

TABLE OF CONTENTS

PART 1: INTRODUCTION AND BACKGROUND	1
1.1 Background.....	1
1.2 Study Objectives.....	2
1.3 Study Area.....	2
1.4 Methodology	2
PART 2: SITUATIONAL ANALYSIS.....	4
2.1 Regional Context	4
2.2 Policy Context.....	6
2.2.1 Polokwane Spatial Development Framework.....	6
2.2.2 National Treasury: Urban Development Zones	7
SECTION A: CBD DEVELOPMENT PLAN – SITUATIONAL ANALYSIS	9
2.3 Polokwane Demographic Profile Characteristics	9
2.3.1 Population	9
2.3.2 Population Projection	10
2.3.3 Age Distribution and Gender Composition.....	10
2.3.4 Education.....	10
2.3.5 Labour Force.....	11
2.3.6 Household Income	11
2.4 Economic Profile	11
2.5 Retail and Office Market Demand.....	13
2.5.1 The Retail Sector and Market Demand.....	13
2.5.2 The Office Sector and Market Demand.....	15
2.6 Land Use and Spatial Structure.....	16
2.6.1 Spatial Structure	16
2.6.2 Land Use Survey	18
2.6.3 Land Use Composition and Distribution.....	20
2.6.4 Land Use per Floor	22
2.6.5 Building Height.....	23
2.6.6 Ownership and Vacant Land.....	24
2.6.7 Natural Open Space	24
2.7 Roads and Transport.....	25
2.7.1 Road Network	25
2.7.2 Public Transport Network and Facilities.....	26
2.7.3 Non - Motorised Transport Master Plan (NMT) 2014	28
2.7.4 Parking.....	30
2.8 Students Overnight Accommodation	31
2.9 Engineering Services	32
SECTION B: URBAN RENEWAL – SITUATIONAL ANALYSIS.....	34
2.10 Urban Renewal Structural Elements Analysis	34
2.10.1 Mixed Land Use.....	34
2.10.2 Density and Compactness	36
2.10.3 Public Open Spaces	36

2.10.4	Traffic Congestion and Public Transport Facilities	41
2.10.5	Streetscape.....	41
2.10.6	Image-ability and Legibility.....	42
2.10.7	Urban Safety and Security	46
2.11	Conclusive Summary: Historic and Current Issues, Constraints and opportunities	46
2.11.1	Historic Issues.....	46
2.11.2	Issues/Constraints	47
2.11.3	Opportunities.....	47
PART 3:	CBD DEVELOPMENT PLAN AND URBAN RENEWAL STRATEGY	49
SECTION A:	CBD DEVELOPMENT PLAN	50
3.1	CBD Development Plan	50
SECTION B:	URBAN RENEWAL STRATEGY	62
3.2	Urban Renewal Strategy	62
3.3.1	Urban Renewal Principle 1: Urban Management and Maintenance.....	64
3.3.2	Principle 2: Safety, Security and By-Law Enforcement.....	68
3.3.3	Principle 3: Landmarks, Public Spaces, Arts, Culture and Heritage.....	72
3.3.4	Principle 4: Local Economic Development.....	77
3.3.5	Principle 5: Social Development	83
3.3	Implementation Programme	84

LIST OF FIGURES

- Figure 1: Study Area
- Figure 2.1: Polokwane Regional Context
- Figure 2.2: Regional Context
- Figure 3: CBD Urban Context
- Figure 4: Polokwane Urban Concept
- Figure 4.1: Polokwane Medical Node
- Figure 5: The Polokwane Urban Development Zone
- Figure 6: Spatial Structure and Surrounding Land Uses
- Figure 7: Land Use Survey
- Figure 8: Survey Area Demarcation and Building Footprints
- Figure 9: Land Use Composition per Block
- Figure 10: Land Use Composition per Floor: Retail
- Figure 11: Retail Footprint
- Figure 12: Land Use Composition per Floor: Offices
- Figure 13: Offices Footprint
- Figure 14: Land Use Composition: Residential
- Figure 15: Residential Footprint
- Figure 16: Land Use Composition: Motor Industry
- Figure 17: Motor Industry Footprint
- Figure 18: Land Use Composition: Ground Floor
- Figure 19: Land Use Composition: First Floor
- Figure 20: Land Use Composition: Second Floor
- Figure 21: Building Height; Number of Floors
- Figure 22: Vacant Land and Ownership Status
- Figure 23: Environmental Features
- Figure 24: Road and Rail Movement Network
- Figure 25: Public Transport
- Figure 26: City Wide Rapid Transit Network
- Figure 27a: NMT Section Level 2
- Figure 27b: NMT Section Level 3
- Figure 27c: NMT Section Level 4
- Figure 28: CBD Non-Motorised Transport Network
- Figure 29: Parking
- Figure 30: Water Supply: Ebenezer Dam
- Figure 31: Water Supply: Olifants-Sand RWS
- Figure 32: Illegal Land Uses
- Figure 33: Hardware Activity
- Figure 34a: Informal Trading Trends
- Figure 34b: Informal Trading Products
- Figure 35: Pedestrian Movement and Public Transport Facilities
- Figure 36: Dilapidated Buildings
- Figure 37: Legibility and Safety and Security
- Figure 38: Waste Management
- Figure 39: City Wide Nodal Structure
- Figure 40: CBD Activity Area Development Concept
- Figure 41: Proposed Polokwane CBD Boundary
- Figure 42: Proposed Polokwane CBD Functional Zoning Precincts (2015)
- Figure 43: Movement Network
- Figure 44: North-Western Precinct Plan
- Figure 45: Public Environment

Figure 46: Non-Motorised Transport Network

Figure 47: Formalised Informal Trading Facilities

LIST OF TABLES

Table 1: Proposed Methodology

Table 2: Polokwane Population Projections (Growth rate of 2.15%/annum)

Table 3: Polokwane: Estimated Total Retail Floor Area

Table 4: Projected Retail Market Demand

Table 5: Projected Office Market Demand

Table 6: Polokwane CBD: Land Use Database (Extract) (2014)

Table 7: Identified Stakeholders for Student Accommodation

Table 8: Polokwane/Perskebult Land Use Tables “A”, “B” and “C”

Table 9: Polokwane CBD: Calculated Development Capacity

Table 10: Polokwane CBD: Ratio of Population to Floor Area

Table 11: Polokwane CBD: North-Western Precinct Development Potential

Table 12: Urban Renewal Principles and Action Summary Table

LIST OF DIAGRAMS

Diagram 1: Polokwane CBD Development Plan

Diagram 2: Highest Education Level, 2001, 2011

Diagram 3: EA and Not EA Population, 2001, 2011

Diagram 4: Individual monthly income, 2001, 2011

Diagram 5: Contribution to Tertiary Sector: Polokwane Municipality

Diagram 6: Estimated Retail/Office Supply in Polokwane 2005-2014

Diagram 7: Land Use Composition

Diagram 8: Mixed Land Use Development

Diagram 9: Density/Compactness

Diagram 10: Public Spaces

Diagram 11: Public Transport Facilities and Stops

Diagram 12: Streetscape

Diagram 13: Image-ability and Legibility

Diagram 14: Urban Safety and Security

Diagram 15: Conceptual Mixed Land Use Development North-West of the CBD

Diagram 16: Urban Management and Maintenance

Diagram 17: Polokwane Coordinate Structure

Diagram 18: Safety and Security

Diagram 19: Public Spaces, Arts, Culture and Heritage

Diagram 20: LED – Temporary Informal Trading Structures

Diagram 21: LED – Permanent Informal Trading Structures

Diagram 22: LED – Brickfields Newtown Development

Diagram 23: LED – Informal Trading Concept with Public Activity Area

Diagram 24: Re-Use Organic Waste Material as Compost

LIST OF GRAPHS

Graph 1: Hawkers Trading with/without Permits

Graph 2: Hawkers Trading with/without Permits

Graph 3: Basic Elements of Crime

PART 1: INTRODUCTION AND BACKGROUND

1.1 BACKGROUND

Polokwane City is the economic, political and administrative capital of Limpopo Province and is considered to be a growth point of provincial and national significance. The Polokwane Central Business District is the economic core of Polokwane City and as such it represents the largest and most diverse concentration of economic activity in Limpopo Province.

Because of its strategic significance as a service centre and generator of economic activity and job opportunities, it is essential that the area be continuously planned, managed and maintained to optimise the functioning thereof. For this reason the Polokwane Local Municipality commissioned the compilation of a Polokwane Central Business District Plan as far back as the year 2000. This plan comprised a comprehensive situational analysis on the land use and movement characteristics of the CBD, as well as detailed proposals pertaining to the economic growth and spatial development of the area. The document was adopted by Council and served as development guideline to the CBD for the period 2000 to 2005 when the Polokwane CBD Development Plan was reviewed and updated.

The Polokwane CBD Development Plan (2005) guided and informed development in and around the Polokwane CBD over the past ten years. However, the physical, social, economic and institutional environment in and around the Polokwane CBD is continuously changing, and therefore the Municipality deemed it necessary to review and update the 2005 CBD Plan.

Subsequently the Polokwane Local Municipality commissioned the review of the Polokwane CBD Development Plan during January 2015.

The main objective is to update and revise the 2005 CBD Plan and to ensure that the development guidelines and proposal contained in it are adjusted to address the current developmental issues and needs of Polokwane CBD, and to promote orderly planning and sustainable development of the broader municipal area over the medium to longer term.

