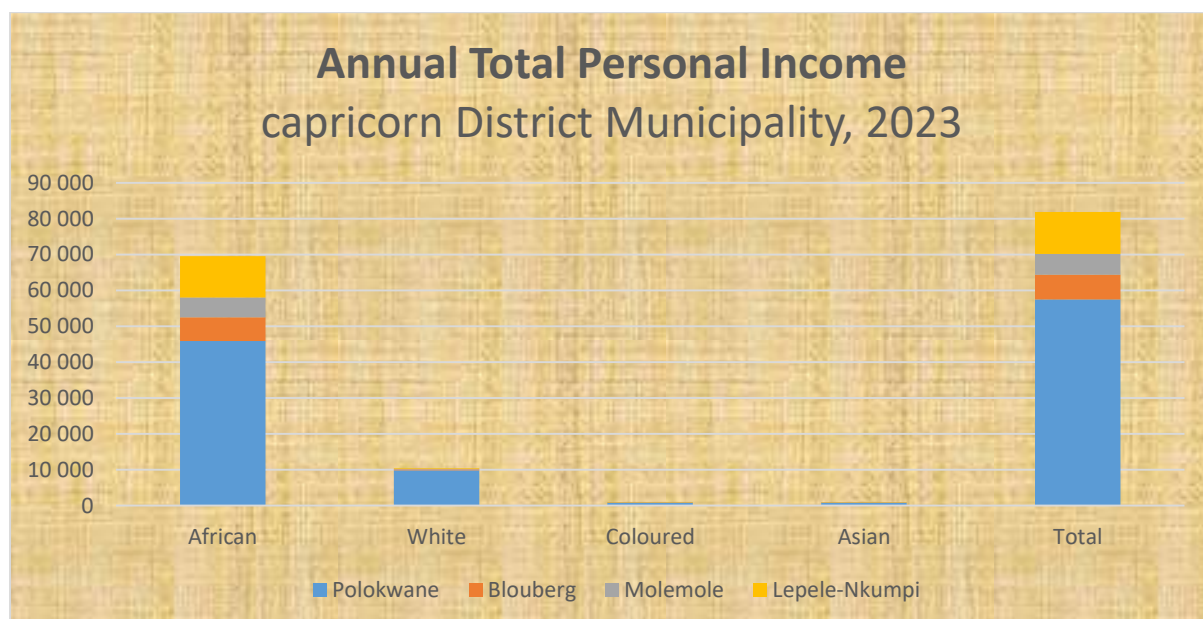
**ANNUAL TOTAL PERSONAL INCOME - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL [CURRENT PRICES, R BILLIONS]**

Financial year	Polokwane	Blouberg	Molemole	Lepele-Nkumpi
2012	29.41	3.21	2.83	5.52
2013	32.03	3.47	3.07	6.04
2014	34.48	3.72	3.31	6.55
2015	37.30	4.01	3.59	7.16
2016	40.73	4.37	3.92	7.89
2017	43.52	4.77	4.26	8.50
2018	46.24	5.16	4.59	9.23
2019	48.16	5.42	4.81	9.63
2020	46.91	5.34	4.72	9.36
2021	52.09	6.06	5.31	10.46
2022	57.50	6.87	5.84	11.65
<b>Average Annual Growth</b>				
<b>2012-2022</b>	<b>6,93%</b>	<b>7,89%</b>	<b>7,49%</b>	<b>7,76%</b>

**Source: S&P Global Market Intelligence 2023**

When looking at the annual total personal income for the regions within Capricorn District Municipality it can be seen that the Polokwane Local Municipality had the highest total personal income with R 57.50 billion which increased from R 29.41 billion recorded in 2012. It can be seen that the Molemole Local Municipality had the lowest total personal income of R 5.84 billion in 2022, this increased from R 2.83 billion in 2012.

**ANNUAL TOTAL PERSONAL INCOME BY POPULATION GROUP - POLOKWANE AND THE REST OF CAPRICORN [CURRENT PRICES, R BILLIONS]**



**Source: IHS Global Insight 2023**

The total personal income of Polokwane Local Municipality amounted to approximately R 57.50 billion in 2022. The African population group earned R 45.93 billion, or 79.89% of total personal income, while the White population group earned R 9.8 billion, or 17.13% of the total. The Asian and the Coloured population groups only had a share of 1.46% and 1.51% of total personal income respectively.

**ANNUAL TOTAL PERSONAL INCOME - POLOKWANE, BLOUBERG, MOLEMOLE AND LEPELE-NKUMPI [CURRENT PRICES, R BILLIONS]**

Financial year	Polokwane	Blouberg	Molemole	Lepele-Nkumpi
2012	29 411	3 217	2 837	5 524
2013	32 035	3 470	3 076	6 047
2014	34 486	3 722	3 317	6 556
2015	37 300	4 015	3 594	7 166
2016	40 734	4 378	3 928	7 890
2017	43 526	4 774	4 264	8 506
2018	46 244	5 168	4 597	9 234
2019	48 164	5 428	4 814	9 631
2020	46 918	5 348	4 726	9 366
2021	52 099	6 066	5 315	10 468
2022	57 500	6 872	5 842	11 658
<b>Annual Average Growth</b>	<b>6,93%</b>	<b>7,89%</b>	<b>7,49%</b>	<b>7,76%</b>

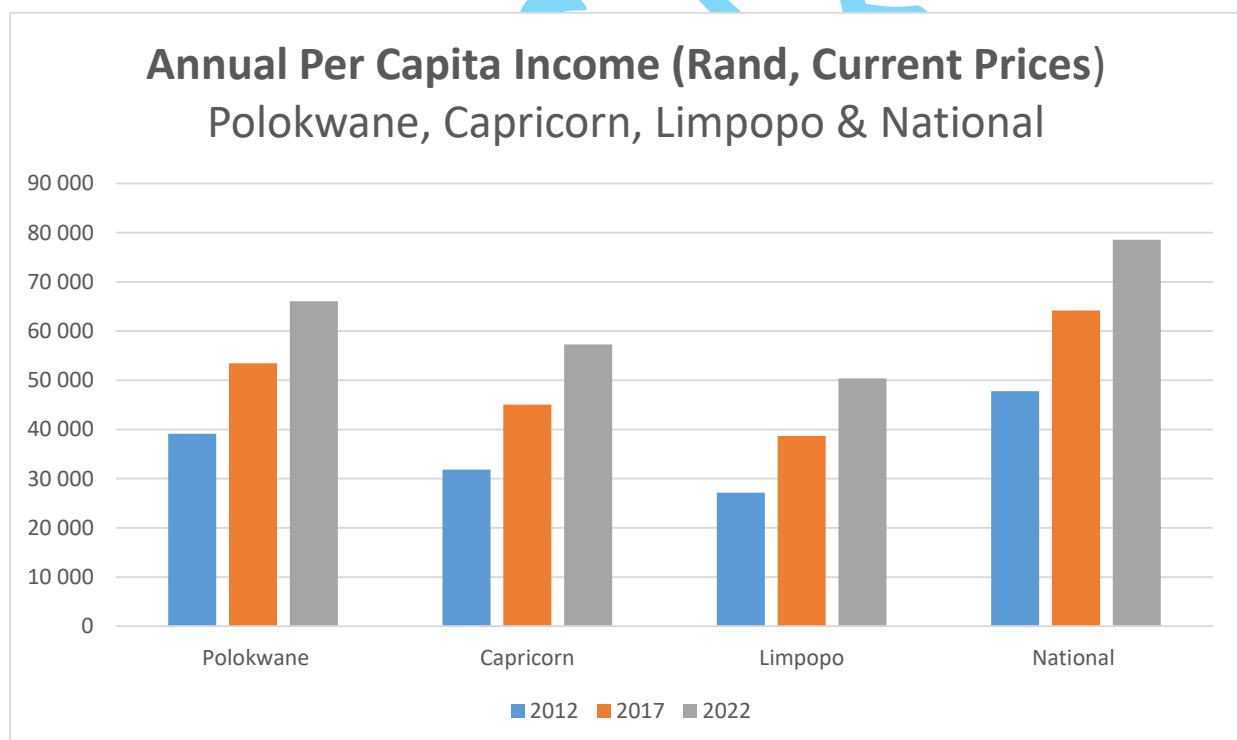
**Source: S&P Global Market Intelligence 2023**

When looking at the annual total personal income for the regions within Capricorn District Municipality it can be seen that the Polokwane Local Municipality had the highest total personal income with R 52.50 billion which increased from R 29.4 billion recorded in 2012. It can be seen that the Molemole Local Municipality had the lowest total personal income of R 5.8 billion in 2022, this increased from R 2.8 billion in 2012.

### 4.16.3 Annual per Capita Income

Per capita income is often used as a measure of wealth particularly when comparing economies or population groups. Rising per capita income usually indicates a likely swell in demand for consumption.

#### PER CAPITA INCOME - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2022 [RAND, CURRENT PRICES]



**Source: S&P Global Market Intelligence 2023**

The per capita income in Polokwane Local Municipality in 2022 is R 66, 098 which is higher than both the Limpopo (R 50,378) and of the Capricorn District Municipality (R 57,272) per capita income. The per capita income for Polokwane Local Municipality (R 66, 098) is lower than that of the South Africa as a whole which is R 78, 600.



**PER CAPITA INCOME BY POPULATION GROUP - POLOKWANE AND THE REST OF  
CAPRICORN DISTRICT MUNICIPALITY, 2022 [RAND, CURRENT PRICES]**

Population Group	Polokwane	Blouberg	Molemole	Lepele-Nkumpi
African	55 783	37 198	42 548	46 240
White	297 716	-	-	-
Coloured	107 408	-	-	-
Asian	158 567	-	-	-

Source: S&P Global Market Intelligence 2023

Polokwane Local Municipality has the highest per capita income with a total of R 55,783. Lepele-Nkumpi Local Municipality had the second highest per capita income at R 46,240, whereas Blouberg Local Municipality had the lowest per capita income at R 37,198. In Polokwane Local Municipality, the White population group has the highest per capita income, with R 297,716, relative to the other population groups. The population group with the second highest per capita income within Polokwane Local Municipality is the Asian population group (R 158,567), whereas the Coloured and the African population groups had a per capita income of R 107,408 and R 55,783 respectively.

#### 4.17 Index of Buying Power

The Index of Buying Power (IBP) is a measure of a region's overall capacity to absorb products and/or services. The index is useful when comparing two regions in terms of their capacity to buy products. Values range from 0 to 1 (where the national index equals 1), and can be interpreted as the percentage of national buying power attributable to the specific region. Regions' buying power usually depends on three factors: the size of the population; the ability of the population to spend (measured by total income); and the willingness of the population to spend (measured by total retail sales).

**Index of buying power - Polokwane, Capricorn, Limpopo and National Total, 2022  
[Number]**

	Polokwane	Capricorn	Limpopo	National
Population	869 928	1 429 559	6 136 475	61 111 836
Population - share of national total	1,4%	2,3%	10,0%	100,0%

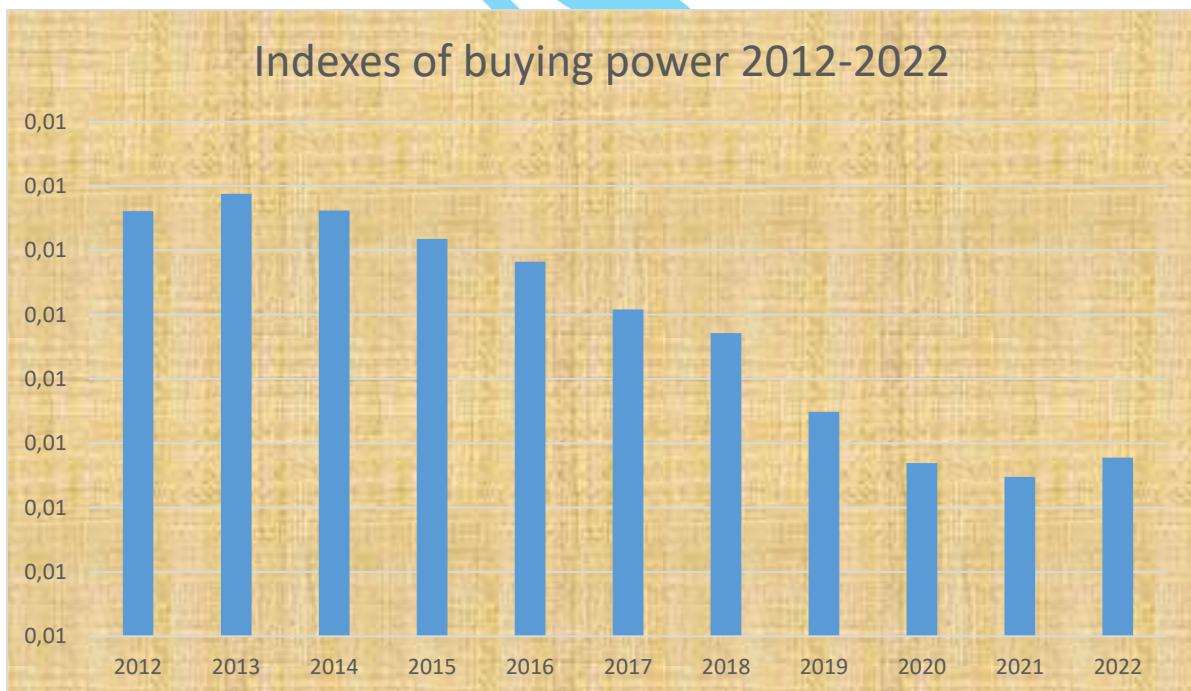
<b>Income</b>	57 500	81 874	309 144	4 803 400
<b>Income - share of national total</b>	1,2%	1,7%	6,4%	100,0%
<b>Retail</b>	4 835 139	6 936 406	26 604 761	1 261 592 000
<b>Retail - share of national total</b>	0,4%	0,5%	2,1%	100,0%
<b>Index</b>	0,01	0,01	0,05	1,00

**Source: S&P Global Market Intelligence 2023**

Polokwane Local Municipality has a 1.4% share of the national population, 1.2% share of the total national income and a 0.4% share in the total national retail, this all equates to an IBP index value of 0.01 relative to South Africa as a whole. Capricorn has an IBP of 0.01, were Limpopo Province has an IBP index value of 0.05 and South Africa a value of 1 relative to South Africa as a whole.

The considerable low index of buying power of the Polokwane Local Municipality suggests that the local municipality has access to only a small percentage of the goods and services available in all of the Capricorn District Municipality. Its residents are most likely spending some of their income in neighbouring areas.

**INDEX OF BUYING POWER POLOKWANE LOCAL MUNICIPALITY, 2012-2022 [INDEX VALUE]**



**Source: S&P Global Market Intelligence 2023**

Between 2012 and 2022, the index of buying power within Polokwane Local Municipality increased to its highest level in 2013 (0.01058934) from its lowest in 2012 (0.0105219)

The buying power within Polokwane Local Municipality is relatively small compared to other regions and increased at an average annual growth rate of -0.75%.

#### **4.18 Indicators of development**

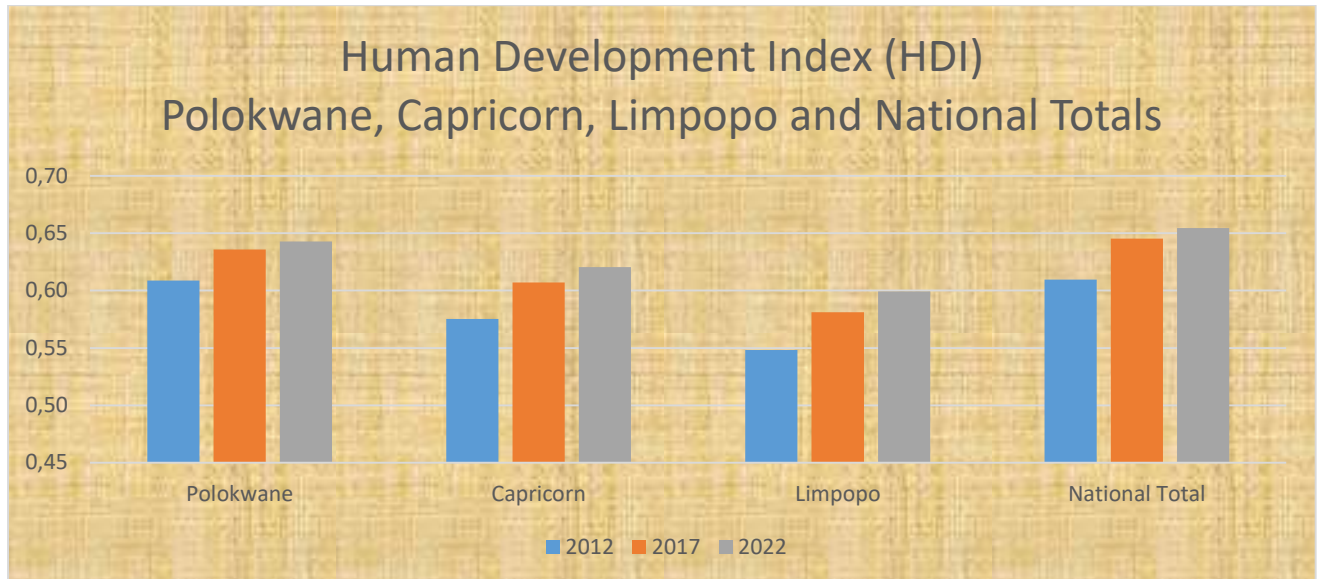
Indicators of development, like the Human Development Index (HDI), Gini Coefficient (income inequality), poverty and the poverty gap, and education, are used to estimate the level of development of a given region in South Africa relative to the rest of the country.

Another indicator that is widely used is the number (or percentage) of people living in poverty. Poverty is defined as the deprivation of those things that determine the quality of life, including food, clothing, shelter and safe drinking water. More than that, other "intangibles" is also included such as the opportunity to learn, and the privilege to enjoy the respect of fellow citizens. Curbing poverty and alleviating the effects thereof should be a premise in the compilation of all policies that aspire towards a better life for all.

##### **4.18.1 Human Development Index (HDI)**

HDI is the combination of three basic dimensions of human development: A long and healthy life, knowledge and a decent standard of living. A long and healthy life is typically measured using life expectancy at birth. Knowledge is normally based on adult literacy and / or the combination of enrolment in primary, secondary and tertiary schools. In order to gauge a decent standard of living, we make use of GDP per capita. On a technical note, the HDI can have a maximum value of 1, indicating a very high level of human development, while the minimum value is 0, indicating no human development.

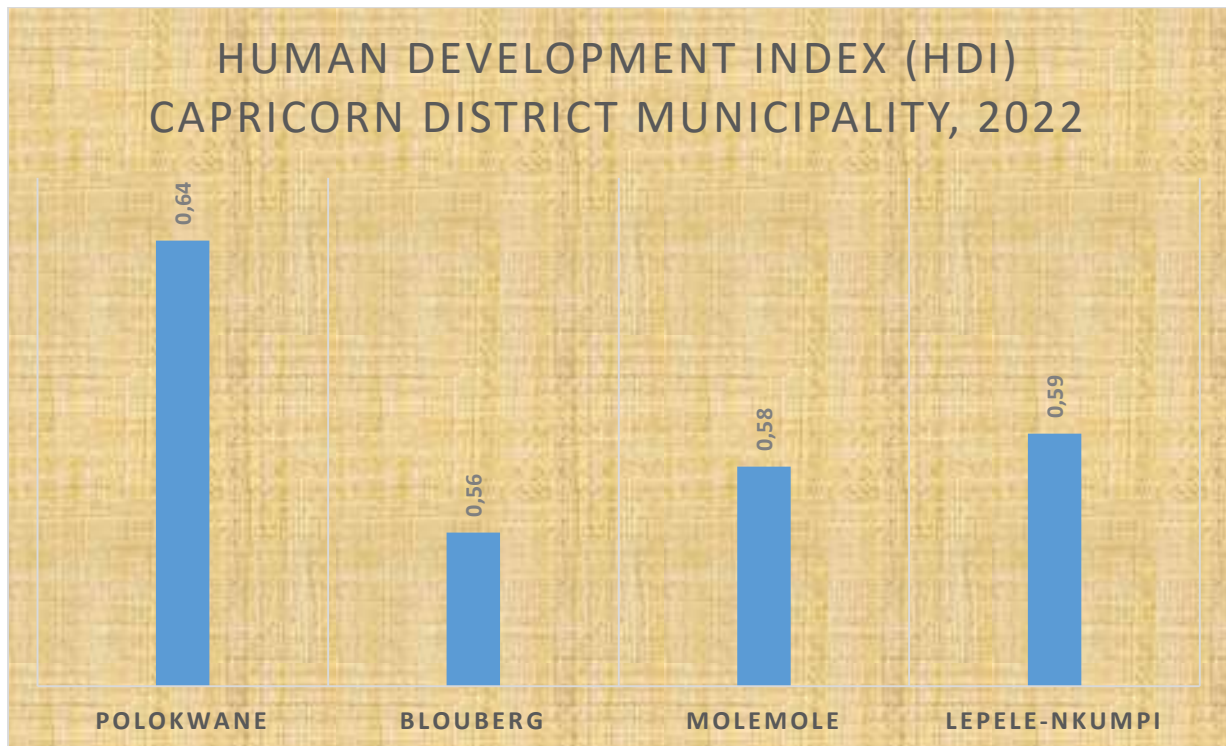
## HUMAN DEVELOPMENT INDEX (HDI) - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2012, 2017, 2022 [NUMBER]



**Source: S&P Global Market Intelligence 2023**

In 2022 Polokwane Local Municipality had an HDI of 0.64 compared to the Capricorn with a HDI of 0.62, 0.60 of Limpopo and 0.65 of National Total as a whole. Seeing that South Africa recorded a higher HDI in 2022 when compared to Polokwane Local Municipality which translates to a lower human development for Polokwane Local Municipality compared to South Africa. South Africa's HDI increased at an average annual growth rate of 0.71% and this increase is higher than that of Polokwane Local Municipality (0.54%).

## HUMAN DEVELOPMENT INDEX (HDI) - POLOKWANE, BLOUBERG, MOLEMOLE AND LEPELE-NKUMPI, 2022 [NUMBER]



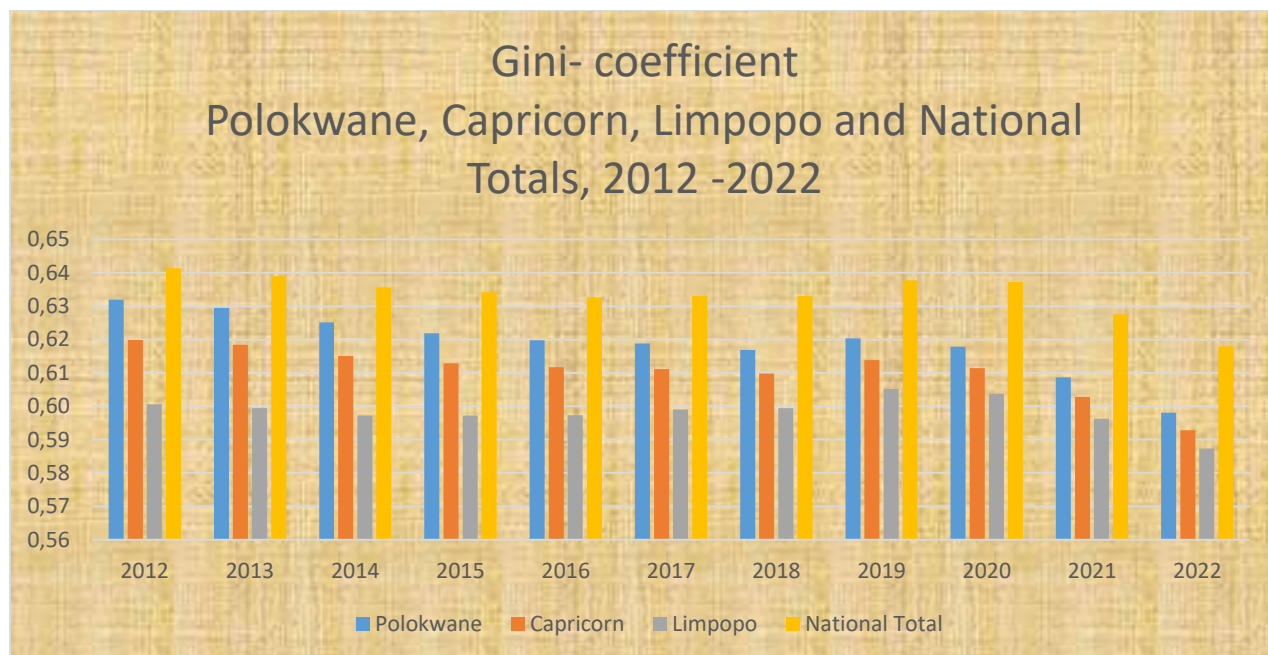
Source: S&P Global Market Intelligence 2023

In terms of the HDI for each, the regions within the Capricorn District Municipality, Polokwane Local Municipality has the highest HDI, with an index value of 0.64. The lowest can be observed in the Blouberg Local Municipality with an index value of 0.56.

### 4.18.2 Gini Coefficient

If the Gini coefficient is equal to zero, income is distributed in a perfectly equal manner, in other words there is no variance between the high and low income earners within the population. In contrast, if the Gini coefficient equals 1, income is completely inequitable, i.e. one individual in the population is earning all the income and the rest has no income. Generally, this coefficient lies in the range between 0.25 and 0.70.

**GINI COEFFICIENT - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2012-2022 [NUMBER]**



**Source: S&P Global Market Intelligence 2023**

In 2022, the Gini coefficient in Polokwane Local Municipality was at 0.60, which reflects a decrease in the number over the ten-year period from 2012 to 2022. The Capricorn District Municipality and the Limpopo Province had a Gini coefficient of 0.59 and 0.59 respectively. When Polokwane Local Municipality is contrasted against the entire South Africa, it can be seen that Polokwane has a more equal income distribution with a lower Gini coefficient compared to the South African coefficient of 0.62 in 2022. This has been the case for the entire 10-year history.

**GINI COEFFICIENT BY POPULATION GROUP - POLOKWANE, 2012, 2022 [NUMBER]**

Financial year	African	White	Coloured	Asian
2012	0,61	0,42	0,56	0,50
2022	0,58	0,41	0,51	0,46
<b>Average Annual Growth</b>				
<b>2012-2022</b>	<b>-0,47%</b>	<b>-0,13%</b>	<b>-0,90%</b>	<b>-0,81</b>

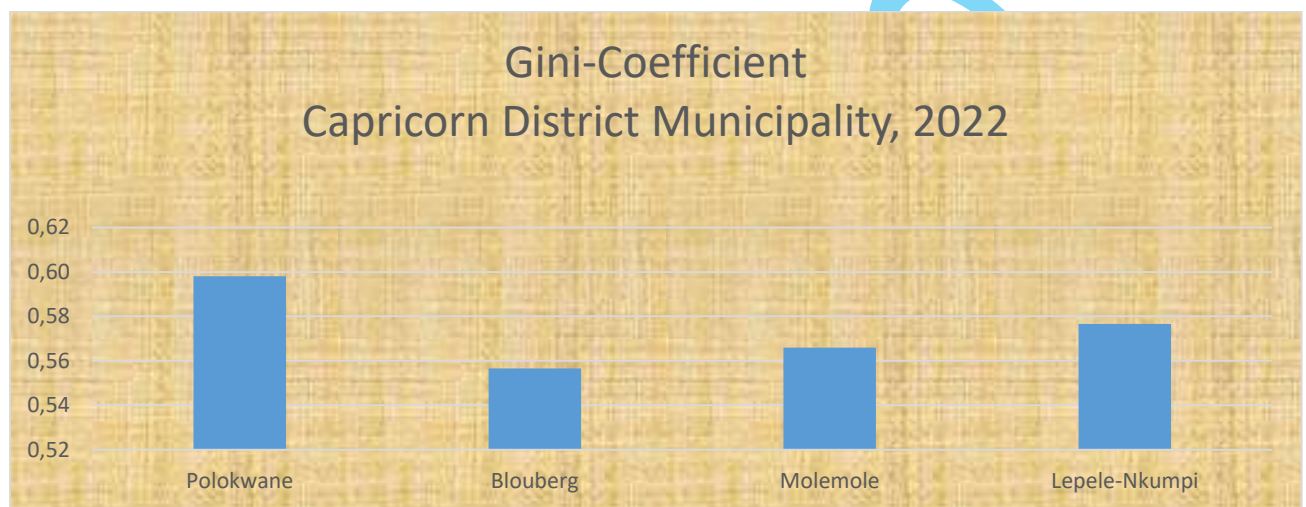
**Source: S&P Global Market Intelligence 2023**

When segmenting the Polokwane Local Municipality into population groups, it can be seen that the Gini coefficient for the African population group decreased the least amongst the population groups with an average annual growth rate of -0.47%. The White population group



had the highest average annual growth of 0.13% from 2012 to 2022. The Gini coefficient for the Coloured population group decreased the most with an average annual growth rate of -0.90%. This implies that the African and Coloured population groups have not improved in terms of income equality within its own population group over the period. The Asian population group has seen no change in terms of income equality and the White population group has seen an improvement in income equality from 2012 to 2022.

**GINI COEFFICIENT - POLOKWANE, BLOUBERG, MOLEMOLE AND LEPELE-NKUMPI, 2022 [NUMBER]**

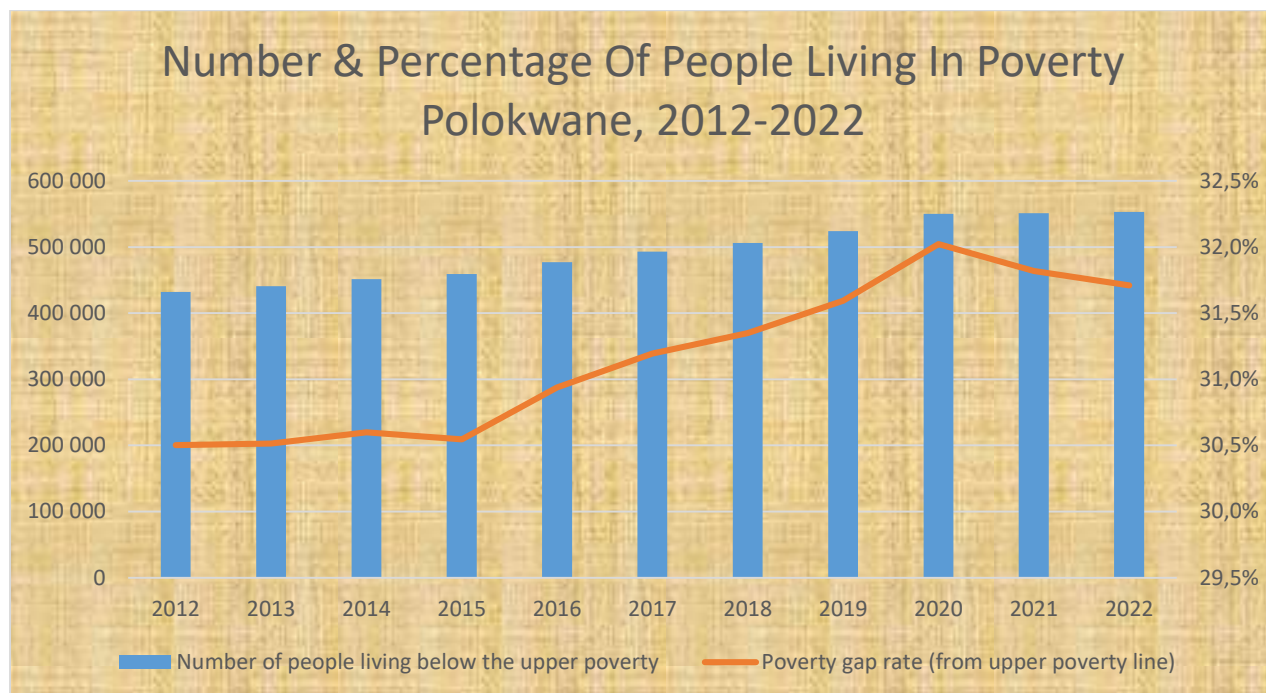


**Source: S&P Global Market Intelligence 2023**

In terms of the Gini coefficient for each of the regions within the Capricorn District Municipality, Polokwane Local Municipality has the highest Gini coefficient, with an index value of 0.60. The lowest Gini coefficient can be observed in the Blouberg Local Municipality with an index value of 0.56.

**4.19 Poverty**

**NUMBER AND PERCENTAGE OF PEOPLE LIVING IN POVERTY - POLOKWANE LOCAL MUNICIPALITY, 2012-2022 [NUMBER PERCENTAGE]**



**Source: S&P Global Market Intelligence 2023**

In 2022, there were 552 985 people living in poverty, using the upper poverty line definition, across Polokwane Local Municipality - this is 120 748 higher than the 432 237 in 2012. The percentage of people living in poverty has increased from 30.5% in 2012 to 31.7% in 2022, which indicates an increase of 1.2 percentage points.

**PERCENTAGE OF PEOPLE LIVING IN POVERTY BY POPULATION GROUP - POLOKWANE, 2012-2022 [PERCENTAGE]**

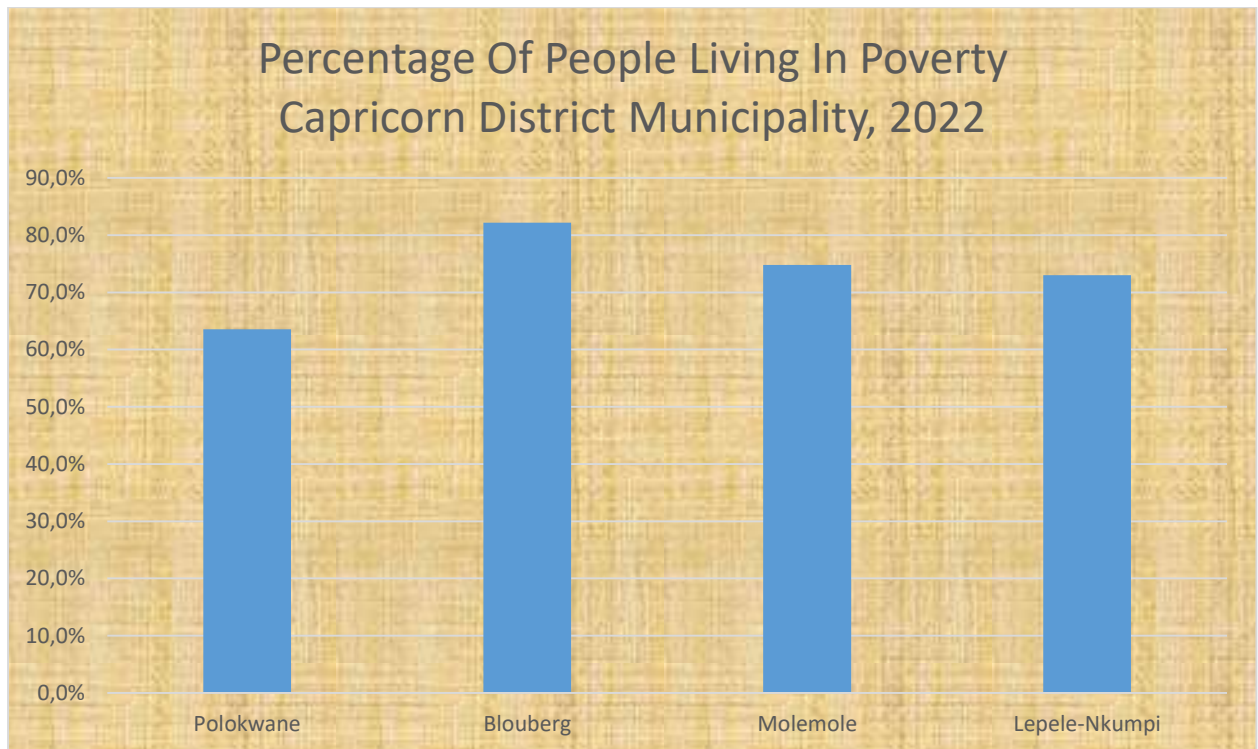
Financial Year	African	White	Coloured	Asian
2012	60,7%	1,1%	30,2%	7,3%
2013	60,8%	1,2%	31,6%	7,3%
2014	61,3%	1,3%	33,3%	7,3%
2015	61,3%	1,3%	35,2%	7,1%

Financial Year	African	White	Coloured	Asian
2016	62,5%	1,6%	38,0%	8,8%
2017	63,6%	1,7%	38,1%	10,8%
2018	64,3%	1,9%	36,5%	13,6%
2019	65,6%	2,3%	34,2%	18,8%
2020	67,8%	3,0%	33,0%	23,0%
2021	67,2%	3,0%	30,3%	19,8%
2022	66,6%	3,0%	28,9%	17,1%

**Source: S&P Global Market Intelligence 2023**

In 2022, the population group with the highest percentage of people living in poverty was the African population group with a total of 66.6% people living in poverty, using the upper poverty line definition. The proportion of the African population group, living in poverty, increased by 5.90 percentage points, as can be seen by the change from 60.7% in 2012 to 66.6% in 2022. In 2022 28.9% of the Coloured population group lived in poverty, as compared to the 30.2% in 2012. The White and the Asian population group saw an increase in the percentage of people living in poverty, with an increase of 1.9 and an increase of 7.3 percentage points respectively.

**PERCENTAGE OF PEOPLE LIVING IN POVERTY - POLOKWANE, BLOUBERG, MOLEMOLE AND LEPELE-NKUMPI, 2022 [PERCENTAGE]**



**Source: IHS Global Insight 2022**

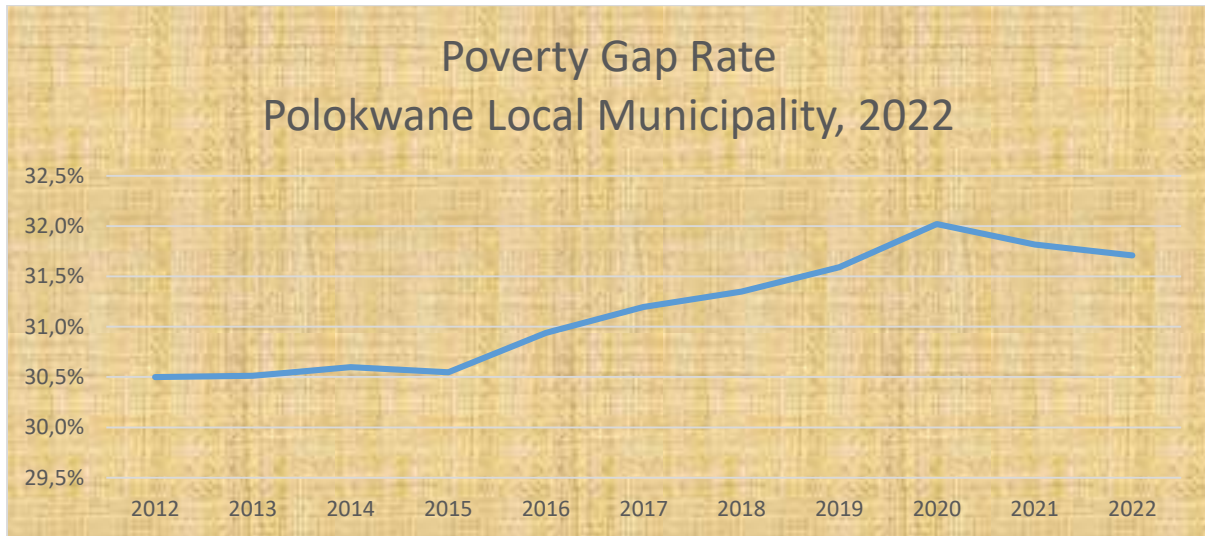
In terms of the percentage of people living in poverty for each of the regions within the Capricorn District Municipality, Blouberg Local Municipality has the highest percentage of people living in poverty, with a total of 82.2%. The lowest percentage of people living in poverty can be observed in the Polokwane Local Municipality with a total of 63.6% living in poverty, using the upper poverty line definition.

#### **4.19.1 Poverty Gap Rate**

The poverty gap is used as an indicator to measure the depth of poverty. The gap measures the average distance of the population from the poverty line and is expressed as a percentage of the upper bound poverty line, as defined by StatsSA. The Poverty Gap deals with a major shortcoming of the poverty rate, which does not give any indication of the depth, of poverty. The upper poverty line is defined by StatsSA as the level of consumption at which individuals are able to purchase both sufficient food and non-food items without sacrificing one for the other.

It is estimated that the poverty gap rate in Polokwane Local Municipality amounted to 31.7% in 2022 - the rate needed to bring all poor households up to the poverty line and out of poverty.

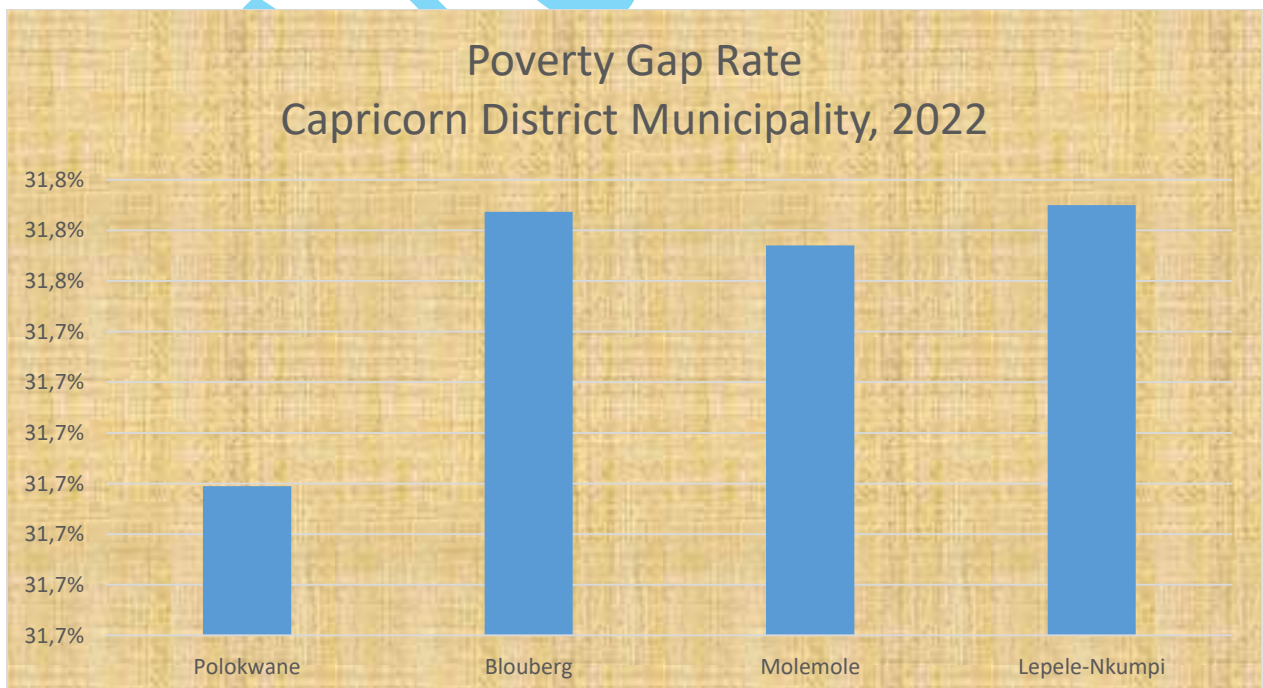
**POVERTY GAP RATE BY POPULATION GROUP - POLOKWANE LOCAL MUNICIPALITY,  
2012-2022 [PERCENTAGE]**



Source: S&P Global Market Intelligence 2023

In 2022, the poverty gap rate was 31.7% and in 2012 the poverty gap rate was 30.5%, it can be seen that the poverty gap rate increased from 2012 to 2022, which means that there was an increase in terms of the depth of the poverty within Polokwane Local Municipality.

**POVERTY GAP RATE - POLOKWANE, BLOUBERG, MOLEMOLE AND LEPELE-  
NKUMPI, 2022 [PERCENTAGE]**



Source: S&P Global Market Intelligence 2023

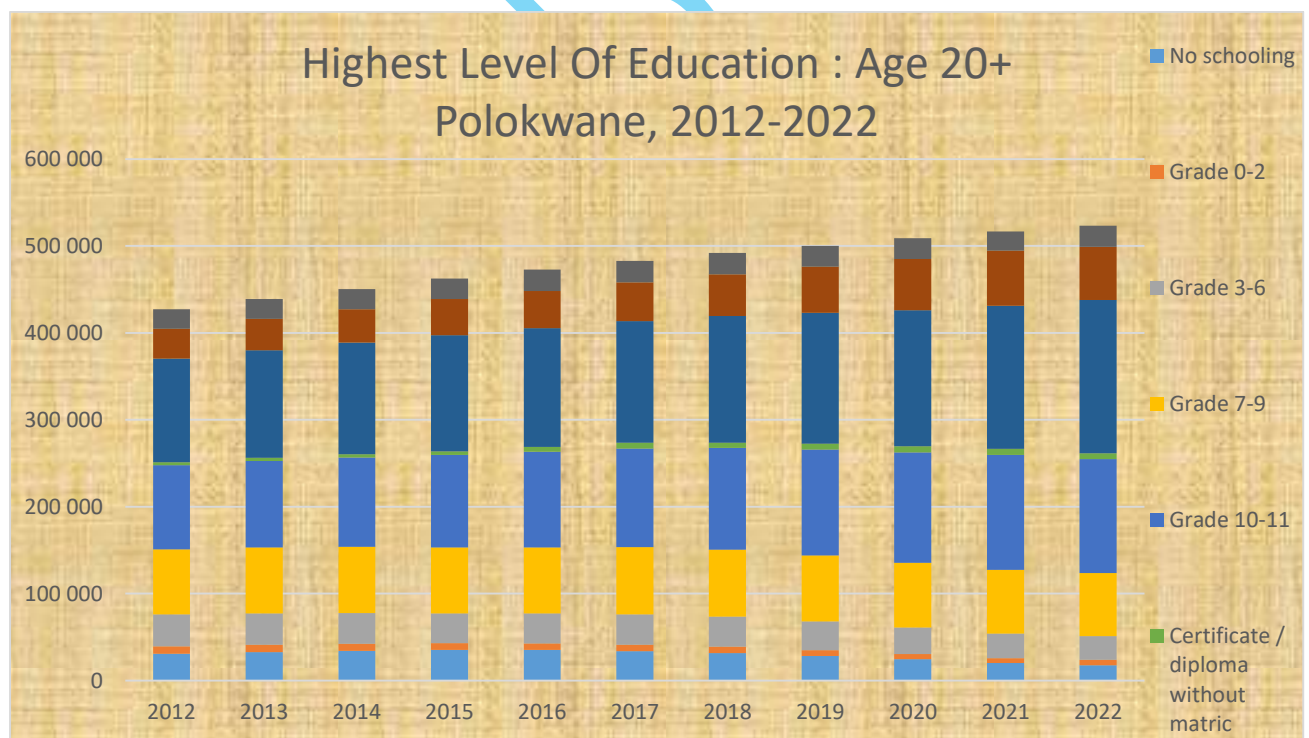
In terms of the poverty gap rate for each of the regions within the Capricorn District Municipality, Blouberg Local Municipality and Lepele-Nkumpi Local Municipality share the highest poverty gap rate, with a rand value of 31.8% and 31.8% respectively. The lowest poverty gap rate can be observed in the Polokwane Local Municipality with a total of 31.7%.

#### 4.20 Education

Educating is important to the economic growth in a country and the development of its industries, providing a trained workforce and skilled professionals required.

The education measure represents the highest level of education of an individual, using the 15 years and older age category. (According to the United Nations definition of education, one is an adult when 15 years or older. IHS uses this cut-off point to allow for cross-country comparisons. Furthermore, the age of 15 is also the legal age at which children may leave school in South Africa).

#### HIGHEST LEVEL OF EDUCATION: AGE 20+ - POLOKWANE LOCAL MUNICIPALITY, 2012-2022 [PERCENTAGE]



Source: S&P Global Market Intelligence 2023

Within Polokwane Local Municipality, the number of people without any schooling decreased from 2012 to 2022 with an average annual rate of -5.44%, while the number of people within



the 'matric only' category, increased from 119 043 to 176 544. The number of people with 'matric and a certificate/diploma' increased with an average annual rate of 5.91%, with the number of people with a 'matric and a Bachelor's' degree increasing with an average annual rate of 0.90%. Overall improvement in the level of education is visible with an increase in the number of people with 'matric' or higher education.

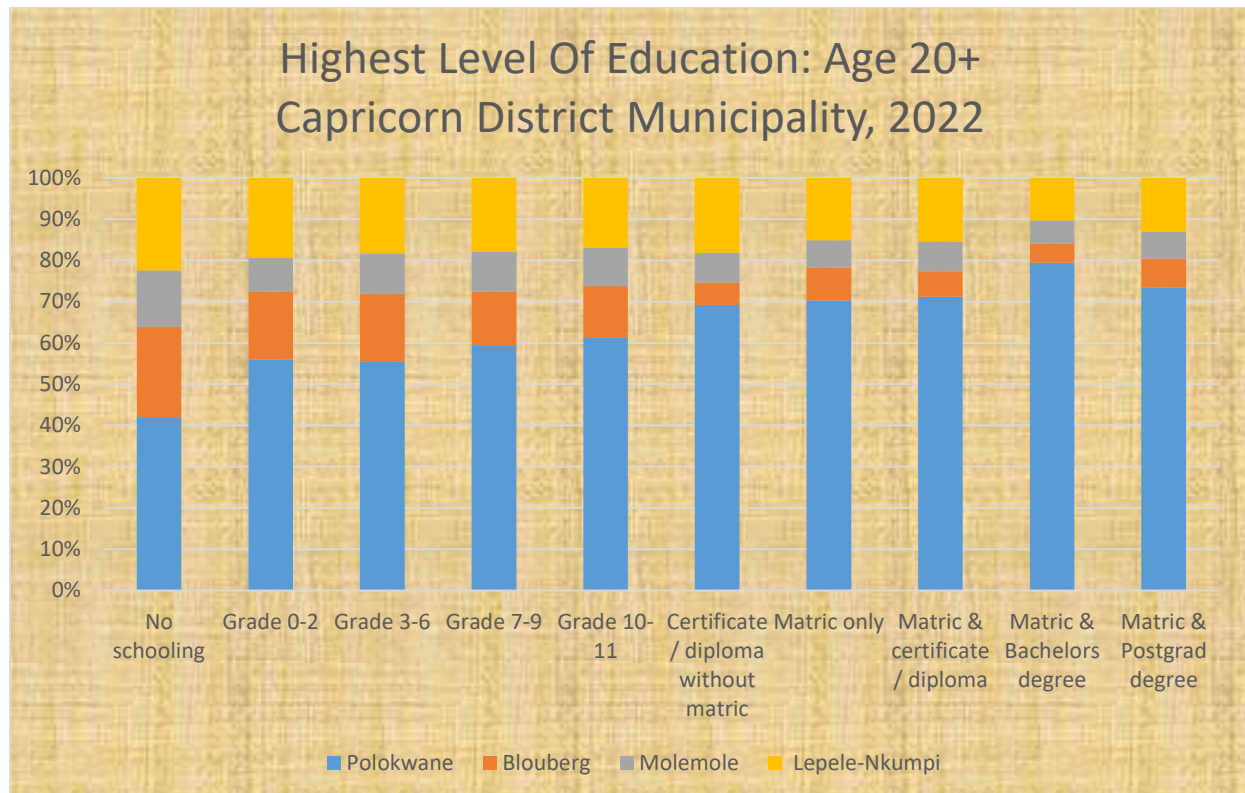
**HIGHEST LEVEL OF EDUCATION: AGE 15+ - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2022 [NUMBERS]**

Highest Education Level	Polokwane	Capricorn	Limpopo	National Total	Polokwane as % of District	Polokwane as % of Province	Polokwane as % of National
No schooling	17 656	42 201	223 394	1 416 495	41,84%	7,90%	1,25%
Grade 0-2	6 094	10 896	57 712	414 630	55,93%	10,56%	1,47%
Grade 3-6	27 304	49 157	233 946	2 520 518	55,54%	11,67%	1,08%
Grade 7-9	72 705	122 723	577 173	5 801 506	59,24%	12,60%	1,25%
Grade 10-11	131 247	213 912	1 017 485	9 900 841	61,36%	12,90%	1,33%
Certificate / diploma without matric	6 492	9 382	31 536	140 527	69,19%	20,59%	4,62%
Matric only	176 544	251 045	970 685	13 397 731	70,32%	18,19%	1,32%
Matric & certificate / diploma	60 881	85 527	292 124	2 689 065	71,18%	20,84%	2,26%
Matric & Bachelor's degree	24 581	30 935	92 080	1 760 721	79,46%	26,69%	1,40%
Matric & Postgrad degree	11 632	15 852	49 196	919 585	73,38%	23,64%	1,26%

Source: S&P Global Market Intelligence 2023

The number of people without any schooling in Polokwane Local Municipality accounts for 41.84% of the number of people without schooling in the district municipality, 7.90% of the province and 1.25% of the national. In 2022, the number of people in Polokwane Local Municipality with a matric only was 176,544 which is a share of 70.32% of the district municipality's total number of people that has obtained a matric. The number of people with a matric and a postgraduate degree constitutes 73.38% of the district municipality, 23.64% of the province and 1.26% of the national.

**HIGHEST LEVEL OF EDUCATION: AGE 15+, POLOKWANE, BLOUBERG, MOLEMOLE AND LEPELE-NKUMPI 2022 [PERCENTAGE]**



Source: S&P Global Market Intelligence 2023

**4.20.1 Functional literacy**

Functional literacy describes the reading and writing skills that are adequate for an individual to cope with the demands of everyday life - including the demands posed in the workplace. This is contrasted with illiteracy in the strictest sense, meaning the inability to read or write. Functional literacy enables individuals to enter the labour market and contribute towards economic growth thereby reducing poverty.

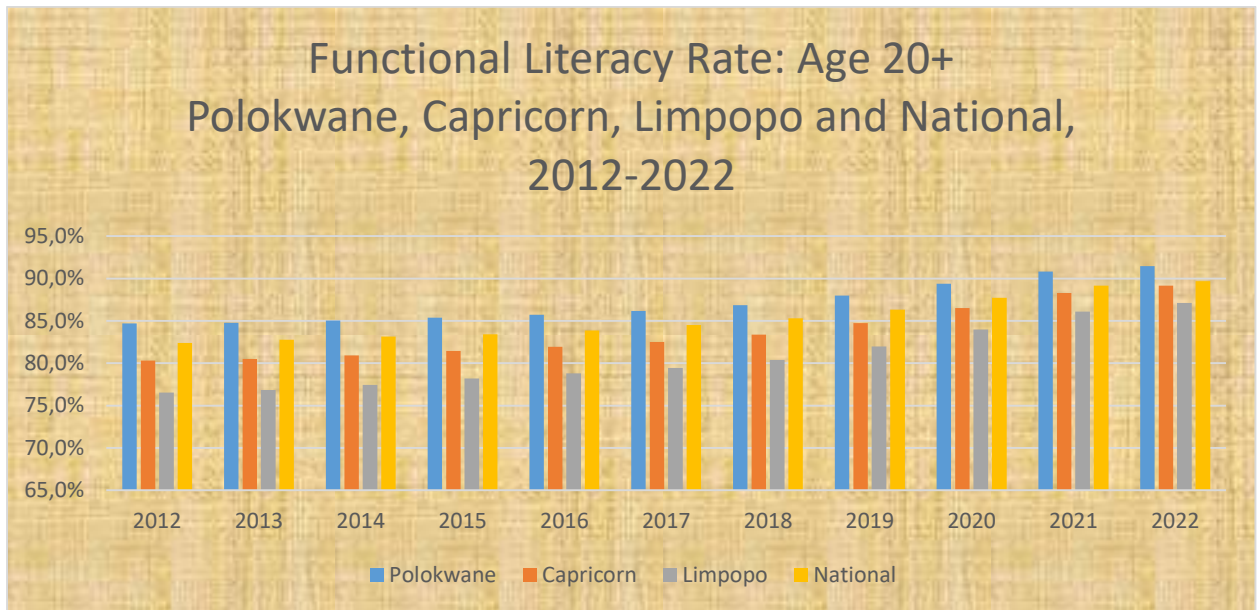
**Functional literacy: age 20+, completed grade 7 or higher - Polokwane Local Municipality, 2012-2022 [NUMBER PERCENTAGE]**

Financial year	Illiterate	Literate	%
2012	79 538	440 223	84,7%
2013	80 501	448 377	84,8%
2014	80 630	458 180	85,0%
2015	80 187	468 762	85,4%
2016	79 727	478 442	85,7%
2017	78 428	488 361	86,2%
2018	75 790	499 961	86,8%
2019	70 461	515 139	88,0%
2020	63 225	532 896	89,4%
2021	55 680	550 002	90,8%
2022	52 568	563 889	91,5%
<b>Average Annual Growth</b>			
<b>2012-2022</b>	<b>-4,06%</b>	<b>2,51%</b>	<b>87,11%</b>

**Source: S&P Global Market Intelligence 2023**

A total of 563 889 individuals in Polokwane Local Municipality were considered functionally literate in 2022, while 52 568 people were considered to be illiterate. Expressed as a rate, this amounts to 91.5% of the population, which is an increase of 6.80 percentage points since 2012 (84.7%). The number of illiterate individuals decreased on average by -4.06% annually from 2012 to 2022, with the number of functional literate people increasing at 2.51% annually.

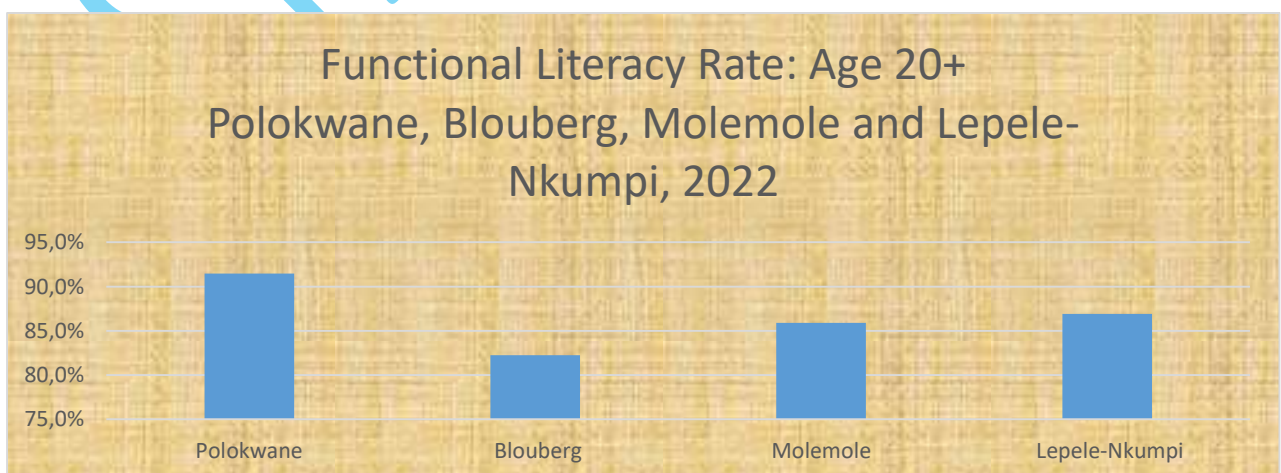
**FUNCTIONAL LITERACY: AGE 20+, COMPLETED GRADE 7 OR HIGHER -  
POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2012-2022  
[PERCENTAGE]**



**Source: S&P Global Market Intelligence 2023**

Polokwane Local Municipality's functional literacy rate of 91.5% in 2022 is higher than that of Capricorn at 89.2%, and is higher than the province rate of 87.1%. When comparing to National Total as whole, which has a functional literacy rate of 89.7%, it can be seen that the functional literacy rate is lower than that of the Polokwane Local Municipality.

**LITERACY RATE - POLOKWANE, BLOUBERG, MOLEMOLE AND LEPELE-NKUMPI,  
2022 [PERCENTAGE]**

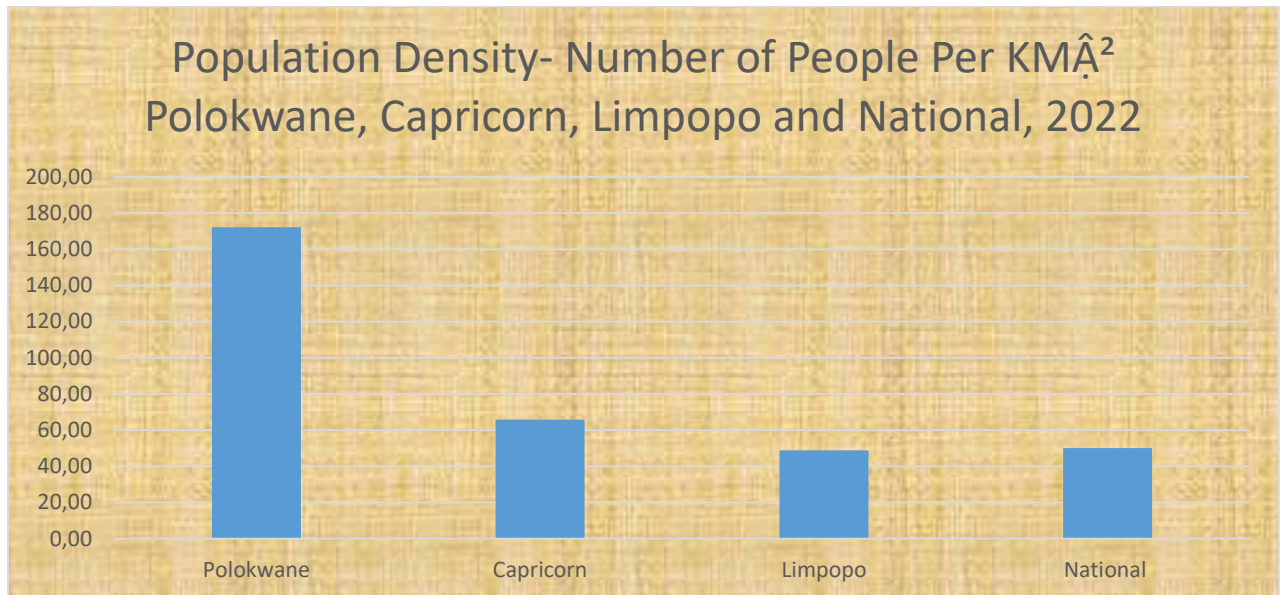


**Source: S&P Global Market Intelligence 2023**

In terms of the literacy rate for each of the regions within the Capricorn District Municipality, Polokwane Local Municipality had the highest literacy rate, with a total of 91.5%. The lowest literacy rate can be observed in the Blouberg Local Municipality with a total of 82.3%.

#### 4.21 Population Density

##### POPULATION DENSITY - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2022 [NUMBER OF PEOPLE PER KM]



Source: S&P Global Market Intelligence 2023

In 2022, with an average of 172.14 people per square kilometre, Polokwane Local Municipality had a higher population density than Capricorn (65.86 people per square kilometer). Compared to Limpopo Province (48.80 per square kilometer) it can be seen that there are more people living per square kilometer in Polokwane Local Municipality than in Limpopo Province.

**POPULATION DENSITY - POLOKWANE AND THE REST OF CAPRICORN, 2012-2022**  
**[NUMBER OF PEOPLE PER KM]**

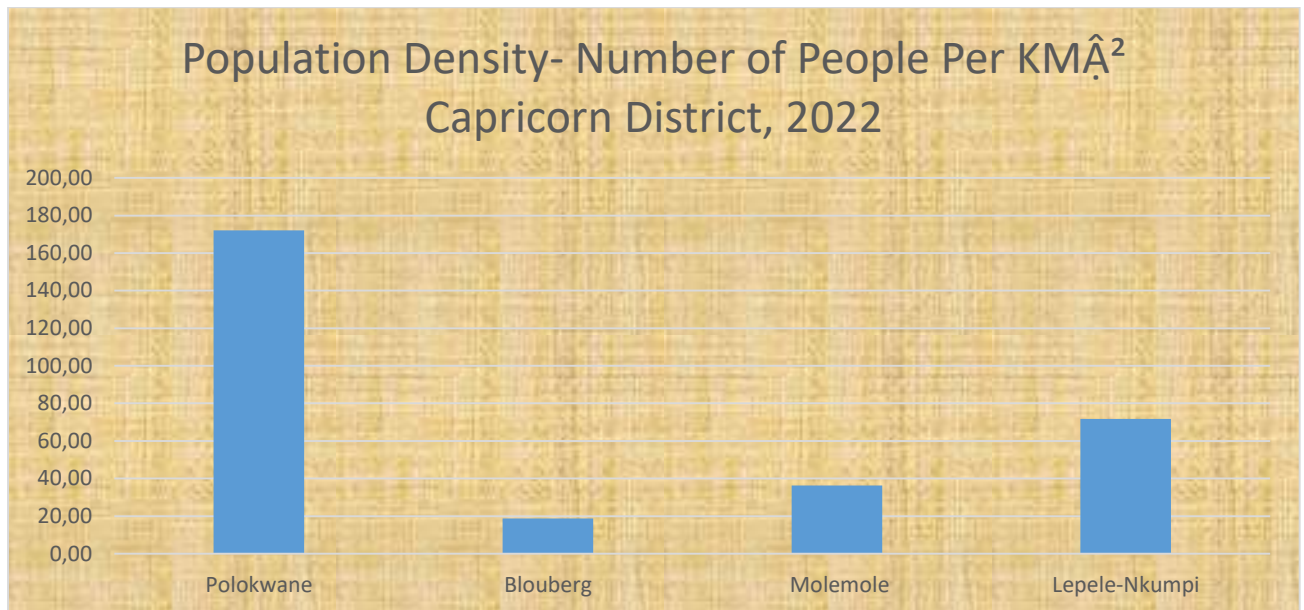
Financial Year	Polokwane	Blouberg	Molemole	Lepele-Nkumpi
2012	148,64	18,41	34,99	66,93
2013	151,06	18,31	34,92	67,12
2014	153,55	18,25	34,93	67,43
2015	156,12	18,23	34,99	67,84
2016	158,61	18,22	35,10	68,28
2017	161,08	18,25	35,24	68,79
2018	163,48	18,30	35,43	69,35
2019	165,85	18,38	35,65	69,93
2020	168,18	18,48	35,89	70,53
2021	170,11	18,55	36,08	71,04
2022	172,14	18,67	36,34	71,66
<b>Average Annual Growth</b>				
<b>2012-2021</b>	<b>1,48%</b>	<b>0,14%</b>	<b>0,38%</b>	<b>0,69%</b>

**Source: S&P Global Market Intelligence 2023**

In 2022, Polokwane Local Municipality had a population density of 172.14 per square kilometre and it ranked highest amongst its peers. In terms of growth, Polokwane Local Municipality had an average annual growth in its population density of 1.48% per square kilometre per annum. It was also the region that had the highest average annual growth rate. In 2022, the region with the lowest population density within Capricorn District Municipality was Blouberg with 18.67 people per square kilometre; it was also the region with the lowest average annual growth rate of 0.14% people per square kilometre over the period under discussion.



## POPULATION DENSITY - POLOKWANE, BLOUBERG, MOLEMOLE AND LEPELE-NKUMPI, 2022 [PERCENTAGE]



Source: S&P Global Market Intelligence 2023

In terms of the population density for each of the regions within the Capricorn District Municipality, Polokwane Local Municipality had the highest density, with 172.14 people per square kilometre. The lowest population density can be observed in the Blouberg Local Municipality with a total of 18.67 people per square kilometre.

### 4.22 Crime

The state of crime in South Africa has been the topic of many media articles and papers in the past years, and although many would acknowledge that the country has a crime problem, very little research has been done on the relative level of crime. The media often tend to focus on more negative or sensational information, while the progress made in combating crime is neglected.

#### 4.22.1 S & P Composite Crime Index

The S & P Composite Crime Index makes use of the official SAPS data, which is reported in 27 crime categories (ranging from murder to crime injuries). These 27 categories are divided into two groups according to the nature of the crime: i.e. violent crimes and property crimes. IHS uses the (a) Length-of-sentence and the (b) Cost-of-crime in order to apply a weight to each category.

#### 4.22.2 Overall crime index

**IHS CRIME INDEX - CALENDER YEARS (WEIGHTED AVG / 100,000 PEOPLE) -  
POLOKWANE LOCAL MUNICIPALITY, 2012/2013-2021/2022 [INDEX VALUE]**



**Source: S&P Global Market Intelligence 2023**

For the period 2012/2013 to 2021/2022 overall crime has decreased at an average annual rate of -0.75% within the Polokwane Local Municipality. Violent crime increased by -0.96% since 2021/2022, while property crimes increased by -2.01% between the 2012/2013 and 2021/2022 financial years.

**OVERALL CRIME INDEX - POLOKWANE LOCAL MUNICIPALITY AND THE REST OF  
CAPRICORN, 2012/2013-2021/2022 [INDEX VALUE]**

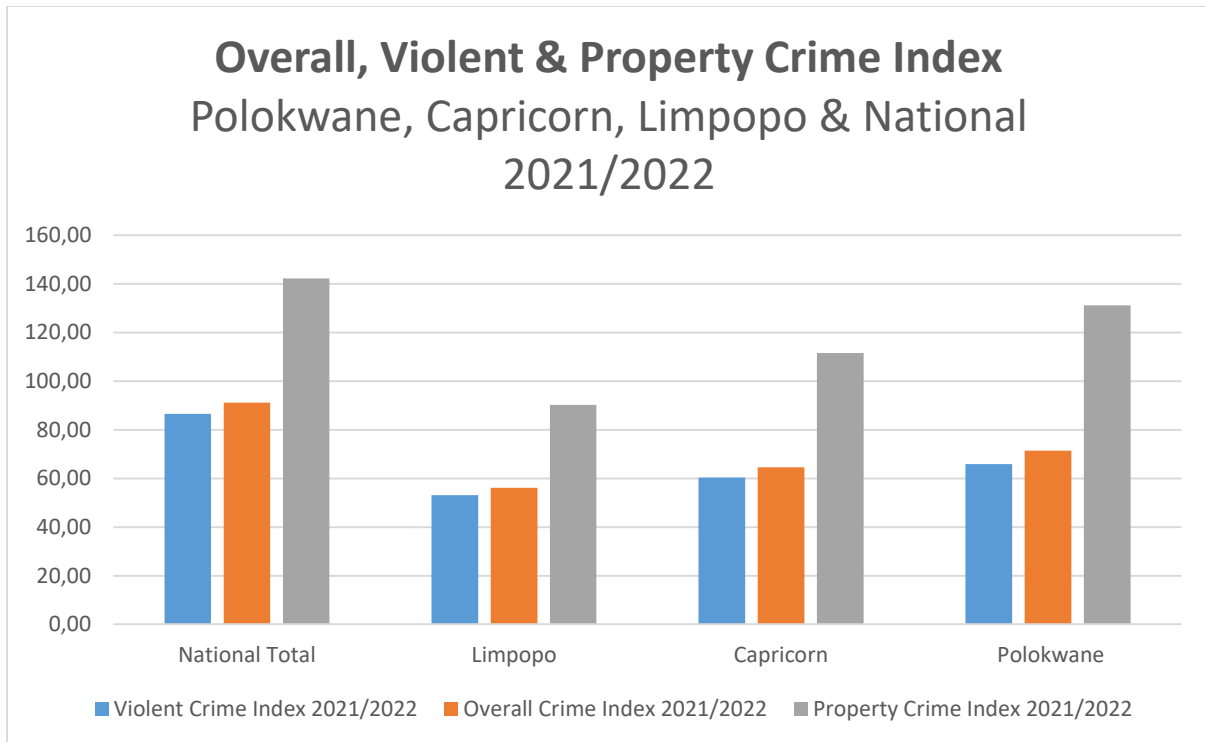
Financial year	Polokwane	Blouberg	Molemole	Lepele-Nkumpi
2012/2013	78,59	31,78	64,42	49,86
2013/2014	81,71	28,65	64,55	48,76
2014/2015	87,00	30,61	66,27	53,06
2015/2016	84,72	33,60	73,09	60,36
2016/2017	78,88	31,71	69,30	52,04
2017/2018	74,87	35,86	68,73	52,95
2018/2019	73,02	37,59	77,13	54,72
2019/2020	75,49	36,06	78,95	53,86
2020/2021	64,15	30,79	65,15	53,82
2021/2022	71,40	39,06	73,38	54,67
Average Annual Growth				
2012/2013-2021-2022	-0,96%	2,08%	1,31%	0,93%

**Source: S&P Global Market Intelligence 2023**

In 2021/2022, the Polokwane Local Municipality has the highest overall crime rate of the sub-regions within the overall Capricorn District Municipality with an index value of 71.40. Molemole Local Municipality has the second highest overall crime index at 73.38, with Lepele-Nkumpi Local Municipality having the third highest overall crime index of 54.67. Lepele-Nkumpi Local Municipality has the second lowest overall crime index of 54.67 and the Blouberg Local Municipality has the lowest overall crime rate of 39.06. The region that

increased slightly in overall crime since 2012/2013 was Molemole Local Municipality with an average annual increase of 1.31% followed by Blouberg Local Municipality with a moderate average annual increase of 2.08%.

**IHS CRIME INDEX - CALENDER YEARS (WEIGHTED AVG / 100,000 PEOPLE) -  
POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2021/2022  
[INDEX VALUE]**



**Source: S&P Global Market Intelligence 2023**

From the chart above it is evident that property crime is a major problem for all the regions relative to violent crime.

## 4.23 Tourism

Tourism can be defined as the non-commercial organization plus operation of vacations and visits to a place of interest. Whether you visit a relative or friend, travel for business purposes, go on holiday or on medical and religious trips - these are all included in tourism.

### 4.23.1 Trips by purpose

The main purpose for an overnight trip is grouped into these categories:

- 1) Leisure / Holiday
- 2) Business
- 3) Visits to friends and relatives
- 4) Other (Medical, Religious, etc.)

### NUMBER OF TRIPS BY PURPOSE OF TRIPS - POLOKWANE LOCAL MUNICIPALITY, 2012-2022 [NUMBER PERCENTAGE]

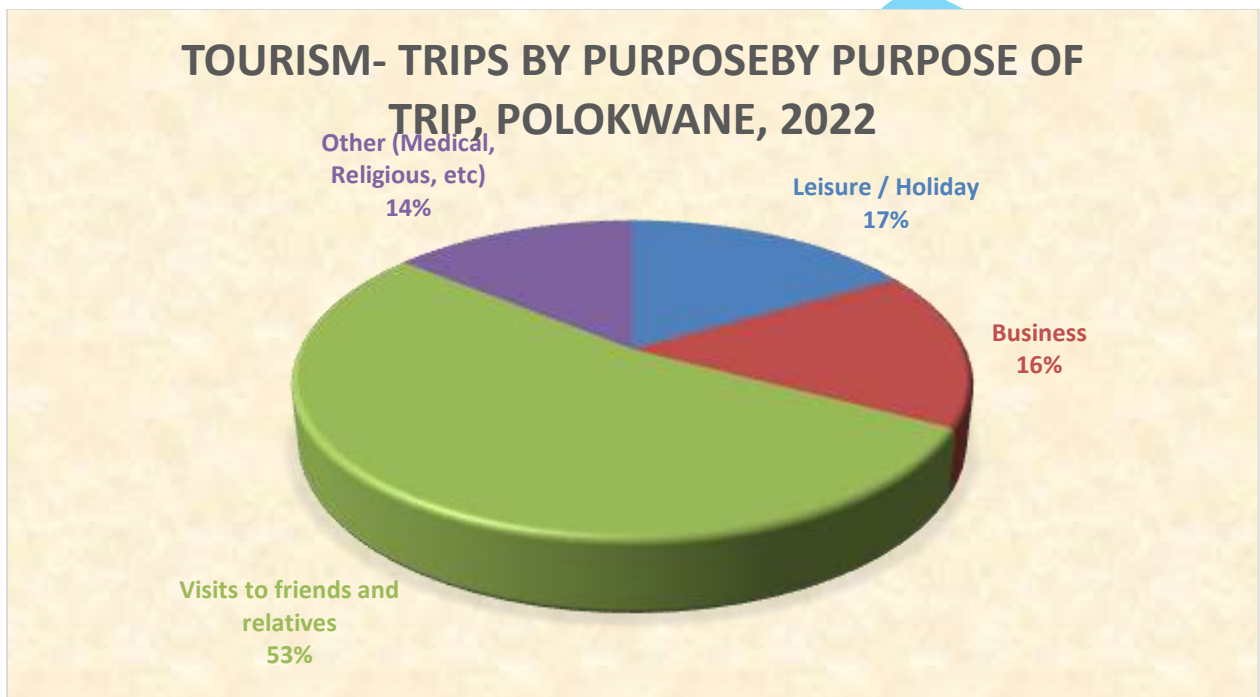
Financial year	Leisure / Holiday	Business	Visits to friends and relatives	Other (Medical, Religious, etc)	Total
2012	122 035	102 258	752 974	343 741	1 321 009
2013	107 784	103 206	779 649	387 241	1 377 881
2014	94 208	100 767	816 979	410 883	1 422 836
2015	82 214	99 009	832 505	417 362	1 431 090
2016	81 160	104 525	839 536	429 411	1 454 632
2017	86 038	101 724	800 531	414 896	1 403 189
2018	94 904	99 050	763 562	360 119	1 317 636
2019	103 995	98 879	720 564	306 444	1 229 883
2020	60 636	62 838	341 623	119 441	584 538
2021	70 535	85 271	326 819	129 340	611 964
2022	106 845	103 915	340 804	89 862	641 426
<b>Average Annual Growth</b>					
2012-2022	-1,32%	0,16%	-7,62%	-12,56%	-6,97%

Source: S&P Global Market Intelligence 2023

In Polokwane Local Municipality, the Visits to friends and relatives, relative to the other tourism, recorded the highest average annual growth rate from 2012 (752 974) to 2022 (340 804) at -7.62%. Business recorded the lowest number of visits in 2022 at 103 915, with an

average annual growth rate of 0.16%. The tourism type that recorded the lowest growth was Leisure/ holiday tourism with an average annual growth rate of -1.32% from 2012 (122 035) to 2022 (106 845). Other (Medical, Religion, etc.) recorded 89 862 visits in 2022 with an average annual growth of -7.62 from 2012 (343 741).

**TRIPS BY PURPOSE OF TRIP - POLOKWANE LOCAL MUNICIPALITY, 2022  
[PERCENTAGE]**



**Source: S&P Global Market Intelligence 2023**

The Visits to friends and relatives at 53% has largest share of the total tourism within Polokwane Local Municipality. Leisure/holiday tourism had the second highest share at 17%, followed by Business tourism at 16% and the Other (Medical, Religious, etc.) tourism with the smallest share of 14% of the total tourism within Polokwane Local Municipality.

**4.23.2Origin of Tourists**

In the following table, the number of tourists that visited Polokwane Local Municipality from both domestic origins, as well as those coming from international places, are listed.

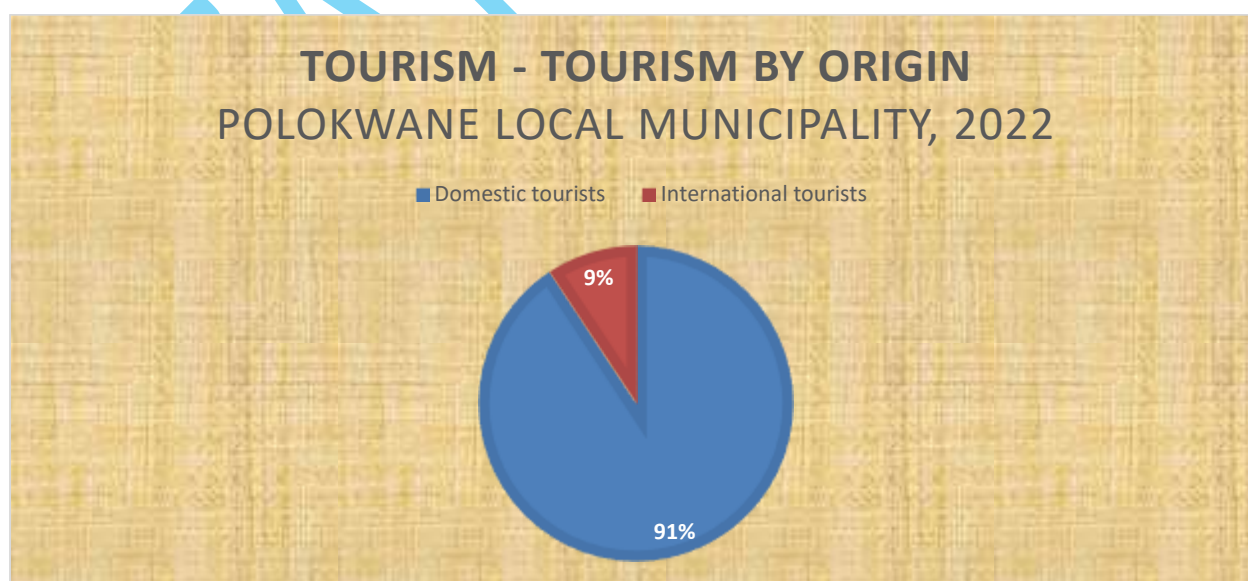
**TOTAL NUMBER OF TRIPS BY ORIGIN TOURISTS - POLOKWANE LOCAL MUNICIPALITY, 2012-2022 [NUMBER]**

Financial Year	Domestic tourists	International tourists	Total tourists
2012	1 190 338	130 671	1 321 009
2013	1 243 213	134 668	1 377 881
2014	1 286 870	135 966	1 422 836
2015	1 305 655	125 436	1 431 090
2016	1 311 458	143 174	1 454 632
2017	1 253 554	149 635	1 403 189
2018	1 166 046	151 590	1 317 636
2019	1 086 304	143 578	1 229 883
2020	539 168	45 370	584 538
2021	581 881	30 083	611 964
2022	581 869	59 557	641 426
<b>Average Annual Growth</b>			
<b>2012-2022</b>	<b>-6,91%</b>	<b>-7,56%</b>	<b>-6,97%</b>

Source: S&P Global Market Intelligence 2023

The number of trips by tourists visiting Polokwane Local Municipality from other regions in South Africa has decreased at a very low average annual rate of -6.91% from 2012 (1 190 338) to 2022 (581 869). The tourists visiting from other countries decreased at a relatively high average annual growth rate of -7.56% (from 130 671 in 2012 to 59 557 in 2022). In 2022 International tourists constitute 9.29% of the total number of trips, with domestic tourism representing the balance of 90.71%.

**TOURISTS BY ORIGIN - POLOKWANE LOCAL MUNICIPALITY, 2022 [PERCENTAGE]**



Source: S&P Global Market Intelligence 2023



### 4.23.3 Tourism spending

It is important to note that this type of spending differs from the concept of contribution to GDP. Tourism spending merely represents a nominal spend of trips made to each region.

