CHAPTER 3: SITUATIONAL ANALYSIS

3.1 SPATIAL COMPOSITION AND FORM

3.1.1 Locality and Size

Polokwane municipality comprises of a total area of +/- 377578.99 ha and is located in
the central part of the Limpopo Province. The municipality is located within the Capricorn
District Municipality and borders the municipalities of Molemole, Greater Tzaneen,
Lepelle-Nkumpi, Mogalakwena and Aganang. Map below indicates the study area
(Polokwane Municipal Area).

Source: Polokwane Municipality SDF, 2011

Polokwane City, the vibrant capital of Limpopo, situated on the Great North road to
Zimbabwe, is the largest metropolitan complex in the north and a 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 makes it a perfect gateway to Africa and attractive tourist destination in
itself.

3.1.2 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>
<thead>
<tr>
<th>Municipality</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mogalakwena</td>
<td>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 Gat Heritage site in the north eastern part of the Mogalakwena Municipal Area.</td>
</tr>
<tr>
<td>Aganang</td>
<td>Agriculture forms the main economic base of Aganang Municipal area. Agricultural produce is transported to Polokwane City. Road D544 and Road D19 form the main links between Aganang Municipality and Polokwane Municipality.</td>
</tr>
<tr>
<td>Molemole</td>
<td>Agriculture forms the main economic base of Molemole Municipal area. Agricultural produce is transported to Polokwane</td>
</tr>
</tbody>
</table>
City. Road P94/1 and the N1- North form the main links between Molemole Municipality and Polokwane Municipality.

Greater Tzaneen

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. Magoeba's Kloof, the Wolkberg Conservancy Area and various overnight accommodation facilities. Apart from tourism, the R71 is used as a transport corridor for agriculture and mining.

Lepelle Nkumpi

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.

Table: Regional Context

3.1.3 Spatial Composition

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.

The hierarchy of settlements according to the Limpopo Spatial Rationale is indicated in the below table.

<table>
<thead>
<tr>
<th>3.1.4 SETTLEMENT HIERARCHY</th>
</tr>
</thead>
</table>

1st ORDER SETTLEMENTS (GROWTH POINTS)

<table>
<thead>
<tr>
<th>Cluster Polokwane 01</th>
<th>Polokwane</th>
<th>Seshego</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cluster Polokwane 02</td>
<td>Ga-Makanye</td>
<td>Marikweng B</td>
</tr>
<tr>
<td></td>
<td>Ga-Thoka</td>
<td>Marikweng C</td>
</tr>
<tr>
<td></td>
<td>Mankweng A</td>
<td>Marikweng D</td>
</tr>
<tr>
<td>Cluster Polokwane 03</td>
<td>Sebayeng A</td>
<td>Sebayeng B</td>
</tr>
<tr>
<td>Cluster Polokwane 04</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cluster Polokwane 05</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 2nd ORDER SETTLEMENTS (POPULATION CONCENTRATION POINTS)

<table>
<thead>
<tr>
<th>Cluster Polokwane 01</th>
<th>Bloedrivier</th>
<th>Kgoohlwane</th>
<th>Mabotsa</th>
<th>Makgore</th>
<th>Makgokong</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cluster Polokwane 02</td>
<td>Badimong Boyne La-Magowa</td>
<td>Ga-Mahlantthe Ga-Ramogale Ga-Silwane</td>
<td>Viking Zion City Moria Komaneg</td>
<td>Makgwareng Matsela-Porta Mountain Views</td>
<td>Phomolong Rivier View</td>
</tr>
<tr>
<td>Cluster Polokwane 03</td>
<td>Dibibe Dikgale 1 Dikgale 2 Dikgale 3</td>
<td>Ga-Makgoba</td>
<td>Makgoba 1</td>
<td>Mantheding</td>
<td></td>
</tr>
<tr>
<td>Cluster Polokwane 04</td>
<td>Hlahla</td>
<td>Makibelo</td>
<td>Ramongwane 1 Ramongwane 2</td>
<td>Semenyana</td>
<td></td>
</tr>
<tr>
<td>Cluster Polokwane 05</td>
<td>Koloti Komape 2</td>
<td>Komape 3</td>
<td>Mabukelele</td>
<td>Madikote</td>
<td>Moshate</td>
</tr>
</tbody>
</table>