Furthermore, the study brief also requires that the revised CBD Plan assesses the relationship of the Polokwane CBD with surrounding shopping centres and decentralised secondary activity nodes as contemplated in the Polokwane Spatial Development Framework.

The plan should also take new developmental initiatives like the introduction of a Bus Rapid Transit System to the Polokwane CBD into consideration, and indicate how it should be functionally incorporated into the CBD.

Although the main focus of the study is on spatial planning and land use management issues, it is required that the study also devise ways and means to bring about Urban Renewal and Revitalisation to the Polokwane CBD as and where required.

1.2 STUDY OBJECTIVES

The main objectives of this study are to compile a new updated CBD Development Plan for Polokwane; and to formulate a comprehensive Urban Renewal Strategy for the area.

In line with the study brief, the CBD Development Plan must include the following activities:

- Review the 2005 CBD Development Plan and the recommendation of the feasibility study of the extension of the CBD and to incorporate these into a single CBD Plan;
- Align and incorporate the existing Council Policies e.g. proposals regarding the feasibility study of the expansion east of Biccard and south of Marshall Street, and alignment with the Polokwane/ Perskebult Town Planning Scheme, 2007 e.g. Business 2 Zone in respect of Floor Area Ratio (FAR);
- Provide guidance to the municipality in decision making pertaining to the development of the Polokwane CBD as well as decentralised secondary activity nodes;
- Prepare recommendations on the revised CBD Plan for Polokwane in support of sustainable city planning and other programmes/policies like the Integrated Transport Plan and Engineering Services Plans.

The purpose of the Urban Renewal Strategy will be to upgrade the living conditions of people residing within the Polokwane area; to create an integrated and functional urban environment; to promote the upgrading of old buildings; and to rehabilitate the dysfunctional components of the CBD area.

This will require a comprehensive and holistic approach towards the CBD as a functional unit comprising a number of smaller functional areas.

1.3 STUDY AREA

Figure 1 reflects the Polokwane CBD study area. It includes the entire area demarcated as the CBD area in the 2005 study, but also the area to the south of Marshall Street up to Suid Street; east of Biccard Street up to Voortrekker Street; and the modal transfer hub across the railway line at the north-western end of the CBD.

1.4 METHODOLOGY

Table 1 below reflects the proposed methodology for conducting the study as well as the associated timeframes.

Phase 1 relates to the **Inception and Orientation** towards the project. During this phase the project team met with officials of the Polokwane Municipality to finalise the terms of reference, to ensure that all parties agree on the methodology to be followed, and to agree to the final deliverables to result.

Phase 2 of the project was quite extensive and comprised a multi-disciplinary **Situational Analysis**. This phase was subdivided into two components: the first dealing with the **Local Context**, and the second with the **Regional Context** within which the CBD functions.

Phase 3 of the project involved the **Formulation of a Synthesis** based on the information collected as part of the Situational Analysis.

With the Situational Analysis completed (Phases 1, 2 and 3) the project team entered into **Phase 4** of the project which involved the formulation of draft proposals/suggestions pertaining to the Development Framework, Policy Guidelines and Implementation Strategy which was completed by the end of June 2015.

Table 1: Proposed Methodology

Phase 1: Inception and Orientation	January 2015
Step 1: Finalise Terms of Reference	
Phase 2: Situational Analysis	March 2015
Local Context	
Step 2: Assess Current Polokwane CBD Plan	
Step 3: Conduct qualitative and quantitative land use survey	
Step 4: Conduct economic survey: vacancy rates, rentals etc.	
Step 5: Interview prominent stakeholders	
Step 6: Interview relevant sector departments	
Step 7: Interview relevant provincial/national departments	
Step 8: Conduct land ownership survey	
Step 9: Determine linkage between economic sectors in CBD	
Regional Context	
Step 10: Assess CBD in context of secondary activity nodes	
Step 11: Assess linkages between CBD and surrounding initiatives	
Step 12: Assess Provincial Growth and Development Strategy	
Step 13: Assess current incentive programmes	
Phase 3: Synthesis	April 2015
Step 14: Formulate Development Opportunities and Constraints	
Phase 4: Development Framework	June 2015
Step 15: Formulate Development Philosophy and Objectives	
Step 16: Design Development Detailed Framework for CBD	
Step 17: Formulate Policy Guidelines	
Step 18: Formulate Implementation Strategy	
Step 19: Submit Draft Report	30 June 2015
Step 20: Polokwane Internal Comment	January 2016
Step 21: Public Presentation	4 March 2016
Step 22: Public Comment	April 2016
Step 23: Finalise Report	

Based on comments/ inputs received from municipal officials the draft proposals were refined and resubmitted during November 2015. On 26 January 2016 the draft proposals were presented to all internal departments of Polokwane municipality for their final inputs. Once these inputs were incorporated into a Final Draft and the municipality was satisfied with the content of the document, it was made available for public comment with a presentation to public stakeholders held on 4 March 2016.

Verbal and written comments made by the public were then incorporated into the document and the Final Report was submitted to Council by the end of April 2016.

PART 2: SITUATIONAL ANALYSIS

The situational context section consist firstly of an overview of the regional and policy context, the demographic profile of Polokwane, the economic profile, retail and office market demand which is applicable to Section A (CBD Development Plan Review) and Section B (Urban Development Plan). Following from the broader overview, focus will be giving to elements relevant to Section A and Section B individually.

2.1 REGIONAL CONTEXT

Limpopo Province is the northern most province in South Africa and roughly constitutes an area of about 125 754km². It is furthermore subdivided into 5 District Municipalities and 25 Local Municipalities, with Polokwane being located centrally (see **Figure 2.1**).

Polokwane CBD is the highest order activity node in the Limpopo Province – both in terms of location and economic significance. It is the capital core of Limpopo Province and hosts the Limpopo Provincial Legislature and a range of provincial and national government departments. The municipal offices of the Capricorn District and Polokwane Local Municipality are also located here. Furthermore, it serves as a central place to a vast number of surrounding towns and villages and is categorised as a Provincial Growth Point (PGP) in the Limpopo Province Spatial Development Framework (2007).

A Provincial Growth Point in the context of the Limpopo SDF is “.... *the highest order in the hierarchy and therefore also the most important type of growth point. All the Provincial Growth Points have a sizable economic sector providing jobs to many local residents. They have a regional and some a provincial service delivery function, and usually also a large number of social facilities (e.g. hospitals, tertiary educational institutions). All of them have institutional facilities such as government offices as well as local and/or district municipal offices. The majority of these provincial growth points also have a large number of people. Provincial Growth points include settlements such as Polokwane (Pietersburg)/Seshego (which can also be classified as a National Growth Point),*”.

Polokwane thus has a significant local, regional and even national developmental role to play.

Notable from **Figure 2.2** is the fact that the CBD of Polokwane represents a point of convergence to all the major regional roads and associated public (bus and taxi) and private transport in the province, and it offers a full range of economic and social services and facilities to the local and surrounding rural communities of Limpopo Province up to 200 kilometres away. The provincial population served by the Polokwane node is estimated at approximately 5,4 million people.

The Polokwane Central Business District is thus an important asset not only to the residents of Polokwane, but to urban and rural communities from Limpopo province as a whole – especially rural communities dependant on public transport as their main/only means of transport to multipurpose service centres.

Figure 3 depicts the Polokwane CBD in relation to its immediate urban surroundings. The CBD is centrally located in the context of Polokwane City. To the east it borders to the residential suburbs of Capricorn, Bendor, Môregloed, Welgelegen and Fauna and Flora Park; Iypark and Peninapark to the south; Nirvana and Westernburg to the south-west; and Annadale to the north. A few kilometres to the north-west is Seshego which represents about 28% of the municipal population which totals 628 898 people.

There are a few prominent business nodes in the Polokwane area apart from the CBD. These include Mall of the North⁽¹⁾ to the far east, the Savannah shopping centre⁽²⁾ in the residential areas to the east; in Nirvana⁽³⁾ and Westernburg⁽⁴⁾ to the west; two nodes exist in Annadale to the north⁽⁵⁾, and one in Seshego⁽⁶⁾. However, none of these business nodes can be compared to the Polokwane CBD in terms of size or variety of goods and services provided.

The CBD is furthermore surrounded by a range of other economic activity areas which are predominantly industrial/commercial in nature. The industrial areas are mostly located to the west and north to northeast of the CBD, and include areas like Superbia, Ladine, Industria, Laboria and Magna Via as illustrated on **Figure 3**.

What is also evident is the fact that even at a local scale all the major regional routes (and railway line) link into the Polokwane CBD area. The regional road network feeding into the CBD includes the following:

- Route N1 towards Gauteng in the south and Makhado in the north (apart from the N1 bypass to the east of the town);
- Route R37 towards Chuniespoort and Lebowakgomo to the south (the Dilokong Corridor);
- The route towards Molepo in the south-east;
- Route R71 towards Mankweng to the east;
- Route R81 towards Duiwelskloof to the north-east;
- Route P94-1 towards Dendron to the north;
- Route D19-1 towards Matlala towards the west.

Another prominent feature on **Figure 3** is the railway line which runs through the north-western part of the CBD. This is the national rail link between South Africa and Zimbabwe (and Limpopo and Gauteng Province) but it has very limited functional interaction with the CBD.

The areas immediately surrounding the CBD are fairly densely developed which leaves limited space for expansion of the CBD without intruding into other land use precincts.