#### TOTAL TOURISM SPENDING - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2012-2022 [R BILLIONS, CURRENT PRICES]

Financial year	Polokwane	Capricorn	Limpopo	National Total
2012	4 994 799	6 026 866	16 075 005	229 814 599
2013	5 701 706	6 839 213	17 872 586	253 328 244
2014	6 389 872	7 847 371	19 886 605	275 442 708
2015	5 710 274	7 003 559	18 147 249	253 885 070
2016	6 461 199	7 895 879	19 910 758	277 552 316
2017	5 965 854	7 253 955	18 689 974	264 008 625
2018	6 985 397	8 262 015	21 034 248	292 469 868
2019	10 128 961	11 811 664	29 475 107	406 332 504
2020	3 523 541	4 361 346	15 606 515	239 436 010
2021	4 052 281	4 989 425	17 420 830	287 568 008
2022	4 880 002	6 006 990	20 525 191	345 905 627
<b>Average Annual Growth</b>				
<b>2012-2022</b>	<b>-0,23%</b>	<b>-0,03%</b>	<b>2,47%</b>	<b>4,17%</b>

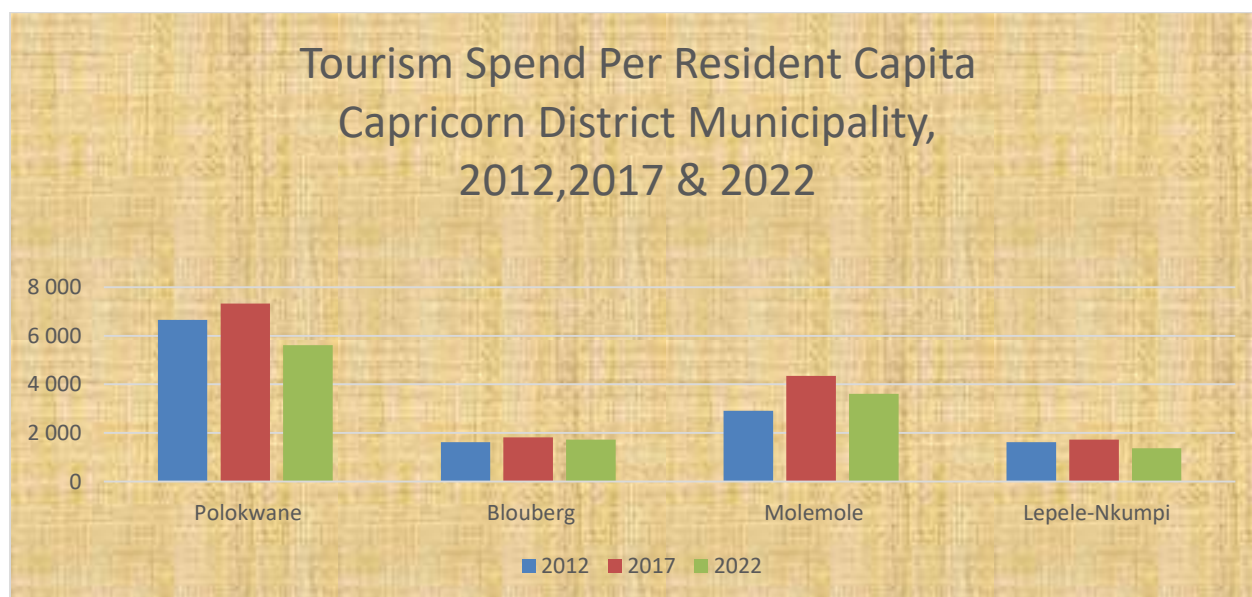
Source: S&P Global Market Intelligence 2023

Polokwane Local Municipality had a total tourism spending of R 4.88 billion in 2022 with a decline in average annual growth rate of -0.23% since 2012 (R 4.99 billion). Capricorn District Municipality had a total tourism spending of R 6.0 billion in 2022 and an average annual growth rate of -0.03% over the period. Total spending in Limpopo Province increased from R 16.07 billion in 2012 to R 20.52 billion in 2022 at an average annual rate of 2.47%. South Africa as whole had an average annual rate of 4.17% and decreased from R 229.8 billion in 2012 to R 345.9 billion in 2022.

### 4.23.4 Tourism Spend per Resident Capita

Another interesting topic to look at is tourism spending per resident capita. To calculate this, the total amount of tourism spending in the region is divided by the number of residents living within that region. This gives a relative indication of how important tourism is for a particular area.

**TOURISM SPEND PER RESIDENT CAPITA - POLOKWANE LOCAL MUNICIPALITY AND THE REST OF CAPRICORN, 2012,2017 AND 2022 [R THOUSANDS]**



**Source: S&P Global Market Intelligence 2023**

In 2022, Polokwane Local Municipality had a tourism spend per capita of R 5610 and an average annual growth rate of -1.69%, Polokwane Local Municipality ranked highest amongst all the regions within Capricorn in terms of tourism spend per capita. The local municipality that ranked lowest in terms of tourism spend per capita is Lepele-Nkumpi with a total of R 1372 which reflects a decrease at an average annual rate of -1.66% from 2012.

**4.23.5 Tourism Spend as a Share of GDP**

This measure presents tourism spending as a percentage of the GDP of a region. It provides a gauge of how important tourism is to the local economy. An important note about this variable is that it does not reflect what is spent in the tourism industry of that region, but only what is spent by tourists visiting that region as their main destination.

**TOTAL SPENDING AS % SHARE OF GDP - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2012-2022 [PERCENTAGE]**

Financial year	Polokwane	Capricorn	Limpopo	National Total
2012	8,1%	7,6%	6,5%	6,4%
2013	8,5%	7,9%	6,7%	6,5%
2014	8,8%	8,4%	7,0%	6,7%
2015	7,3%	7,0%	6,1%	5,7%
2016	7,5%	7,1%	6,1%	5,8%
2017	6,4%	6,1%	5,4%	5,2%

Financial year	Polokwane	Capricorn	Limpopo	National Total
2018	7,1%	6,5%	5,6%	5,5%
2019	9,9%	9,0%	7,5%	7,2%
2020	3,4%	3,3%	3,9%	4,3%
2021	3,4%	3,3%	3,7%	4,6%
2022	3,9%	3,8%	4,3%	5,2%

Source: S&P Global Market Intelligence 2023

In Polokwane Local Municipality the tourism spending as a percentage of GDP in 2022 was 3.9%. Tourism spending as a percentage of GDP for 2022 was 3.8% in Capricorn District Municipality, 4.3% in Limpopo Province. Looking at South Africa as a whole, it can be seen that total tourism spending had a total percentage share of GDP of 5.2%.

#### 4.24 International Trade

Trade is defined as the act of buying and selling, with international trade referring to buying and selling across international border, more generally called importing and exporting. The Trade Balance is calculated by subtracting imports from exports.

##### 4.24.1 Relative Importance of international Trade

In the table below, the Polokwane Local Municipality is compared to Capricorn, Limpopo Province and South Africa, in terms of actual imports and exports, the Trade Balance, as well the contribution to GDP and the region's contribution to total national exports and imports.

#### MERCHANDISE EXPORTS AND IMPORTS - POLOKWANE, CAPRICORN, LIMPOPO AND NATIONAL TOTAL, 2022 [R 1000, CURRENT PRICES]

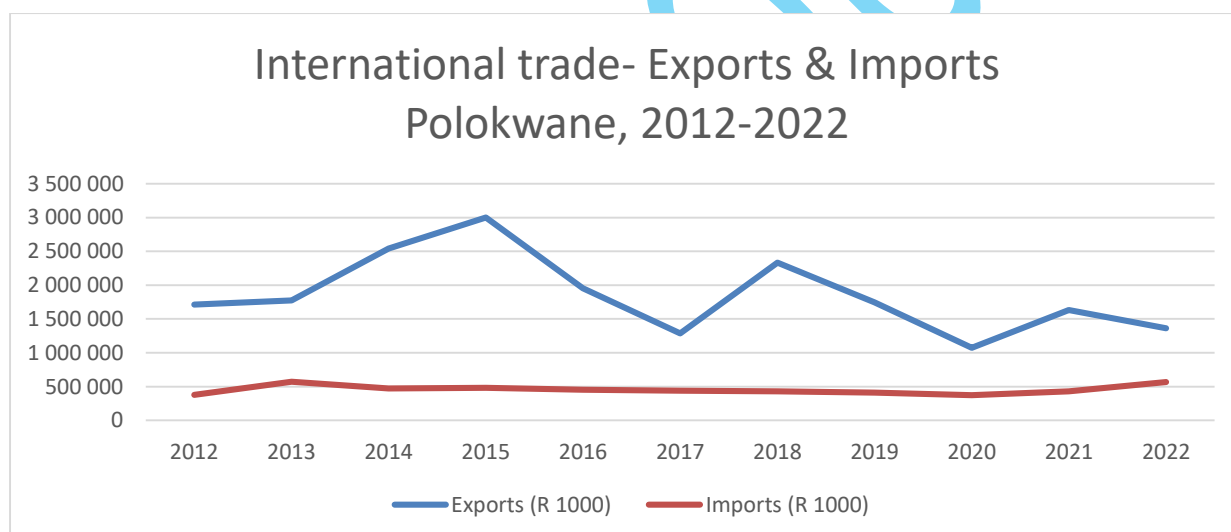
	Polokwane	Capricorn	Limpopo	National Total
Exports (R 1000)	1 364 172	1 540 155	35 409 962	2 013 485 000
Imports (R 1000)	568 005	593 879	4 750 625	1 791 905 000
Total Trade (R 1000)	1 932 177	2 134 034	40 160 587	3 805 390 000
Trade Balance (R 1000)	796 167	946 276	30 659 337	221 580 000
Exports as % of GDP	1,1%	1,0%	7,3%	30,3%
Total trade as % of GDP	1,6%	1,3%	8,3%	57,3%
Regional share - Exports	0,1%	0,1%	1,8%	100,0%
Regional share - Imports	0,0%	0,0%	0,3%	100,0%

	Polokwane	Capricorn	Limpopo	National Total
Regional share - Total Trade	0,1%	0,1%	1,1%	100,0%

Source: S&P Global Market Intelligence 2023

The merchandise export from Polokwane Local Municipality amounts to R 1.364 billion and as a percentage of total national exports constitutes about 0.1%. The exports from Polokwane Local Municipality constitute 1.1% of total Polokwane Local Municipality's GDP. Merchandise imports of R 568 million constitute about 0.0% of the national imports. Total trade within Polokwane is about 1.6% of total national trade. Polokwane Local Municipality had a positive trade balance in 2022 to the value of R 796 million.

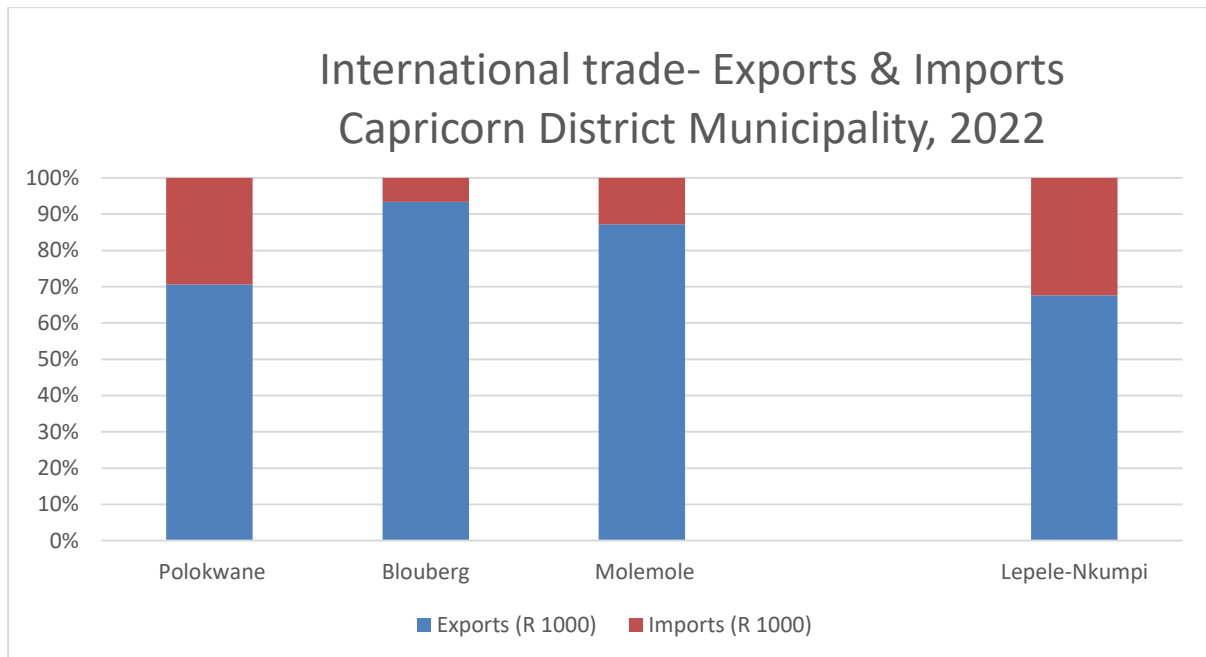
#### IMPORT AND EXPORTS IN POLOKWANE LOCAL MUNICIPALITY, 2012-2022 [R 1000]



Source: S&P Global Market Intelligence 2023

Analyzing the trade movements over time, total trade decreased from 2012 to 2022 at an average annual growth rate of -0.78%. Merchandise exports decreased at an average annual rate of -2.26%, with the highest level of exports of R 2.99 billion experienced in 2015. Merchandise imports increased at an average annual growth rate of 4.19% between 2012 and 2022, with the lowest level of imports experienced in 2020.

**MERCHANDISE EXPORTS AND IMPORTS - POLOKWANE AND THE REST OF CAPRICORN, 2022 [PERCENTAGE]**



Source: S&P Global Market Intelligence 2023

When comparing the Polokwane Local Municipality with the other regions in the Capricorn District Municipality, Polokwane has the biggest amount of international trade (when aggregating imports and exports, in absolute terms) with a total of R 1.93 billion. This is also true for exports - with a total of R 6.16 billion in 2022. Lepele-Nkumpi had the lowest total trade figure at R 5.36 million. The Lepele-Nkumpi also had the lowest exports in terms of currency value with a total of R 3.62 million exports.

## CHAPTER Five: Water and Sanitation Analysis

### 5.1 Water and Sanitation Directorate Overview

The Water and Sanitation Directorate consist of 3 SBU's: i.e.

- 1) Infrastructure Development Planning and Reticulation Design.
- 2) Reticulation, Distribution and Maintenance, Water Demand and Conservation.
- 3) Operations: Water and Wastewater, Quality Management and Laboratory Services.

#### 5.1.1 Water Provision

Provision of water in accordance with the obligations of the municipality as Water Services Authority is a high priority.

To meet Polokwane Municipality's strategic vision, an Integrated Water Master Plan(IWMP) has been developed in phases, to ultimately address the full water distribution cycle i.e. from Source-to-Tap-to-Effluent discharge for all areas, and all water supply infrastructure within Polokwane Municipality. **(Approved by council)**

The supply areas consist of the City and urban areas as well as an extensive rural area, and both urban and rural areas are facing severe challenges in terms of water services.

Polokwane Municipality complies with the **sans 241 standards** on provision of portable water – PREP assessment is underway for the next Green Drop Audit.

#### 5.1.2 Reliability of Water Supply in Polokwane

Residents of Polokwane are not getting reliable water supply due to identified water supply challenges i.e.

- 1) **Water abstraction restrictions** on the Polokwane System by Lepelle Northern Water Board
- 2) **Infrastructure challenges** on both the Ebenezer and Olifantspoort Bulk Water Schemes.
- 3) **Lack of backup power** at both Ebenezer and Olifantspoort plants to act as an alternative when there are power outages and load shedding.
- 4) **Theft and vandalism** of ESKOM Transformers and Borehole Pumping Equipment in rural areas.
- 5) **Illegal connections in RWS** that are designed to cater for RDP standards leaving some residents without water because of excessive water use.



### 5.1.3 Water Provision – Short Term Interventions

The Municipality has identified the water supply shortfall in the Urban Complex as a threat to the growth of the city and a threat to the Economy and implemented measures to turn the situation around:

- Polokwane Municipality took an initiative to engage in intensive **ground water development** to augment the supply with 34 MI/d at peak operation.
- **Three (3) Contractors** are on site with 3 key projects to deliver the water at two water purification sites from wellfields developed around the City and Seshego
- We are constructing **2 new Water Treatment Plants** with bigger capacity to purify the ground water from the projects above.

### 5.1.4 Progress of Groundwater Developments projects

CONTRACT NAME	PROJECT VALUE	% PHYSICAL PROGRESS	START DATE	STATUS AND ESTIMATED COMPLETION DATE
Sandriver North Water Treatment Works	R 151 643 977	92.0%	4 July 2019	June 2024
Seshego Water Treatment Works	R 190 391 610	95.8%	18 Nov 2019	Sept 2023
Sterkloop and Sandriver South Wellfield Development and distribution	R 88 959 047	98.0%	25 June 2019	Sept 2023
Sandriver North Wellfield and Polokwane boreholes development and distribution	R 108 569 468	94.0%	25 June 2019	Nov 2023
Bloodriver Wellfield and Seshego boreholes development and distribution	R 75 390 102	98.90%	18 Nov 2019	Sept 2023

Source: PLK Water and Sanitation SBU

### 5.1.5 Water Provision – Long Term Interventions

- Upgrading of Dap Naude pipeline to provide an additional 4 MI/d to Dalmada – Planning completed awaiting approval of BWS IRS.

- Exploration of the Dieprivier Wellfield to deliver an additional 7 MI/d into the system. This will relieve the supply from Ebenezer and more water can therefore be delivered in the City – Planning completed awaiting approval of BWS IRS.
- Implementation of the pressure management and Hydraulic re-modelling of the City network (put pressure zones in place) – Planning completed awaiting approval of BWS IRS.
- Continuation of the exploration of the **Malmani Dolomites** for an access to additional 21 MI/d – Pre-Feasibility conducted and requires funds for further planning.
- Finalize water reclamation at the new Polokwane Regional Wastewater Treatment Works (50% of the effluent discharged) – Pre-Feasibility conducted and requires funds for further planning.

## 5.2 Powers and Function of Polokwane Municipality

In terms of the Constitution, Municipal Structures Act and other policy frameworks Polokwane Municipality is responsible for the following functions:

<ul style="list-style-type: none"> <li>▪ Water and Sanitation (Both portable and bulk supply system and domestic wastewater and sewage disposal system)</li> <li>▪ Air Pollution</li> <li>▪ Building regulations</li> <li>▪ Childcare facilities</li> <li>▪ Electricity and Alternative energy</li> <li>▪ Firefighting services</li> <li>▪ Municipal planning</li> <li>▪ Municipal public works</li> <li>▪ Storm water management</li> <li>▪ Trading regulations</li> <li>▪ Billboards and the display of advertisements in public places</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cemeteries</li> <li>▪ Cleansing</li> <li>▪ Control of public nuisances</li> <li>▪ Local sport facilities</li> <li>▪ Municipal parks and recreation</li> <li>▪ Roads</li> <li>▪ Noise pollution</li> <li>▪ Pounds</li> <li>▪ Public places</li> <li>▪ Waste Management (refuse removal, refuse dumps and solid waste disposal)</li> <li>▪ Street trading</li> <li>▪ Street lighting</li> <li>▪ Traffic and parking</li> </ul>
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## 5.3. WATER

Polokwane Municipality is a **Water Service Authority (WSA)** and also a **Water Service Provider (WSP)**. Every Water Service Authority has a duty to all customers or potential customers in its area of jurisdiction to progressively ensure efficient, affordable, economical and sustainable access to Water Services [Water Services Act of 1997 Section 11]. Thus, a Water Service Authority has the duty to provide water services with the focus on: Ensure, Efficient, Affordable, Economical and Sustainable deliverables.

### 5.3.1 Principles of Water Service Provision

- To ensure: effectiveness, efficiency, viability, sustainability.  
Requires: proactive approach, pre-thinking, deliberation, understanding, thus coordinated planning.

- Therefore: Every Water Services Authority must prepare a Water Services Development Plan for its area of jurisdiction [Water Service Act of 1997 Section 12].

**Water is life** – it is the most important resource to encourage both social and economic development within communities. There has been tremendous improvement in the provision of the basic service in the municipal area at and above RDP standard.

### 5.3.2 16 Regional Water Schemes (RWS)

Municipal water provision is divided into Regional Water Schemes. **Polokwane Municipality** has been sub-divided into **16 RWS** and each scheme is allocated **budget** for water reticulation:

1. Mothapo RWS,
2. Moletjie East RWS
3. Moletjie North RWS,
4. Moletjie South RWS,
5. Houtriver RWS,
6. Chuene/Maja RWS,
7. Molepo RWS,
8. Laastehoop RWS,
9. Mankweng RWS,
10. Boyne RWS,
11. Segwasi RWS,
12. Badimong RWS,
13. Sebayeng/ Dikgale RWS,
14. Olifantspoort Sand RWS.
15. Aganang East RWS
16. Bakone RWS

The municipal Regional Water Schemes depends on the following **water sources**:

### 5.3.3 Aganang RWS (Ramalapa, Mashamaite, Makgodu, Mars) Water Provision Progress



Progress Photos 1 -Aganang RWS (Ramalapa,Mashamaite,Makgodu,Mars)-Steel tank and stand pipes 1



**Progress Photos 2 -Aganang RWS (Ramalapa,Mashamaite,Makgodu,Mars) 2**



**Taps inside the Yard..... Aganang RWS (Ramalapa,Mashamaite,Makgodu,Mars) 3**







**Fencing of Pump House - Aganang RWS (Ramalapa, Mashamaite, Makgodu, Mars) 4**

### 5.3.4 Water Scheme Sources

Water source	RWS supplied	Average Daily Supply	Source Capacity
<b>Ebenezer</b>	Mankweng RWS	23 MI/Day	<b>21 MI/day</b>
	Rural (Mothapo RWS, Molepo RWS, Segwasi RWS, Boyne RWS, Badimong RWS, Sebayeng Dikgale RWS)	7.7 MI/Day	
<b>Olifants Sand</b>	Chuene/Maja RWS, Olifants Sand RWS (Seshego, some portion of City and Mmotong wa Perekisi)	27.3 MI/day	<b>27 MI/d</b>
Dap Naude Dam	Olifants Sand RWS (Polokwane City)	<b>12 MI/Day</b>	<b>18 MI/d</b>
Seshego Dam	Olifants Sand RWS (Seshego)	1,6 MI/day	<b>3,9 MI/d</b>
Seshego Borehole	Olifants Sand RWS (Seshego)	1,2 MI/day	<b>2.0MI/d</b>
<b>Ebenezer</b>	City	16 MI/Day	<b>11 MI/Day</b>
Boreholes	Augment water from dams	5,5 MI/Day	<b>25,33 MI/d</b>
<b>Rural dams</b>			
Houtriver Dam	Houtriver RWS	2,0 MI/day	<b>3,9 MI/d</b>
Chuene/Maja Dam	Chuene Maja RWS	1.2 MI/day	<b>2,7 MI/d</b>
Molepo Dam	Molepo RWS	1.5 MI/day	<b>6 MI/d</b>

Water source	RWS supplied	Average Daily Supply	Source Capacity
Mashashane (Utjane) Dam	Moletjie south RWS	0.6 MI/day	1.5 MI/d
<b>Total</b>		<b>99.6 MI/day</b>	<b>122.33 MI/d</b>
<b>Peak flow demand</b>		<b>163 MI/day</b>	

Source: PLK Water and Sanitation SBU

It is the responsibility of local government to make sure that adequate and appropriate investments are made to ensure the progressive realization of the right of all people in its area of jurisdiction to receive at least a basic level of services.

Polokwane Municipality is a water scarce City with more than 60% of its water sourced outside the boundary of the Municipality. To ensure the sustainability of water sources the municipality undertakes water conservation awareness campaign.

On annual basis funds are made available to improve the water accessibility to all **16 various Regional Water Schemes**. The first priority is to develop the sustainable bulk water sources and then develop or extend the internal infrastructure. The biggest problem to keep water sources sustainable is theft and vandalism on boreholes and reliable surface water.

As a part of water provision, the municipality provides free basic water to communities. Free Basic Water is offered to all rural Regional Water Schemes, for the Urban Regional Water Scheme the free basic water is only given to the registered indigent people. According to the FBW policy, implemented by Local Government, households are entitled up to 6000 litres (6kl) of potable water every month at no cost. Households that use more than 6kl of free basic water must be responsible for the payments of further consumption.

Most of municipal Regional Water Schemes are 100% reticulated with metered yard connections. The rural households with yard connections do not pay for the service. The municipality has intentions to recover costs in Regional Water Schemes or villages that are fully reticulated with metered yard connections.

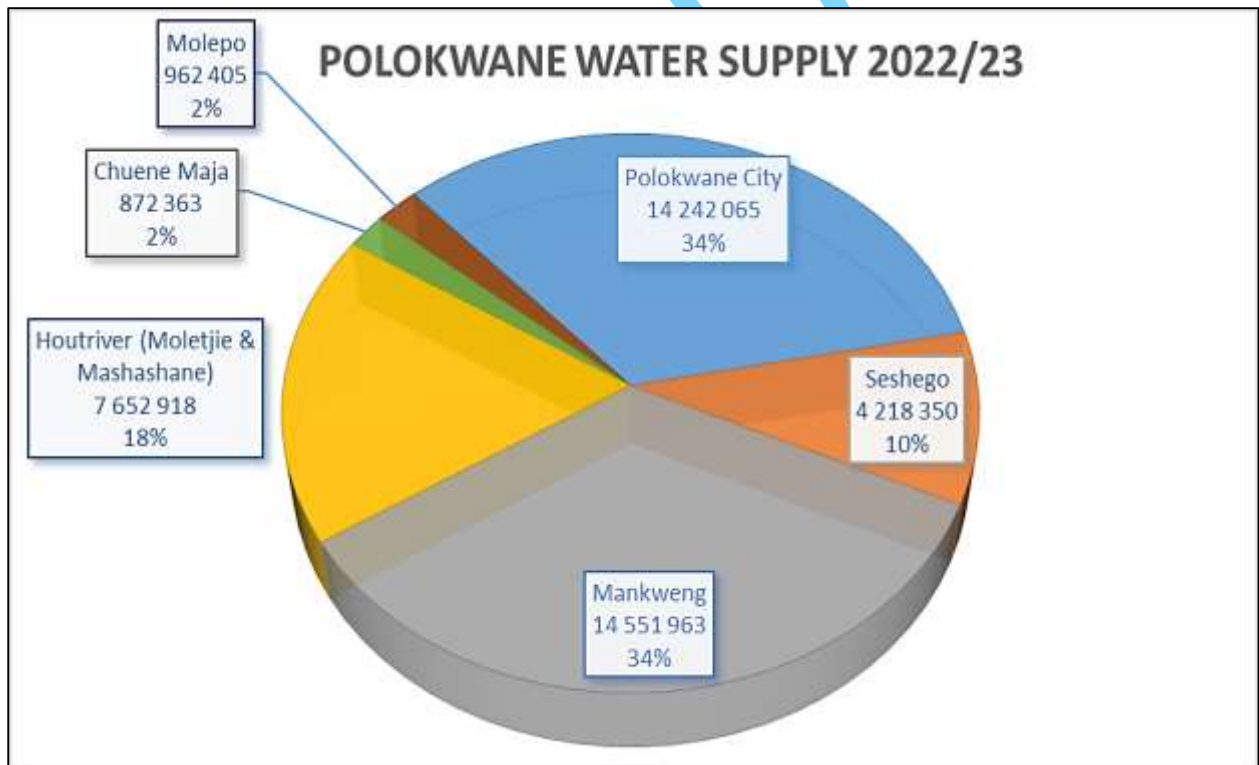
### 5.3.5 Lepelle Northern Water supplied Schemes.

		Total per Source (KI)	Total 22/23 (KI)	
Polokwane City	LNW	10 037 442	14 242 065	Ebenezer + Olifantspoort Mashal & Sand River North Boreholes + Dalmada Plant
	Own Source	4 204 623		
Seshego	LNW	3 079 589	4 218 350	Olifantspoort Seshego Plant & Sand River South Boreholes
	Own Source	1 138 761		
Mankweng	LNW	10 146 427	14 551 963	Ebenezer Estimated from the number of working Boreholes in the area
	Own Source	4 405 536		



		Total per Source (KI)	Total 22/23 (KI)	
Houtriver (Moletjie)	LNW + P - Hoop	458 502	7 652 918	Olifantspoort + Pelgrimshoop
	Own Source	756 896		Houtriver Plant + Mashashane
	Own Source	6 437 520		Estimated from the number of working Boreholes in the area
Chuene Maja	LNW	401 869	872 363	Olifantspoort
	Own Source	353 854		Chuenespoort Dam
	Own Source	116 640		Estimated from the number of working Boreholes in the area
Molepo	LNW	139 761	962 405	Ebenezer
	Own Source	558 512		Molepo Dam
	Own Source	264 132		Estimated from the number of working Boreholes in the area

### 5.3.5 Polokwane Water Supply 2022/23



### 5.3.7. Polokwane Groundwater Development

#### Output of the Groundwater Projects

(Polokwane Groundwater Development) - **PM131/2018**: Construction of Sandriver North Water Treatment Works - (18ML/day) to treat Polokwane boreholes (Sterkloop, Sandriver South, Sandriver North) – to be completed by **June 2024**

(Polokwane Groundwater Development) - **PM132/2018**: Construction of Borehole Infrastructure and Pumping Mains for the Sterkloop and Sandriver South Wellfields. Equip 18 boreholes in Sterkloop WF and Sandriver South WF (6,3ML/d average supply; 12,6ML/d peak supply); Pump to new Sandriver North Water treatment works and distribute to existing Doornkraal reservoir – to be completed by **September 2023**

(Polokwane Groundwater Development) - **PM133/2018**: Construction of Borehole Infrastructure and Pumping Mains for the Sandriver North Wellfield and Polokwane Boreholes. Equip 32 boreholes in Sandriver North WF and Polokwane boreholes (6,4ML/d average supply; 12,8ML/d peak supply); Pump to new Sandriver North Water treatment works and distribute to existing Krugersburg and Potgieter reservoirs – to be completed by **November 2023**

(Polokwane Groundwater Development) - **PM02/2019**: Seshego Water Treatment Works - (11ML/day) to treat Seshego boreholes (Seshego, Bloodriver, Pilgrimshoop) and Seshego dam (2ML/day) – to be completed by **September 2023**

(Polokwane Groundwater Development) - **PM01/2019**: Bloodriver Wellfield and Seshego Groundwater Development and Pumping Mains - Equip 17 boreholes in Bloodriver and Seshego Wellfields; pump to new Seshego WTW (4,1ML/d average supply; 7, ML/d peak supply); pump to new Seshego Water Treatment Works and distribute to Perskebult and Seshego reservoirs. – to be completed by **September 2023**

#### 5.3.8 Setbacks in planning and implementation (Technical report approval)

The following Regional Water Schemes (RWS) have experienced setbacks in planning and implementation due to inability to obtain technical report approval from the Department of water and sanitation. One of the key limitations being **insufficient water sources** from both subsurface and surface sources.

- **Moletjie North RWS** – inadequate reticulation network, water supply security and connection to bulk surface water supply. After extensive Geo-hydrological studies 2

boreholes were identified which resulted in an acceptable water balance. The technical report was approved in March 2021. The technical report was approved in March 2021 on condition that operational efficiency is maintained, and the existing boreholes remain operational and vibrant. Currently a project is under implementation under Water Services Infrastructure Grant and is scheduled to be completed by October 2023.

- **Moletjie South RWS** – serviced by a network of 11 boreholes which present very low yields during dry seasons. Constant vandalism of borehole infrastructure. No reticulation in extensions and no access to any surface water sources, the technical report is currently approved, and a business plan is to be submitted for project implementation.
- **Badimong RWS** – inadequate reticulation network, water supply security and connection to bulk surface water supply. Inability to obtain acceptable water balance, the project has catered under Water Service Infrastructure Grant which able to address Interim and medium term water interventions a project is currently under implementations and scheduled to be completed by August 2023.
- **Aganang RWS** – At the time of amalgamation of Polokwane and Aganang Municipalities, the water supply challenges were already prevalent, and no approved technical report was handed over to Polokwane Municipality. Polokwane LM started with the process of funding approval from the former MIG which resulted in late commencement of the Projects. Implementation has since started in the 2018/19 Financial year. To date 10 villages have been completed, 6 villages are under construction, 2 villages are at planning while 2 villages have been submitted to the DWS for approval.

### **5.3.9. Impact of reduction in RBIG funding (Water Projects)**

#### **1. Refurbishment of the Dap Naude water pipeline.**

- The Reduction in RBIG funding has affected the refurbishment of the pipe line from Ebenezer Dam to the City.
- This project is of strategic importance in order to secure additional potable water for Polokwane CBD.
- Supply to be increased from 14MI/day to 17,9MI/day. Water is available but needs to be conveyed to Polokwane. Increase of approximately 4MI/day.
- It is important to note that the 2023 water balance suggests a total demand of 169MI/day and a supply capacity of 153MI/day with all water supply projects commissioned and functional by the end of September 2023 and June 2024 respectively. Even with all RBIG projects completed there will be a shortfall of 16MI/day. This deficit will increase if budgets remain as is.
- It is therefore important for LNW to commission and FastTrack the implementation of the two bulk water scheme refurbishments to improve the security of water supply.

#### **2. Polokwane Distribution Pressure and Flow Management:**

This project is of strategic importance in order to secure additional potable water for Polokwane CBD.

Progress has been made to reduce water losses through pipe breaks by replacing old AC pipes within the CBD of Polokwane. More work is needed to reduce water losses and to fine tune water balance requirements. This project is urgent to maximise the water distribution to the CBD and Seshego.

### 5.3.10 Free Basic Water

The provision of free basic water in Polokwane Municipality is determined by the indigent policy and register updated annually for those who stays in areas where cost recovery is ongoing, and all the rural villages are receiving free basic water.

Basic service	The amount	limited Free basic services provided	Rural/Urban	Number Customers
<b>Water</b>				
Free basic water.	6kl per month	50 villages received free Water monthly.  68 villages receive free Water supplied by Lepelle Water Board.  153 villages receive free water supplied by boreholes.	Rural	All households in rural areas

Source: PLK Water and Sanitation SBU

A statistical summary of the status quo assessment for water and sanitation services is provided per cluster in **Table** below:

**Table: Water Service Levels**

Service	Cluster	Service Level
Water	Mankweng/Sebayeng	67.9 % above RDP
	Moletjie	60.7 % above RDP
	Maja/Chuene/Molepo	44,3 % above RDP
	Aganang	59.0 % above RDP
	Municipal wide	82.04% access to water
	Municipal wide backlog	17.96%

Source: PLK Water and Sanitation SBU

There is still a considerable backlog that must be addressed especially in the Maja, Chuene, Molepo, followed by Moletjie and Mankweng clusters.

The elimination of backlog is challenged by limited and /or unsustainable source of water found in the rural areas and continuous increase of new settlements in some clusters in the municipal area. Funding limitations also affect the eradication of backlog on the expected rate.

### 5.3.11 Water Quality

According to the Constitution of the Republic of South Africa everyone has the right to an environment that is not detrimental to their health or wellbeing.

To ensure that water quality does not pose any health hazards to our people, Department of Water and Sanitation as the regulator has introduced the monitoring tool for water quality. According to DWS there is certain standard which both potable and waste water must meet.

Polokwane municipality obtained Blue drop for 2011 in the Mankweng and City water systems. The outlined ratings are from 2008 until 2015 assessment.

WATER SUPPLY SYSTEM	BLUE DROP CERTIFICATION	2008/2009	2009/2010	2010/2011	2011/2012	2014/2015
Polokwane City	95%	70.5%	95.70%	95.05%	92.03%	95.08
Mankweng	95%	70.5%	n/a	95.155	80.89%	86.07
Seshego	95%	42.5%	66.38%	89.65%	87.12%	86.81
Molepo	95%	70.5%	66.38%	79.89%	82.02%	85.38
Moletjie (Houtriver)	95%	70.5%	53.63%	76.57%	73.79%	85.26
Chuene/Maja	95%	70.5%	55.10%	81.44%	87.29%	88.09

Source: PLK Water and Sanitation SBU

### 5.3.12 Surface water quality test results

Surface water quality test results are as follows:

Determinant	Unit	Dap Naude	Ebenezer	Olifantspoort	Seshego Dam
pH	pH Unit	8.34	6.82	6.73	7.42
Turbidity	NTU	0.61	0.72	0.69	0.74
Conductivity	mS/m	2.46	4.83	77.63	77.70
Total Dissolved Solids (TDS)	mg/l	15.99	31.40	504.56	505.05
NO3	mg/l	0.40	0.13	0.28	0.35
SO4	mg/l	1.81	2.79	170.00	165.16

Determinant	Unit	Dap Naude	Ebenezer	Olifantspoort	Seshego Dam
Alkalinity (m)	mg/l	8.80	15.83	115.90	115.09
Chloride	mg/l	4.25	6.91	85.95	62.40
Tot Hardness	mg/l	21.2	58.05	319.00	354.00
Ca Hardness	mg/l	20.00	23.25	123.25	135.00
Mg Hardness	mg/l	1.20	34.80	195.75	219.00

Source: PLK Water and Sanitation SBU

Polokwane Municipality Groundwater sources generally indicate elevated hardness levels, in excess of 300mg/l, which is defined as very hard water. Hard water is generally considered to be those waters that require considerable amounts of soap to produce foam and hard water also produces scale in water pipes, heaters, geyser and other units in which the temperature of the water is increased.

Although the South African National Standards 241:2015 do not specify a maximum limit for hardness levels the elevated hardness levels, when compared to the surface water sources, will lead to end-user complaints when the groundwater is introduced untreated into the reticulation system. It is therefore advisable to soften the groundwater sources to levels comparable to the Olifantspoort source to mitigate end-user complaints. Hard water is appropriate for human consumption similar to that of soft water. However, as hard water produces adverse actions with soap its use for cleaning purposes is unsatisfactory.

**Table: Polokwane Local Municipality: Access to Safe Drinking water**

Provision of Water	Yes	No	Unknown	Total
Households	202 107	75 714	2404	280 225
Percentage	72.1%	27.01%	1.01	100%

Source: PLK Water and Sanitation SBU

**Table: Main Water Provision**

Water provision (level of service)	2023
Piped (tap) water inside the dwelling/house	67 119
Piped water inside yard	126 846
Piped water on community stand	17 313



Water provision (level of service)	2023
Borehole in the yard	14 361
Rain water Tank in Yard	2 114
Neighbour's tap	12 159
Public / Communal tap	11 027
Water Carrier / tanker	16 747
Boreholes outside the yard	6 769
Flowing water or River / Stream	836
Well	224
Spring	142
Other	4 248
<b>TOTAL</b>	<b>280 225</b>

Source: PLK Water and Sanitation SBU

From the analysis, it is evident that population has increased from 178001 to 280 225 households and the number of households with piped water inside their house have increased this figure includes 67 119 HH with water in the dwelling and 126 846 HH with water in the yard while 17 313 HH are receiving piped water on communal tap.

The municipality has **45 441** households with no access to piped water. The elimination of backlog is challenged by limited and /or unsustainable source of water found in the rural areas and continuous increase of new settlements in some clusters in the municipal area. Funding limitations also affect the eradication of backlog on the expected rate.

### 5.3.13. Challenges faced by the Municipality in providing water.

1. Lack of sustainable water sources for current and future demand, the municipality is currently receiving between 80 to 99MI/d and unable to meet the peak flow demand of 163MI/day. The municipality should invest in upgrading existing Dap Naude Dap water scheme to utilise its current yield to maximum capacity including possible increase of dam wall.
2. Shortage of water will have a serious impact on projects that the municipality and other sector department are planning. E.g., Polokwane extension 78 Police station, Polokwane extension 71, 108, 72, 79,106 and 107, Bendor extension 100, Ivy park extension 35. Upon completion, all these developments will have a major impact on our currently insufficient water sources.
3. Over reliance on boreholes in rural areas with risk of contaminating ground water by pit latrines.
4. Lack of cost recovery in rural areas.

5. Aging water infrastructure in the CBD, Council in partnership with Department of Water and Sanitation has started with a programme to eradicate this challenge by investing more than R420Million to remove all Asbestos pipes in the CBD and surrounding townships).
6. More than R380 million is also required to increase the capacity of water infrastructure to be able to cater for current and new developments.
7. Uncoordinated allocation of new settlement in rural areas by traditional authorities has a major impact on municipal planning and budgeting.
8. Lack of maintenance plans and AS Built drawing to indicate the existing valves for water infrastructure. Some of the valves are buried under ground by residents while paving their drive ways which makes it difficult to locate them when doing maintenance or replacing burst pipes and as a result contributing to huge water losses.
9. Limited operation and maintenance of infrastructure due to shortage of funds.
10. Theft and vandalism of the existing insufficient infrastructure remains a challenge. Theft of iron manhole and valves covers is increasing and there is a need to change them to plastic and it a huge safety risk within the city.
11. Illegal extension of houses (back yard rooms) has an impact on water demand.
12. Lack of smart metering systems that can control water demand and supply, monitor losses (+R180Million required).
13. Lack of enforcement of regulations/bylaws.
14. Drought effects on surface water resources such as Molepo dam.
15. Vast distances and scattered settlements in rural water schemes make it expensive and difficult for water resources to reach all households.

#### **5.3.14. Water Supply to schools**

Description	Polokwane Municipality
Total number of schools	310
Number of schools supplied with water	254
Number of schools remain to be serviced. <b>Currently they have boreholes in the schools</b>	56

**Source: PLK Water and Sanitation SBU**

### **5.4. SANITATION**

Sanitation is about dignity. The availability of sanitation facilities not only improves the dignity of people, but also promotes their health. Areas without proper sanitation systems give rise to water borne diseases like cholera, diarrhoea, typhoid, etc. It is therefore important that the Municipality prioritise the service, particularly considering the backlog (rural sanitation) and the national target.

### 5.4.1 Sanitation Provision

Polokwane municipality sewer systems are **overloaded** due to the increase in population and economical activities in areas of **Seshego, Mankweng and Polokwane City**.

WWTW System	Design Capacity	Average Inflow
Polokwane WWTW	27 MI/Day	40 – 50 MI/day
Seshego WWTW	7.6 MI/Day	06 – 07 MI/day
Mankweng WWTW	7.6 MI/Day	06 – 08 MI/day

Source: PLK Water and Sanitation SBU

### 5.4.2 VIP Sanitation Programs in Rural Areas

- The municipality continues to implement **VIP sanitation programs** in rural areas to ensure that proper sanitation is provided, and ground water is protected.
- Sludge management is still a challenge – However USAID has signed an MOU with the municipality funded a training programme on Faecal Sludge Management.
- Capacity of the sewer pipeline network is also overloaded and requires upgrades (Requires Sanitation Master Plan for the entire area with waterborne system).

### 5.4.3 Green Drop Audit.

- Green Drop – The municipality was assessed on green drop compliance in November 2022 after the programme was halted for some few years.
- The municipality did not perform well in the outcome of the **Green Drop Audit**.

### 5.4.4 Sanitation Provision - (Medium- & Long-Term Solutions)

- Polokwane municipality has completed and submitted the Bulk Sanitation IRS that was subsequently approved in 2021.
- The municipality has completed 2 of the 3 Outfall Sewers and the remaining project is 90% completed.
- **Phase 2A** – (Construction of Earth Works) has been completed and Phase 2B – (Construction of Civil, Mechanical, EC&I) planning is completed (Bid for Civil works has closed on 22 August 2022 and the contractor is on site.
- Ensure that groundwater water protocol is budgeted for to ensure that the groundwater resources are monitored for possible contamination.
- Ensure that funds are budgeted/ring-fenced for implementation of the faecal sludge handling particularly in rural areas. (**Emptying of VIP Toilets**).

**Table: Toilet Facilities (Households)**

Type of toilet facility	2020
Flush toilet connected to a public sewerage system	103 180
Flush toilet connected to a septic tank or Conservancy tank	6 044
Chemical toilet	1 686
Pit latrine / toilet with ventilation	40 575
Pit latrine / toilet without ventilation	102 965
Ecological toilet (Urine diversion, enviroloo etc.)	282
Other	25 756
None	4248

**Source: PLK Water and Sanitation SBU**

Major progress has been made in the provision of sanitation services in Polokwane since 2001, there major improvement in the provision of this service. However, with the improvement the municipality will not meet the Millennium Development Goal that every household must have access to healthy and dignified sanitation facility.

The municipality is currently having a huge backlog of sanitation facilities (VIP) and an amount of more than R500 million is required to eradicate it. The backlog figure includes 86 132 pit latrines that are not constructed according to the approved standards and as such it poses a risk of water borne diseases.

#### **5.4.5. Free Basic Sanitation**

For Improved provision of basic and environmental services in a sustainable way to our communities, each financial year Polokwane Municipality construct the Ventilated Improved Pit latrine (VIP) in rural Villages according to the priority list of the ward.

#### **5.4.6. Wastewater Treatment Plants**

For the purposes of increasing the capacity of the Waste Water Treatment Plants to support current and future development, the municipality is currently in a process of building:

- 1) New Regional waste water treatment.**
- 2) Seshego Waste Water Treatment Plant.**
- 3) Mankweng Waste Water Treatment Plant.**

As well as Refurbishment of the Waste Water plants.

Two of major projects on the construction of outfall sewer lines are complete while one is still under construction.

### **5.4.7. Impact of reduction in RBIG funding (Sanitation Projects)**

The following projects are greatly affected by the Reduction of RBIG funding:

#### **1. Polokwane Regional Wastewater Treatment Plant**

Polokwane Waste Water Treatment Plant is the biggest with 26 MI/day capacity and the current load standing at 34 MI/day.

Plans are in place to construct the 100 ML/day Regional Waste Water Treatment Plant for the whole Polokwane Municipal sewage load and to cater for new developments (however there is limited budget). A memorandum of agreement to refurbish and upgrade the over loaded Polokwane Waste Water Treatment Plant has been signed by the Municipality and Anglo American to upgrade the WWTP as the first phase.

The upgrade is now complete and has been commissioned. The second phase of the project has been divided into two separate contracts namely an earthworks contract and an electrical, civil, structural and mechanical (CME) contract. The earthworks contract has been completed by end of June 2021. The second contract, is under construction and is scheduled to be completed, July 2025.

#### **2. Upgrading and refurbishment of Mankweng treatment plant (intended to cater for the University of Limpopo growth).**

The Reduction in RBIG Funding has also affected the plans for the Mankweng Sewer Plant, and Mankweng is a nodal point, the University of Limpopo has applied for funding with regard to student accommodation, there is a serious need of New Sewer Plant in Mankweng.

The treatment facility is in dire need of refurbishment and upgrading in light of the growth of Mankweng area and further plans by the University to develop student accommodation. This project cannot be delayed. The current treatment capacity is under strain and the effluent quality is compromised.

The project for refurbishment of Mankweng wastewater treatment plant has commenced on the 24<sup>th</sup> April 2023 and it is anticipated to complete on the 24<sup>th</sup> October 2023.

#### **3. Upgrading and refurbishment of the Seshego wastewater treatment plant.**

The planning is at advanced stage, the treatment facility is in dire need of refurbishment and upgrading in light of the growth of Seshego. The current treatment capacity is under strain and the effluent quality is compromised.

The project for refurbishment of Seshego wastewater treatment plant has commenced on the 30<sup>th</sup> March 2023 and it is anticipated to complete on the 30<sup>th</sup> September 2023.

#### 5.4.8 Challenges faced by the Municipality in providing Sanitation.

1. The risk of contaminating ground water in rural areas due to huge backlog of pit latrine that is not according to the approved standards.
2. Lack of funding to eradicate rural backlog (more than R500 million is required).
3. Lack of funding for construction of regional waste water treatment plant. According to master plan 1st phase was supposed to be at implementation by now, more than R1, 2 billion required). DWS has completed the feasibility study for new regional wastewater works and is co funding the project through RBIG.
4. Aging sanitation infrastructure (some of old sewer lines in Seshego are running under houses or very close to the houses and should be moved).
5. Uncoordinated allocation of new settlement in rural areas by traditional authorities has a major impact on municipal planning and budgeting (VIP).
6. Lack of maintenance plans for sewer infrastructure.
7. Limited operation and maintenance of infrastructure due to shortage of funds.
8. Theft and vandalism of the existing insufficient infrastructure remains a challenge.
9. Illegal extension of houses (back yard rooms) has an impact on sewer treatment plant. Boyne is the home of two biggest churches and proper sanitation structure is needed to avoid future water contamination.

#### 5.4.9 Sanitation in Schools

Description	Polokwane Municipality
Total number of schools	310
Number of schools supplied with sanitation	296
Number of schools remaining to be serviced with Sanitation	14

Source: PLK Water and Sanitation SBU

#### 5.4.10 Rural Household Sanitation

Polokwane municipality is constituted by a composition of households that are 65% rural and the balance being urban. There is currently no formalised sewerage collection and network in the rural areas. Sanitation in rural areas is managed through construction of VIP toilets to eradicate the backlog in access to sanitation.

Polokwane Municipality is made up of **7 Clusters and 45 wards** that should be equally provided with services guided by the community needs i.e.



Clusters	Wards No.
Mankweng Cluster	06,07,25,26,27,28, 34
Moletjie Cluster	09,10,15,16,18,35, 36,38
Molepo / Chuene / Maja Cluster	1,2,3,4,5
Sebayeng / Dikgale Cluster	24,29,32,33,30,31
Aganang Cluster	40,41,42,43,44,45
City Cluster (exempted from the VIP Allocation)	08;19,20,21,22,23,39
Seshego Cluster (exempted from the VIP Allocation)	11,12,13, 14,17,37

Source: PLK Water and Sanitation SBU

The two urban clusters i.e., **City and Seshego** Cluster are exempted from the allocation of VIP toilets as they have sewage system in place. Council focuses on allocating VIP toilets in the rural Clusters.

### 5.5. BACKLOG OF BASIC SERVICES

Below is the current status of existing backlog, which without annual maintenance will escalate.

Service	H/H	Access	Backlog
Water	280 225	202 107 (72.1%)	78 118
Sanitation		134 695 (48.1%)	145 530
Electricity		242 015 (87.2%)	38 210
Housing		160 980 (90.4%)	65 000
Waste		104 402 (48.1%)	175 823
Roads (7 495km)		1 419km (18.9%)	6 076.3km

Source: PLK Water and Sanitation SBU

## 5.5.1 Regional Water Scheme (RWS) –Demand and Shortfall

### RWS Analysis

Regional Water Supply Scheme (RWS)	Current ground water abstraction	Current surface water source	Demand	Surplus/Shortfall
Mothapo RWS	3 618 Kl/day	1 514 Kl/day	3 292.3 Kl/day	1 839.7 Kl/day
Laaste Hoop RWS	725.8 Kl/day	445 Kl/day	798.7 Kl/day	372.1 Kl/day
Mankweng RWS	320.8 Kl/day	10357 Kl/day	12 017.7 Kl/day	-1 339.9 Kl/day
Sebayeng-Dikgale RWS	6 391.4 Kl/day	224 Kl/day	5 503.3 Kl/day	1 112.1 Kl/day
Badimong RWS	827.3 Kl/day	1691 Kl/day	2 473 Kl/day	45 Kl/day
Segwasi RWS	250.6 Kl/day	394 Kl/day	265 Kl/ day	379.6 Kl/day
Boyne RWS	103.7 Kl/day	867 Kl/day	701.3 Kl/ day	269.4 Kl/day
Molepo RWS	733.7 Kl/day	1 100 Kl/day	1 537.7 Kl/day	296 Kl/day
Chuene Maja RWS	324 Kl/ day	2 700 Kl/day	2 179 Kl/day	845 Kl/day
Moletjie South RWS	3 727 Kl/day	1 000 Kl/day	2 977 Kl/day	1 750 Kl/day
Moletjie North RWS	810 Kl/day	0	611.3 Kl/	198.7 Kl/day
The Hout River RWS	1 657 Kl/day	2 000 Kl/day	2 096 Kl/day	1561 Kl/day
Moletjie East RWS	4 055 Kl/day	0	2 627 Kl/day	1 428 Kl/day
Aganang East	3 108 Kl/day	0	1 545 Kl/day	1 563 Kl/day
Bakone RWS	4 394 Kl/day	0	2 229 Kl/day	2 165 Kl/day

Source: PLK Water and Sanitation SBU

Backlogs to the access of water services are mainly attributed to:

- Availability
- Sustainability
- Proximity
- Storage Requirements
- Treatment requirements
- And affordability

## 5.6. SMART METERING

The City of Polokwane Smart City Vision articulates the future development path. Consistent with the 2030 Smart City Vision, the City launched six pillars that will assist the municipality to work towards the realization of becoming a Smart City that embraces Smart Living and Smart People as some of its building pillars. This Smart City concept is carried within the City's vision to be the "The ultimate in innovation and sustainable development".

During the 2017 State of the City address, the City have articulated a number of initiatives that are out of the ordinary that the City will be embarking on towards attaining the goal of becoming a sustainable City that is geared towards improving service delivery.

For a couple of years, City of Polokwane have been announcing that the municipality is experiencing serious challenges with regards to water and electricity losses as a result of burst pipes and illegal connections, among others. These losses accounted to loss of Millions of rand's annually in revenue to the municipality and distribution losses to the community.

The other challenge is around billing systems. The plan is to come up with smart solutions to these challenges. The City have come up with a programme that commissioned feasibility studies to check the technical aspect of the challenges experienced in relation to financial sustainability and concluded that in order to deal with all the underlying challenges the municipality first need to deal with the bulk infrastructure which is the replacement of AC pipes. At the same time will have to change all the meters with new technologies to address issues of human intervention (meter readers) and to improve the level of satisfaction to the consumers.

City of Polokwane have launched the **Smart Metering project** to members of the media and the community of Polokwane. The main aim was to connect with our stakeholders who are our customers so that they get to know that the project has resumed and not get surprised when people come to their homes for installation.

Prepaid smart meters are to be installed for all electricity users - both large power and small power users - making this roll-out probably the largest project to be undertaken by the City of Polokwane. The objectives of the project are to help the City overcome problems of inaccurate billing and encourage conservation of resources like water and electricity.

Furthermore, Smart Metering project will secure revenue losses for the municipality and bolster our financial position going forward. This will enable the municipality to free up resources that can be used to improve service delivery in other areas.

Most importantly, Smart Metering project aims to give power to the consumers because of its multiple benefits. Some of the benefits are as follows:

- Consumers having control over their usage or consumption, ease of access to purchases,
- Avoidance of unanticipated black-outs and disruptions.
- Customer service will be greatly improved through elimination of queries related to electricity billing, which account for the majority of customer queries.
- Earlier recognition of faults will become easier through increased data access.
- Illegal connections can also be identified quickly, reducing technical losses.
- There are also job creation and small business opportunities arising from system installation and operation of vending systems.

The new Smart Metering system also allows for remote and local reading of the meter as well as detection of any tampering with the system. The official installation of the smart meters to

households has begun as a pilot project. The installation commenced at Nirvana Area and once completed, the project will move to other areas in the City, Seshego and Mankweng.

The smart meters will be rolled out in both prepaid and post-paid mode. The meters are replaced at **no cost** to the consumers. At the same time the City is embarking on a project to convert all household conventional electricity meters to prepaid. All the government Departments and other large consumers will be on smart conventional and those who are serial defaulters will be put on prepaid immediately. Also, this will be done at no cost to the consumers. This project is a strategic focus project to ensure that the City is gearing towards the attainment of a Smart City and a Metro in the near future. The future is prepaid.

All Polokwane residents will soon get smart **electricity and water meters** installed as part of the City's Smart Meter Project which aims to improve service, monitor power consumption and reduce our residents' costs related to consumption of water and electricity. This project is a significant milestone towards the City objective to upgrade and improve the efficiency of services to our Communities.

### **Water New Pre-Paid Meters**



### **Electricity New Pre-Paid Meters**



## 5.7. AC Pipes Replacement

### Objectives of AC pipe replacement:

- Renewing infrastructure assets that has reached the end of its useful life.
- Reducing water losses through burst pipes.
- Saving scarce resources - water and money.
- Improving reliability of the network and standard of service.
- Reducing maintenance costs.
- To improve revenue collection.
- Upgrading the network while replacing to address growth.

Phase 1 of the AC pipes replacement project including (Seshego, CBD and Annadale) is complete, a project to install the Scada Monitoring system will commence.

### 5.7.1 Challenges -AC Pipes Replacement

#### Some challenges experienced:

- The replacement of pipes in a 'live' network in built up areas with many hidden services is in many ways a very difficult task.
- Increasing the size of pipes in areas constrained by existing storm water pipes, electricity, fibre etc. is extremely difficult.
- Higher extent of rock/ hard material encountered than expected.
- Scarce water sources added to challenges, impacting negatively on the execution of work, testing pipes and connecting users.

### 5.7.2 Phase 2 – AC Pipes Replacement

Further replacement of AC Pipes:

- Planning for the next phase of pipe replacement has started.
- Council must consider all service and infrastructure needs and priorities because funding is limited.
- There is an urgent need for augmenting the currently inadequate water sources – this is the most critical current need.
- Council has decided to re-schedule the AC replacement program for the next two years to add funding for water source development.
- The remaining extent of AC Pipes amounts to approximately 370 km.
- Limited funds prevent replacement of all pipes, focus will be on pipes that are in very poor condition, and pipes critical for the network.

### 5.7.3 Remaining extent of AC Pipes Replacement per cluster

The estimated remaining extent per cluster is as Reflected on the table Below:

Cluster	Total Scope (km)
City Cluster	131.0
Mankweng Cluster	103.0
Molepo/Chuene/Maja Cluster	49.0
Moletjie Cluster	1.1
Sebayeng/Dikgale Cluster	10.0
Seshego Cluster	76.0
<b>Total</b>	<b>370.1 km</b>

Source: PLK Water and Sanitation SBU

### 5.8 Construction of Borehole Infrastructure for Sandriver North Wellfield

Project descriptions include:

- I. Equip 32 boreholes in Sandriver North Wellfields and Polokwane (6.4Mℓ/d average supply; 12Mℓ/d peak supply).
  - II. Pump to new Sandriver North Water treatment works and.
  - III. Distribute to existing Krugersburg and Potgieter reservoirs.
- **Project is progressing well at 94%.**



## 5.9 Water Losses

Water loss	June - 2023		June - 2022		June - 2021	
	Units	Value	Units	Value	Units	Value
<b>Loss</b>	13 550 307 KL	R 109 757 487	12 926 583 KL	R 87 099 415	7 991 916 KL	R 46 832 629
<b>Percentage</b>	32,2 % (difference between purchased & sold water)		34 % (difference between purchased & sold water)		21.3 % (difference between purchased & sold water)	
<b>Technical loss (Real Losses)</b>	26,6 % estimated** Values obtained from IWA Water Balance Compiled by the Water & Sanitation Directorate		10.4 % estimated** Values obtained from WCWDM report conducted by WRP on behalf of SWPN, ABInBev & Anglo		8.4 % estimated** Values obtained from WCWDM report conducted by WRP on behalf of SWPN, ABInBev & Anglo	
<b>Non-technical loss (Apparent Losses)</b>	5,6 % estimated** Values obtained from IWA Water Balance Compiled by the Water & Sanitation Directorate		5.5% estimated** Values obtained from WCWD report conducted by WRP on behalf of SWPN, ABInBev & Anglo		5.5% estimated** Values obtained from WCWD report conducted by WRP on behalf of SWPN, ABInBev & Anglo	

Source: PLK Water and Sanitation SBU

### 5.9.1 Causes of Water losses

#### Technical losses

- Revenue losses due to bulk supply breakdowns
- Pipe bursts (Mainly AC Pipes)
- Leaking Valves & Fire Hydrants

#### Non-Technical Losses

- Bridged meters
- Unread meters
- Wrong meter readings

## 5.9.2 Water losses Mitigation Strategy

### (1) Work stream – Bulk Water Supply & Bulk Meters

#### Objective:

- Provide bulk water balances to proactively establish accurate assessment of water losses in bulk water supply system – Water balance is now monitored through newly installed bulk meters on the inlets and outlets of the reservoirs (*Project is currently in commissioning phase*)
- Replace/upgrade old infrastructure – AC Pipes replacement phase 2 planning concluded and is awaiting funds to implement the project in areas that still have old pipes (prepare and submit plans for funding to continue with Phase 2)
- Ensure adequate working bulk meters at all required supply points - Municipality has just completed a project for installation of Bulk meters, installation of top consumer meters (SAB, Coca Cola, Enterprise, etc) and monitoring systems. (*Project was completed in June 2022*)

### (2) Assistance to the Poor and School Leak Repairs

#### Objective:

Ensure that internal water losses are identified and repaired - All leaks identified on the network are continuously repaired by our internal maintenance team and appointed term contractors depending on the complexity.

### 3. Leak Repair Contractor

#### Objective:

To reduce water losses identified by the leak detection team by the appointment of repairs and maintenance contractor – All leaks identified on the network are continuously repaired by our internal maintenance team and appointed term contractors depending on the complexity.

### (4) Valve & Fire Hydrant Audits

#### Objective:

- ✓ To ensure all valves and fire hydrants are located, working and are on the record system – All valves and fire hydrants are continuously monitored to ensure that they are on a good working condition and fire hydrants are monitored for theft of water

## 5.9.3 Longer term plan to address Water losses.

### Longer term plan to address Water losses - distribution and revenue.

- 1) **Pipe bursts** – Phase 1 of the AC pipes replacement is completed and planning for phase 2 underway.
- 2) **Bridged meters** – continuous meter audits are conducted.
- 3) **Incorrect meter readings** – program to change all meters to prepaid to avoid wrong readings is being rolled out in phases.

- 4) **Faulty meters** – all meters are being changed to prepaid.
- 5) **Installation of bulk meters** – appointed service providers are given job cards to install Bulk Meters at reservoir outlets.

#### 5.9.4 Progress in addressing water Provision Backlogs

- Progress **to-date** in the provision of basic services is at **87%**.
- Addressing source developments for Regional Water Schemes (with or without approved Technical Reports).
- Continuing with the implementation of Capital Works Programs under **IUDG, WSIG and CRR**.

#### 5.9.5 Planned water expenditure towards new infrastructure

##### Planned new expenditure by source

Funding Source	IDP Budget 2023/24	Program
IUDG	R 114 973 251	Capital
WSIG	R 72 700 000	Capital
CRR	R 21 097 209	Capital
RBIG	R 161 539 000	Capital
<b>Total</b>	<b>R 370 309 460</b>	

Source: PLK Water and Sanitation SBU

#### 5.10 Strategic issues facing municipal water business (Water resilience)

##### 5.10.1 Water Resource Security

The calculated daily water demand (including water losses) for Polokwane City, Seshego and Perskebult has been calculated as follows: (WMP).

Year	Supply Reservoir Demand (MI/day GAAD)					Total (MI/day)
	Krugersburg	Potgieter	Doornkraal	Seshego	Perskebult	
2017	28.3	34.8	8.4	23.2	5.0	99.6
2020	29.3	36.9	10.2	23.8	5.5	105.7
2025	33.3	40.9	15.4	27.7	6.0	123.4
2030	36.5	44.0	17.1	30.8	6.5	134.9
2035	38.9	47.3	18.7	35.8	7.0	147.7
2040	43.5	51.6	27.8	48.0	8.0	178.8
2045	56.9	54.6	31.4	54.6	9.0	206.4

Source: PLK Water and Sanitation SBU

### 5.10.2 Polokwane City Water Supply

Currently Ebenezer WS = 19.9 ML/day and Olifantspoort WS = 24.8ML/day. A water supply shortfall in excess of 30 MI/day was calculated if water losses are included.

Resource Name	Average Supply to Polokwane City (Current)
Polokwane Boreholes	6.9 ML/day
Pelgrimshoop Boreholes	1.2 ML/day
Dap Naude Dam	10 ML/day
Seshego Dam	1 ML/day
Ebenezer Dam (LNW)*	46.7 ML/day
Olifantspoort RWS (LNW)*	27.3 ML/day
TOTAL	<b>93.1 ML/day</b>

Source: PLK Water and Sanitation SBU

### 5.10.3 Quality of Polokwane Drinking water: (Compliance with SANS 241)

Polokwane Municipality runs its own water quality laboratory. Samples from different points are collected on a weekly basis. Compliance with SANS 241(South African National Standard drinking water) is monitored daily. Weekly reporting on the Blue Drop portal is maintained.

### 5.10.4 Network Management

- **Pipe bursts and Billing inaccuracies** are the biggest contributor to **NRW**.
- **Response** is maintained on a **24/7** basis.
- Less than **5%** of the network gets replace per year in response to bursts.
- **Sewer spillages** are reported as a daily feature due to blockages of the pipes by **tree roots, objects flushed through the toilet, fats from food outlets and storm water deposited into the system** through gullies.
- **No replacements** of sewer reticulation network have been done.

### 5.10.5 Waste Water Treatment

- (Compliance with licence conditions; capacity, condition and operational performance of wastewater treatment plants)

Due to the **age of our plants**, we have challenges with **license compliance issues**. For the current water balance, **we are the peak of the design capacity**. However, as we are increasing sources, **we will run out of capacity soon**.

The construction of the **New Regional Wastewater Treatment Works** will address the capacity backlog. **Plans for refurbishment** of our plants **are concluded** and the Grant funding approved (**projects for all three plants are shovel ready**).

### 5.10.6 Water Resilience Summary Risk Assessment

In line with the provided Table **below**, the responded questions help the City of Polokwane to understand the issues pertaining to water business. The essence of this question help the City comprehend perceived risk over the next 5 years in terms of the following categories- (very low, low, moderate, high, very high).

**Table: Summary Risk Assessment**

Perceived risk (over next 5 years) of ...	v low	low	mod	high	v high
Significant <b>water restrictions</b> being imposed			<b>X</b>		
Episodes of <b>drinking water unsafe</b> to drink	<b>X</b>				
Regular <b>water supply interruptions</b> (or less frequent but lengthy interruptions)				<b>X</b>	
Significant <b>pollution</b> of rivers / inland water bodies as a result of a failing sewer network or poor performance of wastewater treatment works		<b>X</b>			

Perceived risk (over next 5 years) of ...	v low	low	mod	high	v high
<b>Unsound technical decisions</b> compromise service as a result of critical technical skills gaps		X			
<b>Unsound technical decisions</b> compromise service as a result of undue political interference		X			
<b>Deterioration in assets and service quality</b> as a result of inadequate spending on maintenance and rehabilitation/replacement of assets				X	

Source: PLK Water and Sanitation SBU

### 5.10.7 HR for Water and Sanitation Directorate (Professional Engineers)

Number of registered professional engineers in water & sanitation department.

- x3 are candidates of registered professional engineers in water & sanitation department.

Critical skills vacancies (Number of posts at Professional level or above vacant or with acting position, out of year-on-year posts)

- Professionals Level = Level 6-4

No.	Description	Job Level	Positions	Filled	Vacancies	Budgeted
1.	Director	0	1	0	1	1
2.	Manager (O&M)	1	1	0	1	1
3.	Manager (Purification)	1	1	0	1	1
4.	Manager (Infrastructure)	1	1	0	1	0
5.	Assistant Manager (O&M)	3	1	1	0	1
6.	Assistant Manager (Infrastructure)	3	1	1	0	1
7.	Assistant Manager (Purification)	3	1	0	1	1
8.	Snr Engineering Technician (Infrastructure)	4	1	1	0	1
9.	Quality Scientist (Purification)	4	1	1	0	1
10.	Chief Chemist (Purifications)	4	1	1	0	1
11.	GIS Officer	4	1	1	0	1
12.	Engineering Technician (Infrastructure)	5	2	1	1	2
13.	Engineering Technician (O&M)	5	1	1	0	1
14.	Snr Technical Assistant	6	4	4	0	4



No.	Description	Job Level	Positions	Filled	Vacancies	Budgeted
	(Infrastructure)					
15.	Superintendent (O&M)	6	3	3	0	3
	TOTAL		21	15	6	20

Number of posts at artisan level, out of year-on-year posts); Staff per 1000 customer.

- Artisan's level = Level 9-7
- Number of Positions= 55
- Number Vacant= 24
- Number Filled= 31

#### Acting positions

No.	Description	Job Level	Acting
1.	Director	0	1
2.	Manager (O&M)	1	1
3.	Manager (Purification)	1	
4.	Assistant Manager (O&M)	3	0
5.	Assistant Manager (Infrastructure)	3	0
6.	Assistant Manager (Purification)	3	1
7.	Plant Supervisor (Purification)	8	2
8.	Plumber (O&M)	9	4
9.	Fitter & Turner (Roaming Team)	9	1
	TOTAL		10

### 5.11 Smart Meters

#### 5.11.1 Smart Meters Support and Enquiries

In order to deal with the Smart Meters challenges, the City of Polokwane has established the following Measures as a way to Support and Resolve the enquiries faced by the community regarding the new Smart Meters. Dedicated Office to handle Smart meter was established i.e., **Office No. 110 Civic Centre (Head Office)**. For:

- New connections: -**Applied through building section at Civic Centre.**
- Shifting of a water meter: -**Office No. 110 Civic Centre.**
- Damaged water meter and CIU replacement: - **Office 110 Civic Centre.**
- Stolen water meter: **Office 110 Civic Centre.**
- Smart meter request: **WhatsApp Number: 068 290 8736. Landline: 015 290 2376**

- Leakages, Low batteries and Conversions: **WhatsApp Number: 068 290 8736.**  
**Landline: 015 290 2376**

### 5.11.2 Turnaround Time when attending Complains.

- New connections: **0-14 days.**
- Shifting of a water meter: **0-7 days.**
- Damaged water meter and CIU replacement: **24 hours.**
- Stolen water meter: **24 hours.**
- Smart meter request: **1 month.**
- Leakages and Low batteries: **24 hours.**
- Prepaid conversions: **0-7 days**

### 5.12 WATER TANKERS

In Clusters that have shortage of water, the City of Polokwane is Relying on **water tankers** to provide water to the community on daily and weekly basis. The table below indicates the schedule per cluster:

Cluster	Total Number of Areas Supplied by Tankers	Dates of Supply	Comments
City	4	Daily	Areas tankered in the city are due to low reservoir levels resulting in insufficient system pressures to supply high lying areas.
Seshego	1	Daily	New Development.
Moletjie	42	Weekly	Areas tankered in Moletjie are due to insufficient water supply from the boreholes and lack of a water distribution networks.
Mankweng	20	Weekly	Areas tankered in Mankweng are due insufficient water supply from the boreholes, Lepelle Northern Water and lack of a water distribution networks.
Molepo/Chuene/ Maja	16	Weekly	Areas tankered in Molepo/Chuene/Maja are due insufficient water supply from the boreholes, Lepelle Northern Water and lack of a water distribution networks.
Sebayeng Dikgale	17	Weekly	Areas tankered in Sebayeng / Dikgale are due insufficient water supply from the boreholes and lack of a water distribution networks.

Cluster	Total Number of Areas Supplied by Tankers	Dates of Supply	Comments
Aganang	24	Weekly	Areas tankered in Aganang are due insufficient water supply from the boreholes and lack of a water distribution networks.
Total	124		

Source: PLK Water and Sanitation SBU

### 5.12.1 Municipal Water Tankers Fleet



Source: PLK Water and Sanitation SBU

## 5.13 Municipal Boreholes Status Quo

### 5.13.1 City of Polokwane Boreholes Status Quo Report

Boreholes Status Quo			
Cluster	Total No of Boreholes	Total Number of Boreholes Operating	Total Number of Boreholes Not Operating
City	41	31	10
Seshego	12	10	2
Moletjie	129	72	57
Mankweng	56	44	12
Molepo-Chuene Maja	40	38	2
Sebayeng Dikgale	52	48	4
Aganang	143	118	25
<b>Total</b>	<b>473</b>	<b>361</b>	<b>112</b>

Source: PLK Water and Sanitation SBU

## 5.14 Pump Station Status Quo

### 5.14.1 SUMMARY OF MUNICIPAL PUMP STATION STATUS QUO IN ALL CLUSTERS

Municipal Pump Stations			
Cluster	Total No of Pump stations	Total Number of Pump stations Operating	Total Number of Pump stations Not Operating
City	7	7	0
Seshego	1	1	0
Moletjie	1	1	0
Mankweng	2	2	0
Molepo-Chuene Maja	7	6	1
Sebayeng Dikgale	1	1	0
Aganang	1	1	0
<b>Total</b>	<b>21</b>	<b>20</b>	<b>1</b>

Source: PLK Water and Sanitation SBU

### 5.14.2 Names of the Pump Stations and Status Quo

	Cluster	Pump Station Name	Status
1	Chuene-Maja	Chuene Maja low lift	Operating
2	Chuene-Maja	Chuene Maja high lift	Operating
3	Chuene-Maja	Matabole	Operating
4	Chuene-Maja	Nare Letsoalo	<b>Stolen Transformer.</b> Reported to Eskom
5	Chuene-Maja	Molepo Pump station 2	Operating
6	Chuene-Maja	Molepo Pump station 3	Operating
7	Chuene-Maja	Molepo Pump station 1	Operating
8	Mankweng	Monakadu	Operating
9	Mankweng	Mothiba Pump Station	Operating
10	Sebayeng-Dikgale	Solomondale Pump station	Operating
11	Moletjie	Bloodriver Pump station	Operating
12	Seshego	Seshego Pump station	Operating
13	City	Sand River North	Operating
14	City	Sand River	Operating
15	City	Ivy Dale Pump station	Operating
16	City	Ext 34	Operating
17	City	Marshall Street	Operating
18	City	Dalmada Treatment	Operating
19	City	Serala View	Operating
20	Aganang	Utjane Pump station	Operating
21	Dap Naude	Dap Naude	Operating

Source: PLK Water and Sanitation SBU

### 5.15 CHALLENGES WATER SERVICES

- Lack of sustainable water sources for current and future demand, the municipality is currently receiving between **80 to 99 MI/d** and unable to meet the peak flow demand of **163 MI/day**.
- Lack of As-Built drawings for the City and Mankweng
- Eradication of water supply backlog in RWS.
- Eradication of Sanitation backlog (**+68 000 HH**).
- Refurbish components of existing sewer plant to reduce the smell.
- Electrification of boreholes in RWS by ESKOM.
- Lack of capacity at the Mankweng wastewater treatment works, which creates challenge on future developments.
- Illegal yard connections in rural areas.

- Illegal disposal of sewage in storm water drains at Mankweng (Private University Residence).
- Shortage of staff that results in excessive overtime.
- Lack of rural sanitation maintenance plan.

### **5.16 Interventions to solve the Challenges.**

- two water treatment plants, in construction, progress is 75 % anticipated project delivery **2<sup>nd</sup> quarter 2024**.
- Refurbishment of Dap Naude Pipeline and Constriction of a new booster pump station.
- Upgrading and refurbishment of Seshego and Mashashane Water Treatment Works.

#### **Water supply system 1. Water Shortage**

- Refurbishment of City boreholes and intensify security.
- Implementation of Groundwater Project – Equipping of drilled boreholes, Bulk pumping lines and modelling (to produce supply zones, pressure zones, as built drawings).

#### **2.Waste Water Treatment Works (WWTW) overloaded.**

- Upgrading of Polokwane Wastewater Treatment Works to 32MI/day (current capacity by 26 MI/day). Phase 1 completed; Phase 2 planning in construction
- Construction of first 20MI/day module of the Regional Wastewater Treatment Works (RWWTW).
- Enhance the current operations (Capacity building to current personnel and filling the vacant positions).

#### **3.Aging Infrastructure**

##### **Water**

- Replacement of Asbestos Cement pipes (AC).
- Remodeling the water supply system (to locate valves, have as built drawings).

##### **Sanitation**

- Modelling the sewer system / Sewer Master Plan (for upgrading and refurbishment purpose)

#### **4.Uncoordinated New Settlements**

- All land developments to be coordinated through Planning Directorate.

#### **5.Transformers, cable theft and vandalism/ Delay from Eskom to energise the boreholes.**

- Develop security plan.
- Engage Eskom on their turnaround time for energizing of new boreholes and replacing the stolen transformers.

#### **6.Private water supply by LNW to Municipal Residence**

- Dalmada water users supplied directly from LNW.
- Engage with LNW and Dalmada Water users for Municipality to take over the water supply responsibility.

#### **7.Maintenance of Rural Households Sanitation.**



- Development of rural sanitation maintenance plan.

#### 8. Over reliance to annual contractors.

- Build capacity to the internal personnel for the specialize functions e.g., boreholes and pump stations.

### 5.16.1 WHY REGIONAL WASTE WATER TREATMENT PLANT

The City has **three (3)** Waste Water Treatment Plants i.e.

- 1) **Polokwane,**
- 2) **Seshego and**
- 3) **Mankweng.**

Polokwane Waste Water Treatment Plant is the **biggest** with **26 MI/day** capacity and the current load standing at **34 MI/day**. Plans are in place to construct the **100 ML/day Regional Waste Water Treatment Plant** for the whole Polokwane Municipal **sewage load** and to cater for new developments (however there is limited budget).

A memorandum of agreement to **refurbish and upgrade** the **over loaded** Polokwane Waste Water Treatment Plant has been signed by the Municipality and **Anglo American. The upgrade is now complete and has been commissioned.**

For the purposes of increasing the capacity of the Waste Water Treatment Plants to support **current and future development, the** municipality is currently in a process of building:

- 1) **New Regional Wastewater treatment 20MI/day.**
- 2) **Seshego Wastewater Treatment Plant (Refurb).**
- 3) **Mankweng Wastewater Treatment Plant (Refurb & Upgrade).**
- 4) **Polokwane Wastewater Treatment Plant (Refurb)**

### 5.16.2 Impact of the reduction of RBIG funding

The following projects areas are affected by Reduction of RBIG funding:

- 1) **Phase 1 of the RWWTP (phase 1 complete, earthworks) (Photo Below).**



Source: PLK Water and Sanitation SBU

**R120 Million** has been invested to the 1<sup>st</sup> phase of the project. RBIG Funding the project has been reduced and the City of Polokwane Currently needs a new regional sewer plant.

**2, Upgrading and refurbishment of Mankweng treatment plant (intended to cater for the University of Limpopo growth).**

- The Reduction in RBIG Funding has also affected the plans for the Mankweng Sewer Plant, and Mankweng is a nodal point, the University of Limpopo has applied for funding with regard to student accommodation, there is a serious need of New Sewer Plant in Mankweng.

**3) Refurbishment of the Dap Naude water pipeline.**

- The Reduction in RBIG funding has affected the refurbishment of the pipeline from Ebenezer Dam to the City.

**5) Upgrading and refurbishment of the Seshego wastewater treatment plant. (Progress at advanced stage)**

**5.16.2 Construction of Seshego Water Treatment Works**



Construction of Seshego Water Treatment Works 1



Construction of Seshego Water Treatment Works 2





**Construction of Seshego Water Treatment Works 3**



**Construction of Seshego Water Treatment Works 4**

Source: PLK Water and Sanitation SBU

Construction of the Sand River North Water Treatment Works.



## 5.17 Polokwane Water Utility - Metro Vision

Polokwane Municipality is earmarked to be the first future Metropolitan Municipality for Limpopo Province.

For the municipality to reach that status it will have to satisfy number of requirements in terms of criteria and amongst those will be the City's development growth and the crux of that development is **water**.

Sustainable bulk water supply to the city will ensure that all lined up **catalytic projects** which are also meant to boost the City's opportunity to become a metro become successful.

Other Metropolitan Municipalities have successfully established their **own water entities** which successfully supply their own water and carry out maintenance.

**Johannesburg Metro** has established its own Municipal Water Entity called Johannesburg Water (CoJ) as its sole shareholder.

On the side of Ekurhuleni Metro, they have established East Rand Water Company (ERWAT) established in 1992 as Section 21 Company.

Polokwane Municipality sources **60%** of its water from **outside** the boundary of the Municipality the majority of which is supplied by **Lepelle Northern Water (LNW)**.

Water is bought from LNW for **R9/kl**. For the **2020/21** financial year, bulk purchases for water totaled **R 191 088 675.00** according to the audited financial statements

An external mechanism of water & wastewater service provision would imply that the full responsibility for the provision of all or a ring-fenced part of water & sanitation services, which may include **repairs, maintenance, upgrading, renewal and expansion** of the works (possibly even including the development of new works) is transferred to the **proposed utility**, which is then by implication a new WSP under the WSA.

The WSP is solely and autonomously responsible for the execution of the particular ring-fenced service, held accountable by the WSA based on an output specification, and carries substantial technical, operational and financial risk.

In such instance, output specification driven, performance-based agreement will be required between the city and its Water Utility.

### 5.17.1 KEY WATER INFRASTRUCTURE

#### **Bulk Surface water abstraction system:**

- Dap Naude Dam (18 MI/day)
- Seshego Dam (2 MI/day)
- Molepo Dam (6 MI/day)
- Houtriver Dam (1.6 MI/day)
- Mashashane/Utjane Dam (0.5 MI/day)
- Chuene Maja Dam (2.7 MI/day)

#### **Bulk Ground Water System:**

Ground water is classified according to two main supply schemes or systems, namely the **Polokwane groundwater system** and the **Seshego System** (also incorporating the surface water abstraction from Seshego Dam) to bring additional **20 MI/day**.

### **Water Treatment Works**

- Dap Naude/Dalmada Water Treatment Works (**18 MI/day**)
- New Seshego Water Treatment Works (**10.4 MI/day**) \*\*
- New Sand River Nort Water Treatment Works (**18 MI/day**) \*\*
- Molepo Water Treatment Works (**6 MI/day**)
- Houtriver Water Treatment Works (**1.6 MI/day**)
- Mashashane/Utjane Water Treatment Works (**0.5 MI/day**)
- Chuene Maja Water Treatment Works (**2.7 MI/day**)

### **Wastewater Treatment Works:**

- Polokwane Wastewater Treatment Works (**27 MI/day**)
- Seshego Wastewater Treatment Works (**9 MI/day**)
- Mankweng Wastewater Treatment Works (**8 MI/day**)
- New Regional Wastewater Treatment Works (**20 MI/day**) \*\*\*

*(\*\*\*indicates Projects that are under implementation.)*

### **Other Infrastructure Includes but not limited:**

- Sewer Pumps Stations.
- Raw Water & Portable Water Pump Stations.
- Bulk water and Bulk Wastewater pipelines.
- Bulk & Service Reservoirs.
- Reticulation Pipelines.
- Bulk and Domestic Meters.

## **5.17.2 Recommendations for Polokwane Water Utility**

**It is recommended that the Municipality:**

- Engage in a **pre-feasibility** fact finding exercise to determine the potential of establishment of a water utility, it may be beneficial to engage with **Metros** regarding their successful transition to an establishment of water utility, specifically regarding any lessons learnt during their process.
- Conduct a study as per Section 76 of MSA to determine the service delivery mechanism, implications and overall feasibility, this study needs to be comprehensive and include as a minimum the MSA and WSA requirements.
- The current human capital may be affected. Engagement with labour **Unions** should be undertaken, and a resolution will be required concerning the existing staff.
- The recommended procedure is that the current staff employed by the city will be required to be transferred to the Utility for training and skills development.

## CHAPTER Six: Energy Services Analysis

### 6.1. ENERGY SERVICES

Polokwane Municipality distributes electricity in the City/Seshego cluster while Eskom is the service provider in the rest of the Municipal area. **99%** of dwellings in the City/Seshego cluster are supplied with electricity. Streetlights and High Mast lights are installed annually in various areas of the municipal area of jurisdiction.

The number of households with access to electricity increased from 231 317 in **2020** and to 232 172 in 2021 and 233 372 in 2022. The current increase for 2022/23 is 234 516.

Households for Polokwane municipality increased from 178 001 in 2011 to 239 116 in 2016 (Stats SA 2016), making the current access to electrification to 98.07%. Guided by the Information from the Global Market Intelligence (2023) the total number of Households in the Municipality has increased to **254 907**.

Although the backlog percentage seems less, the growth rate of the City makes the municipality to fail in making sure access to electricity by all. The municipal area increased in 2016, incorporating major parts of former Aganang municipality (76.93%) into Polokwane and thus adding backlog numbers.

#### 6.1.1 Energy Master Plan

The **Energy Master Plan** has been reviewed in 2018/19 and has been approved by Council. The draft master plan is prepared on the basis of 5 years' growth Projection. The analysis of the energy master plan forms the basis of a recommendation regarding the anticipated demographic and economic growth factor that should be provided for in terms of additional electricity demand during the next five years. The current challenge is capacity challenge in Eskom licence area and the high rate in which low-cost houses are constructed in the urban area, Polokwane Ext 78 and Ext 133, 134, 127 and 40 to name a few, thus creating urban backlog of 10800.