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

| Cluster Polokwane 01 | Ga-Maja Ga-Molepo Ga-Phiri Kopermyn Laaste Hoop 7 Leshikishiki Maratapelo Masipathekong Motowabogobe Thogwaneng |
|----------------------|---------------------------------------------------------------|-------------------------------------------------|---------------|----------------------------------|---------------------------------|---------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Cluster Polokwane 03 | Lekgadimane Mabitsela Makatine Makweya Lenyenye Maboi Makgwareng Mamadila Leswane Mabotsa 2 Makotopong 1 Mamatsha Lithupaneng Madiga Makotopong 2 Mamotintane Manamela Mashita Mehlakeng Newlands Mankgaila Masabohlinge Mmakara Ramogaphota | Manthorwane Matarmonyane Mnashemng Sebayeng Marulaneng Matobole Moshaw Safateng Segwasi Sekgweng Sengatane Setati Thabajeng Thune Toronto Zondo Tsatsaneng |

Source: Polokwane Municipality SDF, 2011
3.2 LAND USE MANAGEMENT

“There is no difference between land use planning and sustainable development land use, because good land use planning will ensure sustainable development” (Sairinen, 2003:12).

Land Use Management means the establishing or implementing of any measure to manage, restrict or regulate land within a municipal area. A land use management system of the municipality consists of various mechanisms of which the Spatial Development Framework (SDF), official municipal land use policies as well as the Land Use Management Scheme (LUMS) form the main or core components of a land use management system.

A new Land Use Management Scheme should be compiled to address some of the main shortcomings of the existing scheme. The existing Land Use Management scheme of Polokwane Local Municipality is currently only 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 are excluded from the current land use scheme.

b) TOWN PLANNING SCHEME 2007,

A control document as prescribed by the Town Planning and Townships Ordinance 15 of 1986. Records all land use rights on properties and aims to regulate Land Uses.

Seshego & extensions

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 Sebayeng will also soon be covered, the Department of Cooperative Government, Human Settlements and Traditional Affairs is assisting the municipality with the 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.

### 3.4 LAND CLAIMS

A number of land claims have been lodged with government within the Polokwane area of jurisdiction. However, none of these claims are 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.

### Spatial Challenges

- Inadequate ownership of land in rural areas
- Illegal land use
- Outdated LUMS policies
- Poor integrated human settlement with institutional facilities
- Land claims
- Land Use Management scheme is currently only limited to the urban area of Polokwane City/ Seshego
- Illegally occupied RDP housing units

### Challenges in Rural Areas

The Municipality does not have any control of land under the rural areas as the land belongs to the tribal Authorities.

### Economic Development Proposal
Below is a map that shows the space for economic growth
3.5 TRANSPORT (BRT & NMT)

3.5.1 INNER CITY PUBLIC TRANSPORT PLANNING

IRPTN & BRT Development in line with:

- The Polokwane Municipality Integrated Transport Plan (2008),
- The Polokwane Municipality Public Transport Plan (2007),
- Polokwane Municipality Spatial Development Framework,
- Polokwane Local Municipality: Compilation of Framework Plan for Strategic Development Areas 1, 2 and 3 (2007), and

IRPTN CONCEPT

1. Functional Road Hierarchy

A road hierarchy enables the road network to be managed, maintained and developed in an efficient manner. Management includes reducing conflicts and a clear priority and a balance between modes.

2. Non Motorized Transport (NMT)

Infrastructure that supports walking and cycling provides individuals with an alternative and healthy choice of travel.