To the east the CBD is bordered by well-established residential areas⁽⁷⁾ while to the south and southwest it borders onto the Polokwane country club and golf course⁽⁸⁾. The Sterkloop River⁽⁹⁾ which runs through the south-western end of the CBD is also a prominent feature, as is the cemetery⁽¹⁰⁾ which represents the central part of the western border of the CBD. To the north the CBD borders onto the railway yard and Polokwane

station⁽¹¹⁾, as well as the Ladine and Industria industrial areas. The part of the CBD to the north-west of the railway line comprises the Itsoseng Entrepreneurial Centre and the Polokwane Transport Hub⁽¹²⁾.

The area adjacent to the west of Grobler Street⁽¹³⁾ at the southern entrance to the town has seen the development of several motor car showrooms and dealerships as well as warehouses during the past 15 years. Development pressure is also mounting further to the south-west of Nirvana⁽¹⁴⁾ along route N1 from Gauteng.

The Gateway Airport⁽¹⁵⁾ initiative is located a few kilometres to the north of the CBD along the main road (N1) towards Makhado.

2.2 POLICY CONTEXT

2.2.1 Polokwane Spatial Development Framework

The Polokwane Spatial Development Framework as depicted on **Figure 4** is a statutory component of the Polokwane Integrated Development Plan. The SDF makes the following pivotal points regarding the Polokwane CBD:

- The Polokwane CBD is viewed as the Primary Node in the municipal area of Polokwane and it is emphasized that the functional status of the CBD core be sustained by providing specialised goods and services.
- There are two other “multi-use” nodes that serve a regional function: Savannah Mall and Mall of the North.
- Community and neighbourhood nodes should be developed as secondary nodes within the urban fabric throughout the remainder of the urban area in the municipality.
- Development of business centres and other non-residential land uses should be considered by the local municipality on the basis that it should not be to the detriment/jeopardise the CBD or any other existing development.
- Existing nodes should be strengthened rather than allowing new nodes to develop.
- Potential Gateway Nodes can be established at the five main entrances to Polokwane City as illustrated on Figure 4.
- The SDF also identifies several potential specialised nodes:
 - A Medical Node to be established around Grobler and Thabo Mbeki Street to the east of the CBD, including a combination of medical land uses such as hospitals, specialised medical centres and consulting rooms and land uses generally listed under “Community Nodes” and “Neighbourhood Facilities” as mentioned in the principal policy document (refer to **Figure 4.1**).
 - The south-eastern part of the CBD represents an Administrative Node which accommodates offices of Polokwane Municipality, Capricorn District Municipality and the Limpopo Provincial Government.
 - A Regional Sports Node including the Peter Mokaba Stadium exists adjacent towards the south of the CBD.
 - The Intermodal Transport Hub is located in the north-western part of the CBD and could eventually be extended right up to the Polokwane International Airport.

- The following five linear mixed use areas are proposed:
 - The area along the N1-route from Meropa Casino towards the Central Business District of Polokwane: (Earmarked for special land uses i.e. the Convention Centre, and commercial related and mixed land use with diverse residential land uses).
 - The area adjacent and along Nelson Mandela Drive, northwest of the Sand River towards Pietersburg X65 (African Jewel): (Earmarked for various housing topologies and limited service industries).
 - The area north-east of Pietersburg X12 (Magna Via) and south of the N1-Eastern By-pass: (Earmarked for service industry, limited commercial and diverse residential development).
 - The land adjacent to and along the Church Street Extension (south) and the P33-1: (Earmarked for various housing topologies, limited commercial-, tourism related-, service industrial land uses (related to the smelter) and land uses associated with the mining sector).
 - The erven along Thabo Mbeki Street and Grobler Street: (Earmarked for various housing topologies and densities, limited commercial and residential compatible land uses).

Prevailing policy thus makes the case for enhanced linkages and consolidation between the CBD and a range of secondary/speciality nodes. The crucial factor here is that the primary node and the secondary nodes are seen to operate holistically as part of the wider urban area, and not in competition with each other, but rather in a supplementary way.

2.2.2 National Treasury: Urban Development Zones

During December 2003, the Minister of Finance formally legislated the introduction of the Urban Renewal Tax Incentive in a number of priority CBD areas of large towns and cities in South Africa. This comprised a depreciation allowance to promote and stimulate redevelopment within the inner cities of South Africa.

The aim of the incentive was to provide investors in these areas the opportunity to write-off the cost of the improvements or the construction cost of a building over time. The tax write-off period relates to the manner in which value is added to the development zones viz. improvements to an existing building or the construction of a new building.

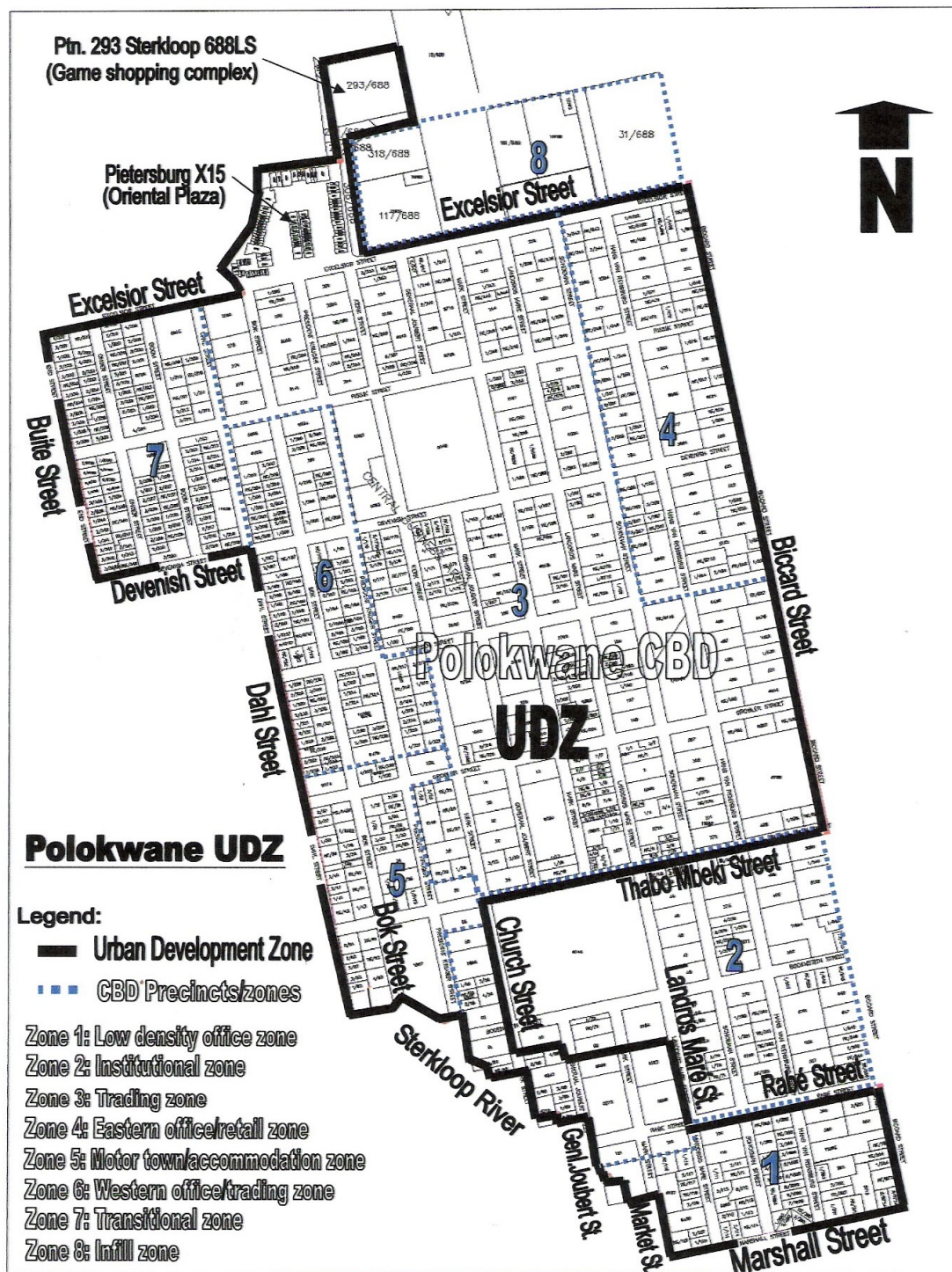
This initiative not only supports the refurbishment and construction of both commercial and residential buildings in the inner cities, but also supports other initiatives such as:

- Policies to write-off existing bad debt in the inner city to allow these buildings to be sold and refurbished;
- The Department of Human Settlements policy on the provision of affordable rental housing (Social Housing) in the inner city (Restructuring Zones);
- The possible formation of public-private partnerships in mixed used developments that provide social facilities that are integrated into new commercial and residential developments.

Parts of the CBD that are excluded from the Udz are the government office precinct in the south-western part of the CBD, and the area to the south of Game and to the east of the Oriental Plaza in the far northern extents of the CBD (refer to **Figure 5**).

The Polokwane Udz which covers an area of about 145.9 hectares of land was promulgated on 6 June 2005 in the Government Gazette.

Figure 5: The Polokwane Urban Development Zone



Some of the reason used in the motivation for the proposed Polokwane UDZ, included:

- General decay in the CBD area due to physical problems (lack of parking, traffic congestion, physical condition of buildings and pedestrians); social related problems (crime and grime, hawkers and negative perceptions by developers); and economical related problems (demand and supply of land and continued pressure for decentralized retail).
- Rapid decay in certain former residential areas which are being used for illegal uses.
- Improper linkages of uses in the CBD with associated uses in surrounding areas; decentralisation of retail and entertainment facilities; decentralization of smaller offices; high land and rental cost for office and retail space; improper maintenance and upgrading of buildings by owners; and lack of interest from developers due to negative perceptions.