**Table: Distribution of households with its main source of energy for lighting**

Main source of energy	No of Households
Electricity from mains	228 131
Other sources of electricity (e.g., generator, etc.)	302
Gas	419



Main source of energy	No of Households
Paraffin	2038
Candles	8383
Solar	500
Other	394
None	554
Unspecified	435
<b>Total</b>	<b>241 129</b>

Source: PLK Energy Services Directorate

In comparison with the 2011 Census there is tremendous improvement of the number of households with access to electricity in 2022. The census shows that 225 628 households out of 239 116 have access to electricity with the current backlog being 8 939. The current Polokwane Municipality Priority list indicates an increase from backlog of 15 965 to 18227 in 2023 households. Polokwane municipality electrified 1144 households during 2022/23 financial year.

### 6.1.2 Free Basic Electricity

Free basic electricity is the amount of electricity which is deemed sufficient to provide basic electricity services to a poor household.

Polokwane municipality provides **50kWh** of free electricity to registered consumers in the Eskom supply area with 16012 configured consumers (14372 collecting) which is a reduction from the 21,504 households in rural Polokwane area Mankweng and Solomondale from the previous financial year. The number reduced due to load shedding and people resort to other alternatives, mostly solar. In Polokwane and Seshego (Polokwane license area) 100kWh is allocated monthly to 8663 households from 13134 registered beneficiaries. In Aganang cluster, 3995 households are benefitting from FBE whilst 500 households are benefitting from Free Basic Alternative Energy (FBAE).

#### Challenges

1. Non collection by some beneficiaries
2. Free Basic Electricity provided to able people while some indigents do not benefit.
3. Insufficient staff to verify and approve indigence in Eskom and municipal license areas.
4. Budget constrains to provide 100kWh in Polokwane license area, the national allocation is 50kWh for FBE.

**Table: Free Basic Electricity Provision**

Basic service	The limited amount	Free basic services provided	Number Customers	The level and standard
<b>Electricity</b>				
Eskom Area	R157.08 per month	14372 collected	16012	50kWh at RDP standard (20amp connections)
Municipal License Area	R118.53 per month	8 663 collected	8 400	100 kWh (20-amp connections)-

Source: PLK Energy Services Directorate

### 6.1.3 Free Basic Alternative Energy (solar light system)

Polokwane municipality had in the past in conjunction with Department of Mineral Resources and Energy provided solar light system to households that will not be provided with electricity in five years' time. The contract ceased since it was between the service provider and Department of mineral resources and energy. New application for inclusion in the non-grid electrification has been sent to Department of Mineral Resources and Energy, waiting response.

Polokwane municipality is providing this service to 500 households with solar light, cooking gel and gel stoves to Aganang cluster, a cluster service provisioning that formed part of basic conditions for incorporating former Aganang municipality with Polokwane. The numbers also fluctuate as and when the areas get electrified. 445 households benefited for 2016/17 financial year till 2018/2019. From 2020 to date 500 beneficiaries are served.

#### Challenges

1. Financial constrains to provide the FBAE (free basic alternative) service.
2. The approval of the submitted application
3. No enough staff to verify beneficiaries.

### 6.1.4 Solar Water Geysers

Polokwane municipality received 10 000 units to be allocated to low-cost housing and indigent residences of wards **8, 11,12,13,14,17,19 and 37** within City and Seshego clusters with an additional 6000 added at a later stage. Council approved the criteria in considering people who were living in low-cost houses and paying services to the municipality first. The program is planned to be rolled all over the municipal area as and when new allocations are provided. Currently 4 geysers installed with seven incidences of hot water bursts that resulted in four people with minor injuries. Polokwane, DMRE and the Department and Labor are busy with investigations and had to put the project on hold. **The project is continuing with different types of geysers (flat ones) and 4481 geysers installed to date.**

### 6.1.5 Solar geysers Installed at Seshego's Ext 71 and 75



Solar geysers Installed at Seshego's Ext 71 and 75

#### Challenges

1. Geyser allocation to a moving target as new low-cost housing are allocated annually.
2. Water cut offs delays the project
3. Budget for Extra accessories and service requirements by the municipality. E.g., the cost to move water connection from the corner tap to the house.
4. Asbestos roofs resolved, converted to corrugated irons
5. Warn out roof structures and rotten corrugated irons.
6. Appointments and roll out by the department of mineral resources and energy.
7. Cases of inappropriate material provided, e.g., plastic taps, tap screws instead of bolt and nuts.
8. Roof leaks, etc.
9. Outstanding case for tubular geysers by the department with manufacturers

#### 6.1.5 Challenges/Achievements by the Municipality to provide Energy.

- Capacity Provisioning – the municipality will not be able to sustain future developments unless new programmes are implemented to provide electricity capacity. Projects were identified to strengthen the supply which, amongst others, includes construction of Bakone substation (completed), construction of Bakone to IOTA 66kV line, construction of Matlala substation, construction of 66KV lines from Matlala substation to Alfa and Sigma substations respectfully as well as construction of a 90MW solar farm through PPP which are currently at planning stage.
- Delays in implementation of other strategic projects identified in the master plan due to budget constrains will result in lack of capacity in future which might require the implementation of internal load shedding.
- Illegal connections and bridging of electricity meters are contributing to electricity losses. A service provider has been appointed to help with revenue enhancement.

- Ageing infrastructure
- Theft and vandalism of cables has been reduced in substations, but thieves are now targeting other areas such as household connections, miniature substations and low voltage cables in the industrial areas, streetlight and meter box covers. Storage of equipment by street vendors and people living in streets are breaking locks for mini substations.
- Theft of transformers which supplies residents and borehole pumps is very high in rural areas and is causing disruption of service delivery.
- ESKOM has upgraded Boyne and Nobel substations and now busy upgrading University substation and new Rampheri substation is at 80% completion stage construction. Network strengthening is also taking place in strategic areas within the municipality.
- A company was appointed to install prepaid meters for Domestic customers and Smart metering solutions for business and bulk supplied customers within the city/Seshego area.
- Retrofitting of Library lights and installation of roof PV in Library Gardens (completed) and New Peter Mokaba stadium is ongoing as part of programmes of reducing energy losses.
- Installation of check meters to verify the bill from Eskom, has been completed.
- A service provider has also been appointed to upgrade the current meters for Token Identifier (TID) compliance and replace meters that cannot be upgraded to be able to recognise new tokens post November 2024.

### 6.1.6 BACKLOG OF ENERGY SERVICES

Below is the current status of existing backlog in energy services, which without annual maintenance will escalate.

Service	H/H	Access	Backlog
Electricity	280 225	242 015 (87.2%)	38 210

Source: PLK Energy Services Directorate

### 6.1.7 Rural Areas Electrification

Each year the City of Polokwane get INEP (Integrated National Electrification Plan) grant Budget to electrify rural areas that still do not have Electricity. Council has approved electricity Priority list that guide the Process. there is so much progress in this Programme, however, being delayed currently due to capacity constraints on Eskom networks.

### 6.1.8 Polokwane/Seshego Urban Complex Technical Assessment

#### Electricity Services

<b>Level of Service</b>	Grid Electricity Service - connected and metered (conventional and or pre-paid).
<b>Overview</b>	The Municipality distributes electricity in the Polokwane City/Seshego Functional Area while Eskom is the service provider in the rest of the Municipal area.
<b>Capacity and Backlog</b>	<p>The electricity backlog in the Polokwane Electricity Supply Area is 10800. New township development in the Seshego (Extension 133, 134, 127,126) area have not been electrified but the process of building more low-cost housing continues.</p> <p>ESKOM currently supplies Polokwane Municipality from two substations namely the Pietersburg Substation and the Silica Substation. Indications are that the demand on the Pietersburg Substation exceeds the secure capacity of the supply lines by 45% but does not exceed the secure capacity of the 132kV / 66kV transformers. The demand at the Silica Substation does not exceed the secure capacity of the incoming lines or the secure capacity of the 132kV /66kV transformers. ESKOM has the following upgrading/strengthening strategies:</p> <p><b>Pietersburg Substation:</b></p> <p>Eskom is currently busy with the planning for the construction of a new 132kV supply line from the Eskom Witkop Main Transmission Substation to the Eskom Pietersburg Substation. This line will have a capacity of 195MVA and is expected to be completed in 2026. At the completion of this line the secure capacity of the supply lines to Pietersburg Substation will be 172MVA which will be sufficient until 2028.</p> <p>After completion of the new line one of the existing lines will be upgraded as well to have a capacity of 195MVA. The date of completion of the upgrading of this line is currently unknown. Completion of the upgrading of this line will bring the secure capacity of the supply lines to, Pietersburg Substation to 281MVA. This upgrade falls outside the 10-year planning window.</p> <p><b>Silica Substation:</b> No upgrading for the substation is planned.</p> <p><b>Seshego Metering Point - Sigma Substation:</b> No upgrading for this metering point is planned.</p> <p><b>Pietersburg Substation: area:</b> The completion of the Bakone - Iota 66kV line and the Bakone intake substation is scheduled for completion in year three (3) after which the 66kV lines feeding into the old Pietersburg area will have a firm capacity of 4 x 80MVA = 320MVA. This is sufficient for the foreseeable future demand.</p> <p><b>Seshego area:</b> Supplied from Eskom Pietersburg substation to the Seshego metering point by a single non-firm 66kV line with a capacity of 42MVA which is concerning for the following reasons: It is mostly a wood-pole line with poles dating from 1976/1977. This indicates that the line is 41 years old and has reached the end of its lifespan.</p> <p>The supply is not firm, and a breakdown of the line could result in a lengthy period without electricity for the entire Seshego. It is recommended that this line be replaced due to the age of the existing line. It is further recommended for the Construction of Matlala and Dendron substations with its connector 66kV lines to make a complete 66KV ring in Seshego area as well</p> <p><b>Bakone Intake Substation:</b> The Bakone substation is scheduled for completion in 2023 and no problem is envisaged in the study period with this substation.</p>

	<p><b>Alpha Intake Substation:</b> The 66kV supply line to Sigma substation is currently supplied from the Eskom Pietersburg substation and is under control of Eskom. This situation is unacceptable, especially when the 66kV system will be modified to become a firm supply when control of the system must be by the Municipality. To correct the situation, Eskom moved the metering point to Alpha/Pietersburg substation but not yet transferred ownership of the line to Polokwane municipality.</p> <p>The existing transformer substation has sufficient capacity for the 10-year study period. In the long-term new transformer substations are required with the proposed establishment of Tweefontein, Dendron and Matlala to unlock the development of the areas.</p>
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**Source: PLK Energy Services Directorate**

The largest contributor to service charges is **electricity services** with a contribution of 68% followed by water services accounting for approximately 18% of the total service charges levied.

### **6.1.9 The Supply and Installation of Electrical network at EXT 78 - Phase 2**

#### **Project Description**

STANDS) –Multiyear Project: The Supply and Installation of Electrical network at Polokwane EXT 78 - Phase 2 **(1210)**

### **6.2 Electricity Losses**

The municipality has managed to decrease electricity losses to **11,41%** in the 2022/2023 financial year. Automatic meter reading has been installed on all Large Power Users allowing constant monitoring of 503 large consumers. This automatic meter reading systems, meter audits and ad hoc operations to identify illegal connections are used to reduce energy losses. The municipality has also established a Revenue Protection Unit to assist with finding illegal connections, meter tampering and meters that are not on the financial system.

#### **6.2.1 Causes of electricity losses**

##### **(a) Technical losses**

- Transmission/distribution losses (**Inherent resistance of conductors to conduct electricity**).
- Transformer losses (**Copper and iron losses**).

##### **(b) Non-Technical Losses**

- Bridged meters.
- Illegal connections.
- Unread meters.
- Wrong readings.
- Meters not on the system.



## 6.2.2 Longer Term plan to address Electricity losses (distribution and revenue)

### (a) Non-Technical Losses:

- Continuous meter auditing.
- Implement a check and area metering solution to identify where the main losses occur – area metering, substation and feeder levels.
- Purchase “**smart ready**” **pre-payment meters** to replace tampered and faulty meters.
- Back to basics approach and improve and enhance the customer service programmes and education programmes in the field.
- Ensure that all consumers are metered and are paying for the energy consumed.

### (b) Technical Losses:

- Contribute to approximately **6-8%** of total losses depending on the loading and the age of the networks.
- **Re-prioritise** spending to increase the funding for upgrading and refurbishing of electrical networks.
- **Develop Maintenance Plans** to improve the performance of networks to reduce the technical losses.
- Consider network operations **under optimum “open point”** conditions to avoid long feeders and high resistances.
- Maintain networks to the standard as prescribed by **NERSA**.
- Electrical meters to be installed on all municipal buildings, street and traffic lights to account for own use which is now shown as losses.

## 6.2.3 Electricity Losses (Key Findings)

Electricity loss	June 23		June 22		Jun-21	
	Units	Value	Units	Value	Units	Value
Loss	61 524 449 kWh	R 89,291,536,16	78 885 211 kWh	R 103,603,776 .84	103 721 777 kWh	R 115,503,859.95
Percentage losses	10,42%		11,8%		15%	

Source: PLK Energy Services Directorate

Progress in addressing backlogs in basic services (Electrification)

The municipality is electrifying houses on a **priority list** that was approved by council in **2017** with approximately **1500** houses to be electrified per year.

**2013** Houses were electrified in 2021/23 with 1800 planned to be electrified for the next three years with funding as per the current **DORA allocation**.

### **Challenges Experienced**

- ✓ Funding deductions – A certain number of houses are planned and included in the IDP and then needs **to be reduced** when the DORA is published.
- ✓ Capacity shortages on Eskom networks.
- ✓ Site allocation by Indunas/Kgoshi's are generally **not planned properly** and are sometimes in **wetlands**.
- ✓ Additional houses **built after** the planning was finalised is a challenge.
- ✓ DMRE allocation per house **too little** to cover the actual cost.
- ✓ Number of additional houses is **increasing faster** than what is electrified.
- ✓ **CoGHSTA** is implementing housing projects without funding for electricity.

### **Progress in addressing backlogs in basic services (Public lighting)**

#### **Public lighting**

Only **five high mast lights** are installed per year due to funding shortages on CRR and as and when CRR funds are available.

Solar lighting technology, even though not as effective as Grid connected lighting, is going to be used in 2022/2023 for the first time to avoid high connection costs and capacity constraints in the Eskom supply areas. It will also assist with lighting up high crime areas during load shedding and load reduction.

The municipality has huge numbers of outdated, high consumption streetlights on the networks. These streetlights are being replaced with LED and lately solar lights to decrease the consumption and maintenance costs.

#### **Challenges Experienced**

- The demand for high mast lights is **much higher** than what is installed.
- Eskom connections are **very costly** and takes for ages to be completed.
- Capacity constraints on Eskom networks hampers the completion of most of the high mast light projects.
- Energy services is implementing solar High Mast lights as a resolution to this.

#### **New infrastructure**

- New infrastructure is planned and implemented by means of the **Energy Master Plan** which was approved by Council in **2020 Fy**.
- The City is, however, **growing faster** than what can be funded from the CRR.
- The municipality is currently in **negotiations with Eskom and NERSA** for **taking over** some of the **Eskom networks** that are in close proximity of municipal networks and that are falling in the **SDF** and or is creating unsafe islands within the Polokwane supply area.
- The municipality is busy **advertising** for the installation of **Power Banks** to reduce the **Eskom Maximum Demand** and the installation of a **Solar Farm** to reduce the consumption on the Eskom Bill is also in an advanced planning stage.

## New infrastructure

### Power Bank and Solar Farm Projects

- The municipality is busy advertising for the installation of **Power Banks** to reduce the **Eskom Maximum Demand**.
- The project will be implemented on a Risk Based Approach with minimal to **zero expenditure for the municipality**.
- Service providers will recoup their capital layout from a share of the savings on the Eskom Bill.
- Further to the **Power Banks project**, the municipality embarked on a feasibility study for the installation of a **Solar Farm project**, in which the **DBSA got involved** and found it to be a viable project with the potential of becoming a **regional supplier** that can include supply to smaller neighbouring municipalities.
- The 100MW approval by government suits this project ideally.

Planned expenditure towards (new infrastructure, operations; maintenance and planning)  
(Projects Planned for the next three years)

Projects planned for the next three years	Required Budget
Completion of Bakone Substation	R20m
Bakone to Iota 66kV connector line	R60m
Securing of servitudes for 66kV Ring Feeders	R6,7m
Matlala Substation	R50m
New Pietersburg Substation	R55m
Sigma to Matlala 66kV connector line	R30m
Tweefontein substation	R52m
Electrification of houses	R108m
Replace street lights with LED luminaires	R24m

Source: PLK Energy Services Directorate

### **6.2.4 Maintenance Plan for Electrical infrastructure**

#### Maintenance Plan

- A **Maintenance Plan** is currently being developed with the assistance of the Asset team to plan and implement maintenance of infrastructure in an **organised and auditable fashion**.

- Funding allocation towards maintenance of infrastructure will in future be much easier.
- The City is currently **not honouring** its licence agreement with **NERSA** as far as maintenance of infrastructure is concerned.
- The funding allocation towards the maintenance of infrastructure currently stands at **R 27,705,043.00**
  - Refurbishment of Ivydale overhead networks = R4,5m
  - Replace cables = R14m
  - Replace meter boxes and 11kV Oil switchgear = R15,7m

### **6.3 Ten-Year Township Development Plan (Energy Capacity Provision in Polokwane)**

#### **Introduction**

Polokwane municipality has been issued with the licence to distribute Electricity in the City and Seshego areas. The other areas and townships are supplied by Eskom who has capacity challenges already and busy improving that through construction of substations. Electricity is one of the basic service deliveries KPI for any licenced Municipality. The process of capacity provisioning includes construction and/or upgrading of substations and switching stations to be able to provide electricity as and when required. The delays in construction of substations means that some new developed areas will not be able to be provided with electricity.

#### **Discussions**

Annually the municipality do budget for the provisioning of bulk electrical infrastructure. CRR and INEP are used to provide infrastructure and electrification projects. Budget constrains causes some projects to be done way after their proposed construction period, which means some developmental areas will lack capacity to be connected. Township developments continues as some are done through private developers and some by COGHTA. Those by COGHTA are provided with gravel roads, water and sanitation. Electrical capacity provisioning is done by developers for private developments and by Polokwane Municipality for COGHTA and municipal developments.

#### **6.3.1 Approved Townships List that Require Electrification**

The following table is a report from Planning and Land Use management unit indicating the approved townships and those on planning to be implemented. Most of them shows water and sanitation completed, while electrical and taring of roads requires municipal budgets to be done.

## A Ten-Year Township Development Plan (Energy Capacity Provision in Polokwane)

	TOWNSHIP NAME	PROPERTY DESCRIPTION	STATUS	INCOME CATEGORY	ESTIMATED NUMBER OF RESIDENTIAL UNITS	ENGINEERING SERVICES REQUIRED	ESTIMATED COSTING FOR INSTALLATION
<b>1</b>	<b>Polokwane X 72</b>	Farm Doornkraal	Approved Proclaimed	Middle income Low income	500 Government employee housing 300 RDP Units Residential 1	Tared Road Network and storm water drainage, Electrical Connections Water and Sanitation Installed	<b>R 64 000 000.00</b> <b>R33 000 000.00</b> RDP subsidies required
<b>2</b>	<b>Polokwane X 76</b>	Erf 15953 and Erf 15934 Polokwane X 76	Approved Proclaimed	Social Housing	240 housing units Residential 4	High density Upgrading of Bulk Infrastructure Capacity	<b>R96 000 000.00</b> CCG & top up subsidies secured. <b>R 9 600 000.00</b>
<b>3</b>	<b>Polokwane X 78</b>	Farm Doornkraal	Approved Proclaimed	Mixed income Groups	3000 units Residential 1 Mixed 2100 RDP units 500 high densities 400 GAP	Tared Road Network and storm water drainage, Electrical Connections Res 1 Res 4 Res 1 Water and Sanitation Installed	<b>R 240 000 000.00</b> <b>R168 000 000.00</b> funding required. <b>R128 000.00</b> CCG & top up subsidies required. <b>R4 000 000.00</b> FLISP subsidies required
<b>4</b>	<b>Polokwane X 79</b>	Farm Doornkraal	Approved Proclaimed	Middle income	500 units Residential 1	Tared Road Network and storm water drainage, Electrical Connections Water and	<b>R 40 000 000.00</b>

## A Ten-Year Township Development Plan (Energy Capacity Provision in Polokwane)

	TOWNSHIP NAME	PROPERTY DESCRIPTION	STATUS	INCOME CATEGORY	ESTIMATED NUMBER OF RESIDENTIAL UNITS	ENGINEERING SERVICES REQUIRED	ESTIMATED COSTING FOR INSTALLATION
						Sanitation Installed	
<b>5</b>	<b>Polokwane X 106</b>	Portion 171 of the farm Doornkraal 680 LS	Approved Proclaimed	Low Income category, Student Accommodation and Social Housing.	208 units Residential 1-190 Residential 2-18	Tared Road Network and storm water drainage, Electrical Connections . Water and Sanitation Installed	<b>R 6 640 000.00</b> RDP subsidies
<b>6</b>	<b>Polokwane X 107</b>	Portion 191 of the farm Doornkraal 680 LS	Approved Proclaimed	Low Income category, Student Accommodation and Social Housing.	638 units 238 RDP 200 social housing Student accommodation Residential 1-142 Residential 2-854	Tared Road Network and storm water drainage, Res 1 High densities Student beds Res 1 GAP Market Electrical Connections . Water and Sanitation Installed	R 51 040 000.00 R26 180 000.00 required. R51 200 000.00 R29 319 781.00 Funding required. R1 420 000.00 FLISP subsidies required. R8 540 000.00 FLISP subsidies required



## A Ten-Year Township Development Plan (Energy Capacity Provision in Polokwane)

	TOWNSHIP NAME	PROPERTY DESCRIPTION	STATUS	INCOME CATEGORY	ESTIMATED NUMBER OF RESIDENTIAL UNITS	ENGINEERING SERVICES REQUIRED	ESTIMATED COSTING FOR INSTALLATION
<b>7</b>	<b>Polokwane X 86</b>	Remaining Extent of Portion 45 of the farm Doornkraal 680 LS	Approved Proclaimed	Low Income category	564 units Residential 1	Tared Road Network and storm water drainage, Electrical Connections . Water and Sanitation Installed	<b>R 45 120 000.00</b>
<b>8</b>	<b>Polokwane X 121</b>	To be verified	Approved Proclaimed	Low Income category	300 units Residential 1	Tared Road Network and storm water drainage, Electrical Connections . Water and Sanitation Installed	<b>R 24 000 000.00</b>
<b>9</b>	<b>Polokwane X 126</b>	Engelsch doornboom 668 LS	Approved Proclaimed	Low Income category	500 units Residential 1	Tared Road Network and storm water drainage, electrical Connections . Installation in progress for Water and Sanitation	<b>R 40 000 000.00</b>

## A Ten-Year Township Development Plan (Energy Capacity Provision in Polokwane)

	TOWNSHIP NAME	PROPERTY DESCRIPTION	STATUS	INCOME CATEGORY	ESTIMATED NUMBER OF RESIDENTIAL UNITS	ENGINEERING SERVICES REQUIRED	ESTIMATED COSTING FOR INSTALLATION
<b>10</b>	<b>Polokwane X 127</b>	Farm Engelsch edoornboom 668 LS	Approved Proclaimed	Low Income category	500 units  Residential 1	Tarred Road Network and storm water drainage, electrical Connections, Water and Sanitation.	<b>R 40 000 000.00</b>
<b>11</b>	<b>Polokwane X 133</b>	Farm Klipfontein 670 LS  Farm Stoefontein 678 LS	Approved Proclaimed	Mixed income Groups	3000 units  2 000 RDP  1 000 market  Residential 1	Tarred Road Network, electrical Connections, Water and Sanitation.  RDP  GAP market	R 240 000 000.00  <b>R220 000 000.00</b> subsidies required.  R10 000 000.00 FLISP subsidies required
<b>12</b>	<b>Polokwane X 134</b>	Farm Vogelstruisfontein 667 LS	Approved Proclaimed	Mixed income Groups	2290 units  Residential 1	Tarred Road Network, electrical Connections, Water and Sanitation.	<b>R 366 400 000.00</b>
<b>13</b>	<b>Nirvana X 5</b>	Holding 74 and 75 Ivydale AH	Approved Proclaimed	Middle income category	100 units  Residential 1	Tarred Road Network, electrical Connections, Water and Sanitation.	<b>R 16 000 000.00</b>
<b>14</b>	<b>Seshego C</b>	Seshego	Approved Proclaimed	Low Income Category	To be verified  100 units  Residential 1	Tarred Road Network, electrical Connections, Water and Sanitation Installed	To be verified  R 16 000 000.00

## A Ten-Year Township Development Plan (Energy Capacity Provision in Polokwane)

	TOWNSHIP NAME	PROPERTY DESCRIPTION	STATUS	INCOME CATEGORY	ESTIMATED NUMBER OF RESIDENTIAL UNITS	ENGINEERING SERVICES REQUIRED	ESTIMATED COSTING FOR INSTALLATION
<b>15</b>	<b>Mankweng Unit C X 1</b>	Mankweng	Approved Proclaimed	Middle income category	402 units Residential 1	Tarred Road Network,	<b>R 16 080 000.00</b>
<b>16</b>	<b>Mankweng Unit F</b>	Mankweng	Approved Proclaimed	Low Income Category	To be verified 500 UNITS Residential 1	Tarred Road Network, electrical Connections, Water and Sanitation.	<b>R 80 000 000.00</b>
<b>17</b>	<b>Mankweng Unit G</b>	Mankweng	Approved Proclaimed	Low Income Category	To be verified 500 UNITS Residential 1	Tarred Road Network, electrical Connections, Water and Sanitation.	<b>R 80 000 000.00</b>
<b>18</b>	<b>Mamadimo Park</b>	Portion 54 of the Farm Syferkuil 921 LS	Approved Proclaimed	Low Income Category	1007 units Residential 1	Tarred Road Network, electrical Connections, Water and Sanitation.	<b>R 161 120 000.00</b>
<b>19</b>	<b>Erf 514 and Erf 515 Annadale Ext 1</b>	Annadale	Approved Proclaimed	Social Housing	494 units Residential 4	Upgrading of Bulk Infrastructure Capacity High density	R 19 680 000.00 R135 000 000.00 CCG & top up subsidies acquired
<b>20</b>	<b>Erf 6403 Portion 1 Pietersburg</b>	Polokwane	Approved Proclaimed	To be verified	51 units Residential 4	Upgrading of Bulk Infrastructure Capacity	<b>R 2 040 000.00</b>
<b>21</b>	<b>Erf 6403 Portion 2 Pietersburg</b>	Polokwane	Approved Proclaimed	To be verified	55 units Residential 4	Upgrading of Bulk Infrastructure Capacity	<b>R 2 200 000.00</b>
<b>22</b>	<b>Erf 6403 Portion 2</b>	Polokwane	Approved	To be verified	50 units Residential 4	Upgrading of Bulk	<b>R 2 200 000.00</b>

## A Ten-Year Township Development Plan (Energy Capacity Provision in Polokwane)

	TOWNSHIP NAME	PROPERTY DESCRIPTION	STATUS	INCOME CATEGORY	ESTIMATED NUMBER OF RESIDENTIAL UNITS	ENGINEERING SERVICES REQUIRED	ESTIMATED COSTING FOR INSTALLATION
	Pietersburg		Proclaimed			Infrastructure Capacity	
<b>23</b>	Erf 8634 Pietersburg	Polokwane	Approved Proclaimed	To be verified	50 units Residential 4	Upgrading of Bulk Infrastructure Capacity	<b>R 2 200 000.00</b>
<b>TOTAL</b>							<b>R 1 659 320 000.00</b>

Source: PLK Energy Services Directorate

### 6.3.2 Projects for Consideration (1 to 3 years and 3 to 5 years)

The above developments require electricity and in some areas the construction of a substation or switching station to make sure there is capacity available for electrical connections. The following summary shows the cost implementation to provide electricity as some shown above are costs for reticulation without capacity provisioning.

#### Urgent, Current and Medium Projects for Consideration (1 to 3 years and 3 to 5 years)

Total townships	Total Low cost	Total Middle/High Income	Total Estimated Costs	Comments
Polokwane Ext 72	300 @ R 6 000 000	500 @ R 12 000 000	<b>R 18 000 000</b>	Bulk capacity available from Alpha substation, however, increase of feeder cables are required.
Polokwane Ext 76		240 @ R 6 000 000	<b>R 6 000 000</b>	Bulk capacity available from Alpha substation, however, increase of feeder cables are required.

**Urgent, Current and Medium Projects for Consideration (1 to 3 years and 3 to 5 years)**

<b>Total townships</b>	<b>Total Low cost</b>	<b>Total Middle/High Income</b>	<b>Total Estimated Costs</b>	<b>Comments</b>
<b>Polokwane Ext 78</b>	3000 @ R 60 000 000	3000 @ R 75 000 000	<b>R 75 000 000</b>	Busy with 2000 sites. 1000 households completed It requires the completion of new Pietersburg to connect all sites. Portion 2 could be connected from Emdo temporary.
<b>Polokwane Ext 79</b>	500 @ R 10 000 000		<b>R 10 000 000</b>	Bulk capacity available from Alpha substation, however, increase of feeder cables are required.
<b>Polokwane Ext. 86</b>	564 @ R 11 280 000		<b>R 11 280 000</b>	No capacity. It depends on completion of New Pietersburg substation.
<b>Polokwane Ext 106</b>	208 @ R 5 000 000		<b>R 5 000 000</b>	Capacity not available, can be connected temporarily from Luthuli 9L feeder. New 11KV switching station to be built through developers at Polokwane Ext. 109
<b>Polokwane Ext. 107</b>	438@ R8 760 000	200@ R5 000 000	<b>R 13 760 000</b>	Capacity not available, can be connected temporarily from Emdo ring. New 11KV switching station to be built through developers at Polokwane Ext.109
<b>Polokwane Ext. 121</b>	300@R 6 000 000		<b>R 6 000 000</b>	No capacity. It depends on completion of New Pietersburg substation.

**Urgent, Current and Medium Projects for Consideration (1 to 3 years and 3 to 5 years)**

<b>Total townships</b>	<b>Total Low cost</b>	<b>Total Middle/High Income</b>	<b>Total Estimated Costs</b>	<b>Comments</b>
<b>Polokwane Ext.126</b>	500 @ R 10 000 000		<b>R 10 000 000</b>	No Capacity. It depends on the construction of Matlala substation but could be connected temporary to Zone 5 line
<b>Polokwane Ext. 127</b>	500 @ R 10 000 000		<b>R 10 000 000</b>	No Capacity. It depends on the construction of Matlala substation but could be connected temporary to Zone 5 line
<b>Polokwane Ext.133</b>	2000 @ R40 000 000	1000 @ R 20 000 000	<b>R 60 000 000</b>	No Capacity. It depends on the construction of Matlala substation but could be connected temporary to Zone 5 line
<b>Polokwane Ext.134</b>	2290 @ R 46 000 000		<b>R 46 000 000</b>	No Capacity. It depends on the construction of Matlala substation but could be connected temporary to Zone 5 line
<b>Nirvana X 5</b>	100 @ 3 000 000		<b>R 3 000 000</b>	Capacity available and could be connected from Epsilon substation through Southern Gate way substation.
<b>Seshego C</b>	100 @ R 2 500 000		<b>R 2 500 000</b>	Capacity available and can be connected from Zone 3 Or zone 6 ring
<b>Mankweng Unit C X 1</b>	402			No capacity but Eskom to confirm
<b>Mankweng Unit F</b>	500			Completed
<b>Mankweng Unit G</b>	500			Completed



**Urgent, Current and Medium Projects for Consideration (1 to 3 years and 3 to 5 years)**

<b>Total townships</b>	<b>Total Low cost</b>	<b>Total Middle/High Income</b>	<b>Total Estimated Costs</b>	<b>Comments</b>
<b>Mamadimo Park</b>	1007			Completed
<b>Erf 514 and Erf 515 Annadale Ext 1 (Garena)</b>	494 @ R 15 000 000		<b>R 15 000 000</b>	Busy and capacity available from Gamma substation
<b>Erf 6403 Portion 1 Pietersburg</b>	51 @ R 1 600 000		<b>R 1 600 000</b>	Capacity available through Le-Rouxville
<b>Erf 6403 Portion 2 Pietersburg</b>	55 @ R 1 700 000		<b>R 1 700 000</b>	Capacity available through Le-Rouxville
<b>Erf 6403 Portion 2 Pietersburg</b>	50 @ R 1 500 000		<b>R 1 500 000</b>	Capacity available through Le-Rouxville
<b>Erf 8634 Pietersburg</b>	50 @ R 1 500 000		<b>R 1 500 000</b>	Capacity available from Epsilon substation
<b>Design and Construct New Matlala Substation including feeder line from Alfa substation</b>			<b>R 197 000 000</b>	The designs should be completed in the 2022/23 financial year
<b>Design and Construct New Pietersburg substation</b>			<b>R 66 000 000</b>	Designs completed and required R66 000 000 including 3X11KV cables from Gamma to New Pietersburg substation, however, it is dependent on the upgrading of Gamma Substation
<b>Upgrading of Gamma substation</b>			<b>R 70 000 000</b>	To add 1X20MVA transformer, the feeder bay, the substation building extension and switchgear.
<b>Completion of Bakone Substation</b>			<b>R 20 000 000</b>	To complete the Bakone Substation ready to connect a 66kV feeder to IOTA substation

Urgent, Current and Medium Projects for Consideration (1 to 3 years and 3 to 5 years)				
Total townships	Total Low cost	Total Middle/High Income	Total Estimated Costs	Comments
Build 66kV Feeder between Bakone and IOTA Substations			R 60 000 000	To build a 66kV feeder that will connect Bakone and IOTA Substations to enable firm supply to all the municipality's substations. Design completed, busy with servitude negotiations
<b>Total Budget Required</b>			<b>R 710 840 000</b>	

Source: PLK Energy Services Directorate

#### 6.4 Electricity Master Plan

The Electrical master plan shows the developments and projects to be implemented, when to implement those projects and the cost estimates. If network infrastructure development could be done as indicated in the Master Plan, the above challenges could be avoided. The Master plan indicates that the designs for New Matlala, 66KV substation had to be started in 2020/21 financial year. It only started in the 2023/24 financial year and how far behind schedule the developments are behind schedule.

#### 6.5 Future Township Developments

The table below indicate the future municipal owned townships to be budgeted for installation of **engineering services**. These will be considered at five to ten-year plan and estimates shown will be revised in five years to come.

**Future Municipal owned townships to be budgeted for installation of Engineering Services.**

	<b>TOWNSHIP NAME</b>	<b>PROPERTY DESCRIPTION</b>	<b>STATUS</b>	<b>INCOME CATEGORY</b>	<b>ESTIMATED NUMBER OF RESIDENTIAL UNITS</b>	<b>ENGINEERING SERVICES REQUIRED</b>	<b>ESTIMATED COSTING FOR INSTALLATION</b>
<b>1</b>	Not yet allocated	Portion 158 Sterkloop 688 LS	Planning Process	Middle income	700 units Residential 1	Bulk infrastructure and Service reticulation including roads	<b>R 112 000 000.00</b>  <b>R21 000 000</b> for Electrical connection from Epsilon
<b>2</b>	Not yet allocated	Portion 159 Sterkloop 688 LS	Planning Process	Middle income	700 units Residential 1	Bulk infrastructure and Service reticulation including roads	<b>R 112 000 000.00</b> <b>R21 000 000</b> for Electrical connections from Epsilon
<b>3</b>	Not yet allocated	Portion 160 Sterkloop 688 LS	Planning Process	Middle income	700 units Residential 1	Bulk infrastructure and Service reticulation including roads	<b>R 112 000 000.00</b> <b>R21 000 000</b> for Electrical connections from Epsilon
<b>4</b>	Ivydale Ext 35	Ivydale AH	Planning Process	Middle income	To be verified 400 UNITS Residential 1 Residential 1	Bulk infrastructure and Service reticulation including roads	<b>R 102 400 000.00</b>  CCG & top up subsidies required.  <b>R 12 000 000 (electr)</b>
<b>5</b>	Polokwane X 40	To be verified	Planning Process	Middle income	To be verified 400 UNITS Residential 1	Bulk infrastructure and Service reticulation including roads	<b>R 64 000 000.00</b>  <b>R76 057 141 (electr)</b>  Has court order and will be done once the place starts to be occupied
<b>6</b>	Ga Mothapo Integrated	Ga Mothapo	Planning Process	Mixed Income	5000 To be verified	Bulk infrastructure and Service	<b>R 800 000 000.00</b>

**Future Municipal owned townships to be budgeted for installation of Engineering Services.**

	<b>TOWNSHIP NAME</b>	<b>PROPERTY DESCRIPTION</b>	<b>STATUS</b>	<b>INCOME CATEGORY</b>	<b>ESTIMATED NUMBER OF RESIDENTIAL UNITS</b>	<b>ENGINEERING SERVICES REQUIRED</b>	<b>ESTIMATED COSTING FOR INSTALLATION</b>
	Human Settlement	Traditional Council			Residential 1	reticulation including roads	Electricity provision by Eskom
<b>7</b>	Farm Hardtyd and Vrederust	Mamabolo Traditional Council	Planning Process	Low income	500 units Residential 1	Bulk infrastructure and Service reticulation including roads	<b>R 80 000 000.00</b> Electricity provision by Eskom
<b>8</b>	Solomdale /Sebayeng	Dikgale Tribal Council	Planning Process	Low income	500 units Residential 1	Bulk infrastructure and Service reticulation including roads	<b>R 80 000 000.00</b> Electricity provision by Eskom
<b>9</b>	Makgoba Village	Makgoba Tribal Council	Planning Process	Low income	300 units Residential 1	Bulk infrastructure and Service reticulation including roads	<b>R 24 000 000.00</b> Electricity provision by Eskom
<b>10</b>	Mothibaskraal Village	Mothiba Tribal Council	Planning Process	Low income	500 units To be verified Residential 1	Bulk infrastructure and Service reticulation including roads	<b>R 80 000 000.00</b> Electricity provision by Eskom
<b>11</b>	Vlakfontein Juno Village	Matla Tribal Council	Planning Process	Low income	415 units Residential 1	Bulk infrastructure and Service reticulation including roads	<b>R 66 400 000.00</b> Electricity provision by Eskom

**Future Municipal owned townships to be budgeted for installation of Engineering Services.**

	TOWNSHIP NAME	PROPERTY DESCRIPTION	STATUS	INCOME CATEGORY	ESTIMATED NUMBER OF RESIDENTIAL UNITS	ENGINEERING SERVICES REQUIRED	ESTIMATED COSTING FOR INSTALLATION
12	Boanatlou Village	Maraba Tribal Council	Planning Process	Low income	58 units Residential 1	Bulk infrastructure and Service reticulation including roads	<b>R 9 280 000.00</b> Electricity provision by Eskom
13	Mankgaile Village	Molepo Tribal Council	Planning Process	Low income	600 units Residential 1	Bulk infrastructure and Service reticulation including roads	<b>R 96 000 000.00</b> Electricity provision by Eskom
						<b>TOTAL</b>	<b>R</b>
						<b>Total</b>	<b>1 699 680 000.00</b>
						<b>Electrical</b>	<b>R 151 057 141</b>

Source: PLK Energy Services Directorate

### 6.5.1 Energy Services Challenges

The Polokwane City being the Capital of Limpopo Province, and the business hub, coupled with urbanisation contributes to high backlog into service delivery. The ageing infrastructure also needs to be considered, thus sharing the budget of electricity provisioning projects. Commitment of multi-year projects may allow annual budget provisioning to some of the projects.

Discussions with CIGICELL revealed that their current funding models does not make provision for the implementation of projects of this nature. They, however, agreed to investigate the possibility of funding such projects and will revert to the municipality in due course.

IUDG was identified as another source of funding. The fund was used to co-fund R12,000,000.00 for the installation of the Bakone to Iota 66kV feeder in the 2022/2023 financial year.

### **6.5.2 Financial Impact**

The municipality should provide at least an annual budget of **R150 000 000** per year for the next five years for electrical capacity building and township developmental projects. A total of **R740 840 000 million rand** is required to implement the medium term (**next 5 years**) projects.

### **6.5.3 Recommendations**

That Energy services be provided with a column to indicate the capacity availability in the identified townships to be developed and the substation to tap on the approved township developments and future projects, That Budget allocation to an amount of **R150 000 000** per annum be provided for urban electrification, That COGTHA be requested to provide budget for electricity to its developmental projects.

That the Department of Mineral Resources and Energy be requested to fund urban capacity provisioning for urban electrification projects, a funding model be negotiated with CIGICELL to assist the municipality with the implementation of electrical projects.

City Planning and Property Management is aware of the projects and support that Energy services plan accordingly.

That municipality plan an all-inclusive budget when they build new low-cost housing from 2023/24 onwards

### **6.6 The Electrification Acceleration Process**

The acceleration process helped the municipality to complete all its villages in 2017/18 financial year and started electrifying extensions and newly established villages. In 2018/19 financial year, Polokwane municipality absorbed major portion of the former Aganang municipality, and created a cluster called Aganang with five wards (40,41,42,43,44 and 45).

Electrification in Aganang was also completed except extensions and new villages. In 2018/19 the new priority list was included that included Aganang cluster. It was discovered later that one of the conditions to incorporated Aganang was to make sure that each financial year, there should be an electrification project in Aganang cluster as well. This was a Resolution of Council when Aganang was Merged to Polokwane Municipality.

The National Treasury instructed the municipality to pay back the loan from 2017/18 financial year and the annual electrification processes reduced as the municipality was supposed to be pay back the loan in two financial years. The INEP allocation had then to be divided into two, a portion to continue with the work and a portion paying back the loan. CRR money could not be used because there is no revenue generation from rural electrification and was found to be an unfunded mandate to use CRR in rural Polokwane.



### **6.6.1 Rural Electrification Backlog**

The current rural electrification backlog is **19 371** as per priority list and **8629** as per statistics 2016. The urban electrification backlog is **10 800** which covers the newly established townships in Seshego and Polokwane.

### **6.6.2 Challenges of Rural Electrification**

1. Insufficient budget.
2. Housing development projects by COGHSTA which provides housing, water and roads but no electricity.
3. The way in which traditional leaders allocates sites need improvement.
4. Capacity challenge by Eskom.
5. Fast growing villages around the city.

### **6.7 Installation of High Mast Lights in rural areas**

Polokwane municipality Council adopted the priority list for installation of to supply wards High Mast lights in Rural Villages. Each Financial year a budget for High must is approved.

The Provincial Government Through the Office of the premier have Requested to Municipal Council to Prioritize Traditional Council Offices First in process of installation of High mast Lights. As part of intergovernmental Relation Polokwane Municipality has started to install Apollo lights at Tribal Offices.

#### **6.7.1 Challenges of High Mast lights**

1. Insufficient budget
2. Eskom capacity and delays in energizing
3. Monthly maintenance costs and unstable consumption payments costs

#### **6.7.2 High Mast Lights Recommendations**

That High Mast Lights be included in UIDG funding, That CCR budget be allocated for urban electrification. That COGHSTA be requested to fund electrification as well as public lighting within their housing provisioning. That solar technology be used for high mast lighting. That communication be sent out to affected communities on the status of their uncompleted High Mast lights

#### **6.7.3 Electrification Project in progress at Seshego Zone 8 (Ext 133)**



Source: PLK Energy Services Directorate

#### 6.7.4 Electrification Project in progress at EXT 78



Source: PLK Energy Services Directorate

#### 6.7.5 Construction of Bakone Substation



Source: PLK Energy Services Directorate

# CHAPTER Seven: Environmental and Social Analysis

## 7.1. ENVIRONMENTAL ANALYSIS

Every citizen has the right to an environment which is not harmful to their health or well-being and to have the 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 and social development.

People depend on healthy ecosystems and sufficient natural resources to support their livelihoods. Ecosystem services provide physical resources such as clean air, water, food, medicinal plants, wood as well as the aesthetic value. The viability of these ecosystem services is a key factor in the economy, essential to poverty eradication and our national goals of shared and accelerated growth. Polokwane Municipality has a role to play in the management of biodiversity assets and ecological infrastructure. The municipality of Polokwane carries key responsibilities of implementing the important environmental legislations as well as several national strategies and policies relating to biodiversity and sustainable development.

### 7.1.1 Climate Description

Polokwane Municipality lies in the summer rainfall region and has a warm climate. Frost is rare. The highest temperatures occur during December and January. The daily average high temperature is 28.1 degrees Celsius in January, and the highest recorded temperature is 36.8 degrees Celsius. The average minimum winter temperature is 4.4 degrees Celsius in July with a record low of -3.5 degrees Celsius in 1964. The mean annual daily variation is 15 degrees Celsius.

The mean annual precipitation for the region is 478mm. Most precipitation falls between October and March with the peak period being December/January. Rainfall between the months of May and September is generally low with the average precipitation rate for the period June to August being 4,6mm.

Large-scale surface airflow over the region is dominated throughout the year by easterly and north-easterly winds. October and November are typically windy with wind speeds up to 13.8m/s. The frequency of southerly winds increases during June and July.

**Source: Polokwane Municipality SDF,**

### 7.1.2 Pollution Levels - Air Quality

The purchase of an air pollution monitor was approved during the 2015/2016 budget. The monitor will be used in different areas every quarter.

- Polokwane Smelter (SO<sub>x</sub>, solid particulates, NO<sub>x</sub>).
- Municipal Landfill (odours, carbon monoxide, methane, particulates).
- Industrial Activities (coal burning and related processes).
- Ready-mix Materials quarry (dust).
- Motocross track (dust, noise, carbon monoxide).

**Source: Polokwane Municipality SDF**

### 7.1.3 Topography

The Municipal area is divided into two rough topographical units, namely 'Moderately Undulating Plains' (mainly the eastern half of the municipal area) and 'Strongly Undulating Plains' in the west. The Polokwane Municipal area is situated on the so-called 'Pietersburg Plateau', which is bordered in the south by the Strydpoort Mountains, in the west and north by the Waterberg Mountains and in the east by the Great Escarpment. The highest part of the Plateau lies in the south near the Strydpoort Mountains which forms the watershed between the Olifants and Sand River systems.

There are a number of ridges which form constraints on development due to their visual exposure, potential as recreation or educational sites, former importance as sacred sites (likelihood of heritage sites) and likelihood of supporting sensitive plant communities.

**Source: Polokwane Municipality SDF**

### 7.1.4 Geology

The underlying geology consists of medium-grained, yellowish, laminated sandstone of the Makgabeng Formation of the Waterberg Group. It is also characterized by granite, biotite granite-gneiss, pegmatite, lava and pyroclasts.

**Source: Polokwane Municipality SDF**

### 7.1.5 Hydrology

There are 19 Catchment Areas represented in the municipal area. This includes 9 small portions of larger catchments outside the Municipal boundaries and the remaining 10 catchment areas are within the municipal boundary.

The Sand River catchment is drained by the Sand and Blood river. These are indicated as perennial streams but are often dry in the winter. The Blood river has its origin in the west of the Municipal Area and flows eastward between Blood river and Seshego. It is impounded in the Seshego Dam, and also joins the Sand River to the north of Polokwane City. The City of Polokwane has a number of storm water retention dams and storm water channels that eventually discharge into the Sand River via the Sterkloop Spruit and open storm water channels. There are a number of important wetland areas in the catchment. These areas support rare or endangered frog species and plant and red data bird species.

The utilisation of water in the catchment is mainly underground water abstraction via boreholes. There are a multitude of boreholes pumping into a number of reservoirs and tanks of various sizes in the municipal area. This aquifer is under threat from two major pollution sources, namely, the Polokwane Cemetery and the Seshego Sewerage Works.

**Source: Polokwane Municipality SDF**

### 7.1.6 Vegetation

There are 6 Vegetation Types that occur in the Polokwane Municipal Area. The largest Veld-Types are as follows: Pietersburg Plateau False Grassveld, Sourish Mixed Bushveld, Sour Bushveld, Mixed Bushveld, North-Eastern Mountain Sourveld and a relatively small area of Low Veld Sour Bushveld.

The veld is currently badly degraded and overgrazed and requires intervention from the municipality. North Eastern Mountain Grassveld occurs in the southern parts of Molepo-Maja-Chuene cluster and in the eastern part of the Mankweng cluster, along the Strydpoort Mountains, including 280 bird species, 22 butterfly species, 4 frog species, 12 mammal species, 6 reptile species and 5 scarab species.

**Source: Polokwane Municipality SDF**

### 7.1.7 Soils

The Pietersburg Plateau contains mainly grey iron-containing lateritic soil types that have been formed over the granite. These are sandy or gravel in texture and usually contain a hard iron containing bottom layer of hard pan. The area also contains, in certain areas, non-leached, black clay soil while to the West, light brown sandy soil of the Waterberg Sandstone and Lime deposits occur. The escarpments are also characterized by the round granite mounds that were formed by the intrusion of younger granites.

**Source: Polokwane Municipality SDF**

### 7.1.8 Heritage Resources

The fact that the municipality has not yet undertaken a comprehensive heritage survey of the entire municipal area, the heritage information on record is very limited. There are heritage sites that are currently recorded, namely, the **Bakone Malapa site** on the Chuenespoort Road which has been developed as a Museum and Mankweng **Rock Art Site** located in Mankweng which is linked to the Turf Loop Dam and provides other recreation activities such as hiking, picnicking and water sports. Other sites that provide good research material are the **Irish House Museum, Hugh Exton Museum and the Art Museum**.

#### **The Zion Christian Church (ZCC)**

The Zion Christian Church (ZCC) forms a unique heritage in Limpopo Province. Every year, mainly during the Easter holidays and in September, millions of ZCC congregation members flock to this area for worship, although the events were impacted by the outbreak of Covid-19 in 2020. The municipality has to capitalise on this unique advantage besides the fact that there is a by-pass directing these people to travel along the periphery of the City. Businesses in Polokwane should take advantage of this unique opportunity and gear it to provide a service to these people e.g. Open until late at night. There is a need for the municipality to develop a heritage database that will be looking at the Indigenous Knowledge System (IKS).

**Source: Polokwane Municipality SDF**



### 7.1.9 Protection and Conservation of ecosystems (Biodiversity)

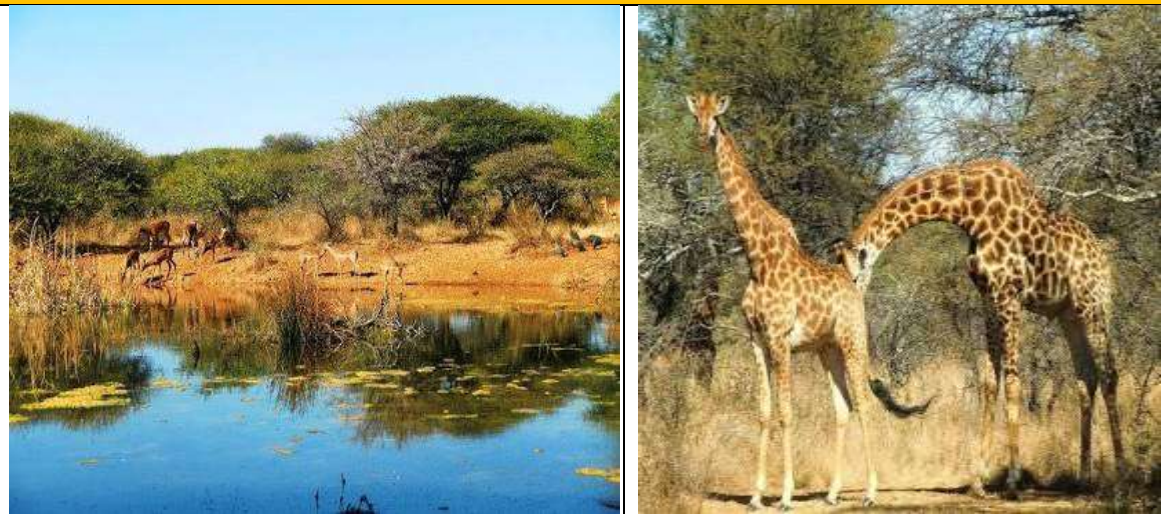
**Polokwane Game Reserve** is just a 10 minutes' drive from the City Centre Covering **3200** hectares, this scenic reserve is one of the largest municipal reserves in South Africa.

The Game Reserve still has its unspoilt bush veld and meandering drives and it's also a home to 52 game species. Amongst the favourites are the rare white rhino (currently placed in a secure environment outside the reserve, sable antelope and giraffe. The centre of the city has a large bronze statue of necking giraffe so the animal's association with the City is a special one. The park is also the nesting place of approximately 200 bird species. It is a shining example of preservation of the threatened Pietersburg Plateau False Grassland and plant Oenthusiasts will discover 110 different grasses, approximately 280 flowering plants and 68 tree species. It is eco-tourism at its best.

It is important to note that, the following sensitive areas within Polokwane municipality must remain protected from development (i.e. no development within 150m):



**Polokwane Game Reserve 1**



**Polokwane Game Reserve 2**



**Polokwane Botanical Reserve** (one of only two habitats worldwide for endemic endangered **Euphorbia Clivicola**, a large Aloe marlothii 'forest', high geological and microclimate diversity, over 20 tree species) which is the highest and therefore the most visible point in Polokwane.

**Flora park wetland** (a seasonal wetland harbouring the only known community of endemic **Haemanthus montanus** bulbs and a rare form of Serapegia);

**Polokwane Frog Reserve** (breeding grounds for 12 Frog species including endangered Giant Bullfrog).

**Buffer Zone** along the Sand River of 100m on either side of the channel. The profusion of Syringa and other invasive weeds must be addressed as part of a planned rehabilitation strategy.

The **Suid Street drainage channel** (a dense stand of Vachelia karroo), which provides an ideal linear open space.

**Unprotected Sensitive plant communities** – The endemic plant communities (e.g., **Euphorbia clivicola** and **Euphorbia groenewaldii**) and other sensitive communities of high biodiversity around wetlands and ridges in the Polokwane area are not protected in any way and are therefore under threat from development, removal, habitat destruction, etc.

**Source: Polokwane Municipality SDF**

#### **7.1.10 Euphorbia Clivicola**

The Clivicola is located on the farm Krugersburg in Pietersburg Extension 11. The plant is a critically endangered species and has been listed as a CITES Schedule II species. It is only found in Polokwane and Percy Five in the whole wide world. The plant needs to be protected for the sake of future generations. Less than 300 plants are left in the habitat.

#### **7.1.11 Euphorbia groenewaldii**

Another endangered species that needs to be protected is the groenewaldii. The species forms part of the biodiversity of the Pietersburg false plateau. Plans are in place to fence off the area where these plants are located through creation of botanical garden.

#### **7.1.12 Giant Bullfrog - Pyxicephalus adspersus**

<b>Common name</b>	<b>Scientific name</b>	<b>Status in Polokwane</b>
Giant Bullfrog	Pyxicephalus adspersus	Restricted to a few seasonal wetlands scattered throughout the Polokwane Municipal Area

The **Giant bullfrog** (*Pyxicephalus adspersus*) is a species of frog in the Pyxicephalidae family. It is also known as the **pixie frog** due to its Latin name. Its natural habitats are dry savanna, moist savanna, subtropical or tropical dry shrubland, intermittent freshwater lakes, intermittent freshwater marshes, arable land, pastureland, and canals and ditches. This is a large frog, with males weighing 1.4 kg (3.1 lb), though can easily exceed 2 kg (4.4 lb); females are half the size, making it unique among frogs, as in most amphibian's females are usually larger than males. Males can reach 23 cm (9 inches) while females are much smaller. The Giant Bullfrog is the largest amphibian found in southern Africa. Areas has been identified within the Polokwane Municipal areas which serve as habitat for this species. the species needs to be protected.

## **7.2. CLIMATE CHANGE AND GLOBAL WARMING**

When talking about climate, allusion is made to the long-term average weather patterns of a given region (i.e., temperature, pressure, precipitation). In this context, climate change then refers to perceived increases in the long-term average temperature of the earth's climate system. This temperature increase alters typical processes of ice formation and melting, changes the hydrological cycles and modifies the air and ocean currents. As a consequence, social, biological and ecological systems are also affected; and there is a strong threat on food supply, health, availability of water resources, economic growth, etc.

The understanding of climate change has been growing and today scientist is 95% certain that the perceived increases in global temperature are mostly caused by the concentration of Greenhouse Gases (GHG) in the atmosphere and other human activities. Solar radiation penetrates into the earth warming its surface; however only a fraction of this radiation is returned back to the space as most of it is trapped by the accumulation of these GHG gases. The trapped radiation goes back to heat up the earth's surface, increasing its temperature just as a greenhouse operates.

Most of the GHG are present naturally in the atmosphere in small proportions; however, since the industrial revolution their concentration has notably risen. This rise has primarily been linked to the combustion of fossil fuels driven by the demand for energy, goods and services, and to the conversion of natural ecosystems to intensive land use.

Climate change is becoming increasingly apparent in Limpopo Province. The usual manifestations of climate change are evident by the long-term changes in weather indicators such as rainfall or temperature. Polokwane Municipality, as a secondary city, should play a role in planning and implementing Climate change mitigation strategies.

### **Rainfall**

Typical rainfall for the Limpopo province ranges from 200mm in the hot dry areas to 1500mm in the high rainfall areas, with most of it happening between October and April. Rainfall in the province varies significantly between years. There has been a perceptible decrease in the total rainfall on much of the eastern part of Southern Africa including most of the Limpopo River Basin This can have serious impacts on the water balance of the region, affecting the largely rural population dependent on agriculture.

## Drivers and Pressures

Without a doubt, the main drivers of climate change are population and economic growth. As the population numbers increase, more people aspire to higher material standards - creating an even greater demand for goods and services as for the energy to provide these. Transportation, industry, commerce, and the residential sector are the greatest contributors to GHG emissions, due to their high demand of energy which is supplied from non-renewable sources. The energy sector is responsible for about 89% of the national emissions of CO<sub>2</sub>, mainly from energy industries (57%), transportation (9%) and manufacturing and construction (9%) Other sources of emissions are industrial processes and agriculture and land usage.

**Source: Limpopo Environmental Outlook Report**

### 7.2.1 Climate Change Response Plans/Strategies

#### Climate Change Response Plans/Strategies

- a) Does the City of Polokwane Have Climate Change Response Plans/Strategies?
  - **No, the City of Polokwane don't have response strategy/plan.**
- b) **IF No** -What is the plan for Developing the Climate Change Response Plans/Strategies?
  - **The City of Polokwane just got funded by GIZ through assistance of DFFE to start developing climate change response plan.**
- c) **If Yes** -When was it Developed?
  - **N/A**
- d) Was the Climate Change Response Plans/Strategies Adopted by Council?
  - **N/A**
- e) What are the **Challenges** in the Implementation of Climate Change Response Plans/Strategies?
  - **Funding was a challenge.**
- f) Does the City of Polokwane Need Support on the **Climate Change Functions**?
  - **Yes, the City of Polokwane Need Support on the Climate Change Functions**
- (f) Was there any Previous Engagement with **National/Provincial** Department of Environmental Affairs Regarding the Climate Change Response Plans/Strategies -Briefly Explain what the engagement was all about and what was Resolved?
  - **Yes, engaged DFFE to assist in securing funding through GIZ and now GIZ is in the process of appointing service provider to assist in developing such a plan.**
- g) Does the City of Polokwane have an allocated Budget to address the **Climate Change Functions**?
  - **NO,**

## Solar Energy

As part of Free Basic Electricity, the municipality has provided households with solar **Panels**. Plans are in place to increase the provision of **solar Panels** to other parts of the municipality.

### 7.2.2 Environmental Challenges

The following is a generalized summary of the existing Environmental problems encountered within the municipal area:

- Waste Management
- Mine and Industrial site rehabilitation
- Sinkholes.
- Depletion of Soil nutrients
- Soil erosion
- Reduction in scenic value
- Deforestation
- Overgrazing
- Invasive alien's plants
- Unprotected Sensitive plant communities
- Borrow pits.
- Illegal Sand mining
- Aging urban forest

### General Challenging issues

There is a need to develop and maintain rural cemeteries, burial sites and recreational facilities. There is no proper control and coordination of identification process of suitable land that should be utilised for burial purposes; burial site ends up being established on environmentally sensitive areas. However, the municipality has completed the process of engaging traditional authorities in identifying ideal or suitable sites for the establishment of regional parks and cemeteries in rural areas.

### 7.2.3 Major Environmental Achievements

Item	Progress
<b>Greening</b>	Polokwane Municipality planted 6653 trees in 2022/2023 financial year
<b>Arbor day celebration.</b>	The municipality successfully celebrated Arbor Day 2022, at Ga-Mashashane, Moshate.
<b>National Arbor City Awards</b>	Polokwane Municipality entered Arbor City competition and was shortlisted.
<b>Invasive Alien plant control</b>	Most of invasive alien plants were removed from Serkloop channel.

Item	Progress
<b>Kroomdraai Plantation</b>	Polokwane Municipality has appointed valuer to perform valuation count valuation of plantation Kroomdraai forest. Council owns portion 4 No 1025 Kroomdraai plantation farm which is located at Haenertsburg, with these GPS coordinates 23° 54'10.59" S 29° 56.09.51" E.  The farm is about <b>49 hectares</b> of which 41 hectares in planted. The main use of the land is forestry with pine trees (Pinus elliottii). The valuation was completed in June 2022.
<b>Future environmental plans</b>	The State of the Environment Report, the Strategic Environmental Assessment report and the Environmental Strategic Framework report has been developed, finalizing the submission of an Environmental Management Plan and the compilation of Environmental policy.
<b>Cemetery Management system</b>	A new system to be introduced for Cemetery Management in collaboration with the GIS section of the Planning SBU.
<b>Tree inventory</b>	<b>Already captured 6840 trees on GIS</b>
<b>Maintenance of parks</b>	Detailed activity-based operational/maintenance plans have been developed for all the parks within the Municipality
<b>EPWP</b>	Environmental Management have two projects funded through EPWP grant, namely rural bush clearance and Nursery management

Source: PLK Environmental Management SB

#### 7.2.4 Provincial Intervention for Environmental Management – LEDET

LEDET Interventions For Environmental Management				
PROGRAMME NAME	PROJECT DESCRIPTION/TYPE OF STRUCTURE	PROGRAMME DESCRIPTION	DISTRICT MUNICIPALITY	LOCAL MUNICIPALITY
Environmental Empowerment Services	<b>Limpopo Green Schools competition</b>	Schools' competition to promote green economy	Capricorn	All locals
	<b>Tree planting</b>	Promote planting of trees to mitigate for climate change	Capricorn	All locals

LEDET Interventions For Environmental Management				
PROGRAMME NAME	PROJECT DESCRIPTION/TYPE OF STRUCTURE	PROGRAMME DESCRIPTION	DISTRICT MUNICIPALITY	LOCAL MUNICIPALITY
	<b>Environmental knowledge Capacity building</b>	Environmental capacity building workshops to wards committees and Traditional Leader	Capricorn	All locals

Source: PLK Environmental Management SBU

### 7.2.5 Approved Capital Projects

	Project Name	Project Description	Budget	Available
1	<b>Greening Programme</b>	Procurement and planting of trees.	R 1 178261	R 1 178261
2	<b>Development of regional parks in Rural areas</b>	Construction of Ablution facilities at Tom Naude and Mankweng Unit C Park	R 857 000	R 857 000
3	<b>Grass cutting equipment</b>	Procurement of grass cutting equipment	R 3 000 000	R 3 000 000
4	<b>Refurbishment of Game Reserve Facilities</b>	Refurbishment of Game Reserve Facilities (Chalets, kudu house and lapas)	R1 500 000	R 1 500 000
5	<b>Development of regional parks in Rural areas</b>	Development of regional park in Rural areas	R 1 528 856	R 1 528 856
6	<b>Upgrading of municipal nursery</b>	Repair of cooling system and repair of propagation area	R 928 922	R 928 922

Source: PLK Environmental Management SBU

### 7.2.6 Polokwane Environmental Forum

Polokwane Environmental Forum was established by City of Polokwane with the aim of addressing the environmental challenges in a coordinated manner within Polokwane City. Environmental management SBU being the custodian of the forum. Environmental challenges such as illegal dumping and illegal sand mining just to mention the few are addressed during the meetings. Meetings for the Forum are held once quarterly. The following are the key external stakeholders i.e., LEDET, Capricorn District Municipality, DEA, SAB, Polokwane Anglo Smelters, Coca Cola and University of Limpopo. Internal SBU's that are part of stakeholders include Waste, Environmental Health, Water, Environmental Management, Planning, Energy and GIS.



### 7.2.7 Capricorn District Environmental Forum

This forum is coordinated at District level (**Capricorn District**) and of which Polokwane Municipality is an active member of the forum. Meeting are held once quarterly.

### 7.2.8 Arbor Day Celebration

Polokwane Municipality has celebrated Arbor day through tree planting and provision of fruit trees under the theme "**Forest Restoration**" at Ga-Mashashane- Moshate. The municipality has provided 500 fruit trees to the community, while ornamental trees were planted in schools and within Matlala Traditional Offices.

#### Arbor Day Celebration



Arbor Day Celebration



Arbor Day Celebration

Source: PLK Environmental Management SBU

### 7.2.9 2023 National Arbor City Award Winner

The City of Polokwane was the overall winner of the 2023 National Arbor City Award. For years the City of Polokwane has always been excelling in Greening and Cleaning spaces within its Jurisdiction. The award serves as testimony that the Municipality gives prominence to tree planting and Waste Management.



Overall winner of the 2023 National Arbor City Award

### 7.3 Maintenance of Open Spaces and Parks (48 x Municipal Parks)

The City of Polokwane has **48 parks** in total that needs to be maintained at all times for them to remain in Good Condition. The main Municipal Parks in the City are the **Civic Centre Park, Flora Park Dam, Tom Naude** being the main popular for usage by members of the public in the City.

In Seshego is the main one is Zone 4 Park and in Mankweng the main one is Unit C Park and Unit A Park which are popular. All the mentioned parks have irrigation systems but due to water Challenges in the City of Polokwane, Council has taken a decision to stop irrigation of all parks. With irrigation our parks were going to be in better shape. below is the list of all Municipal Parks which also provides maintenance plan and their status quo.

### 7.3.1 48 x Municipal Parks Status Quo

#### Park Maintenance Status Quo

Park Maintenance Status Quo				
	Name of the Park	Activity	Service/material required	Labour required
1	AGANANG OFFICE AND TRAFFIC	Litter picking	Refuse bags, gloves	03
		Weeding of flowerbeds	Forks, spade, rakes, refuse bags, gloves	03
		Hard surface, cleaning and application of herbicide	Hard brooms	03
		Grass cutting	Lawn mowers,	07
2	RAINBOW PARK	Litter picking, sweeping and weeding of hard surface	Refuse bags and spades	05
		Pruning of trees	Pole pruner	02
		Painting of benches and children's play equipment	Paints and brushes	02
		Sandpits	Weeding	02
		Preparations and Establishment of flowerbeds	Spades, folks and pik	05
		Grass cutting	Lawn mowers	
3	TOM NAUDE PARK	Litter picking	Refuse bags, gloves	05
		Weeding of flowerbeds	Forks, spade, rakes, refuse bags	05
		Grass cutting	Lawn mowers	07
		Grading of parkrun route	Grader	01
		Weeding of hard surface (scrubbing)	Spades	05
		Pruning of trees and shrubs	Pole pruner	02
		Painting of children's play equipment	Paints and brushes	02
4	SABC PARK A	Litter picking	Refuse bags, gloves	03
		Weeding	Forks, spade ,rakes,refus	03

**Park Maintenance Status Quo**

	<b>Name of the Park</b>	<b>Activity</b>	<b>Service/material required</b>	<b>Labour required</b>
		Hard surface and application of herbicide	Chemicals, knapsack, spades,	03
		Grass cutting	Lawn mowers, brush cutters,	07
		Pruning of shrubs	Hedge pruner	02
5	<b>ZONE 4 PARK</b>	Litter picking and sweeping of hard surface	Refuse bags, gloves	06
		Weeding of flower beds	Forks , spade,rakes,refuse bags,gloves	05
		Hard surface and application of herbicide	Chemicals,knapsack,spades,rakes,respirator,chemical gloves	6
		Grass cutting		15
		Pruning of shrubs	Pruning shear	02
6	<b>TRIANGLE PARK</b>	General cleaning/litter picking	Spades, forks ,refuse bags, gloves	05
		Weeding of flower beds	Spades and folks	05
		Grass cutting	Lawn mowers	04
		Pruning of trees and shrubs	Pruning shear	02
7	<b>EXT 76 PARK</b>	General cleaning/litter picking	Spades, forks ,refuse bags, gloves	05
		Maintenance of sandpit	Spade,rake	05
		Grass cutting	Tractors and brush cutters	15
8	<b>MANKWENG UNIT A PARK</b>	Maintenance of sand pits	River sand, rakes, spades.	05
		Hard surface treatment	Spades, rakes, chemicals, knapsacks	05
		Grass cutting	Brush cutters, tractor	10
		Litter picking	Refuse bags, truck,	05
9	<b>MAMOTINTANE PARK</b>	Grass cutting	Brush cutters, tractor	03
		Maintenance of sand pits	River sand, rakes, spades	05
		Flower bed maintenance	Forks and rakes	05



**Park Maintenance Status Quo**

	<b>Name of the Park</b>	<b>Activity</b>	<b>Service/material required</b>	<b>Labour required</b>
		Litter picking	Refuse bags, truck	05
10	<b>MANKWENG UNIT C PARK</b>	Maintenance of sand pits	River sand, rakes, spades.	05
		Litter picking	Refuse bags, truck	05
		Grass cutting	Brush cutters, tractor	05
		Hard surface-Sweeping	Brooms, spades,	03
11	<b>FLORA PARK DAM</b>	Grass cutting	Brush cutters, tractor	10
		Maintenance of sand pits	River sand, rakes, spades	05
		Flower bed maintenance	Forks and rakes	05
		Litter picking	Refuse bags, truck	05
12	<b>RSA PARK (MOTOR CITY)</b>	Litter picking	Refuse bags	05
		Grass cutting	Brush cutters, tractor	10
		Weeding of walkway	Spades	04
		Weeding of flower beds	rakes, spades	05
		Trimming and pruning of trees	Pole pruner	02
13	<b>CIVIC CENTRE GARDENS</b>	Litter picking and sweeping of hard surface	Leaf blower and refuse bags	05
		Maintenance of sand pits	rakes, spades	03
		Weeding of flowerbeds	Forks and rakes	05
		Deadheading of flower beds		03
		Pruning of shrubs and trees	Pruning shear and pole pruner	02
14	<b>CONNIE VAN RENSBURG</b>	Cleaning of sandpit	Spades	05
		Litter picking	Refuse bags, truck	05
		Pruning of trees and shrubs	Pole pruner	02

**Park Maintenance Status Quo**

	<b>Name of the Park</b>	<b>Activity</b>	<b>Service/material required</b>	<b>Labour required</b>
15	<b>RSA DAM</b>	Litter picking	Refuse bags	05
		Grass cutting	Brush cutters, tractor	10
		Pruning of trees and shrubs	Pole pruner	02
16	<b>SEBAYENG PARK</b>	Litter picking	Refuse bags	05
		Weeding of flowerbeds	Spades and folks	03
17	<b>WESTERNBURG PARK</b>	Litter picking	Refuse bags	02
		Grass cutting	Brush cutters, tractor	10
		Pruning of trees and shrubs	Pole pruner	02
18	<b>WESTERNBURG PARK (RDP)</b>	Litter picking	Refuse bags	02
		Pruning of trees and shrubs	Pole pruner	02
19	<b>ALOE PARK</b>	Litter picking	Refuse bags	03
		Pruning of shrubs	Pole pruner	02
		Removal of old children's play equipment		05
20	<b>OOST SKOOL PARK</b>	Litter picking	Refuse bags	02
		Weeding of flower beds	Spades	04
21	<b>KOBIE VAN ZYL</b>	Litter picking	Refuse bags	02
		Pruning of trees and shrubs	Pole pruner	02
22	<b>SESHEGO ZONE 8 PARK</b>	Litter picking	Refuse bags	02
		Weeding of flowerbeds	Spades and folks	04
23	<b>STERPARK</b>	Litter picking	Refuse bags	02
24	<b>LADANNA PARK</b>	Litter picking	Refuse bags	02
25	<b>ZEN PARK</b>	Litter picking	Refuse bags	02



**Park Maintenance Status Quo**

	<b>Name of the Park</b>	<b>Activity</b>	<b>Service/material required</b>	<b>Labour required</b>
26	<b>NIRVANA PARK</b>	Litter picking	Refuse bags	02
		Pruning of trees	Pole pruner	02
27	<b>EDUAN PARK</b>	Litter picking	Refuse bags	02
		Grass cutting	Brush cutters	05
28	<b>EXT 22 IVY PARK</b>	Litter picking	Refuse bags	02
		Cleaning of sandpit	Spades	03
		Tree staking	Poles	02
		Pruning of trees	Pole pruner	02
29	<b>ZONE 3 PARK</b>	Litter picking	Refuse bags	02
30	<b>EMDO PARK</b>	Litter picking	Refuse bags	02
		Pruning	Pole pruner	02
31	<b>WILGE PARK</b>	Litter picking	Refuse bags	02
32	<b>MACDONALD PARK</b>	Litter picking	Refuse bags	02
		Cleaning of children's play area	Spades and folks	05
33	<b>HERMAN PARK</b>	Litter picking	Refuse bags	02
34	<b>RHEBOK PARK</b>	Litter picking	Refuse bags	02
		Grass cutting	Brush cutters	05
35	<b>VALENCIA PARK</b>	Litter picking	Refuse bags	02
		Grass cutting	Brush cutters	05
		Weeding of Sand pit	Spades	03
		Weeding of flowerbeds	Spades and folks	05
36	<b>SCHALK PARK</b>	Litter picking	Refuse bags	02
		Grass cutting	Brush cutters	05
37	<b>GERT DU TOIT PARK</b>	Litter picking	Refuse bags	02
		Grass cutting	Brush cutters	05
		Weeding of Sand pit	Spades	05
38	<b>BENDOR SIRKEL PARK</b>	Litter picking	Refuse bags	02
		Grass cutting	Brush cutters	05

Park Maintenance Status Quo				
	Name of the Park	Activity	Service/material required	Labour required
39	GRASMERE PARK	Litter picking	Refuse bags	02
40	PENINA PARK	Litter picking	Refuse bags	02
		Ranch fencing (repair)	Ranch poles	02
		Trimming of trees	Pole pruner	02

Source: PLK Environmental Management SBU

### 7.3.2 Grass Cutting Teams

The grass cutting teams consists of permanent staff and temporary labors who are only brought in during rainy seasons to ensure there is adequate capacity to deal with the fast-growing grass. Due to lack of capacity, grass cutting teams from various areas (Seshego, Mankweng, City) are at times clustered together in one area with their tractors and brush cutters to ensure there is an immediate impact. The grass cutting teams are as follow:

CLUSTER /AREA	PERMANENT EMPLOYEES
1. Mankweng	7
2. Seshego	3
3. City	14
4. Game Reserve	5
5. Cemeteries	0
6. Nursery	3
<b>Total</b>	<b>32</b>

Source: PLK Environmental Management SBU

### 7.3.3 Grass cutting teams on the Ground.



**Grass cutting teams on the Ground.**

Source: PLK Environmental Management SBU

### 7.3.4 AREAS for Grass Cutting Programme

AREAS for Grass Cutting Programme (Location)
<b>BENDOR</b>
Veldspaat drive from Munnik to Sasol garage
De Meer side walk from Veldspaat to Logan open area
The Crescent Open area
De wet side walk from Outspan to De Meer
Vharanani street Sidewalk from Outspan to De Meer
Hilary open area
Hyde close
DE Villiers and Outspan Open area
<b>Eduan Park</b>
Logan sidewalk and Open area
De Meer Open area
Stadium peripheries
Suid street area from De Wet to Dorp street
<b>Ster Park</b>
Aquarius and Virgo Open area
Ster Park sidewalks
Apollo open area
Open Stands
<b>Serala View</b>
Sidewalks
<b>Ivy Park and Ivy dale</b>

AREAS for Grass Cutting Programme (Location)
Ext 34 entrance and sidewalks Campbell street from Marshal to N1 South
<b>CBD</b>
Sidewalks
<b>NIRVANA</b>
Safire street open area
<b>Ladana</b>
Vermiculite from Micro to N. Mandela drive Witklaap drive Corner Vermiculite and N. Mandela drive Open area
Spelankon open areas Barracks
<b>MANKWENG AREAS</b>
Sebayeng Entrance Mankweng entrance from dumping towards Nkerase Open area between Zone 1 and Toronto towards R71 Mamodimo Valley from unit C to Stop sign towards Mamodimo park sports ground
<b>SESHEGO AREAS</b>
Old road from circle centre to Traffic open area, Lesedi open area next to the ground N1 South circle to Seshego zone 5 crossing Ext 71 open area and taxi rank Road from zone 8 AFM church to Txutxu Valley side walk Zone 5 B, C, and D Zone 4 Skotipola from circle to Blood river Robot Khensani drive from circle to Hostel traffic lights Ext 40 and Ext 44 open areas Mahlesedi park Vermiculite from Micro to N. Mandela drive Zone 8 outline from corner Helen Joseph to and Mandela Entrance Legae la batho from traffic lights to Ext 75 and Madiba park to from Traffic light to Ext 73

Source: PLK Environmental Management SBU

### 7.3.5 Establishment of Animal Pound

#### 7.3.6. An effective approach on animal pound (Revised approach)

The key question to the establishment of the Animal Pound is whether it should be operated by the **municipality or outsourced**, and it be operated by private company. To arrive at the determination on the two options of insourcing or outsourcing the Organisational Development

Unit has been tasked to undertake a study to determine costs - benefit analysis of the two options and make a recommendation to the accounting Officer and ultimately to the Council. The draft report is circulating internally to source comments and inputs of relevant role players before submission to the Accounting Officer.

**The study covers the following specific issues:**

- ✓ Overall impact on employee salary bill,
- ✓ The estimated salaries which exclude benefits,
- ✓ Costs for the management of the pound which will include amongst other issues the following: shelter, food, water, travelling including necessary medical treatment to all animals in the pound.
- ✓ The municipality will have to arrange for an animal technician or veterinary doctor for emergencies and dispensing medications.
- ✓ Potential revenue to be collected based on the set tariffs.
- ✓ Risk of animal death and theft at the pound.
- ✓ Refurbishment of Animal Pound to bring it to a functional state and purchase of required truck and its future maintenance or repairs.

The proposal made by SPCA to operate the Animal Pound will be looked at upon finalisation of model to be used for establishment of the pound.

**7.3.7. Options Available for Animal Pound Establishment**

OPTIONS FOR ESTABLISHING THE POUND	COMMENTS /UPDATE
1. Municipality to run the pound	<p>This option will require review of the organogram to create new positions and have all operational requirements and readiness in place including own pounding trucks, veterinary surgeon in place as well as refurbishment of the debilitated pound.</p> <p><b>This option is likely to take longer and to come at a cost</b></p>
2. Use of the Animal Pound of neighboring Municipality	<p><b>Lepelle - Nkumpi Local Municipality</b> has existing pound. A letter has been sent to them to consider our request to use their pound in the meantime we are still finalizing processes relating to establishing own</p>

OPTIONS FOR ESTABLISHING THE POUND	COMMENTS /UPDATE
	municipal pound. However, the municipality does not handle pigs due to their difficult nature.
3. Contracting a private entity or NGO/NPO`s to operate the pound	SPCA has made a proposal to host and operate municipal pound from their existing pound outside town. The process of considering and finalizing their proposal will take two to three months as it will have to be subjected to unsolicited bid process of the SCM, which includes calling for public comments and writing to the National Treasury for their comments before giving it final approval.

Source: PLK Environmental Management SBU

### 7.3.8 Availability of Alien Invasive Species Eradication Plan

Within the Environmental Management SBU of the City of Polokwane, there is a sub-unit dealing with Horticulture, there are dedicated Horticulturalist who are responsible for alien invasive eradication programme.

The programmes involve physical removal of alien species in the municipality jurisdiction. The programme is implemented through **EPWP**.

The plan covers the entire City of Polokwane and its being implemented in terms of the Conservation of Agricultural Resources Act (Act No. 43 of 1983); National Environmental Management: Biodiversity Act, 2004 (Act No 10 of 2004) and others.

### 7.4. National Arbor City Competition

The Polokwane municipality entered Arbor city competition and was shortlisted and the panelist visited the city for further assessment

## 7.5. AIR QUALITY MANAGEMENT

### 7.5.1 Air Quality Management Plan developed and adopted/approved by Council.

The City of Polokwane Environmental Health Section has developed the Air Quality Management Plan (AQMP) which was adopted by the Council.

**Table: Status of Polokwane Sector Plans**



Municipal Plans	Sector	AVAILABLE	NOT AVAILABLE	DEVELOPMENT STAGE	UNDER REVIEW
Air Management Plan	Quality	X			

Air Quality Management Plan provides the “**blue print**” upon which City of Polokwane will continue to implement air quality management effectively and efficiently within the City over the next coming years, to continually ensure good air quality for our children and future generations.

Section 24 of the Constitution states that ‘Everyone has the right to an environment that is not harmful to their health and well-being’ and to have the 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 and social development.’ The Constitution further places an obligation in terms of section 152(1)(b) and (d) on the part of Local Government as stipulated in sections 4(2)(d) and 4(2)(i), 73(1) and (2) of the Municipal Systems Act 32 of 2000 to ensure that the right to a clean and healthy environment is fulfilled.

The National Environmental Management: Air Quality Act 39 of 2004 (AQA) requires Municipalities to introduce Air Quality Management Plans (AQMP) that set out what will be done to achieve the prescribed air quality standards. After five years, the AQMP must be reviewed, the goals realigned and a revised AQMP should be developed. As part of their legal obligation,

An AQMP describes the current state of air quality in an area, how it is changing over time and what can be done to ensure clean air is achieved and maintained. An AQMP provides objectives and sets a course of action to attain air quality management goals. It identifies and addresses significant sources of impact using appropriate solutions to ensure that health effects and environmental impacts are minimized.

### **7.5.2 Submission of AQO Annual Report & report on implementation of Air Quality Management Plan**

#### **AIR QUALITY**

The ambient air quality is measured in three places in Polokwane City, namely, the Civic Square, Annadale (close to the industrial area) and Seshego. The information from the monitoring station indicates that the readings for the City of Polokwane are well below the values for other South African Cities.

There are a number of air pollution risks in the Municipal area that must be recognized:

- Polokwane Smelter (SOx, solid particulates, NOx)

- Municipal Landfill (odours, carbon monoxide, methane, particulates)
- Industrial Activities (coal burning and related processes)
- Ready-mix Materials quarry (dust)
- Motocross track (dust, noise, carbon monoxide)
- Old Asbestos dump/factory, Industrial (Asbestos fibres, dust)

### 7.5.3 Developed an Air Quality By-Laws

The City of Polokwane has developed the Air Quality By –Laws which was adopted by Council the Public Participation Public Notice as published on local Newspapers, Municipal Website, Municipal Notice Boards.

### 7.5.4 Air quality monitoring stations and monitoring of ambient air quality pollutants

The following equipment have been placed around Polokwane municipality jurisdiction:

- One station is situated at Greenside Primary school (**CDM**)
- One is station is situated in the Polokwane Game Reserve (**Anglo Smelters**)
- Polokwane Municipality monitoring equipment has some Challenges that are being address, it is currently not functional.