3. Public Transport Improvements

To improve facilities, amenity and comfort for current public transport users and to develop components of a public transport system that is seen as a real transport choice that slows increasing car use and car ownership.

4. Urban Realm

To improve the attractiveness and quality of the urban and public realm in Polokwane.

5. Seshego Park & Ride

To compliment the BRT aspirations of the City and provide an alternative to driving a car into the city.
3.5.3 PROPOSED ROAD NETWORK: BRT & NMT

Seshego

- Identify a unique layout and scheme for the NMT Green Transport along Nelson Mandela Drive
Main Public Transport Corridors

- Seshego to Polokwane CBD with 12-hour one-way flows of 31,000 passengers
- Polokwane CBD is dominant
- Industrial zones included Industria and Ladine
- Polokwane Hospital near the CBD
- Suburban commercial areas such as Savannah Shopping Centre, Annadale and Bendor

This has been identified as a good opportunity to infill between Seshego and CBD

PROGRESS ON BRT

- A new Transportation Services Directorate has been established on Approval by Council – 31 January 2013.
- Environmental Management Consultant services appointed
- Tendering for new contracts and the Section 33 processes carried out and to be concluded by end of May 2013
- Taxi Industry Transition Engagement MOU signed on the 17 January 2013
- PTISG reporting to DoT:

NMT Project along Nelson Mandela Road

- There is currently a project for the construction of NMT along Nelson Mandela. This project will be rolled out in phases and phase 1 is expected to kick start

- Project value is R8.2 million including professional fees. Expenditure to date is only R524,000.00 of the professional fees. The phase one will cover a total of approximately 4.8 km.

- The purpose of this project amongst others is to: accommodate direct and safe movement between neighbourhoods, to encourage cycling as a safe mode of transport to key destinations, to reduce car usage, greenhouse gas emission, noise and air pollution.
3.5.7 PROPOSED ROAD NETWORK: IRT

3.6 Airports

The Polokwane Municipal Airport in the southern part of Polokwane City mainly serves a local and regional market. The Polokwane International Airport in the northern part of the city serves a national and international market. Various commercial flights enter and exit the airport.

3.7 Intermodal/ Long Distance Transport Hub

Lack of transport facilities for the long distance transport services and the integration with existing local public transport services, BRT is one of the challenges that need to be addressed. The integration of these services with land use management becomes a central issue to ensure that proper transport services is
provided where people live and conduct business activities and that proper land use rights and densities are 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.

Movement and Linkages

The following Development Corridors (DC's) and Functional Development Areas (F's) can be identified according to the analysis of existing information, 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)**

**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 Landdros 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 Annedale.

**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 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.
3.7.2. Polokwane Eastern Boulevard Motor City

The establishment of a new township to be known as “Polokwane Eastern Boulevard Motor City”. The proposed township development 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 (Ster Park). The area to the south is vacant and part of the Remaining Extent the Farm Krugersburg 993 LS.

CHARACTERISTICS OF THE SITE

The site occupies an important location in relation to other significant features of the City. These features include. It is directly adjacent to Munnik Avenue, one of the main roads into town which connects with the regional route to the north-east. 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 site is not too close to the Polokwane CBD, but far enough out that it can function as a separate local node. In conjunction with Thornhill shopping centre which is opposite the road on the most north eastern side of the application site the combined node is even more functional, without compromising the operations of the CBD. Further north (not far from the application site), also adjacent to the Munnik Road is the Mall of the North. Munnik Road is emerging as an important activity corridor to supplement the CBD. Polokwane Council’s decision to develop an area of approximately 20ha that is located along the southern section of Munnik Avenue between De Wet Drive (extension) and Veldspaat Avenue/ Shelly Drive (i.e. adjacent to Thornhill shopping centre) for a Motor city confirms the importance of this activity corridor.