SECTION A: CBD DEVELOPMENT PLAN – SITUATIONAL ANALYSIS

This section highlights the element impacting particularly on the CDB Development Plan.

2.3 POLOKWANE DEMOGRAPHIC PROFILE CHARACTERISTICS

Demographic features and trends are key driving forces in any economic development strategy. Demographic profiles influence the level of expected demand for goods and services, the type of goods and services demanded, and the pressure on social services. Demographic factors also have spatial economic implications in terms of where the demand and related economic growth will occur from a spatial perspective. A demographic transition also has a considerable impact on the size of the future labour force and expected employment and unemployment rates. The following discussion considers the demographic profile for Polokwane, and more specifically the Polokwane CBD.

2.3.1 Population

In 1996 the Polokwane population totalled about 424 835 people. This increased to an estimated 508 277 people in 2001 (growth rate of 3.65% per annum). The latest population estimate (2011) stands at 628 999 people which represents a growth rate of approximately 2.15% since 2001. The Polokwane Municipality accounts for 12% of the total population of Limpopo (in 2001 it represented 9%).

Diagram 1 illustrates the spatial distribution of the Polokwane population within the municipal area, and also identifies the 2001 to 2011 trends in this regard. The following are to be noted:

- The Central Core area in and around the CBD represents about 2% of the municipal population compared to 2.1% in 2001.
- Greater Seshego represents about 28% of the population which is 5% higher than in 2001.
- The remainder part of Polokwane City also showed an increase from 10.8% in 2001 to 13.5% in 2011.
- The rural villages decreased from 61.2% in 2001 to 55.6% in 2011.
- The farming areas (non-urban) also decreased from 2.5% to 1% during this period.

- Within the Polokwane municipal boundary the urbanisation trend, and specifically towards Polokwane City, is thus significant.

2.3.2 Population Projection

Population projections are important in the sense that they provide some estimate of the future size of the labour force on the one hand and the size of the market for goods and services on the other.

Between 2001 and 2011 the average annual population growth rate for Polokwane was 2.15% compared to the 3.65% during 1996 to 2001. Moreover, there are strong indications that the rate of population growth declined in recent years with the main reason being low fertility rates and out-migration to other provinces in search of better employment opportunities. Besides this, the Polokwane population growth rate is still the highest of all local municipalities in the province and higher than that of Limpopo Province.

Based on the population growth rate of 2.15% the Polokwane population will increase to 684 967 people in 2015, about 761 982 in 2020 and an estimated 1 475 190 in 2050 (refer to **Table 2** below). This will represent about 20% of the total Limpopo population at the time. In essence the municipal population will double over the next 35 years.

Table 2: Polokwane Population Projections (Growth rate of 2.15%/annum)

1996	2001	2011	2015	2020	2050
424 835	508 277	628 999	684 967	761 982	1 475 190

2.3.3 Age Distribution and Gender Composition

The age distribution of a population plays an important role in influencing growth prospects and should therefore inform the long-term economic development strategy for Polokwane.

The age distribution shows that about 52% of the current population fall in the 0-24 years age category. This underlines the pressures which the municipality will experience in future in terms of supplying required social services and providing the labour required for the local economy to grow.

The male and female ratio in the municipality is 48:52 which can be ascribed to the fact that many males are working in other parts of South Africa where there are better job opportunities e.g. Gauteng Province.

2.3.4 Education

Educational levels provide an indication of a community's ability to provide skilled labour for specific employment opportunities while at the same time providing a social welfare indicator. In Polokwane the education level of the population is still very low with only 15% of the population having completed some form of secondary education and only 3% having a tertiary qualification.

However, as illustrated on **Diagram 2** the general trend in terms of level of education is positive in all five the functional areas of Polokwane. The bottom three categories (no schooling, primary school and secondary school) all showed a decrease from 2001 to 2011 while the categories representing tertiary education all increased during this period.

2.3.5 Labour Force

Diagram 3 shows that the Economically Active population increased in all parts of the municipality since 2001, and that unemployment is also slightly lower in 2011 than in 2001. In the farming areas (Non-Urban) the Not-Economically Active population reduced significantly, but in the Rural Villages this category is still very high in 2011 (73% compared to 77% in 2001). It is estimated that 71% of the employed are employed in the formal sector, 13% in the informal sector and 14% in private households.

2.3.6 Household Income

Low levels of household income reduce disposable income which has a strong negative impact on consumption expenditure. Concerning in this regard is the fact that 66.1% of the Polokwane population fall in the R0 - R38 200 per household per annum income bracket which is regarded to be below RDP Level.

From **Diagram 4** it can be concluded that there has been a reduction in the percentage of households in the bottom income brackets in all parts of the municipality since 2001, although the average income per household is still very low as noted above.

2.4 ECONOMIC PROFILE

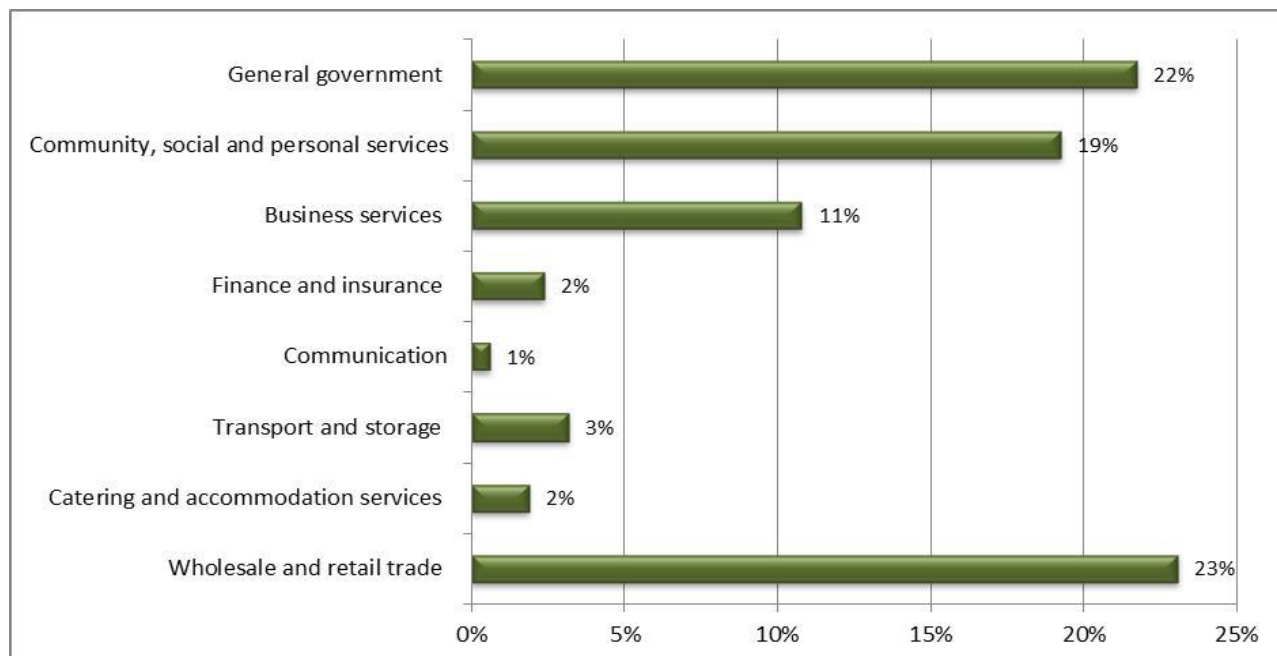
Local economic development is largely based on the ability of local authorities through their resources and policies to reduce the risk and costs of investment – this also entails creating an appropriate enabling environment through added interventions which promote economic clusters that are based on local comparative advantage in terms of inputs such as labour, power and land availability. If successful, such interventions should create the platform for employment generating investments by the private sector.

The GDP is probably one of the most important indicators of economic growth as it measures productivity of an area. According to calculations, the period 2002 to 2012 saw the following changes in the GDP of the Polokwane Municipality:

- Decline of 1% in wholesale, forestry and fishing;
- Decline of 1% in mining and quarrying;
- Increase of 9% in agriculture, forestry and fishing;
- Increase of 6% in construction and electricity, gas and water;
- Increase of 5% in transport, storage and communication;
- Increase of 4% in community, social and personal services, and financial and business services.

The Tertiary Sector represents approximately 83% of the total economic activity in the Municipal area. The biggest contributors to the Tertiary Sector include wholesale and trade (23%), government services (22%), community, social and personal services (19%), and business services (11%) as illustrated in **Diagram 5** below. This is a positive indicator for both the office and retail markets in the Polokwane CBD.

Diagram 5: Contribution to Tertiary Sector: Polokwane Municipality



The primary sector which includes agricultural and mining industries accounts for only 3% of Polokwane's economy.

It is estimated that about 42% of the Secondary Sector in the Polokwane economy consists of construction. According to the Capricorn District Municipality 2030 Growth and Development Strategy, almost all of the Capricorn district's industrial activity is located in Polokwane, in particular in the Magna Via, Laboria, Ladine, Industria and Suburbia industrial areas. As indicated on **Figure 3** in this report these industrial areas are all located adjacent to the Polokwane CBD.