### 7.5.5 Designation of Air Quality Management Officer

#### Designation of Air Quality Management Officer –

- Does the City of Polokwane have a Designated Air Quality officer? (**Yes or No**).
  - **Yes**
- If No** -why has the City not appointed the Air Quality Designated Officer – (Elaborate more on the Plans to Rectify this).
- If Yes** -How many officers are Designated as Air Quality officer?
  - **01**
- When were they appointed by Who? (e.g., MM)?
 

**2023 by MM**
- List the Names and Positions of the Air Quality Designated Officer at the City of Polokwane.
 

**P Ramabulana**
- What are the Duties and Responsibilities of the Air Quality Designated Officer?
  - **Coordinates matters relating to air quality management within the municipality.**
  - **Developed the air quality management plan.**

- Enforcing compliance with the requirements of the regulations developed in terms of the AQA: enforcing the dust control regulation as are of principle responsibility and providing input-role regulation of activities declared as controlled emitters (small boiler operations and temporary asphalt).
- Monitoring of ambient air quality – baseline monitoring. Parameters being measured are particulate matter (PM10), sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide.
- Responding and resolving complaints from the members of the public pertaining to air pollution.
- Monitoring compliance in terms of noise caused by activities.
- Monitoring compliance in respect of reasonable steps taken prevent air pollution.
- Participating in local and district forums for environmental management& air quality management.
- Partaking in joint inspections with the environmental management inspectors.

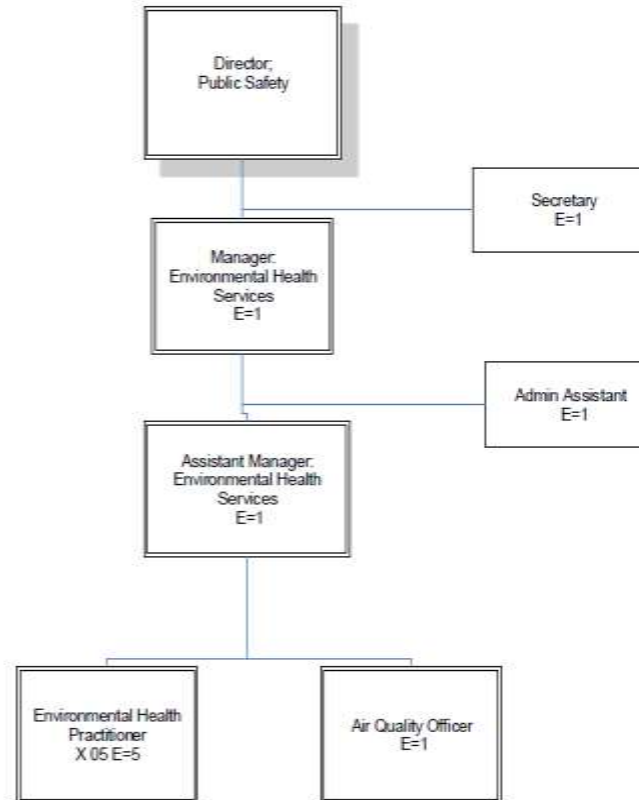
g) Elaborate on the **Challenges and Corrective** Actions Faced by Air Quality Designated Officer.

- Procurement of proper air pollution monitoring equipment and payments of software licenses being stipulated on the service level agreement.
- This can be corrected by having proper service level agreements when purchasing the equipment.

There is an appointed official under Environmental Health SBU. The Official is **not yet** legally designated. Below is City of Polokwane approved Organogram Structure for Environmental Health SBU reflecting the position of Air Quality Officer which is currently filled.

# Public Safety Environmental Health Services

Annexure 8.3



### **7.5.6 Conducting of industry inspection.**

The industry inspections are being conducted by municipal officials on a quarterly basis.

### **7.5.7 Compliance, Monitoring and Enforcement by EMIs**

Compliance, Monitoring and Enforcement are being conducted by municipal officials on a quarterly basis.

#### **Compliance, Monitoring and Enforcement by EMIs (Environmental Management Inspectors)**

- a) Briefly Indicate the compliance, monitoring and enforcement conducted by Polokwane Municipality together with the CDM district.
  - **Continuous environmental compliance, monitoring and enforcement are conducted by Polokwane Municipality EMI's in most cases jointly with CDM, LEDET and DMR EMI's on both green and brown aspects**
- b) Does the City of Polokwane have Officers that are appointed as **EMIs**?
  - **Yes**
- c) How Many Officers were appointed as EMIs?
  - **Six in number (4 Environmental Management SBU and 2 Waste Management)**
- (c) What are the areas of Focus by EMI of Polokwane Municipality?
  - **Focus on Brown and Green issues**
- d) List the Names and Positions of Officers that are appointed as EMIs for the City of Polokwane.
  - (i) Pitjadi MB: SUPERINTENDENT: NATURAL RESOURCES
  - (ii) SEOLOANE MF: SUPERINTENDENT: OPEN SPACE
  - (iii) MABASO RJ: NATURE CONSERVATIONIST
  - (iv) MAIMELA A: SENIOR SUPERINTENDENT: WASTE
  - (v) MATUMBA TW: ENVIRONMENTAL EDUCATIONAL OFFICER
  - (v) MATUMBA TW: ENVIRONMENTAL EDUCATIONAL OFFICER
  - (vi) MEISIE MM MANTHATA: ENVIRONMENTAL HEALTH
- e) What are the Duties and Responsibilities of the EMIs at the City of Polokwane?
  - **To enforce the provisions of NEMA, NEMWA, NEMAOA, NEMBA and NEMPA**
  - **To conduct routine inspections**
- f) Elaborate on the **Challenges and Corrective** Actions Faced by EMIs.
  - **Lack of budget to procure specific uniform for EMI's and other supportive tools of work.**

- **Environmental enforcement must be subunit on its own, EMI's must be responsible for Enforcement as their key performance areas. Additional Personnel is needed**
  - **Training should be continuous because we are dealing with legislation that changes from time to time**
- g) Were the EMIs in the City of Polokwane Trained /Attended any Training before they are appointed as EMIs -Elaborate Briefly on the Training attended or Conducted for EMI's
- **Yes, training was provided by DFFE for one month.**

### **7.5.8 Allocation and availability of Air Quality Management related work budget**

The allocated budget is insufficient. There is a need for Council to allocate more budget on Air Quality Management related work. Over the previous financial years IDP, air quality related projects were developed, and allocated budget as reflected below:

## **7.6 ENVIRONMENTAL GOVERNANCE AND CROSS CUTTING ISSUES**

### **7.6.1 Municipal Projects consider EIA.**

It is reflected under the IDP Projects phase. All Municipal projects that trigger Environmental Impact Assessment (EIA) listing notices are subjected to EIA process.

Environmental Impact Assessment (EIA) is an environmental decision support tool, which provides information on the likely impacts of development projects to those who take the decision as to whether the project should be authorized. The purpose of an EIA is to determine the potential environmental, social, and health effects of a proposed development, so that those who take the decisions in developing the project and in authorizing the project are informed about the likely consequences of their decisions **before** they take those decisions and are thereby more accountable. It is intended to facilitate informed and transparent decision-making while seeking to avoid, reduce or mitigate potential adverse impacts through the consideration of alternative options, sites or processes.

### **7.6.2 Municipal commenting on EIA as Affected and Interested Parties**

The EIA commence are now being done. The Environmental Assessment Practitioner (EAP) register under EAPASA are mandated to comment on the EIA application as interested/or and affected parties.

**Municipal commenting on EIA as Affected and Interested Parties**



- a) Briefly indicate if Polokwane Municipality Provide comments as interested and affected parties on EIA Application?
- **Yes, the Polokwane municipality through Environmental Management SBU has dedicated official providing comments on the received EIA reports.**
- b) Which other SBU /Directorate within the Polokwane Municipality are involved in the EIA Application comments (Specify the SBU and their areas of Focus on EIA application).
- **Environmental management services focus on whole review of EIA applications.**
- c) Explain the Process for Approval of EIA Application at the City of Polokwane.
- **Polokwane Municipality only review and offer formal comments of the EIA application for the competent Authority consideration.**
  - **LEDET, DFFE, DMR.DWS are the competent Authorities to issue Approval in the form of Environmental Authorisation (EA).**
- d) What is the Turnaround Time for Polokwane Municipality to Provide Comments on EIA applications?
- **The turnaround time is 14 days.**
- e) What systems have been put in Place by Polokwane Municipality to ensure that all Major **Municipal Infrastructure Projects** are Complying with EIA requirements as specified in the Legislation?
- **There is a need to Put in place team of Environmental Management Inspectors to monitor compliance.**

### 7.6.3 Environmental Outlook

For Environmental Outlook the City of Polokwane rely on CDM and LEDET plans. The City has not yet developed its own environmental Outlook.

### 7.6.4 Environmental Management Framework (EMF)/ Strategic Environmental Assessment (SEA)

EMFs are part of the suite of Integrated Environmental Management (IEM)/ Strategic Environmental Assessment (SEA) are tools that are used to support informed decisions regarding the management of environmental impacts that arise out of human activities and developments.

Environmental Management Frameworks are one of the tools that can attempt to achieve the desired developmental and ecological balance by utilizing early identification and mapping of sensitive ecosystems and resources to assist in pre-empting potential future land use conflicts.

Strategic Environmental Assessment (SEA) is a process of prior examination and appraisal of policies, plans, and programmes and other higher level or pre-project initiatives. The City of Polokwane developments decisions are guided by these two main Environmental tools.

### **Environmental Management Framework (EMF)/ Strategic Environmental Assessment (SEA)**

- a) The City of Polokwane (**EMP**) **Environmental Management Plan** is more than **5 years** and needs to be reviewed. -explain when this will be Conducted as the **EMP** is Outdated.
- **Once the budget is allocated for the renewal of EMP, the preparation will start immediately.**

#### **7.6.5 Environmental advocacy/ empowerment/ education and awareness**

Environmental advocacy/ empowerment/ education and awareness which addresses air quality management, biodiversity, conservation, climate change, waste management, etc.

The City of Polokwane Municipality has a well-established team of officials that handles the environmental education and awareness programmes to the community. The City of Polokwane has established **Polokwane Environmental Education Centre** and other designated officials (Waste Education Officers) whose responsibilities is to educate the public about environmental management issues.

#### **7.6.6 Availability of an organizational structure supporting environmental functions**

Availability of an organizational structure supporting environmental functions such as Air Quality Management, Biodiversity and Conservation, Climate Change, Coastal Management, Waste Management, Intergrated Environmental Management, Environmental Advocacy and designation of officers in line with NEMA/SEMA requirements.

The City of Polokwane has an Approved Organisational Structure that has a Directorate called Community Services headed by the Director, all unit that deals with environmental aspect are located under this Directorate i.e. (**Environmental Management SBU, Waste SBU, and Environmental health SBU**).

The SBU's are headed by a Managers that is responsible for Unit daily functions that include supporting environmental functions such as Air Quality Management, Biodiversity and Conservation, Climate Change, Waste Management, Intergrated Environmental Management, Environmental Advocacy and designation of officers in line with NEMA/SEMA requirements.

#### **7.6.7 Allocation and availability of budgets for staffing of environmental unit, environmental advocacy, EMF, SEA and EIA**

Each Financial year, the City of Polokwane allocate a Budget for staffing of environmental unit, environmental advocacy, EMF, SEA and EIA, etc. including Projects in all those SBU.

## 7.7 WASTE MANAGEMENT

### 7.7.1 Waste Management Services Municipal Wide

#### INTRODUCTION

The **Waste Management SBU** strives to provide **efficient, effective and appropriate** waste management services to all waste generators, while recognizing the contributions made by private sector in enhancing the provision of these services as contained in the integrated waste management plan within these legislative prescripts:

- ❖ Waste Act & Environmental Management Act.
- ❖ Norms and Standards.
- ❖ Municipal Integrated Waste Management Plan.
- ❖ Municipal policies and Bylaw.

### 7.7.2 Vision and Mission-Waste SBU

#### Vision

- A clean and litter free environment for all through best innovative waste management practices.

#### Mission objectives

- To have all general waste collected, reused, recycled, and disposed of in an environmentally friendly manner.

### 7.7.3 CORE FUNCTIONS OF WASTE SBU

- Awareness and education to change public mindset about best waste management practices.
- Waste minimization i.e., **Reduction, Reuse and Recycling** of waste before disposal
- Waste storage, collection, transportation & disposal at licensed landfill sites.
- Cleaning and clearing of illegal dumping.
- Street cleaning services (manual litter picking and mechanical street sweeping in the CBD).
- Rural waste management including EPWP litter picking.
- Hazardous waste monitoring with special reference to medical waste: competency of province.

### 7.7.4 Personnel (Waste SBU)

#### Personnel-Waste SBU

- ✓ 1 x Manager (Vacant)
- ✓ 1 x Assistant Manager Operations.
- ✓ 1 x Assistant Manager Awareness (vacant)
- ✓ 1 x Admin Assistant, 1 x Admin clerk.
- ✓ 2 x Senior superintendents.
- ✓ 3 x Supervisor, 4 x Acting Supervisors.
- ✓ 19 X Operators, 8 X Acting Operators.
- ✓ 2 X Drivers, 7 X Acting drivers, 112 X Labourers.
- ✓ 75 X Temps working as loading labourers.

- ✓ 175 X Temps Street cleaning.
- ✓ 24 X Temps for street sweeping.
- ✓ 0 EPWP beneficiaries (rural).

### 7.7.5 TYPES OF EQUIPMENTS REQUIRED

TYPE OF EQUIPMENT	QUANTITY	AREAS OF OPERATION	SHORTAGE
TLB	3	City, Mankweng & Seshego: Clearing of illegal dumping, Clearing of transfer stations	3 X TLB
Tipper trucks	3	Work with TLB's	Minimum of 2 X trucks per TLB
Grab trucks	2	Clearing of commercial and communal skip containers	2 X multipurpose 2 X Contracted
Multipurpose	3	Cleaning of rural skip containers	
Roll on roll off	3	Clearing of Transfer stations & skip containers in hospitals, industries. Skip containers in hospitals, schools, large industries	2X City 1X Seshego 1X Mankweng To purchase 2X ROROTrucks
Compactors	7 new 4 old trucks	Seshego, Moletjie and Aganang clusters waste collection City outer CBD routes Mankweng, Sebayeng and Dikgale waste collection	2 Seshego for residential and rural areas 3 Mankweng Urban & 2 rural collection
Fleet Africa compactors	14	Daily collection of waste from businesses and institutions, rural weekly collection	8X City 7X Seshego 2X Mankweng
4 Ton Trucks	5	Collection of litter picking & street cleaning bags	2X City 2X Seshego 2X Mankweng

Source: PLK Waste Management SBU

### 7.7.6 SERVICE LEVEL STANDARDS: OPERATIONS

CATEGORY	EQUIPMENT	FREQUENCY
Residential	Compactor	Once a week
Business	Compactor	Daily
Transfer Station	Roro and FEL	Daily
Industrial	Load lugger and Grab	Week days
Communal Skip	Gran and Load Lugger	Daily
Illegal Dumping	Tipper trucks	Week days
Street Sweeping at Night CBD	2X Street Sweepers	Daily
Litter picking	4-ton trucks	Daily

Source: PLK Waste Management SBU

### 7.7.7 weekly waste collection service

#### SERVICE PROVISION

- **103 776** x Households receive weekly waste collection service in all urban areas: **City, Seshego, Mankweng and Sebayeng.**
- **53 x villages** receive weekly waste collection service in rural areas.
- Clearing and cleaning Illegal dumping **weekly in all hotspots**
- **14 x recycling companies** operational at Weltevreden landfill site.

### 7.7.8 WASTE FACILITIES (Landfill sites and Transfer Stations)

#### Landfill sites: Total 02

- Weltevreden Landfill site.
- Aganang Landfill site.

#### Transfer stations: Total 07

- City: Webster & Ladanna.
- Mankweng: Dikgale, Makotopong, Mankweng & Mankweng Buy Centre.
- Seshego: Makgakga & Vaalkop.
- 

### 7.7.9 Rural Skips Distribution Summary

CLUSTER	NUMBER OF SKIPS	CHALLENGES
Maja/Chuene/Molepo	10	Insufficient equipment to service/clean them
Mankweng/ Sebayeng/ Dikgale	31	
Aganang/ Moletjie/ Seshego	28	

Source: PLK Waste Management SBU

### 7.7.10 CURRENT WASTE PROJECTS: 2023/24

PROJECT NAME	SCOPE OF WORK	BUDGET AMOUNT
Extension of Landfill site	Licensing of the new extension	1 000 000
Molepo Transfer Station		500 000

PROJECT NAME	SCOPE OF WORK	BUDGET AMOUNT
	Fencing, earth works for ramp and retention wall, guard house, bore borehole and elevated tank	
6 & 9 M <sup>3</sup> Skip containers	Purchase of skip containers	1 500 000
240 litre bins	Purchase of 240 litre bins	1 000 000
Construction of septic Mankweng transfer station	As built designs for licencing	500 000
Educational material	Purchase of awareness and education material	500 000
No dumping Boards	Purchase of No Dumping Boards	500 000
Ga-Maja Transfer station	Planning, Design and Drawings	1 000 000
Ga-Chuene Transfer station	Planning, Design and drawings	1 000 000

Source: PLK Waste Management SBU

### 7.7.11 CONTRACTED SERVICES UNDER WASTE MANAGEMENT

#### 3 Contracted services for these areas:

- City: CBD (2 compactors and 2 Street Sweepers by Mashumi Construction and Projects
- City Residential 3 waste compactors by Ingwe Waste and 3 Compactors Makayise
- Business and skips in the city and industrial areas 2 Grab Trucks by Mminatlou

#### IN-HOUSE SERVICES

#### Replaced outsourced services:

- ✓ 6 x Compactors for Seshego residential areas
- ✓ 3 x Compactors for Mankweng and Sebayeng.

### 7.7.12 IMPLEMENTATION OF BY-LAW

- Compliance monitoring of the By-Laws will also need to be implemented.
- The By-Laws put in place the necessary institutional and legal frame works.
- A critical component to the implementation of the IWMP is the supporting legal framework and budget.
- Law enforcement IS A CHALLENGE- lack of personnel.
- Issuing of fines and impounding of vehicles to be investigated.
- Fines imposed to be reflected in municipal billing to be investigated.



## 7.8 Challenges for cleanliness of the City

- Attitudes on Littering and illegal dumping by general public – only two officials allocated to deal with this anomaly.
- Down town untidy due to uncontrolled hawkers, car washers, illegal mechanics, job seekers, street kids sleeping in the city streets and illegal occupations.
- Contributing factors include mainly lack of adequate pole and pavement bins.
- Stakeholders that must be involved: Environment, Roads & LED SBUs, Law Enforcement, Ward Councillors.
- Illegal dumping-building rubble on open spaces & general waste in rural areas
- Lack of support for Ward by the public during cleaning campaigns.
- Lack of adequate personnel (aging staff, budget constraints to fill vacant positions timeously).
- Removal of planted no-illegal dumping boards for selling scrap yards for cash.
- Long turn-around time for repairs of trucks and aging fleet to render an effective service, e.g., cleaning of communal skip containers especially in rural areas.
- Weltevreden landfill site is remaining with only 1year lifespan and the process of extension is very slow.

### 7.8.1 Designation of Waste Management Officer

The City of Polokwane has not appointed Waste Management officer that is required by legislation since the previous officer went on retirement

### 7.8.2 South African Waste Information System (SAWIS) reporting

The City of Polokwane is timeously reporting on SAWIS portal as required by the Act. **(Waste Information System).**

The South African Waste Information System (SAWIS) developed by the Department of Environmental Affairs (DEA) in 2005, is a system used by government and industry to capture routine data on the tonnages of waste generated, recycled and disposed of in South Africa on a monthly and annual basis.

Publicly available reports generated from SAWIS are available through SAWIC 'Waste in South Africa. The Waste Information Centre provides the public, business, industry and government with access to information on the management of waste in South Africa. The Centre also provides users with access to the South African Waste Information System (SAWIS).

## 7.9. Designation of Waste Management Officer

**Designation of Waste Management Officer**

a) Does the City of Polokwane have a Designation of Waste Management Officer?

➤ **No, the City of Polokwane does not have a Designation of Waste Management Officer**

b) **If No** -why has the City not appointed the Designation of Waste Management Officer - (Elaborate more on the Plans to Rectify this).

➤ **Since he went on retirement**

c) **If Yes** -How many officers are Designated as Waste Management Officer?

➤ **No.**

d) When were they appointed by Who?

➤ **N/A**

e) List the Names and Positions of the Designated Waste Management Officer at the City of Polokwane. Not yet appointed

f) What are the **Duties and Responsibilities** of the Designated Waste Management Officer?

- **Implementation of IWMP as required by the Waste Act**
- **Implementation of Council Polices and and By –Laws**
- **Financial planning and management of the unit and budgeting**
- **Project conception, implementation, and management**
- **Liaise with internal and external stakeholders.**
- **Coordinate and implement performance management system within the department.**

g) Elaborate on the **Challenges and Corrective** Actions Faced by Designated Waste Management Officer.

**Challenges**

- **Lack of adequate of personnel eg Awareness and education officers, operators of trucks, general workers for loading bins, supervisors to ensure that the work is done and completed according to service level standards**
- **Lack of adequate equipment eg, compactors, Grab trucks, Tipper trucks and FEL for clearing illegal dumpings and Load luggers.**
- **Lack of adequate equipment such as skip containers, 240 litre bins, pavement bins and No Dumping Boards.**
- **Growing and unabated illegal dumping in rural areas as well**

**Proposed solutions**

- **Adequate budgeting annually to acquire adequate personnel, equipment and trucks to render an effective and efficient waste management service to the community.**
- **Councillors to assist with education about best waste management practices in their constituencies.**

**Waste management**

Waste management is one of the critical services rendered by municipalities. The availability and/or unavailability of this service have a direct impact on the quality of life of citizens, their health as well as the degradation of physical environment.

Waste management embraces "prevention, generation, characterization, monitoring, treatment, handling, recycling and residual disposition of solid wastes at the approved landfill sites. There are various types of solid waste that include municipal (residential, institutional, commercial), agricultural, and special (health care, household hazardous wastes, sewage sludge). Functions relating to waste management include:

- Awareness and education to change the attitude of the public.
- Waste minimization (reduce, re use and recycle) The 3 Rs.
- Waste generation, storage, collection and transportation.
- Waste treatment where waste is hazardous.
- Landfill disposal sites of waste
- Environmental negative impacts considerations
- Financial and marketing aspects
- Research, Policy and regulation
- Education, awareness and training
- Planning and implementation

Polokwane Municipality is able to handle this function satisfactorily as there is a full-fledged unit established to focus on waste management. Waste collection is currently rendered in the city, Seshego, Mankweng, and Sebayeng Townships from **103 776 HH**. Municipal trucks collect waste **once a week** at residential areas/suburbs/Townships and **daily** at businesses and industrial areas). A Plan is underway to roll out this full service to rural areas as contained in the IWMP. At the moment, **53 rural villages** receive weekly waste collection service. EPWP litter picking is being done in all wards but not all villages, the challenges being equipment and personnel. All collected wastes are transported to Weltevreden and Aganang municipal Landfill sites, which are both licensed. The Aganang landfill site receive waste mainly from Moletjie and Aganang clusters.

Currently in the Aganang Clusters, Waste Removal Services is Rendered in the following areas i.e.

- 1) **knobel hospital**
- 2) **Post office**
- 3) **Mashashane crossing.**
- 4) **Maphepha centre**
- 5) **SASSA**
- 6) **Matlala police station**
- 7) **the local market and**
- 8) **Tibane shopping centre.**
- 9) **Kgabo park**
- 10) **Vlakfontein**

Furthermore, street cleaning is not rendered in all wards due to limited budget for Expanded Public Works Programme (EPWP)

### 7.9.1 Integrated Waste Management Plan (IWMP)

The City of Polokwane has developed and adopted an IWMP which embraces the concept of waste Management Hierarchy as follows:

- Waste Avoidance or prevention
- Waste Minimisation-reduce, reuse & recycle.
- Waste treatment
- Waste disposal

Integrated Waste Management Planning (**IWMP**) is a basic requirement for all municipalities as stipulated in the **National Environmental Management: Waste Act, 2008 (Act No. 59 of 2008)** (NEMWA). The Waste Act requires that the IWMP must be adopted for a period of five years and reviewed every five years as well. The primary objective of IWMP is to integrate and optimise waste management planning in order to maximise efficiency and minimise the associated environmental impacts and financial costs, and to improve the quality of life for all South Africans.

The National Waste Management Strategy provides a set of goals that municipalities must achieve in order to give effect to the Waste Act. It contains an action plan with various targets to be achieved by municipalities.

#### Polokwane IWMP not yet endorsed by MEC of LEDET

##### **Polokwane IWMP not yet endorsed by MEC of LEDET**

- a) What are the Plans to ensure that Polokwane **IWMP** is endorsed by MEC of LEDET?
  - **Polokwane municipality has yet to review the current approved IWMP (2017), including performance thereof and submit to MEC LEDET.**

### 7.9.2 Recycling and Recovery of Waste

Polokwane Municipality IWMP Goal is to promote recycling and the recovery of waste; in a tabular format and this would be represented as follows:

**Table: Promote Recycling and Recovery of Waste**

Immediate goals	Short term goals	Medium term goals	Long term goals
Establish mechanisms for promoting separation at source (develop waste minimisation plan with clear programmes, project, budget and timelines for implementation.	Roll out separation at source to 30 % of households	Roll out separation at source to 70 % of households	100% households receiving separation at source
Conduct a feasibility study to determine whether there is a need to establish buy back centres	Develop plans to establish buy back centres	Buy back centres established	Utilization of buy back centres.
Develop a composting strategy/plan to divert garden waste from landfill sites	Establish a compost recycling plant	Compost recycling plant fully operational and is operated in a sustainable manner	

Source: PLK Waste Management SBU

### 7.9.3 Refuse Removal Trends

Table: Refuse Removal

Municipality	Removed by local authority/ Private company			Communal refuse dumps			No rubbish disposal		
	2018	2019	2020	2018	2019	2020	2018	2019	2020
Polokwane	43.08*	43.332%	43.4%	56.92%	56.67%	56.6%	56.92%	56.67%	56.6%

Source: Stats, S.A,

There is an improvement in areas that had no service at all since 2017. As indicated earlier, the unavailability of such a service has a direct impact on the health of the citizen as well as the physical environment. A high number **56.6%** of households in rural areas still use communal dumps in comparison of households with access to refuse removed by local authority/private company of **43.4%**.

Currently, only City / Seshego and Mankweng / Sebayeng clusters have conventional waste management services in place. There are now two landfill sites licensed and two transfer stations in the CBD area. In the **Mankweng/Sebayeng** there is one transfer station. There are three rural transfer station at **Makgaga, Vaalkop, Dikgale and Makotopong** that were completed and operational.

Planning of Westernburg and Seshego transfer stations is completed and budgeted on the outer years of 2203/4 for construction. Additional budget for rural transfer stations on the MTREF capital budget is required for transfer stations at **Maja/Chuene, Aganang cluster to take the service close to the residences**. Ladanna transfer station is without paving, proper retention walls and ramping. There is also a need to budget for it in order to comply fully to Norms and Standards for construction of transfer stations.

The bulk of rural areas normally do not have conventional waste management methods, illegal dumping characterised these areas without such services. A certain level of Rural Waste Collection service under the EPWP incentive Grant is undertaken in all **wards** municipal wide. The employees render litter picking service three days per week and the waste is collected by waste municipal trucks and disposed of at the two landfill sites.

One more rural transfer station is budgeted for on the MTREF namely Molepo for 2022/3. It is therefore important for the municipality to develop and implement a municipal-wide waste management plan in rural areas with clear sustainable service levels (IWMP). In order to promote the notion of waste recycling, DEA constructed and donated the **Mankweng Buy back centre** to Polokwane Municipality and the municipality is in the process of appointing a new service provider after the old one has expired.

According to the IWMP there are additional Buy back centres that must be established in rural areas as well to support and promote waste minimisation in those areas. Waste recycling should also be introduced in all rural transfer stations in order to intensity recycling and create basic job opportunities.

#### 7.9.4 Licensed Landfill Sites

The City of Polokwane has **X 2 licensed landfill**, both fully operational namely, Weltevreden and Aganang landfill sites. The municipality also has **7 transfer stations in total**:

- 7 x permitted.
- 1 x ROD (Record of Decision) for Mankweng transfer station but not permitted, New plans were drawn to finalise the licensing thereof.

#### 7.9.5 Waste Management Challenges

Challenges	Measures to address challenges
<ul style="list-style-type: none"> <li>• Lack of adequate trucks and long turn-around time for repairs to render effective service in rural</li> </ul>	<ul style="list-style-type: none"> <li>▪ Purchase of adequate trucks, compactors, tipper trucks and ROROS to</li> </ul>



Challenges	Measures to address challenges
<p>areas, illegal dumping and industrial cleaning resulting in over usage of overtime.</p> <ul style="list-style-type: none"> <li>• Weltevreden landfill site is remaining with only one years' lifespan.</li> <li>• Landfill site does not charge disposal fee currently</li> </ul>	<p>render effective and efficient service in the urban and rural areas.</p> <ul style="list-style-type: none"> <li>▪ Repairs of waste trucks to prioritised as there are no relief trucks during breakdowns.</li> <li>▪ The feasibility study of the landfill site was completed, and the licensing process is still going on.</li> <li>▪ Implementation of waste disposal charges at the landfill sites to be re-introduced to argument revenue</li> </ul>
<ul style="list-style-type: none"> <li>• Shortage of personnel for refuse removal. Some staff members are old and sickly and on light duty resulting in over usage of temporary workers on waste collection and transfer stations as well</li> </ul>	<ul style="list-style-type: none"> <li>• Continuous budgeting and filling of vacant positions is imperative especially operators, labourers, supervisors and Awareness and education officers to enhance efficient service delivery</li> </ul>
<ul style="list-style-type: none"> <li>• There is no full refuse removal service in rural areas only 53 villages receive weekly service.</li> <li>• There are no transfer stations in all clusters.eg Maja/Chuene, Mashashane and Matlala areas.</li> <li>• Ladanna transfer station upgraded with walling around, water connection and guard house. The working area is not paved, ramp and retention are also dilapidated.</li> <li>• There are no transfer stations at Westernburg and Seshego resulting in lots of illegal dumping.</li> </ul>	<ul style="list-style-type: none"> <li>• Construction of rural transfer station will be implemented at Ga Molepo with capital budget of R 500 000 this financial year. There is also planning for both Maja and Chuene transfer stations in 2023/24 but need to budget for additional transfer station at Westernburg, Seshego and other rural clusters.</li> <li>• A waste minimisation strategy /plan with clear programmes and projects with timelines to be finalised and implemented</li> </ul>

Challenges	Measures to address challenges
<ul style="list-style-type: none"> <li>The municipal area is characterised by lot of illegal dumping from building rubble due to inadequate awareness and education officers and inadequate law enforcement.</li> <li>Down town is untidy due to illegal activities by hawkers, illegal outdoor advertising, car washers, illegal mechanics, street kids, job seekers who sleep in the streets on municipal properties.</li> <li>Lack of adequate street pavement bins in the CBD</li> </ul>	<ul style="list-style-type: none"> <li>All budgeted positions of senior superintendent, operators, supervisors, awareness and education officers to be advertised and filled.</li> <li>Outsourcing of litter picking in the City, Seshego, Mankweng and Sebayeng. A pilot outsourcing using cooperatives to be undertaken first in the City.</li> <li>Working together with other SBUs to control all illegal activities (Housing SBU) and the sweeping of sand in the CBD (Roads and Storm Water SBU)</li> <li>Waste awareness and education plan compiled and awaiting approval</li> </ul>
<ul style="list-style-type: none"> <li>Mankweng illegal dumping area is licensed for closure but without budget for rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>Mankweng pit to be budgeted for closure and rehabilitation as it continues creating pollution of the environment.</li> </ul>

Source: PLK Waste Management SBU

### 7.9.6 Waste Management Status Quo

	ACTIVITY	PROGRESS
1.	IWMP	The approved IWMP to be reviewed after five years, which will be October 2022
	By-Law	By-Law approved by Council and is now gazetted. The fines and penalties are also approved already by the Chief Magistrate
2.	Waste collection in rural areas	EPWP litter picking, and collection is being done in all 45 wards. 53 villages are currently receiving weekly waste collection service and there is a need to extend to other villages in all wards. Additional acquisition of

	ACTIVITY	PROGRESS
		trucks and personnel will ensure that the service is rolled out to other villages
3	Plan\program on waste collection in the City, Seshego, Mankweng and Sebayeng	A schedule on waste collection is in place and it also guides the placement of personnel and allocation of trucks
4.	Weltevreden landfill site	<ul style="list-style-type: none"> <li>• Cashier house is completed, and the landfill site has been classified as a high-risk area to collect cash at the site instead rates and taxes accounts of end users will be debited, including the use of coupons and other smart options.</li> <li>• Landfill external auditing is continuing and being done every year.</li> <li>• Awaiting the issuance of licensing by end of July 2023</li> </ul>
6	6 and 9 M <sup>3</sup> skip containers for rural transfer stations.	To appoint a three-year service provider to supply and deliver skip containers for rural areas. The allocated budget is not adequate to make inroads in rural areas
7.	Aganang landfill site	To provide Budgeting for items of paving, retention wall and ramping
8	Upgrading of Ladanna transfer station	<p>Construction of ablution facilities, sewer and water connections have been completed and functional.</p> <p>Outstanding items of paving, retention wall and ramping to be budgeted for.</p>

Source: PLK Waste Management SBU

### 7.9.7 Waste Collection in Rural Areas

EPWP litter picking will be done in all **45 wards** with a total budget of R 2 520 000 for the first six months and the remaining months with Partnership with DFF In-House Greening and Cleaning programme until June 2024. Approval and implementation of rural waste strategy is part of IWMP.

## 7.10 Waste Management Services Status Quo

### 7.10.1 Status Quo on Rendered Services

NO	TYPE OF SERVICES	PLACES RENDERED	FREQUENCY	Transport Mode
1.	Residential kerb side collection	City, Seshego, Mankweng and Sebayeng	Once a week	In house compactors
2.	Businesses	Mankweng and Sebayeng	Daily	3 in house compactors
3.	Street sweeping and litter picking	City, Seshego, Mankweng and Sebayeng	Daily and week days only	2 x outsourced sweepers and 1 X 19 M <sup>3</sup> compactor truck. 210 x temporary employees for manual litter picking
3.	Industrial areas and communal skip containers	City, Seshego, Mankweng and Sebayeng	Daily and when necessary	In house Load luggers, Grab trucks and ROROS. 2 x Grabs adhoc rental
4.	Transfer stations and illegal dumping	City, Seshego, Mankweng, Sebayeng and rural areas	Daily and when necessary	In house tippers & TLB and ROROS
5.	Rural villages and EPWP	Villages in all rural wards	Once a week	In house compactor trucks and 4-ton trucks

Source: PLK Waste Management SBU

### 7.10.2 Rural Waste Transfer Stations and landfill sites status quo

Rural Transfer Stations

NO	NAME OF FACILITY	SPATIAL LOCATION	STATUS	Period of establishment and operation
1.	<b>Makgaga rural transfer station</b>	Makgaga ward 10	operational	2016
2.	<b>Vaalkop rural transfer station</b>	Vaal kop ward 9	operational	2019
3.	<b>Dikgale rural transfer station</b>	Ga –Dikgale ward 33	operational	2020
4.	<b>Makotopong rural transfer station</b>	Makotopong ward 24	Operational	2020
5.	<b>Webster garden transfer station</b>	C/o Webster and Suid streets Flora Park ward 20	Operational	1998
6.	<b>Ladanna transfer station (Need upgrading)</b>	Vermikuleit street Ladanna ward 20	operational	2002
7	<b>Mankweng transfer station</b>	Mankweng ward 31	Operational	2005
8.	<b>Molepo garden transfer station</b>	Ga-Molepo ward 4	Under construction (Planning and design completed)	2022/23
9.	<b>Aganang rural landfill site</b>	Aganang ward 45	Operational	2021
10	<b>Weltevreden general medium with insignificant water production (G:M: B -) landfill site</b>	Polokwane ward 20	Operational and busy with extension due to 1-year remaining lifespan	1998

Source: PLK Waste Management SBU

### 7.10.3 Skip Containers Distributed to - (Maja/Chuene/Molepo Cluster)

City Depot: Maja/Chuene/Molepo cluster

No	Areas with Illegal Dumping	Cluster	Ward	Number of skips Containers
1.	Thogoaneng along 37 road	Chuene	1	2
	Thogoaneng along Bergeneck road			
2.	Feke	Maja	2	2
	Koppermyn			
3.	Between Mothapo and Mothiba ngwanamago	Molepo	5	2
	Moremadi along powerlines		5	
4.	Rampheri	Molepo	4	2
	Boyne (close Shell garage)			
5.	Thaba		3	2
<b>Total Allocated</b>				<b>10</b>

Source: PLK Waste Management SBU

### 7.10.4 Skip Containers Distributed to - (Moletjie and Aganang clusters)

Seshego Depot: Seshego, Moletjie and Aganang clusters

No	Areas with Illegal Dumping	Cluster	Ward	Number of skips Containers
1.	Kgabo park	Aganang	45	2
	Between Rampuru & Ceres			
2.	Kalkspruit cross	Aganang	42	2
	Kgoroshi & Sechaba			
3	Setumong next to Matlala taxi rank	Aganang	43	2
	Dibeng village			



No	Areas with Illegal Dumping	Cluster	Ward	Number of skips Containers
4.	Vlakfontein	Aganang	44	2
	Tibane Crossing			
5.	Opposite Mashashane clinic	Aganang	40	2
	Opposite mohloung police station			
6.	Diana clinic	Aganang	41	2
	Naledi clinic			
7.	Kwena Moloto	Moletjie	10	2
	Letsokwane			
8.	Mmakgodu	Moletjie	36	2
	Kgohloane			
9.	Moletjie crossing	Moletjie	18	2
	Around Boetse Sec school			
10.	Makgofe Ga-tladi	Moletjie	16	2
	Motinti			
11.	Madihorong	Moletjie	15	2
	Matamanyane			
12.	Rankuwe	Moletjie	35	2
	Ga manamela			
13.	Ramogoana	Moletjie	38	2
	Hlahla			
14.	Sengatane	Moletjie	9	2
	Doornspruit			
<b>Total</b>				<b>30</b>

Source: PLK Waste Management SBU

#### 7.10.5 Skip Containers Distributed to - (Mankweng and Sebayeng/Dikgale clusters)

##### Mankweng depot: Mankweng and Sebayeng/Dikgale clusters

No.	Areas with Illegal Dumping	Cluster	Ward	Proposed skips allocation
1.	Nobody Mothapo Thagalang (between Nobody and Maboi)	Mankweng	07	3
2.	Thoka, Boipuso and Thoka Reservoir	Mankweng	27	2
3.	Moremadi Moremadi Powerline	Mankweng	27	2

No.	Areas with Illegal Dumping	Cluster	Ward	Proposed skips allocation
4.	Mentz Malesa /Badimong	Mankweng	34	3
5.	Ga Mothiba Magwareng to Mamatlho School	Sebayeng	24	2
6.	Ga Mothiba Ngwanalaka	Sebayeng	24	1
7.	Tshware	Mankweng	30	2
8.	Mamahule R71 Gate	Mankweng	06	1
9.	Mentz Dubula next to Illegal Landfill	Mankweng	28	2
10	Madiga	Sebayeng	29	2
<b>Total</b>				<b>20</b>

Source: PLK Waste Management SBU (2021)

### 7.10.6 Rural Villages with Communal Waste Collection Service Once a Week

Rural Villages with Communal Waste Collection

Cluster	Name of Villages	Total Number of Villages
<b>Maja/Chuene cluster</b>	Moshate Ga Chuene, Marulaneng, Maja Moshate, Ga Phiri, Mapelaneng, Makatsane, Lekgothoane, Laastehoop, Mojapelo, Dithlopaneng, Tshebela, Mankgaile, Mountainview Pae Pae and Mmotong wa Bogobe	<b>15</b>
<b>Moletjie cluster</b>	Blood river, Mmotong, Makgofe, Moletjie Moshate, Mmakgodu, semenya, Ga Hlahla, Letsokwane and Kwena Moloto	<b>09</b>
<b>Aganang Cluster</b>	<ul style="list-style-type: none"> <li>• Business Areas</li> <li>• Municipal offices and Traffic,</li> <li>• Tibane Shopping Centre,</li> <li>• knobel Hospital, Sassa Department,</li> </ul>	<b>12</b>

Cluster	Name of Villages	Total Number of Villages
	<ul style="list-style-type: none"> <li>Maphepha stores, Matlala SAPS &amp;</li> <li>Small Business Centre (Post Office, Garage &amp; Indians shops)</li> <li>Kgomo school</li> </ul> <p><b><u>Villages:</u></b></p> <ul style="list-style-type: none"> <li>Mandela, Madiba, Moshate, Maubane, Mapeding, Venus, Kgoroshi, Saiplaas, Moetakgare, Tibane Rampuru, Kgabopark, Ramashoana</li> </ul>	
<b>Mankweng, Sebayeng/Dikgale cluster</b>	Kotishing, Ramathopye, Malesa Mentz, Ga Mothiba, Segopye, Masealama, Mamotintane, <b>Mamahule 1&amp;2R71</b> , Mothiba Ngwana Laka, Makotopong, Moremadi, Tsatsaneng and Ramogale	<b>17</b>

Source: PLK Waste Management SBU (2021)

#### 7.10.7 Plan to improve Cleanliness of the City CBD

- Intensify supervision of litter picking in the CBD by rotating the limited Assisting supervisors.
- Re-arrange the current cleaning program in the CBD by grouping all the litter pickers to clean in the morning and afternoons while there less congestion, during the day to be taken to concentrate on hot spots areas during peak periods.
- Ensuring that the list of hot spots such as taxi ranks, bus stops and hawker's areas are marked or ticked daily by supervisors to make sure they have been attending to adequately.
- To ensure that skip containers are cleaned daily and twice at hot spots areas, such as, De Hoek, Dahl Street, Biccard street and Oriental Plaza/Indian Centre by the contractor.
- To coordinate with Law Enforcement SBU to issue notices and fines to transgressors since the waste By-Law has been approved and gazzeted

- f) To ensure Awareness and Education to businesses, hawkers and taxi areas is done and flyers in this regarded distributed to all in the CBD.
- g) To ensure that night shift street sweeper contractor is effective by allocation of a supervisor at night on alternating shift basis for three hours utilizing overtime.
- h) Remove old damaged and defaced pavement bins and replace them where necessary.

**7.10.8 Waste Management Challenges and Intervention**

- a) The previously decreased number of litter pickers will be increased to original quantities in order to improve cleanliness in the CBD and other areas.
- b) Certain number of temporary litter pickers are allocated to trucks because of shortage of permanent staff for loading of bins. There are 10 x temporary laborer’s positions which were advertised in the second quarter, and they are filled as yet.
- c) Congestion and littering caused by car washers, hawkers and people sleeping on streets.
- d) Displacement and damage of refuse containers by vagrants, job seekers and street kids.
- e) The operations of multidisciplinary By-law enforcement task team will be intensified to prevail over these challenges on a continuous basis in relation to 2.3 and 2.4 above.
- f) Shortage of Awareness and Education officers. The whole municipality is manned with **one officer** instead of six. In addition to filling of the vacant positions, Ward Committees who head Waste Management desks and Councilors to oriented on basic education and awareness during their community meetings so that they can play a key role in combating unhygienic throughout the municipal area. LEDET and Municipal Communication to be partners in this initiative.

**7.10.9 Management of illegal Dumping in the City, Seshego and Westernburg**

Areas with illegal dumping challenge in City, Seshego and Westernburg

List of illegal dumping in the City and Westernburg	Current status in terms of Removal	Monitoring Schedule	Plan to address the illegal dumping identified
List of areas with illegal dumping challenge in City and Westernburg			

List of illegal dumping in the City and Westernburg	Current status in terms of Removal	Monitoring Schedule	Plan to address the illegal dumping identified
• Sterpark	weekly with TLB and tipper truck EPWP litter pickers utilised once a month	On weekly basis	Education and awareness, planting of No dumping boards and Law enforcement
• De wet and R 71	weekly with TLB and tipper truck EPWP litter pickers utilised once a month	On weekly basis	Education and awareness, planting of No dumping boards and Law enforcement
• Mall of the north on R81(Behind Farm Yard	weekly with TLB and tipper truck EPWP litter pickers utilised once a month	On weekly basis	Education and awareness, planting of No dumping boards and Law enforcement
• RSA	EPWP litter pickers utilised once a month	On weekly basis	Education and awareness, planting of No dumping boards and Law enforcement
• N1 South	monthly with TLB and tipper truck EPWP litter pickers utilised once a month	On monthly basis	Education and awareness, planting of No dumping boards and Law enforcement
• Buite street taxi holding area	weekly with TLB and tipper truck	On daily basis	Education and awareness, planting of

List of illegal dumping in the City and Westernburg	Current status in terms of Removal	Monitoring Schedule	Plan to address the illegal dumping identified
	EPWP litter pickers utilised once a month		No dumping boards and Law enforcement
• Lawton street	weekly with TLB and tipper truck EPWP litter pickers utilised once a month	On weekly basis	Education and awareness, planting of No dumping boards and Law enforcement
• Sapphire street Nirvana	monthly with TLB and tipper truck EPWP litter pickers utilised once a month	On monthly basis	Education and awareness, planting of No dumping boards and Law enforcement
• Covydale and Buys street	weekly with TLB and tipper truck EPWP litter pickers utilised once a month	Westernburg transfer station(temporary) to be cleaned each Tuesdays and operated for closure.	Two skips in coydale street shifted further from the residents.  New Westenburg transfer station planned Budgeted capital project with a budget of R 556 098
<b>List of areas with illegal dumping challenge in Seshego</b>			
• Emdo, Legae la batho, Madiba park,	Monthly with TLB and tipper truck	on monthly basis	New Seshego transfer station is planned



List of illegal dumping in the City and Westernburg	Current status in terms of Removal	Monitoring Schedule	Plan to address the illegal dumping identified
Phase 3, extension 76, 71 and 73	EPWP litter pickers utilised once a month		/Budgeted with a budget of R 906 098.
<ul style="list-style-type: none"> <li>Zone 1 next to Biko park, Zone 2 next to Moletji drive</li> </ul>	weekly with TLB and tipper truck EPWP litter pickers utilised once a month	on weekly basis	Education and awareness, planting of No dumping boards and Law enforcement
<ul style="list-style-type: none"> <li>Bridge between hospital view and Madibapark</li> </ul>	weekly with TLB and tipper truck EPWP litter pickers utilised once a month	on weekly basis	
<ul style="list-style-type: none"> <li>Alf Makaleng street</li> </ul>	weekly with TLB and tipper truck EPWP litter pickers utilised once a month	on weekly basis	

Source: PLK Waste Management SBU

#### 7.10.10 General Method of Dealing with Illegal Dumping

- Cleaning by TLB and Tipper trucks as per drawn program.
- Manual litter picking utilising EPWP urban cleaners.
- Awareness and education and law enforcement
- Planting of No Dumping Boards.
- Illegal dumping sites are cleaned on **weekly basis.**

### 7.10.11 Challenges in addressing illegal dumping problem.

- Lack of adequate equipment. E.g., Only one set of 1 X TLB and 2 x Tipper trucks per cluster
- Regular break downs with long turnaround time for repairs of the fleet
- Continued unabated illegal dumping of building rubble by unscrupulous developers especially at night.
- Transplanting/stealing of No Dumping Boards and being sold at scrap yards by street kids and job seekers for cash.
- Despite weekly house to house waste collection, communities continue to dispose waste at open spaces and corners of streets.
- Lack of transfer stations at Seshego, Westernburg and other areas. Those available are far apart and not accessible to other villages.

### 7.10.12 Progress Report on Waste Management Capital Projects

NO	PROJECT NAME	WARD NO	BUDGET	PROGRESS / STATUS QUO
1.	Extension of landfill site	Ward 20	1 000 000	Licensing will be issued to enable the commencement with designing and construction of the project Consultant for designing and construction supervision appointed
2.	Seshego transfer station	Ward 8	906 098	Planning and designs completed
3.	Westernburg transfer station	Ward 11	556 098	Planning and designs completed
4.	Molepo transfer station	Ward 03	500 000	Planning, Design and Drawing completed

Source: PLK Waste Management SBU

## 7.11 By-Law Enforcement & SECURITY

The Municipality has an obligation in terms of Sect 152 (1) of the Constitution of the Republic of South Africa, 108 of 1996, to promote safety and healthy environment; and to encourage the involvement of communities and community organisations in the matters of local government. These objectives are achieved through constant crime prevention operations with other Law Enforcement Agencies. The SBU is sub-divided into the following three (3) sub-units:

1. **By-Law Enforcement**

**The sub-unit provides the following services within the municipality:**

- Enforcement of municipal by-laws
- Conduct crime prevention operations with other law enforcement agencies.
- Conduct crime awareness campaigns.
- Provide VIP Protection.
- Investigation of internal crime/incident cases
- Participate in the Community Policing Forums and Community Safety Forums within the communities,
- Coordinate protest marches and picketing's in line with the provisions of the Regulations of Gatherings Act.
- Attend to community protests and illegal land use activities.
- Provide safety and security during council meetings, municipal and external events organized through Joint Operations Committee (JOC).

2. **Asset Protection**

**The sub-unit renders the following services:**

- Provide 24/7 security services to protect municipal properties, assets and employees,
- Conduct crime awareness to municipal employees and contractors operating with the municipality.
- Pre-Employment Screening and vetting of municipal employees and private companies rendering service to Polokwane Municipality with the assistance of SAPS and State Security Agency (SSA).
- Conduct security inspections, risk assessments and surveys at municipal premises.
- Facilitate Technical Surveillance Counter Measure (TSCM) at critical premises with the assistance of SSA.

3. **Emergency Control Centre**

- Provide 24/7 emergency call centre services.
- Provide technical access control and support of automated access into municipal buildings (e.g., motorized gates, card reader automated access control system, biometric access control system, walkthrough metal and parcel scanner).
- Provide, maintain and monitor CCTV Surveillance camera networks and IP related equipment.

### 7.11.1 SBU challenges and the intervention SBU

The table below illustrates the challenges and the interventions to address them.

Challenges	Interventions to address these challenges.
4. Shortage of resources (staff, equipment and funding).	- Fill all budgeted vacant posts and to request for additional funding for Security systems and equipment
5. Insufficient Budget for the procurement of new and the replacement of CCTV cameras; and Access control systems; repairs and maintenance	- To request for additional funding for the procurement of new CCTV cameras and access control equipment; and for repairs and maintenance.
6. Lack of human capacity on CCTV and Access Control system repairs and maintenance.	- To fast-track the appointment of technicians for the repairs and maintenance of CCTV and Access Control equipment.
7. Insufficient office space for By-Law Enforcement & Security SBU	- To secure dedicated office space for the entire SBU
8. Huge amount of money spent on guarding services.	- To look for alternative best practice module and technology to reduce the spending on physical security.
9. Lack of specialised vehicles (armoured/Nyala) for crowd control	- To request for the procurement of armoured/Nyala vehicles
10. Increased vandalism and theft of municipal infrastructure (cable theft and vandalism of municipal infrastructure).	- Shift system introduced to protect municipal infrastructure 24/7
11. Increased vagrants sleeping in the streets.	- To engage relevant Government Sectors for interventions (psycho-support and accommodation).

Challenges	Interventions to address these challenges.
12. The increased hair braiders and illegal street traders	- Fill vacant and budgeted posts of Law Enforcement Officers to increase policing across all clusters.

Source: PLK By-Law Enforcement & Security SBU

## 7.12 CALL CENTRE STATUS QUO

The call center had challenges with the telephone system which was not effectively distributing calls to various service delivery SBU's for reporting of service delivery complaints and emergency response, especially during or after loadshedding. IT SBU has intervened on the matter and now the telephone system is able to guide callers to select an option for service delivery SBU's for reporting of their complaints, namely: Traffic accidents, fire, waste, accounts, water, electricity, licensing, etc. The other challenge is experienced during loadshedding before the standby generator kicks on where at time it takes time for the telephone system to restart.

The other challenge is some members of the public who prefer not to use Control Centre reporting protocol rather prefer to call municipal officials or councilors directly, which render the Control Center redundant. In addressing this challenge, Municipal Communications has issued notice to address the matter.

### 7.12 .1 School safety campaign





**School safety campaign 1**



**School safety campaign 2**

### 7.12.2 Joint Crime Prevention Operation with different stakeholders





## 7.13 DISASTER MANAGEMENT AND FIRE SERVICES

### 7.13.1 Fire Services Status Quo

Polokwane Fire Services cover the Municipal area of jurisdiction with three Fire Stations that are manned 24 hours 7 days a week. There are many Major Hazardous Installations within the area of jurisdiction and specialised institutions. The municipality has grown geographically and has widened the scope of responses required on the services. Fire Services have limited staff complement to attend incidents and ensure fire prevention across the municipality. This limits the capacity of the service to conduct law enforcement, Inspections, implement fire safety legislations, By-laws, Fire investigation reports, building plans, new development plans, Flammable liquids and Hazardous substances as required in terms of Fire Brigade Services Act.

### 7.13.2 Polokwane Main Fire Stations

There are **three** existing Fire Stations in the jurisdiction of the municipality, namely:

- 1) **Main Fire Station in Laboria, Polokwane,**
- 2) **Satellite Fire Station at the Civil Airfield, Silicon Road and**
- 3) **Mankweng Fire Station.**

Clusters outside the city and Mankweng do not have Fire Stations. Areas like Moletji, Aganang, Matlala, Mashashane, Maja Chuene Molepo and Sebayeng clusters do not have Fire Sub Stations. There is no budget allocated to build stations in order to render the service. There is a need to allocate sufficient budget to build the Substations in those clusters.

### 7.13.3 Challenges of Fires Services Unit:

The amalgamation of part of Aganang in the former Polokwane Municipality has made the demographic area to be serviced too big to respond. This has made response time more difficult to be met in line with required standard. Fire Services vehicles are too old to be relied on and are not coping to the high rate of calls in the municipality.

The lifesaving equipment which are being used are also old and obsolete. At the same time, some of the equipment are insufficient and cannot be relied on during for firefighting and rescue incidents. The

equipment does not have budget allocation to repair and maintain if they are broken. They are being over used. Lack of maintenance for existing infrastructure and facilities is adding to the problem of dilapidation. Limited budgetary constraints negatively affect service delivery and capital projects allocations.

The municipality is developing at a faster pace and that requires a lot of inspections and approval of fire safety components. Serious staff shortages in strategic positions specifically in the Fire Safety Section where the workload has tripled, and the staff component shrunk. Appointment of additional adequately qualified instructors at both Fire Safety and Operations Section. Filling of vacated positions is imminent to address the shortage.

The Fire Safety component is seriously lagging behind in the execution of its duties. There is a very serious need for adequately qualified staff. The workload is ever increasing, and the present staff complement just cannot cope with it. Building inspections as well as law enforcement (including newly promulgated by-laws) is being done with limited staff available in the section. Shortage of staff has an impact on the amount of law enforcement to be done and as such the risk of fire and illegal activities will continue unabated including the enforcement of the National Veldt and Forest Fire Act of 1998.

Lack of water and low water pressure for firefighting is being a dominant challenge to fight fires in the municipality. This is complemented by old and shortage of water tankers and fire engines to supply water to teams fighting fires when on fire calls. The problem is further compounded by the use of fire trucks to deliver water to hospitals when there is no water. Under these circumstances water pumps are normally getting broken due to overuse to supply water to those facilities.

Fire hydrants are a burning issue for several years now. They are full of dirty items which break the pumps during the fire incidents. The current fire hydrants require fire hydrant covers to protect them. There is a need to move from above ground and resort to the undercover hydrants. Inadequate staff made it difficult to clean, clearly mark, and report on faulty hydrants.

It is very common now to see fire hydrants and booster connections stuffed with papers and plastics etc., especially in dark nights this will damage pumps and hamper operations. The newly promulgated Fire Emergency By-law compels Fire Services to commit itself to Fire Safety and requires it to carry out specific duties that are putting the Municipality at serious risk. Unsafe or non-compliant buildings in town and rural areas are a major problem for the municipality.

However, The SBU is having a project to service and maintain fire extinguishers, fire hydrants, hoses and heels for municipal buildings. This project helps to prolong life span and effective use of these fire suppression equipment.

#### **7.13.4 Accredited Fire-Fighting Course**

Fire Training Section has been accredited by SAESI to conduct training as per course accreditation. There is sufficient capacity to conduct accredited fire-fighting training course in the station. These courses are offered to both internal and external moderators. the demand for the course has increased exponentially for the past three years. The section is awaiting approval of additional courses from **LGSETA** to enable the municipality to generate more revenue. The training is doing well and is able to generate revenue to the municipality.

However, the approval of new courses will require additional staff capacity to cope with the demand. The approval of the additional courses must be matched by requisite facility to meet the demand. The budget allocation for the upgrading of the training is very insufficient and cannot assist in planning project in phases. It is also important to finalise Memorandum of Understanding with **GAAL (Polokwane Airport)** or the proposed "**Ike Maphoto Airport**" to comply with the existing aviation laws.

#### **7.13.5 Disaster Management Status Quo**

Disaster Management Disaster Management role in terms of the Disaster Management Act (Act 57 of 2002) to ensure that the appropriate prevention, mitigation and disaster response initiatives have been implemented. Disaster Management performs a response coordinating role, ensuring that multi-disciplinary coordination is in place and communication between responding agencies is efficient. The section has conducted awareness campaigns to various business establishments on Covid-19 compliance.

Disaster Management Plan has been developed and adopted by council. The Unit plays a major role in safety and security (JOCCOM) in the municipality particularly during this pandemic. It is permanent stakeholder in Event Safety and Security Planning Committee in all Premier Soccer League games and other major or medium risk events. Both private and public sector are trained on safety issues particularly on evacuation drills or exercises. The Sub Unit offers training to the stakeholders in matters

of evacuations. The Sub Unit further participate in National Key Point activities in terms of Critical Infrastructure Act.

It responds to incidents occurring within the jurisdiction of the municipality and offers relief items to victims' disaster incidents supported by SASSA, Capricorn District Municipality Disaster Management Centre and Provincial Disaster Management Centre. Victims of disasters are being referred to Home Affairs and Social Development Departments renew of IDs and psycho social support. The Sub Unit holds Disaster Management Advisory Forum meetings on quarterly to solicit technical advice on matters related to disasters. Coronavirus pandemic has brought opportunities for development and changes to the human behaviour in terms of ensuring that prevention is better than cure.

#### **7.13.6 Challenges of Disaster Management Unit**

Like Fire Services, Disaster Management has limited capacity to respond and have few disaster capabilities to render its services effectively. Lack of resources is limiting the capacity of the Sub Unit to plan and respond quicker to assist the victims. There are insufficient personnel members and limited budget to cater other preventative activities in the municipality. Therefore, additional personnel are required to cater the entire clusters.

There is challenge in terms of budget to execute certain legislative mandate. The staff is not adequately trained on regular basis. Communities in rural areas are allocated residential sites in flood plain areas. The allocation exposed communities to loss of properties and municipal infrastructure.

#### **7.13.7 Polokwane Fire and Disaster Fleet**



Source Polokwane Fire and Disaster Fleet

## 7.14 TRAFFIC AND LICENSES ANALYSIS

### 7.14.1 Traffic and licenses services

Polokwane Municipality has Traffic and Licences services resorting under Directorate: **Public Safety**.

The Strategic Business unit ensures the following services:

- All road traffic law enforcement functions- Municipal-wide
- Licensing services are conducted at 03 licensing centres.
- ✓ Mankweng Licensing Centre.
- ✓ City/ Ladanna licensing Centre and
- ✓ Aganang Licensing centre.

### 7.14.2 Roles and responsibilities: Traffic and Licenses

Traffic and licensing provide the following key performance areas:

- Traffic related escort duties, regulation, and control
- Traffic law enforcement
- Road Traffic safety awareness
- Accident's scene management, securing and recordings.

- Speed checks and collection of outstanding fines.
- Driver and vehicle fitness
- Enforcement of municipal by-laws and parking offences
- Management of parking
- Other services such as internal and external training needs iro law enforcement courses.

The following traffic services are conducted only within the **City cluster** as a result of infrastructural and legislative requirements:

- Vehicle Mass measuring
- Pound and impoundment of vehicles (of which the pound facility must still meet specific required standards with phase1 thereof completed).
- Vehicle roadworthiness test (enforcement).
- Accident responses, recordings and capturing after hours due to minimal staff compliment at cluster level.

### 7.14.3 City of Polokwane Traffic Fleet

#### City of Polokwane Traffic Fleet



City of Polokwane Traffic Fleet





**City of Polokwane Traffic Fleet**

Source: PLK Traffic and Licences SBU

### 7.14.4 City of Polokwane Main Traffic Department at Ladanna



**City of Polokwane Traffic Department at Ladanna**



**Service Counter**

**Waiting Area**



**Eyes Test Machine**



**Service Counter**



**Licence Card**



**Motor vehicles licence Renewal Forms**

### 7.14.4 Revenue Enhancement Streams

The following are available revenue streams:

- Traffic fines.
- Authorized warrants of arrest
- By- law enforcement and vehicle impoundments
- Licensing services and
- Other miscellaneous traffic related activities

### 7.15 Licensing Services

The Following services are rendered on an Agency Basis on behalf of the Department of Transport and Community Safety upon entering into MOU.

- Registration and licensing of motor vehicles
- Roadworthy tests on Vehicles
- Applications and examining of learners and driving licenses.
- Authorizations to drive municipal motor vehicles.
- Applications for professional driving permits
- Applications and testing of instructor certificates.
- Weighing of motor vehicles for tare determination and examine overloading on vehicles.

### **7.15.1 Computerised Leaners Testing Facility**

The Municipality in conjunction with the Department of Transport implemented the Computerized learners license facilities at City and Aganang clusters with the intention of rolling it further to Mankweng cluster.

### **7.15.2 Licensing Transactions Over a period of 12 months**

The tables below depict transactions performed in licensing units for the period July 2020/21, 2021/22, and 2022/23 over a period of 12 months' specific financial year`/The codes are translated as follows:

**TXN:** Transaction.

- **02:** Vehicle Registrations,
  - **63:** Driving License Issue,
  - **71:** Learners License Issue.
- **The licensing transactions has been grouped per Cluster for easy reference.**

**CITY CLUSTER**

**CITY CLUSTER= (JULY 2020 TO JUNE 2021)**

JULY 2020 TO JUNE 2021													
TXN	JUL 20	AUG 20	SEP 20	OCT 20	NOV 20	DEC 20	JAN 21	FEB 21	MAR 21	APR 21	MAY 21	JUN 21	TOTAL
02	2613	2765	2565	2811	3132	2191	2279	2421	2526	2732	2461	2319	30 815
63	1352	1322	1504	1572	1812	1159	775	1048	1488	1378	1504	1646	16 560
71	29	35	42	65	56	45	62	90	129	108	134	123	918

**CITY CLUSTER (JULY 2021 TO JUNE 2022)**

JULY 2021 TO JUNE 2022													
TXN	JUL 21	AUG 21	SEP 21	OCT 21	NOV 21	DEC 21	JAN 22	FEB 22	MAR 22	APR 22	MAY 22	JUN 22	TOTAL
02	2730	2560	2578	2747	2081	2029	2438	2289	2289	142	2520	2079	26482
63	1736	2039	1631	1583	1503	1451	1547	1473	1473	673	2951	447	18747
71	181	198	143	308	235	224	333	375	375	145	371	2216	5104

**CITY CLUSTER (JULY 2022 TO JUNE 2023)**

JULY 2022 TO JUNE 2023													
TXN	JUL 22	AUG 22	SEP 22	OCT 22	NOV 22	DEC 22	JAN 23	FEB 23	MAR 23	APR 23	MAY 23	JUN 23	TOTAL
02	2287	2610	2493	2380	2615	1955	2626	2273	2579	1961	2847	2465	29090
63	2007	2312	2209	2134	2270	1770	2134	1842	2195	2033	2236	2124	25566
71	551	437	454	370	428	390	422	488	606	474	578	667	5865

**Mankweng Cluster**

**MANKWENG CLUSTER= (JULY 2020 TO JUNE 2021)**

JULY 2020 TO JUNE 2021													
TXN	JUL 20	AUG 20	SEP 20	OCT 20	NOV 20	DEC 20	JAN 21	FEB 21	MAR 21	APR 21	MAY 21	JUN 21	TOTAL
02	184	163	139	150	135	138	113	158	173	118	150	113	1 734
63	456	368	407	447	446	397	302	437	517	547	571	626	5 521
71	59	70	90	99	109	76	128	104	85	149	132	143	1 244

**MANKWENG = (JULY 2021 TO JUNE 2022)**

JULY 2021 TO JUNE 2022													
TXN	JUL 21	AUG 21	SEP 21	OCT 21	NOV 21	DEC 21	JAN 22	FEB 22	MAR 22	APR 22	MAY 22	JUN 22	TOTAL
02	138	158	171	170	145	155	164	145	147	142	145	139	1819
63	486	636	448	616	650	644	704	632	854	673	901	583	7827
71	141	183	143	141	190	162	183	173	194	145	208	216	2079

**MANKWENG = (JULY 2022 TO JUNE 2023)**

JULY 2022 TO JUNE 2023													
TXN	JUL 22	AUG 22	SEP 22	OCT 22	NOV 22	DEC 22	JAN 23	FEB 23	MAR 23	APR 23	MAY 23	JUN 23	TOTAL
02	181	214	168	164	207	180	177	228	179	126	146	145	24142
63	826	707	627	717	699	684	753	679	710	520	633	653	8208
71	220	214	188	194	202	126	221	200	207	148	66	-	1986

**Aganang Cluster**

**AGANANG CLUSTER= (JULY 2020 TO JUNE 2021)**

JULY 2020 TO JUNE 2021													
TXN	JUL 20	AUG 20	SEP 20	OCT 20	NOV 20	DEC 20	JAN 21	FEB 21	MAR 21	APR 21	MAY 21	JUN 21	TOTAL
02	43	30	44	50	35	35	25	35	35	24	35	20	411
63	456	333	432	603	523	529	521	491	590	560	624	629	6 291
71	367	310	324	407	168	224	319	381	383	378	415	374	4 050

**AGANANG CLUSTER- (JULY 2021 TO JUNE 2022)**

JULY 2021 TO JUNE 2022													
TXN	JUL 20	AUG 20	SEP 20	OCT 20	NOV 20	DEC 20	JAN 21	FEB 21	MAR 21	APR 21	MAY 21	JUN 21	TOTAL
02	31	13	-	-	3	24	23	23	24	19	26	35	221
63	752	427	-	-	68	480	566	575	724	642	614	511	5259
71	371	209	-	-	28	24	267	238	217	224	214	210	2211

**AGANANG CLUSTER- (JULY 2022 TO JUNE 2023)**

JULY 2022 TO JUNE 2023													
TXN	JUL 22	AUG 22	SEP 22	OCT 22	NOV 22	DEC 22	JAN 23	FEB 23	MAR 23	APR 23	MAY 23	JUN 23	TOTAL
02	24	37	20	29	43	31	18	32	24	20	30	17	325
63	685	555	479	457	441	402	524	421	492	415	388	418	5677
71	257	187	181	157	93	238	231	198	165	152	144	247	2250



Source: PLK Traffic and Licences SBU

### 7.15.3 Polokwane Road Accidents Statistics

The table below depicts yearly accident Statistics recorded within the City of Polokwane Municipality:

Financial Year	Accidents Statistics (Total)
2011/12	2317
2012/13	1704
2013/14	1927
2014/15	1860
2015/16	1004
2016/17	1908
2017/18	1862
2018/19	1942
2019/20	1696
2020/21	2341
2021/22	1995
2022/23	1780

Source: PLK Traffic and Licences SBU

The above figure highlights only accidents with Minor or no injuries and including minor damages on the affected vehicles. All accidents with fatalities are recorded and captured by The South African Police Services and including investigations thereof.

### 7.15.4 Traffic and Licences Challenges:

The following are current challenges:

- Offices need structural refurbishments. (Dilapidated)

- Inadequate traffic and licensing facility.
- Licensing services continuously disrupted due to Network disruptions
- Centralized City licensing facility which is unable to cope with the influx.
- Inadequate parking facilities for both customers and employees.
- No waiting area facilities at all licensing stations
- Shortage of personnel.
- Inadequate specialized vehicles.

#### **7.15.5 Measures to address Challenges:**

##### **Measures to address challenges:**

- Refurbishment of the current facility and including structural expansion in place for the period 2023/2025
- Decentralization of services including satellite stations at strategic areas (Rates Hall, clusters and other service points thus accommodating' "one stop shop" idea.
- New technological innovations including wireless, etc. thus relieving the current load on the conventional IT system.
- Satellite stations to cater for shorter travelling costs and time.
- Decentralization of Traffic services with licenses thus accommodating law enforcement operations.
- Whilst gearing towards being a Metro Municipality, gradually fund the newly approved positions on the recently approved Organogram thus avoiding pressure of reaching the targeted personnel number required for All services within Metro-Municipality.
- Procure specialized Vehicles such as Law Enforcement Motorbikes, adapted/specially made tow trucks for easy maneuvering during law enforcement operations.
- Decentralization of infrastructural facilities namely Vehicle Test yards, Vehicle pounds and other related at all clusters.

#### **7.16. ENVIRONMENTAL HEALTH**

Polokwane Municipality provides environmental health services only for the "City area". The Services in the other areas are done by the Capricorn District Municipality (CDM). There is no service level agreement entered into between the Polokwane Municipality and Capricorn District Municipality as it is a district function. The devolution process is not completed. The relocation of Environmental Health

Services to the District Municipality will have a negative impact on Polokwane because of the different work activities and co-operation with other SBUs.

Services rendered are inter alia control and monitor of food premises, food control, food sampling, inspection of schools and pre-schools, inspection of accommodation establishments and air pollution control. The National Health Act 61/2003 sec 34 determine that “until a service level agreement contemplated in sec 32(3) is concluded, municipalities must continue to provide, within the resources available to them, the health services that they were providing in the year before this act took effect “.

Although the above-mentioned functions are executed, the authorization of Polokwane Municipality has been withdrawn according to Government Notice 37297 of 4 February 2014:

- Section 10(3)(b)-Authorization of Environmental Health Practitioners in writing
- Section 11-Powers, duties and functions of inspectors
- Section 24-Right to prosecute per provision of environmental health services in the municipal area is limited as the available practitioners do not meet set standards. The standards determine that there must be 1 x EHP per 15 000 populations. Currently there is a shortfall of 12 of employees compared to the standards to cover the whole population.

#### **7.16.1. Polokwane Environmental Health**

Polokwane Municipality Environmental Health is conducting awareness campaign and health education to Communities in Polokwane. The following are our activities:

##### **Food premises:**

Monitoring of sanitization and wearing of masks.

Monitoring compliance with the social distancing regulations.

Monitoring compliance with the limited number of people (not more than **50** at one given time) depending on the Lockdown level we are at.

##### **Funerals:**

- Giving health education to families with positive cases.
- Monitoring of keeping of social distances at the graveyard.

- Ensuring sanitization at the household.

**Contact tracing:**

- We conduct the tracing of contacts of COVID-19 Positive cases.

**Churches:**

- Conduct health education or awareness campaigns.
- Monitoring of keeping of social distances, sanitization of hands, wearing of masks.
- Ensuring full compliance with the regulations.

**Place of instruction:**

- Monitoring and ensuring compliance with the regulation at schools and pre-schools (sanitization; wearing of masks and keeping of social distancing).

**Complaints:**

- Responding to non-compliance complaints.

**Hospitals:**

- Monitoring of handling of human remains at the hospitals.

**Funeral undertakers:**

- Giving health education to funeral undertakers on the pandemic.
- Inspection and monitoring compliance at the funeral undertaker's facilities.
- 

## **7.17 SPORT AND RECREATION ANALYSIS**

Sport and Recreation has the potential to serve as a tool for development as well as catalyst for social and personal change. It is also worth noting that sport and recreation builds stronger, healthier, happier and safer communities, a vehicle for positive social change. The priority of the municipality is to enhance participation in Sport and Recreation activities which include hosting of municipal, district, provincial, international Sports and Recreation events. The municipality also assist sport structures with the aim of attracting major events that will market the City as sporting hub and that have an impact on the local economy. The focus continues to be provision of sport equipment and grading of rural sport facilities, conducting sport and recreation programmes and maintenance of existing infrastructure.

Sport is used in promotion and marketing of Polokwane through presenting major events in order to establish Polokwane as the sport hub of the Limpopo Province. The municipality continues to provide

a marketing platform for the City through the hosting of the national sporting activities such as the premier league matches. The national event attracts TV coverage beyond the borders of the country, giving a glimpse into the sporting facilities that exist within our city.

The municipality has hosted other events that have directly benefitted the communities within the municipality such as the **Indigenous and Golden Games, the Mayoral Cluster Races, and the City Marathon Road Race**. Polokwane Mayoral Marathon has been classified as Comrade Marathon qualifier.

Currently Sport and Recreation also coordinates programmes that are aimed at raising funds for charity and providing bursaries for needy community members by hosting the Mayoral Charity Golf Day and the City Marathon Road Race. Through partnership with the sponsors, the municipality continue to raise monies in order to fund needy students from Polokwane. There is hoped to continue amassing sponsorship that would make it possible to spread beneficitation to a far greater audience than what is being reached at the moment. The partnerships with professional football clubs have provided the City with opportunities to contribute towards local economic development in that premier league matches played at the New Peter Mokaba Stadium contributes to local retail and hospitality establishments enhancing their revenue generation.

The municipality continuously promotes sport by hosting municipal cluster marathons, indigenous and golden games. This are hosted at ward to cluster level and finally municipal level. Holiday programmes are presented to the community during the school holidays to ensure that children who are on holiday spend quality time.

Polokwane Municipality has launched a programme that is Polokwane Mayoral Football and Netball tournament, which is running from ward, cluster and lastly at the municipal level. The main aim is to enhance talent identification while promoting Sport in the municipality. Polokwane Municipality will continue to strive to be a winning team in promoting Social Cohesion. The municipality continues to fulfil the constitutional mandate of social cohesion by actively maintaining facilities and bringing major events to such through the Directorate Community Services.

These events not only give access to the multitude of participants, but they generally contribute to economic growth of the City. Events and facilities are deliberately used to empower disadvantaged communities and individuals, providing them access to schooling, recreational activities as well. The notion of Sport and Tourism should be looked at quite seriously and deliberate programmes to be packaged in conjunction with other relevant stakeholders in the Economic cluster. The hosting of national and international games should provide an impetus to investors and role players in the hospitality and tourism sector to want to partner more and more as such programme would be proving to be catalysts for the business growths.

Polokwane Municipality also conduct skills development and capacity building workshops through federations for various sporting codes.



### 7.17.1 Municipal Swimming Pools

Municipality has several Swimming Pools within its area. ie City **CBD** Swimming Pool, **Seshego** Swimming Pool, Nirvana Swimming Pool, **Westernburg** Swimming Pool  
**Municipal Swimming Pools**



Source: PLK Sport SBU

### 7.17.2 New Peter Mokaba Stadium

Figure: New Peter Mokaba Stadium







**Source: PLK Sport SBU**

The new Peter **Mokaba Stadium** is one of the five stadiums that was constructed to host the 2010 FIFA World Cup in South Africa. It was built next to the old Peter Mokaba Stadium and is currently being used for all types of events over and above Soccer, Rugby and meetings. Already the venue is popular for school tours, hosting of lifestyle activities and offices.

Peter Mokaba Stadium holds much historical significance in South Africa. It was named after one of the renowned sons of the struggle and emancipation of South Africa against the apartheid regime. **Peter Mokaba** was born and bred in Polokwane and was renowned for his fighting spirit and for his inspirational leadership.

Although the Peter Mokaba Stadium was built with a capacity for **45 000** spectators, this was reduced to **41 700** for the World Cup purposes, however for national events the safe capacity is 43 500 according to standard set out in the SASREA ACT. Interestingly, the stadium's design was inspired by the **baobab tree**, which is often said to look like it is upside down, with its roots emerging out of the ground and reaching for the sky. The stadium's steel structure gathers together at each corner of the stadium and is supported by structures that resemble massive tree trunks.

There is a VIP area that accommodates up to **500 VIPs**, a VIP reception area and lounge, as well as offices and storage areas. The stadium is less than five kilometres from the City centre of Polokwane. This area boasts a number of other sights and activities, including the Polokwane Museum, Polokwane Bird and Reptile Park.

A number of major events have been hosted at the two venues, including Rugby matches, weddings, conferences, political rallies, IEC centre during elections, religious gatherings and meetings.

### **7.17.3 Two Premier Soccer League Teams Hosted at the new and old Peter Mokaba Stadium**

The new and old Peter Mokaba Stadium host four Premier Soccer League teams in the Limpopo Province, namely **Polokwane City FC, Sekhukhune United FC, Kaizer Chiefs FC and Supersport United FC**. The teams will be hosted over a period of three seasons subject to them retaining PSL status. A total of over 40 matches are scheduled to be played in both stadias.

### **7.17.4 Horticultural Services**

Horticultural Sub-SBU render services to all sport facilities (sport fields, community halls, swimming pools, showground and shooting ranges) at all cluster of Polokwane Municipality. Horticultural services include landscaping, pitch maintenance and refuse removal especially in City, Seshego and Mankweng clusters. Grass cutting (turf grass and wild grass) and tree felling is done to all facilities that falls under sport and recreation SBU.

Marking of soccer, rugby, softball, athletics, cricket and other sporting codes including all indigenous games is done within the SBU. Rolling of cricket pitch and preparation of all types of events that are hosted in our facilities is also a responsibility of horticultural service team.

### **7.17.5 Sport and Recreational Facilities**

Polokwane Municipality is also responsible for managing sport and recreation facilities which are leased out on long- and short-term basis bringing in revenue and ensures that the maintenance of such facilities is done in terms of council policies and used in terms of Sport and Recreation Act 2, of 2010, for hosting of events.

Various outdoor and indoor sports and recreation facilities including community halls that are used for professional and leisure activities. The indoor facilities include **Jack Botes Hall** which host meetings, weddings, funerals, music concerts and legislature sittings. **Ngoako Ramathodi indoor centre** which hosts activities like indoor soccer, netball, basketball, volleyball, karate and also serves as a community hall for hosting of music events, community meetings and funerals. The Polokwane Indoor recreation centre caters for activity such as gymnastics, badminton, squash, kickboxing and a gymnasium (Virgin active).

Outdoor facilities include Golf club, Cricket, Tennis, Korfbal, Jukskei, shooting range, Motorsport, 4X4 Motor Vehicle Track, Close Circuit Motorcycle track, Model Flying Aeroplanes, Rugby, Softball, Bowling, Soccer. The **Old Peter Mokaba stadium** remains the only facility in the province that complies to host national and international athletics events. The municipality also has various facilities with all-weather surfaces and artificial grass surfaces which ensures that sports and recreation activities can be played under various conditions.

## 7.18 New International Softball Stadium in Polokwane

### 7.18.1 Profile information on New International Softball Stadium in Polokwane as at (08 September 2022

#### 1. Background to the project.

The Polokwane Local Municipality has been identified as the home of softball. Polokwane Local Municipality is one of the Municipalities benefitting from the Ring-Fenced MIG (UIDG) Sport Allocation to the total amount of R85 m in three (3) financial years. The planning of the project commenced during the 2019/20FY, where Polokwane Municipality was allocated an amount R 25 000 000.00. However due delays caused by the National Lockdown announced in March 2020, the finalization of the Procurement process was delayed. Construction of the project commenced during 2020/21FY. The contractor has since commenced.

Polokwane Local Municipality has been allocated an amount of R 85 000 000.00. The funding is utilized for the Construction and professional fees of Polokwane Softball in Polokwane city cluster within Polokwane Municipality. The municipality forms part of the Capricorn District Municipality in Limpopo Province. The head office of the municipality is situated in Polokwane.

The project involves the Design, Planning and Construction of an International Softball Stadium in Polokwane. The project consists of design and construction of 3 Softball Fields, a practice field and associated 3500-seater Concrete Grandstand for field A, steel and timber Grands for fields B and C and associated buildings

The detailed scope of works is as follows:

#### **Associated Facilities & infrastructure for the whole stadium**

- Grandstand Building (with facilities for visiting and home teams, administration, media, VIP, storage, ancillary spaces, ramps, staircases, part circulation spaces and ablutions.
- Ablution facilities for all Fields (A, B, C and 2 practice fields) located in the Grandstand Building
- Electrical, Mechanical and Fire prevention works.
- Sewer collection and reticulation works, water supply and reticulation work.
- Roadworks for entry and exit to site, internal and circulation road works and parking.
- Public plaza works.
- Landscaping to spaces around the Grandstand, Stand B and the public plaza.
- Secured Kids Play Area

#### **Main Field A**

- Field A Grandstand with roof (3500-seating)
- Field A, 6260m<sup>2</sup> (International Standard) with netting and safety requirements as per manual

- Earth Berm (Future seating), Dugouts, Bullpens and batting cages
- Lighting and electronic requirements as per client specification

### **Field B**

- Field B (Area 6260m2) (International Standard)
- Field B Seating Stand (1000 spectators)
- Earth Berm, Steel Structure Pavilion, Bullpens and batting cages
- Lighting and electronic requirements as per client specification
- Field C
- Field C (Area 6260m2) prepared for match standards and conditions.

### **2 x Practice Fields**

- Open grassed area practice field of area 8250m2 (75m x 110m).

The Polokwane Municipality has certain financial expenditure obligations to achieve (e.g., expenditure of allocated budgets within the required financial year). The Polokwane Municipality would try by all means to balance out the available budget with the actual expenditure claimed for work done.

## **2. Status of the project.**

**The overall progress is at 69% towards completion with the following breakdown:**

- Preliminary & General 61%
- Building and Grandstand Works 38%
- Specialist Works-Civil Works 56%
- Specialist Works-Mechanical Works 0.00%
- Specialist Works-Electrical Works 16%

## **3. Expected completion date.**

Construction of the works started **12 December 2020** and was scheduled to be completed by **26 September 2022** (21 Months Duration).

The contractor is behind schedule and a valid extension of time was applied for and granted. Intervention meetings have been held with the Contractor to get a commitment to put in place a catch-up plan. The Contractor has started increasing resources on site as agreed with the Project Team in order to catch up with the programme.

A realistic completion date is revised to **February 2024**.

## **4. How will the community benefit?**

The Integrated Development Plan (IDP) for Polokwane Municipality has also noted the need for recreational facilities and has provided for such a development in the current 5-year plan. The Construction of an International Softball Stadium will attract tourists together with international events like World Olympics and World Cups Games. This will boost the local tourism industry.

**5. Expected number of jobs to be created (temporary and permanent).**

A cumulative number of local work (unskilled labour) opportunities created to date is **41** at cumulative wages of **R 568 129,12**

**6. No of youth to benefit.**

**28** Youth male, **10** Youth female and **1** person living with a disability have been employed on the construction project.