Such 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. Corridors that lead into the City provide complementary economic opportunities such as Mall of the North and the proposed Motor City. Such uses cannot easily locate in the CBD because they have different space needs and operational requirements, but they are important and are located alongside main routes into the CBD.

These features and new trends in the urban economy generate significant opportunities for the site, and make the site particularly well suited for the proposed “Polokwane Eastern Boulevard Motor City Development”.

It is expectant of the proposed development to empower, contribute towards local economic development, promote and enhance business confidence and better the lives of the surrounding communities. The proposed development possesses an
inherent potential to attract other investments to the area, thus promises the creation of economically viable and sustainable communities.

3.7.3. 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)

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 in line with the attached presentation.

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.

### 3.8 SOCIO - ECONOMIC ANALYSIS

#### DEMOGRAPHY FEATURES

<table>
<thead>
<tr>
<th>Variable</th>
<th>Polokwane Municipality</th>
<th>Limpopo Province</th>
<th>Capricorn Municipality</th>
<th>District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface Area</td>
<td>3 775 km²</td>
<td>123 910 km²</td>
<td>18,570.30 km²</td>
<td></td>
</tr>
<tr>
<td>Population Size</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1996</td>
<td>424 835</td>
<td>4 576 566</td>
<td>1 072 484</td>
<td></td>
</tr>
<tr>
<td>2001</td>
<td>508 277</td>
<td>4 995 462</td>
<td>1 164 281</td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>628 999</td>
<td>5 404 868</td>
<td>1 261 463</td>
<td></td>
</tr>
</tbody>
</table>

Source: StatsS.A, 2011

#### Population Size and Growth

The population size is defined as the total number of households in a particular municipal area-this is vitally important when determining service provision requirement and infrastructural needs of local inhabitants. The growth rate of the population is of importance due to its ability to do future projections.


<table>
<thead>
<tr>
<th>Municipalitiy</th>
<th>Total Population</th>
<th>% change</th>
<th>2011</th>
<th>% change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1996</td>
<td>2001</td>
<td></td>
<td>2011</td>
<td></td>
</tr>
<tr>
<td>Capricorn</td>
<td>1 072 484</td>
<td>1.6%</td>
<td>1 261 463</td>
<td>0.8%</td>
</tr>
<tr>
<td>Blouberg</td>
<td>158 751</td>
<td>1.6%</td>
<td>162 629</td>
<td>-0.5%</td>
</tr>
<tr>
<td>Aganang</td>
<td>146 335</td>
<td>0.1%</td>
<td>131 164</td>
<td>-1.1%</td>
</tr>
<tr>
<td>Molemole</td>
<td>107 635</td>
<td>0.3%</td>
<td>108 321</td>
<td>-0.1%</td>
</tr>
</tbody>
</table>
the population of the municipality grew from 424 835 to 508 277 with a 3.6% population increase. In 2011 the population size stood at 628 999 and depicts a slight decrease of the population growth by 2.1 %. In comparison with other municipalities within the Capricorn District Municipality; Polokwane population over the three Census periods has increased while there has been a decrease of the population growth in other municipalities with exception of Lepelle Nkumpi. The slight decrease in the population growth of the municipality can be attributed to the decrease of the average households’ size found within the municipality. In 1996 the average household size was 4.8% while in 2001 it was at 3.9% and in 2011 it was at 3.5%. The steady growth in population size is attributed to the spatial pattern of economic activity within the Capricorn District whereby Polokwane Municipality finds itself as the economic hub of both the district and the province. The result is that a large number of people from other municipalities within the Capricorn District, across the province and neighboring countries migrate to Polokwane in pursuit of economic opportunities.

### Average household size – 1996, 2001 and 2011

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Total number of Households</th>
<th>Average household size</th>
</tr>
</thead>
</table>

Source: StatsS.A, 2011

### Total Population and Number of Households

Source: StatsS.A, 2011

### Population Break-Down
The African (Blacks) population group accounts for about 94% of the total population, followed by the White population with 5% while the Coloured constituting 1% and Asians less than 1%.