Linked to the above, the Limpopo Growth and Development Strategy (2004 – 2014) outlines a strategy to adopt the development cluster value-chain approach whereby clusters are used as initiatives to punt economic growth and development. These clusters are defined as "...critical masses, spatially concentrated and of unusual competitive success in a particular field."

The Polokwane CBD, in conjunction with the extensive range of surrounding industrial areas, could be developed as a specialised cluster in terms of logistics and trading hub, serving the economy of Limpopo Province.

The Polokwane LED Strategy (2008) identified some economic development constraints for the LM, which include:

- Skill shortage,
- Infrastructure,
- Administration capacity and
- Macro-economic risks.

2.5 RETAIL AND OFFICE MARKET DEMAND

As the capital city of Limpopo, Polokwane is the largest and most comprehensively developed urban area in the province. It provides many of the region's provincial services – including state hospitals and government offices, which are located in the city centre and play a critical anchor role for the city's commercial core. Other commercial activities concentrated in the city centre include professional practices, regional offices and services.

2.5.1 The Retail Sector and Market Demand

Retail activity in Polokwane is mainly concentrated in the central and northern parts of the Polokwane CBD. Typically, the supply caters for tenants which include national banks and fashion retailers such as Edgars, Truworths and Foschini, and supermarkets like Pick 'n Pay, SPAR and Shoprite Checkers. There are several stand-alone retail centres within the CBD, such as the Game Centre, Checkers Centre and Limpopo Mall on the corner of Rissik and Market Streets. Limpopo Mall and the Taxi Centre are located in close proximity to the main Polokwane taxi rank, and cater mainly for shoppers reliant on public transport. Overall, as shown in **Table 3**, the Polokwane CBD retail environment offers some 96 928m² of retail space in the form of shopping malls which is almost double the figure of 2005 (47 769m²).

Table 3: Polokwane: Estimated Total Retail Floor Area

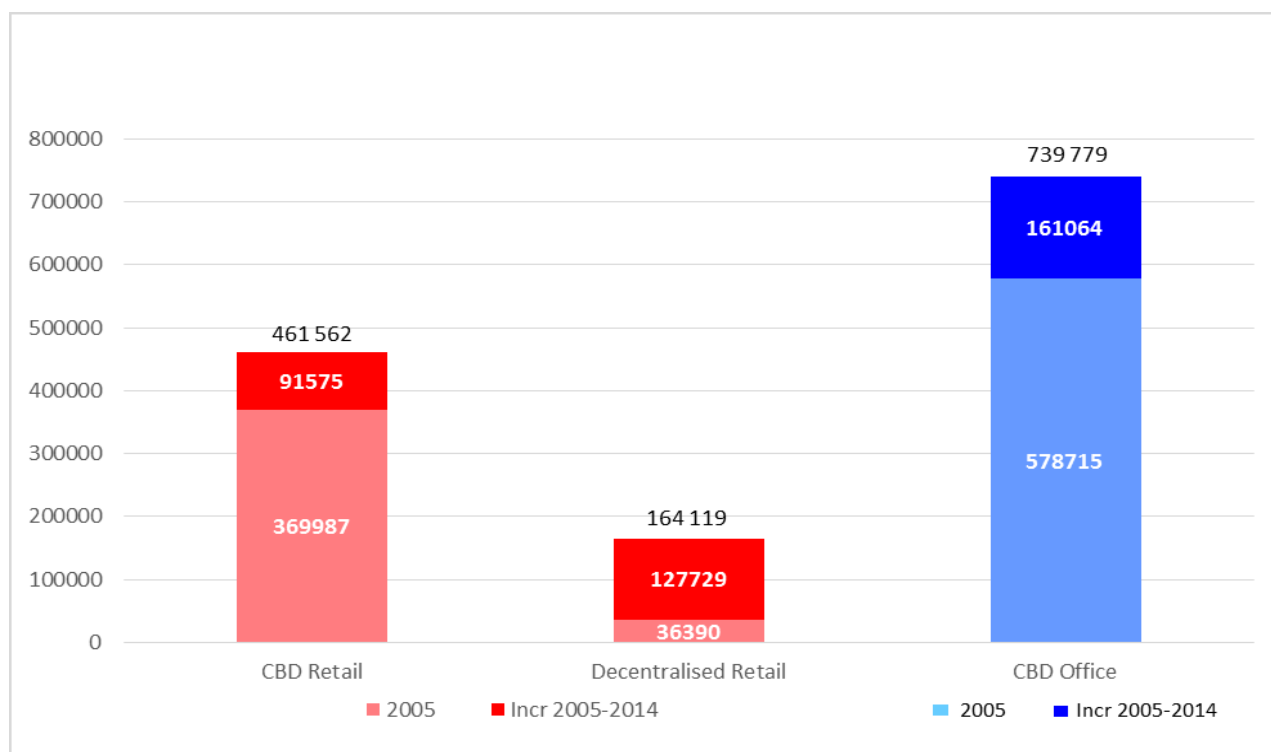
POLOKWANE CBD		
	2005	2014
Shopping Centres	Floor Area (m ²)	Floor Area (m ²)
Limpopo Mall	19 280	21 500
Game Centre	14 761	15 225
Shoprite Centre		10 150
Metropolitan Centre (Shoprite)	8 167	9 193
City Centre (SPAR)		9 191
Library Gardens		7 775
Checkers Centre		7 000
Joshua Doore Centre		5 789
Taxi Centre (Boxer)	5 561	5 561
Shoprite Centre		5 544
CBD Sub Total	47 769	96 928
Street Front Retail (Land Use Survey)	322 218	364 634
CBD Total	369 987	461 562

DECENTRALISED RETAIL CENTRES		
Mall of the North	0	75 000
Savannah Mall	21 565	38 000
Thornhill Shopping Centre		12 205
Polokwane Lifestyle Centre		10 679
Makro		9 000
Seshego Plaza	9 500	7 600
Bendor Multiserve/Cycad	2 225	5 496
Flora Park Superette	3 100	3 100
Spar Centre Madiba Park		3 039
Decentralised Sub Total	36 390	164 119
TOTAL	406 377	625 681

Source: 1) Plan Associates, 2005 measured from aerial photography, 2001, and 2014 measure from aerial photography (2014) and 2) South African Shopping Centre Directory, 2003 and 2012

Street-front retailing is most prominent along the main arterials and in terms of the survey undertaken, street-front retailing is estimated at 364 634m², compared to 322 218m² in 2005. This brings the total retail area in the CBD to 461 562m². This must be compared with the total 164 119m² of retail space situated at some of the prominent decentralised retail shopping centres in Polokwane City. In 2005 the decentralised retail was estimated at about 36 390m² which means that decentralised retail increased by 127 729m² during the past decade (351%). It should, however, be emphasized that these two components of the retail supply market serve different shoppers. **Diagram 6** graphically depicts the different forms of retail space within Polokwane CBD and in Decentralised Centres, and the related trends since 2005.

Diagram 6: Estimated Retail/Office Supply in Polokwane 2005-2014



Future Demand: According to a market survey conducted by Urban Econ in 2008, there was a total demand of 410 000m² for retail facilities in the municipal area at the time. The said study estimated that demand in the Polokwane City area would increase as follow (**Table 4**):

Table 4: Projected Retail Market Demand

Total Retail Market Demand	
2008	410 000m ²
2010	445 000m ²
2015	480 000m ²
2020	505 000m ²

Urban Econ (2008)

It is evident that the current (2015) supply of 625 581m² already exceeds the projected demand by far.

2.5.2 The Office Sector and Market Demand

The majority of office stock in Polokwane City is situated in the CBD. However, there are some pockets of office developments in Bendor Park, while Edu Park, an education institution development that houses tertiary institutions, is located in the south-eastern suburbs. This suggests that there may be some growing pressure for decentralized office space within the wider municipal area.

The CBD is characterised by a mix of high-rise offices, low-rise offices and self-standing residential houses that have been converted for office use. Based on the survey undertaken, the size of the office market (all grades) in the Polokwane CBD is estimated at approximately 739 779m² in total compared to the 578 715m² measured in 2005.

This translates to an increment of about 161 064m² over the past decade (27.9% growth).

Overall, opportunities exist to further densify the existing office uses in the CBD but this will require an appropriate level of infrastructure and investment parameters that meet developer requirements. It should also be underlined that successful office nodes increasingly provide an appropriate mix of office as well as retail space – it largely means that retailers must have greater access to different types of services.

Future Demand: The projected demand for office space for the Polokwane CBD according to the Urban Econ Report (2008) is indicated in **Table 5**. The table indicates that demand for office floor space would increase from approximately 655 000m² in 2008 to almost 671 000m² by the year 2010, 714 000m² in 2015 and 759 000m² in 2020.

Table 5: Projected Office Market Demand

Total Office Market Demand	
2008	655 000m ²
2010	671 000m ²
2015	713 000m ²
2020	759 000m ²

Urban Econ (2008)

The projected demand of 713 000m² for 2015 compares well to the current actual office floor space of 739 779m² in the CBD, but it should be kept in mind that it does not include decentralised office space in areas outside the CBD like in Bendor etc.