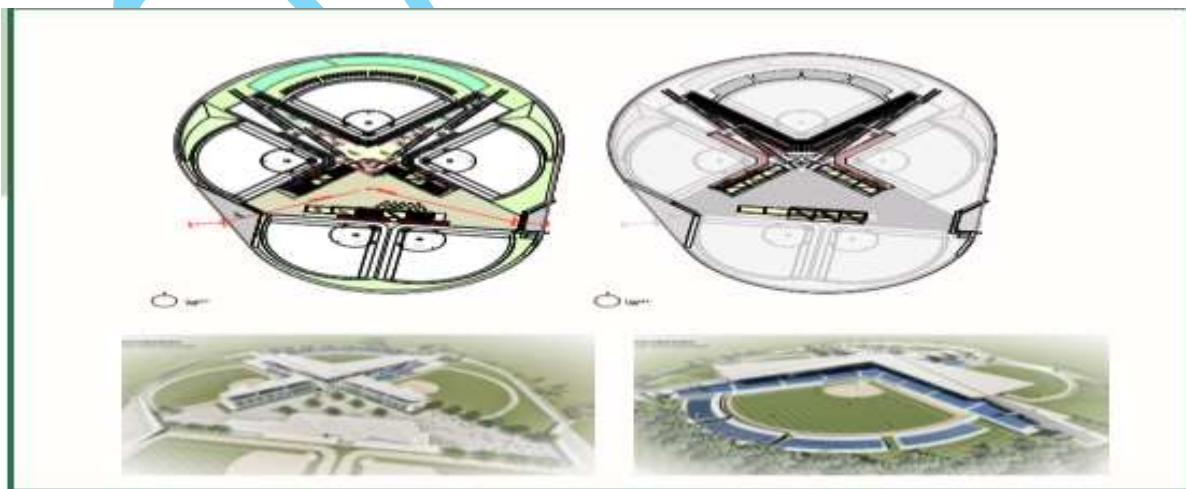
**7. Challenges and possible interventions.**

The contractor is behind schedule and a valid extension of time was applied for and granted.

Intervention meetings have been held with the Contractor to get a commitment to put in place a catch-up plan. The Contractor has started increasing resources on site as agreed with the Project Team in order to catch up with the programme and there is a visible improvement.

The contractor has highlighted cash flow challenges due to price escalations on material caused largely by the pandemic. The municipality is assisting with paying for material directly through cession agreement and the contractor has submitted a variation order that is currently under review.

**7.18.2 Softball Stadium Concept Designs**





### 7.18.3 Construction of Softball Stadium Progress



Construction of Softball Stadium Progress



Construction of Softball Stadium Progress



Construction of Softball Stadium Progress

Source: PLK Sports SBU



## 7.19 SPORTS GROUND GRADING STATUS QUO

Sports and Recreation has one grader for grading of sports ground in all 45 wards. The annual target is to grade 12 sports grounds per ward which equals to 540 for the entire municipal area.

The achievement of the set target is affected by the poor mechanical condition of the grader as it is more often send for repairs and maintenance. Currently it is on a breakdown for about 6 months, and it is waiting for imported part, namely top casket. To continue with the grading services, the grader is borrowed from Roads and Transport over the weekends.

Despite the challenge, grading has been done for 6 clusters and 36 wards with 97 grounds done: For purposes of becoming more efficient in grading sports grounds, a new Grader has to be budgeted for in the next financial year.

CLUSTER	NUMBER	WARDS
1. Mankweng	21 Sports Fields, 3 for each ward	7, 25, 26, 27, 28,30, 34
2. Sebayeng Dikgale	6 Sports Fields, 1 in each ward	06,24,31, 32, 33,29
3. Molepo/Chuene/Maja	10 Sports Fields= 2 in each ward	01, 02, 03, 04, 05
4. Moletjie	28 Sport Fields= 4 in each ward	09, 10,15,16, 18, 35, 36, 38,
5. Seshego	30 Sport Fields = 5 in each ward	11, 12, 13, 14, 17 and 37
6. Aganang	6 Sport Fields = 1 in each ward	40, 41, 42,43,44,45
7. City	5 Sports field for ward 8 only	08, 19,20,21,22,23,39
	<b>Total 106</b>	<b>Total 39 Wards Done</b>

Source: PLK Sports SBU

### 7.19.1 Sports Field Grading Program

The grading of fields is mainly seasonal and such services are mainly required during the festive season when tournaments are held and during the Easter weekends when such tournaments are continuing to be held in the communities.

Sport and recreation have been allocated 1 grader that is currently out of commission, however the plan has taken into consideration a situation where we have 2 operators and two graders all working in different areas servicing community needs. Essentially a minimum of two graders are required at any given time to become efficient and address the potential for back logs. The plan does not include ad hoc requests.

### Sports Field Grading Program

Clusters:	Overall Grounds per cluster:	Grounds per ward:
Sebayeng/Dikgale Cluster (6 wards)	18 Grounds	3
Mankweng Clute (7 wards)	21 Grounds	3
Moletjie Cluster (8 wards)	24 Grounds	3
Molepo/Maja/Chuene Cluster (5 wards)	15 Grounds	3
Aganang Cluster (6 wards)	18 Grounds	3
Seshego Cluster (6 wards)	18 Grounds	3
City Cluster (4 wards)	12 Grounds	3
<b>Overall grounds:</b>	<b>63</b>	

Source: PLK Sports SBU

The above-mentioned grading plan take into consideration raining season and the fact that at times, sports field can be graded twice in a space of two or three months because of heavy rains. During Easter weekends, requests are also ad hoc and are treated on a first come basis and availability of equipment.

The lack of budget to maintain the sport and recreational facilities is a huge risk as most of the facilities are not in compliance with fire and disaster requirements. Sport and Recreation operates over 62 facilities mainly within the city bounds.

## 7.20 CULTURAL SERVICES

### 7.20.1 Cultural Services

The provision of cultural services is an important function of Polokwane Municipality in supporting social cohesion and promoting Local Economic Development through thriving cultural industries. The Strategic Business Unit (SBU) Cultural Services is responsible for libraries, museums, heritage and cultural programs – Promotion of Reading (Libraries); Promotion, Management and Conservation of Heritage Resources (Museums) and Presentation of Cultural Programs (Cultural Desk).

### 7.21 Libraries

#### 7.21.1 Challenges and Interventions for Libraries

The Municipality renders a flagship library service in the **CBD (City Library)** and operate branch libraries in **Mankweng, Matlala, Moletjie, Nirvana, Seshego and Westernburg**. The Municipality provide library materials on loan to users within the municipal jurisdiction, Polokwane Place of Safety's resource centre, Siloe School for the Blind and four old age homes.

The Provincial Department of Sport, Arts and Culture (DSAC) provided a library at Molepo area which is operated jointly by Polokwane Municipality and DSAC. Part of the Molepo-Chuene-Maja cluster office has been converted for library purposes but is not yet operational.



City Library



Moletjie Library

Source: PLK Cultural Services SBU

#### Current Services:

The Polokwane Municipal Libraries renders information service to the community and provides reading materials for a variety of purposes, e.g., education and cultural development, self-improvement and

recreation. In order to promote and cultivate a culture of reading, the libraries section actively engages with the community through various “outreach” programs. The following are the core functions:

**Provision of information:** The Reference & Study section of our libraries are frequented by users from various parts of the province. User groups are tertiary students; secondary school learners doing research for school projects; primary school learners and their parents; persons requiring information to enhance their general knowledge and to improve their personal circumstances.

**Books for informal reading:** Municipal Libraries provide a variety of materials suitable for informal/leisure reading. One improves his/her reading skills by consistently engaging in reading. The libraries provide books for self-development and cultural development.

**Circulation service:** Circulation of books remains an integral part of every library’s services. While anybody may read as much as they can free of charge inside our libraries, a borrower of books must enrol as a library member (prescribed rules & subject to payment of the relevant fees) before being allowed to borrow library material for home use.

**Provision of study space:** Library users need space to study, the environment of such space should be conducive for studies – calling for good lighting levels, good ventilation, etc. The libraries made study areas available to accommodate daily visitors, allowing them the use of all books in the library. This is a growing need in our libraries. There are also requests for after-hours utilisation of study areas – which we try to provide during peak times.

**Internet and Wi-Fi:** The libraries currently offer a limited number of Internet connections to users to aid learners, students and upcoming entrepreneurs. A connection is free for one hour per day and is sponsored by the “Conditional Grant for Public Libraries” – Free Wi-Fi is limited to the study section of the City Library but covers branch libraries entirely. The **Mzansi Libraries On-line project**, initiated by the National Library of South Africa, promised relief with extra ITC equipment to be provided to some of our libraries. The office of the Premier also provided Free Wi-Fi (LCX Public Wi-Fi), which was discontinued in January 2022.

**Technological Aids:** To render distribution of information effectively all service points have dependable photocopiers/reprographic resources. Our libraries offer photocopying at cost to users. All our libraries **urgently need the installation** of updated 3M Book theft Detection systems to ensure that patrons borrow books legitimately. This Theft Detector Systems project was budgeted for during the 2021/2022 FY, but due to the inability to appoint a service provider it did not materialize.

**Library Outreach and awareness programs:** The municipal libraries continuously present holiday programs, conduct outreach to schools to inform learners about libraries, assist in establishing reading clubs and provide library orientation for new user’s /school groups. Municipal libraries support the celebration of National events like South African Library Week (SALW) and World Book Day in order to promote the use of libraries and reading.

#### **Challenges:**

**Vacancies:**

The large number of vacancies funded (9) and unfunded (48) have remained unfilled. Positions provided on the organogram but not budgeted for, is detrimental to the upkeep of service standards. This has a negative effect on staff morale as the current staff feel exploited and overworked.

**Grading of library staff:**

The current grading of qualified librarians (who holds a four-year degree) on levels lower than posts that require a three-year degree or even only a diploma is a justified complaint amongst library staff. An anomaly is the requirement of a degree for librarians, yet the position of Library Assistant does not require a tertiary qualification other than Matric. This situation must be URGENTLY rectified to normalise this formal situation. Library Assistants must possess at least a national Diploma.

All Polokwane libraries are open to the public from 08:30 to 16:30 on weekdays due to disputes about remuneration after normal working hours. Libraries are not operational on weekends and public holidays. All other Small Business Units within the organization receive overtime remuneration for extra hours and Saturdays' work. While this practice serves community needs, it calls for extended working hours. Library staff are willing to work these hours, but this calls for overtime remuneration or alternative forms of compensation. The current overtime budget will have to be adjusted upwards, should Council agree that library staff be re-classified as five-day workers.

**“Absenteeism” due to training, sick leave, maternity leave, study leave:**

Budgeting for the compensation (by way of overtime) of additional and relief staff must be a priority in the municipality.

**User fees:**

The current policy regarding user fees should be revisited. Statistics on membership numbers (new as well as existing) indicates that our numbers do not meet targets due to the fact that many users prefer to visit the library to do the reading at the library instead of paying for membership which allows the user to use the reading material at home. Benchmarking amongst other municipal libraries indicates that Polokwane remain as one of few municipalities that still impose membership fees. The meagre amount of revenue collected does not justify the risk involved in handling and transporting said income.

**Book stock development:**

The current book collection can be regarded as stale, outdated and irrelevant. Library book stock needs constant replenishment and updating in order to provide in the informational and educational needs of the community. Every library should have an up to date, well balanced, representative and relevant book collection to give library users the best possible resources that will enable them to excel. Due to escalating publishers' prices our limited budget barely allows for maintenance. Annual funds required to provide books for envisaged new libraries must be appropriated. The proposed annual budget for this purpose must be approximately R2 000 000 to enable the institution to be provide the users with the latest editions of reference works, as opposed to the current allocation of R291 000 or less.

**No library expansion program:**

Interpretations of the so called “Unfunded Mandate” is hampering the expansion and rendering of library services in Polokwane. Rural areas where people need to travel great distances to reach the nearest library are affected, contributing to poor performance at schools. Areas identified in earlier IDP documents should be prioritized. Alternative forms of accommodation, (for example modular- and container libraries) should be considered for satellite libraries.

The existing City Library’s position in the CBD is not ideal for library purposes. No parent will allow his child to face the traffic in order to visit the library for leisure reading. Insufficient parking makes it even difficult to bring users by car. Transport costs/availability is also a limiting factor for users that use public transport. In addition, the building cannot easily be extended to accommodate the ever-increasing number of users. Council, DSAC and the Province are currently doing feasibility studies for the development of a new city library, as part of a larger “**Cultural Precinct**”.

It is important that in order to guide library development and align it with developmental goals, a library master plan be developed. Such a plan should be aligned with the IDP in order to provide services where communities prioritize the need for library services.

#### **ITC and connectivity:**

While Internet access and Wi-Fi can aid library services all remote locations experience various IT related problems, where slowness/lack of bandwidth is hampering service delivery. The allocation of funds for the appointment of unfunded positions of Education Assistants (Internet) must be prioritized. This will propel the library services towards the 2030 smart city vision.

#### **Inter-Governmental Relations:**

Limited assistance to fund libraries is being received from the Limpopo Department of Sports Arts and Culture through the “Conditional Grant” allocations. Needs related to books, equipment, ITC, personnel and maintenance is communicated to DSAC on a regular basis. The “partnership” between the department and municipalities leans to favour municipalities that can’t afford to render services.

#### **Status of library buildings:**

Our existing library buildings can be regarded as functional. There are challenges regarding ventilation, lighting levels, floor finishes, roof leakages. In almost all cases library usage exceeds expectations/projections at the planning stage. Library facilities are unable to cope with inflow of students during peak and exam times.

There is a backlog regarding maintenance tasks at all of the libraries. Our libraries and museums’ maintenance depends on the maintenance priority list of the Facilities and PMU Management teams. This leaves Cultural Services in a vulnerable position. Services such as water, sanitation, roads infrastructure and energy receive preference.

#### **Interventions:**

##### **Staff matters.**

- HR/Council to address staff related challenges v/s service delivery.

##### **User fees**

- Council to take a decision about the abolishment of library membership fees and introduce measures that will ensure the well-being of the municipal book collection in accordance with GRAP 17.

##### **Library expansion**



- Find sources for funding of new library infrastructure e.g., MIG in order to provide branch libraries. Identify existing infrastructure in clusters that may be converted for library use. Invest in a mobile library service that can visit and utilize the new one-stop-service centres.
- Provide new City Library as part of Cultural Precinct in partnership with Limpopo DSAC.
- Prioritize funds for a Library master plan.
- Council to increase the allocation for maintenance and repairs of existing library infrastructure.
- Council to approve a program to replace all 3M Tattle Tape book detection systems to avoid the theft of our book stocks.

#### **Book stock development**

- Council to commit sufficient funding to renew and expand the library's book collection. The procedure of asset control of damaged, outdated and lost books should be revisited. The proposed annual budget for this purpose must be in excess of R2 000 000, as opposed to the current allocation of R291 000 or less.

#### **ITC and connectivity**

- IT SBU must urgently address network problems, slow connection, insufficient licenses for Papyrus and other software.

#### **Inter-governmental relations**

- SLA between Polokwane Municipality and Limpopo DSAC is renewed annually.

### **7.22 Museums**

The aim is development of museums and heritage through research; collection; education; protection and conservation.

#### **7.22.1 Objectives of the Museum**

- Upgrade all existing museum exhibitions to acceptable modernized standards, representative of all communities.
- Upgrade collection and its management systems
- Undertake heritage studies to eventually include the whole municipal area and to develop Cultural Resources Management plans (CRMP) for areas identified as heritage sites.
- Engage museums in extensive research to accumulate data that will be necessary for the development and up-keeping of museum norms and standards.
- Engage the museums in aggressive collection of objects that are worthy/necessary for research, exhibition, and conservation.
- Ensure proper conservation of museum collections as well as heritage sites.
- Upgrade infrastructure and amenities at museums and other heritage sites.
- Undertake museum related research and collection of specific books to enhance available information to public and academics.
- Be involved in internship programs related to museums, tourism, and heritage related services.

- Equip museum staff with necessary knowledge relevant to the sector (museums)
- Engage in outreach programs to schools to promote museums.
- Engage in job creation through EPWP program.
- Take part in the Local Geographic Naming of Polokwane Municipality
- Steer and take lead in directing the future of the vulnerable state of public statues and heritage in general, through the newly established heritage committee.

### 7.22.2 Museums located within the City

The are other 4 museums that are located within the City:

1. **Irish House Museum-** A cultural history museum where history and culture of people within Polokwane; Limpopo and beyond is exhibited. An exhibition budget has been put in place and currently the project is being executed to change the one currently on show. Currently the first phase of the exhibition has been completed. An exhibition budget allocation of approximately R2 million is needed to finalise the second phase of the project.
2. **Hugh Exton photographic Museum-** A museum of photography which contains a collection of the renowned photographer, Mr. Hugh Exton who captured more than twenty thousand photographs on glass negatives. Since the exhibition is old, there is a need for exhibition update in this museum and provisional, budget has been set aside in the multiyear budget to prepare for a change in the exhibition in this museum.
3. **Polokwane Art museum-** a museum of art where painting, works on wood and sculptures are housed and maintained/conserved. Budget is needed to address challenges relating to the updating of the museum.
4. **Bakone Malapa Open-Air Museum** Bakone Malapa is regarded as a living museum, the Bakone Malapa Northern Sotho Open-Air Museum is one of several museums and national monuments that bear testimony to South Africa's peoples.

It is an Open-air Museum, where tribesmen practice long-standing traditions to enlighten visitors about the traditions of Africa's people, Bakone Malapa is a reconstructed village in the style used by the northern Sotho about 250 years ago designed to demonstrate the daily life of the Bakone, a highly sophisticated subgroup of the northern Sotho tribe. The cultural village includes two homesteads or lapas that display and explain fire making, maize grinding and beer brewing as they would have been carried out years ago. There are also handcraft demonstrations that include pottery, basketry, and bead work and most of these locally made crafts are then sold from the local craft shop.

The guides are excellent story tellers and the village's architectural and cultural styles come alive through their eyes as they take one through the village's traditional way of life. the museum is more than a cultural village alone. There is a bird sanctuary, a game reserve, hiking trails and outdoor recreation areas.

### 7.22.3 Irish House Museum



Source: PLK Cultural Services SBU

### 7.22.4 Hugh Exton Photographic Museum



Source: PLK Cultural Services SBU



### 7.22.5 Polokwane Art Museum



Source: PLK Cultural Services SBU

### 7.22.6 Bakone Malapa Open-Air Museum.



Source: PLK Cultural Services SBU

## 7.23 Heritage Sites

The museum services are also responsible for the management of heritage objects, both movable and immovable within Polokwane Municipality. The best-known heritage sites are the Irish House Museum and the Hugh Exton Photographic museums due to their aesthetic and history attached to the presence today in the development of the City of Polokwane. These buildings are currently in use as museums and are Council owned. There are other buildings which could be noted such as churches and privately owned properties which still holds significant status in the City's development and in a well-preserved condition.

**Eersteling monument**-The first **gold mine** in the country before the discovery of Pilgrim's Rest and lately, the Witwatersrand Gold mine. The remains of these mine are still visible on site.

**British Fort Marabastad monument**-This fort was the site of a Boer Siege in 1880, where 140 soldiers were held for a period of 104 days. The Fort was declared a National Heritage site by the then National Monument Council (NMC), now South African Heritage Resources Authority (SAHRA) and Concentration camp-a concentration of graves for those who participated and succumbed the 1899-1902 war.

### 7.23.1 Eersteling Monument



Source: PLK Cultural Services SBU

### **7.23.2 Other heritage sites that have been identified**

Other heritage sites that have been identified by means of surveys are **Moletjie heritage site** (Rock Art) and **Mothapo rock art site** and it is planned to Investigate / study them further for tourism development purposes.

Overall survey of heritage sites at Moletjie and Maja Chuene has been completed but detailed studies still need to be done. Excavation of a heritage site at Moletjie Ga-Legodi has been done. A conservation Management Plan needs to be done, which will include the Rock Art Site in this area. Heritage sites at Ga-Dikgale have been completed recently and therefore detailed studies are awaited. Specific site study of the site at Mothapo has been identified to be made. Heritage Sites have been identified in part within the newly incorporated areas of Aganang such as Percy Fyfe Nature Reserve to mention one. The museums continue to comment on structural demolition applications for developmental purposes.

#### **Challenges:**

#### **Vacancies:**

The large number of vacancies, as well as positions provided for on the organogram but not budgeted for remain vacant. This is detrimental to the upkeep of service standards. It also generates a lot of unhappiness as staff feels exploited and overworked.

Budget is always a problem for the development of museums to fully function. Museum's budget is always given low preference and they (museums) are expected to draw visitors to Polokwane as a Centre Hub and a Gateway to Africa. The absence or low budget cannot afford to draw new museum audience and therefore additional allocation of funds is a necessity for continuous visit to the museums.

The status of public Art is not earning full enjoyment as far as municipal holistic budget allocation is concerned. The museums are unable to render preservation as well conservation of public art due to either lack of budget or public consultation. The transformation of Industrial Art Park into a business site will ultimately lead to compromise into the City's public art space. Although progress is already at an advanced stage, the relocation of these works of art will need to be properly taken into consideration and must be under strict care of art experts.

### **7.24 Cultural Desk**

This division of Cultural Services responsible for implementing cultural initiatives targeted at:

1. Developing cultural practitioners, particularly performers and writers
2. Creating sustainable cultural industries that make a significant economic contribution to Polokwane Municipality and the region
3. Fostering and strengthening social harmony among Polokwane Municipality residents across racial, age and gender divide



4. Creating partnerships of strategic importance with other government spheres, business, funding bodies and projects of mutual interest
5. Our cultural initiatives primarily serve young artists, schoolchildren, and vulnerable groups like elderly people, individuals in prison, and children in safe or caring environments.

### **7.24.1 Key programs within the Cultural Desk Subsection**

Key initiatives under the Cultural Desk Subsection include the following:

The following are key programs within the Cultural Desk Subsection: Cultural Competitions; Holiday Program, Mayor's Debate Tournament, Outreach Programs and Annual Polokwane Literary Fair

#### **1. Cultural Competitions**

- Cultural Competitions take place in all the clusters of the municipality, culminating in Municipal Finals which has a standardized financial reward for winners in each category. They include poetry, storytelling, stand-up comedy, drama, music and dance. These competitions serve as a platform to unearth and nurture raw talent.

#### **2. Holiday Program**

- It is a day-long cultural activity held on a chosen holiday in year with a different theme each year. It is used as an instrument for social cohesion where people from various groups/generations come together to share cultural experiences and knowledge.

#### **3. Polokwane Annual Mayoral Debate Tournament**

- This program is aimed at fostering the culture of conversations through reading and research. It is aimed at young learners who are equipped with debating and presentation skills throughout the tournament. This program prides itself for producing learners who go on to become Top Matric Achievers yearly.

#### **4. Outreach Program**

- This program is aimed at taking Cultural Desk services to the people through stakeholder consultations as well as min cultural activities carried out during planned visits to our stakeholders.

#### **5. Annual Polokwane Literary Fair**

Started in 2012, the Annual Polokwane Literary Fair is a critical arts initiative championed by Polokwane Municipality in collaboration with key strategic partners.

The Fair has enjoyed partnerships with such premium brands as the South African Book Development Council (the now defunct council was the *custodian of the National Book Week and South African Book Fair*), (JIAS) Johannesburg Institute for Advanced Study (*a joint initiative of the University of Johannesburg in South Africa and Nanyang Technological University in Singapore*), Department of Correctional Services, Nal'ibali, Radio Stations, Book Clubs, Local Business and Social Clubs. These

partnerships have boosted the profile of this fair nationally, courted continental curiosity and ensured important crosspollination of artistic ideas.

In the years that the fair was staged, it has managed to grow from a modest gathering of literary enthusiasts to a major calendar event within social and academic circles in South Africa – a catalyst for sustainable development through literary arts.

The following are **the Fundamental Objectives** upon which the Polokwane Literary Fair is founded:

- Creating a Sustainable Literary Industry that contributes towards the local economy by skilling literary practitioners (writers, publishers, editors, distributors) and building dependable markets (readers and audiences)
- Promote and agitate for a culture of conversations and partnerships of strategic importance

These objectives are realised through **Key Content Drivers**, delivered through the Children's Program and the Main Program:

- Workshops, Seminars and Master Classes
- Conversations (panel discussions, interviews and book launches)
- Visual Arts Exhibition
- Performances (music, poetry, storytelling and live visual art)
- Outreach to privileged stakeholders (prisons, old age facilities, orphanages and schools)
- Lifetime Awards
- Corporate Social Investment

Central to successful implementation of the fair are its **Esteemed Participants**:

- Featured Artists (Writers, Poets, Visual Artists and Musicians)
- Expert Guests (Presenters, Panelists, Facilitators and Moderators)
- Beneficiaries (CSI Stakeholders and Hosting Venues for the Outreach Program)
- Audiences/Customers

### **7.24.2 Cultural Desk Challenges**

#### **1. Financial Resources**

- Financial Resources remain the largest hindrance to proper implementation of Cultural Programs and this was worsened by the Covid19 pandemic which halted

events and their financial allocations being directed towards Covid19 relief programs. Cultural Programs have since then never received near sufficient funds.

**2. Infrastructure**

- According to cultural organizations, the province needs to do a lot to promote culture, and local artists should be given the chance to flourish by being given access to public theaters and other relevant spaces. There are no public theatres in Polokwane and Limpopo Province and this has resulted in high demand for the free use of facilities by cultural organizations, which can currently only be granted use free of charge subject to certain conditions, during the week (Monday to Thursday). Venues under Cultural Services, such as the Library Auditorium and activities rooms, are used extensively by non-cultural structures in order to generate revenue for the municipality.

**3. Policy**

- There is a need to formulate policy that will allow subsidization of cultural stakeholders in terms of use of municipal facilities and related resources as well as addressing matters relating to partnerships by such stakeholders with municipalities on various programs.

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## **CHAPTER Eight - Good Governance and Public Participation Analysis**

### **8.1 Performance Management System (PMS)**

The 2001 Municipal Planning and Performance Management Regulations stipulates that a municipality's Performance Management System (PMS) must entail a framework that describes and represents how the municipality's cycle and processes of performance planning, monitoring, measurement, review, reporting and improvement will be conducted, organized and managed, including determining the roles of the different role- players.

In line with the said legal requirement this framework is a policy document that will set out the requirements that the Polokwane Municipality's PMS will need to fulfill, the principles that informed its development and subsequent implementation, the preferred performance model of the Municipality, the process by which the system will work, the delegation of responsibilities for different roles in the process and a plan for the implementation of the system.

#### **8.1.1 THE LEGISLATIVE FRAMEWORK FOR PERFORMANCE MANAGEMENT**

The major PMS policy instruments is the 1998 White Paper on Local Government supported by the Batho Pele principles, which policies was given legal stature through the adoption of the Municipal Systems Act in 2000 (Act 32 of 2000). The said Act requires all municipalities to:

- Develop a performance management system.
- Set targets and monitor and review the performance of the Municipality based on indicators linked to their Integrated Development Plan (IDP).
- Publish an annual performance report on performance of the Municipality forming part of its annual report as per the Municipal Finance Management Act (MFMA).
- Incorporate and report on a set of general (sometimes also referred to as national) indicators prescribed by the Minister responsible for local government
- Conduct, on a continuous basis, an internal audit of all performance measures
- Have their annual performance report audited by the Auditor-General
- Involve the community in setting indicators and targets and reviewing municipal performance.
- It is also important to note that the MFMA contains various important provisions related to

municipal performance management. It requires municipalities to annually adopt a Service Delivery and Budget Implementation Plan (SDBIP) with service delivery targets and performance indicators. Whilst considering and approving the annual budget the Municipality must also set measurable performance targets for each revenue source and vote. The Municipality must lastly compile an annual report, which must include a performance report compiled in terms of the Systems Act. In terms of a circular issued by National Treasury provision is also made for the compilation on an annual basis of departmental SDBIPs.

Further, legislation that governs performance management in local government includes the Municipal Systems Act (MSA), the Municipal Planning and Performance Management Regulations (MPPMR), the Municipal Finance Management Act (MFMA), the Municipal Performance Regulations for Municipal Managers and Managers directly accountable to the Municipal Manager and the Framework for Programme Information (FPPI) issued by National Treasury.

Polokwane Municipality has an approved Performance Management Policy. The reviewed regularly to accommodate the performance changes in the municipal environment. The latest review was done in May 2022 and become effective and implemented in July 2022.

### **8.1.2 PERFORMANCE MANAGEMENT STANDARD OPERATING PROCEDURE MANUAL**

Polokwane Municipality has developed the PMS Standard Operating Procedure in 2017. The SOP serves as a guide on how performance management should be undertaken in the municipality. Further, it ensures that performance management is done in a uniform manner across all the business operations of the municipality.

### **8.1.3 PERFORMANCE MANAGEMENT INSTITUTIONAL ARRANGEMENTS**

In order to ensure that performance management gets implemented at Polokwane, the organisational structure made provision of a Business Units that should management performance. The organisational structure has four (4) position, and the breakdown of the positions are that of the PMS Manager, Assistant Manager and two PMS Coordinators. All the four (4) positions are currently filled and there is no vacancy.

The institutional arrangements for individual performance management, the function is located in Corporate and Shared Services under Human Resources with effect from the 1<sup>st</sup> July 2023. The Human Resources SBU oversees the implementation of the individual performance management in line with the provisions of the Local Government Municipal Staff Regulations of 2021.

#### **8.1.4 PERFORMANCE MANAGEMENT AND MEASURES AT VARIOUS LEVELS**

Performance management can be applied to various levels within any organization. The legislative framework as set out above provides for performance management at various levels in a municipality including organizational (sometimes also referred to as municipal, corporate or strategic) level, departmental (also referred to as services, operational or section/team level) and lastly, individual level.

#### **8.2 ORGANISATIONAL PERFORMANCE**

At organizational level the five-year IDP of a municipality forms the basis for performance management, whilst at operational level the annual SDBIP forms the basis. The IDP is a long-term plan and by its nature the performance measures associated with it will have a long-term focus, measuring whether a municipality is achieving its IDP objectives. A SDBIP (both for the municipality as a whole and that of a department) is more short-term in nature and the measures set in terms of the SDBIP, reviewing the progress made with implementing the current budget and achieving annual service delivery targets.

The measures set for the Municipality at organizational level is captured in an organizational scorecard structured in terms of the preferred performance management model of the Municipality.

#### **8.3 INDIVIDUAL PERFORMANCE MANAGEMENT**

By cascading performance measures from organizational to departmental level, both the IDP and the SDBIP, forms the link to individual performance management. This ensures that performance management at the various levels relate to one another which is a requirement of the 2001 Municipal Planning and Performance Regulations. The MFMA specifically requires that the annual performance agreements of managers must be linked to the SDBIP of a municipality and the measurable performance objectives approved with the budget.

##### **8.3.1 LOCAL GOVERNMENT MUNICIPAL STAFF REGULATIONS OF 2021**

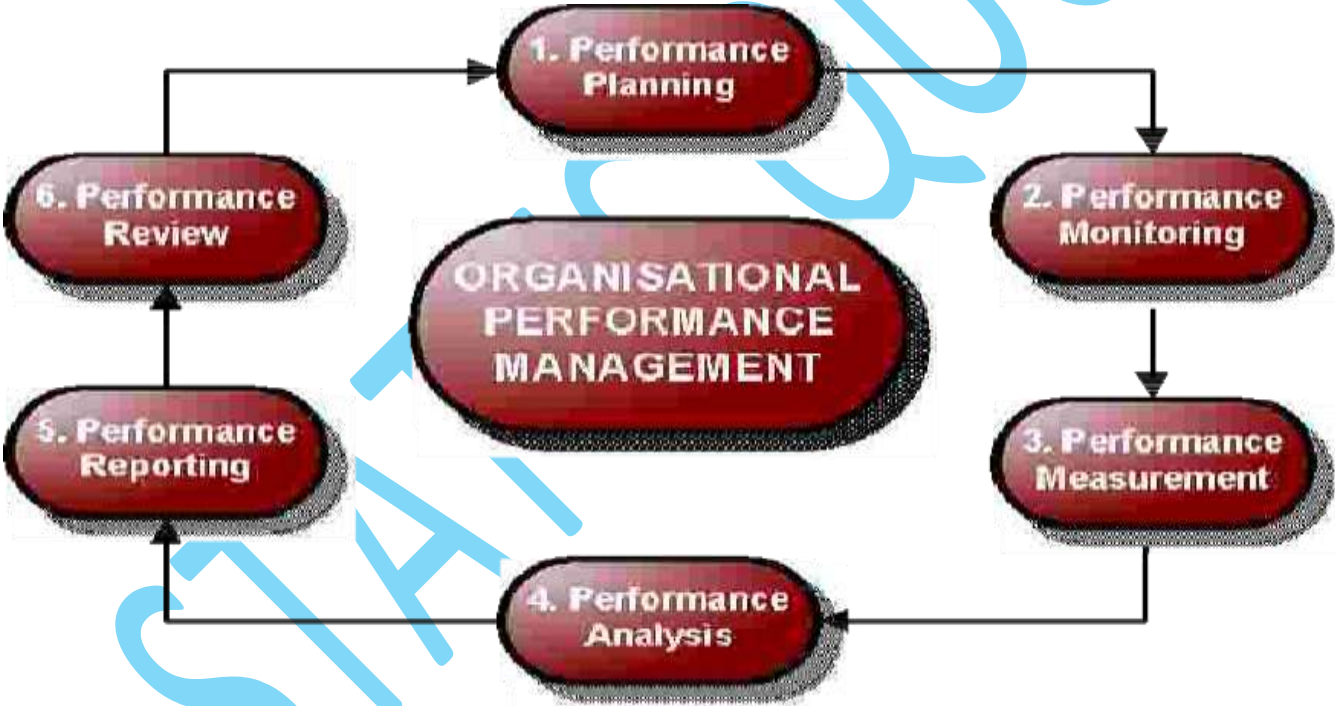
The Department of Cooperative Governance and Traditional Affairs published the Local Government Municipal Staff Regulations in 2021. The 2021 Regulations makes it compulsory for all the municipal employees to be part of the performance management. It further requires all the employees to enter into performance agreements within one (1) month after the start of the municipal financial year.



Polokwane Municipality has implemented the Local Government Municipal Staff Regulations of 2021 in the 2023/24 financial year. Employees have signed the performance agreement, however there were few employees who were still to sign their performance agreement. The total staff complement of Polokwane Municipality is 1995 as per the staff establishment and 1760 already signed their agreements.

**8.3.2 THE PROCESS OF MANAGING PERFORMANCE**

The annual process of managing performance at organizational level in the Polokwane Municipality involves the steps as set out in the diagram below:



Source: PLK PMS SBU

**8.4 Alignment of the IDP, Budget and SDBIP**

The Integrated Development Plan (IDP) outlines how the challenges of sustainable development in a Municipality are to be met through strategic interventions and service delivery over the five-year period. The IDP is developed by the Municipality in conjunction with the community and a credible IDP must

be supported by a realistic budget. The IDP is supported by a Municipal Scorecard which sets out the key deliverables over the election period in a log-frame format.

### **8.5 Performance Reporting**

The PMS Policy of Polokwane Municipality makes provision for the reporting timeframes. The timeframes are guided by the IDP/Budget and PMS Process Plan that gets approved by Council. Furthermore, the reporting timeframes is line with the provisions of the MFMA and the MSA. Polokwane Municipality compiles performance management reports quarterly, which is 30 days after the end of each quarter. Furthermore, performance assessment report is compiled during the first half of each financial year, that is in January every year. At the end of the financial year, an annual performance report is compiled and submitted to the Auditor General for auditing with the financial statements. Polokwane Municipality is being consistent in terms of ensuring that the performance management system is functional, and all legislative reports are compiled and submitted to the relevant stakeholders.

Polokwane Municipality automated the performance reporting system since 2016. The municipality has embraced the convenience of utilising the web-based reporting system, which makes it easy and convenient to do performance management. The effectiveness of the automated performance reporting system relies on the access to internet and the technological competency of the municipal staff. Reporting in the automated system is done by managers as the inputters and directors as the reviewers of the performance information. The automated system also provides internal audit unit with rights to audit inside the system. The Executive Management of Polokwane Municipality on the 4<sup>th</sup> August 2022 resolved that institutional performance reporting should be done on monthly basis as a build-up to quarterly reporting. This will assist management to proactively addresses issues of poor and under-performance before the quarterly reporting is done.

### **8.6 Audit of Performance Management Information**

The Performance Management System Policy of the municipality makes provision for the auditing of the performance information. All the performance management reports are submitted to Internal Audit for verification and quality assurance. Audited performance management information is processed to Council through the Audit Committee. The Audit Committee Chairperson is responsible for presenting the reports in Council once the reports have served and are approved by the Audit Committee.

The Office of the Auditor General audits performance information on an annual basis as per the provisions of section 46 of the Local Government Municipal Systems and further as a requirement of the Public Audit Act. The outcome of the audit of performance information has been consistent for the past two (2) financial years, 2019/20 and 2020/21 financial years. Polokwane Municipality received an unqualified audit opinion for the two mentioned financial years. Polokwane Municipality regressed with

the audit outcome of 2021/22 from unqualified to qualified. The basis for qualification was a finding on completeness of urban water and sewer connections.

### 8.7 PMS Challenges

- ❖ Performance Indicators needs to be reviewed annually to ensure that they are consistent and in line with the budget allocations.
- ❖ Performance information is audited on quarterly basis by Internal Audit. Findings raised by Internal Audit should be addressed immediately and implemented in the following reporting cycle.
- ❖ When developing performance targets, previous performance reports must be taken into considerations to ensure that targets are feasible and within the available resources.
- ❖ Directorates needs to compile Listing of all their reported achievements. The listings should be complete and supported by source documents and workings.
- ❖ Compilation of Portfolio of Evidence needs to be reviewed and aligned to reporting. All the necessary documentation must be included and properly referenced.
- ❖ There is a lack of review of reported performance information to ensure that the reports are complete, accurate, consistent and reliable.
- ❖ There is a need to align the Budget, IDP Indicators and Targets to ensure that the SDBIP is not misaligned with the two documents

### 8.8. MUNICIPAL CLUSTER OFFICES

#### 8.8.1 Number of Municipal Clusters and their Wards

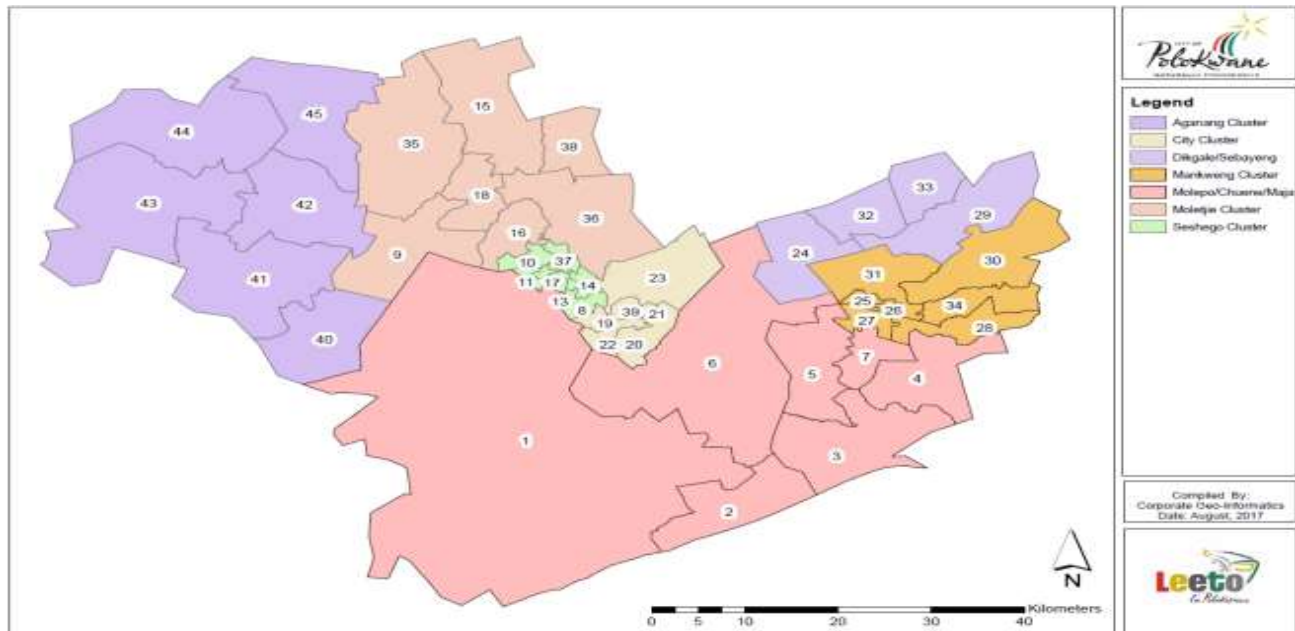
Polokwane Municipality Consists of 7 Clusters that should be provided with services. The number of wards is now 45 wards. The Name of the Clusters are:

	Clusters Name	Wards No.
1	Mankweng Cluster	06,07,25,26,27,28, 34
2	Moletjie Cluster	09,10,15,16,18,35, 36,38
3	Molepo / Chuene / Maja Cluster	1,2,3,4,5
4	Sebayeng / Dikgale Cluster	24,29,32,33,30,31
5	Aganang Cluster	40,41,42,43,44,45
6	City Cluster	08;19,20,21,22,23,39
7	Seshego Cluster	11,12,13, 14,17,37

Source: PLK Clusters SBU

## 8.8.2 Polokwane Cluster Map Reflecting Location of 45 Wards

Map: Polokwane Cluster Map



Source: Polokwane G.I.S SBU: 2021

## 8.9 Municipal Cluster Offices

Cluster offices were established with the sole purpose of advancing Batho Pele Principles, entrench a responsive citizen-centric government and governance framework and a non-partisan service delivery amongst others. Council deemed it necessary to create a platform that would address systematic challenges faced largely by communities at the peripheral jurisdiction of the Municipality where community members had to travel long distances to access services while on the other hand the turnaround time would invariably be long due to the proximity of the Municipal area.

Cluster model invariably provides a strategic platform to bring to effect, efficient, reliable and accessible service delivery, thus adhering to the basic principles as enshrined in section 152 of the constitution.

Secondly, the model was a consciously calculated intervention to close the growing social distance between communities and civil services. The distance has undoubtedly contributed immensely on the service delivery protests which have inherently reduced over the years since the inception the Cluster SBU in this municipality. The organisational structure has forty-six (46) position, and the breakdown of

the positions are that of the Manager, six (6) Assistant Managers, six (6) Admin Assistants, eighteen (18) Cleaners and fifteen (15) general workers/ groundsmen. Only twenty-seven (27) positions are currently filled. All Clusters have Municipal Offices that assist in Monitoring of Service Delivery. The Municipal Offices are as Follows:

### **8.9.1 City Cluster Office - Municipal Head Office**

The **Civic Centre** will remain the **Municipal Head Office** and will also accommodate staff that is deployed to work in the City Cluster. It has been recommended that rates halls be incorporated into the Westernburg and Nirvana Community Centres, municipal offices in Ladanna and the Thorn-hill shopping Centre to provide residents around these areas with access to officials with regards to queries on their accounts and other municipal services. Relocation of staff that is deployed to other clusters (to their respective cluster offices or depots) will provide an opportunity for essential refurbishment to be done to the Civic Centre and also alleviate the problem of office accommodation at the Main Building.

### **8.9.2 Molepo-Chuene-Maja Cluster Office**

The existing municipal cluster office at Mothiba Ngwana-Mago in the Maja area for which a photographic image is provided below, is suitably located in terms of centrality, population concentrations and numbers as well as access roads. Access will be further improved once the existing tarring of the road from Polokwane via Silicon Smelters is completed. The office however needs to be extended to meet the deployment requirements of staff as well as the municipal services to be provided in the cluster area.

It is recommended that a secure site be established from where mobile services can be made available to residents in the Molepo area. The site has already been identified at Rampheri village in the Molepo area. This will allow mobile service providers such as Departments of Health, SASSA, SAPS, Home Affairs to move in and utilize the facility to render services to the local community. Office accommodation requirements are summarized in the table at the end of this section, with concept-level proposals from an architect provided in the following section.

### **8.9.3 Mankweng Cluster Office**

There are currently three satellite offices situated at Unit A, B and C in Mankweng as well as a Community Library and a Fire Station. An approval has been granted for the development of a

Thusong Service Centre at Ga-Makanye Village in Ward 28 to cater for the needs of the local community within the Cluster. The Thusong Service Centre programme is a government initiative to extend government services and information to communities in an integrated manner. This could form the nucleus of an office precinct for Mankweng, with an Education Circuit office and other sector departments such as Home Affairs, Social Development, Health and parastatals to follow.

Secure site is recommended to be established for mobile services at the primary road intersections between the settlements of Thune, Mongwaneng & ga-Mamphaka. This will improve access to municipal and other government services for residents on the periphery of the Mankweng cluster who have to travel long distances to access government services. Service providers such as Departments of Health, SASSA, SAPS, Home Affairs can on scheduled days utilize the facility to render services to the local community.

There is also a need to consider establishing a Municipal Depot to accommodate all heavy duty and other vehicles particularly from the Engineering and Community Services Directorates that are rendering services to the local community. It is also likely that the proposed Transfer Station for the Integrated Rapid Public Transport Corridor between the City and Mankweng will eventually be constructed in this vicinity. The new office must have a discernible image that will form part of the Polokwane Smart City brand.

#### **8.9.4 Sebayeng-Dikgale Cluster Office**

The existing Municipal Cluster Office in Sebayeng town is suitably located, but the facility needs to be upgraded and expanded according to the cluster staff deployment requirements. A secure site is also recommended at Segopje village in the Mamabolo area to provide mobile services to benefit the local community. Several sector departments such as Health, SASSA, Home Affairs and parastatals have been engaged in this regard and have shown keen interest. A visual image of the office is provided below. ICT connectivity must also be significantly improved. A depot is required for Engineering and Community Services to best render services to the local community. There is also a need for a Community Library in the cluster area.

#### **8.9.5 Seshego Cluster Office**

Seshego is currently having three municipal offices situated at Zone 1, 3 and 8 and are suitably located to serve as rates halls and providing other municipal services for the local communities and should therefore be retained as such for local neighbourhoods.



A new Cluster Office, branded according to the Polokwane Smart City Vision, is proposed to be developed in close proximity to the Seshego Circle Mall. This is the most accessible point in the Cluster, and it is located close to the Seshego Hospital. It is also densely populated. The vacant land is available for this project. The Transfer Station for the proposed Rapid Public Transport Corridor between the City and Seshego is earmarked for the same vicinity. The proposed new cluster office should provide motor vehicle licensing services and form part of the Seshego Precinct Development Plan.

In a rapidly changing world, space is increasingly becoming a scarce resource as productivity and work efficiencies are crucial to the success of any institution. Space planning is therefore vital in addressing this challenge. Although the Municipality is currently implementing the open floor plan, decentralization of more services to the outlying cluster areas could go a long way in alleviating the problem of office space at the main building.

#### **8.9.6 Moletjie Cluster Office**

The existing municipal office at Koloti is suitably located to serve as a cluster office due to its centrality with regard to the population settlement pattern and the primary transport corridors. However, this facility will require infrastructure upgrading and expansion according to staff deployment needs. Access from the main road will also have to be improved. Although there is a functional Thusong Service Centre in Moletjie some few meters from the municipal cluster office, secure sites are recommended to be established for mobile services at the primary road intersections at Ramongwana and Chebeng. This will improve access to municipal and other government services for residents on the periphery of the Moletjie cluster who have to travel long distances to access government services.

#### **8.9.7 Aganang Cluster Office**

The Aganang area that has been incorporated into Polokwane Municipality is now serving as the seventh cluster area for Polokwane. The municipal complex at Ceres village has been converted into a Cluster Office with 64 offices, four boardrooms and a community hall. The facility has a separate Traffic Centre with six offices, a conference room and testing rooms. There is need to upgrade the ICT infrastructure in order to facilitate efficient operational communication between the Civic Centre and the Cluster office.

It is proposed that a suitable Municipal Depot be developed next to the Traffic Station to accommodate the deployed staff, plant and machinery and other specialized vehicles of Engineering and Community Services. This should have appropriate office accommodation and workshops for operations of the Engineering Services and the necessary space for materials and equipment. There is need to establish a community library at the Cluster Offices as well as expansion of the provision of municipal services to satellite offices at Matlala One-Stop Centre and Mohlomong Office in Mashashane to access Social Development, Health, Education and Post Office services. The building is illustrated in the figure below.

### 8.10 Cluster Offices Challenges

- **ICT:** Poor Network Connectivity at Cluster Offices – Moletjie, Sebayeng/Dikgale, Molepo/Chuene/Maja, Mankweng, Aganang and Moletjie Thusong Service Centre
- **Office accommodation:** Inadequate office space at the existing cluster offices to accommodate the anticipated number of employees to be deployed at these offices particularly Moletjie, Sebayeng/Dikgale, Molepo/Chuene/Maja, Seshego and Mankweng.
- **Hostel Accommodation (Barracks):** Inadequate hostel accommodation for employees attached to the Fire Services and Water and Sanitation at Unit A in Mankweng cluster.
- **Municipal Depots:** Lack of municipal depots in the different cluster areas. The Municipality is currently leasing a Facility in Seshego (LIMDEV Building) with unsatisfactory conditions. The facility is used by Roads and Storm Water, Environmental Management and Waste Management Strategic Business Units. In Mankweng cluster, the municipality is using the prefabricated facilities from the Department of Water Affairs to accommodate employees of Roads and Storm Water and Water and Sanitation strategic business units.
- **Under-utilised office** accommodation at Aganang cluster offices. The Municipal complex at Ceres village has a total of 64 offices, 4 boardrooms and a community hall. The facility has a separate Traffic and Licensing centre with 6 offices, a conference room and testing rooms.
- **Ablution facility:** lack of ablution facilities to cater for the immediate needs for the offsite staff. Employees have to travel back to the satellite office on a regular basis thus hampering productivity due to time spend travelling to and from the satellite offices.

### **8.10.1. Proposed intervention on Identified Challenges**

- **ICT:** There is need to upgrade the ICT infrastructure at Cluster offices in order to facilitate efficient operational communication between the Civic Centre and the cluster offices and also to accelerate service delivery to communities.
- **Office accommodation-** it is recommended that a new Cluster Office be developed on a vacant land across the Circle Mall in order to form part of the Seshego Precinct Development Plan. The location is central in terms of the residents of the cluster area and will offer convenient access for all modes of transport. The existing satellite offices in Zones 1, 3 and 8 will continue operating as Rates Halls for local neighbourhood.
- It is further recommended that a Thusong Service Centre be developed in Mankweng Cluster to provide not only municipal services but also those provided by other government departments, non-governmental organisations and parastatals.
- There is need also to upgrade or expand the existing office facilities at Moletjie, Sebayeng/Dikgale and Molepo/Chuene/Maja in line with the numbers of employees and services rendered at the respective offices.
- Hostel accommodation- there is need to construct a new hostel facility for employees doing night and stand-by shifts in Fire Services, Water and Sanitation, Energy and other Emergency related services in Mankweng cluster.
- **Municipal depots-** Construction of depots in Seshego, Mankweng and Moletjie clusters as a first priority and with consideration also of the other cluster areas such as Aganang, Sebayeng/Dikgale and Molepo/ Chuene/Maja.
- Decentralisation of more municipal services to cluster areas in particular Aganang which may also be converted into a Thusong Service Centre. Three sector departments are already rendering services adjacent to the premises, namely Social Department, SASSA and the South African Post Office.
- Construction of ablution facilities on municipal properties including parks to cater the need of the offsite staff.

### **8.10.2 CORE RESPONSIBILITIES OF THE CLUSTERS-SBU**

The Cluster-SBU has a core responsibility of executing the Municipal Cluster model to decentralise the delivery of services. Through this model, the municipality has been able to decentralize services to the far-flung rural areas. The idea behind the Cluster model is to bring government services closer

to the people and bringing services closer to the communities. Service decentralization in the clusters, has contributed towards promoting active community participation in the decision-making processes of Polokwane Municipality.

Section 153 of the Constitution stipulates that each municipality should 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 of the community.

### 8.10.3 MUNICIPAL CLUSTERS OFFICES

The SBU is comprised of six Cluster Offices namely, Aganang, Mankweng, Molepo-Chuene-Maja, Moletjie, Sebayeng-Dikgale and Seshego. Aganang Cluster was incorporated into the Cluster model in 2016 after the dis-establishment of the former Aganang Local Municipality. Role of the Cluster Offices is to decentralise services and ensure that municipal services are accessible within the municipality's six (6) geographical areas. In each Cluster Office there is Assistant Manager that manage the Cluster Office and also coordinate service delivery issues with various SBU's.

### 8.10.4 CLUSTER OFFICES AND THEIR LOCATIONS

NO	CLUSTER	LOCATION	BUILDING
1	Aganang Cluster	Moletjie, Ceres	Municipal Building
		1 Stop Centre, Ipopeng	Municipal Building
		Mohlonong Satellite Office	Municipal Building
2	Mankweng Cluster	Mankweng Unit C	Municipal Building
		Mankweng Unit B	Municipal Building
		Mankweng Unit A	Municipal Building
3	Moletjie Cluster	Moletjie Moshate	Municipal Building
	Moletjie Thusong Service Centre	Moletjie Moshate	Municipal Building
4	Molepo/Chuene/Maja	Mothiba Ngwanamaago	Municipal Building

NO	CLUSTER	LOCATION	BUILDING
5	Sebayeng/Dikgale Cluster	Sebayeng Township	Municipal Building
6	Seshego Cluster	Zone 3, Seshego	Municipal Building
		Zone 8, Seshego	Municipal Building
		Zone 1, Seshego	Municipal Building

Source: PLK Clusters SBU

### 8.10.5 CURRENT STAFF COMPONENT ACROSS CLUSTERS

Number of positions	Filled	Vacant	Budgeted	Non-budgeted
46	27	18	3	15

Source: PLK Clusters SBU

### 8.10.6 SERVICES RENDERED IN THE VARIOUS CLUSTER OFFICES

NO	CLUSTER	SBU's
1	Aganang	<ul style="list-style-type: none"> <li>➤ Clusters</li> <li>➤ Traffic &amp; Licensing</li> <li>➤ Roads &amp; Stormwater</li> <li>➤ Public Participation</li> <li>➤ Waste Management</li> <li>➤ Cultural Services (Libraries)</li> <li>➤ City Planning &amp; Property Management</li> <li>➤ Water and Sanitation</li> <li>➤ Environmental Management</li> </ul>
2	Mankweng	<ul style="list-style-type: none"> <li>➤ Clusters</li> <li>➤ Traffic &amp; Licensing</li> <li>➤ Waste Management</li> <li>➤ Environment</li> <li>➤ Fire &amp; Disaster</li> <li>➤ Water &amp; Sanitation</li> <li>➤ Roads &amp; Stormwater</li> <li>➤ Cultural Services (Libraries)</li> <li>➤ Property Management</li> </ul>

NO	CLUSTER	SBU
		<ul style="list-style-type: none"> <li>➤ Public Participation</li> <li>➤ Records</li> </ul>
3	Moletjie	<ul style="list-style-type: none"> <li>➤ Clusters</li> <li>➤ Public Participation</li> <li>➤ Water &amp; Sanitation</li> <li>➤ Roads &amp; Stormwater</li> <li>➤ Traffic</li> <li>➤ Cultural Services (Libraries)</li> <li>➤ Energy Services</li> <li>➤ Waste Management</li> </ul>
4	Molepo/Chuene/Maja	<ul style="list-style-type: none"> <li>➤ Clusters</li> <li>➤ Public Participation</li> <li>➤ Water &amp; Sanitation</li> <li>➤ Roads &amp; Stormwater</li> <li>➤ Traffic</li> <li>➤ Waste Management</li> <li>➤ Cultural Services (Libraries)</li> <li>➤ Energy Services</li> </ul>
5	Sebayeng/Dikgale	<ul style="list-style-type: none"> <li>➤ Clusters</li> <li>➤ Traffic</li> <li>➤ City Planning &amp; Property Management</li> <li>➤ Public Participation</li> <li>➤ Waste Management</li> <li>➤ Roads &amp; Stormwater</li> </ul>
6	Seshego	<ul style="list-style-type: none"> <li>➤ Clusters</li> <li>➤ Traffic</li> <li>➤ City and Regional Planning</li> <li>➤ Public Participation</li> <li>➤ Waste Management</li> <li>➤ Cultural Services (Libraries)</li> <li>➤ Roads &amp; Stormwater</li> <li>➤ Environment (Cemetries &amp; Parks)</li> <li>➤ Revenue</li> <li>➤ Water &amp; Sanitation</li> </ul>

Source: PLK Clusters SBU

### 8.10.7 CLUSTERS CAPITAL PROJECTS

PROJECT NUMBER	PROJECT NAME/DESCRIPTION	PROJECT LOCATION
CWP_01	Thusong Service Centre	Mankweng
CWP_02	Mobile service sites at Rampheri village	Rampheri



PROJECT NUMBER	PROJECT NAME/DESCRIPTION	PROJECT LOCATION
CWP_03	Construction of Segopje Mobile Service Centre	Segopje
CWP_04	Renovation of existing Cluster Offices	Municipal wide
CWP_05	Upgrading of existing Cluster Offices	Municipal wide

Source: PLK Clusters SBU

### 8.11 Project Management Unit (PMU)

The PMU is responsible for:

- ✓ Support on contract management
- ✓ Monitoring and evaluation of project performance and expenditure by allocation of a dedicated person allocated to support each directorate
- ✓ Coordination of various grant performance and reporting processes
- ✓ Institutional coordination of PSP performance for quarterly reporting
- ✓ Implementation of EPWP program and related compliance

The Municipality is currently responsible for capital infrastructure projects funded from MIG now IUDG, RBIG, NDPG, WISG; EPWP.

#### 8.11.1 NEIGHBORHOOD DEVELOPMENT PROGRAMME

The Precinct Plan is for development and connection of the identified business nodes in Seshego urban hub as part of the NDPG (Neighbourhood Development Partnership Grant) funded project from National Treasury. During the investigations about Seshego Urban hub, it was realized that there are some areas where the facilities/infrastructure need re-designing to accommodate growth patterns at Seshego. It becomes the priority of the precinct plan to address those problems at a minimal cost while ensuring that people still receive the required services as they are supposed to.

The precinct plan is aimed at promoting the performance of Seshego urban hub with the following objectives: Formalise public transportation facilities and services. Increase pedestrian volumes to the hub by defining and improving pedestrian movement. To create vibrancy, job opportunities and increase population thresholds by means of the integration and mix of land uses such as commercial, transport, social and public space, higher residential densities and training facilities. Establish a public square to encourage social and cultural gathering and interaction. Improve the Economic Development

within the entire hub. To date, 25 projects have been identified during the precinct planning and it will require R850 300 125.00 to complete the project in phases.

AM Consulting Engineers have been appointed by the municipality to assist with implementation of the projects within the precinct plan in Seshego Urban Hub. Though the precinct plan has been approved by the Council, National Treasury has allowed the municipality to revise the plan, reprioritise the implementation of certain projects and propose new projects where possible. This will assist both the municipality and National Treasury to fully implement the NDPG Programme by also exploring other possible sources of funding. The precinct plan is reviewed regularly as and when needs arise, and engagements are done with national Treasury for assessment and prioritisation of projects.

In the 2020/21 the NDPG team at National Treasury advised that a x 108 sub precinct be developed to focus on heart of the already approved precinct plan. The Precinct Plan Review aims to transform the existing Seshego into an urban hub that is vibrant, pedestrian orientated, create convenience and functions as a Transit Oriented Development (TOD) environment. The interventions proposed are subject to availability of bulk infrastructure capacity and strong precinct management. Successful government interventions will stimulate private sector opportunities and confidence to invest in the hub. All these interventions will be to the advantage of the broader community of Seshego and Polokwane it is noted that the Precinct Plan recommendations may have to be updated if any final designs impact on the Precinct design proposals.

The precinct plan review together with x108 sub-precinct developed report was approved by National Treasury which allow the municipality to implement the project. Further source the private sector for investment within the hub as part of economic enhancement within the hub and surrounding areas to improving the social cohesion within the society.

### **8.12 Expanded Public Works Programme (EPWP)**

The Expanded Public Works Programme (EPWP) is a nation-wide Government Programme aiming at drawing significant numbers of unemployed into productive work, so that they increase their capacity to earn an income.

The Expanded Public Works Programme (EPWP) was initiated in 2004 with the primary goal of reducing unemployment across South Africa. The EPWP provides labour intensive employment created through the infrastructure sector, social sector, environment sector as well as the non-state sector. These sectors under the EPWP therefore have a dual purpose namely, job creation and upgrading of infrastructure.

The persistently high rate of unemployment in South Africa is one of the most pressing socio-economic challenges facing the Government and Polokwane Local Municipality is not immune to these challenges. High youth unemployment in particular means young people are not acquiring the skills or experience needed to drive the economy forward.

Therefore, job creation and skills development remain the key priorities of the Polokwane Local Municipality. EPWP targets are set annually by the National Government, which the Municipality is expected to achieve. With the introduction of the EPWP phase III, the Municipality has performed well in terms of job creation, by achieving their target for the first year. Currently most jobs are created through Capital projects as well as Operational projects, and quite a significant number of jobs are created through Water and Sanitation, Waste Management, Roads and storm water, Environment Management and Transportation Projects.

An EPWP policy document was developed and approved by Council in 2012/13 financial year and is reviewed annually. The policy is aimed at providing an enabling environment for the Municipality to upscale the EPWP Programme, through the re-orientation of the line budget function and channelling a substantial amount of the overall annual budget allocation and human resources towards the implementation of EPWP. This policy also advocates for the establishment of a Municipal EPWP Steering Committee which has since been established and is responsible for the strategic direction and coordination of EPWP.

To ensure accountability by all Directorates in the achievement of these set National EPWP targets, the Directorates are allocated annually, a portion of the total target which the Directorates must achieve. Objectives and key Changes in EPWP Phase IV

The Municipality is currently implementing PHASE IV of the Expanded Public Works Program which came into effect in April 2019.

#### **8.12.1 Objectives of EPWP Phase IV**

##### **The Objective of EPWP Phase IV is:**

To provide work opportunities and income support to poor and unemployed people through the delivery of public and community assets and services, thereby contributing to development”

##### **·EPWP Phase IV Focus**

- Strengthening the monitoring of the core EPWP principles to improve compliance to the EPWP guidelines.
- Expansion of the programme through replication and improved in programmes across all sectors.
- Enhancing the EPWP coordination and institutional arrangements including the PEP-IMC.
- Strengthening impact evaluation of the EPWP and ensure greater transparency and accountability through the introduction of Social Audits.
- Strengthening partnerships with the private sector and TVET Colleges.

#### **8.12.2 Community Work Programme**

The Municipality in partnership with the Department of Co-operative Governance Human Settlements and Traditional Affairs (COGHSTA) is implementing the Community Work Program (CWP). The CWP

targets specific areas, where a significant number of people unemployed are drawn into productive work. The communities identify useful work at community level.

The programme aims to provide an employment safety net, by providing a minimum level of regular work opportunities to participants, with a predictable number of days of work provided per month. It is targeted at the unemployed and/or underemployed people of working age, including those whose livelihood activities are insufficient to lift them out of poverty. The Polokwane Municipality has received an allocation of 2400 participants from (COGHSTA) through the CWP and participants are distributed across different wards.

### **8.12.3 EPWP Vuk'uphile Learnership Programme.**

This is also another programme implemented by the Polokwane Municipality in partnership with the National Department of Public Works (NDPWI) and is called the Vuk'uphile Learnership Programme. The Vuk'uphile programme has been developed to build the capacity amongst emerging contractors to execute the increasing amount of labour-intensive work that is part of the EPWP. Although the programme does not focus entirely on the Youth, it is the requirement of the programme that 50% of the individuals benefitting from the programme should be youth and women in particular.

Learner contractors in this programme receive all training required as part of the EPWP guidelines, so that when they exit the programme, they are fully qualified to bid and execute labour intensive projects under the Expanded Public Works programme. The Learner Contractors must also exit the programme, with a CIDB Grade higher than the grade on joining the programme, so that they are able to compete in the open market.

A total of ten (10) Learner Contractors and (10) Learner Supervisors were appointed for the programme, through a process that was open, clear and transparent. Selected learners are required to go on a 2 – 3-year full-time Construction Education and Training Authority (CETA) registered Learnership, consisting of a series of classroom training and practical training projects.

Learner contractors have completed their second allocated projects indicated below. Six (6) have upgraded to grade 3CE PE, two (2) upgraded to 2SQ PE and two (2) upgraded to 5CE PE. The 10 learner contractors have been allocated and completed their second projects, with their third projects planned to be completed in the 2023/24 FY. The following were allocated as second projects:

- a) Rehabilitation of streets in Seshego
- b) Fencing around electrical substations
- c) Upgrading of Storm water infrastructure

d) Upgrading or road in Mankweng

Four learner contractors have since requested to be released from the programme as fell sufficiently equipped to can stand on their own, and the municipality have approved their request.

#### **8.12.4 EPWP Jobs Targets**

As part of the EPWP, the municipality set EPWP targets for each project which contractors have to achieve. It is also a requirement in terms of demographics that, 55% of the people employed during project construction should be youth. For the 2022/23 Financial year a total of 3366 EPWP participants were recruited on projects, out of which 1616 were Women, 1423 youth and 23 were people with disability.

- EPWP Job Creation Target for 2023/24 Financial Year is =3658
- Work Opportunities achieved = 721 to date

#### **8.13 PMU Challenges**

- Poor performance of service providers leading to delays.
- Terminations of contracts.
- Delays in approvals of technical reports.
- Delays in the approval of Implementation Readiness Status (IRS) documents prevent the municipality from conducting long term planning on water and waste water projects.
- Prolonged procurement process of service providers in some instances.
- Completed but dysfunctional water supply and waste management projects due to outstanding electricity connections by Eskom.
- Vandalism of completed infrastructure.

##### **8.13.1 Proposed Intervention on PMU Challenges**

- The municipality continues to improve projects planning across all funding sources. Project planning for each financial year commences in the third and fourth quarter in order to ensure that project implementation is achieved by the first quarter of each implementation year.
- The municipality uses a multiyear implementation approach for medium to long term projects with the aim of improving the rate of service delivery and back log eradication.
- The municipality further uses a three-year panel for professional service providers for project preparations and planning which is currently expired and new one was appointed in November 2022.
- Putting technical support in place for interventions for poor performing projects. Where intervention is not successful contractors are penalized or terminated.
- Appointment of contractors on a three-year period to eliminate procurement delays on a medium term

### 8.14 Technical Report Approval

The municipality implements its Regional Water Scheme (RWS) projects mostly through the new Integrated Urban Development Grant (IUDG). It was a requirement that all projects be registered and approved for funding by CoGHSTA. The process was done through preparation of technical reports by the municipality through appointed consultants, which are then processed by the Department of Water Affairs for recommendation of funding to MIG. Improvements have been observed with regards to the approvals as indicated by the below recently approved technical reports:

- Kalkspruit {Kalkspruit 1&Magongoa} water supply (Approved in June 2022).
- Aganang RWS. (Assessment session in March 2022. Two technical reports approved in June 2022).

### 8.15 2022/23 Grants performance.

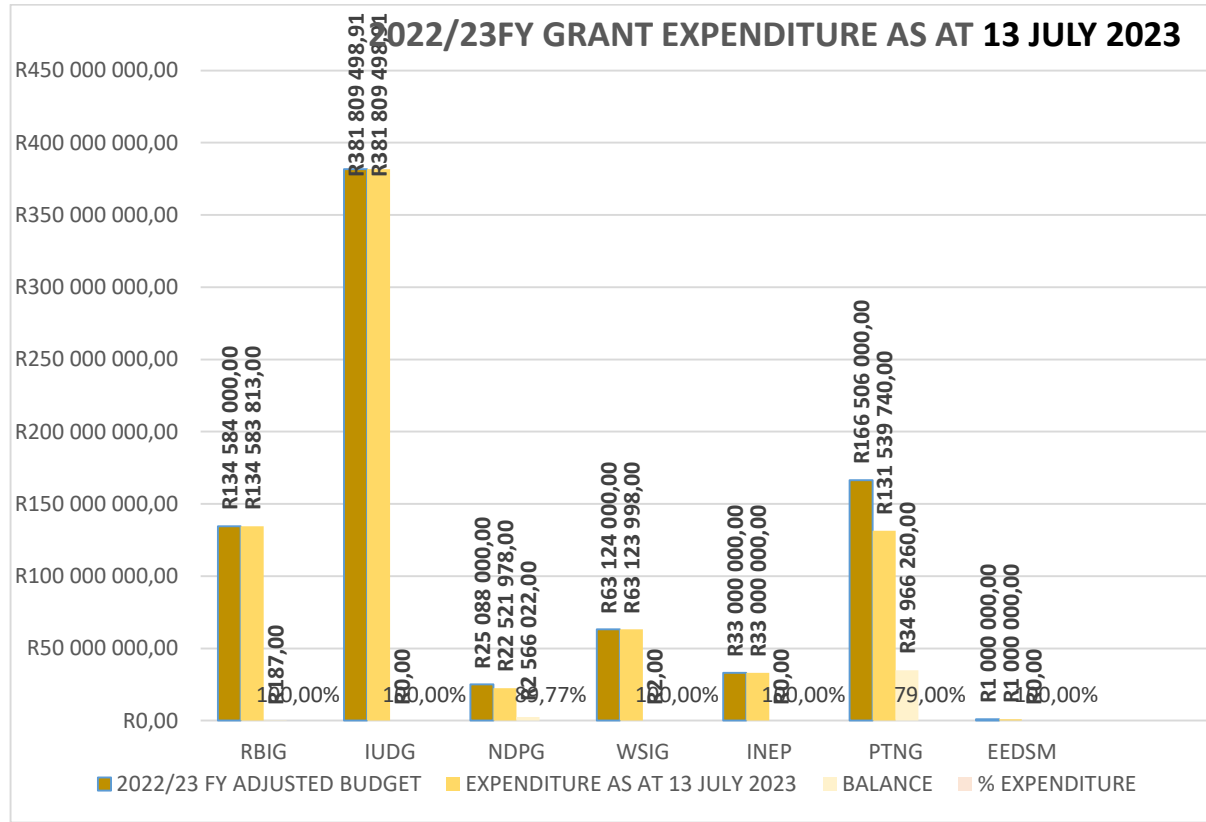
The municipality has received allocations of grants to support infrastructure development in the current financial year which are managed as follows:

GRANT REGISTER		
Code	Grant	SBU
IUDG	Integrated Urban Development Grant	PMU, Roads and Transportation, Water and Sanitation, Sports and Recreation, Waste Management, Energy services and Planning and Economic development
RBIG	Regional Bulk Infrastructure Grant	Water and Sanitation
PTNG	Public Transport Infrastructure Grant	Roads and Transportation
EPWP	Extended publics work programme	PMU
INEP	Integrated National Electrification Programme	Energy Services
NDPG	Neighbourhood Dev Partnership Grant	Roads and Transportation
WSIG	Water Services Infrastructure Grant	Water and Sanitation

Source: Polokwane PMU SBU:



### 8.15.1 2022/23 GRANTS PERFORMANCE (Graph)



Source: Polokwane PMU SBU

### 8.15.2 RBIG OVERVIEW

For the 2021/22 financial year. The total allocation for RBIG is R218 806 000,00(adjusted too R230 297 962), the expenditure as of 30 June 2022 is R202 002 381.00 therefore percentage expenditure is 87.71%

For the 2022/23 financial year. The total allocation for RBIG is R154 584 000(adjusted to R134 584 000) the expenditure as at 30 June 2023 is R134 583 813. The percentage expenditure is 100%

A total of fifteen (15) multiyear projects were allocated to be implemented under the Regional Bulk Infrastructure Grant for the 2021/22 financial year and are multi-year projects. 2 at procurement, six (6) projects are at planning and design, and nine (9) are at construction between 5% and 98%.

### 8.15.3 RBIG OVERVIEW

Ref. No	Contract Description	Current Status
<b>WASTE WATER TREATMENT</b>		
1	Construction of Outfall Sewer to Polokwane Regional WWTW - Phase 1A Seshego to East of Pipe Bridge.	New contractor appointed after termination
2	New Regional Waste Water Treatment Works - Structural, Mechanical, Electrical, Civil	Contractor appointed
3	Refurbishment of Polokwane Waste Water Treatment Works (WWTW) : Phase 02 (RBIG)	Contractor appointed
4	Re-routing of Seshego Outfall Sewer (RBIG)	Designs have been completed, insufficient budget
5	Refurbishment and upgrading of Mankweng Waste Water Treatment Works (RBIG)	Contractor appointed
6	Refurbishment of Seshego Waste Water Treatment Works (RBIG)	Contractor appointed
7	Replacement of AC Pipes (SCADA and Phase 02 up to PDR / IRS).	On Planning for scada installation for the water supply network. IRS not yet approved by DWS.
8	(Polokwane Groundwater Development) - PM131/2018: Construction of Sandriver North Water Treatment Works. (RBIG)	On Construction, progress at 76%. Expected completion date is October 2023

Ref. No	Contract Description	Current Status
<b>WASTE WATER TREATMENT</b>		
9	(Polokwane Groundwater Development) - PM132/2018: Construction of Borehole Infrastructure and Pumping Mains for the Sterkloop and Sandriver South Wellfields (RBIG)	On Construction, progress at 98%. Expected completion date is <b>October 2023</b>
10	(Polokwane Groundwater Development) - PM133/2018: Construction of Borehole Infrastructure and Pumping Mains for the Sandriver North Wellfield and Polokwane Boreholes. (RBIG)	On Construction, progress at 93.95%. Expected completion date is <b>October 2023</b>
11	(Polokwane Groundwater Development) - PM02/2019: Seshego Water Treatment Works (RBIG)	On Construction, progress at 97%. Expected completion date is <b>October 2023</b> . Potential delay on delivery of PLC due to worldwide shortage
12	(Polokwane Groundwater Development) - PM01/2019: Bloodriver Wellfield and Seshego Groundwater Development and Pumping Mains. (WSIG)	On Construction, progress at 97.9%. Expected completion date is <b>September 2023</b>
13	Polokwane Distribution Pressure and Flow Management. (RBIG)	Designs have been completed; IRS not approved by DWS
14	Bulk Water Supply - Dap Naude Dam (Pipeline section, booster PS and WTW refurbishment) Additional 2-4Ml/day Phase 01. (RBIG)	Designs have been completed; IRS not approved by DWS
15	(Turfloop and Dieprivier aquifer development) - Sebayeng RWS Water Transfer. (RBIG)	Designs have been completed; IRS not approved by DWS

Source: Polokwane PMU SBU

#### 8.15.4 IUDG OVERVIEW

In 2022/23 financial year the IUDG allocation is R426 044 000.00(adjusted to R381 809 498) the expenditure as at 30 June 2023 is R381 809 498, therefore the expenditure percentage is 100%. There is a total of forty-three (43) roads and storm water for the 2022/23 financial year, which are multiyear projects.

- ✓ Twenty-four (24) projects are at planning and design stage, one (1) at tender stage (BSC, Advert, BEC & BAC), and five (5) of the projects are at construction between 0%-69%, 12 are completed and one is practically complete.
- ✓ There are twenty-one (21) water supply and reticulation projects: Three (3) projects are awaiting technical report approval and preparations, three (3) projects are at planning and design stage and thirteen (13) at construction between 10%-95% and 2 are complete.

- ✓ There is one (1) Sanitation project on construction
- ✓ There are two (2) Energy projects on planning
- ✓ There is a total of one (1) waste management projects. The project is at BSC stage and was delayed by budget shortfall.
- ✓ There are two (2) environmental management projects on planning
- ✓ There is a total of five (5) projects for sports and recreation and they are all on construction

### 8.15.5 IUDG OVERVIEW (Projects on construction)

No	Project Name	IDP Budget	Appointed amount	Expenditure	Start date	Completion date	Physical Progress (%)	Progress/Comments
1	Upgrading of Arterial road in SDA1 (Luthuli) Phase 4	R6 000 000	R6 920 837,67	74%	14-Jun-22	16-Nov-22	75%	Slow progress on site, There is a court interdict that has restricted the contractor from working next to house 38 (approximately 150m)
2	Upgrading of internal streets in Seshego Zone 6	R7 000 000	R9 652 569,65	87%	11-Jul-22	05-May-23	88%	Contractor progress improved, but struggling financially
3	Upgrading of Internal Street in Seshego zone 8	R8 000 000	R9 211 318,59	84,94%	18-Jul-22	2015/02/23	100%	Project complete
4	Upgrading of internal streets in Toronto (Phase 4)	R8 000 000	R16 020 750,56	81%	04-Jul-22	23-Apr-23	98%	Practically complete
5	Upgrading of internal streets in Seshego Zone 3	R7 000 000	R7 317 858,38	87%	30-Jun-22	23-Mar-23	90%	Contractor progress has improved but on penalties
6	Upgrading of internal streets in Seshego Zone 4	R8 000 000	R9 611 214,52	89,90%	23-Jun-22	15-Feb-23	100%	Project complete
7	Upgrading of access Roads to Maja Moshate (Ga-Thaba) Phase 4	R 7 000 000	R13 702 093,19	N/A	TBC	TBC	N/A	Contractor has withdrawn from project, new contractor to be appointed.
8	Upgrading of Arterial road in Ga Rampheri Phase 4	R8 000 000	R20 037 663,12	100%	21-01-2020	04-12-2020	100%	Project complete
9	Upgrading of Arterial road in Ga Rampheri Phase 5		N/A	N/A	N/A	N/A	N/A	Consultant busy with planning

No	Project Name	IDP Budget	Appointed amount	Expenditure	Start date	Completion date	Physical Progress (%)	Progress/Comments
10	Upgrading of internal streets in Seshego Zone 2	R7 000 000	R5 411 470,70	64%	19-04-2023	15-10-2023	60%	Contractor appointed. Busy with documentation
11	Upgrading of internal streets in Seshego Zone 1	R5 000 000	N/A	N/A	N/A	N/A	N/A	Consultant busy with planning
12	Lonsdale to Monyoaneng upgrading of road from gravel to tar		N/A	N/A	N/A	N/A	N/A	Consultant busy with designs
13	Completion of Hospital Road in Mankweng	R4 950 000	R31 060 115,05	64,59%	08-Jun-21	08-Apr-22	91%	Contractor Behind schedule. Contractor on penalties
14	Rehabilitation of Streets in Nirvana	R6 000 000	R4 399 388,35	89,62%	25-Jul-22	25-Oct-22	100%	Project complete
15	Upgrading of internal streets in Westernburg RDP Section32	R7 000 000	R8 627 260,17	90%	23-Nov-22	17-Apr-23	95%	Contractor busy snag list
16	Upgrading of internal streets in Seshego Zone 5 (New Phase)	R7 000 000	R18 448 795,75	86%	13-May-21	15-Sep-22	100%	Project complete
17	Mohlonong to Kalkspruit upgrading of roads from gravel to tar Phase 4	R8 000 000	R17 729 824,79	99,37%	17-Jun-21	31-Mar-23	98%	Contractor delayed by surfacing subcontractor
18	Paving of road in ga Thoka from reservoir to Makanye 4034 (ward 27)	R689 325	N/A	N/A	N/A	N/A	N/A	On Design
19	Upgrading of road from Spitskop to Segwashi	R791 085	N/A	N/A	N/A	N/A	N/A	On Design
20	Paving of internal street from Solomondale to D3997 (ward 32)	R655 226	N/A	N/A	N/A	N/A	N/A	On Design
21	Upgrading of Boshoga to Tshabela to Boyne Road	R816 163	N/A	N/A	N/A	N/A	N/A	On Design

No	Project Name	IDP Budget	Appointed amount	Expenditure	Start date	Completion date	Physical Progress (%)	Progress/Comments
22	Paving of internal street in Moletjie Ga-Makibelo to Hlahla ring road (ward 38)	R766 579	N/A	N/A	N/A	N/A	N/A	On Design
23	Upgrading of road from Silicon to Matobole	R816 163	N/A	N/A	N/A	N/A	N/A	On Design
24	Paving of Sekoala primary school road to mehlakong (ward 29)	R766 579	N/A	N/A	N/A	N/A	N/A	On Design
25	Paving of internal streets in Mountain view	R635 787	N/A	N/A	N/A	N/A	N/A	On Design
26	Paving of internal streets at Mankgaile	R710 787	N/A	N/A	N/A	N/A	N/A	On Design
27	Paving of streets in Benharris from Zebediela to D19(ward 08)	R769 734	N/A	N/A	N/A	N/A	N/A	On Design
28	Paving of road from Sengatane (D3330) to Chebeng(ward 09)	R665 014	N/A	N/A	N/A	N/A	N/A	On Design
29	Paving of Bloodriver main road via Mulautsi high school to agriculture houses (w	R934 374	N/A	N/A	N/A	N/A	N/A	On Design
30	Upgrading of access road in Ga Makgoba (planning)	R978 192	N/A	N/A	N/A	N/A	N/A	On Design
31	Upgrading of road D3432 from Ga-Mosi(Gilead road) via Sengatane to Chebeng (ward	R356 988	N/A	N/A	N/A	N/A	N/A	On Design
32	Paving of internal street from gravel to tar in	R559 066	N/A	N/A	N/A	N/A	N/A	On Design



No	Project Name	IDP Budget	Appointed amount	Expenditure	Start date	Completion date	Physical Progress (%)	Progress/Comments
	Mankweng Unit A							
33	Paving of Internal Street in Ga Ujane to D3363 (ward 40)	R406 824	N/A	N/A	N/A	N/A	N/A	On Design
34	WIP Upgrading of Arterial road in Ga Rampheri (Tarring of 2.1 k	R -	N/A	N/A	N/A	N/A	N/A	On Design
35	WIP Mohlomong to Kalkspruit upgrading of roads from gravel to t	R615 877	N/A	N/A	N/A	N/A	N/A	On Design
36	WIP Construction of Storm Water in Ga Semanya32 30	R -	N/A	N/A	N/A	N/A	N/A	On Design
37	Rehabilitation of Streets in City Cluster	R11 293 406	R11 293 406	R11 293 406	04-11-2022	Not yet complete	Ongoing	On construction
38	WIP Monyoaneng to Lonsdale upgrading of roads from gravel to tar	R1 090 315	N/A	N/A	N/A	N/A	N/A	On Design
39	WIP Upgrading of stormwater in Polokwane ext 76	R1 487 748	N/A	N/A	N/A	N/A	N/A	On Design
40	Tarring of Ntsima to Sefateng Road	R734 206	R16 676 825	R734 206	21-01-2020	30-06-2022	100%	Complete
41	Ntshitshane Road	R524 262	R20 403 252	R524 262	27-01-2020	30-06-2022	100%	Complete
42	Upgrading of Arterial road D4014 in Makgoro (Sekgweng) to Makatjane	R -	N/A	N/A	N/A	N/A	N/A	On Design
43	Upgrading of road in ga Thoka from reservoir to Makanye 4034	R1 146 441	N/A	N/A	N/A	N/A	N/A	On Design

No	Project Name	IDP Budget	Appointed amount	Expenditure	Start date	Completion date	Physical Progress (%)	Progress/Comments
44	Olifantspoort RWS (Mmotong wa Perekisi) 2	R8 000 000	R18 942 673,29	34%	06-Mar-23	06-Dec-23	31%	Contractor is busy with excavation and pipelaying .
45	Chuene Maja RWS phase 11	R8 000 000	R14 323 593,64	92%	02-Feb-20	2015/11/22	95%	Contractor busy with snaglist. Contractor on penalties,
46	Chuene Maja RWS Phase 13		R19 000 000	33%	02-May-23	20-Jan-24	35%	Contractor appointed, site establishment is completed.
47	Moletjie East RWS Phase 15		R19 000 000	33%	02-May-23	20-Jan-24	35%	Contractor progressing well
48	Mothapo RWS Phase 15	R8 000 000	17902165,35	82%	17-Nov-21	19-Oct-22	100%	Completed
49	Mothapo RWS Phase 16		R42 306 457,68	13%	TBC	TBC	20%	Contractor is busy with site establishment.
50	Mankweng RWS phase 12	R7 000 000	R14 323 593,64	87%	02-Feb-20	2015/11/22	100%	Project completed.
51	Mankweng RWS phase 13	TBC	TBC	TBC	TBC	TBC	Consultant busy with technical report	TBC
52	Houtriver RWS Phase 14	R7 000 000	R14 077 293,29	20%	06-Mar-23	08-Sep-23	57%	Contractor busy with pipe installations
53	Mashashane Water Works phase 1	R5 000 000	R7 468 679,45	95%	21-May-21	24-Sep-22	99%	Contractor has reached completion, busy with snag list.
54	Mashashane Water works phase 2		R17 000 000	20%	04-May-23	05-Mar-23	25%	Contractor has completed site establishment, busy with site clearance.
55	Laastehoop RWS phase 10	R5 000 000	N/A	N/A	N/A	N/A	0,00%	Consultant busy with technical report
56	Sebayeng/Dikgale RWS Phase 10	R5 000 000	TBC	TBC	TBC	TBC	TBC	Consultant has reviewed designs, now busy with technical report

No	Project Name	IDP Budget	Appointed amount	Expenditure	Start date	Completion date	Physical Progress (%)	Progress/Comments
57	Sebayeng/Dikgale RWS		TBC	TBC	TBC	TBC	TBC	Consultant appointed in December 2022 to finalize technical report
58	Aganang RWS (2) (Mahoai and Rammetloana)	R17 000 000	R28 889 425,08	20%	02-May-23	02-Dec-23	25%	Contractor busy with excavations
59	Aganang RWS (2) (Chloe)		TBC	TBC	TBC	TBC	TBC	Consultant busy with borehole drillings to finalise designings.
60	Aganang RWS (2) (Mahoai and Rammetloana)		R28 889 425,08	20%	02-May-23	02-Dec-23	25%	Contractor busy with excavations
61	Boyne RWS Phase 12	R8 000 000	R15 531 000	25%	06-Apr-23	06-Dec-23	35%	Contractor busy excavations
62	Bakone RWS	R1 361 000	TBC	TBC	TBC	TBC	0%	Consultant busy with finalizing technical report
63	Rural transfer station (Molepo) (Construction, Guard house. Paving, dumping area and Fencing)	R6 000 000	N/A	N/A	N/A	N/A	N/A	Tender documentation complete, to be done by Vukuphile learner contractors
64	EXT 44/78 Sports and Recreation Facility Phase 2	R5 000 000	R23 322 608	N/A	N/A	N/A	N/A	Contractor appointed
65	Upgrading of Mankweng Stadium	R10 000 000	TBC	TBC	TBC	TBC	TBC	Planning in progress for next phase
66	Construction of an RDP Combo Sport Complex at Molepo Area	-	R8 538 669,59		18-06-2021	18-01-2022	36%	Consultant busy with design reviews and costing to complete project
67	Construction of Softball stadium in City Cluster	R25 000 000	R57 676 674,95	68,40%	24-11-2020	25-09-2022	70%	Contractor terminated contract, new contractor appointed
68	Construction of Sebayeng / Dikgale Sport Complex	R1 361 000	TBC	TBC	TBC	TBC	TBC	Consultant busy with Design review

No	Project Name	IDP Budget	Appointed amount	Expenditure	Start date	Completion date	Physical Progress (%)	Progress/Comments
69	Refurbishment of Mankweng WWTPW IUDG	R13 545 686	R4 531 553	R4 531 553	01-05-2023	30-06-2023	Ongoing	Contractor on site
70	New Pietersburg 11KV switching station IUDG	R0	TBC	TBC	TBC	TBC	TBC	On design
71	Development of a regional parks In Rural Areas	R -	TBC	TBC	TBC	TBC	TBC	On design
72	WIP Greening programme	R920 160	TBC	TBC	TBC	TBC	TBC	On design
73	New Peter Mokaba stadium	R6 179 822	R6 179 822	R6 179 822	01-05-2023	30-06-2023	Ongoing	Ongoing
74	Sebayeng Dikgale Rural Sanitation	R12 650 000	R37 950 000	R6 419 613	11-05-2023	11-09-2023	33%	3 contractors appointed

Source: Polokwane PMU SBU

### 8.15.6 NDPG OVERVIEW

In 2022/23 financial year the adjusted NDPG allocation is R25 080 00 (adjusted to R16 198 960), the expenditure as at 30 June 2023 is R26 158 580. The expenditure percentage is at 100%.