### 3.8.3 Age & Gender Profile

The age and gender composition of a locality has present day and future growth implications. The population pyramid below demonstrates the locality's population age and/or gender by indicating the ratio of individuals who are male and female. This graph also provides an insight into the male-female age distribution of the locality's inhabitants.

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**Population Pyramid**

*Source: StatsS.A, 2011*

The composition and age structure of a region is important as the figures indicating the labour supply which is derived from this. The labour supply has to be aligned with the labour demand (employment opportunities) of the area. The population
pyramid above is an indication of the gender and age composition of the residents of Polokwane.

- The population of the municipality is predominately young as the pyramid is bottom heavy from the age group 0-34. The pyramid provides a demographic window that the municipality must take advantage of when planning and providing services.

- The majority of people are aged below 64 years of age. This is reflected by the pattern of the population pyramid above. This age structure has got implications on the availability of employment opportunities, the number of social and recreational facilities needed.

- Although the categories provided in the population pyramid above do not correlate exactly with the definition of a Potentially Economically Active (PEA), this is indicative of a rather large Potentially Economically Active population. Potentially Economically Active population includes workers aged between 15 and 64 in the formal sector, workers in the informal sector, self-employed people and the unemployed.

### Gender Composition - 1996, 2001 and 2011

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Total Males</th>
<th>Total Females</th>
</tr>
</thead>
<tbody>
<tr>
<td>Polokwane</td>
<td>1996</td>
<td>2001</td>
</tr>
<tr>
<td></td>
<td>197 080</td>
<td>236 367</td>
</tr>
<tr>
<td></td>
<td>227 756</td>
<td>271 910</td>
</tr>
</tbody>
</table>

Source: StatsS.A, 20011

### Gender Composition

Source: StatsS.A, 2011

### Distribution of female headed households – 1996, 2001 and 2011

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Total Males</th>
<th>Total Females</th>
<th>% of female headed households</th>
</tr>
</thead>
<tbody>
<tr>
<td>Polokwane</td>
<td>1996</td>
<td>2001</td>
<td>2011</td>
</tr>
<tr>
<td></td>
<td>1996</td>
<td>2001</td>
<td>2011</td>
</tr>
</tbody>
</table>

Source: StatsS.A, 20011
The table above is an indication of the gender composition and the distribution of female headed households within Polokwane.

The figures on the table indicate that Polokwane is female dominated in all Census conducted in 1996, 2001 and 2011. Females make up (326 766) of the total local population in 2011, whilst males attribute for the remaining (302 233) of the population. The high number of females can be attributed to the gender structure of the municipality which is predominately female and migration males to other Provinces where there are better economic opportunities. The implication of the statistical data is that the municipality should

- Mainstream gender programmes to cater for the female dominated population and households;
- Infrastructure and municipal services must cater for the needs of women

The decrease in the number of female headed households between 2001 (49.9) and 2011 (44.8%) could be attributed to the change of gender composition and age structure depicted by the pyramid.

**Distribution of the population age 20 and older by highest education obtained, sex -1996, 2001, 2011**

Polokwane Municipality has a remarkably strong educational profile among people aged 20 and older with highest education obtained. There has been an increase of people with some primary and grade 12 and higher education over the three census period.

**Dependency ratio**

The dependency ratio tells us how many young people (under 16) and older people (over 64) depend on people of working age (16 to 64). A high dependency ratio means there are more people who are not of working age, and fewer who are working and paying taxes. The higher the number, the more people that needs looking after.