2.6 LAND USE AND SPATIAL STRUCTURE

2.6.1 Spatial Structure

The CBD of Polokwane (the study area) comprises a rectangular grid which covers an area of about 350 hectares of land (see **Figure 6**). This in comparison to the footprint of the CBD of the City of Johannesburg (369 ha), Tshwane (435 ha), Kempton Park (182 ha), Germiston (111 ha), Mbombela (80 ha) and Emalahleni (60 ha). It comprises 98 individual blocks and on average the blocks are about 75 meters by 226 meters in extent, except the two rows of blocks between Hans van Rensburg and Voortrekker Streets (blocks 1 to 8 and 87 to 97) which are almost double the size. The CBD extends about 2.5 km from north to south, 1.6 km from east to west along Excelsior Street to the north, and 1 km along Marshall Street towards the south.

From **Figure 6** it is evident that the grain of the built environment is fairly fine along the peripheral parts of the CBD, becoming more coarse (high building coverage per erf) towards the central parts.

The land use structure of the Polokwane CBD has not changed significantly since the compilation of the 2000 CBD Plan. Most of the retail, service industries and financial institutions are still situated in the area from Biccard Street in the east (between Grobler Street and Thabo Mbeki Street), stretching in a general north-westerly direction towards the Indian Plaza (block 70) and Game Centre (block 71) (see **Figure 7**). The erven in this strip are reasonably well developed in terms of their development potential (rights). Buildings vary from fairly dilapidated structures to new office and business complexes that have been constructed in recent years. The majority of the structures are in a good condition, but there are severe signs of decay in the northern and north-western parts of the CBD. Banks and financial institutions are clustered around Hans van Rensburg Street in the vicinity between Jorissen and Thabo Mbeki Streets.

Parts of the CBD situated to the south of Thabo Mbeki Street has seen extensive redevelopment since 2005 and a large number of office buildings have established in this area (including many of the provincial government offices). The western and the southern sections of this part of the CBD comprise many dwelling

house offices of which several have been converted into formal offices over the past decade. The area generally represents quality development from an aesthetical point of view – and accommodates an extensive range of professional practitioners e.g. consulting engineers, surveyors, attorneys, quantity surveyors etc.

The north-eastern section of the CBD (i.e. north of Grobler Street between Biccard and Schoeman Street and up to Excelsior Street) is also a predominant office area with some intermittent flats. Although new office (and also business) complexes were developed in this area since its inclusion into the CBD in 1990, a relatively large number of dwellings were converted into dwelling house offices. This area has redeveloped at a much slower rate than the southern section of the CBD.

The western section of the CBD between President Kruger Street and Dahl Street holds a variety of business activities such as offices, retail, service industries and motor industry related businesses. Only a few of the erven are still being used for residential purposes (dwellings), with some dwellings also being used as boarding houses.

The northern part of this area is characterized by a large number of retail facilities focusing on building materials while the southern portion between Grobler Street and Thabo Mbeki Street (including the area north of Grobler Street between Church and Dahl Street) has primarily developed as a motor town with a large number of erven being used for motor industry related businesses.

The north-western section of the CBD (the 6 street blocks abutted by Excelsior, Buite, Devenish and Dahl Streets) is still the most problematic section of the CBD. This area is used for a variety of purposes (mostly illegal land uses). Amongst others, large numbers of people (up to 20 and more) use existing houses for informal accommodation purposes. Little or no attention is given to the maintenance of the properties with the result that most of these are in a very dilapidated state and pose health and safety risks. Some informal taxi stands have also established on the two vacant erven immediately to the west of this precinct (along Buite Street). These erven belong to the Municipality.

Since the inclusion of this area into the CBD only a small number of properties (erven) were developed for business related purposes, of which the majority are situated adjacent to main streets such as Devenish, Rissik and Excelsior Street. Some of the houses are informally utilized for business or office purposes, but without any upgrading or maintenance to the structures.

The CBD area to the north-west opposite to the north of the railway line comprises of a bus depot, long distance taxi rank and the Itsoseng Entrepreneurial Centre which has been developed over the past decade.

The municipality developed the Itsoseng Entrepreneurial Centre and a number of supplementary facilities in order to enhance the sustainability of the broader area. This included the upgrading of the bus terminus, provision of facilities for Small, Medium and Micro Enterprises (SMME's), and facilities for hawkers in close proximity of the bus and taxi terminus. The aim was to create an environment acting as a manufacturing

“incubator” centre for SMME’s to stimulate growth and development in the city. The centre and node targets mainly members of the socially and economically disadvantaged groups, woman, youth, and the disabled.

Since 2005 when the previous CBD Plan was compiled, the Itsoseng Entrepreneurial Centre has been linked with the Polokwane CBD by way of a pedestrian and vehicular bridge across the railway line. This was done in order to ensure further improved sustainability of the north-western parts of the CBD.

Figure 6 indicates some prominent land uses / facilities in the immediate surrounds of the CBD. These include the Polokwane Provincial Hospital⁽¹⁾; Pietersburg Hoërskool⁽²⁾; Correctional Services⁽³⁾; the Polokwane railway station⁽⁴⁾; Ladine industrial area⁽⁵⁾; Superbia industrial area⁽⁶⁾ to the west; the cemetery⁽⁷⁾ immediately adjacent to the west of the CBD; the Sterkloop River⁽⁸⁾ to the south-west and the municipal sports grounds⁽⁹⁾ to the south. From this it is evident that there is very limited expansion potential for the Polokwane CBD in all directions.

2.6.2 Land Use Survey

An extensive land use survey was conducted for the CBD area during January and February 2015. The survey was conducted per erf and per block in the study area as illustrated on **Figure 7**. A total of 98 blocks were demarcated for purposes of the survey. These include the blocks between Biccard and Voortrekker Street (88 to 97) as well as the Transport Hub area (block 98) to the north-west across the railway line. For purposes of future comparative trend analysis the same block demarcation and numbering system as was used during the 2000 and 2005 land use surveys, was adopted.

The following methodology was used in constructing/updating the CBD Land Use Database:

- A database was created linked to individual erf keys for each of the properties in the area. The database was also designed to the specifications of the Surveyor General regarding erf ID’s etc.
- Apart from the normal zoning and land use information, information regarding the type of land use per floor level (multi-storey) as well as the general condition of the building was collected. **Table 6** represents an extract from the database to illustrate the information recorded.
- Next the footprint of each building in the CBD was measured from aerial photography (2014) (see **Figure 8**).
- With the floor size, number of storeys and land use per floor available, the floor area by land use type was calculated per erf, per block, per functional zone and for the CBD as a whole.
- Following from this, GIS based graphics and maps as presented in sections 2.6.3 to 2.6.4 below were generated.

Table 6: Polokwane CBD: Land Use Database (Extract) (2014)