There was a total of six (6) roads and storm water for the 2021/22 financial year, whereby three (3) are at procurement, two are complete and One (1) is at construction stage at 89% physical progress.

### 8.15.7 NDPG PROJECTS

No	Project Name	Adjusted 2021/22 Budget	Appointed amount	Expenditure	Start date	Completion date	Physical Progress (%)	Progress/Comments
1	Construction of safe hub	R3 121 826,00	TBC	TBC	TBC	TBC	TBC	On planning
2	Construction of access roads	R6 928 230,00	TBC	TBC	TBC	TBC	TBC	On planning
3	Construction of Municipal cluster offices	R7 018 982,00	TBC	TBC	TBC	TBC	TBC	On planning

No	Project Name	Adjusted 2021/22 Budget	Appointed amount	Expenditure	Start date	Completion date	Physical Progress (%)	Progress/Comments
4	Mandela Bo-okelo Crossing(Nelson Mandela,Bookelo, Ditlou crossing)	R6 766 165,00	R32 210 491,58	R6 031 479,63	07-Jun-23	07-Jul-24	7.19%	Contractor on site
5	Stormwater Canal	R9 208 000,00	R34 713 360,36	R12 863 153,12	30-Mar-23	16-Apr-24	27%	Contractor on site
6	Hospital View Roads/Streets (Additional roads and streets)	R7 613 835,00	R29 968 020,32	R4 676 727,43	06-Feb-23	18-Feb-24	35%	Contractor on site

Source: Polokwane PMU SBU

### 8.15.8 WSIG OVERVIEW

In 2021/22 financial year the WSIG allocation is R65 000 000.00(adjusted to R50 000 000), the expenditure as at 30 June 2022 is R39 434 386.00. The expenditure percentage is at 73.75%

There is a total of seven (7) water supply and reticulation projects for the 2021/22 WSIG financial year, two (2) projects are completed, four (4) projects are on construction stage at progress at between 0 and 95% and one is at tender stage.

### 8.15.9 WSIG PROJECTS

No	Project Name	Adjusted Budget	Appointed amount	Expenditure	Start date	Completion date	Physical Progress (%)	Progress/Comments
1	Badimong RWS	R2 379 194,00	4034833,02	R8 498 210,41	24-May-23	28-Jul-23	100,00%	Project Completed
2	Segwasi RWS Phase 6	R2 379 194	Not yet appointed	TBC	TBC	TBC	TBC	Awaiting approval of business plan
	Aganang RWS {3}Ramalapa, Masha maite, Makgodu borekwa and Mars	R3 458 767						
3	Ramalapa		R11 215 798,35	R4 332 957,91	16-May-23	22-Nov-22	Completion inspection done	Contractor busy with pipelaying

No	Project Name	Adjusted Budget	Appointed amount	Expenditure	Start date	Completion date	Physical Progress (%)	Progress/Comments
4	Mashamaite		R16 136 794,48	R5 551 531,52	10-Jun-22	25-Jun-23	Practical inspection to be done by 20 June 2023	Contractor busy with excavations
5	Makgodu		R7 585 710,62	R8 498 210,41	22-Feb-23	31-Jul-23	Construction progress at 85%	At BEC
6	Kulkspruit		Not yet appointed	R13 595 249,35	Not yet appointed	Not yet appointed	Awaiting appointment of Contractor	Practically complete
7	Mars		R11 427 607,08	R4 332 957,91	23-May-23	23-Jul-23	Construction progress is 65%	

Source: Polokwane PMU SBU

### 8.16 2022/23FY GRANT EXPENDITURE

The table below indicates the grants performance

Item no.	Grant Name	2022/23FY Allocation	Expenditure by End June 2022	Expenditure %
1.	<b>RBIG</b>	R134 584 000,00	R134 583 813,00	100,00%
2.	<b>IUDG</b>	R381 809 498,91	R381 809 498,91	100,00%
3.	<b>NDPG</b>	R25 088 000,00	R26 158 580,00	104,27%
4.	<b>WSIG</b>	R63 124 000,00	R63 123 998,00	100,00%

Source: Polokwane PMU SBU

### 8.17 FORWARD PLANNING FOR 2023/24

#### 8.17.1 2023/24 GRANTS ALLOCATIONS

No	Project Name	Adjusted Budget	Appointed amount	Expenditure	Start date	Completion date	Physical Progress (%)	Progress/Comments
1	Construction of safe hub	R3 121 826,00	TBC	TBC	TBC	TBC	TBC	On planning



No	Project Name	Adjusted Budget	Appointed amount	Expenditure	Start date	Completion date	Physical Progress (%)	Progress/ Comments
2	Construction of access roads	R6 928 230,00	TBC	TBC	TBC	TBC	TBC	On planning
3	Construction of Municipal cluster offices	R7 018 982,00	TBC	TBC	TBC	TBC	TBC	On planning
4	Mandela Bo-okelo Crossing(Nelson Mandela,Bookelo, Ditlou crossing)	R6 766 165,00	R32 210 491,58	R6 031 479,63	07-Jun-23	07-Jul-24	7.19%	Contractor on site
5	Stormwater Canal	R9 208 000,00	R34 713 360,36	R12 863 153,12	30-Mar-23	16-Apr-24	27%	Contractor on site
6	Hospital View Roads/Streets (Additional roads and streets)	R7 613 835,00	R29 968 020,32	R4 676 727,43	06-Feb-23	18-Feb-24	35%	Contractor on site

### 8.17.2 2023/24 Budget Per Grant

This part aims to update the progress on the municipality's Capital Infrastructure Program for the Financial Year (2023/24).

GRANT	2023/24 FY BUDGET
RBIG	R161 538 999
IUDG (co-managed by Water and Sanitation, Roads and Transportation)	R435 949 000
NDPG	R32 167 999
WSIG	R72 700 000
EPWP	R 11 570 000
PTNG	R131 479 138
INEP	R17 160 000
EEDSM	R4 000 000
<b>Total</b>	<b>R797 238 843 *</b>

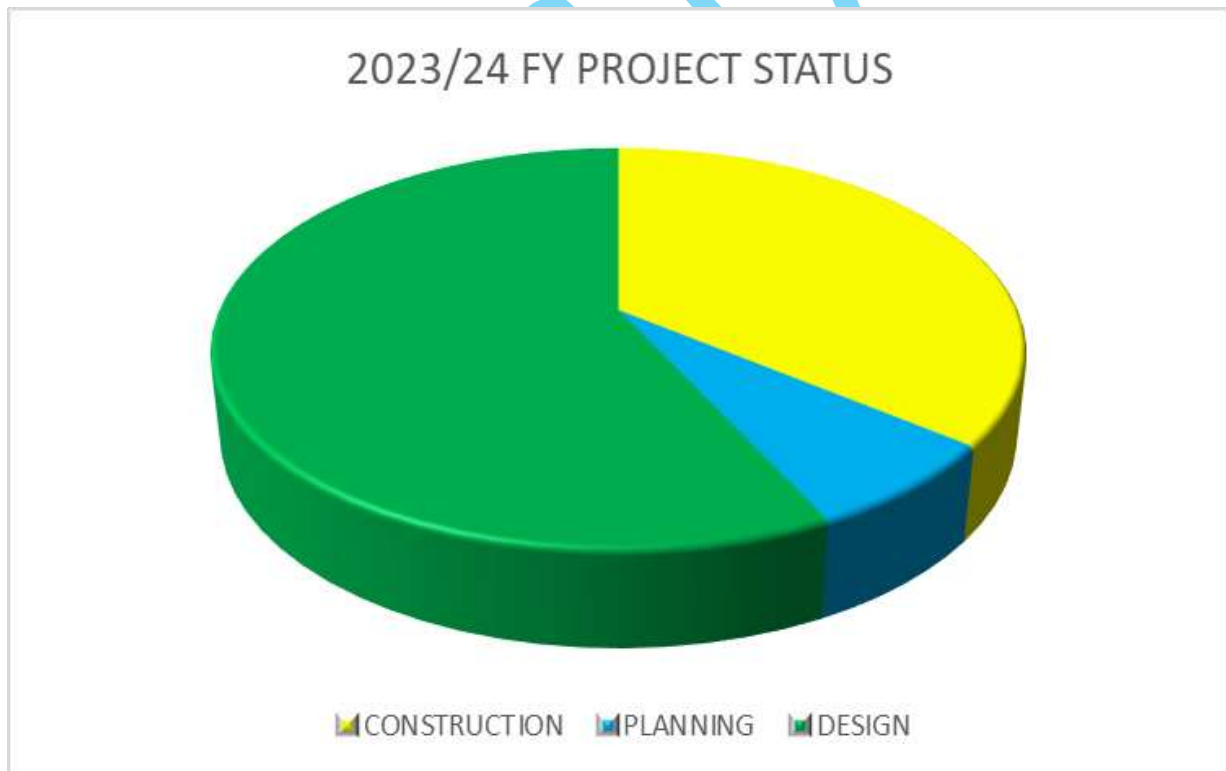
Source: Polokwane PMU SBU

### 8.17.3 SUMMARY OF FORWARD PLANNING

There a total of 112 capital projects at a value of R797 238 843 funded from various grants with statuses categorised as follows:

PROJECT STATUS	NUMBER OF PROJECTS	VALUE
CONSTRUCTION	40	R535 918 624
PLANNING	8	R44 569 564
DESIGN	64	R216 750 655
TOTAL	112	R797 238 843

### 8.17.4 2023/24 Financial Year Project Status Quo



## 8.18 INTERNAL AUDIT

### 8.18.1 Definition and mandate of Internal Audit

The International Professional Practices Framework defines Internal auditing as an independent, objective, assurance and consulting activity designed to add value and improve an organization's operations. It helps an organization accomplish its objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of risk management, control, and governance processes.

According to chapter 14, section 165 of the MFMA, each municipality and each municipal entity must have an internal audit unit. The MFMA allows the IAA to be outsourced to assist the municipality or the municipal entity to develop its internal capacity. However, the Council or the board of directors should ensure that it is cost-effective to outsource.

The Internal Audit Function of Polokwane Municipality has been established in terms of Section 165 of the Municipal Finance Management Act, 2003 (Act 56 of 2003). The primary objective of Internal Audit division is to assist the Municipal Manager and the Audit and Performance Audit Committee in the effective discharge of their responsibilities; Internal Audit provide them with independent analysis, appraisals, recommendations, counsel and information concerning the activities reviewed, with a view to improving accountability and service delivery.

Section 62(1) (c) (ii) of the MFMA requires internal audit to operate in accordance with prescribed norms and standards. This would imply that Internal Audit Activity should apply the Standards for the Professional Practice of Internal Audit (SPPIA) in the execution of its functions.

The purpose of the Standards is to:

- Delineate basic principles that represent the practice of internal auditing.
- Provide a framework for performing and promoting a broad range of value-added internal auditing.
- Establish the basis for the evaluation of internal audit performance.
- Foster improved organisational process and operations.

Standards for the Professional Practice of Internal Audit (SPPIA) consists of Attributes, Performance and Implementation standards:

#### Attributes standard

Attributes standards address the attributes (characteristics) of organisations and individuals performing internal audit services. These includes that the purpose, authority and responsibilities of the Internal Audit Activity should be defined in the audit charter, Internal Auditors should apply proficiency and due professional care in discharging internal audit work and the Internal Audit activity should go through the process of quality assurance and devise a development program.

Standard 1110 requires that the “Chief Audit Executive should report to a level within the organization that allows the Internal Audit Activity to fulfil its responsibilities. The Chief Audit Executive must confirm to the ‘board’, at least annually, the organizational independence of the Internal Audit Activity”.

The standards further require that Internal Audit should be free from conditions that threaten the ability of the Internal Audit Activity to carry out internal audit responsibilities in an unbiased manner. Standard 1010 require that “The Chief Audit Executive should discuss the Definition of Internal Auditing, the Code of Ethics, and the Standards with senior management and the board. “Standard 1010 require that “The Internal Audit Activity must be independent, and internal auditors must be objective in performing their work”.

#### **Performance standards:**

Performance Standards provide guidance on the nature of audit work and planning, conducting, managing, communicating, and reporting throughout the audit activity, the standards also address aspects such as resource and risk management, policies and procedures, control, and governance.

#### **Implementation standard:**

Implementation Standards are provided to expand upon the Attribute and Performance standards, by providing the requirements applicable to **assurance** or **consulting** activities.

**Assurance services** involve the internal auditor’s objective assessment of evidence to provide an independent opinion or conclusions regarding an entity, operation, function, process, system, or other subject matter. The nature and scope of the assurance engagement are determined by the internal auditor.

**Consulting services** are advisory in nature and are generally performed at the specific request of an engagement client. The nature and scope of the consulting engagement are subject to agreement with the engagement client.

Internal Audit operate in terms of approved Charter which set out the nature, role, responsibility, status and authority of internal auditing within Polokwane Municipality and to outline the scope and responsibilities of the Internal Audit activity.

### **8.18.2 Internal Audit Strategic Coverage Plan**

The rolling three-year Internal Audit Plan is developed based on the strategic organisational risk register and the annual Internal Audit Plan is derived or based on the Rolling Three-Year Strategic Internal Audit Plan.

The critical success factors for an effective internal audit plan are that it:

- Is aligned with the strategic objectives of the organisation.

- Covers the strategic risk areas facing the organisation, not just the financial risks and controls.
- Is risk based – addresses the key risk areas/concerns of management.
- Is prepared in consultation with management and the Audit and Performance Audit Committee.
- Matches assurance needs with available resources.
- The Internal Audit Plans includes risk based, performance information reviews compliance, ICT, financial, follow up and adhoc (requests from management) reviews. The Internal Audit Plans also highlights the objectives, scope, risks to achieving objectives and the resource allocation.

### **8.18.3 Audit Committee and Performance Audit Committee**

The Audit and Performance Audit Committee (APAC) is a committee of Council primarily established to provide independent specialist advice on financial performance and efficiency, compliance with legislation, and performance management. A combined committee was appointed to represent both Performance Audit and Audit Committees in compliance to section 166 of MFMA no 56 of 2003 and section 14(2) of Municipal Planning and Performance Management Regulations. The Audit and Performance Audit Committee must liaise with Internal Audit in terms of Section 166(3) (a).

The Audit and Performance Audit Committee must ensure that the strategic internal audit plan is based on key areas of risk, including having regard to the institution's risk management strategy. The Committee reviews the work of Internal Audit through the internal audit reports.

The Audit and Performance Audit Committee currently has three members, comprised of Chairperson and two members. The other two positions are vacant.

APAC operate in terms of approved Charter which outline the role, responsibilities, composition and operating guidelines of the committee of Polokwane Municipality and report to Council quarterly.

### **8.18.4 Operation Clean Audit (OPCA)**

The Municipality also established a task team to drive the Clean Audit initiative called "**Operation Clean Audit**" and which aims at improving governance, financial systems and service delivery at both local and provincial government level, reversing poor internal controls, poor quality of financial statements and non-compliance with Supply Chain Management whilst attaining a clean audit opinion. OPCA committee has been established to address **Audit findings**.

The Task Team is an operational forum which formulates action plans and monitor progress in implementing action plans towards achieving a clean audit.

The Task Team report to Council via the Audit and Performance Audit Committee which is responsible to Council for financial and internal control oversight in line with the Audit and Performance Audit Committee Charter

Prevailing challenges noticeable include rrecurring audit findings indicated in the Internal Audit reports; information not presented to internal audit on time or not submitted at all, establishing greater synergy between Council committees and Audit and Performance Audit Committee; achieving greater compliance with key areas of legislation, the MSA, other regulations and policies.

### **8.18.5 Resources availability for Internal Audit**

The current Internal Audit function comprises of the Chief Audit Executive, Three Assistant Managers, Internal Audit, seven (7) Internal Auditors. The four panel of Co-Sourced Internal Audit Service Providers.

### **8.18.6 Report of the Chief Audit Executive on AGSA Audit Opinions**

Report of the Chief Audit Executive on **AGSA Audit Opinions Matters** for the term of the office of Council.

#### **Auditor General (SA) Audit Opinion**

**2015/2016 Financial Year: Unqualified** audit opinion with matters of emphasis

The matters of emphasis were as follows:

- Restatement of corresponding figures
- Material impairment
- Material under spending
- Unauthorized expenditure
- Irregular expenditure

**2016/2017 Financial Year: Qualified** audit opinion

The basis for the qualified audit opinion were as follows:

- Property, Plant and Equipment
- Revenue from exchange transactions
- Expenditure
- Revaluation Surplus
- Cash flow statement

**2017/2018 Financial Year: Qualified** audit opinion

The basis for the qualified audit opinion were as follows:

- Revenue from exchange transactions
- Commitments

**2018/2019 Financial Year: Qualified** audit opinion



The basis for the qualified audit opinion were as follows:

- Property, Plant and Equipment
- Revenue and receivable from exchange transactions
- Cash and cash equivalents

**2019/2020 Financial Year: Qualified**

The basis for the qualified audit opinion were as follows:

1. Property plant and equipment
2. Investment property
3. Revenue and receivables from exchange transactions

**2020/2021 Financial Year: Qualified**

The basis for the qualified audit opinion were as follows.








1. Property plant and equipment
2. Revenue from exchange transactions

**2021/2022 Financial Year: Unqualified**




The matters of emphasis were as follows:

- Procurement and Contract management
- Expenditure Management
- Asset Management
- Consequences Management

The following table reflects the movement of the municipality audit opinions for the term of office of council:

Financial Year	Audit opinion	Movement of audit opinion
2015/2016	Unqualified	
2016/2017	Qualified	
2017/2018	Qualified	
2018/2019	Qualified	
2019/2020	Qualified	
2020/2021	Qualified	
2021/2022	Unqualified	

Source: PLK Auditor General Opinion Report

-  Improved audit opinion
-  Maintained same audit opinion
-  Regressed

## **8.19 RISK MANAGEMENT**

### **8.19.1 Risk Management core responsibilities**

Risk Management is one of Management's core responsibilities in terms of section 62 of the Municipal Finance Management Act (MFMA) and is an integral part of the internal processes of a municipality. Risk Management is a systematic process to identify, evaluate and address risks on a continuous basis before such risks can impact negatively on service delivery capacity of a Municipality.

Polokwane municipality has a Risk Management unit, the role and responsibility of the unit is to develop and maintain an effective risk management system which will ensure an internal control environment that is conducive to the achievement of the municipality's objectives. This is achieved by developing and implementing an effective Risk Management framework and conducting institutional risk assessment in consultation with all stakeholders including the Audit and Performance Audit Committee on matters of governance.

### **8.19.2 Risk Management Committee**

Oversight of overall Municipal risk management activities resides with Risk Management Committee and the Audit and Performance Committee. Risk Management Committee meet quarterly and report to the Audit and Performance Audit Committee.

Risk management Committee is chaired by an independent person who is not an employee of the Municipality, the chairperson was appointed in March 2023 for a period of three (03) years. The Risk Management Committee is responsible for reviewing the effectiveness of the municipal's risk management system, practices, and procedures, and provide recommendations for improvement. All Municipal Directors are members of the Committee. The committee as a collective possess a blend of skills, expertise and knowledge of the Municipality, including familiarity with the concepts, principles and practice of risk management, such that they can contribute meaningfully to the advancement of risk management within the Municipality.

### **8.19.3 The Risk Champions Committee**

Risk Management Unit has also established an internal a Risk Champions Committee, its main objective is to assist Risk management SBU in implementing risk management framework and cascading risk management processes to lower levels in the municipality.

#### **8.19.4 Top 10 Strategic Risks Identified**

Strategic risks are reviewed annually, the main purpose of the review is to assess progress made in risk treatment strategies, determine whether the risk identified in the previous year and mitigations were implemented and whether those risks are still relevant and identify emerging risks. Strategic risks are reviewed annually, and the process has been aligned with the IDP and Budget process to ensure that identified risk mitigations are budgeted for.

#### **Below are the top 10 strategic risks identified for 2023/24 Financial Year**

1. Ageing of infrastructure (Energy, Water, Roads, and Facilities)
2. Electricity losses (technical and non-technical losses)
3. Water Scarcity and water losses
4. Poor performance of allocated grants
5. Cash flow constraints
6. Negative Audit Outcome
7. Fraud and Corruption
8. Theft and vandalism of municipal infrastructure eg, (Cable theft, Public toilets, water infrastructure etc)
9. Cyber-attack
10. Slow economic growth and development

#### **8.19.5 Risk assessment review process**

Risk assessment and review process is conducted annually at strategic and operational level where Directors and SBU Managers are consulted and encourage to identify risks and mitigations. Operational risks assessment and review is conducted for each SBU. Reporting of progress on mitigation both strategic and operational risk is done on the reporting system and monitored continually and reported to EXCO and Risk Management Committee.

#### **8.20 Fraud and Corruption Strategy**

##### **8.20.1 Polokwane Municipality statement of attitude to fraud**

Polokwane Municipality always requires all staff to act honestly and with integrity and to safeguard the municipal resources for which they are responsible. The Municipality is committed to protecting all revenue, expenditure, and assets from any attempt to gain illegal financial or other benefits.

Any fraud or corruption committed against the Municipality is a major concern to the Council. Consequently, any case will be thoroughly investigated, and appropriate corrective action will be taken against anyone who is found guilty of corrupt conduct. This may include referral to the South Africa Police Services and other relevant state organ depending on the nature of

the matter. The Municipality has an approved anti-fraud and corruption strategy approved by Council.

### 8.20.2 Whistle Blowing Policy

Council has approved a whistle blowing policy in compliance with the Protected Disclosures Act, the policy is intended to encourage and enable staff to report suspected fraud and corruption activities within Polokwane Municipality rather than overlooking a problem or blowing the whistle via inappropriate channels. The Municipality also encourages communities and stakeholders or service providers who suspect fraud and corruption to report allegations of fraud and corruption using the protected disclosure.

An alternate way of reporting possible fraud and corruption can be made by contacting the Municipality's Fraud Hotline (**0800 20 50 53** or email [cdm@tip-offs.com](mailto:cdm@tip-offs.com)). The Fraud Hotline is available 24 hours in all official language, you have an option to remain anonymous or identify yourself when reporting.

### 8.20.3 Anti-Fraud and awareness

The Municipality conducts fraud awareness activities to create awareness on fraud and corruption prevention on a quarterly basis as required by the Fraud Risk Management Plan.

**RISK MANAGEMENT**

**Do you know how to achieve your objectives?**

1. Know what could go wrong and who will take the responsibility.
2. Consider Risk Management in all decision making process.
3. Develop effective strategies to manage your risks.
4. Take accountability for your risks and opportunities.

**For more info:**  
Contact Risk Management Unit  
015 290 2244 / 2012  
fraud hotline:  
0800 20 50 53

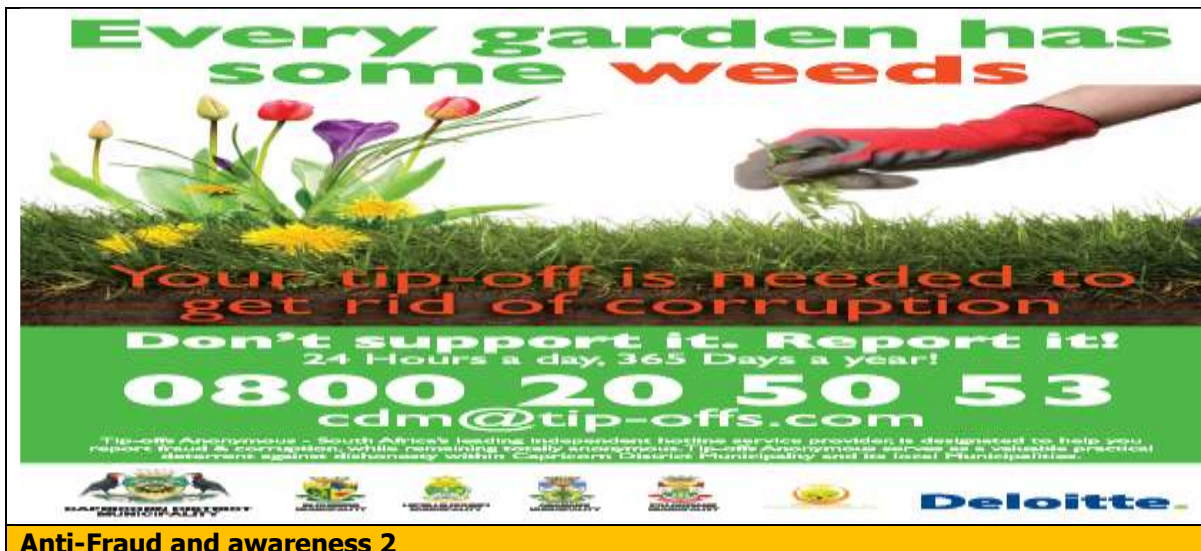
**Polokwane**  
NATURALLY PROGRESSIVE

**Reaga**  
Rekonne

**The ultimate in innovation and sustainable development**

Local and District Polokwane Municipality (Communications and Marketing)

**Anti-Fraud and awareness 1**



**Anti-Fraud and awareness 2**

Source: PLK Risk Management SBU

**8.21 PUBLIC PARTICIPATION AND COUNCIL SUPPORT**

**8.21.1 Key Municipal Stakeholders**

The relationship between the Municipality and its stakeholders is very important. The involvement of all stakeholders in the matters of the Municipality is necessary because the Municipality is accountable to them for decisions taken. Stakeholders are not only local people. They include governments and their agencies, as well as people, organizations, institutions and markets. Stakeholders include people and institutions that impact directly but also indirectly on the organization, and they can include people who may not even be aware that they have a stake in the management of the Municipality.

The primary aim of stakeholder identification is to name all those who could and should have a stake in a planning and management process.

**The following is a list of key stakeholders for Polokwane Municipality**

- Traditional Authorities
- Community
- Business Sector
- Traditional Healers
- Government Departments
- Education Sector
- Non-Governmental Organisations
- Transport Sector
- Labour Unions
- Financial institutions
- Farmers
- Civic organisation



- Religious groups

### **8.21.2 Relationship with Traditional Leaders**

The Municipality has a good working relationship with Traditional Leaders. They are engaged towards and after any IDP/Budget Review consultations. The Municipality meets with Magoshi to discuss the consultation programme with them first before public participation in their jurisdictions.

During the development of the current Organizational Structure (Organogram), Traditional Leaders were officially placed under the Office of the Speaker and all engagement is facilitated from the Speakers' Office through Public Participation Unit. The Municipality therefore has a structural relationship with its Traditional Leaders. Meetings with Traditional Leaders are scheduled on a quarterly basis, in addition to the IDP/Budget Review consultation meetings. It is a standard practice that during the Community Outreach programmes (IMBIZO's), the Municipality pays courtesy visit to the Traditional authorities before engaging with the local community.

The Municipality has established an Annual Charity Fund that benefits the most Rural Poor Organizations (NGO's & CBO's). Traditional leaders are responsible for identifying the qualifying NGOs & CBOs to benefit from this initiative.

The Office of the Speaker quarterly convenes special meetings with all Traditional Authorities to focus on Service Delivery matters.

Generally, the Polokwane Municipality has a smooth relationship with all its Traditional leaders, and they participate actively in the Municipality's programmes.

### **8.21.3 The building blocks of Good Governance**

The building blocks of good governance are, amongst others, participation, accountability, predictability, transparency, and responsiveness. Section 152 of the Constitution of the Republic of South Africa, 1996 requires the Municipality to provide democratic and accountable government for local communities and to encourage the involvement of communities and community organisations in the matters of local government.

Developmental local government requires municipalities to promote good governance and community participation. In promoting and ensuring a culture of good governance in providing services municipalities are required to establish components and mechanisms that promote good governance and community participation.

### **8.21.4 Ward Committee and Community Development Workers (CDW's)**

The table below is depiction of ward committee system and number of CDW's deployed in Polokwane municipality:



**Table: Distribution of ward committees and Community Development Workers**

Number of Wards	Number of CDW's	Number of ward committees	Number of wards committees not functional	Challenges
45	29	450	0	Limited capacity building programmes due to financial constraints.  Limited number of CDW's in the municipal area. CDW's report to CoGHSTA and are not always able to honour our invitation for them to attend our Ward Committee meetings.

Source: PLK Legislative Support SBU

## 8.22 SECRETARIAT

### 8.22.1 The main objectives of the Secretariat unit are to:

- run an effective Councillors' support programme.
- perform the general administration of Council, Mayoral Committee and other committees established by Council.
- Ensure internal political interface with the Mayor's Office, Speakers Office and the Office of the Whip of Council.
- To run an effective decision making support programme for portfolio committees.

### 8.22.2 Challenges / Constraints at Secretariat and Records

- None adherence to the meeting dates scheduled for Portfolio meetings and Mayoral Committee.
- Late submission of reports for packaging for portfolio, Mayoral Committee and Council.
- Inadequate office and record filling space.

#### Interventions

- To review and improve processes to ensure total compliance with the Corporate Calendar.
- Timelines for receiving reports and distributions to councillors in compliance with the Council Rules of Order are to be issued and strictly complied with.
- Records to be converted and filed electronically, with the paper records being filed timeously filed at the Records section.

## 8.23 COUNCIL COMMITTEES

Council is the body that makes policy and oversees its implementation. Its key role in its current structure is to focus on legislative, participatory and oversight roles. The Executive Mayor is the political head championing the strategy of the Municipality. Executive Mayor is assisted by the Mayoral Committee made up of 10 councillors, and six are full time councillors. The Mayoral Committee is responsible for individual portfolio and report directly to the Executive Mayor.

Polokwane Municipality holds its Council meetings at least on quarterly basis, Mayoral Committee and Portfolio Committee meetings are held once a month. The Council is consisting of 90 Councillors (**45 Ward and 45 PR Councillors**).

### 8.23.1 Political Parties Represented in Council:

There are **8 Political Parties** that are represented in Council of Polokwane Municipality:

	Name of Political Party	No of Councillors
1	ANC	56
2	EFF	21
3	DA	07
4	VF+ (FF+)	02
5	COPE	01
6	ABC	01
7	MSM	01
8	ACDP	01

Source: PLK Legislative Support SBU

### 8.23.2 Portfolio Committees

In accordance with the delegated powers and function of the executive, all reports first serve at the Portfolio Committee then escalated to Mayoral committee before they are submitted to Council for decision making. At the Council reports are noted, approved or adopted.

The Municipality has **Ten (10) Portfolio committees**. Each of the ten members of the Mayoral Committee chairs a Portfolio Committee and reports their activities to the Executive Mayor. The Executive Mayor reports to Council during Council meetings, which are open to the public.

### 8.23.3 Municipal Public Account Committee (MPAC)

Section 79A of the Municipal Structures Act 117 of 1998 as amended provides for the establishment of a Municipal Public Accounts Committee (MPAC) to, amongst others:

- review the Auditor-General's reports and comments of the management committee and the audit committee and make recommendations to the municipal council.
- review internal audit reports together with comments from the management committee and the audit committee and make recommendations to the municipal council.
- initiate and develop the oversight report on annual reports contemplated in section 129 of the Local Government: Municipal Finance Management Act.
- attend to and make recommendations to the municipal council on any matter referred to it by the municipal council, executive committee, a committee of the council, a member of this committee, a councillor and the municipal manager.
- on its own initiative, subject to the direction of the municipal council, investigate and report to the municipal council on any matter affecting the municipality.

In accordance with Section 129 (5) of the Municipal Finance Management Act, Council of Polokwane Municipality has adopted the "Guideline for Establishment of Municipal Public Accounts Committees" ("Guideline"). The Polokwane MPAC consists of the following Councillors:

### 8.23.4 MPAC Members

Table: MPAC Members

	COUNCILLOR	POLITICAL PARTY
1.	Chidi Tiny Doraine Ramathabatha	DA
2.	Clarke Susanna Elizabeth	VF+ (FF+)
3.	Dikgale Sewela Julia	ANC
4.	Lebogo Matome Jacob	EFF
5.	Makhafola Malesela Daniel	ANC
6.	Malatji Kgashane Michael	ANC
7.	Mokobodi Mpho Victor	ANC
8.	Ngoasheng Lehlogonolo Herman (Chairperson)	ANC
9.	Ramakgolo Maula Meriam	ANC
10.	Ramaphakela Maketu Freddie	EFF

Source: PLK Legislative Support SBU

## 8.24 COMMUNICATION AND MARKETING

Communications and marketing are important elements of good governance. It is through communication that the communities and other stakeholders are informed about the activities, challenges and achievements of the municipality and thereby being empowered to participate in the affairs of the municipality. Section 18 of the Municipal Systems Act stresses the importance of communication between the Council and its communities. It gives guidelines of issues that the municipality must communicate about to its stakeholders.

The incorporation of Aganang Municipality resulted in the municipality growing bigger in size and this necessitates a review of the organogram and the approach model of the Communications and Marketing so that the municipality can efficiently respond to the needs of the communities in that cluster with the assistance of the Public Participation and Clusters Services.

A variety of media platforms are used to encourage community participation in municipal affairs. These include programmes of mobilizing, informing and educating, engaging and empowering communities in municipal affairs. The turnaround strategies and activities driven by the political leadership are highlighted during direct communication with communities and complemented by proper messaging.

The municipality is taking advantage of new electronic and social media channels to improve on the speed through which information reaches residents and other stakeholders. These include communication through digital media platforms in the form of SMSs, chat groups, broadcast lists, Facebook, Twitter, YouTube etc.

Face-to-face, direct communications with communities & community structures are conducted through outreach programmes such as the mayoral roadshows and other interested groups meetings on a regular basis.

Services challenges and achievements, products and programmes of the municipality have been and continue to be profiled on various radio stations (national, regional and community) newspapers, posters and third-party website as a way of marketing Polokwane as a city that is capable to respond to the needs of its communicators and visitors to the province. The municipality created and maintained sound relationship with the media personnel.

The municipality has adopted a communications brand which is an umbrella brand that would provide shelter under which developmental activities that relates to the growth of the city should be communicated to the residents of Polokwane. The “Re aga Polokwane” (which means we are building Polokwane) platform is being used to ensure the City’s citizens have a better understanding of the various projects that the city is embarking on and why the city has embarked on these projects. Further, the brand provides residents and businesses with a platform and opportunity for their own initiative to come up with programmes that will benefit and improve the city in various ways. The programme has taken off the ground.

Under this banner, the municipality must develop and implement a comprehensive well-researched marketing strategy that will implement campaigns geared towards revenue enhancement, water conservation, key municipal projects, service delivery achievements, investments opportunities and internal communications.

The municipality will continue to develop and improve processes to enhance public participation and strengthening of relations with critical stakeholders to entrench participatory local government.

There is a need to make full use of billboards, electronic and conventional) around the city and urban areas to communicate key programmes around awareness like water and environmental conservation.

### **8.24.1 Complaints Management System**

The municipality uses suggestion books to record all complaints, suggestions and compliments by the community about municipal services or any other matter that affects the municipality.

The books are placed at the rates halls and cluster offices frequented by the public. The books are attended to regularly and content is shared with the affected SBU's to ensure that the inputs are attended to.

The Call Centre currently managed by various service departments including the Community Services Directorate is available and allows members of the public to report complaints or other service-related issues. Processes are currently underway to implement an integrated or one stop call centre that will be able to deal with services standards within the municipality.

The Facebook Page must be used to complement the current control room where complaints and compliments are forwarded to the relevant departments for intervention. Complaints are also received through government hotlines, walk-ins and media enquiries.

The municipality also participates in the District and the Provincial Hotline and Batho Pele Forums where management of complaints are attended with the aim of reducing complaints received.

The municipality now coordinates Batho pele Days where government departments offering direct services to the public like Home Affairs, SASSA, Eskom, SAPS are invited to exhibit and perform their services at areas where it is usually difficult for communities to access such services without travelling far.

There is an urgent requirement for the municipality to have a dedicated business unit that will deal with the development of performance standards drawn from standard operating procedures developed by all the business units in the municipality. This will be used as a benchmark for acceptable and non-acceptable standards of delivery of services. This unit should be able to keep track of service complaints received from all government hotlines, suggestion books, walk-in, and control room and media queries.

### **8.24.2 New electronic and social media channels of Communication**



### Electronic and social media channels of Communication

Source: PLK Communication and Marketing SBU

## 8.25 EXECUTIVE SUPPORT PROGRAMMES

The Executive Support Unit is located within the Office of the Executive Mayor to address issues that affect previously deprived and marginalized groups of the society, such as **women, children, youth, people with disabilities and older persons as well as people living with HIV**. The forums for all the targeted groups were established, including the Local Aids Council and the Local AIDS Council Technical Committee, with the aim of mainstreaming all the Executive Support programmes into the municipal services and processes. The Ward AIDS Councils will be Re- established in all 45 wards of the municipality. The unit plays a role of supporting and strengthening these councils to yield best possible results of reducing HIV and AIDS and other opportunistic diseases. Social ills such as Gender Based Violence, Teenage pregnancy, Substance abuse and others, are also addressed within these municipal structures. The HIV and AIDS/Special Programmes Centre provides training, information and counselling to individuals, organizations, schools and other community structures. The centre also serves as a condom distribution site.

Section 73(1) of the Municipal Systems Act, Act 32 of 2000 requires municipalities to give effect to the provisions of the Constitution to give priority to the basic needs of the local community and to promote its development. The Act, Section 73 (2) further states that municipal services should be equitable, accessible and be provided in a manner that is conducive to the prudent, economic, efficient and effective use of available resources.

### 8.25.1 Core Function of the Executive Support SBU

The core function of this unit is to provide care and support services to the vulnerable groups in the community. Mainstreaming of services is ensured through the following programmes:

- HIV/AIDS, STI and TB (HAST)
- Gender Focal Point



- **Disability Rights Advocacy**
- **Youth Development**
- **Children's Rights Advocacy**
- **Older Persons' Rights Advocacy**

The Executive Support Programmes are regulated through community forums: i.e.

- Local AIDS Council, Local AIDS Council Technical Committee and The Ward AIDS Councils.
- Gender Forum and the Men's Forum
- Older Persons Forum
- Disability Forum
- Children's Rights Stakeholders Forum
- Youth Forum
- Civil Society Organizations Forum
- The **Local Drug Action Committee was established** to address issues of **substance abuse**.

The 95/95/95 Fast Track City Programme had been introduced in the City of Polokwane with the main aim of achieving HIV/AIDS, STIs and TB goals and objectives using the Local Implementation Plan by attaining the 95/95/95 targets. The implementation strategy will:

- Ensure that at least 95% of PLHIV and TB know their status.
- Improve access to Anti Retro Viral and TB treatment to 95%
- Ensure that 95% of PLHIV and TB who are on treatment are virally suppressed and those TB+s is cured.
- Increase the utilization of combination HIV prevention services,
- Reduce to zero the negative impact of stigma and discrimination,
- Establish a common web-based platform for real time monitoring progress.

All the programmes are implemented in collaboration with government departments, civil society organizations, faith-based organisations, traditional authorities and developmental partners to ensure effective services to the vulnerable groups.

### **8.25.2 Special Focus Challenges**

**Special Focus Challenges raised during the IDP Consultation meetings are:**

Challenges raised during the IDP Consultation	Corrective measure
1. Braille Documents for the blind and partially sighted persons	As a short-term intervention strategy, the documents and agendas used during community consultation meetings are printed in Braille with the assistance of South African National Association of the Blind and Partially sighted (SANABP). Plans are underway to have the IDP and Budget document printed in Braille. Plans are also underway for the procurement of the Braille machine for the municipality.
2. Sign language interpreter for all municipal events and the rates hall.	As a short term intervention strategy, the sign language services are outsourced from the local organizations for the deaf.
3. The money raised during the Mayor`s Charity Fund not enough to cover the huge number of NGOs in the Municipality.	The municipality in partnership with government departments and financial institutions strive to capacitate Community Based Organizations (CBOs) in terms of financial management and fundraising skills to ensure sustainability of their initiatives.
4. The Participation of people with disabilities and women as well in the procurement process.	Women and people with disabilities and youth are encouraged to register on the municipal data base.
5. Most of our buildings still not user friendly to our people living with disabilities.	Access ramps were constructed at the 1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup> floor entrances of the building.
6. Inclusion of people with disabilities in the workforce (non-compliance to the 2% employment mandate) The Employment Equity Survey conducted confirmed an increase of employees with disabilities from 1.1% to 2%.	People with disabilities are encouraged to apply for advertised jobs through the disability forum and organizations.
7. Shortage of land for NGOs and CBOs.	The land acquisition and disposal of municipal property policy that was adopted by council will enable community organizations to make applications for leasing or buying of land.  Plans are underway to seek permission for the utilization of some Municipal Vacant land as a one stop centre for community service organizations, including the Victim Support and Empowerment Centre.

Source: Special Focus SBU

## 8.26 Health and Social Development

### 8.26.1 Health Facilities Analysis

To optimize the delivery of quality health care services to the community of Polokwane, the provision of health services is fairly covering the communities. There are 40 clinics and 1 health care centre found in the municipal area. Most of the clinics operates 24 hours and are fairly equipped with all necessary infrastructures. The municipality also harbours a provincial hospital, 1 District hospital and 2 tertiary hospitals.

### 8.26.2 Regional Hospitals in the City of Polokwane

The following are the Major Hospitals in City of Polokwane

1. Polokwane Hospital
2. Mankweng Hospital in Mankweng township (30 km east of Polokwane)
3. Pholoso Netcare Hospital (next to savannah Mall)
4. Seshego District Hospital (10 km out of Polokwane City)
5. Knobel Hospital in Aganang Cluster (60 km North West of Polokwane.)
6. Med clinic Limpopo (Polokwane)
7. Rethabile Health Centre in Polokwane City
8. Over 40 clinics associated with all the above hospitals

### Regional Hospitals in the City of Polokwane

**Polokwane  
Hospital**



Pholoso Netcare Hospital next to savannah Mall



Mankweng Hospital in Sovenga township (30 km east of Polokwane)



Seshego District Hospital (10 km out of Polokwane City)



Source: Limpopo Dept Health

### 8.26.3 HIV /AIDS Prevalence in Polokwane

#### HIV and AIDS

The burden of HIV and AIDS continue to pose a developmental hurdle because it put PLM's human assets at risk of morbidity and mortality. Data extracted from Regional Explorer (2019) showed that 59,664 people were infected with HIV in 2016; 69,539 in 2017 and 71,007 in 2018. During the same period, 1376 AIDS related deaths were reported in 2016: 1234 deaths

in 2017 and 1241 deaths in 2018. Owing to an effective ARV treatment strategy adopted in 2009, AIDS related deaths reduced significantly by 9.8% between 2016 and 2018. The City of Polokwane is arguably one of the top HIV hotspots in Limpopo Province.

#### **8.26.4 National HIV prevalence**

The estimated National HIV prevalence was 29.5%, showing a slight drop of 0.7% from the 2010 national HIV prevalence (30.2%). However, Limpopo indicated a steady increase from 21.4% in 2009 to 22.1% in 2011 whereas the Capricorn District has shown an increase from 24.9% to 25.2%. The Polokwane municipality has therefore a vigorous role to play in the prevention and support objectives of the Provincial HIV and AIDS strategy. The Centre also serves as a condom distribution site (distributing ± 120 000 condoms per month).

#### **8.26.5 Awards Received by Special Focus**

The Special Focus unit received an award for the most resourceful Council in terms of gender mainstreaming during the Capricorn/Swaziland Gender Protocol and Justice summit.

#### **8.26.6 The 95-95-95 targets**

The 95–95–95 targets are a set of global goals established by the United Nations Programme on AIDS and HIV. By 2020, the goal is that “**95%** of people living with HIV will know their HIV status, **95%** of those who know their HIV-positive status will be accessing treatment, and **95%** of people on treatment will have suppressed viral loads.”

These targets provide a good measure of how well different provinces are performing in key areas such as the provision and promotion of HIV testing and helping people who test positive to start treatment and to stay on treatment.

### **9.15 LEGAL SERVICES**

The municipality has a well-established legal services unit which is responsible for the following:

1. Co-ordinate, facilitate and manage all external and internal legal actions and processes on behalf of and against the Municipality.
2. Develop and review by-laws and policies.
3. Develop and review a system of delegation of powers.
4. Advise on matters of legal compliance.
5. Effective legal support services
6. Municipal policy framework
7. Contracts (including service level agreements) drafting and vetting.

8. Finalization of (long) outstanding litigious matters.
9. Management of Illegal Land Use.

### **9.15.1 Core Functions of Legal Services**

The Unit is further sub- divided into the following **4 Specialized** areas:

1. Litigations
2. Properties
3. Legislation and law enforcement
4. Governance and corporate affairs

The unit has **FIVE** lawyers appointed to handle each area of specialization in the municipality.

#### **1. Litigation**

There has been growth in litigation initiated by law firms and private parties since the beginning of the new democracy; this signifies the population exercising their rights freely in the courts of law. There is a need for the Municipality to put measures in place to reduce costs where is necessary to do so. The current panel of qualified and experienced Attorneys from where appointment to represent the Municipality is coming to an end. However due the current pandemic in the country, an extension is ought for the extension of the panel until the advertisement and appointment is finalized. Attorneys are appointed on a necessity basis as some matters are according to their complexity handled internally and/ or referred to the Insurance with a view to reduce legal fees. As a way of reducing spending on cases, matters that are less complex are handled internally and when the matter is ripe for hearing an Attorney is appointed to represent the Municipality as and when a need arises.

Cases emanate from different causes of actions which are categorized hereunder:

- Contract Management 04  
(3 handled externally and 1 handled internally)
- General damages 27  
(20 handled externally)  
(7 handled internally)
- Public liability 13  
(All handled externally)  
(19 referred to the Insurance)



- Services rendered 12  
(All handled externally)
- Revenue management 2  
(2 handled externally)
- Illegal land use 47  
(All handled external)
- Notice of motion (applications) 9  
(Handled externally)
- Summons issued by the municipality 2  
against third parties  
(All handled externally)

### **Challenges Litigation**

- Locus standing to appear in court challenged which may have an impact of cases handled internally, if found wanting this will have an impact on the budget as it will mean we have to appoint external attorneys.
- Civil litigation takes a long time to finalize and this impact on the budget as there has to be more funds budget to finalize the matter.
- Further instructions from User departments not furnished and thus impacting on the outcome of cases.
- Lack of financial resources (constraint budget) with the permanent sit of the High in Polokwane, Claimants opt for litigation in the High Court.
- Non-compliance with rules and regulations resulting in litigation and exposing the Municipality to financial risk.
- No progress from matters referred to the Insurance resulting in matters pending for a long time.
- Illegal land-uses in the city increasing daily.
- Reliance on the internet for research on legal opinions
- Lack of storage resulting in decentralization of files/ information

### **Intervention Litigation**

- Attorneys called for in house clarity where same is sought.
- Instruction to dismiss long outstanding matters issued.
- Supervisory intervention in the event of instructions not being furnished.

- Pleadings in other matters are prepared in house and finalized by in-house legal advisors, in other files referral for appointment is done at a later stage.
- A need to come up with strategy on handling of illegal land-use without litigating.
- Establishment of legal library
- Creation of storage space

## 2. Governance and Corporate Affairs

Service Level Agreements	Number
Instructions received for drafting	92
Service Level Agreement drafted	92
Service level agreement signed	89
Number not yet signed and awaiting MM's signature	03
<b>Memorandum of Agreement/Understanding</b>	
Instruction received for drafting	06
Drafted	06
Finalized	06
<b>PAIA</b>	
Instructions received for commenting	15
Finalized	13
Pending	02
<b>Legal Opinions</b>	
Finalized	06
Pending	0
<b>Legal Comments on Council Report:</b>	

Finalized	06
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Source: Legal Services SBU

**Challenges Governance and Corporate Affairs**

- Service Providers take time to return the signed agreements for Municipal Manager’s to sign.
- Delay in appointment of legal advisors.

**Interventions Governance and Corporate Affairs**

- Service Providers should not be allowed to render services before the agreement is signed.
- Expedite appointment of Legal Advisors to assist with governance and corporate affairs matters.
- To review matter with potential of settlement without setting a precedence for future claimants.

- **Legislation & Law Enforcement**

By-laws/Policies Status	Number of Cases
By-laws drafted & adopted by council pending promulgation	08
By-laws adopted & promulgated	03
Policies drafted & pending adoption by council	04
Policies adopted	03
Draft By-laws carried over to 2020/2021	12
By-laws adopted and promulgated for the period 2020/2021	07
Draft Policies for the period 2020/2021	06
Policies adopted for the period 2020/2021	0

**Source: Legal Services SBU**

**Challenges experienced in the drafting of By-Laws and Policies**

- It happens from time to time that SBU's do not include Legal Services in the consultation process when embarking on the drafting of various by-laws and policies.
- This conduct causes delays in the process and also creates a risk for the municipality where documents which have not been legally vetted gets adopted by Council.

**Interventions aimed at addressing challenges.**

- Regular updating of the Municipal Code Enables Legislation and Law Enforcement to effect amendments to and to update existing policies and by-laws and presenting such documents to the relevant SBU's requesting their comment and inputs.
- Such relevant policies and by-laws are then reviewed and updated via this initiation process, thus minimizing possible risk.

**Legal Property**

<b>Notarial Leases</b>	<b>Number</b>
Number of notarial leases	06
Finalized	04
Pending	02
<b>Lease Agreements</b>	
Number of lease agreements	07
Finalized	07
Pending	0
<b>TRANSFER OF IMMOVABLE PROPERTIES:</b>	
Number of immovable properties	387
Finalized	9
Pending	378

<b>Cancellation of Notarial Lease Agreements</b>	
Number	6
Finalized	5
Pending	1
<b>Legal Comments on Council Report:</b>	
Number	57
Finalized	57
Pending	0
<b>Legal Opinions</b>	
Number	01
Finalized	01
Pending	0
<b>Donation Agreement</b>	
Finalized	0
Pending	03

Source: Legal Services SBU

### **Challenges Legal Property**

- Purchasers relies on financial institutions to finance the sale of the immovable property through mortgage bond and the process delays the transfer of ownership.
- Dealing with project managers who does not have necessary expertise in property matters or real estate.
- Delay in finalizing matters.

### **Interventions Legal Property**

- Property Management SBU should manage ALL Council owned properties.
- The Department of Rural Development has brought service closer to the City of Polokwane by opening the Office of the Registrar of Deeds and this will enable the Municipality to expedite the transfer of ownership of the immovable properties and registration of Notarial lease agreements.
- Increase capacity in the Property Management SBU.

### 9.15.2 Legal Services challenges



### 9.15.3 Interventions-Legal Services

- Appointment of legal Services Officials to be members of Bid Specification Committee (BSC).
- Review matters with potential of settlement.
- Approval of quotation for quality assurance and effective drafting of SLA's finalization.
- Budget provision
- Handling of litigious matters internally prior to handing them over to private attorneys
  - Constant engagement with the justice cluster (Judiciary) to ease the delay in dealing with contraventions of Municipal By-laws.



## **CHAPTER Nine - Municipal Transformation and Organisational Development Analysis**

### **9.1. ORGANIZATIONAL STRUCTURE**

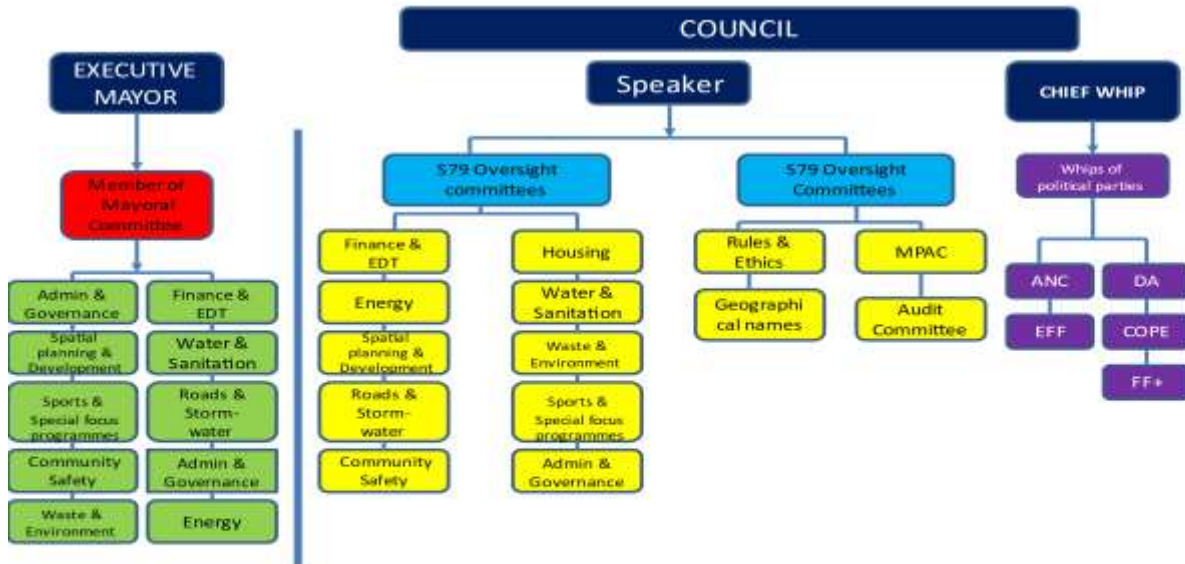
Municipalities are faced with increased scrutiny, budget constraints and pressure to improve services. Leaders are taking a hard look at Service Delivery as part of their strategic initiatives to modernize. Service delivery is carried out primarily through human capital. Polokwane municipality can only position itself to deliver effectively and efficiently from inside by attracting and keeping skilled workers and by also promoting itself as being a desirable place to relocate to or grow up and stay in. The ability to maintain skilled workers is accomplished by anticipating and accommodating new trends in service delivery, skills, local population, demographics and new economic opportunities.

The organizational structure is not simply an organization's chart. It is all people, positions procedures, processes, culture, technology, and related elements that make up the organization. It explains how all these pieces work together (or in some instances they don't work together). The structure must be aligned to the strategic objectives of the municipality in order to achieve the mission and goals of a Smart City. The structure must be totally aligned with strategy for the organization to achieve its mission and goals.

The governance model consists of the Legislative Authority (Speaker of Council, Chief Whip and Section 79 Portfolio and Standing Committees), the Executive Authority (Executive Mayor and Members of the Mayoral Committee (MMCs) as indicated below.

### 9.1.1 Political Governance Structure

#### POLITICAL GOVERNANCE STRUCTURE



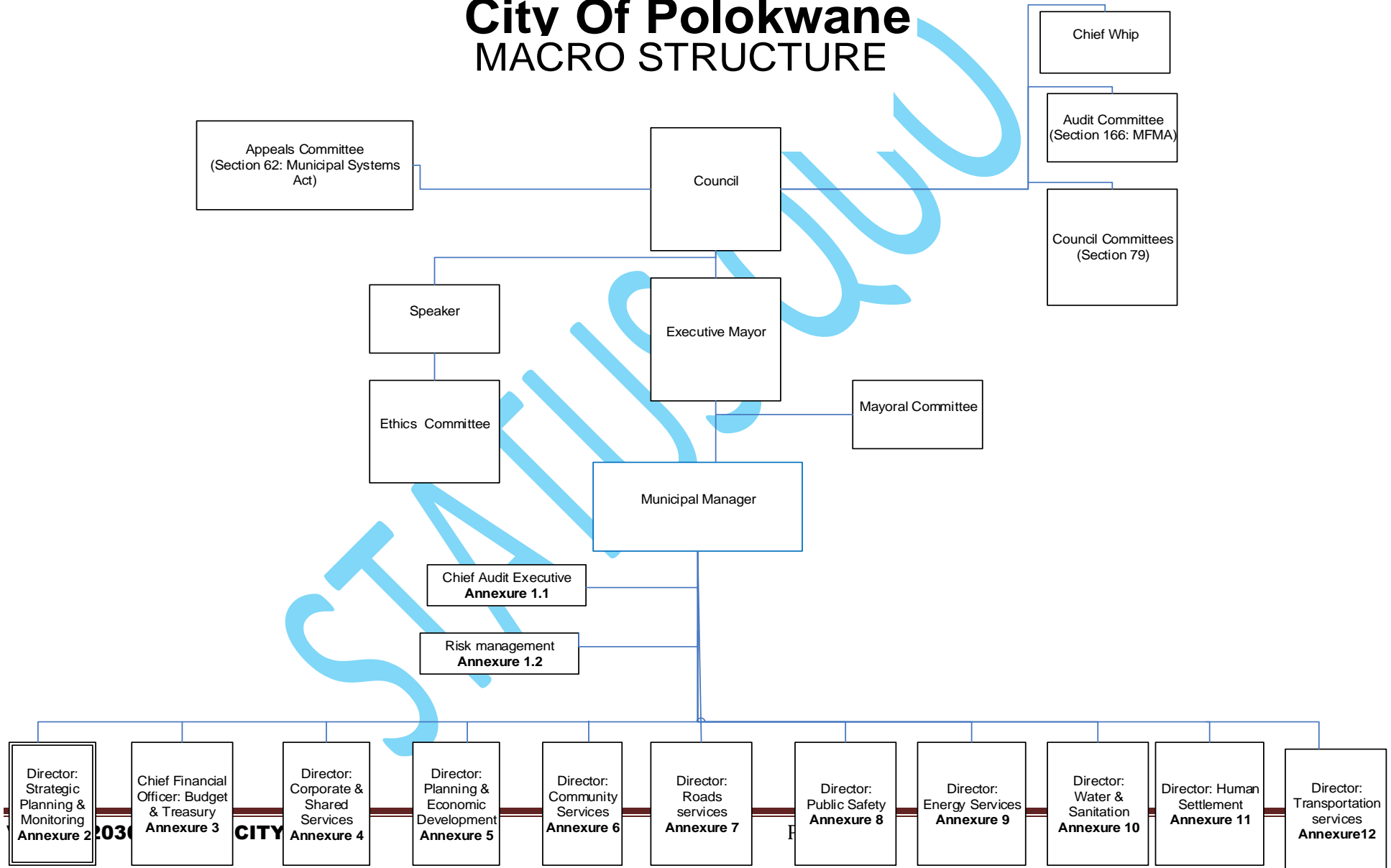
The position of a Transitional Advisor exists on the organisational structure. Its function is to coordinate the metropolitan status processes and applications (metro status). The functions are listed as follows:

- Research on the attainment of Metro status with relevant Metropolitan cities.
- Benchmarking
- Analysis of status quo
- Assist directorates in identifying projects aimed at driving the attainment of a Metro in the IDP and budget.
- Monitoring and evaluating set deliverables for various directorates.
- Regular reporting on project road map to EXCO, Portfolio Committees, MAYCO, and Council

The organizational structure has 4884 positions. The structure is being implemented through a phased in approach in response to new developments.

### 9.2 The organizational structure

# City Of Polokwane MACRO STRUCTURE



### **9.2.1. Appointment of Senior Managers**

There are Currently (10) Senior Manager Positions on the City of Polokwane's Organogram.

- 1) Municipal Manager (MM)
- 2) Chief Financial Officer (CFO)
- 3) Deputy: Chief Financial Officer (DCFO)
- 4) Director: Planning and Economic Development
- 5) Director: Community Services
- 6) Director: Strategic Planning Monitoring and Evaluation (SPME)
- 7) Director: Transportation
- 8) Director: Roads and Storm Water
- 9) Director: Corporate and Shared Services
- 10) Director: Water and Sanitation
- 11) Director: Energy Services

### **9.2.2 New Senior Managers Positions on the organogram**

The Organogram has split the Directorate Transportation and Roads into two (namely Transportation and Roads and Storm Water) thus increasing the positions of senior managers to eleven. Three Senior Manager Positions that are all Vacant. It has been resolved that those three Senior Manager positions will only be filled when the City attains the **Metro status**, they are currently not budgeted for. Their Functions are still rendered by the other Directorates that are filled.

The City is finalising the **Protocol accreditation agreement** with CoGHSTA, once finalised the position of director: Human Settlement will then be filled.

- 1) Director: Human Settlement
- 2) Director: Public Safety = will only be filled in future once the municipality is declared metro
- 3) COO= Depends on the Metro Status

### **9.2.3 Total number of positions in the structure per Directorate**

**Table 1: Total number of positions in the structure per Directorate**

Job Level	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
Office of the Municipal Manager	4	-	5	1	8	1	1	-	3	-	0	-	-	-	-	-	-	23
Chief Operations Office	8	-	24	8	21	27	17	11	20	6	4	-	3	-	-	-	37	186
Budget and Treasury	6	-	15	7	9	18	5	13	62	59	15	1	5	1	-	-	5	221
Corporate and Shared Services	5	-	14	21	27	4	13	13	40	4	62	1	6	-	-	-	158	368
Planning and Economic Development	5	-	11	21	37	40	19	18	9	13	2	-	-	-	-	-	-	175
Human Settlement	2	-	-	3	2	-	10	3	13	-	-	-	-	-	-	-	2	35
Community Services	4	-	7	1	9	21	30	41	59	121	42	8	5	4	6	56	1177	1591
Public Safety	4	-	6	8	19	60	156	202	189	98	29	40	4	-	-	60	36	911
Roads and Transportation Services	4	-	9	11	13	12	13	4	23	43	1	28	1	2	-	-	202	366
Energy Services	2	-	5	8	7	9	17	15	63	17	6	-	2	-	-	-	114	265
Water and Sanitation	3	-	5	8	16	10	18	12	95	44	15	1	50	-	-	-	454	731
<b>Total</b>																		<b>4874</b>

**Source: PLK Human Resource Management SBU**

The breakdown above excludes the 11 Directors and the Deputy CFO appointed on contract at level 0.

The total staff complement based on the current organizational structure stands at **1988** with a **3.37%** turnover rate. Municipalities are highly regulated as such it's a challenge to retain or attract talent. It is a common occurrence that skilled employees will always look for greener pastures or leave for bigger cities due to the highly regulated salaries and wages. A job evaluation process is underway led by SALGA (South African Local Government Association).

The process is meant to:

- Evaluate all new positions within Polokwane Municipality.
- Implement the results of the evaluation in line with the wage curve.

**TABLE:2**

Number of jobs on the structure	Number of jobs evaluated	Number of jobs submitted to Provincial Audit Committee
732	642	356

Source: PLK Human Resource Management SBU

#### 9.2.4 Positions and Budget Per Directorate

##### POSITIONS AND BUDGET PER DIRECTORATE (2022-2023)

Directorate	Number of Positions as per Organogram	Positions Filled	Positions Vacant	Number of Budgeted vacancies	Non Budgeted vacancies	Salary Budget (2022-2023)
Municipal Manager's Office	24	15	9	7	2	R17 780 594
Chief Operations Office	187	102	85	26	59	R90 073 200
Budget & Treasury Office	223	144	79	39	40	R102 175 279
Corporate and Shared Services	369	162	207	56	151	R102 869 279
Planning & Economic Development	176	59	117	13	104	R57 466 356
Human Settlements	36	18	18	3	15	R13 947 633
Community Services	1592	510	1082	134	948	R194 971 766



Directorate	Number of Positions as per Organogram	Positions Filled	Positions Vacant	Number of Budgeted vacancies	Non Budgeted vacancies	Salary Budget (2022-2023)
Public Safety	912	382	530	92	438	R248 962 049
Roads and Transportation Services	367	119	248	36	212	R55 902 114
Energy Services	266	156	110	42	68	R96 031 033
Water and Sanitation	732	321	411	92	319	R148 166 776
<b>GRAND TOTAL</b>	<b>4884</b>	<b>1988</b>	<b>2896</b>	<b>540</b>	<b>2356</b>	<b>R1 128 346 080</b>

Source: PLK Human Resource Management SBU

### 9.3 Skills Development and Training

Training presents a prime opportunity to expand the knowledge base of all employees. In some instances, many employers find training as an expensive opportunity; work time is consumed by training session. Despite this drawback, training and development provides both the municipality and the individual employee with benefits that may cost time; however, it is a worthwhile investment.

#### 9.3.1 Addressing Weakness in workplace skills.

Most employees have some gaps in their skills. A training program allows you to strengthen those skills that each employee needs to improve. A development program brings all employees to a higher level, so they all have similar skills and knowledge. This helps reduce any weak links within the municipality.

#### Improved Employee Performance

An employee who receives the necessary training can perform better his/her job. The training may also build the employee's confidence because she/he has a stronger understanding of the systems within a municipality.

### **Consistency**

A structured training and development program ensures that employees have a consistent experience and background knowledge. All employees need to be aware of the expectations and procedures within the municipality.

### **Employee Satisfaction**

Employees with access to training and development programs have the advantage over employees in other institutions that are left to seek out training opportunities on their own. The investment in training that an institution makes shows the employees that they are valued. MSA 2000 S68 (1) requires municipalities to develop their human resource capacity to a level that enables them to perform their function and exercise their powers in an economical, effective, efficient and accountable way.

#### **9.3.2 Skills Development Act (SDA)**

The Skills Development Act (SDA) aims to provide an institutional framework to devise and implement national, sector and workplace strategies to develop and improve the skills of the South African workforce. Furthermore, it aims to provide the financing of skills development by means of a levy – financing scheme and a National Skills Fund. The Skills Development Act (SDA) aims to provide an institutional framework to devise and implement national, sector and workplace strategies to develop and improve the skills of the South African workforce. Furthermore, it aims to provide the financing of skills development by means of a levy – financing scheme and a National Skills Fund. The SDA also makes it a requirement for the municipality to compile a workplace skills plan and submit an implementation report. The municipality always adheres to this requirement.

#### **9.3.3 Learnership programmes**

Polokwane Municipality has implemented following Learnership program i.e.

#### **TABLE 3: Learnership**

Learnership	Numbers
Municipal Finance Management Programme	74 Employed

**Source: PLK Human Resource Management SBU**

Polokwane Municipality has a total of 165 employees that meet the Municipal Regulations on Minimum Competencies, 2007. Section 14 (4) requires of municipalities to compile a report on compliance with prescribed competency levels. 252 employees were trained for the 2022/2023 financial year.

#### **9.3.4 Institutional Plan**

**Institutional Plan** -The purpose of reviewing the municipality's Organizational Structure and service delivery model is to ensure that it reflects the municipality's mandate and meets its obligations to its community.

In reviewing the structure, a holistically look at any pertinent changes that would be warranted to the current structure was taken cognizance of. The COGTA Guidelines on Staff Establishment, the Municipal staff regulations of 2021, as well as other relevant legislations were used as a process tool to make necessary amendments.

The review of the organisational structure reflects the alignment to the IDP, and eventually saw the abolishment of redundant positions and additions of some that are deemed critical.

#### **9.4 Employment Equity**

Polokwane Municipality views employment equity as a strategic priority and it recognises it as an important measure against which a Smart City and a world class organisation is benchmarked. The creation of an equitable working environment, with the dignity of all employees respected and the diversity of employees valued and properly managed, as a solid base for longer-term growth and competitive advantage.

The transformation and the successful management of diversity will deliver a competitive advantage that will deliver a stronger, more cohesive, and more productive municipality. It contributes to greater employee satisfaction and commitment resulting in lower staff turnover and stronger customer and stakeholder orientation and satisfaction.

MSA 2000 S67 requires municipalities to develop and adopt appropriate systems and procedures to ensure fair; efficient; effective; and transparent personnel administration in accordance with the Employment Equity Act 1998. In implementing such the Municipality should be realistic for these programmes to be achievable. They should be based on accurate information about race, gender and disability and reflect the demographics within Polokwane Municipality

#### 9.4.1 Employment Equity Statistics - Polokwane Municipality

TABLE 4: Employment Equity Statistics - Polokwane Municipality

EMPLOYMENT EQUITY STATISTICS - 30 JUNE 2023										
Occupational Categories	Level	African		Coloured		Indian		White		Total
		FM	M	FM	M	FM	M	FM	M	
Top Management	MM, CFO & Directors	2	2	0	0	0	1	0	1	6
	1	8	23	1	1	0	0	0	0	33
Senior Management	2	0	0	0	0	0	0	0	1	1
	3	27	33	0	0	2	0	3	2	67
	4	19	23	2	1	0	1	0	7	53
Professionally Qualified	5	23	24	0	1	0	0	0	4	52
	6	35	53	1	0	0	0	3	7	99
	7	40	49	1	0	0	0	2	8	100
Skilled Technical	8	65	71	1	0	0	1	2	7	147
	9	99	109	1	4	1	0	4	9	227
	10	78	117	0	1	0	1	2	4	203
	11	47	31	1	0	0	0	0	0	79
	12	11	32	1	0	0	0	0	0	44
Semi-Skilled	13	8	23	0	0	0	0	0	0	31
	14	2	3	0	0	0	0	0	0	5
	15	5	21	0	0	0	0	0	0	26
	16	8	17	0	0	0	0	0	0	25
Unskilled	17	289	495	1	4	0	0	0	1	790
<b>Total</b>		<b>766</b>	<b>1126</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>4</b>	<b>16</b>	<b>51</b>	<b>1988</b>

Source: PLK Human Resource Management SBU

**TABLE 5: Summary**

Gender	African	Coloured	Indian	White	Total	National EAP	Provincial EAP	Polokwane
Females	766	10	3	16	795	55,2%	55,7%	39,99%
Males	1126	12	4	51	1193	44,8%	44,3%	60,01%
<b>TOTAL</b>	<b>1988</b>							

Source: PLK Human Resource Management SBU

#### 9.4.2 Summary of people with disabilities

**TABLE 6: Summary of people with disabilities**

SUMMARY OF PEOPLE WITH DISABILITIES					
Gender	African	Coloured	Indian	White	Total
Females	6	1	0	3	10
Males	13	0	0	11	24
<b>TOTAL</b>					<b>34</b>
<b>The total number of People with Disabilities constitutes 1.71% of the total workforce of 1988</b>					

Source: PLK Human Resource Management SBU

#### 9.4.3 Equity Plan for Polokwane Municipality

The Municipality has an Equity Plan as required by the Act in place. Positive measures are being implemented within the Municipality to ensure that positive measures as set out the Municipality's goals and targets are realised. The Employment Equity is guided by the National and Provincial Economically Active Population (EAP) as well as time frames. The plan needs continuous Monitoring and Evaluation. Development of an effective communication strategy, Consultation, and participation by all stakeholders. Research to inform ongoing policy making and planning process. The demographics as per Economically Active Population for Polokwane stands at 39.99% for women and 60.01% for men. The disabled employees constitute 1.71% of the total workforce as contained the total workforce table five (5) above.

It should be noted that at top management level the municipality has implemented targets and it follows the Equity plan. Challenges remain in the category of disabled persons and women.

The solution to this is to:

- Implement targeted recruitment process (Targeting women and the disabled)

## 9.5 Job grade analysis

**TABLE 6: Job Grade Analysis**

JOB GRADE ANALYSIS - 30 JUNE 2023									
Level	African		Coloured		Indian		White		Total
	FM	M	FM	M	FM	M	FM	M	
1	8	23	1	1	0	0	0	0	33
2	0	0	0	0	0	0	0	1	1
3	27	33	0	0	2	0	3	2	67
4	19	23	2	1	0	1	0	7	53
5	23	24	0	1	0	0	0	4	52
6	35	53	1	0	0	0	3	7	99
7	40	49	1	0	0	0	2	8	100
8	65	71	1	0	0	1	2	7	147
9	99	109	1	4	1	0	4	9	227
10	78	117	0	1	0	1	2	4	203
11	47	31	1	0	0	0	0	0	79
12	11	32	1	0	0	0	0	0	44
13	8	23	0	0	0	0	0	0	31
14	2	3	0	0	0	0	0	0	5
15	5	21	0	0	0	0	0	0	26
16	8	17	0	0	0	0	0	0	25
17	289	495	1	4	0	0	0	1	790
MM, Dir & CFO	2	2	0	0	0	1	0	1	6
<b>Total</b>	<b>766</b>	<b>1126</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>4</b>	<b>16</b>	<b>51</b>	<b>1988</b>

Source: PLK Human Resource Management SBU

## 9.6 Vacancy and Turnover

The total staff complement based on the organizational structure stands at 1988 with a 3.37% turnover rate. The turnover is because of amongst others; the highly regulated environment, challenges of retaining skills because of rigid wage/salary grades. Nine (9) Sec 56/7 positions have been filled for the period in question and only two (2) positions are vacant which are new position because of the reviewed of the organogram.

The staff turnover for the year 2022/23 was at 3.37% which represents termination of 67 employees and the vacancy rate was at 59.30%. The high vacancy rate is because of the total approved positions in the organizational structure not necessarily the budgeted positions. When considering the total budgeted positions of 540, the vacancy rate is at 11.06%, which means the remaining 48.24% is non-budgeted.



The turnover rate and the vacancy rate are based on the organizational structure which was approved with 4884 positions. The tables below provide detail information on the organizational development of Polokwane Municipality.

### **9.7 OCCUPATIONAL HEALTH & SAFETY (OHS)**

The aim of the OHS Act is to provide for the safety and health of employees at work and in connection with the use of plant and machinery. It further provides for the protection of people other than people at work from hazards arising out of or in connection with the activities from people at work.

The main objective of the Act could be described as a pro-active attempt by the employer to prevent and avoid work related injuries and illness. The Act governs the health and safety for the diverse industry of South Africa. It regulates and control health and safety in all organizations, from a normal office environment to more hazardous environments like industrial plants and construction sites this include the Polokwane Municipality.

Occupational Health and Safety is not only the responsibility of the unit but a function that is applicable at all Strategic Business Units. Occupational Health and Safety is about compliance issues that not only include the Occupational Health and Safety Act, but the compliance factor stretch over a variety of legislations including Mine Health and Safety, Railway Safety Regulator Act and Disaster Management Act.

New Regulations/Bill adopted in the Occupational Health and Safety Act are as follows:

- 06 July 2022- Exemption to carry out Medical examination.
- 29 July 2022- Schedule of fees to register entities.
- 02 Sept 2022- COIDA increase in monthly pension.
- 09 Sept 2022- COIDA increase in monthly pension and amendment to schedule 4 manners of calculating compensation
- 31 October 2022 – Hazardous Biological Agents: Amendments on vulnerable employees exposed to Hazardous Biological Agents explained.
- 31 January 2023 – Promulgation of Major hazard installation Regulation 2022
- 17 April 2023 -The amendment of COIDA 10 of 2020
- 19 May 2023 – The OHS Act: Regulation Major hazard installation corrections.

All injuries on duty incidents are reported to the Compensation Commissioner. This is done electronically to the Department of Labour. All serious injuries are investigated as stipulated in Sec 24 of the Occupational Health and Safety Act no 85 Of 1993. The total of 24 incident investigations were conducted and 22 risk assessments were conducted for discussions on

the relevant Strategic Business Units Health and Safety Committees meetings. This is a legislative requirement.

All construction projects must have site specific health and safety specifications and baseline risk assessment that the unit develop and must be included in the tender. Once the contractor has been appointed this unit must approve the health and safety file before any construction may start. In total 39 safety files were approved by this unit. During some of the construction projects Health and Safety Consultants are appointed and the management of these consultants are the responsibility of this unit.

Occupational Health and Safety Unit conducted Municipal wide inspections ensuring that compliance to OHS Act and its regulations are adhered to. This ongoing and form part of day-to-day activities. In total 19 on sites inspection checks were conducted from the period 1 July 2022 to 30 June 2023.

### **9.7.1 OHS unit Challenges.**

#### **Challenges that the OHS unit encounters:**

- Staff complement is not sufficient to ensure that proper consultations and compliance are effective and manage health and safety pro-actively.
- Lack of training for OHS Officials to ensure that they are capacitated on new development and changes in the Occupational Health and Safety Act programmes.
- A proper electronic health and safety management system needs to be implemented.
- Late reporting of IOD by SBU's which results in non-compliance to the COIDA and may result in penalties.
- There is a need to capacitate Managers, Supervisors, and all employees on OHS training to ensure that there is a better understanding on compliance.
- Lack of proper scheduled maintenance programs that influence the health and safety of employees and public this include:
  - Fire alarms and smoke detection systems
  - Air conditioners
  - Falling structures/building

**TABLE 7: Injury on duty**

Strategic Business Unit	Number of Injuries per SBU	Days lost
Energy Services	8	226
Environmental Management	47	288
Waste Management	39	1368
Housing	1	3
Traffic and Licenses	4	13
Fire and Rescue	1	84
Water and Sanitation	4	351
Purification	4	98
Facility Management	4	288
Public Transport Infrastructure Development	12	373
Sports and Recreation	8	57
By law enforcement	1	2
<b>TOTAL</b>	<b>133</b>	<b>3151</b>

Source: PLK Human Resource Management SBU

### 9.8 Employee Relations

Employment relations are important and viewed as key in the creation of a successful organization, economic prosperity. Employment is viewed as a critical factor for the development of any organization.

The Local Labour Forum is important as a point of engagement with organized labour. Training of Line Managers on labour relations remains key to the management of relationship in the workplace. Training must not only be restricted to line managers, but worker representatives also form an important part in employee relations, and therefore any capacity building initiatives should include worker representatives.

Newly appointed employees are specifically workshopped on the code of conduct.

The Municipality has seen a significant rise in disciplinary hearings involving various form of misconduct.

## 9.9 Employee Assistance Programme (EAP)

Employee Assistance Programme is important in any organization as it deals with the well-being of employees. EAP offers services that address personal, family problems and work-related problems. The range of psycho-social challenges that they assist with includes ill-health, poor productivity, personal finance management, emotional instability, stress and depression management, trauma, grievance and various addictions amongst others. Services are offered internally (to employees and management) and externally (to employees and their immediate families).

Employees often encounter challenges as they interact with their counterparts daily both in the workplace and outside. Some of employees who seek assistance are affected by poor working relations, lack of resources, unproductive communication channels and relations with superiors.

It would be in the best interest of the Employer and Employees to have regular team cohesion sessions, attend health proactive programme, self enhancement activities, as this will result in energised, goal orientated employees who are set to meet the objectives of the organization, resulting in return on investment for the employer.

EAP also incorporates proactive wellness programmes. It is very imperative for employees to be empowered on wellness issues, so that they can be informed and always be in the know of new medical developments or research findings which could promote healthy lifestyles. Proactive Information sharing sessions are conducted on issues such as cancer, substance abuse, HIV & AIDS, stress management, healthy lifestyle, work-life balance and so forth. Health screenings are also done quarterly to conscientize about their health status and make it part of one's lifestyle to undergo regular medical check-ups. These health screenings also help with early detection of health concerns. There is a need for employees to take proper care of their health and to participate in wellness programmes.

The Employee Assistance Programme has established a good working relation with stakeholder such as Old Mutual and Sanlam who are rendering financial wellness to our employees freely.

This will go a long way in reducing the financial burden that they are subjected to which has resulted in several workplace challenges such as absenteeism, stress, poor productivity, and high turnover of resignation due to debts.

The impact of mental health should also be promoted and not be overlooked across the workplace. The EAP unit will continue to explore how they can support employees' emotional wellbeing. The municipality has seen an increase in several cases related to mental health mostly being men seeking intervention and support.

The functionality of the Peer Educators programme within the workplace – this has prompted a positive outlook on the EAP activities such as wellness champions and promotion of healthy living, as by virtue of having support system in a form of health champion or an enabler it makes things easier for those who need support and knowledge. The availability of Peer Educators within all the directorate and clusters have created a pathway for promotion of EAP services and increased utilization.

The promotion and establishment of effective workplace Men's forums, with the overall aim of empowering male employees on ways of overcoming social ills, understanding and promotion of eradication of gender-based violence. Creating and promoting positive role models for younger men, see women as their social partner/equal. This will go a long way in building a better society and creating a conducive psychosocial environment for all to live in.

The number of proactive programmes initiated had been with the purpose of empowering employees on social related skills which would contribute positively towards impactful decision making. There has also been a significant increase on the number of employees seeking rehabilitative interventions related to substance abuse.