There is improvement over the three Census period of dependency ratio of the municipality. In 1996 the dependency ratio was 81.6% with a decrease in 2001 and 2011 from to 69% to 54.2%. Even though there is a decrease on the dependency ratio there are still many of the working age that are unemployed.
**Human development index**

Human Development Index (HDI) by population group

<table>
<thead>
<tr>
<th>Population Groups</th>
<th>African</th>
<th>Whites</th>
<th>Coloured</th>
<th>Asian</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>YEARS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td>0.57</td>
<td>0.86</td>
<td>0.73</td>
<td>0.79</td>
<td>0.60</td>
</tr>
<tr>
<td>2009</td>
<td>0.57</td>
<td>0.86</td>
<td>0.74</td>
<td>0.79</td>
<td>0.60</td>
</tr>
<tr>
<td>2010</td>
<td>0.57</td>
<td>0.86</td>
<td>0.74</td>
<td>0.79</td>
<td>0.60</td>
</tr>
<tr>
<td>2011</td>
<td>0.59</td>
<td>0.87</td>
<td>0.76</td>
<td>0.80</td>
<td>0.62</td>
</tr>
</tbody>
</table>

**Source: Global Insight, 2012**

The Human Development Index (HDI) is a measure of the standard of living developed by the United Nations. It is based on measures of life expectancy, literacy and income. The HDI can be regarded as a measure of people’s ability to live a long and healthy life, to communicate, to participate in the community and to have sufficient means to be able to afford a decent living. The HDI is calculated as the average of indices of life expectancy at birth, adult literacy and per capita income. In this way it provides a more comprehensive picture of economic “development” than just GDP or GVA. The HDI can

Assume a maximum level of 1, indicating a high level of human development, and a minimum value of 0. A comparison between the HDI figures indicates a slight improvement in the Human Development Index. The HDI for Polokwane population was 0.60 in 2008 and slightly increased to 0.62 in 2011. Polokwane African HDI has never been above 0.60 for the past 5 years as compared to other race groups. However, it remained constant over a period of 3 years, from 2008 to 2011 and slightly increased only in 2011 to 0.59. The table indicates that the white population group has a high human development (HDI above 0.85); followed by Asians and Colored’s and Blacks with medium human development. The increase in HDI was more pronounced within the Colored population, rising from 0.73 in 2008 to 0.76 in less than 3 years. Robust government spending, particularly on education; basic health services, the policies of affirmative action and employment equity are some
of the factors that contributed to the slight improvement in HDI amongst various population groups in Polokwane.

**Gini Coefficient**

Polokwane - Gini Coefficient

<table>
<thead>
<tr>
<th>Population Group</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>African</td>
<td>0.61</td>
<td>0.59</td>
<td>0.59</td>
<td>0.58</td>
</tr>
<tr>
<td>White</td>
<td>0.41</td>
<td>0.41</td>
<td>0.41</td>
<td>0.41</td>
</tr>
<tr>
<td>Coloured</td>
<td>0.52</td>
<td>0.52</td>
<td>0.52</td>
<td>0.52</td>
</tr>
<tr>
<td>Asian</td>
<td>0.45</td>
<td>0.44</td>
<td>0.43</td>
<td>0.42</td>
</tr>
<tr>
<td>TOTAL</td>
<td>0.63</td>
<td>0.63</td>
<td>0.63</td>
<td>0.63</td>
</tr>
</tbody>
</table>

**Source: Global Insight, 2012**

The Gini co-efficient is used as a measure of the distribution of income across a group of people. The number can range between 0 and 1. If incomes are distributed perfectly equally, the Gini coefficient is zero. At the other extreme, if the incomes are distributed with perfect inequality, the Gini coefficient is equal to one. In practice the Gini coefficient usually ranges between 0, 30 (highly equal) and 0, 70 (highly unequal).

The level of disparity within the municipal income distribution (Gini Coefficient) has remained slightly unequal ranging between at 0.59 to 0.61 for a period of 4 years, between 2008 and 2011. This reflects the existence of a large underclass of the poor who are saved from destitution by a safety net consisting of personal remittances, social grants from government, and basic social services. The same trend applies to various population groups within the municipality. The net effect is that the gap between the higher income earners and the lower income earners has not changed much since 2008 and this exhibits characteristics of an emerging market driven economy.