ID	STREET BLO	BUILDING_N	Footprin t Area	NUMBER FLO	PARKING	GF_T	SQUATTING	1_T	GF_A	1_A	2_A	2_T	3_A	3_T	4_A	4_T	5_A	5_T	6_A	6_T	CONDITION
PARK	72	PARK		G		PUBLIC_OPEN_SPACE			0												POOR
T LS00140000000100000	20	NEDBANK	829	G+15		RETAIL / OFFICES		OFFICES	829	829	829	OFFICES	829	OFFICES	829	OFFICES	829	OFFICES	829	OFFICES	GOOD
T LS00140000000100001	20	SANLAM	582	G+5		RETAIL		OFFICES	582	582	582	OFFICES	582	OFFICES	582	OFFICES	582	OFFICES	582	OFFICES	GOOD
T LS00140000000100002	20	SALUTE ARMED RESPONSE	16	G		OFFICES			16												GOOD
T LS00140000000100003	20		494	G		RETAIL			494												GOOD
T LS00140000000200000	20	NEDBANK	2541	G+15		RETAIL / OFFICES		OFFICES	2541	2541	2541	OFFICES	2541	OFFICES	2541	OFFICES	2541	OFFICES	2541	OFFICES	GOOD
T LS00140000000400000	20	MILADYS	239	G+1		RETAIL		OFFICES	239	239											GOOD
T LS00140000000400001	20	OLD MUTUAL	561	G+3		RETAIL		OFFICES	561	561	561	OFFICES	561	OFFICES							GOOD
T LS00140000000400002	20	PERM BUILDING	1007	G+1		OFFICES		OFFICES	1007	1007											GOOD
T LS00140000000600000	20	ABSA PEOPLES BANK	235	G+4		RETAIL / OFFICES		OFFICES	235	235	235	OFFICES	235	OFFICES	235	OFFICES					GOOD
T LS00140000000600002	20	STANFORD	307	G+1		RETAIL / OFFICES		OFFICES	307	307											GOOD
T LS00140000000600003	20	ORANGE CASH CORPORATION	439	G+1		RETAIL / OFFICES		OFFICES	439	439											GOOD
T LS00140000000600006	20	ANFAM HOUSE	361	G+1		RETAIL / OFFICES		OFFICES	361	361											GOOD
T LS00140000000600007	20	VAN DER STEL	347	G		RETAIL			347												GOOD
T LS00140000000700000	29	VAN RIEBEECK	834	G+4		RETAIL / OFFICES		OFFICES	834	834	834	OFFICES	834	OFFICES	834	OFFICES					GOOD
T LS00140000000700002	29		49	G		RETAIL			49												GOOD
T LS00140000000700003	29		346	G		RETAIL			346												GOOD
T LS00140000000700006	29		42	G+1		RETAIL		RETAIL	42	42											GOOD
T LS00140000000700007	29	UNITED BUILDING	505	G+6		RETAIL		OFFICES	505	505	505	OFFICES	505	OFFICES	505	OFFICES	505	OFFICES	505	OFFICES	GOOD
T LS00140000000800000	29	CHRISMAR BUILDING	442	G+1		RETAIL		RETAIL	442	442											GOOD
T LS00140000000800001	29		485	G+1		RETAIL		RETAIL	485	485											GOOD
T LS00140000000800002	29		241	G+1		RETAIL		RETAIL	241	241											GOOD
T LS00140000000800003	29	DE BRUIN BUILDING	80	G+1		RETAIL		RETAIL	80	80											GOOD
T LS00140000000800004	29	MIMOSA BUILDING & COLLOSEUM	705	G+2		RETAIL / OFFICES		RETAIL / OFFICES	705	705	705	OFFICES									GOOD
T LS00140000000900000	29	MILES BUILDING	378	G+2		RETAIL		RETAIL	378	378	378	RETAIL									GOOD
T LS00140000000900003	29		449	G+1		RETAIL		RETAIL	449	449											GOOD
T LS00140000000900006	29	ROOMS RADIO BUILDING	623	G+1		RETAIL		RETAIL / OFFICES	623	623											GOOD
T LS00140000000900007	29		653	G+1		RETAIL		OFFICES	653	653											GOOD
T LS001400000001000000	29		94	G+1		RETAIL		RETAIL	94	94											GOOD
T LS001400000001000001	29	NBS BUILDING	466	G+3		OFFICES		OFFICES	466	466	466	OFFICES	466	OFFICES							GOOD
T LS001400000001000002	29		238	G		RETAIL			238												GOOD
T LS001400000001000003	29		500	G		RETAIL			500												GOOD
T LS001400000001000004	29		219	G		RETAIL			219												GOOD
T LS001400000001000005	29	CASA TRADERS	258	G		RETAIL			258												GOOD
T LS001400000001000008	29		154	G+1		RETAIL		RETAIL	154	154											GOOD
T LS001400000001000010	29	GREMLING BUILDING	233	G+1		RETAIL		RETAIL	233	233											GOOD
T LS001400000001100001	29		370	G		RETAIL			370												GOOD
T LS001400000001100002	29		166	G		RETAIL			166												GOOD
T LS001400000001100004	29		410	G		RETAIL			410												GOOD
T LS001400000001100005	29		200	G+1		RETAIL		RETAIL	200	200											GOOD
T LS001400000001200004	29	LAMPRINT SERVICES	158	G		RETAIL			158												GOOD
T LS001400000001200010	29	MOOIMAN	324	G+2		RETAIL		OFFICES	324	324	324	OFFICES									GOOD
T LS001400000001200011	29	XEROX	558	G		RETAIL			558												GOOD
T LS001400000001300000	35	DEPT OF SPORT ART & CULTURE	2116	G+1	GROUND F	OFFICES / PARKING		OFFICES	2116	2116											GOOD
T LS001400000001800000	35	IRISH HOUSE	715	G		MUNICIPAL			715												GOOD
T LS001400000001800001	35	PARKING		G	PARKING A	PARKING			0												GOOD
T LS001400000001900000	43		2256	G		RETAIL WIT		OFFICES	2256												GOOD
T LS001400000002000000	43	MR EXHAUST/GLOBE	1726	G		MOTOR INDUSTRY			1726												GOOD
T LS001400000002100000	43	WHEEL WAREHOUSE	2419	G		MOTOR INDUSTRY			2419												GOOD
T LS001400000002200000	43		2193	G		MOTOR INDUSTRY / RETAIL			2193												GOOD
T LS001400000002300002	43		859	G		RETAIL			859												GOOD
T LS001400000002300003	43		666	G+2		MOTOR INDUSTRY / RETAIL		VACANT OFFICES	666	666	666	VACANT OFFICES									GOOD
T LS001400000002400000	43	AZMO PLACE	1878	G+5	PARKING G	RETAIL / OFFICES / VACANT OFFICE		PARKING	1878	1878	1878	OFFICES	1878	OFFICES	1878	OFFICES	1878	OFFICES	1878	OFFICES	EXCELLENT
T LS001400000002500000	47		151			DWELLING			151												GOOD
T LS001400000002500001	47	AMNAB	454	G+1		OFFICES		OFFICES	454	454											GOOD
T LS001400000002500002	47		125	G		OFFICES			125												GOOD
T LS001400000002600000	47	TAPS WHOLESALE	1118	G		RETAIL			1118												GOOD
T LS001400000002600001	47	DEPT. OF FINANCE & ECONOMIC DEV	377	G+2	GROUND F	OFFICES / PARKING		OFFICES	377	377	377	OFFICES									EXCELLENT
T LS001400000002600002	47	DEPT. OF FINANCE & ECONOMIC DEV	621	G+2	GROUND F	OFFICES / PARKING		OFFICES	621	621	621	OFFICES									EXCELLENT
T LS001400000002700000	47	AVERY BERKER (PTY) LTD	673	G		RETAIL			673												GOOD
T LS001400000002700001	47	KWEST	1120	G		RETAIL / OFFICES			1120												GOOD
T LS001400000002800000	47	EASI GAS	1902	G		RETAIL			1902												GOOD

2.6.3 Land Use Composition and Distribution

❖ Land Use Composition

This section deals with the land use composition of the CBD as determined from the land use survey and a qualitative, visual inspection of the area, maps, photographs etc.

Diagram 7 summarises the results of the Polokwane CBD land use survey. From this it is evident that there is about 461 562m² of retail floor space (28.4% of total floor space) in the CBD compared to 388 972m² (32%) in 2005. Office (including home offices) and municipal government buildings cover about 739 779m² (45.6% of total floor space), compared to 578 715m² in 2005. Flats/cluster housing cover about 108 481m² (6.7%) while the motor industry utilises an estimated 99 273m² (6%).

It is interesting to note that Parking and Taxi Rank areas cover about 84 658m² which represents 5.2% of all floor space in the CBD.

Figure 9 illustrates the spatial distribution and relative size (“weight”) of floor area developed per block in the CBD. The following trends are notable in this regard:

- Generally most blocks in the CBD area comprise a mixed land use composition.
- Retail is the dominant land use in the central and north-western parts of the CBD with many blocks comprising retail exclusively e.g. blocks 27, 37, 38, 51, 63 and 71;
- Office is mainly concentrated in the central core area while low intensity offices (house conversions) extend southwards towards Suid Street in the area incorporated into the CBD since 2005. The row of blocks between Hans van Rensburg and Biccard Street (blocks 1 to 8 and 87 also hold a consistent high percentage of office use;
- Government/Municipal uses are clustered in the central core area and towards the south-east;
- Dwellings mainly occur along the eastern boundary along Voortrekker Street while dwellings combined with informal activities occur in the north-western quadrant between Buite and Dahl Streets;
- Motor Trade is clustered at the two main entrances into the CBD – around Landdros Maré Street and Mark Street to the north and between Grobler and Thabo Mbeki Street towards the west;

Comparison of Land Use: Polokwane CBD vs Tshwane CBD

Diagram 7 compares the land use composition of the Polokwane CBD with that of the Tshwane CBD. The following is notable in this regard:

- The total office component of Tshwane (52%) is higher than that of Polokwane (45.6%).
- The municipal/government office component in Polokwane (11.4%) is significantly stronger than that of Tshwane (3.1%).
- The retail component of the Polokwane CBD (28.4%) is double the retail percentage of Tshwane CBD (14.2%).

- Polokwane CBD has significantly less residential development (6.7%) compared to Tshwane (14.9%).
- Parking/Taxi Ranks, Hotels/Overnight Accommodation, and Religion is more or less the same between the two areas.

❖ Retail

From **Figure 10** it is evident that retail is mainly clustered in the central and northern parts of the CBD area with the retail core being located in the area to the north of Thabo Mbeki and up to Excelsior Street in the north.

Figure 11 illustrates the corresponding building footprint of the various retail facilities and services throughout the CBD area.

It is also clear that the intensity of retail use is highest in the central area (north-south orientation) with the ten largest blocks in terms of retail floor space all being located in the box defined by Thabo Mbeki Street to the south, Biccard Street to the east, President Kruger Street to the west, and Excelsior Street towards the north. Figure 10 also summarises the retail floor size of the 10 largest retail blocks in the CBD. Most of the shopping centres in the CBD (Limpopo Mall, Game Centre, Taxi Rank, Shoprite and Checkers) form part of the largest retail blocks.

The so-called “Golden Mile” is also clearly visible in the central core area extending from the Game Centre in the north right down up to Govan Mbeki Street in the south.

❖ Office

Figures 12 and 13 show the distribution of office uses in the CBD. Office use is more widely distributed than retail throughout the different parts of the CBD. The major concentration is, however, in the central and southern parts of the CBD area. In contrast to the ten largest retail blocks, the largest office block concentration occurs to the south-west of the CBD in the area between Landdros Maré Street and Voortrekker Street. Eight of the ten largest office blocks are located in this area.

There is, however, also quite a significant concentration of office/government use in block 72 to the north of Excelsior Street at the northern end of the CBD. It is also clear that government and municipal offices are mainly clustered in the central, eastern and south-eastern parts of the CBD area, while the low intensity offices and related uses are clustered in the southern parts as part of the area incorporated into the CBD after 2005 (south of the Sterkloop Spruit and Marshall Street).

❖ Residential

Figures 14 and 15 depict the spatial distribution of various categories of residential use throughout the CBD area. Clearly evident is the fact that single residential dwellings almost exclusively occur in the eastern part of

the CBD in the area between Biccard Street and Voortrekker Street in a linear north-south strip. The north-eastern extent of the CBD in the area between Buite and Dahl Street mostly comprises informal uses in existing dwellings.