#### **EAP related challenges:**

- Staff compliment is not adequate to ensure effective psychosocial support services to employees proactively.
- Lack of contracted services to assist with the provision of EAP related services to employees (Psychologist, psychiatrist, Occupational Therapist, and rehabilitations centers)

#### **9.10 Recruitment**

Municipalities are at the coalface of service delivery. The challenges of transformation places municipalities in the centre of the job markets where competition is high. To survive and deliver services municipalities must ensure that they attract and retain talent.

To make smart hiring for top talent the municipality has approved a recruitment policy as well as a scarce skill policy. After all, an institution's productivity and profitability depend on the quality of its workers. The policies, considers a mix of factors, including credentials, work experience, personality, and skills.

Challenges of a highly regulated bargained environment persist although as an institution we have policies in place to attract and retain talent.

The municipality is currently reviewing the policy to align it with new ways of recruitment in line with the new Regulations for Staff. The turnover rate is reasonable at 3.37% it is attributed to the high unemployment rate as employee turn to stay longer except in the high skill category.

### **9.11 Fleet Management Services**

Fleet Management Services main function is to provide fleet management support to the municipality. The sub functions are including fleet administration, selection and procurement, risk management and disposal. The sub functions are listed as follow:

1. Fleet needs analysis and acquisition
2. Fleet Administration
  - Registration and license renewals
  - Vehicle inspection, maintenance and availability
  - Management and monitoring of vehicle utilization, tracking and fuel.
  - Driver behavior assessment and training
  - Compliance with NRTA, AARTO (traffic fine management) and OHSA
3. Fleet risk management
4. Fleet disposal

#### **9.11.1 Number of Fleet**

Polokwane Local Municipality has an overall of **727** units consisting of a mixed fleet of self-propelled and non-self-propelled.

1. Council Fleet =**502** (including 76 special car allowance scheme vehicles)
2. Fleet Africa =**225**



### 9.11.2 Municipal fleet status quo

Ownership	TOTAL FLEET	OPERATIONAL	NON-OPERATIONAL	TO BE DISPOSED
Municipal Owned Fleet	502	446	56	125
Fleet Africa Fleet	225	155	70	
<b>TOTAL</b>	<b>727</b>	<b>601</b>	<b>126</b>	<b>125</b>

Source: PLK Fleet Management SBU

### 9.11.3 New vehicle procurement status quo during 2022/2023

New vehicle procurement status quo during 2022/2023 total of 5 Municipal Fleet: The Municipality has procured 7 units comprising of trucks, machinery and earth moving equipment's as follows:

- ✓ 2 x Graders
- ✓ 1 x TLB
- ✓ 2 x Waste Compactor trucks

### 9.11.4 Project for the current financial year 2023/2024

The Municipality plan to procure 6 units comprising of trucks and panel van as follows:

- 2 x Security Panel vans
- 4 x Waste Compactor trucks

### 9.11.5 Fleet Management Sourcing Strategy

In terms of the Fleet Management Sourcing Strategy a number of sourcing methods to procure and replace fleet units were identified. A **hybrid model** including outright purchase of fleet units, outsourcing of waste compactors and Special Car Scheme Allowance for law enforcement and traffic officials. To improve on efficiency of our business processes, a fleet support company was appointed to manage fleet administration including licensing, fuel, traffic fines, tracking, utilization and driver behaviour, risk management and as well as maintenance and availability.

### **9.11.6 Challenges Within the Fleet SBU**

#### **1. Budget**

Budget provided fleet replacement is not aligned with the actual needs of the municipality. Fleet needs analysis is not centralized, resulting in resources allocated to SBUs not mandated with selection and procurement of fleet.

#### **2. Ageing fleet**

The municipality has a total of 727 fleet units consisting of a mixed fleet of self-propelled and non-self-propelled.

502 municipal owned fleet units, 225 Fleet Africa fleet units with 427 units that is 59% of the overall fleet that had aged (i.e.: as far as 10-20yrs) that is guided by the Fleet Policy.

#### **3. High maintenance costs**

Council has procured a fleet solution which provided for managed maintenance option. This option functions better provided that fleet units are new/ relatively new and procured with maintenance/ warrantee/ service plan. The biggest driver of this maintenance cost is due to ageing fleet and fleet units procured without maintenance/ warrantee/ and service plan. The other major driving force of high maintenance costs is the contractual mark-up added on repairs, maintenance and accessories. Driver behaviour also a mayor contributing factor to high maintenance costs.

#### **4. Utilization and fuel management**

Vehicle log sheet and fuel slips are not submitted timeously as per the fleet policy by some SBUs.

#### **5. Driver behavior and negligence**

The municipality is experiencing high accident rate that results in vehicles been written off before their expected vehicle life cycle.

### **9.11.7 Interventions and control measures**

- 1) Engagements and consultation with BTO, during budget consultation process to address the budget challenge.
- 2) Centralisation of fleet budget to Fleet Management Services SBU.

- 3) Engagements with other SBUs with regards to institutional fleet needs analysis.
- 4) Submission of monthly vehicle utilisation and fuel reports to SBUs.
- 5) Future procurement of vehicles will include maintenance plan or warranty.

### **9.12 Information Communication and Technology (ICT)**

The world has seen extraordinary development in information and communications technology with significant global dimensions. It is impossible to ignore the importance of ICT wherever and whenever good governance is pursued. The use of ICT has been identified as the other challenge facing the transformation of municipalities, both within local government agencies and also regarding to external stakeholders (traditional leaders, citizens and local businesses). The effective and intelligent use of ICT has been an essential component of modern administrative science. It is a fact that ICT has great potential to speed up the transformation process. However, the public service track record in the use of ICT is far from ideal. It is a verity that ICT has brought a bright perspective to the human condition, but two factors must be taken into consideration, in order to take advantage of it and to facilitate public participation: accessibility and availability. If this aspect is not addressed, the use of ICT for more efficient public-service delivery might become a value which serves the vested interests of a few stakeholders, while others view them as constraints to their freedom.

ICT plays an important role in strengthening democracy, as it improves the relationship between citizens and public administration. The relationship includes the information privacy of citizen boundaries within and between the organizations; political and public accountability; and citizenship in a consumer democracy. Strategically use of ICT in a public service environment produces the following benefits:

- Speed or quality of service delivery
- Increased public access to service agencies or departments.
- The facilitation of remote communication and transactions
- Enhance transparency.

The integration of public services and the destruction of the administrative walls separating bureaucratic departments and government agencies.

#### **9.12.1 ICT - SMART City Concept**

The municipality has adopted the 2030 Smart City Vision as a way of fast-tracking service delivery to the community and improve Citizens engagement through the implementation of smart technologies. Consistent with the 2030 Smart City Vision, the city launched six pillars

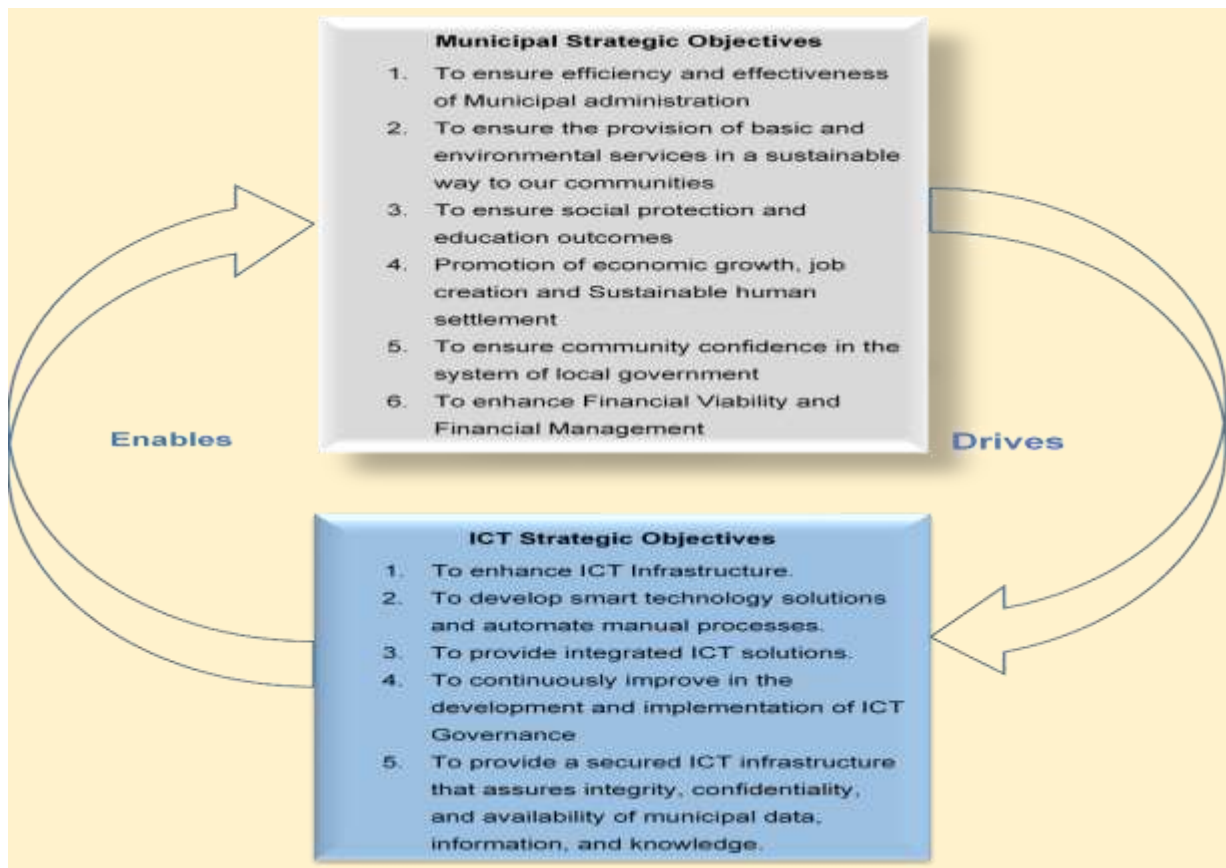
that will assist the municipality to work towards the realization of becoming a Smart City; this will be the city that is characterized by a Smart Economy, Smart Environment, Smart Governance, Smart Living, Smart Mobility and Smart People. This Smart City concept is carried within the city's vision to be the "The ultimate in innovation and sustainable development".

All six of the aforementioned elements of a smart city can increasingly become more achievable and manageable by being connected through the use of ICT and developing technological systems. Furthermore, we believe that there is a great opportunity for this council to join other smart thinking cities the world over who see the opportunity to own ICT infrastructure which may be a major source of revenue in the future.

### **9.12.2 ICT Governance**

The ICT SBU is required by the Corporate Governance of ICT Policy Framework (CGICTPF) to develop and maintain an ICT Architecture, consisting mainly of the **ICT Strategic Plan** (also known as an ICT Strategic Master Systems Plan) **ICT Implementation Plan, and Operational plan**. During the 2022/23 Financial Year the ICT Strategic Plan was reviewed and below are the strategic objectives:

**Diagram shows the alignment of Municipal objectives and ICT objectives.**



Source: PLK ICT SBU

The strategy aims to ensure ongoing support to the municipal users by means of improved service delivery, by achieving the following objectives:

- Objective:** To provide integrated ICT solutions.

**Description:** To make municipal services more accessible on e-services (i.e. online), which will reduce the cost of accessing the services and improve turnaround times and strengthen accountability and responsiveness.
- Objective:** To develop smart technology solutions and automate manual processes.

**Description:** To design and develop systems/solutions that will promote e-Governance and e-participation through technology.
- Objective:** To enhance ICT Infrastructure.

**Description:** To design, develop, implement and maintain the hardware, software, datacenter and a high-speed communication network in keeping up with emerging technological trends in order to enhance the performance of service delivery.
- Objective:** To continuously improve in the development and implementation of ICT Governance.

**Description:** To continuously implement, evaluate and monitor Corporate Governance of ICT Policy Framework in order improve the ICT SBU's operations.

e) **Objective:** To provide a secured ICT infrastructure that assures integrity, confidentiality, and availability of municipal data, information and knowledge.

**Description:** To continuously enforce the implementation ICT security Framework across all hardware and software in order to protect data as a municipal asset.

### **Implement Corporate Governance of Information and Communication Technology Policy Framework (CGICTPF):**

**Phase 1** - Create an enabling environment for the implementation for the Corporate Governance of ICT and Governance of ICT.

- Information and Communication Technology Steering Committee was in place with 4 quarterly meetings held for the period under review.
- Information and Communication Technology Policies are in place.

**Phase 2** - Strategic alignment (Collaboration of ICT and Business) was completed and the governance documents were adopted by council.

- The 2023/24 Operational Plan is being drafted for adoption.
- The ICT Strategy was reviewed during the F/Y 2022/23 to align to the Integrated Development Plan.

**Phase 3:** Continuous improvement of governance and strategic alignment arrangements

- Information and Communication Technology has drafted the Cyber Security Procedure to deal with threats related to Cyber Crime and the procedure was implemented for the year 2022/23.
- The ICT Policies, Disaster Recovery Plan and ICT Business Continuity were adopted by Council for Implementation and are due for review in the 2023/24 FY.

#### **9.12.3 ICT Challenges**

- a) Partially integrated systems.
- b) Connectivity to Cluster Offices and Telephone Systems
- c) Aging Desktop Hardware and Network Cabling Infrastructure

#### **Interventions**

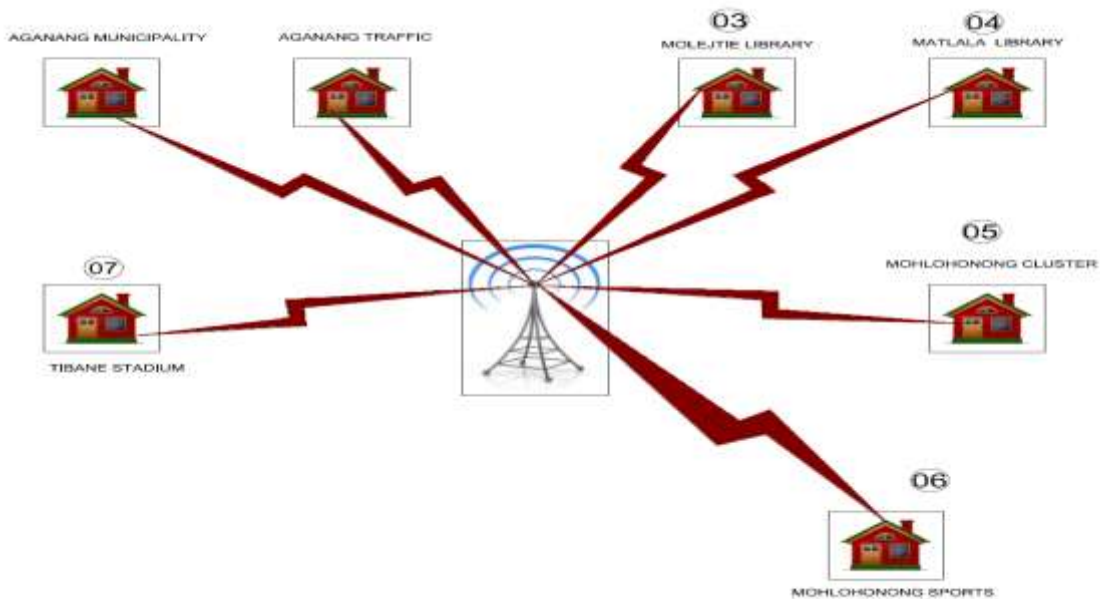
- a) Integration of critical applications into the main Enterprise Resource Planning system to aid decision making.
- b) Continuous improvement and maintenance Connectivity and VOIP Telephone System.
- c) Replacing old Desktop Computers and Network Cabling with latest technologies



### 9.12.4 Network Upgrade (Seshego Cluster Offices)

Management made a significant investment on the upgrade of network connectivity to all the Seshego Offices to address connectivity challenges experienced at the offices. The eight (08) office at Seshego are connected to the Ladana Traffic station through a Fibre Network technology. Most of the other cluster offices are still connected through Radio Link Network Connectivity as indicated below for Aganang Cluster office network diagram.

### 9.12.5 Connectivity for Aganang Cluster



Source: PLK ICT SBU

### 9.13 ICT (Telephone Systems)

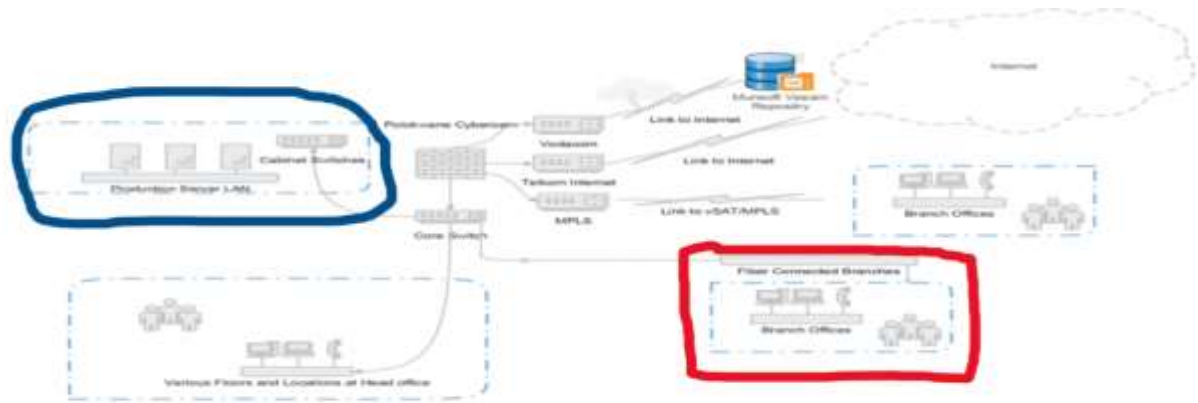
Brilliant Telecommunication was appointed to implement telephone system in 2021/22 FY. The system is a **Voice Over IP (VOIP)** solution that depends on network connectivity. The solution is implemented in all cluster offices including Control Centre (Traffic Office).

#### 9.13.1 Telephone Network Configuration

The telephone system configuration still the same as the previous Financial Year as indicated in the below diagram. The area marked in **blue** is the City's server room situated at the Civic Centre, this is where the telephone controller is hosted. The server room is connected to the Ladanna Call Centre through an overhead fibre connection marked in **red**. In an event the

fibre connection between Civic Centre and Ladanna is damaged, the call centre telephones will be affected.

### Network Configuration



Source: PLK ICT SBU

### 9.13.2 City of Polokwane Call Centre Numbers

**Service Challenges Report Line** -The Municipality has implemented a **queuing system** with a voice prompt listing different services for callers to select from. The queuing system is applicable on the Municipality main line telephone numbers: **015 290 2000 and 015 023 5000**.

### 9.13.4 Telephone System Challenges

The Polokwane Municipality Call Centre is situated at Ladana Traffic Station and the telephone system is hosted at the Civic Centre. The Civic Centre is connected to the Traffic Station are connected through aerial fibre network that is suspended on street poles. The challenge we have is that in an event of a fibre cable damage as indicated in the below diagram the telephones at the Call Centre are affected. Management is planning to move the Call Centre to a facility that has minimal disruption for the purpose of service continuity.

**Figure: Damage and repair process of fibre connection.**



**Source: PLK ICT SBU**

## **9.14 Record Management**

### **9.14.1 Record Management Objectives**

**The main objectives of the unit are:**

- a) To keep all Records and perform the general administration of Council, Mayoral Committee and all other Committees established by Council.
- b) To attend to the electronic document management system
- c) To move away from paper documents to electronic documents for all committees.

### **9.14.2 Challenges/Constraints for Record Management**

- a) Lack of a storage facility that comply with Records Management Best Practises.
- b) Decentralized records keeping.

**Solutions:**

- a) Continuous record management awareness or roadshow.
- b) Request HR training division to cover Record Management as part of induction package for new employees.
- c) Centralization of records Keeping and provision of a facility that comply with Records Management Best Practises.

## **9.16 Facilities Management**

The Municipality has established the SBU to assist in maintaining and up keeping of municipal buildings. The SBU is responsible for routine maintenance over **110 municipal facilities**. The objective of the SBU is to maintain municipal facilities in accordance with SANS 10400:1990, SABS Standard Act: 2008 and the Occupational Health and Safety Act Regulations Act 85/1993 and Safety at Sports and Recreational Events Act 2010 (Act 2 of 2010) (SASREA) in order to provide a conducive environment to the employees and the community at large, utilising or visiting the Municipal offices.

### **9.16.1 List of Municipal Facilities in all Clusters**

No.	Name of the Building / Facility	Location /Street address / Direction
<b><u>POLOKWANE CBD</u></b>		
1.	Civic Centre	Landros mare str
2.	Council Chamber	Church str
3.	Fire Brigade old Airport	Silicon road
4.	Game Reserve	Silicon road
5.	Environment	Webster street
6.	Environmental storeroom	Webster street
7.	Transfer Site	Webster street
8.	Library Gardens	Jorrison str
9.	Iltoseng Entrepreneurial Centre	Bus Terminals
10.	Main Transfer Site	Silicon road
11.	Bird Sanctuary	Emdo
12.	Museum (Irish House)	Thabo Mbeki str
13.	Bakone Malapa	R52
14.	Art Museum	Jorrison str
15.	Art Museum Storeroom	Biccard Str
16.	Town Pool	Thabo Mbeki str
17.	Visitors Information Centre	Church str
18.	Aids Centre	Magazane str
19.	Water Purification	Dalmada
20.	Recreation centre	Burger str
21.	Cricket club	Suid str
22.	Netball courts	Burger str
23.	Old Peter Mokaba Stadium	Dorp Str
24.	New Peter Mokaba Stadium	Magazyn Street
25.	Show ground	N1
26.	Sports and recreation offices	Burger str
27.	Jack Botes Hall	Church str
28.	Huge Hauston Musium	Landros Maré str
29.	Public toilets x 20	Town
30.	Tennis court	Compensatie str
31.	Cooking Facilities	Church str
32.	Cemetery	Dahl str

No.	Name of the Building / Facility	Location /Street address / Direction
33.	Cemetery	Church str
34.	African Market	Market Street
35.	Substations x 15	
36.	Capricorn Flying Club	26 Pierre Street, Bendor
<b>LADANNA; WESTERNBURG AND NIRVANA</b>		
37.	Hostel Ladanna	Asbes Str
38.	Westernburg Library	Buys str
39.	Hostel Matlala Road	Matlala Road
40.	Nirvana Library	Tagore str
41.	Water and Sanitation	Vermukuliet str
42.	Sewer Purification	Asbes str
43.	Electrical workshop	Vermukuliet str
44.	Mechanical workshop	Vermukuliet str
45.	Roads & Storm water workshop	Vermukuliet str
46.	Nursery	Asbes Str
47.	Waste offices	Vermikuliet str
48.	Nirvana Hall	Tagore str
49.	Westernburg Hall	Buys str
50.	Fire Brigade Ladanna	Vermikuliet str
51.	Nirvana stadium	Himalaya Ave
52.	Nirvana sports facilities	Himalaya Ave
53.	Westernburg sports facilities	Tagore str
54.	Nirvana Cricket grounds	Himalaya Ave
55.	Traffic Station	Ladanna
56.	Nirvana swimming pools	Orient Dr
57.	Swimming pool	Tagore str
58.	Mayor Guest House	Soetdooring
59.	Transfer site	Vermikuliet str
60.	Stores	Vermikuliet str
61.	Public toilets x2	Ladanna and Nirvana
62.	Substations x 8	
<b>SESHEGO CLUSTER</b>		
63.	Offices	Zone 1 Chris Hani Dr



No.	Name of the Building / Facility	Location /Street address / Direction
64.	Offices	Zone 3 Kwena str
65.	Offices	Zone 8
66.	Water Purification	Zone 4
67.	Waste Purification	Zone 6
68.	Seshego Library	Zone 2
69.	Environment Deport	Zone 3
70.	Ngoako Ramahlodi Sports Complex	Zone 7
71.	Seshego stadium	Zone 1
72.	Seshego sports complex	Zone 1
73.	Seshego sports fields	Zone 6
74.	Public toilets	Zone 2 & 4
75.	Environmental depot	Zone 8
76.	Substations x 3	
77.	Mashinini Pump Station	
<b><u>MANKWENG, SEBAYENG/ DIKGALE CLUSTER</u></b>		
78.	Sewer Purification	Nchichane
79.	Offices	Zone A
80.	Offices	Zone C
81.	Offices	Sebayeng
82.	Traffic	Zone B
83.	Fire Station Offices	Zone A
84.	Transfer station	Nchichane
85.	Taxi Rank	Zone A
86.	Community Hall	Zone A
87.	Public toilet University Hawkers Centre	Gate 2
88.	Transfer station	Dikgale
89.	Transfer station	Makotopong
90.	Public toilet Hospital Hawkers Centre	Hospital
<b><u>MOLETJIE CLUSTER</u></b>		
91.	Library	Moletjie
92.	Offices	Moletjie
93.	Water Purification	Ramakgapula
94.	Ga-Manamela Stadium	Ga Manamela

No.	Name of the Building / Facility	Location /Street address / Direction
95.	Transfer station	Vaalkop
96.	Transfer station	Makgakga
<b><u>MOLEPO/CHUENE /MAJA CLUSTER</u></b>		
97.	Office	Maja
98.	Water Treatment Plant	Ga- Chuene
99.	Sports complex	Molepo
100.	Sports complex	Maja
101.	Library	Molepo
<b><u>AGANANG CLUSTER</u></b>		
102.	Office	Aganang
103.	Hall	Aganang
104.	Traffic and Licensing	Aganang
105.	Ipopeng Parliament Democracy Office	Matlala
106.	Ward office	Mashashane
107.	Stadium	Mohlonong
108.	Stadium	Tibane
109.	Jupiter Hall	Mashashane
110.	Landfill site	Aganang
111.	Nobel Hawkers Centre	Nobel

Source: PLK Facilities Management SBU

### 9.16.2 Procedure Manual

The following procedures for maintenance services are in place when maintenance complains, or request have been received at the Facility Management Unit:

1. Every maintenance service request forwarded by a client through emails/WhatsApp's/SMSs/telephone calls to the office of Facility Management SBU shall be recorded.
2. Once the request has been received a job card will be opened and the client shall receive a reference number for which will be considered as reference for the work/call until the work is finalized and closed.

3. Maintenance team shall be dispatched to the site to attend to the request.  
At the closure of each request the client shall sign off on the job card which was opened at the beginning of the request.
4. Should the extent the works require the services of external service provider, the client will be informed of such.
5. The SBU obtain the greatest effectiveness from the work order system, work requests and activities performed by maintenance staff are recorded on work orders.

Work orders contain, at a minimum, the following information:

- (i) Work order number
- (ii) Location of work
- (iii) Client Details (Contacts, Building Name, Physical Address, SBU and Dates)
- (iv) Official Details (Supervisor, Technician assigned, Assigned Date, and Signatures)
- (vi) Description of work requested or to be executed
- (vii) Job Inspection

#### **9.16.3 Priority of work and response times**

Priority of work is taken up in three stages:

- (i) High priority: where maintenance is required by law or is life threatening and affects or compromises the core business of the Municipality. This request shall be attended to at our earliest convenience.
  - (ii) Medium priority: where maintenance is not of a high priority. This request shall receive the priority it requires.
- Low priority: where the core business of the Municipality is not compromised by the need of maintenance. This request shall receive the priority it requires.

#### **9.16.4 Maintenance of municipal facilities**

##### **Routine maintenance**

Routine Maintenance is regarded as a service attending to day to day maintenance needs. This type of maintenance is done when maintenance requests are reported to Facility Management by the client on a day-to-day basis.

Routine Maintenance *inter alia* includes maintenance assistance and services in the following instances:

**Trades conducted under routine maintenance.**

ITEM	SERVICE/TRADE	DESCRIPTION
1.	<b>Electrical maintenance works:</b>	<ul style="list-style-type: none"> <li>• Repair/replace plugs, switches, light fittings and bulbs</li> <li>• Repair/replace electrical reticulation within erfs</li> <li>• Verification and certification of electrical installations on premises</li> <li>• repair/replace distribution board</li> </ul>
2.	<b>Plumbing maintenance works:</b>	<ul style="list-style-type: none"> <li>• Repairing/replacing of damaged sewer pipes</li> <li>• Replacing of sanitary ware: basins, toilet pots, seats</li> <li>• Replacing of damaged toilet mechanisms</li> <li>• Unblocking of sewer pipes</li> <li>• Repairing/replacing of damaged water supply pipes</li> <li>• Repairing/replacing of damaged rain water gutters</li> <li>• Repairing/replacing of element in the geyser and geyser complete</li> </ul>
3.	<b>Air conditioning maintenance works:</b>	<ul style="list-style-type: none"> <li>• Repairing of elements in the air-conditioners and heat pumps</li> <li>• Replacing of damaged elements, gas etc.</li> <li>• Servicing of air-conditioners and heat pumps</li> </ul>
4.	<b>Sound and microphones maintenance works</b>	<ul style="list-style-type: none"> <li>• Repairing/servicing and replacing of microphones</li> <li>• Repairing/servicing and replacing of amplifiers</li> <li>• Repairing/servicing and replacing of speakers</li> <li>• Repairing/replacing of cables and wires</li> </ul>

ITEM	SERVICE/TRADE	DESCRIPTION
5.	<b>General building maintenance works</b>	<ul style="list-style-type: none"> <li>• Repairing of damaged brickwork</li> <li>• Repairing of damaged plastering and painting work</li> <li>• Repairing/replacing of damaged carpets</li> <li>• Replacing of damaged window panes</li> </ul>
6.	<b>Carpentry and joinery maintenance works</b>	<ul style="list-style-type: none"> <li>• Repairing/replacing of damaged ceilings</li> <li>• Repairing of damaged wood furniture and doors</li> <li>• Repairing/replacing of door locks, hinges, window stays and handles etc. (Ironmongery)</li> <li>• Repairing/replacing of waterproofing membrane on the following:               <ul style="list-style-type: none"> <li>(i) Roofs</li> <li>(ii) Windows</li> <li>(iii) Doors</li> <li>(iv) Basements</li> <li>(v) Walls</li> </ul> </li> </ul>
7.	<b>Precast concrete and metal maintenance work</b>	<ul style="list-style-type: none"> <li>• Repairing of damaged hot steel works etc.</li> <li>• Repairing/replacing of metal structures and precast concrete work</li> </ul>
8.	<b>Fixed generators maintenance works</b>	<ul style="list-style-type: none"> <li>• Servicing of the generator, quarterly or per specification</li> <li>• Refilling of diesel</li> <li>• Testing of generators monthly (Required by law)</li> </ul>
9.	<b>Fumigation of municipal facilities</b>	<ul style="list-style-type: none"> <li>• Fumigation of municipal facilities</li> <li>• Bees and birds nest removal</li> <li>• Removal of termite's mount</li> <li>• Replacing of damaged window panes</li> </ul>
10.	<b>Supply and delivery of building and cleaning material</b>	<ul style="list-style-type: none"> <li>• Supply and delivery of building materials</li> <li>• Supply and delivery of cleaning materials</li> </ul>
11.	<b>Cleaning of offices and public toilets</b>	<ul style="list-style-type: none"> <li>• Deep and conventional cleaning of offices and public toilets</li> </ul>

ITEM	SERVICE/TRADE	DESCRIPTION
		<ul style="list-style-type: none"> <li>• Issuing out of toilet papers to the public</li> <li>• Up keeping of cleanness of the facility during the day</li> <li>• Ensuring that the properties are not vandalised by constant appearance and locking up at the end of the day</li> </ul>
12.	<b>Cleaning and disinfection of municipal wide ablution facilities</b>	<ul style="list-style-type: none"> <li>• Cleaning and disinfection of sanitary fittings (basins, toilet pot and seat)</li> <li>• Servicing of sanitary bins monthly (required by law)</li> <li>• Servicing of hand dryer</li> <li>• Servicing of soap dispenser</li> <li>• Servicing of seat wipes</li> <li>• Servicing of air fresheners</li> </ul>
13.	<b>Servicing of the lifts</b>	<ul style="list-style-type: none"> <li>• Monthly servicing of the lifts (Library garden, council chamber; old Peter Mokaba stadium and civic centre)</li> </ul>

Source: PLK Facilities Management SBU

### Scheduled Maintenance

This type of maintenance is regarded as maintenance needs identified by way of annual, quarterly and monthly inspections conducted by the Facility Management SBU, which maintenance needs are then recorded in a detailed schedule plan with implementation dates and turnaround timeframes for purposes of efficiently conducting maintenance services identified and needed.

#### 9.16.5 Codes and Standards

##### Paint colours

- (i) The standard paint colours to be applied on interior walls of municipal facilities are cream, white or peach, unless otherwise specified by the client as special request.
- (ii) The standard paint colours to be applied on exterior walls of municipal facilities falls under the earthy group of colours or corporate colours, unless otherwise specified by the client as special request.

##### Carpets

- (i) Standard carpets to be used are tile carpets.
- (ii) Standard colour on the carpets is blue for all and maroon for executive offices.



### **Tiles**

- (i) Tiles to be used are porcelain and should be non-slippery
- (ii) Staircase tiles must be fitted with an aluminium non-slippery strip

### **Roof coverings**

- (i) Roof coverings should have a non-reflective finish

#### **9.16.6 Covid 19 Fumigation of Municipal Offices**

In order to Control the Spread of **Covid 19** Virus at Polokwane Municipality. The Facilities Management SBU is Responsible for Fumigation of all Municipal Facilities after positive Cases are identified in the offices.

#### **9.16.7 Refurbishment and renovation of buildings:**

Refurbishment of facilities with the aim that of ensuring that they comply in accordance with SANS Building Regulations 10400:1990, SABS Standard Act: 2008, the Occupational Health and Safety Act and Regulations Act 85/1993 to provide a conducive environment to the employees and the community at large, utilising or visiting the Municipal offices.

**\*\*NB: All materials used on the works as well as work procedures must be in accordance with South African Bureau of Standards (SABS).**

# CHAPTER Ten: Roads and Transportation Services Analysis

## 10.1 Transportation Services

### 10.1.1 Introduction

Local government is responsible for creating, maintaining, and managing a vast network of local roadways, as well as providing both private and public transportation infrastructure and services. It also plays a crucial role in establishing integrated transportation planning.

### 10.1.2 COMPREHENSIVE INTEGRATED TRANSPORT PLAN (CITP)

National Land Transport Act of 2009 requires all Transport Authorities to develop the Integrated Transport Plans for their area for a period of Five (05) years and must be updated annually. The CIPT must be submitted to the MEC for approval. Polokwane Municipality must also submit its CITP to the Minister for approval of the Commuter Rail and Airports.

Polokwane Municipality CITP was developed in 2012 and still needs to be updated. It was adopted by Polokwane Municipality and was also approved by MEC as a living document which guides the Transport Planning within Polokwane Jurisdiction.

### 10.1.3 COMMUTER TRANSPORT CORRIDORS AND FACILITIES

There are two major commuter transport corridors in Polokwane:

- **Between Seshego/Moletji and the CBD**
- **Between Mankweng and the CBD**

**Seshego/Moletji Corridor:** This corridor serves the ± 38 000 households north-west of the CBD. Most commuters in this area stay within 15 km from the CBD in the Seshego, Perskebult, Blood River, Moletji and surrounding residential areas. According to the 2010 National Household Travel Surveys, less than 4% of working people staying in Seshego also work there. 74% of working people who stay in Seshego, work in Polokwane. The corridor is served by taxis and buses with the modal split 4:1 in favour of taxi passenger trips. The split between public and private transport is also 4:1 in favour of public transport trips.

Based on travel-time surveys undertaken in 2012, the average travel speed on this corridor (including stops) is around 35 km/h. This means that commuters from Seshego take approximately 25 minutes to travel the average distance of 15 km to town. This excludes other legs of the journey such as walking from the drop-off to the actual place of employment.

While the Seshego-Polokwane Taxi Association serve the Seshego area up to ± 15 km from the CBD, the Moletji Taxi Association serves the area further north, as far as 80 km from town. The population density north of Perskebult is however very low and the number of passenger trips are low in comparison with those from Seshego.

**Mankweng Corridor:** Taxis from the Mankweng Taxi Association make use of this corridor to serve commuters staying in villages in the Mankweng and Moria areas, between 25 and 50 km east of the CBD. Taxis from the Sebayeng and Dikgale villages along the northern municipal boundary use the R81 while villages in the Mankweng and Moria areas are served by taxis using the R71. The 25 km travelled on the R71 increases the average speed to 50 km/h meaning that a taxi from University of Limpopo in Mankweng will cover the distance of 30 km to town in  $\pm 35$  minutes. The 40 km to the Boyne taxi rank in Moria will take  $\pm 50$  minutes.

## 10.2 Mode of Public Transport Facilities

**Seshego/Moletji facilities:** Public transport facilities on this corridor consist only of bus/taxi stops and lay-bys on some arterial roads, because commuters are picked-up along the routes in the AM by both taxis and buses, there are no formal ranks in the residential areas. In the PM, commuters are also dropped off along the route. The fact that there is no need for modal transfers or transfers from long distance to local taxis also negates the need for ranks in the area.

**Mankweng facilities:** Because of the longer distance from town compared to Seshego, Mankweng has a more vibrant commercial centre. The University of Limpopo (Turf Loop campus), the shopping centre and the hospital form the core of the economic hub in Mankweng. Public transport users coming from the university shopping centre and hospital rely on taxis departing from the Turf Loop Plaza Rank and the Hospital Rank to take them to town or the surrounding villages. These ranks are not specifically used during the AM or PM peak as is the case for most ranks but are used at a low intensity throughout the day as nurses finish their shifts and students come from class.

**Polokwane CBD facilities:** For inward trips, most of which are during the AM peak, bus and taxi passengers are dropped-off at various bus and taxi stops throughout the CBD. The lack of lay-bys or formalised drop-off points in the CBD however forces taxis and buses to stop in the roadway to off-load passengers. This blocks the general flow of traffic resulting in unnecessary congestion and vehicle-pedestrian conflict.

It is generally accepted that taxis and buses off-load commuters along the route instead of at a central rank. This is done to reduce walking distances and enable commuters to get to work quicker. For outward trips, most of which are during the PM peak between 16:00 and 19:00, taxis and buses depart from various ranks within the CBD. There are more than 23 taxi facilities in the Polokwane Municipal area of which approximately 60% are formalised.

A total of  $\pm 17$  ranks provide local commuter services. There is only one informal rank specifically dedicated for long-distance taxis, while the remaining ranks provide both local and long-distance services. There are also four taxi holding areas of which only one has been formalised. There is a rank in Hospital/Silicon Street for subsidised commuter buses and a terminus in Thabo Mbeki Street for long distance buses. Metered taxis do not currently have allocated holding areas but on street locations are used to hold and load passengers.

- i) Pick 'n Pay Taxi Rank a (Church Str)
- ii) Pick 'n Pay Rank a (Pres Paul Kruger / Devenish Str)
- iii) Taxi Holding Area (Along Nelson Mandela Drive)
- iv) Taxi Holding Area (Devenish / Buite Str)

- v) Taxi Holding Area (Rissik / Buite Str)
- vi) Spar Taxi Rank (Rissik / Bok Str)
- vii) Checkers Taxi Rank (Biccard Str)
- viii) Oriental Plaza Taxi Rank (Excelsior Str)
- ix) Dahl Taxi Holding (RSA Café: Dahl between Grobler and Thabo Mbeki Str) x)  
Westernburg Taxi Rank (Ben Harris Str)
- xi) No. 87 Paul Kruger Street Long Distance Taxi Rank (Privately owned) xii)  
Mall of the North Taxi Rank(R81)
- xiii) Sasol Taxi Rank: Paledi Mall (R71)
- xiv) Boyne Taxi Rank (R71)
- xv) Bus Rank (Silicon Str)
- xvi) Mankweng Hospital Taxi Rank
- xvii) Turfloop Plaza Taxi Rank (University of North Str)
- xviii) Mankweng Taxi Rank 2 (opposite the hospital)

#### **10.2.1 Metered Taxi**

- Metered taxis operate all over and outside Polokwane.
- Polokwane metered taxi association have 64 cabs with 31 owners.
- Capricorn metered taxi association has 113 cabs with 83 owners.
- They operate 24 hours a day.
- Metered taxis are not branded.
- No facilities provided for metered taxis, subsequently they stop all over town.
- Less than eight (08) are legally operating.

#### **Currently metered taxis hold at the following locations:**

- Pick 'n Pay in Church Street between Devenish Street and Rissik Street.
- Shoprite located at the corner of General Joubert and Thabo Mbeki Street.
- Grobler Street between Schoeman and Landros Mare Street.
- At Savannah Mall.
- Churles Parking area between Biccard and Hans van Rensburg Street.
- Capricorn Metered Taxi Association are still waiting for operating licenses.

### 10.3 Polokwane International Airport (GAAL)

There are **two airports** in the City of Polokwane (**Gateway Airport Authority Limited (GAAL)** and Polokwane Municipality Airport). Polokwane International Airport (GAAL) is flying passengers between Polokwane and Johannesburg.

The airport is located approximately **5 km** to the north of the Polokwane CBD (Central Business District). **SA Air link** has a scheduled flight service to between Johannesburg (OR Tambo) and Polokwane under the management of Gateway Airport Authority Ltd (GAAL). The service is code shared with South African Airways as the marketing carrier and SA Air link as the operating carrier.

There are also local and international unscheduled flights that make use of this airport. The approximate annual flights are between 4000 and 5 000 with an approximate passenger traffic of 38 000. There are four flights from Monday to Friday, one flight on a Saturday and two flights on Sundays.



Polokwane International Airport 1



Polokwane International Airport 2



### **10.3.1 Polokwane Municipality Airport**

**Polokwane Municipality Airport** is leased to a private operator. Only private airplanes are landing in this airport. The lease agreement is with Land use under City Planning. This Airport is using the GAAL tower for taking off. The Municipality is not contributing financially to the rental of the tower, which leaves GAAL with the responsibility of renting the tower for the Airport that is not monitored. The near accidents that are audited in Polokwane Municipality Airport are counted under GAAL. The Monitoring and Regulation of Polokwane Municipality Airport in terms of Civil Aviation Authority compliance is very important.

### **10.3.2 Rail**

The Passenger Rail Agency (PRASA) operates the Shosholozza Meyl long distance passenger service between Johannesburg and Musina via Polokwane. It is an economy class service (sitter accommodation) that operates 3 times per week in each direction.

The train leaves Johannesburg Station on Monday, Wednesday, and Friday evenings at 19:00 and arrives at Polokwane station at 03:50 in the morning. It departs at 04:30 for Musina and arrives there at 11:15.

The train to Johannesburg leaves Musina on Tuesday, Thursday, and Sunday afternoons at 15:25 and arrives at Polokwane at 21:48. It then departs for Johannesburg at 22:35 and arrives there at 05:44.

There are no intermodal transfer facilities for passengers who need to transfer between rail, bus or taxi. The distance by foot, from the railway station to both the Hospital Street bus rank and the Pick 'n Pay taxi rank is 1 km.

Given the lack of transfer facilities and the inconvenient arrival and departure times, the service is not very popular, and most passengers prefer to travel by bus.

## **10.4 FREIGHT TRANSPORT**

### **10.4.1 Road freight**

Polokwane is the largest town on the N1 transport corridor between Gauteng and SADC countries to the north including Zimbabwe, Zambia, Malawi, the DRC and Tanzania. Most of the freight imported from and exported to the above countries is transported by road. These trucks park all over the City during the day and night. They damage the sidewalks, Road signs and electricity poles. The construction of the Truck Inn was recommended by the Comprehensive Integrated Transport Plan and development of intermodal freight logistics hub at the Airport.

### **10.4.2 AIR FREIGHT**

Due to its central location in relation to the neighbouring countries such as Botswana, Mozambique and Zimbabwe, Polokwane International Airport has a significant potential for the export of freight. Long distances to Gauteng and other provinces also create opportunities



for air freight transport, specifically for perishable goods such as fruit, beef and venison produced locally. The need for an Inter-modal freight hub in Polokwane has been identified by previous studies.

### **10.4.3 RAIL FREIGHT**

Polokwane generates fresh produce and as such, freight rail plays an important part in transporting these products to various destinations in and out of the South Africa. Due to the high cost of freight road transport, it is expected that the freight rail will boost the economy of Polokwane by transporting the products at a lower cost. Based on the Department of Transport through Transnet Freight Rail has estimated that the cost of transportation can be reduced from R1.9 billion to R1.7 billion if 35% of cargo is transported by rail. This will result in the reduction of road trucks transporting citrus fruits to port from 55 000 trips to 32 000 trips.

Due to the high cost of road freight transport, Transnet has announced plans to move more freight by rail. This is a positive development for Polokwane as it will reduce damage to roads because of high freight volumes currently transported by road. On routes such as the N1 and the R81, the percentage of heavy vehicles is as high as between 15% and 20%. The fact that up to 17% of trucks are overloaded indicates that a lot of damage is being caused to road infrastructure.

It should however be noted that it is not only overloaded trucks which damage roads. The exponential relationship between axle loads and stresses in road pavement layers means that even trucks which are within the legal limit, causes a lot of damage to roads.

### **10.5 A SMART WAY TO TRAVELL**

The City of Polokwane is introducing an integrated Rapid Public Transport System (IRPTS), comprising various modes including taxis, buses and non-motorised transport service. This is in line with the National Land Transport Strategic Framework developed by the National Department of Transport. The IRPTS currently being planned for Polokwane is intended to transform the public transport sector through the provision of a high quality and affordable transport system whilst reducing the overall journey times for transport users.

As part of its mandate, the municipality has continuously been engaging with stakeholders but not limited to the current public transport operators, Ward Councillors and committees, commuters as well as residents about the upcoming Integrated Rapid Public Transport System.

### **10.6 TRANSPORT IMPLICATIONS OF THE SDF**

Polokwane is facing high migration into its towns from rural areas, and which is fuelled by the expectations of finding of urban jobs. Daily migration into and out of Polokwane CBD for many workers to go and work elsewhere (mining and industrial areas) is a transport matter that needs to be understood in future planning, thus linking the urban and regional perspective is partly to be understood and described in the ITP. Such integrated transport and land-use planning strategies to achieve transport provision includes:

– The urban perspective by means of:

- Concentrating residential development at stations along public transport corridors.

- creating a high density of trip-attracting activities in central areas well served by public transport; and
- Issuing guidelines, which try to ensure that new developments are accessible to public transport.

The wider regional perspective:

- **Upgraded rail, road and air transport facilities.**
- Lack of transport facilities for the long-distance transport services and the integration with the existing local public transport services. The integration of the above services with land use management becomes a central issue to ensure that proper transport services is provided where people live.
- Proper land use rights and densification is promoted to make transport more effective and efficient.
- Public transport amenities e.g., taxi- bus and railway facilities are focused in the north western part of Polokwane CBD between the Buite Street taxi holding area and the Polokwane Railway station.
- Future links can be established between the taxi/bus terminus, the railway station and Polokwane International Airport

A specific feature of Polokwane's demographic profile is the high density Seshego and Moletji corridor north-west of the CBD. The following figure indicates household densities in Polokwane on a spatial format. The corridor provides an ideal opportunity for the development of an IRPT System which is appropriate for Polokwane's specific needs. The corridor has specific features:

- It includes the most densely populated part of Polokwane with a high demand for public transport.
- This high demand corridor stretches along Nelson Mandela Drive and New Era Road through the Seshego and Moletji residential nodes.
- The corridor is approximately 4 km wide and 15 km long making it suitable for the development of an IRPT system.
- The residential areas along the main corridor extend over  $\pm 80\%$  of the route.
- The corridor is currently served by taxis and buses – there is no passenger rail.
- The residential areas along this corridor include  $\pm 37\,500$  households within an area of approximately 38 km<sup>2</sup>.

### **10.7 INTERMODAL/LONG DISTANCE TRANSPORT HUB**

Lack of transport facilities for the long-distance transport services and the integration with existing local public transport services, the integration of these services with land use management becomes a central issue to ensure that proper transport services is provided where people live. Proper land use rights and densification is promoted to make transport more effective and efficient. Public transport amenities e.g., taxi- bus and railway facilities are focused on the north-western part of Polokwane CBD between the Buite Street taxi holding

## 10.8 SYSTEM ELEMENT OF LEETO LA POLOKWANE

### 10.8.1 Universal Access (UA)

Universal Access (UA) on Leeto la Polokwane, is about giving all people an equal opportunity to access a quality transport service. In line with the UA principles, **Leeto La Polokwane** is designed to provide easy access to all people with a variety of needs.

The UA features on **Leeto la Polokwane** include the use of deployable boarding bridges to allow passengers on wheelchairs, and mothers with baby strollers to enter and exit the buses safely. The other features are raised tactile (textured) paving, beeping alarms, and voice announcements that guide people who have reduced vision and who cannot read.

#### Leeto La Polokwane Buses



Leeto La Polokwane Buses 1



Leeto La Polokwane Buses 2

Source: PLK Roads and Transport Directorate

### 10.8.2 Non-Motorized Transport (NMT)

An important aspect to Leeto la Polokwane is the provision of infrastructure for both **pedestrians and cyclists**. As a result, we have built about 17.01 km of Non-Motorized Transport (NMT) facilities which includes the pedestrian walkways that are dedicated to human powered means of getting around, like cycling, walking, skating, the use of wheelchairs and handcarts.

Our first NMT public infrastructure is on **Lawton Road (Nirvana)**, **Ben Harris (Westernburg)** and **Matlala Road (Westernburg)**. The Leeto la Polokwane infrastructure aims comply with universal access design standards to ensure the safety and inclusivity for everyone using the system



**Non-Motorized Transport (NMT)**

### 10.8.3 Industry Transition

- Undertook a workshop and benchmarking on the 3-year interim Vehicle Operating Company Agreement (VOCA) and value chain with the taxi industry established Vehicle Operating Company (VOC) and value chain company.
- Parties signed off the Process Agreement for negotiation of Value Chain Agreement.
- Process Agreement for 12-year VOCA in place for signature and commencement of the negotiation process in line with National Land Transport Act, 2009.
- Commencement of engagement with the taxi industry on the Travel Demand Surveys (TDS) to be undertaken as part of future planning.
- Continuous engagement with the industry on transport matters.

### 10.8.4 Transport Planning and Operations

- 21 standard buses have been procured and delivered to Polokwane.
- 5 x 9 meter buses delivered and 10 x 9 meter buses outstanding.
- Council approved Municipal Manager in negotiation and agreement with the Business Rescue Practitioners, Cassim Incorporated, Ernst and Young, and the funder of RAW, the Industrial Development Cooperation of South Africa (IDC) to resolve the matter of the outstanding nine (10) x 9 metre Leeto La Polokwane buses.
- Leeto La Polokwane is currently operational along Phase 1A routes (Seshego – CBD, Nirvana – CBD and Flora Park – CBD).
- Maintenance of the buses on daily basis at the workshop.
- Product and advanced driver training for the Vehicle Operating Company (VOC) have been completed for the 5 x 9 meter buses and a revised timetable to include the buses in the operations for Leeto La Polokwane.
- The Automated Fare Collection (AFC) and Public Transport Monitoring and System (PTMS) equipment have been fitted in the 5 x 9m buses.

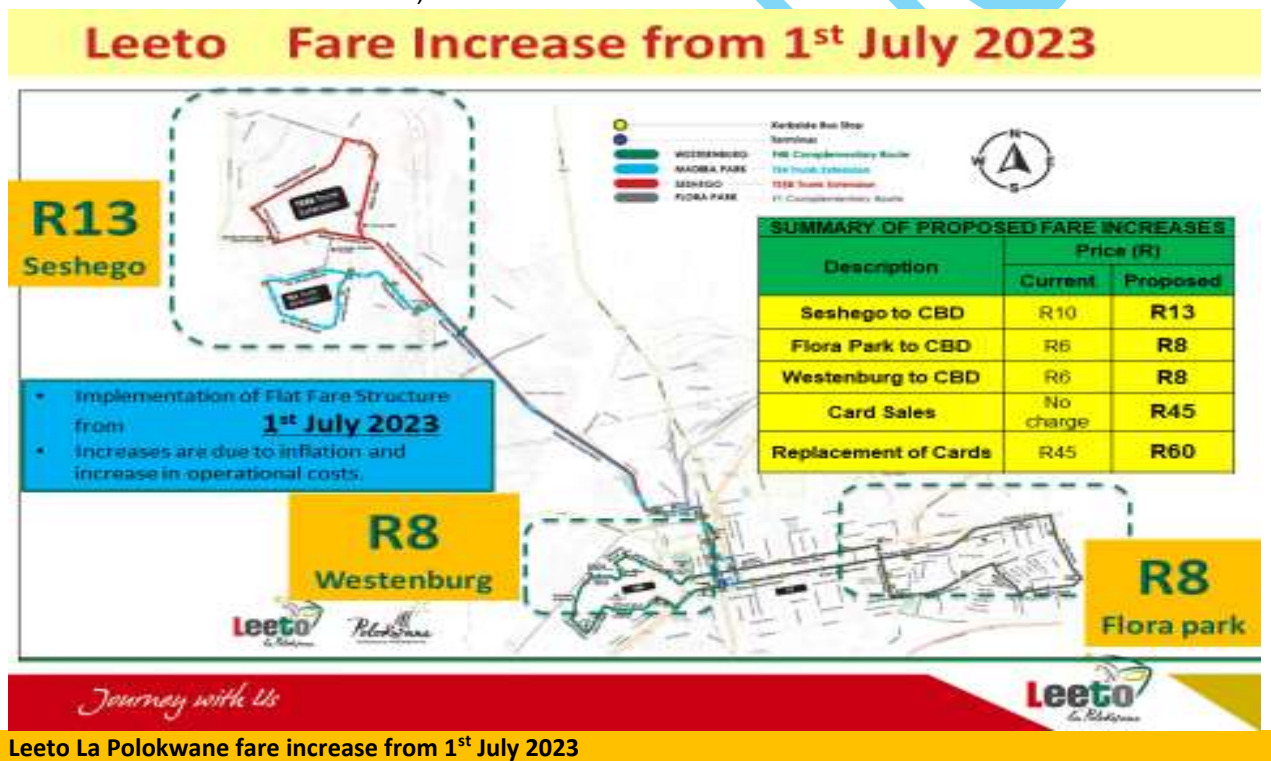


### 10.8.5 Intelligent Transport System Modelling

- ❖ Partial implementation of the safety and security plan at the Church office, Layover facility and Control centre.
- ❖ The pilot phase was successful and has been followed by the full implementation of the Account-Based Ticketing (ABT) compliant Automated Fare Collection (AFC) system as the only fare media on the bus service since July 2023, Paper tickets and cash handling inside the buses are no longer allowed.
- ❖ Council has approved utilisation of Mike’s Kitchen as a Leeto La Polokwane customer walk-in centre.

### 10.8.6 Leeto La Polokwane fare increase from 1<sup>st</sup> July 2023

- ❖ Council has Conducted **Public Participation** Process in all Municipal Clusters for Leeto La Polokwane fares increase as **per fare policy** with effect from **1<sup>st</sup> July 2023**. The New Fare Increase are as Follows:(Seshego - R10 to R13, Nirvana /Westernburg and Flora Park -R6 to R8).



### 10.8.7 Leeto Marketing and Communications

- ❖ Continuous Stakeholder consultations have been taking place with affected parties for Phase 1A.
- ❖ Information Material for Leeto La Polokwane developed and distributed through various channels e.g., website, social media, and print form.
- ❖ Provision of Leeto La Polokwane customer relationship management services.

- ❖ Leeto La Polokwane entered into a strategic partnership with **Meropa Casino** in line with the Leeto La Polokwane Turnaround Strategy.
- ❖ Leeto La Polokwane Mobile APP has been launched.



Leeto Marketing and Communications 1



Leeto Marketing and Communications 2



Leeto Logo

Leeto Marketing and Communications 3

### 10.8.8 Business and Finance



- ❖ 100 Standard Operation Procedures (SOP) for Leeto la Polokwane operations developed.
- ❖ Fare Policy has been developed and approved by Council.
- ❖ Vehicle Operating Company Agreement (VOCA) has been signed and approved by the City and Esilux.
- ❖ Financial Model has been signed off by the City and Esilux.
- ❖ The Municipality is currently reviewing the Operations plans for expansion. The plan would include the roll out of Phase 1B and possible initial part of phase 2. The implementation plans would be based on the affordability of the Municipality to cover the operations cost of providing the Transport services.

### **10.8.9 Leeto Infrastructure**

- **4.65km** of Dedicated Bus route (Nelson Mandela Drive to Seshego) completed.
- **31.49km** of CBD feeder routes have been rehabilitated.
- **20.41km** of Seshego Bus routes have been upgraded.
- Rehabilitation of the Day-time Facility (interim depot) is almost completed.
- **17km** of Non-Motorised Transport Facilities have been completed.
- Construction of the Depot civil works (Seshego) and Terminal Station Upper structures (on General Joubert Street) is under implementation.

### **10.9 Construction of Bus Depot at Seshego**

**(Paving of internal Steets) at the Bus Depot at Seshego**



**(Paving of internal Steets) at the Bus Depot at Seshego 1**



(Paving of internal Steets) at the Bus Depot at Seshego 2

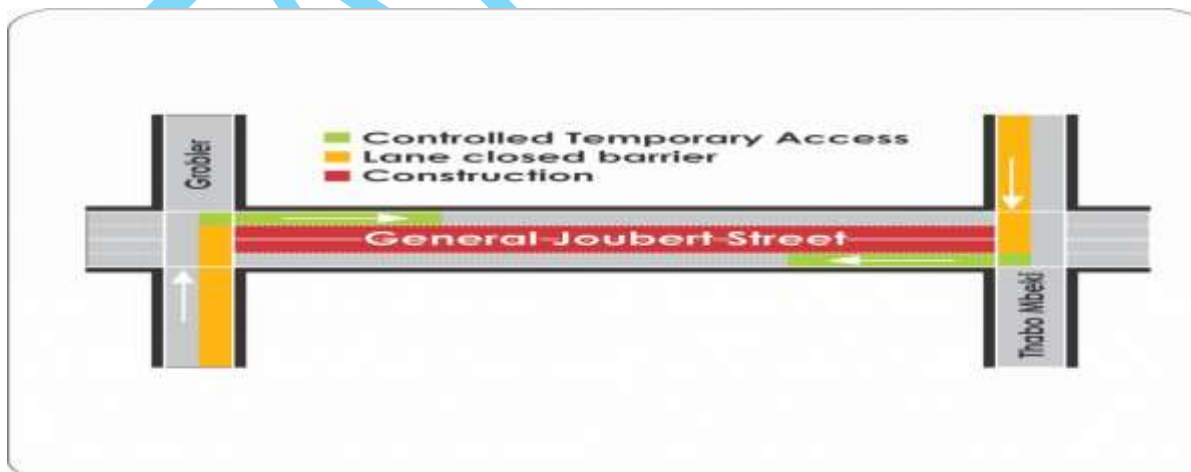
### 10.10 General Joubert Street Bus Station Precinct

The City of Polokwane's Integrated Public Transport System (IPTS), Leeto la Polokwane, is currently implementing the following infrastructure projects at the station precinct.

- 1 – Construction of the Leeto la Polokwane bus Station on General Joubert Street
- 2 – Painting of the Leeto la Polokwane bus dedicated lanes in the CBD

The construction will affect General Joubert Street between Grobler Street and Thabo Mbeki Street. This will result in restricted access for vehicles into the area (tenants only). This area is allocated for the Leeto la Polokwane station and dedicated Leeto La Polokwane bus lanes.

**There will be no public parking in this area.** Alternative parking is available on the corner of Bodenstein and Church Street.



Designs -Construction of the Leeto la Polokwane bus Station on General Joubert Street.

Construction of the Leeto la Polokwane bus Station on General Joubert Street.

#### 10.10.1 Construction of Leeto Bus Station at the City CBD



**Photo 1: Construction of Leeto Bus Station at the City CBD (Without roof)**



**Photo 2: Construction of Leeto Bus Station at the City CBD (Roof Completed )**

The Construction of the **Superstructures** and buildings at the Bus Station is **75%** completed and the Bus Depot Upper Structures will start in the 2023/24 financial year.

### 10.10.2 Widening of Sandriver Bridge



**Widening of Sandriver Bridge 1**





**Widening of Sandriver Bridge 2**

The project for the widening of the Sand River Bridge on Nelson Mandela Trunk Route is at implementation stage and the current progress is at **82%** and will be completed early in the 2023/2024 financial year.

### **10.11 Trunk route between Seshego and the CBD**

IPTN has constructed a trunk route in the median between Seshego and the CBD. Currently it is about 4,5 kilometres. This route will be used by BRT Buses for the effective and efficient scheduled service.

Polokwane Municipality under IPTN has also constructed the Non-Motorized Transport (NMT) both sides between the CBD and Seshego, Greenside and Westernburg. This infrastructure will be used by people walking and cycling.

#### **Trunk route between Seshego and the CBD**



**Trunk route between Seshego and the CBD**  
Source: PLK Transportation Directorate

### **10.11.1 Painting of the Leeto la Polokwane bus dedicated lanes in the CBD**

The painting of the Leeto la Polokwane bus lanes will be done in phases. These dedicated lanes will be painted in **red** to indicate that only Leeto la Polokwane buses and other authorized vehicles are permitted. Motorists are urged to be vigilant and exercise caution during this period.



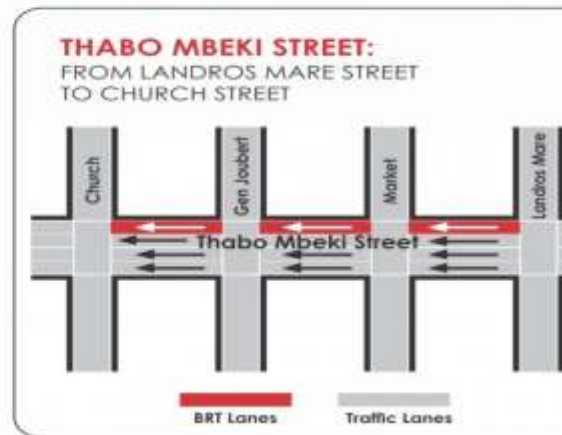
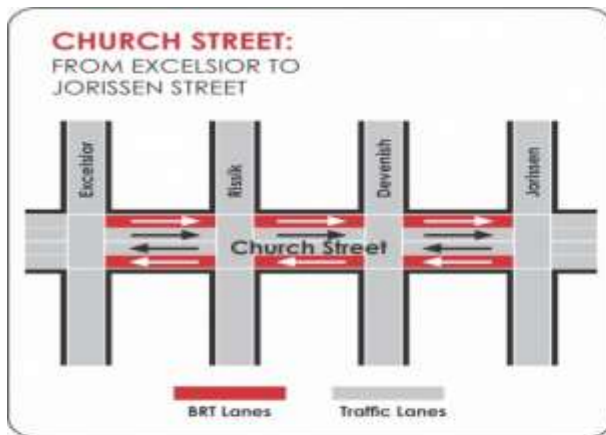
**Leeto la Polokwane bus dedicated lanes**

Source: PLK Transportation Directorate

### **8.11.2 Streets that will have Leeto Dedicated lanes**

The following street will be affected:

- 1) Church Street: Between Excelsior and Thabo Mbeki Street
- 2) Jorissen Street: Between Church and Landros Mare Street
- 3) Landros Mare Street: Between Jorissen and Thabo Mbeki Street
- 4) Thabo Mbeki Street: between Landros Mare and Church Street.



Streets that will have Leeto Dedicated lanes

Source: PLK Transportation Directorate

### 10.11.2 Leeto Daytime Layover Facility

**Project Description include:** Day time layover facility for Leeto La Polokwane bus operations. Construction of bus parking area, palisade fencing and refurbishment of office building are completed. The refurbishment of the ablution facilities and construction of access ramps is under construction. To work as a mini, depot for Phase 1A of Leeto la Polokwane IPTS service. It is currently being used as offices for the Vehicle Operation Company (**Esilux Offices**). Leeto bus Daytime Layover Facility is located adjacent to the Itsoseng bus Centre





**Leeto bus Daytime Layover Facility 1**



**Leeto bus Daytime Layover Facility 2**

Source: PLK Transportation Directorate

### 10.11.3 Leeto Control Centre

**Project Description include:** -Provision of the Automated Fare Collection (AFC) and Public Transport Management System (PTMS). Installation of Fare Collection equipment. Installation of operations monitoring equipment. The Leeto La Polokwane control centre is fully functional in supporting the operations through the Public Transport Monitoring System (PTMS).



**Leeto Control Centre**

Source: PLK Transportation Directorate

### 10.11.4 Leeto La Polokwane (LLP)

Leeto La Polokwane (LLP) is an Integrated Rapid Public Transport System (IRPTS) that aims to improve the state of public transport in the Municipality by integrating various modes of public transport operating within the jurisdiction of transportation. LLP is a safe, reliable, and convenient integrated public transport system for all of Polokwane's citizens. One of the

features of LLP is the Bus Service which is a partnership between the municipality and the affected public transport operators.

Leeto La Polokwane is an Integrated Public Transport System (IPTS) of the City of Polokwane. The system aims to provide a high-quality public transport service aligned to the Public Transport Strategy and Action Plan of 2007, implemented under the requirements of the National Land Transport Act (NLTA) of 2009, and the public transport vision that was articulated in the White Paper on Transport Policy of 1996.

The aim of Leeto La Polokwane is to integrate various public transport modes across the municipality as well as capacitating current public transport operators who are directly affected by the System as per the requirements of the NLTA.



**Leeto Bus Fleet**



**Leeto Bus stop**



**Inside leeto Bus**

Source: PLK Transportation Directorate

### **10.11.5 Phase 1A of Leeto la Polokwane**

The PIPTS consists of a Bus Service which is a partnership between the City of Polokwane and the Phase 1A affected operators. The Leeto La Polokwane's PIPTS Operational Plan identified four (4) phases which will be implemented as follows:

- **Phase 1:** Polokwane City and Seshego

- **Phase 2:** Polokwane City and Moletji
- **Phase 3:** Polokwane City and Mankweng
- **Phase 4:** Polokwane City and Koloti

It should also be highlighted that the phases will not necessarily be implemented in chronological order, but rather in accordance with the travel demand patterns observed using surveys.

**Figure 1: Phase 1A of Leeto la Polokwane**



**Phase 1A of Leeto la Polokwane**

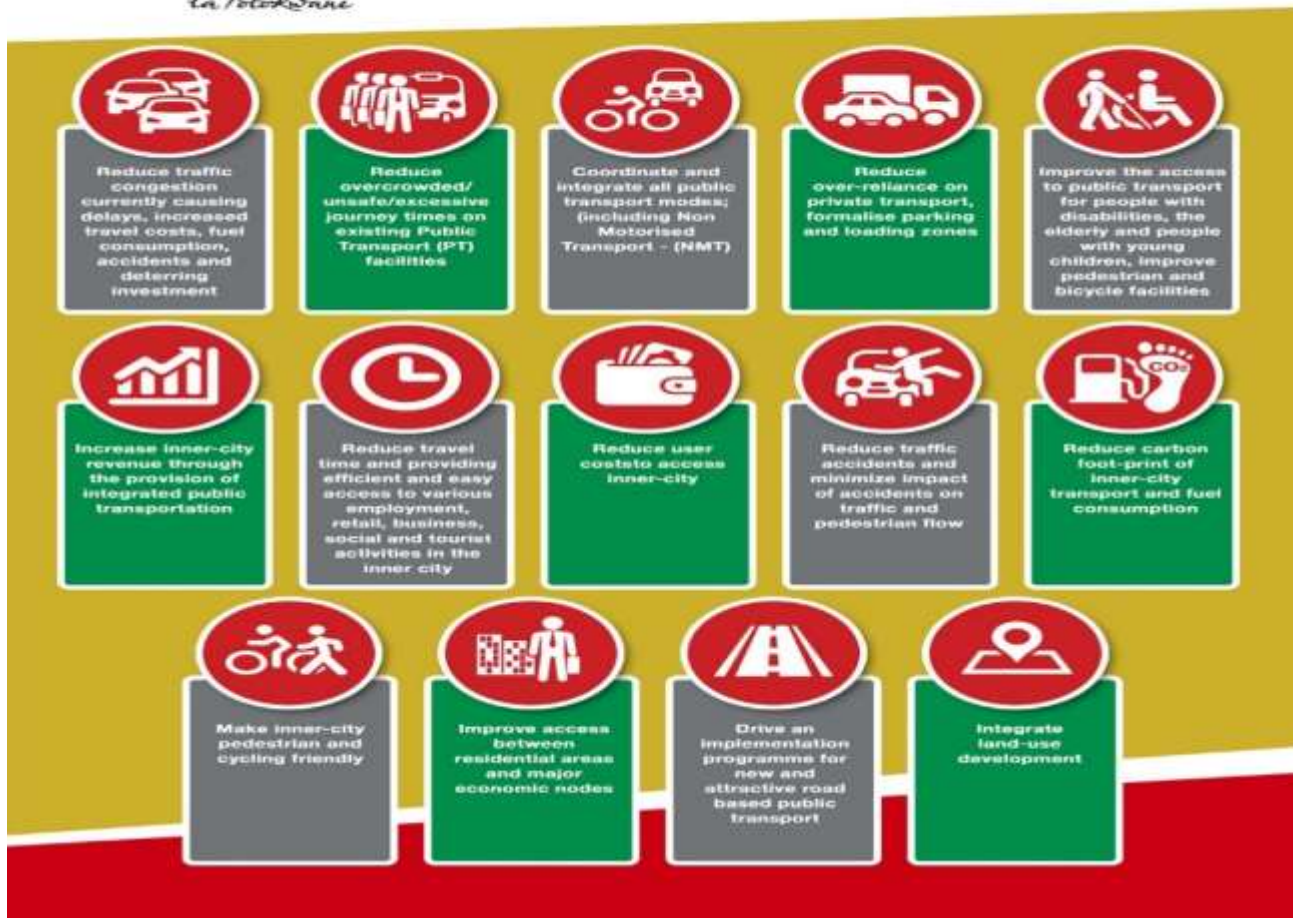
Source: PLK Transportation Directorate

- Leeto La Polokwane commenced with the Phase 1A operations in October 2021, as it has been nominated as one of the flagship programs by the Minister of Transport.
- The Municipality allowed its residence to name their transport system through intensive public participation processes. Some of which allowed for creativity in suggesting a name that emulates and represent the culture of Polokwane.

**10.11.6 Benefits of Leeto La Polokwane**

**Fig 1: Benefits of Leeto La Polokwane**





### Benefits of Leeto La Polokwane

Source: PLK Transportation Directorate

The Public Transport System is intended to transform the public transport sector through the provision of a high-quality and affordable public transport system in line with the national policy. The Public Transport System will also be aimed at reducing the overall journey times for public transport users.

The key characteristics of the system are an improvement in access between residential areas and major economic nodes. The main objective of the Public Transport System is therefore, to provide new and attractive road-based public transport services.

Leeto La Polokwane Phase 1A Compensation payment effected to 123 affected minibus taxi (MBT) operators from Flora Park Pietersburg (FPTA), Seshego Polokwane (SPTA), and Westenburg (WTA) Taxi Associations. A Vehicle Operating Company Agreement (VOCA) concluded with Esilux (Pty) Ltd; a vehicle operating company (VOC) established by Phase 1A affected taxi associations.

- The AFC and PTMS equipment have been fitted in the 21 x 12m buses, layover facility and the control centre.

- The construction of the Depot and the Station at General Joubert is underway, while the construction of the Layover Facility has been completed.

### **10.12 Progress on implementation of leeto La Polokwane Turnaround Strategy**

Leeto La Polokwane commenced operations with fare paying passengers from 27 October 2021 with a fleet of 15 buses. The Operations plan, related to the negotiated, three (3) year Vehicle Operating Company Agreement, outlined that a bus fleet of 36 would operate on the identified routes. The fleet of 36 buses was to operate at a frequency of 15 minutes during peak and 30 minutes during off-peak. An adjusted Operations Plan was introduced, due to the limited bus fleet. The Leeto la Polokwane service has been adjusted to an interim bus fleet of 15 x 12 m bus fleet, with a bus frequency of 30 minutes during peak and off-peak periods. Based on historical data extrapolated from other operating Cities across the country low ridership was predicted at the beginning of operations and, with the expectation that ridership would gradually increase.

Analysis of actual data from the start of operations indicates that the ridership is low, with no gradual increase for the past three months. As a result of the analysis, this has necessitated intervention through a Turnaround Strategy. The purpose of the Turnaround Strategy is to address the low ridership volumes on Phase 1A of Leeto La Polokwane. The Turnaround Strategy is critical to provide measures that may increase ridership. The Turnaround Strategy is targeted at sustainable and efficient operations of Leeto la Polokwane Phase 1A. The Turnaround Strategy must be anchored on the following key objectives:

- Identify Gaps for Operational Efficiency and Propose Improvements.
- Secure Financial Viability and Sustainability of operations.
- Obtain high Levels of Customer Centricity.

Phase 1A of the PIPTS is operational from 27 October 2021 and a Vehicle Operating Company (VOC), Esilux (Pty) Ltd, formed by the Phase 1A affected associations, Flora Park Pietersburg (FPTA), Seshego Polokwane (SPTA), and Westenburg (WTA), are contracted to operate the Phase 1A bus fleet on behalf of the City of Polokwane.

At commencement of operations, ridership projections were to peak at 14 659 per day, when operations have stabilised, and based on a fleet of 36 buses (21 x 12 m buses and 15 x 9 m buses). The projection was also based on a higher frequency of bus timetables (5-to-10-

minute headways during peak periods). Currently, an average of 566 passengers are utilising the service daily with a fleet of 11 buses at a reduced frequency of 30 minutes. This is unacceptably far below the initial projections. We further highlight that 123 Mini-bus taxis (MBTs) and their Operating Licences (OL) were removed from service to make way for Phase 1A operations. Based on the afore-mentioned the following may be expected for ridership numbers:

*123 MBTs x 15 passengers per trip x 6 trips per day x 50% capacity utilisation = 5 535 passengers per day.*

Through the removal of the 123 MBT a gap has been created in the market for 5 535 passengers per day, however ridership indicates that those passengers have not migrated to Leeto La Polokwane services. This may be attributed to:

- Utilising other modes of transport
- No longer travelling.

### 10.12.1 Ridership on Leeto la Polokwane Bus Service

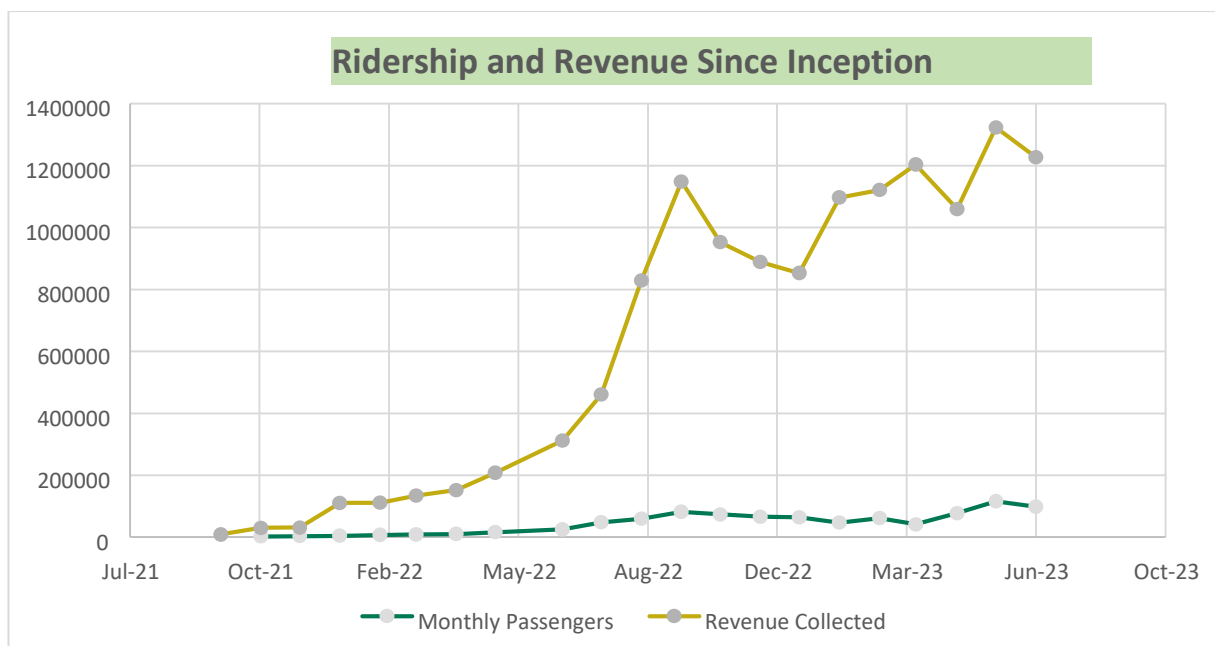
**Table 1: Ridership on Leeto la Polokwane Bus Service**

<b>Ridership on Leeto La Polokwane (Fleet of 15 buses and 116 daily bus trips)</b>	
<b>Projected</b>	<b>Actual</b>
<b>7 308</b> passengers per day	<b>4 490</b> passengers per day (end of June 2023)

### 10.12.2 Monthly ridership and revenue collected

Below indicates the **actual monthly ridership and revenue collected** from Inception of operations to end of June 2023.





**Monthly ridership and revenue**

Source: PLK Transportation Directorate

**10.12.2 Accessibility and Convenience**

In order for ridership to increase for Leeto la Polokwane bus service, all system elements should be accessible and convenient to promote modal shift from other transport modes to our bus service/ system.

**10.12.3 Leeto Travel Card Launched**

The highly anticipated Leeto Travel Card was officially launched on the 26 June 2023 by the Executive Mayor of Polokwane Municipality Cllr John Mosema Mpe, in partnership with Meropa Casino and entertainment world.

The travel card provides passengers with a modern and effective way to pay for the bus service as part of the City continued commitment to improving public transportation. Passengers can board leeto buses without worrying about carrying cash or buying paper tickets

Starting from 1<sup>st</sup> July 2023, only a valid travel card will be allowed on the bus. The travel card will only cost R45.00 and R60.00 in case of a lost or damaged card.



**Leeto Travel Card launched 1**



**Leeto Travel Card launched 2**

Source: PLK Transportation Directorate

#### **10.12.4 Account Based Ticketing (ABT) Fare Collections System**

The Leeto La Polokwane Turnaround Strategy was successfully implemented, with one of the goals being to improve accessibility to the bus service. The roll-out of the AFC System requirement is that BRT systems should use a **(cashless)** Automated Fare Collection system (the cashless element refers to on board the buses). Operations commenced with paper tickets as an interim measure while the team was integrating the ABT functionality to the City's AFC. In December 2022, the ABT pilot phase commenced, in which travel cards were introduced to the market.

## Account Based Ticketing (ABT) Fare Collections System



Account Based Ticketing (ABT) Fare Collections System  
Source: PLK Transportation Directorate

### 10.12.3 Bus Stop Coverage

Bus stop coverage based on the Operations Plan is not adequate and has a negative impact on passengers utilising the service. This is based on the following:

- That the distance between bus stops along the bus routes are placed far apart, and does not adhere to NDoT's Universal Access guidelines,
- Impacts the accessibility of the system, as NDoT's Universal Access Guidelines further state that passengers should not walk long distance to the bus stop and does not adhere to the recommended NDoT's Universal Access guidelines, which states that passenger should not walk more than 500m to the bus stop,
- Some of the key trip generators were not adequately covered such as, educational institutions, hospitals etc.,
- The community (potential passengers) have also raised various concerns with regards to the placement of the bus stops.

#### **10.12.4 Route Alignment Coverage.**

The Phase 1A route alignment is the initial operations Phase, with a limited bus fleet which is a factor influencing ridership. The route alignment and current bus fleet, is therefore only able to partially satisfy passenger demand, contributing to ridership, until the expansion of the fleet size, and bus frequency to cover a wider footprint of the population for Phase 1A.

However, some of the passenger demand would necessitate possible review and rationalisation of the route alignment as the system does not meet the Origin-Destination (O-D) pairs. The data on which alignments were planned is outdated and travel patterns have changed since the collection of that data which is more than 8 years. We outline issues, and possible interventions, that must be introduced to the route alignment.

#### **10.12.5 Flora Park (F1) Route**

The envisaged service for the Flora Park route is to provide both clockwise and anti-clockwise services to Flora Park in order to provide a direct service between the CBD and Savannah Mall. The current service provides only the anti-clockwise service, therefore taking longer for passengers going directly to Savannah Mall and surrounding areas. The project team has been receiving concerns from some of the passengers pointing this as one of the contributing factors for not using the service due to long journey times. Some passengers that it takes them close to 30 minutes to travel between Library Gardens and Savannah Mall through the current anti-clockwise route.

#### **10.12.6 Westernburg (F4A) Route**

The current service is operating from the CBD to Nirvana; however, it has been performing very poorly in terms of passenger volumes since its inception. Although there were amendments done to the original route due to unavailability of the 9m midi-buses, this is not considered as the primary reason for the low passenger numbers.

#### **10.12.7 Seshego (TE4) Route**

The current alignment within Madiba Park traverses along Bo-Okelo Street, which runs on the outskirts of the catchment area. The catchment for this alignment for most part of the route is concentrated on one side only as the area to the east of Bo-Okelo Street is not yet developed. This results in most passengers residing further in the centre of Madiba Park to consider other modes of accessible public transport routes and stops.

### **10.12.8 Seshego (TEB) Route**

The current route alignment proceeds from the Seshego circle and loops around the area following Ditlou Street towards the industrial areas, Khensani Street and down along Freedom Street, Oliver Tambo and back to the trunk route along Nelson Mandela Drive. Based on assessments undertaken and feedback received from stakeholders, it has been identified that most of the passengers are concentrated along Zondi Maphanga Street and across Freedom Street to Realeboga Street and Bram Fischer Street.

### **10.13 Modal Competition**

There seems to be illegal operators who are providing public transport services and as there are insufficient Law Enforcement measures dedicated to Leeto La Polokwane Phase 1A route that might be a contributing factor to the illegal operations.

The afore-mentioned challenges may be eliminated by increase in the fleet size, frequency of bus operations, and introduction of law enforcement measures, such as monitoring of MBT operator licenses and operations. Regular engagement with Phase 1A stakeholders, that is the three affected taxi associations to assist in enforcement is also underway.

#### **10.13.1 Information Dissemination**

During engagements with stakeholders, it became evident that information with regards to Leeto La Polokwane has not adequately reached the target market. Various platforms (website, social media) are being utilised to share information to the public, however it appears that not many people have access to these platforms. Intervention measures are necessary for dissemination of information, and are addressed further below, in the document.

#### **10.13.2 Insufficient Human Resources**

To implement Leeto la Polokwane efficiently and effectively, sufficient, and qualified personnel is required. Coordination with and support from other departments within the Municipality is also crucial to ensure efficiency of services rendered by other departments to Leeto La Polokwane where required.

The following key personnel dedicated to Leeto La Polokwane is required:

- Law Enforcement
- Customer Care

- Operations and Monitoring
- System Marketing
- System Inspectors

It is recommended that the City of Polokwane address this issue with urgency.

### **10.13.3 Possible Strategies to Address Identified Challenges**

Through the implementation of the identified response strategies, the Polokwane Municipality has a vision of increasing ridership on Leeto La Polokwane.

- ABT Implementation
- Route optimization
- Increase the number of bus stops
- Improve and increase brand visibility and loyalty through the implementation of a revised Integrated Marketing Communication Turnaround Strategy
- Improved Law Enforcement visibility
- CCTV Cameras along the Leeto La Polokwane route, facilities, and infrastructure

The City of Polokwane has acknowledged the current situation of the Leeto La Polokwane service as it relates to low ridership and the causes thereof. In response to the challenges identified, several strategies have been developed in order to turn the situation around. A variety of opportunities exist for the improvement of operations as stipulated in this document.

## **10.14 ROADS AND STORM WATER**

### **10.14.1 Introduction to Roads and Storm water**

Polokwane Municipality is characterised by radial road network of approximately **7 495 km** covering its area of jurisdiction with a backlog of approximately 6 012.67km as per the recent inventory. This backlog translates to a total of 80.2% percent. This is due to the establishment of new developments both formal and informal settlements. It is situated at the point where National and Provincial roads converge from where they radiate out in all directions providing good regional accessibility.

The Municipality is faced with huge challenges in providing and maintaining the local roads at an acceptable standard which ensures accessibility at all times. Coupled with the latter, there



is storm water management and control to an extent that it poses as a threat to mobility, infrastructure and communities.

The long-term strategy of the municipality is to surface and pave roads within the municipal area. Based on this high road backlog, different strategies are implemented including preventative maintenance of the road infrastructure

The Municipality has since moved from implementing an average of **19km** road upgrading per annum to an average of **16km for surfacing and paving** per annum. In the 2023/24 Financial year the Municipality has budgeted approximately R207 736 576,00 for construction of access roads and Paving of internal streets in townships and rural areas which will have an impact in reducing backlog of gravel roads in those areas.

The Municipality relies on IUDG Grant funds to address backlog of gravel roads in rural areas, in 2023/24 approximately R87 245 256M (IUDG and CRR) has been budgeted to address backlog of gravel roads in Seshego and Mankweng area The Municipality will also be upgrading some of the RAL roads as agreed with RAL. These roads are deemed necessary as they connect villages.

In order to reduce procurement turnaround time of appointing contractors, the Municipality has created a panel of contractors for a period of three years. Contractors will be allocated from the panel of contractors for implementation. As an interim approach to have accessible gravel roads municipal wide, the SBU is implementing a clustering approach of municipal resources and teams in order to make impact when maintaining gravel roads. In the 2023/24 financial year, The Municipality managed to budget approximately R11 413 680 to procure 20ton excavator, 4ton truck, 6x4 motor grader.

In terms of the current analysis, City/Seshego and Mankweng Cluster have roads that deteriorated due to limited routine and preventative maintenance hence most of the roads have exceeded their design life. The municipality has appointed panel of contractors to augment the in-house team in maintaining the roads municipal wide, War on pothole program has been launched to address surface defects to achieve a pothole free city in the Municipality. The program oversight is done by the Executive Mayor, Roads and transportation portfolio committee and the Roads team whereby every Friday an oversight inspection is conducted.

The other challenge affecting the roads is the unavailability or the insufficiency of Storm water system. The Municipality has in the 2021/22 financial year appointed a contractor for the implementation of a program for rehabilitation of roads in Polokwane as part of road asset renewal program to rehabilitate streets in the urban area especially the city cluster and surrounding suburbs, however the project was terminated as it was not affordable by the Municipality, the project was funded through own funding (CRR). Approximately R2 454 998 has been budgeted for in the 2023/24 financial year for the rehabilitation of roads in the surrounding suburb through own funding, the project will be implemented in multi-year.

Roads and storm water SBU is made up of two divisions but only Roads is mostly considered over Storm water when it comes to budgeting, Storm water should have its own budget. The other challenge affecting the roads is the unavailability or the insufficiency of Storm water system. The Municipality has for long time neglected the issue of storm water in that there is never a dedicated budget for storm water to address areas that are too problematic. Areas like Seshego, Flora Park, Sterpark, CBD, Welgelegen and Mankweng get flooded each time that it rains. Whenever a budget for storm water is made available, you find that it is insufficient to kick start a project. Another challenge is the high vacancy rate in the SBU

A Consultant was appointed and completed investigations of storm water challenges in Flora Park/Sterpark and Fauna Park. Some areas are completely without storm water system and other areas have insufficient capacity. Due to budget constrains the project has been put on hold and to be allocated a contractor from the panel of contractors once sufficient budget is made available to the project once sufficient budget is made available to the project. Approximately R22.1M has been budgeted for through CRR, IUDG and NDPG for implementation of storm water project municipal wide. Construction of low-level bridges in rural area has started as requested by community during IDP consultation meetings and **15** low level bridges will be implemented in the 2023/24 financial year

The Municipality is also implementing Non-Motorized transport infrastructure project that is funded through CRR/ KFW Bank approximately R5 083M has been allocated for the implementation of the projects.

Traffic safety can be linked with the existing condition of roads in the municipal area. With increased road users, congestion has also increased in recent years and has now become problematic in the City/Seshego and Mankweng clusters. In addition, road safety has become a concern with increasing accidents occurring on municipal roads. The Municipality has from the previous financial years approved three (3) speed humps yearly per ward in areas that are critical. The approved 3 speed humps will not be possible in the 2023/24 financial year,

however only two speed humps will be prioritised in most critical wards due to limited budget. Traffic calming measures are still a problem on most roads. The municipality has in the financial year 2022/23 FY managed to appoint a contractor to implement installation of traffic lights and signs at southern gateway in the city cluster and project is in progress.

#### **10.14.2 Classification of Roads**

The municipality has developed the Road Master Plan that has been approved by Council in 2014. This Master plan will be updated to include the incorporated area of Aganang. It was in anyway due for review and such will take place in the **2023/24** financial year.

The Roads Provincial Gazette was published and Roads authorities are familiar with their new Road Network.

The municipality is faced with huge challenges in providing and maintaining the local roads at an acceptable standard which ensures accessibility at all times. Coupled with the latter, there is a challenge with storm water management and control to an extent that it poses a threat to mobility; infrastructure and communities. The Municipality will develop storm water master plan in the **2023/24 financial** year for municipal wide which will assist in planning and addressing storm water challenges that are faced by the Municipality.

The long-term strategy of the municipality is to surface and pave roads within the municipal area. Based on huge road backlog, different strategies are implemented including preventative maintenance of the road infrastructure. In terms of the current analysis, City / Seshego and Mankweng Cluster have roads that deteriorated due to limited routine and preventative maintenance.

#### **10.14.3 Leeto La Polokwane Infrastructure**

The key requirements for the public transport system to go live are full compliments of infrastructure and in 2023/24 financial year, approximately R131.4M has been budgeted for the implementation of Leeto La Polokwane infrastructure projects.

The Municipality is planning to complete civil works at the Bus depot, complete Daytime layover facility, civil works at the Bus Station and Transit Mall which will include UTC at certain intersections.

The Construction of the Superstructures and buildings at the Bus Station is 75% completed and the Bus Depot will be implemented in the 2023/24 financial year.

The project for the widening of the Sand River Bridge on Nelson Mandela Trunk Route is at implementation stage and the current progress is at 82% and will be completed early in the 2023/2024 financial year.

The Municipality is also planning to refurbish the Indian centre taxi rank, a consultant is appointed and has completed the designs, the project to be implemented in the 2023/24 financial year.

#### 10.14.4 Challenges faced by the Municipality in providing Roads.

- Aging infrastructure (deterioration of roads due to limited routine and preventative maintenance)
- Most of roads have exceeded their design life span (approximately **R1.9Billion** required to rehabilitate the existing roads) in both Polokwane and Aganang area.
- Unavailability or insufficient storm water systems
- Huge rural backlog with minimal impact of 27Km per annum.
- Though the municipality has approved a new organogram, most critical positions are still vacant due to the insufficient funding.
- There is only one operator who is currently providing grading services for the entire Aganang cluster, the other two operators have medical unfitness certificates.
- 98% of Roads that Community prioritize during IDP's do not belong to the Municipality but to RAL and the Department of Roads.
- Insufficient budget
- Insufficient plant (construction machinery)
- High vacancy rate in the Roads SBU

#### 10.15 ROADS BACKLOG

Below is the current status of existing backlog, which without annual maintenance will escalate.

Service	H/H	Access	Backlog
Roads (7 495km)	280 225	1 482.83km (19.8%)	6 012.67 km

Source: PLK Roads SBU

#### 10.15.1 Municipal Roads Current Status Quo

##### Operational issues /Capacity

- Inadequate routine maintenance staff/ high vacancy rate/ reliance on casuals

### **Status of Yellow fleet**

- High down time of graders as a result of ageing. / Machinery takes a very long time to be fixed.
- The Municipality has managed to procure and deliver two new graders as part of the mitigation to bridge the shortage of grading machinery.
- The grading demand had reduced significantly in Aganang and Molepo Chuene Maja upon the delivery of new graders.

### **Number of graders broken down**

- There are 9 graders which are frequently broken and not reliable.
- The three graders which were normally on operational are now augmented by the two new graders received during 2023/2024 financial year.

### **Potholes Repairs in the City CBD, Seshego, Westerberg.**

- The Executive Major, had launched a war on pothole whereby the available resources and teams are clustered to attended to any emerging potholes in the CBD and around all inward bound roads into the city.
- The programme is aimed at ensuring that all the inward bound roads are pothole free and viable for freight transportation and new business as well as economic adventures.
- The credibility and accessibility of all inbound roads has increased significantly since the inception of the war on pothole programme.
- The programme for war on pothole is coupled with sundry works such as road markings, maintenance of sidewalks and other road furniture's. This is undertaken to ensure that the entire inbound roads are clean, clear from obstructions and free from localized runoff ponding.
- The programme is also aimed to be decentralized to outbound roads leading to surrounding suburbs, townships and clusters.
- This will also enhance local economic investments and decentralization of business opportunities to all Municipal clusters in particular rural areas which in turns will make an impact on providing conducive environment for the job creations across all Municipal clusters.

### **10.15.2 War on pothole programme**

This is a programme Launched by the Executive Mayor **Cllr Mosema John Mpe** to address the Potholes that are within the Municipal roads in all Clusters. During this Programme the Executive Mayor Cllr Mosema John Mpe joins the employees from roads section to repair potholes. The Main Aim is to improve quality of Roads within the City of Polokwane





**War on pothole programme 1**



**War on pothole programme 2**



**War on pothole programme 3**





**War on pothole programme 4**  
**Source: PLK Roads SBU**

### 10.15.3 Grader's status per Cluster (Their Condition)

1. **Dikgale Sebayeng**=1 grader in good condition
2. **Mankweng**= 2 graders allocated, 1 in fair condition, 1 is fair
3. **City cluster and Seshego**=1 grader fair
4. **Moletjie** = 2 graders, 1 in fair condition, 1 is poor
5. **Aganang**= 6x graders, 1 in good condition, 1 new and 4 redundant
6. **Molepo Chuene Maja**= 2 graders, 1 fair condition and 1 new grader

**3 graders are on frequent breakdown and 4 redundant waiting for Auction.**

### 10.15.4 Roads SBU Yellow Fleet Status Quo

Type of Fleet	Status of the fleet (How many functions and how many not functional)	Type of Service Required	Condition of the Fleet (Poor, Fair Good)
<b>Graders</b>	6 functional; 8 not fully functional	6 graders to be scrapped, regular Transmission fault and overheating, no torque, Frequent overheating,	4x graders in good conditional, 5x fair condition, 5x extremely poor
<b>Roller</b>	1 functional		

Type of Fleet	Status of the fleet (How many functions and how many not functional)	Type of Service Required	Condition of the Fleet (Poor, Fair Good)
Maintenance trucks	10 Functional and 6 not functional	Overheating, Roadworthy, Exhausted engines.	6 trucks in good condition, 6 trucks fair and 4 trucks extremely poor.
Water Trucks	1 Functional, 1 not fully functional	Regular breakdown, transmission and starters	1 good condition, 1 fair
TLB	2 functional, 3 not functional	Frequent overheating, thrust on loading buckets nipples, hydraulic pipe bursts	2 good and 3 fair
Front end loader	1 x functional		
Tipper Trucks	7 tipper truck, 2x6 cubic and 5x10cubic 3 functional, 3 not functional	hydraulic cylinder diagnosis, Aged Engines and low tipping torque.	2 fair, 2 poor and 3 good
Dozer (track wheel)	1 not functional	Engine down	Poor
Lowbed truck	Functional	Braking system faulty, wheel binding at rear axle for the trailer.	Good
Light delivery vehicle	8 functional, 5 not functional	4 scraps and 1 accident	5 good, 3 fair and 4 obsolete and 1 beyond repair

Source: PLK Roads SBU

### 10.15.5 New Municipal Graders Hand over

To address the Shortage of Graders, Council has Purchased New graders that will assist in grading of Roads in the Rural Cluster. New Graders were handed over by the Executive Mayor **Cllr Mosema John Mpe**. The handing over of Graders and Patching of potholes forms part of the municipality initiative to improve road infrastructure within the municipality.



**New Municipal Graders Hand over 1**



**New Municipal Graders Hand over 2**

**Source: PLK Roads SBU**

## **10.16 Construction of low level bridges**

### **10.16.1 CONSTRUCTION OF LOW-LEVEL BRIDGES PROGRAMME**

The programme for construction of low level bridges was incepted upon the high demand from the communities whereby there were several cross over streams which were prone to hazardous.

Polokwane Municipality has managed to refurbish two bridges which were prone to flood damage in Madietane and Christina through Municipal Relief Grants.



- Targeted low level bridges= 15
- Achievement =4
- Project status: It is an ongoing project.

### 10.16.2 Areas where low level bridges were constructed and completed

7. Mamadimo park,
8. Mogano
9. Maphetwane
10. Lonsdale
11. Matobole linking Molatela
12. Makgobathe
13. Sebora
14. Christina
15. Madietan

#### Low level bridges



Low level bridges 1



Low level bridges 2

Source: PLK Roads SBU

**Remarks:**

- Polokwane Municipality is currently constructing access bridge to link Komape and Moletjie Moshate in partnership with Coghsta.

**10.17 Repairs on Stormwater Drainage**

- Targeted storm water drains for June= 72 storm water drains
- 97 x Storm water drains maintained:
- Targeted area: CBD and surrounding suburbs and township.

**10.17.1 Challenges for Storm Water Infrastructure Maintenance**

- Planning for upgrading of storm water system from upstream of Sterpark, Flora park and Penina park was completed, implementation not yet started due to budgetary constraints.
- Regular flooding around the city due to clotting of debris around the outlet points of storm water system.
- Regular over flooding of storm water systems in Ivy park, Nirvana near Jumbo.
- Frequent damage of catch pit frames by trucks.
- Illegal dumping of rubbles inside the side drains and channels.

**10.17.2 Interventions for Storm Water Infrastructure Maintenance**

- Plans and designs to upgrade storm water systems along areas prone to flooding and pondings such as Ivy Park, Jumbo Cash and Carry and Ext76.
- Lining of storm water discharges at outlet point to minimise clotting and blockages on the discharge point. Atleast Lining of earth drain along Buite Clinic is at planning and design stage. The project was funded through Disaster Relief programme where it is anticipated to be commissioned by the end of November 2023.
- Notice boards erected on all illegal dumping spots.
- Erection of bollards behind catchpits slabs at areas prone to frequent damages is underway.
- There are 250mm thick slabs delivered on site to replace the thin slabs along the frequent damaged spots. This will also prevent heavy vehicles from driving over the slabs.

**10.18 Rehabilitation of City CBD Roads**

Polokwane as part of **road asset** renewal program to rehabilitate streets in the urban area especially the city cluster and surrounding suburbs, had appointed a contractor to implement the project, however the project was terminated as it was not affordable by the Municipality, the project was funded through own funding (CRR). The municipality has in an interim appointed panel of contractors to augment the in-house team in maintaining the roads municipal wide, War on pothole program has been launched to address surface defects to achieve a pothole free city in the Municipality. The program oversight is done by the Executive

Mayor, Roads and transportation portfolio committee and the Roads team whereby every Friday an oversight inspection is conducted.

### 10.18.1 Rehabilitation of Church street ( City CBD )



Rehabilitation of Church street ( City CBD )

### 10.18.2 Upgrading of internal Steets at Seshego Zone 8



Upgrading of internal streets at Seshego Zone 8



Upgrading of internal streets at Seshego Zone 8



### 10.18.3 Upgrading of Arterial Road in SDA1 Luthuli



Upgrading of Arterial Road in SDA 1 Luthuli



Upgrading of Arterial Road in SDA 1 Luthuli

### 10.18.4 Upgrading of internal ring Road in Toronto (Mankweng)



Upgrading of internal ring Road in Toronto (Mankweng)



Upgrading of internal ring Road in Toronto (Mankweng)

### 10,18.5 Upgrading of Arterial road in Ga Rampheri



**Upgrading of Arterial road in Ga Rampheri**

### **10,18.6 Upgrading of road from Mohlolong to Kalkspruit**



**Upgrading of road from Mohlolong to Kalkspruit**

### **10.18.7 Personnel for Roads and Storm Water**

#### **Number of Vacancies:**

#### **8x Budgeted Positions: i.e.**

- 2x Superintendent
- 1x Senior Technician
- 2x Technicians
- 3x Special Worksman
- 4x Drivers
- 7x labourers

**Other Essential vacancies with no budget: i.e.**

- 1x Assistant Management, Stormwater management, Railway sidings and traffic lights.
- 3 x Foreman City cluster.
- 6 x Senior Operators
- 2x Senior Technician.
- 3x technicians
- 4 x operators.
- 2 x drivers.
- 1 x Project administrator.
- 1 x Wayleave Technician.
- 30x labourers.

**10.19 Grading of Rural Roads Per Cluster**

**10.19.1 Grading of Roads Status Quo**

CLUSTERS	GRADER AVAILABILITY	REMARKS
City	PM712	PM 711 on breakdown
Molepo Chuene Maja	PM23/01	Allocated new grader
Dikgale Sebayeng	PM17/02	Good condition
Aganang	PM23/02	Three grader redundant, 1 taken for programming after theft attempt
Mankweng	PM710	PM18/101 replacement of copper slide and spacer.
Seshego	PM712 is shared with	PM18/100, Overheating, engine malfunction, PM17/01 wiring and hydraulic pipe burst , PM711 oil leakage and loss torque
Moletjie	PM712	PM712 turbo replaced

Source: PLK Roads SBU

**10.19.2 Challenges for Rural Roads Grading**

**Inadequate functional graders**

- We need at least **two graders** per cluster, this will reduce long travelling distances and over utilization of machinery. This will also improve service delivery and elimination of overtime cost.
  1. Total number of Municipal graders=14
  2. Full functional graders=5
  3. Redundant graders=5
  4. Graders experiencing regular breakdowns=4

#### Shortage of Grader operators.

- There are only 5 Senior Operator who are currently performing grading services and are not sufficient enough to deliver adequate grading service.
- At least two senior operators are required per cluster to enable effective grading of roads in rural areas.

### 10.19.3 Roads SBU Fleet analysis

#### ANALYSIS OF FLEET REQUIRED TO RENDER ROADS FULLY FUNCTIONAL

FLEET DESCRIPTION	TOTAL ALLOCATION	AVAILABLE	OLD FLEET	REQUIRED ADDITIONAL FLEET
Graders	14	6	8	10
TLB	5	3	2	2
Lowbed Truck	1	1		1
LDV's	13	8	5	7
4 Ton Maintenance Trucks	17	7	5	12
Excavator	0			1
10m3 Tipper trucks	5	3	2	7
Front End Loader	1	1	0	0
Water trucks	2	1	1	2 x 18000litres
Smooth roller	1	1	0	0
Grid Roller and Tow tractor	0	0	0	1
Tamping roller	0			1
Dozer	1	1		0
Crane Truck	0			1
Road Marker self-propelled	0			5
Asphalt milling machine	0			1
Double drum asphalt compactor	0			2

Source: PLK Roads SBU

#### 10.19.4 Incomplete Provincial D-Roads (Bermuda Roads)

Incomplete Provincial roads implemented by the Municipality (Bermuda Roads)



PROJECT NAME	ROAD NUMBER	TOTAL KM	KM COVERED TO DATE	OUTSTANDING KM
Phomolong to Moshate to Tjatjaneng	D4030	7.2KM	4 KM	3.2 KM
Upgrading of arterial road in Ga-Rampheri	D4032	11 KM	7 KM	4 KM
Upgrading of Mhlonong to Kalkspruit	D3370	13 KM	5.2 KM	7.8 KM
Upgrading of Lonsdale to Percy Clinic via Flora	D3405	4.9 KM	3.5 KM	1.4 KM
Upgrading of Mamatsha (Makubung to Boshega	D4000 - D4020	21.5 KM	11.3 KM	10.2 KM
Upgrading of arterial road Kgohloane to Makgofoe	D3422 – D3390	16.4KM	10.8KM	5.6 KM
Upgrading of arterial road D977 (Silicon to Matobole)	D977	19 KM	7 KM	12 KM
Upgrading of arterial road (Nobody to Laastehoop to Mothapo)	D1809 – D4030	20 KM	5.4 KM	14.6 KM
Upgrading of arterial road Sebayeng Mantheding to Ga-Dikgale	D3959 – D3997	8.5 KM	6.4 KM	2.1 KM
Upgrading of arterial road Mamadila to Ramakgaphola to Manamela	D3413 – D3414	15.3 KM	5 KM	10.3 KM
Arterial roads Molepo Maja Chuene Cluster (Paledi)	D4016	18.4 KM	8.4 KM	10 KM
Upgrading of Mmotong to Sengatane road	D3422	13.8 KM	5.8 KM	8 KM

Source: PLK Roads SBU

### 10.19.5 Overview summary achievement of Public Transport Infrastructure Development

The Construction of the Superstructures and buildings at the Bus Station is 75% completed and the Bus Depot will start in the 2023/24 financial year.

The project for the widening of the Sand River Bridge on Nelson Mandela Trunk Route is at implementation stage and the current progress is at 82% and will be completed early in the 2023/2024 financial year.

The Municipality is also planning to refurbish the Indian centre taxi rank, a consultant is appointed has completed the designs, the project to be implemented in the 2023/24 financial year.

The municipality surfaced 14.88km of road during the financial year with the aim of improving accessibility of services to the communities, rehabilitated 11.027km (1.320 and 9.707km urban concession) of road, 20,4 km was re-graveled to at least improve accessibility to villages and 2657,3 km of roads were bladed, 4 low level bridges constructed, 25 speed humps constructed, 47 590,72 m<sup>2</sup> of Pothole patched.

## CHAPTER Eleven -Financial Analysis

### 11.1. FINANCIAL MANAGEMENT AND VIABILITY

#### 11.1.1 Revenue Management

The municipality derives revenue through the rendering of services as mandated through the Constitution of the Republic of South Africa, Municipal Finance Management Act (MFMA) and other related regulations. Municipal revenue comprises of own revenue as well as grants from the national government. Own revenue contributes **44%** of total revenue and shows a decrease from the prior financial year.

The municipality main sources of own revenue are as follows:

- Property Rates
- Electricity
- Water
- Refuse and sewerage
- Other income such as rental of property, investment income and traffic fines.

The municipality's own revenue across the board has increased by an average of around **2%** year on year with increases in service charges by around **2%**. The main contribution to the year-on-year increase in service charges is mainly due to the increase in the installation of pre-paid water meters and the upward impact on the revenue from assessment rates due to the implementation of the new valuation roll that saw increase in property values.

All the grants from the National government is dealt with in terms of the requirement of Division of Revenue Act (DoRA) and management of own revenue is dealt with in terms of the MFMA. The municipality also applies its indigent policy to cater for the indigent population within its jurisdiction.

#### 11.1.2 Status on Revenue Management

Averaged **83%** on collections for the last financial year (2022/23) with COVID 19 having a significant impact in that the community has not recovered, customers earning above the threshold yet below the economic status and most lost their job.

Approximately only 2400 accounts remain on conventional electricity meters whilst the rest of the accounts are on prepaid electricity. Out of the approximate **25094** pre-paid water meters installed around **18 000** meters are not purchasing as the meters are dysfunctional. The revenue from prepaid water however shows an increase of revenue from **R1.5 million** in June 2022 as compared to **R2 million** in 2023.



### 11.1.3. Revenue Enhancement

#### Tariff setting challenges.

The MFMA and enabling legislations such as the Water and Electricity Acts requires tariffs to be cost reflective.

Although the municipality is showing a positive gross profit percentage on service charges the following **challenges** remain:

- High tariff increases of Eskom and the water boards.
- The COVID 19 pandemic has dampened the local economic environment resulting in unaffordability of service charges.

The municipality is **addressing** these challenges by exploring alternative cost savers such as power banks and the installation of pre-paid meters to ensure customer consume at the rate that they can afford.

#### Credibility of bills and data

Since the implementation of the new system around 2019, the municipality is able to produce **credible billings**. The installation of **prepaid meters** has also assisted in the production of credible revenue bills and reports and lessened the number of queries on consumption. The adjustment of account resulting from the supplementary valuation roll is dominantly the only alter which changes the charges of the account triggered by a change in category, Market value or the effective date of the change.

#### 11.1.4 Collections from households, businesses and Government Departments.

The municipality has averaged a collection rate of **93% percent** vs a budgeted rate of 87%.

The installation of the new system has allowed the municipality to interface the billing module with the credit control module. This ensures that the cut off list is done almost at real time thereby making it possible to perform more cut offs on a daily basis improving the collection rate.

However, the impact of the COVID 19 pandemic have affected vulnerable households and businesses. Arrangements are allowed on the system for those who are unable to be meet their arrear debts.

As far as government is considered, collections have improved as a separate cut off list is implemented. The debt of government debts increased due to the data cleansing and updates on the treasury data for AD report.

#### 11.1.5 Implementation of revenue enhancement strategy

The municipality partnered with Cigicell to ensure that there is maximization of revenue on **electricity consumption** by the top customers. The table below shows that the municipality was levying the customers by an average or 40% less than what was supposed to be a billed. The municipal revenue from this top customer has since improved and increased by R48 Million for the financial year and accordingly reduced possible losses.

		Phase 1						
Consumption month	Billing Month	Quantity Meters	Meters Exceeding baseline	Baseline Value	Billing Value	Difference	% Increase	
Jun-22	Jul-22	96	86	4,483,954.11	7,838,359.68	3,354,405.57	75%	
Jul-22	Aug-22	95	87	5,284,463.49	8,743,310.85	3,458,847.36	65%	
Aug-22	Sep-22	95	87	5,217,357.68	8,678,887.24	3,461,529.56	66%	
Sep-22	Oct-22	95	83	4,682,037.03	7,452,049.31	2,770,012.28	59%	
Oct-22	Nov-22	95	82	4,892,682.08	8,044,034.85	3,151,352.77	64%	
Nov-22	Dec-22	95	87	5,438,364.40	8,587,656.18	3,149,291.78	58%	
Dec-22	Jan-23	95	80	5,247,214.10	7,997,319.96	2,750,105.86	52%	
Jan-23	Feb-23	96	82	5,246,281.17	8,038,457.44	2,792,176.27	53%	
Feb-23	Mar-23	96	81	4,792,668.65	7,171,164.32	2,378,495.67	50%	
Mar-23	Apr-23	96	82	5,222,662.34	8,127,820.87	2,905,158.53	56%	
Apr-23	May-23	96	74	4,072,279.26	6,286,855.76	2,214,576.50	54%	
23-May	23-Jun	96	79	4,598,009.06	7,108,940.08	2,510,931.02	55%	
				<b>59,177,973.37</b>	<b>94,074,856.54</b>	<b>34,896,883.17</b>		
		Phase 2						
Consumption month	Billing Month	Quantity Phase 2	Meters Exceeding baseline	Baseline Value	Billing Value	Difference	% Increase	
Jun-22	Jul-22	38	36	1,084,267.32	2,170,177.35	1,085,910.03	50%	
Jul-22	Aug-22	38	36	1,084,267.32	2,296,551.35	1,212,284.03	53%	
Aug-22	Sep-22	38	36	1,084,267.32	2,340,408.38	1,256,141.06	54%	
Sep-22	Oct-22	37	35	1,057,134.24	2,188,267.29	1,131,133.05	52%	
Oct-22	Nov-22	36	35	1,057,134.24	2,305,688.91	1,248,554.67	54%	
Nov-22	Dec-22	36	34	1,028,490.59	2,306,289.30	1,277,798.71	55%	
Dec-22	Jan-23	35	31	985,320.17	2,168,380.87	1,183,060.70	55%	
Jan-23	Feb-23	35	34	1,028,490.59	2,190,268.73	1,161,778.14	53%	
Feb-23	Mar-23	34	33	1,022,900.01	2,123,827.98	1,100,927.97	52%	
Mar-23	Apr-23	34	33	1,022,900.01	2,180,073.97	1,157,173.96	53%	
Apr-23	May-23	36	31	1,006,157.63	1,989,287.42	983,129.79	49%	
23-May	23-Jun	38	34	1,040,534.04	1,949,592.57	909,058.53	47%	
				<b>12,501,863.48</b>	<b>26,208,814.12</b>	<b>13,706,950.64</b>		

Source: Plk BTO Directorate

### 11.1.6 Key Challenges and Interventions in Revenue Management

No	Challenge	Intervention
1	Meter tempering/faulty meters	<p>The establishment of the revenue protection unit to deal with specific matters on possible meter tempering and addressing faulty meters and other challenges that may contribute to under billing and under collections.</p> <p>Use of third-party data to analyse possible tempering or dysfunctional meters through the revenue protection unit.</p>
2	Poor economy impacts	<p>Continue with credit control with consideration of Poor Economy strain consumers on a merit basis as per National Treasury circular. i.e., considering the 20% reconnection fee on merit. However, if any arrangement made are not honoured strict credit control will apply as to do otherwise will compromise our financial viability.</p>

No	Challenge	Intervention
4	Mankweng debt book	Debt writes off approved by council and political leadership to communicate with the community at large

Source: Plk BTO Directorate

## 11.2. FINANCIAL POLICY FRAMEWORK

In terms of governing legislation, the municipality is required to develop and implement rates and tariff policies or bylaws to guide the revenue management of the Municipality. The following budget related policies have been approved and adopted by council.

- Borrowing policy
- Petty cash policy
- Budget policy
- Funding and reserves policy
- Indigent policy
- Banking & investment policy
- Supply chain Management policy
- Credit control and Debt collection policy
- Customer Care Policy
- Tariff policy
- Rates policy
- Subsistence & Travel Policy
- Leave Policy
- Virement policy
- Asset Management Policy

## 11.3 DEBTORS MANAGEMENT

### 11.3.1 Debtor Book

Debtors amount to almost **R1,7 billion**. Mankweng project to be fast tracked. Government debtors may need an IGR intervention.

**Staff and councillors'** debt is being recouped monthly and progress is reported to Council on a monthly basis through the revenue report.

Debt incentive scheme is in progress until end of **October 2023** and it has proven to be yielding good results.

## Debtor Book

Description	Amount	%
Mankweng	345 168 000	20%
Govt debtors	232 237 390	13%
Interest on outstanding debts	381 554 602	22%
Indigent debtors	42 556 000	2%
Other debtors (commercial, institutions and households)	761 305 401	43%
<b>TOTAL</b>	<b>1 762 821 393</b>	<b>100%</b>

Source: Plk BTO Directorate (2023)

### 11.3.2 Debtors Aging (30 June 2023)

Description	Budget Year 2022/23								Total
	0-30 Days	31-60 Days	61-90 Days	91-120 Days	121-150 Dys	151-180 Dys	181 Dys-1 Yr	Over 1Yr	
<b>R thousands</b>									
<b>Debtors Age Analysis By Income Source</b>									
Trade and Other Receivables from Exchange Transactions - Water	26,306	8,492	30,150	7,160	5,389	4,803	19,955	216,479	318,733
Trade and Other Receivables from Exchange Transactions - Electricity	58,154	14,402	12,525	9,215	8,428	5,087	31,159	109,574	248,544
Receivables from Non-exchange Transactions - Property Rates	44,022	22,250	20,275	12,970	10,642	9,611	44,043	286,535	450,348
Receivables from Exchange Transactions - Waste Water Management	13,502	7,490	6,822	4,412	3,890	3,620	20,571	76,650	136,958
Receivables from Exchange Transactions - Waste Management	13,167	7,171	5,882	4,392	3,790	3,535	21,945	96,050	155,930
Receivables from Exchange Transactions - Property Rental Debtors	-	-	-	-	-	-	-	185	185
Interest on Arrear Debtor Accounts	9,685	9,623	9,400	9,220	9,067	8,887	41,906	175,778	273,567
Recoverable unauthorised, irregular, fruitless and wasteful expenditure									
Other	6,314	2,620	2,280	2,054	1,805	1,474	25,168	136,840	178,555
<b>Total By Income Source</b>	<b>171,149</b>	<b>72,047</b>	<b>87,335</b>	<b>49,424</b>	<b>43,011</b>	<b>37,015</b>	<b>204,747</b>	<b>1,098,093</b>	<b>1,762,821</b>
<b>2021/22 - totals only</b>	<b>178,644</b>	<b>65,750</b>	<b>77,965</b>	<b>42,340</b>	<b>39,370</b>	<b>34,195</b>	<b>180,002</b>	<b>1,100,114</b>	<b>1,687,012</b>
<b>Debtors Age Analysis By Customer Group</b>									
Organs of State	21,611	11,327	10,088	8,288	7,706	5,928	25,674	133,401	224,024
Commercial	70,463	19,156	18,451	13,031	7,108	6,975	37,615	207,616	380,415
Households	79,074	41,564	58,795	28,105	28,197	24,113	141,458	757,076	1,158,383
Other	-	-	-	-	-	-	-	-	-
<b>Total By Customer Group</b>	<b>171,149</b>	<b>72,047</b>	<b>87,335</b>	<b>49,424</b>	<b>43,011</b>	<b>37,015</b>	<b>204,747</b>	<b>1,098,093</b>	<b>1,762,821</b>

Source: Plk BTO Directorate

### 11.3.3 Debtors Aging (30 June 2022) Comparative

Description	Budget Year 2021/22								Total
	0-30 Days	31-60 Days	61-90 Days	91-120 Days	121-150 Dys	151-180 Dys	181 Dys-1 Yr	Over 1Yr	
<b>R thousands</b>									
<b>Debtors Age Analysis By Income Source</b>									
Trade and Other Receivables from Exchange Transactions - Water	33 198	10 777	7 389	6 190	6 057	5 629	31 052	232 470	332 763
Trade and Other Receivables from Exchange Transactions - Electricity	65 964	17 444	10 194	7 869	5 341	5 822	18 993	104 082	235 709
Receivables from Non-exchange Transactions - Property Rates	49 381	17 087	13 988	40 347	11 714	10 502	48 965	252 319	444 303
Receivables from Exchange Transactions - Waste Water Management	27 084	6 735	4 096	3 449	3 218	2 972	17 646	56 204	121 404
Receivables from Exchange Transactions - Waste Management	21 490	5 906	3 946	3 332	3 042	2 888	17 274	75 807	133 684
Receivables from Exchange Transactions - Property Rental Debtors	-	-	-	-	-	-	-	187	187
Interest on Arrear Debtor Accounts	7 284	7 032	6 820	6 436	6 377	6 199	27 995	251 359	319 502
Recoverable unauthorised, irregular, fruitless and wasteful expenditure									
Other	37 475	4 013	3 086	3 433	2 245	2 669	9 353	47 195	109 469
<b>Total By Income Source</b>	<b>241 876</b>	<b>68 994</b>	<b>49 520</b>	<b>71 056</b>	<b>37 995</b>	<b>36 680</b>	<b>171 278</b>	<b>1 019 622</b>	<b>1 697 020</b>
<b>2020/21 - totals only</b>	<b>264 362</b>	<b>60 828</b>	<b>43 044</b>	<b>35 866</b>	<b>32 654</b>	<b>32 285</b>	<b>144 471</b>	<b>906 533</b>	<b>1 652 046</b>
<b>Debtors Age Analysis By Customer Group</b>									
Organs of State	12 468	6 826	6 027	32 696	4 950	4 767	25 978	38 434	132 145
Commercial	84 578	20 513	10 495	7 839	7 528	6 844	27 478	210 117	375 393
Households	144 829	41 655	32 998	30 521	25 518	25 068	117 822	771 071	1 189 482
Other	-	-	-	-	-	-	-	-	-
<b>Total By Customer Group</b>	<b>241 876</b>	<b>68 994</b>	<b>49 520</b>	<b>71 056</b>	<b>37 995</b>	<b>36 680</b>	<b>171 278</b>	<b>1 019 622</b>	<b>1 697 020</b>

Source: Plk BTO Directorate

### 11.3.4 Debt Control Initiatives

Municipality is currently implementing credit and **debt control initiatives** in order to minimize level of debt book, some of those initiatives are debtor cleansing, replacement of ageing meters, application of disconnection on customers who owes municipality above 60days and settlement incentives as well as handover to debt collectors on debts above 90 days. Central to that is improvement on customer relation management which the municipality has made a pillar.

The municipality implemented the following controls to date:

- Use of the **new financial system** to perform real time credit control due to the successful integration functionality.
- Intensified credit control including government departments (with the assistance of the finance portfolio) which saw collections of over **R80 million** coming from many years ago from government departments in a space of few months.

### 11.4 Indigent support

#### 11.4.1 Status of Municipal Indigent Register

The municipality has **6540** currently on its database and spends around **R165 million** our poor households

#### 11.4.2 Processes in indigent Applications

TASK	TIMELINE	OUTPUT
Receipt of application files from the Municipality and consumption and account confirmation	<b>5 days</b>	Received documents to be sorted according to the wards
Capturing of the information on the indigent system and scanning of documents	<b>3 days</b>	Verification of the collected files and the existing information on the system
Distribution of Public Notice Letters and SMS	<b>2 days</b>	Clear and precise instructions to be forwarded to the applicants beforehand, for the required attachments
Site Visits	<b>1 days</b>	Collection of the required documents from the applicants, and photographic evidence of the indigent household
Capturing of updated documents on the system	<b>2 days</b>	Scanning and uploading of the updated documents on the system.
External Vetting	<b>14 Days</b>	The collated documents and the information to be vetted for correctness.
Vetting Results and follow up and customisation	<b>4 days</b>	Compilation of a Report to the Municipality on recommendations of the applications based on the results of the external vetting.
Send Report to the Municipality for decision	<b>3 days</b>	Compiled and consolidated report to be forwarded to the Municipality.
Upload results of the application unto the system	<b>3 Days</b>	Receipt of the decisions of the applications from the Municipality
Send outcome results to the applicant through sms	<b>1 day</b>	Informing the applicants of the outcome of their applications.
Write Off and flagging as indigent on the system	<b>3 to 15 days after month end done</b>	The capturing and rebates and possible write off applied on the system after system month end is processed.

Source: Plk BTO Directorate

### 11.4.3 Challenges and Mitigation/Control – Indigent Support

Challenges	Description	Mitigation/Control
<b>Late application</b>	Residents don't apply for indigent subsidy until they are terminated and then they claim the indigent status	Payment is required until the customer qualify as indigent. Applicant does not warrant the indigent status.
<b>Incomplete/ inaccurate information</b>	Applicant often supply incomplete or incorrect information and documents delaying the verification process	Checklist is made and the officials try to validate the information on application, the vetting provide information not provided by the applicant.



Challenges	Description	Mitigation/Control
<b>Unavailability of applicant</b>	Customers when requested to be available for verification they are often not available delaying the process, at times the customer do not have the required copies of conformation required failing the site verification.	Up to about 3 site visits are done before the customer is disqualified and the process has to start from the beginning.
<b>Ownership</b>	Often the owners who passed on has the house allocated as family house while other members of the household are employed	The information provided by the household get verified and normally the process requires more time and additional documents.
<b>False information/claims</b>	New information is not disclosed such job status and spouse who is employed.	3070 indigents are terminated, and status reversed

**Source: Plk BTO Directorate**

Although, we are in a net cash surplus from a working capital position, National Treasury only assesses the analysis from a creditor relative to the available cash as highlighted in yellow.

This implies that our budget will have to take this analysis into account going forward. Reduction in expenditure and increase in cash reserves will be the only appropriate mitigation measure to achieve a positive cash flow before taking cash inflows from receivables into account.

#### **11.4.4 Debtors Incentive Scheme**

A discount based on sliding scale incentive is offered to customers and a total of 3601 customers participated on the scheme and only 1633 customers paid their accounts with a total amount of R35 838 084 while an amount of R23 062 303 written off. Outstanding balances on all inactive prescribed debts as at 30 June 2022 consisting of total of 3969 Accounts with prescribed debt to the amount of R56 583 916 had been written off.

Majority of this accounts results from the previous system before the municipality migrated to new system relating to challenges and inconsistencies of data in the old system Samras. A discount of 10% was offered to all good payers for two consecutive months for **7729** consumers amounting to **R 3 941 005**

#### **11.4.5 Indigent Support**

<b>Indigent Report as at 30 June 2023</b>	
Indigent Applications Received	1429
Indigent Beneficiaries Approved & Added to Register	732
Removed / Disqualified	3261
Total register plus newly added less Disqualified	6540
<b>Description</b>	<b>Amount</b>
Balance Write off	-R3 627 134.00
Assessment rates rebate	-R809 819.85
Service Rebate (Sewerage, Refuse, Other Basic charges)	-R2 537 876.03
Meter Rebate ( Water ) @ R 63.62	-R404 814.06
Meter Rebate ( Electricity ) @ R 135.82	-R856 209.28
<b>Total Cost to Council in June 2023</b>	<b>-R8 235 853.22</b>
<b>Cost to Customer</b>	
Indigent Levies @ R112.88	R738 235.20
<b>Balances</b>	
Opening Balance	R15 892 061.37
Payments	-R936 704.36
Closing Balance	<b>R7 457 738.99</b>

Source: Plk BTO Directorate

### 11.5 Revenue generation from other SBUs

Revenue component	Activity to enhance revenue
Traffic fines	Integrated system to collate all fines payable within Polokwane's jurisdiction. To be paid when renewing annual license fees
Illegal dumping	Utilizing our fleet to perform monitoring
Clean up fees after conferences	Utilize our cleaners to clear up after conferences for a fee
Hawkers	Create an automated database and ensure debt is collected
Markets	Encourage flea markets and others for a fee

Source: Plk BTO Directorate

## 11.6 FINANCIAL POLICY FRAMEWORK

In terms of governing legislation, the municipality is required to develop and implement rates and tariff policies or bylaws to guide the revenue management of the Municipality. The following budget related policies have been approved and adopted by council.

1. Asset Management Policy
2. Billing Policy
3. Borrowing Policy
4. Budget and Virement Policy
5. Cash management and Investment Policy
6. Claims committee and loss Policy
7. Consumer Deposit Policy
8. Cost Containment Policy
9. Credit control and debt collection Policy
10. Expenditure Management Policy
11. Fare Policy and Fare Structure
12. Funding and reserves Policy
13. Indigent and Social Assistance Policy
14. Integrated Customer Care Policy
15. Inventory Policy
16. Leave Policy
17. Performance Management System Policy (Organisational and Employee Management Policy)
18. Property Rates Policy
19. Subsistence and Travelling Policy
20. Supply chain management Policy
21. Tariff Policy
22. Unauthorised, Irregular, Fruitless and Wasteful Expenditure Policy

## 11.7 Expenditure Management

### 11.7.1 Expenditure Management Status Quo/Achievement

- All conditional grants maintained in a separate bank account and not used in normal operations.
- No double payments encountered to service providers.
- Long - Term Loans are paid on time per loan agreement and conditions
- Salaries, Eskom, and Lepelle Northern Water bills paid promptly.
- **Roll overs** are **cash backed** in terms of National Treasury circular 99.
- All creditors submitted to Finance and recorded on the system at the end of July were paid within 30 days i.e., all creditors due were paid.
- Monthly VAT declaration to SARS.w
- Timeous payment of Third Parties and SARS.

## EXPENDITURE

### 11.7.2 Expenditure analysis

Description	2022/23	
	Actual Outcome	%
<b>R thousand</b>		
<b>Expenditure By Type</b>		
Bad Debts Written Off	323 422 474.53	7%
Bulk Purchases	856 611 258.90	19%
Contracted Services	840 040 597.68	19%
Depreciation and Amortisation	733 658 678.58	17%
Employee Related Cost	1 072 016 209.30	24%
Interest; Dividends and Rent on Land	57 837 288.77	1%
Inventory Consumed	226 031 889.03	5%
Operational Cost	266 522 343.98	6%
Remuneration of Councillors	41 383 620.95	1%
Transfers and Subsidies	9 671 404.46	0%
<b>Expenditure Total</b>	<b>4 427 195 766.18</b>	<b>100%</b>

Source: Plk BTO Directorate (2023)

### 11.7.3 Key Contracted Services

Description	Total Budget	Total Actual	% Spent
Business and Advisory	105 966 468.42	94 719 234.05	89%
Refuse Removal	69 346 170.99	68 400 512.83	99%
Security Services	66 190 099.14	66 190 098.22	100%
Infrastructure and Planning	70 789 624.92	60 905 877.86	86%
Infrastructure and Planning	46 491 499.90	58 390 797.01	126%
Transportation	53 585 025.04	49 375 471.76	92%
Transport Services	45 672 943.85	45 672 943.85	100%
Laboratory Services	44 241 553.92	45 476 726.77	103%
Sewerage Services	31 495 159.04	40 662 095.16	129%
Maintenance of Equipment	39 452 546.45	39 452 546.45	100%
Personnel and Labour	28 744 162.77	28 744 162.77	100%
<b>Total</b>	<b>601 975 254.44</b>	<b>597 990 466.73</b>	<b>99%</b>

Source: Plk BTO Directorate (2023)

### 11.7.4 General Expenditure

Description	Total Budget	Total Actual
Wet Fuel	65 014 240	61 939 578
Insurance Underwriting	30 934 742	28 941 518
Advertising; Publicity and Marketing	30 864 406	26 409 470
External Computer Service	25 733 913	24 580 272
Municipal Services	23 102 479	4 699 859
Uniform and Protective Clothing	22 733 854	11 297 704
Communication	19 134 996	17 743 855
External Audit Fees	16 200 000	16 190 028
Indigent Relief	15 250 248	14 753 530
Hire Charges	12 941 264	8 209 438
<b>Total</b>	<b>261 910 142</b>	<b>214 765 252</b>

Source: Plk BTO Directorate (2023)

### 11.7.5 Overtime

Vote Description	Original Budget	Adjusted Budget	YTD actual	% Spent vs Adjusted Budget
Vote 1 - CHIEF OPERATIONS OFFICE	418 612	1 418 612	1 274 493	90%
Vote 2 -MUNICIPAL MANAGER'S OFFICE	112 020	312 020	133 839	43%
Vote 3 - WATER AND SANITATION	22 579 225	32 005 663	35 954 166	112%
Vote 4 - ENERGY SERVICES	16 624 250	17 647 250	26 779 938	152%
Vote 5 - COMMUNITY SERVICES	13 081 644	16 449 235	18 140 481	110%
Vote 6 - PUBLIC SAFETY	24 801 428	26 301 428	27 295 181	104%
Vote 7 - CORPORATE AND SHARED SERVICES	4 481 595	3 738 020	3 229 699	86%
Vote 8 - PLANNING AND ECONOMIC DEVELOPMENT	664 110	664 110	361 946	55%
Vote 9 - BUDGET AND TREASURY OFFICE	3 426 300	4 606 300	2 681 466	58%
Vote 10 - TRANSPORT SERVICES	2 968 574	3 948 574	3 844 247	97%
Vote 11 - HUMAN SETTLEMENT	70 000	70 000	91 658	131%
<b>Total</b>	<b>89 227 758</b>	<b>107 161 212</b>	<b>119 787 113</b>	<b>112%</b>

Source: Plk BTO Directorate (2023)

### 11.7.6 Capital Performance

Description	SPECIAL ADJUSTMENTS BUDGET			YEAR TO DATE TOTAL ACTUAL			Percentage Spent
	TOTAL EXCL. VAT	VAT	TOTAL	TOTAL EXCL. VAT	VAT	TOTAL	
<b>Total Capital Expenditure</b>	767 720 862	115 079 868	882 278 991	639 638 212	95 945 732	735 583 944	83%
Integrated Urban Development Grant	310 710 067	46 606 510.05	357 316 577	255 896 386	38 384 458	294 280 844	82%
Public Transport Network Grant	69 921 736	10 488 260.38	80 409 996	65 834 349	9 875 152	75 709 501	94%
Neighbourhood Development Grant	27 053 008	4 057 951.25	31 110 960	22 727 592	3 409 139	26 136 731	84%
Water Services Infrastructure Grant	54 890 437	8 233 565.49	63 124 002	44 880 857	6 732 129	51 612 986	82%
Regional Bulk Infrastructure Grant	117 029 566	17 554 434.90	134 584 001	117 029 402	17 554 410	134 583 813	100%
Integrated National Electrification Programme Grant	25 565 217	3 834 782.55	29 400 000	24 646 596	3 696 989	28 343 585	96%
Energy Efficiency and Demand Side Management Grant (EEDSM)	869 566	130 434.90	1 000 001	869 565	130 435	1 000 000	100%
Finance Management Grant	300 000	45 000.00	345 000	300 000	45 000	345 000	100%
<b>Total DoRA Allocations</b>	606 339 597	90 950 940	697 290 536	532 184 749	79 827 712	612 012 461	88%
Capital Replacement Reserve	161 381 265	24 207 189.82	185 588 455	107 453 464	16 118 020	123 571 483	67%
<b>TOTAL FUNDING</b>	767 720 862	115 158 129	882 878 992	639 638 212	95 945 732	735 583 944	83%

Source: Plk BTO Directorate (2023)

### 11.7.7 Non-core expenditure

Non-core Function	Total Budget	Total Actual
Road and Traffic Regulation	127 330 430	122 056 270
Fire Fighting and Protection	75 503 939	68 893 585
Community Parks (including Nurseries)	46 531 801	47 646 286
Libraries and Archives	22 219 152	21 168 867
Museums and Art Galleries	10 873 693	9 740 346
Disaster Management	10 161 604	9 058 448
Health Services	7 500 471	8 031 897
Cultural Matters	5 122 110	5 179 341
<b>Total</b>	<b>305 243 200</b>	<b>291 775 041</b>

Source: Plk BTO Directorate



### 11.7.8 Challenges and Intervention for Expenditure Management

No	Challenge	Intervention
1	Payment within 30 days	Monthly cash flow to be submitted to all SBUs. SBUs are not allowed to exceed the allocation for that month.
2	Invoice submitted late to Finance	Munsoft requires Managers to authorise/submit invoices on the system and this delays timeous processing of payments.  A memo to explain the processes was communicated by BTO
3	Eskom bill exceeding <b>R105 million</b> in the first month of the financial year due to the peak season demand rates.  Municipal tariffs for electricity will soon not be cost reflective due to the high anticipated increase in Eskom tariffs in the coming years.	Finalised the power bank feasibility and ready for advert.  In the process of finalising the solar project

Source: PIK BTO Directorate

### 11.7.9 Creditors

Outstanding trade creditors amounted to **R 198 481 365.57** at **31 July 2023**.

Description	Budget Year 2022/23									Prior year totals for chart (same period)	
	0 - 30 Days	31 - 60 Days	61 - 90 Days	91 - 120 Days	121 - 150 Days	151 - 180 Days	181 Days - 1 Year	Over 1 Year	Total		
<b>R thousands</b>											
<b>Creditors Age Analysis By Customer Type</b>											
Bulk Electricity	105 920	-	-	-	-	-	-	-	105 920	113 986	
Bulk Water	21 552	-	-	-	-	-	-	-	21 552	26 109	
PAYE deductions	-	-	-	-	-	-	-	-	-	-	
VAT (output less input)	-	-	-	-	-	-	-	-	-	195 217	
Pensions / Retirement deductions	-	-	-	-	-	-	-	-	-	1 470	
Loan repayments	-	-	-	-	-	-	-	-	-	-	
Trade Creditors	71 009	-	-	-	-	-	-	-	71 009	-	
Auditor General	-	-	-	-	-	-	-	-	-	-	
Other	-	-	-	-	-	-	-	-	-	-	
<b>Total By Customer Type</b>	<b>198 481</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>198 481</b>	<b>336 782</b>	

Source: PIK BTO Directorate

### 11.7.10 Payment of creditors

Description	Ageing	0-30 days
Eskom	Current	105 920
Lepelle Northern Water	Current	21 552
Other service providers	Current	71 009
<b>Total</b>		<b>198 481</b>

Source: Plk BTO Directorate

Council pays its creditors within **30 days**. In terms of circular 49 issued by treasury and further section 65(2) (e) of MFMA emphasize that municipality must honour its obligation within 30 days.

### 11.8 BORROWINGS

INSTITUTION	INTEREST	LOAN AMOUNT - OPENING BALANCE June	REDEMPTION TO DATE- June 2023	INTEREST TO DATE- June 2023	REDEMPTION- June 2023	CLOSING BALANCE- June 2023	EXPIRY DATE / REDEMPTION DATE
DEVELOPMENT BANK OF SOUTHERN AFRICA - 61007443	10.75	186 501 716	.	.	.	186 501 716	31/01/2032
STANDARD BANK SOUTH AFRICA	10.98	186 275 177	.	.	.	186 275 177	30/07/2032
<b>TOTAL</b>		<b>372 776 893</b>	.	.	.	<b>372 776 893</b>	

Source: Plk BTO Directorate

**11.8.1 Extent of existing loans, and associated finance and redemption payments.**

**2021/22 Financial Year**

LENDER	BALANCE 01/07/2021	INTEREST 12/2021	REDEMTIO N 12/2021	INTEREST 06/2022	REDEMPTION 06/2022	BALANCE 30/06/2021
DEVELOPMENT BANK OF SOUTHERN AFRICA	209 903 394	11 721 729	4 704 864	11 721 729	4 889 328	200 309 201
STANDARD BANK SOUTH AFRICA	206 547 909	11 308 413	4 727 021	11 231 747	4 803 686	197 017 202
<b>TOTAL</b>	<b>R 416 451 303</b>	<b>R23 030 142</b>	<b>R 9 431 885</b>	<b>R22 953 476</b>	<b>R 9 693 014</b>	<b>R 397 326 403</b>

Source: PIK BTO Directorate

**2022/23 Financial Year**

Outstanding Loans June 2023									
LOAN NO	APPROVED % INTEREST	OPENING BALANCE july 2022	INTEREST PAID 07/2022	REDEMPTION 07/2022	INTEREST 01/2023	REDEMPTION 01/2023	INTEREST ACCRUED	BALANCE 30/06/2023	Expiry Date/ Redemption Date
DBSA- 61007443	10.75	198 347 537.19	419 330.02	5 964 037.13	10 544 808.45	5 881 784.12	10 043 225.42	186 501 715.94	31.01.2032
STANDARD BANK	10.98	197 017 191.06	543 090.68	5 426 624.23	10 720 043.88	5 315 389.82	10 065 718.80	186 275 177.01	31.01.2032
<b>TOTAL</b>		<b>395 364 728.25</b>	<b>962 420.70</b>	<b>11 390 661.36</b>	<b>21 264 852.33</b>	<b>11 197 173.94</b>	<b>20 108 944.22</b>	<b>372 776 892.95</b>	

Source: PIK BTO Directorate

**2023/24 Financial Year**

LENDER	BALANCE 01/07/2023	INTEREST 12/2023	REDEMPTION 12/2023	INTEREST 06/2024	REDEMPTION 06/2024	BALANCE 30/06/2024
DEVELOPMENT BANK OF SOUTHERN AFRICA	190 715 009	11 721 729	4 704 864	11 721 729	4 889 328	181 120 816
STANDARD BANK SOUTH AFRICA	186 275 188	10 142 454	5 892 979	9 984 378	6 051 056	174 331 152
<b>TOTAL</b>	<b>R 376 990 197</b>	<b>R 21 864 183</b>	<b>R 10 597 844</b>	<b>R 21 706 106</b>	<b>R 10 940 385</b>	<b>R355 451 969</b>

Source: PIK BTO Directorate

### 11.8.2 Loans Repayments

Institution	Interest	Balance as at 30 June 2021	Repayments July 2021	Closing balance	Expiry date
DBSA	10.75%	208 893 740	16 436 586	203 670 674	31-Jan-32
Standard Banks	10.98%	206 547 898	16 035 434	201 820 878	31-Jan-32
<b>TOTAL</b>		<b>415 441 638</b>	<b>32 472 020</b>	<b>405 491 552</b>	

Source: PIK BTO Directorate

- Repayments are made on the due dates and the municipality has not defaulted in its loans since inception.
- The loans were incurred to finance **the replacement of AC pipes and pre-paid metering projects around 2016/17 financial year.**
- These projects have returned 76% return on capital since inception in line with the 5 year pay-back period.
- However, we need to reassess how to pay back the loans sooner since the returns are being realised as plan.

### 11.9 Key ratios – Expenditure Management

RATIO		NORM/RANGE	INPUT DESCRIPTION	RESULT	INTERPRETATION
1	Creditors Payment Period (Trade Creditors)	30 days		<b>30 days</b>	Within the norm.
			Total expenditure	4 342 732	
			Trade creditors	198 481	
2		0%		<b>14%</b>	

RATIO		NORM/RANGE	INPUT DESCRIPTION	RESULT	INTERPRETATION
	Irregular, Fruitless and Wasteful and Unauthorised Expenditure / Total Operating Expenditure		Irregular, Fruitless and Wasteful and Unauthorised Expenditure	614 953	The unauthorised expenditure of R1 billion on the AFS is due to non-cash unauthorised expenditure and is awaiting Council approval for write off. Benchmarked with City of CT in 2017
			Total Operating Expenditure	291 405 451	
			Taxation Expense	-	
3	Remuneration as % of Total Operating Expenditure	25% - 40%		<b>23%</b>	<p>Within the norm. However, this is 38% of own cash revenues and will have to be carefully monitored.</p> <p>Further, overtime of R119 million was incurred which represents 11% of the salary bill,</p> <p>General acceptable norm from Treasury is 5%</p> <p>While a revised policy is in progress, much is needed to address this matter</p>
			Employee/personnel related cost	1 033 277	
			Councillors Remuneration	41 383	
			Total Operating Expenditure	291 405	

RATIO		NORM/RANGE	INPUT DESCRIPTION	RESULT	INTERPRETATION
					(Corporate and Shared Services).
4	Contracted Services % of Total Operating Expenditure	2% - 5%		<b>19%</b>	R157 million is funded from grants. The ratio drops to 15% when excluding grants.  However, not within the norm. More cost efficiencies need to be achieved.
			Contracted Services	813 456 810	
			Total Operating Expenditure	4 342 732	
			Taxation Expense	-	

Source: Plk BTO Directorate

## 11.10 EXPENDITURE

### 11.10.1 Expenditure analysis

Expenditure	Total Actual	% Spent
Bad Debts Written Off	323 422 474.53	7%
Bulk Purchases	856 611 258.90	19%
Contracted Services	840 040 597.68	19%
Depreciation and Amortisation	733 658 678.58	17%
Employee Related Cost	1 072 016 209.30	24%
Interest; Dividends and Rent on Land	57 837 288.77	1%
Inventory Consumed	226 031 889.03	5%
Operational Cost	266 522 343.98	6%
Remuneration of Councillors	41 383 620.95	1%
Transfers and Subsidies	9 671 404.46	0%
<b>Expenditure Total</b>	<b>4 427 195 766.18</b>	<b>100%</b>

Source: Plk BTO Directorate

### 11.11 Expenditure

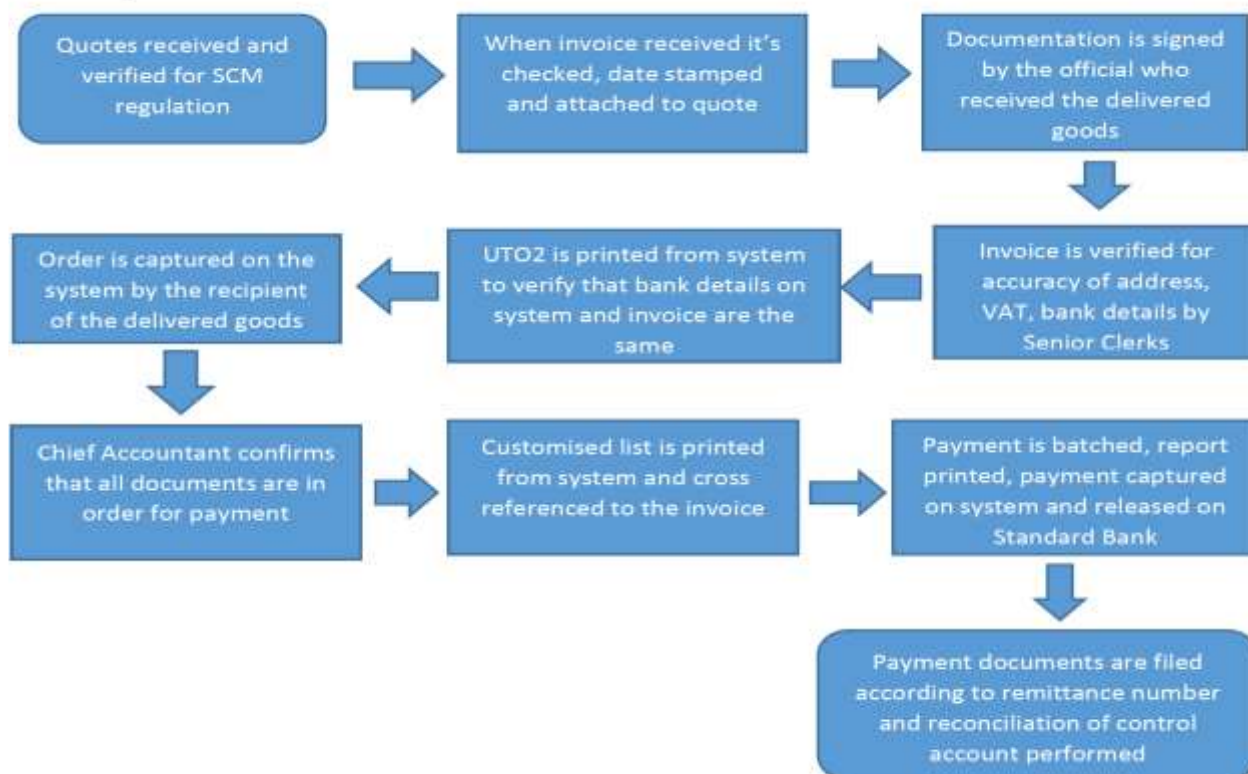
All creditors are paid within 30 days. AGSA has not raised this as a finding in the last audit as opposed to the last 3 financial years where it was a recurring finding.



Eskom, and Lepelle Northern Water remain up to date. Proper engagements between managers and their service providers on the payment processes **is required**, currently we have circulated Internal Memos to give guide to project managers on the payment process is undertaken and that they must advise their service providers on the payments processes to minimize queries during processing of payments.

### 11.11.1 Expenditure Flow Chart

#### Order Payments



Source: Plk BTO Directorate

### 11.11.2 Key contracted services

Expenditure	Amount (R'000)	Comment
Infrastructure and Planning	114 172	Engineering
Refuse Removal	65 990	Waste
Security Services	66 193	Security
Business and Advisory	279 832	Commissions and Committees
Personnel and Labour	47 821	EPWP

Expenditure	Amount (R'000)	Comment
Business and Advisory	39 581	Business and Financial Management
Transportation	41 521	Fleet maintenance
Transport Services	44 519	BRT
Maintenance of Buildings and Facilities	35 300	Facilities
Electrical	27 227	Energy Services
Maintenance of Equipment	35 644	Facilities -Internal
Maintenance of Unspecified Assets	31 868	Facilities -Internal
Sewerage Services	41 522	Waste Removal
Laboratory Services	47 240	Water
Legal Cost	24 705	Legal Advice and Litigation
Business and Advisory	20 828	Accounting and Auditing
Business and Advisory	16 759	Project Management
Infrastructure and Planning	114 172	Engineering

Source: Plk BTO Directorate (2023)

### 11.11.3 Roll Overs Projects

MFMA Circular No. 91 refers to Section 22 (2) of the **2019** Division of Revenue Act (**DORA**) which states that any conditional grant which is not spent at the end of the municipal financial year must revert to the National Revenue Fund.

### 11.11.4 Budget Adjustments

The adjustment budget is conducted in February each Financial year. Municipal Budget is Adjusted after assessing the following:

- 1) Cash flow analysis on own revenue (actual vs budget).
- 2) Revenue performance (actual vs budget).
- 3) Revenue and cost optimization measures.
- 4) Spending trends on own funded Capital projects.
- 5) Unspent conditional grants.

## 11.12 Investments

The municipality is implementing stringent investment measures to ensure financial sustainability and that all the investments are made in line with the investment policy through the establishment of an investment committee. The investment policy is fully aligned to the municipal investment regulations.

Our cash resources will be invested in various institutions as per the Cash Management Policy, Investment Terms of Reference. Project Managers have provided Grant Cash flow projections to ensure smooth running of operations

## 11.13 Asset Management

The asset management unit is responsible to oversee the assets with total value of **14 billion** at net book value. The municipal asset register has the following key components.

1. Investment property
2. Community and infrastructure assets.
3. Movable assets.
4. Finance lease assets.
5. Biological assets.
6. Heritage assets.
7. Library books.
8. Living and Non-Living Assets
9. Land
10. And other assets.

Municipality makes hybrid method to account for municipal assets and verification of assets is performed ongoing basis. Assets are recorded either at fair value, cost or depreciated replacement cost.

The asset management team together with the PMU and town planning unit developed a capital expenditure framework (CEF) which is high-level long-term-infrastructure plan that flows from a spatial development framework. It estimates the level of affordable capital investment by the municipality over the long term. This framework largely informed our capital expenditure budget over the MTEF.

### 11.13.1 State of Assets

With respect to **immovable assets**, City of Polokwane owns or otherwise controls some **372,974 fixed point assets** (e.g., facilities such as buildings, pump stations and bridges, as well as water and electricity meters), and **19,320 km of linear assets** such as electricity cables and lines, water and sanitation pipes, and information and communications technology (ICT) cables. Additionally, the city's investment property portfolio **includes land of 38 hectares**.

Polokwane's immovable asset portfolios have a combined current replacement cost (CRC) value of **R 31 billion**.

### 11.13.2 State of Assets – Asset Portfolio

Infrastructure Portfolio	CRC 2023	Acc impairment 2023	Acc Depreciation 2023	DRC 2023
Community Facilities	1 029 979 955.80	- 428 756.56	- 605 343 858.26	424 207 340.98
Electrical Infrastructure	4 861 297 007.04	- 2 325 761.91	- 3 489 214 845.13	1 369 756 399.99
Electricity Network	2 146 592.74	-	- 175 645.76	1 970 946.98
Housing	38 041 731.47	-	- 27 426 069.13	10 615 662.34
Information and communication infrastructure	39 499 056.17	-	- 23 897 367.71	15 601 688.46
Land	363 714 406.54	-	-	363 714 406.54
Operational Buildings	689 906 470.99	-	- 497 902 437.25	192 004 033.73
Roads and Stormwater Network	269 972 174.81	-	- 19 046 693.15	250 925 481.66
Roads infrastructure	7 413 289 657.63	-	- 4 557 376 173.94	2 855 913 483.70
Sanitation Infrastructure	1 422 333 546.46	- 8 298 776.28	- 997 102 712.35	416 932 057.83
Solid Waste Infrastructure	214 070 259.07	- 1 108 820.69	- 123 306 680.43	89 654 757.95
Sport and recreation facilities	3 531 946 357.14	- 219 610.16	- 1 960 954 518.89	1 570 772 228.10
Storm water infrastructure	1 367 349 806.59	-	- 964 984 059.92	402 365 746.67
Water Supply Infrastructure	5 499 159 776.64	- 6 325 423.66	- 3 109 113 555.24	2 383 720 797.74
	<b>26 742 706 799.10</b>	<b>- 18 707 149.25</b>	<b>- 16 375 844 617.17</b>	<b>10 348 155 032.68</b>

Source: City of Polokwane – Strategic Asset Management Plan (SAMP)

### 11.13.3 Asset Consultants

#### Reason for the need of Asset Consultants

Specialist skills of around 21 employees comprising electrical and civil engineers, town planners, GIS specialists, land valuers, quantity surveyors and environmentalists. The skills are required to comply to GRAP standards and therefore would not be cost effective to have employees with these skills appointed on a full-time basis.

#### Value for money

Unbundling of assets, conditional assessments Unit rate calibration to ensure compliance to GRAP standards and asset register. The municipality attained unqualified audit opinion in 2021/22 financial year on these assets that require such expertise.

#### Skills transfer

The transfer skill plan was drafted/compiled, and progress was given on quarterly basis to Audit Committee.

All officials involved in preparation of the Asset Register were involved in the process, being financial and technical officials.

#### Monitoring

Weekly meeting chaired by CFO in a form of OPCA (operation clean audit) and AFS readiness meetings. Monthly Asset Steering Committee meeting chaired by the CFO to ensure that all asset related issues are extensively discussed and resolved.

## 11.14 Auditor General Outcomes

### 11.14.1. AUDIT OUTCOMES OPINIONS PER FINANCIAL YEAR

FINANCIAL YEAR	AUDIT OUTCOME
2008/2009	Unqualified
2009/2010	Qualified
2010/2011	Qualified
2011/2012	Disclaimer
2012/2013	Disclaimer
2013/2014	Qualified
2014/2015	Unqualified (Matters of Emphasis)
2015/2016	Unqualified (Matters of Emphasis)
2016/2017	Qualified
2017/2018	Qualified
2018/2019	Qualified
2019/2020	Qualified
2020/2021	Qualified
2021/2022	Unqualified
2022/2023	Pending

Source: Plk BTO Directorate (2023)

### 11.14.2 Audit Strategy

The Municipality established a task team to drive the Clean Audit initiative called “Operation Clean Audit” and which aims at improving governance, financial systems and service delivery at both local and provincial government level, reversing poor internal controls, poor quality of financial statements and non-compliance with Supply Chain Management whilst attaining a clean audit opinion.

The Task Team report to Council via the Audit and Performance Audit Committee which is responsible to Council for financial and internal control oversight in line with the Audit and Performance Audit Committee Charter.

Committee	Purpose	Frequency	Attendees
<b>Operation Clean Audit (OPCA)</b>	To report progress on the audit action plan.	Weekly	Management, internal audit, MMC for Finance and the EM.
<b>Asset management</b>	To report progress on specific asset issues. This is a sub-committee of the OPCA	Weekly	CFO, Asset management, internal audit and National Treasury
<b>Annual Financial Statement</b>	To report progress on the AFS process plan. This is a sub-committee of the OPCA	Weekly	CFO, Asset management, internal audit and National Treasury
<b>Audit Committee</b>	To review the annual financial statements and audit action plan.	Quarterly and through special meetings.	Management, internal audit, MMC for Finance and the EM.

Source: Plk BTO Directorate

### 11.15 FINANCIAL SUSTAINABILITY

It has been recognized that the well-managed physical development of the municipal precinct and the sustainable provision of infrastructural and social services to the citizenry of Polokwane Municipality, both depend to a large degree on the efficiency of the municipality as an institution, as well as its financial viability.

Repairs and maintenance become fundamental to financial sustainability. All revenue generating assets have to be maintained and refurbished all the time to continue rendering the requisite services and yielding the revenue required to continue as a going concern. To this end the municipality has continued to set aside more and more resources both operational and capital to ensure that the assets are in a good state.

One of the processes the municipality embarked on as part of the turnaround was to develop a turnaround strategy striving to reduce costs and enhance revenue. Specific areas were targeted for budget reduction and streamlining. Luxury spending and unplanned spending was discouraged. Certain measures have been put in place to improve the management of revenue and collection thereof. In general municipality is working hard to ensure full compliance to circular 70 of the MFMA issued by National Treasury.



## **11.16. SUPPLY CHAIN MANAGEMENT POLICY (SCM)**

The Polokwane Municipal Council adopted the Supply Chain Management Policy that was drafted in accordance with the requirements of the Local Government: Municipal Finance Management Act, No. 56 (MFMA), as well as the Municipal Supply Chain Management Regulations, Government Gazette Notice No. 868 of 2005.

Section 217 of the Constitution of the Republic of South Africa requires that when an organ of State contracts for goods and services, it must do so in accordance with a system which is fair, equitable, transparent, competitive and cost effective.

The Supply Chain Management Policy gives effect to these principles and the Preferential Procurement Legislation, and furthermore to comply with the provisions of the Local Government: Municipal Finance Management Act and its Regulations promulgated in terms thereof. The SCM policy has recently been reviewed and approved by Council to ensure that controls are tightened to combat fraud and corruption in procurement processes.

### **11.16.1 Supply Chain Committees**

Chapter 11 of the MFMA compels the municipalities to establish Supply Chain Management Units and implement the SCM Policy, which gives effect to all SCM functional areas. The Supply Chain Management Unit has been established and operates under a direct supervision of the **Chief Financial Officer**.

Regulation 26 of the Municipal Supply Chain Management Regulations stipulates that a municipality's Supply Chain Management system must provide for a committee system for competitive bids consisting of at least a bid specification, bid evaluation and bid adjudication committee. The Municipality has established the following committees: -

- **Bid Specification Committee.**
- **Bid Evaluation Committee and**
- **Bid Adjudication Committee.**

Each Committee consists of a practitioner from Supply Chain Management and officials from key Directorates in the Municipality. The Accounting Officer is responsible for the appointment of bid committees and committees are appointed once a year and reviewed accordingly by the Accounting Officer. Although the chain of work of these Committees is intertwined, they operate separately from each other. All members of the Committees sign an Oath of Secrecy and Declaration of Interest to ensure that the bidding system is fair, transparency, openness and equitable.

Municipality has awarded 98% of the bids to the BBBEE compliant service providers as part of implementation of BBBEE legislation however the challenge remain on the category of empowerment insofar as disabled sector of society is concern. Currently municipality is advertising the tenders on the CSD as part of National Treasury initiative.

To curb irregular expenditure, the Office of the Chief Financial Officer has strengthened its compliance unit and developed a procurement checklist. The compliance officers verify whether all bids have been processes in accordance with the MFMA procurement regulations before been awarded.

### 11.16.2 SCM Challenges on Projects

List of SCM challenges on Projects	Progress to date	Solutions
<p><b><u>Non-Responsive Bid</u></b></p> <p>Non-responsive bid is when service providers or contractors are failing to respond to the bid evaluation requirements. In this case, the bid is cancelled and re-advertised.</p>	<p>All the bids where bidders were non-responsive to the bid have been cancelled and re-advertised.</p>	<p>Establishment of Panel of Contractors for Implementation of Capital Projects</p>
<p><b><u>Declining the Award</u></b></p> <p>There are incidents whereby contractors decline the appointments or awards due to under-quoting by the contractor or service provider on the project. The projects were cancelled and re-advertised if there are no second bidder in line.</p>	<p>The projects were cancelled and re-advertised.</p>	<p>Establishment of Panel of Contractors for Implementation of Capital Projects</p>
<p><b><u>Delays in Finalization of the Specifications by the Consulting Engineers</u></b></p> <p>Supply Chain Management (Demand Management) experienced delays with specifications that are referred to consulting engineers for rectifications. The specification takes a very long time to be finalized and thus delays the process of advertisement of the bid.</p>	<p>Follow ups are being made with the end-user departments for submission of specifications.</p>	<p>Planning on Projects will be done in one financial year and the implementation on the same projects will be done in a different year.</p>
<p><b><u>Quoting Above Budget</u></b></p> <p>There are incidents wherein service providers or contractors quote above the budget. The risk of appointing such contractors is that projects will be delayed since there will be no funds to cover the shortfall at that time. The end-user department will wait for budget adjustment processes to unfold in order to obtain additional funding.</p>	<p>Projects are delayed for appointment until such time that funding is guaranteed.</p>	<p>Proper costing of the project should be done by the consulting engineers.</p>

Source: PLK SCM SBU

### 11.17 MUNICIPAL REGULATIONS ON A STANDARD CHART OF ACCOUNTS (MSCOA)

mSCOA stands for “standard chart of accounts” and provides a uniform and standardized financial transaction classification framework. Essentially this means that mSCOA prescribes

the method (the how) and format (the look) that municipalities and their entities should use to record and classify all expenditure (capital and operating), revenue, assets, liabilities, equity, policy outcomes and legislative reporting. mSCOA is a “proudly South African” project researched by National Treasury based on municipal practices, reporting outcomes, policy implementation and review, etc.

### **11.17.1 mSCOA as a Business Reform**

mSCOA is a business reform rather than a mere financial reform and requires multidimensional recording and reporting of every transaction across the following 7 segments:

#### **Background**

Minister of Finance has, in terms of section 168 of the Local Government: Municipal Finance Management Act, 2003 (Act No.56 of 2003), and acting with the concurrence of the Minister of Cooperative Governance and Traditional Affairs gazette the Municipal Regulations on Standard Chart of Accounts (mSCOA) into effect on 22 April 2014. Municipal SCOA provides a uniform and standardized financial transaction classification framework. Essentially this means that mSCOA prescribes the method (the how) and format (the look) that municipalities and their entities should use to record and classify all expenditure (capital and operating), revenue, assets and liabilities, policy outcomes and legislative reporting. This is done at transactional level and ensures that a municipality and its entities have minimum business processes in place. This will result in an improved understanding of the role of local government in the broader national policy framework and linkage to other government functions.

The Regulations apply to all municipalities and municipal entities and indicate its applicability and relevance to each specific municipal environment while accommodating organizational uniqueness and structural differences. The Regulation provides for a three-year preparation and readiness window and all 278 municipalities had to be compliant to the mSCOA classification framework.

### **11.17.2 mSCOA Implementation by Polokwane Municipality**

The municipality is one of the best performing municipalities in the country in the compliance of Mscoa regulations. To date we have not lost any of our equitable shares due to non-compliances and our reporting is extracted directly from the system by National Treasury due to the strict compliances to the Mscoa regulations.

## 11.18 COST CONTAINMENT

The cost containment regulations came into effect on 1 July 2019. The regulations require the municipality to monitor certain categories of expenditure with the objective to contain costs. The municipality is also required to report on the budget and actual expenditure relating to the regulated costs on a regular basis as outlined below

Cost Containment Annual Report				
Cost Containment Measure	Original Budget	Adjustments Budget	Total Expenditure	Savings
		R'000		R'000
Consultants and Professional Services	105 446 400	111 414 124	85 324 100	26 090 024
Advertising Publicity and Marketing	14 582 200	14 471 024	10 081 818	4 389 206
Overtime	26 668 614	51 946 196	46 947 841	4 998 355
Catering Services	878 200	2 224 100	1 490 482	733 618
Travel Agency and Visa's	2 240 720	3 330 720	2 735 722	594 998
Travel and Subsistence	3 209 150	3 545 800	344 151	3 201 649
<b>Total</b>	<b>153 025 284</b>	<b>186 931 964</b>	<b>146 924 114</b>	<b>40 007 850</b>

Source: Plk BTO Directorate

### 11.18.1 UNAUTHORISED, IRREGULAR AND FRUITLESS EXPENDITURE SUMMARY

#### UIF SUMMARY

Description	Opening balance	Movement	Write offs by Council	Closing balance
<b>Irregular</b>	241 163 582	89 321 574	- 228 594 269	101 890 887
<b>Unauthorised</b>	1 669 131 938	348 160 958	- 1 077 762 333	939 530 563
<b>Fruitless and wasteful</b>	17 125 046	-	-	17 125 046
<b>TOTAL</b>	<b>1 927 420 566</b>	<b>437 482 532</b>	<b>- 1 306 356 602</b>	<b>1 041 421 450</b>

Source: Plk BTO Directorate

## UNAUTHORISED

Non-Cash items due to GRAP 24. National Treasury working on a solution as other secondary cities have the same challenge.

UNAUTHORISED, IRREGULAR, FRUITLESS AND WASTEFUL EXPENDITURE DISALLOWED	2023	2022	2021
Depreciation – non-cash item	289 262 500	511 893 476.00	614 252 938
Bad Debts written off non-cash	58 898 458	4 219 800.00	-
Pholoso Private Hospital Cash	-	-	1 419 877.69
Inventory Consumed/ Issued	-	16 845 205.00	-
<b>Total</b>	<b>348 160 958</b>	<b>539 458 503.00</b>	<b>615 672 815.69</b>

Source: Plk BTO Directorate

## IRREGULAR EXPENDITURE PER FINANCIAL YEAR

Financial year	2018/19	2019/20	2020/21	2021/22	2022/23
Irregular expenditure	3 512 494	53 290 069	72 934 604	89 762 828	89 321 574

Source: Plk BTO Directorate

## 11.19 Audit COMMITTEES Outcomes

Committee	Purpose	Frequency	Attendees
Operation Clean Audit (OPCA)	To report progress on the audit action plan.	Weekly	Management, internal audit, MMC for Finance and the EM.

Committee	Purpose	Frequency	Attendees
<b>Asset management</b>	To report progress on specific asset issues. This is a sub-committee of the OPCA	Weekly	CFO, Asset management, internal audit and National Treasury
<b>Annual Financial Statement</b>	To report progress on the AFS process plan. This is a sub-committee of the OPCA	Weekly	CFO, Asset management, internal audit and National Treasury
<b>Audit Committee</b>	To review the annual financial statements and audit action plan.	Quarterly and through special meetings.	Management, internal audit, MMC for Finance and the EM.

Source: Plk BTO Directorate

## **11.20 Research and Development**

### **11.20.1 City of Polokwane Investor summit**

A city development strategy should be developed to determine the status quo and the direction the city should follow to ensure city growth. The strategic document should be able to identify and analyze the key job creating industries (such as manufacturing) through key stakeholder engagements. Once such plan is developed a city summit can be held to attract potential investors from the private and public sector alike

### **11.20.2 Use of early warning underground cable theft alarm system to prevent cable theft.**

This solution is mainly applied below the soil surface above load carrying cable. It utilizes vibrations to activate and informs that a tamper is detected. The technology is used at other municipalities and will also significantly reduce reliance on physical security and its related costs.

### **11.20.3 Revamped IT infrastructure and control centre**

Example, a customer should be cable to log faults with pictures on an app. These issues should be than routed to all the various stakeholders such as technicians, relevant managers and the EM for monitoring purposes. This will also hold technicians accountable and reduce overtime due to the data that will be available for oversight reporting.



#### 11.20.4 Risk to our financial viability

- Non-adherence to the cash flow strategy
- Overtime management especially over emergency overtime for essential services
- Road's concession project
- Illegal connections
- Community disruption as unwillingness to pay.
- Over reliance on contracted services and non-utilization of own staff
- Fuel costs
- Not investing in revenue generation projects
- Leeto Project

#### 11.21 SALGA Municipal Awards

The City of Polokwane has Received two awards at the 2021/22 **South African Local Government Association (SALGA)** Municipal award. The City was recognised for achieving unqualified audit opinion and for the most improved Audit performance

The City of Polokwane has improved its audit outcome from qualified to unqualified opinion for 2021/2022 Financial year, an achievement that was confirmed by Auditor General.



SALGA Municipal Awards 1



**SALGA Municipal Awards 2**  
**Source: PIK BTO Directorate (2023)**

STATUS Q

**THE END**

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<sup>i</sup>Section 16A of the Deeds Registry Act, Act 47 of 1937.

<sup>ii</sup>Section 35 the Spatial Planning and land Use Management Act, Act 16 of 2013

<sup>iii</sup>Regulation 20 to the Act read with section 56 of the Spatial Planning and land Use Management Act, Act 16 of 2013

<sup>iv</sup>Municipal delegation of power as amended from time to time read with section 56 of the of the Spatial Planning and Land Use Management Act, Act 16 of 2013.

<sup>v</sup>Schedule 1 (v) of the Spatial Planning and Land Use Management Act, Act 16 of 2013

<sup>vi</sup>section 32 read with section 6 (1)(a) of the Spatial Planning and Land Use Management Act, Act 16 of 2013

<sup>vii</sup>section 24 of the Spatial Planning and Land Use Management Act, Act 16 of 2013

<sup>viii</sup>Chapter 4 Part E. section 20 of the Spatial Planning and Land Use Management Act, Act 16 of 2013