Cluster housing and flats are mainly concentrated in the central core area in the area between Mark Street and Biccard Street and more specifically in blocks 2, 3, 7, 8, 9, 10 and 11, and a central cluster around blocks 13, 20, 21, 28 and 29. It is also evident that mixed (residential and non-residential) uses mainly occur in the area between Dahl Street and President Paul Kruger in the central-western part of the CBD area. There are, however, very few of the original residential units in this area as most of the sites have been redeveloped over the past 20 years.

Hotel and overnight accommodation is mainly clustered around the eastern entrance into the CBD around Thabo Mbeki Street while guesthouses also occur quite frequently in the far-western strip fronting towards Voortrekker Street.

The centre of gravity in terms of residential intensity sits in the eastern part of the CBD and more specifically in blocks 13, 8, 92, 57 and 2 which represent the five largest residential concentrations in the CBD. Compared to the office and retail floor space, residential use is quite insignificant in the Polokwane CBD area.

It should also be noted that the most prominent combination of retail, office and residential development occurs in blocks 13, 20 and 29 in the central core area of the CBD between Grobler and Thabo Mbeki Street.

❖ **Motor Industry**

The motor industry has a very distinct distribution pattern as illustrated on **Figures 16 and 17**. Most motor industry related activities are concentrated around the central-western and northern entrances into town which historically formed part of the N1 link through the CBD area. This is in line with general trends elsewhere in towns and cities in South Africa where motor industries tend to cluster at the entrance areas to towns. It should be noted that the motor industry in the area between Grobler and Thabo Mbeki Street at the western entrance has extended towards the traffic circle along the N1 a little further towards the south-east as indicated on Figure 6 earlier in this report.

2.6.4 Land Use per Floor

The following section analyses the land use composition per floor level in the Polokwane CBD area.

a) Ground Floor

Figure 18 reflects the distribution of land use at ground floor level in the Polokwane CBD. Several spatial trends are prominent in this regard:

- The first is the concentration of retail in the central core area and northwards towards the Asiatic Bazaar and the Itsoseng Entrepreneurial Centre.
- Also note the dominance of motor trade at the northern and western entrances amid the intense retail activity.
- Another prominent spatial trend is the occurrence of office use at ground floor level to the south of Thabo Mbeki Street and east of Hans van Rensburg Street in the north-eastern parts of the CBD.
- The mixed use character of the north-eastern quadrant of the CBD (mainly comprising of flats and offices) is also notable.
- A combination of dwellings, retail, informal trading and limited office use in the central-western section of the CBD along Bok and Dahl Streets.
- The north-western entrance to the CBD still consists of dwelling structures but most of these accommodate informal alternative/illegal land uses and informal trade activities.
- Except for the row of erven between Grobler and Thabo Mbeki Street most of the erven along Voortrekker Street are utilised for residential and related uses.

b) Floor 1

Figure 19 reflects the spatial distribution of land uses at first floor level throughout the Polokwane CBD. Office is the dominant land use at first floor level with the main concentration located in the central core and to the east and south-east. Flat units at first floor level occurs in blocks 6 to 11 in the north-east, and blocks 2, 3 and 15,16 to the south-east. Retail at first floor level only occurs in the central core area between Grobler and Thabo Mbeki Streets and one block northwards along Landdros Maré and Hans van Rensburg Streets.

c) Floor 2

As shown on **Figure 20** the most significant difference from the first floor land use composition is the fact that there is almost no retail at second floor level. The trend with regards to the distribution of offices and flats is more or less the same as at first floor level, and these are the two dominant uses at third floor level and higher throughout the CBD.

2.6.5 Building Height

Figure 21 illustrates the height of various buildings in the CBD. It clearly indicates a core of higher developments (between 4 and 16 floors) around the municipal offices and surroundings in the central core area (blocks 2, 3, 4, 5, 12, 13, 14, 18, 19, 20, 29 and 46). From here the height of buildings gradually tapers off outwards. The majority of buildings range between ground floor only and ground floor plus two storeys. The central, western and north-western peripheral parts of the CBD are dominated by single storey buildings.

2.6.6 Ownership and Vacant Land

Figure 22 illustrates the spatial distribution of vacant land and ownership status. There are approximately 30 vacant land parcels which represent an area of about 87 544m². The majority of these vacant properties are located to the south and north-western borders of the CBD. The area to the south holds about six vacant properties, and roughly 19 vacant sites to the north-western part of the study area. Note that this area to the north-west of the study area has great potential for redevelopment as it is located close to public transportation, retail, industrial and residential development, and it lies adjacent one of the main entrance points to the CBD along the Nelson Mandela Drive. Few other vacant erven also exist in the central part of the study area north of Jorissen Street and along Biccard Street to the east of the study area.

According to the Polokwane Municipality and property ownership search conducted on Deeds Web, there are a total of 26 municipal owned properties within the CBD area, with the majority located to the south and north-west of the study area. Municipal owned properties include the informal taxi holding area⁽¹⁾ south of the railway line, Polokwane Municipal offices⁽²⁾ and the parking area south of Bodenstein Street⁽³⁾, taxi rank facility⁽⁴⁾, library⁽⁵⁾, Checkers Shopping Centre⁽⁶⁾ and other properties located along Church Street, Hans Van Rensburg Street and Mark Street. Only seven of the vacant properties are privately owned, as indicated on **Figure 22**.

2.6.7 Natural Open Space

The Sterkloop Spruit runs through the south-western parts of the CBD from where it extends right up to the north-western border of the area as indicated on **Figure 23**. Furthermore, two prominent public open space areas exist in the CBD area – the first is located between Mark and Landdros Maré Street at the northern entrance to town and the second forms part of the Civic Park around the municipal buildings adjacent to the south of Thabo Mbeki Street.

The municipal sports and recreation precinct includes the Peter Mokaba Stadium which borders the CBD further to the south of Suid Street.

2.7 ROADS AND TRANSPORT

2.7.1 Road Network

The regional road network around the Polokwane CBD has been dealt with in section 2.1 of this document. This section deals with the network within the CBD. As illustrated on **Figure 3** and discussed in **section 2.1** of this document the entire regional road network converge in the CBD of Polokwane. These routes enter into/exit the CBD as follows (see **Figure 24**):

- To the north the main entrance/exit points are represented by Mark (out) and Landdros Maré Street (in) which are regional link roads, as well as Biccard Street (two directional) which is a local access road serving the eastern and northern suburbs of Polokwane City.
- To the east the main regional access points are represented by Thabo Mbeki (out) and Grobler Street (in), although all the local routes from the eastern suburbs of Polokwane link directly into the CBD, e.g. Rissik, Devenish, Bodenstein, Rabie, Marshall and South.
- To the south the main regional access points are represented by Church Street (in) and Landdros Maré Street (out).
- There are four regional accesses to the Polokwane CBD from the west – Thabo Mbeki (out) and Grobler (in), as well as Rissik Street (in) and Devenish (out) further to the north which link into Nelson Mandela Drive which is the main link between Seshego and the CBD.

The Rissik Street/Nelson Mandela drive access is the main carrier of public transport into the CBD and this has to a large extent determined the location of the taxi ranks in the CBD, as well as the type and extent of land uses and pedestrian movement patterns found in the north-western part of the CBD.

There are two vehicular linkages across the railway line in the vicinity of the CBD – the one along Nelson Mandela Drive and the second along Hospitaal Street giving access to the regional bus and taxi terminals area and the Itsoseng Entrepreneurial Centre. One pedestrian bridge across the railway line exists between the two vehicular bridges – linking the modal transfer facilities and the Itsoseng Entrepreneurial Centre to the CBD.

Within the CBD the main routes are the following four one-way pairs:

- Grobler Street which is a one-way from west to east (i.e. from Tshwane to Tzaneen), and Thabo Mbeki Street from east to west (i.e. from Tzaneen to Tshwane);
- Landdros Maré Street from north to south (i.e. from Makhado to the CBD), and Market Street from south to north (i.e. from the CBD to Makhado);

- Rissik Street from west to east (linking Seshego to the CBD via Nelson Mandela Drive), and Devenish from east to west (linking back to Nelson Mandela Drive towards Seshego);
- Church Street from Lebowakgomo in the south and Landdros Maré towards the south.

These one-way roads converge in the centre of the CBD, being the street blocks surrounded by Thabo Mbeki, Market, Grobler and Schoeman Street with Landdros Maré Street (between Grobler Street and Thabo Mbeki Street). This represents the core area of the CBD area from a land use point of view (also see Figure 9).

2.7.2 Public Transport Network and Facilities

❖ Bus and Taxi

The Polokwane Public Transport Route comprises of a circular/ring route in the CBD which is linked to the main roads connecting the CBD to the outlying suburbs and other towns (see **Figure 25**). The ring route in the CBD runs southward in Schoeman Street from Excelsior Street in the north to Bodenstein Street in the south, then westward in Bodenstein Street up to Church Street, and then northward along Church Street up to Excelsior Street.

Public transport operators are permitted to use the east-west streets between Excelsior and Bodenstein Streets as through routes. There are, however, no pickup- or drop-off points along these streets. Market Street and Landdros Maré Street are closed to public transport. This creates a 'box' around the central retail core of the CBD in which private vehicles and pedestrians are the dominant modes of transport. The intention is to stimulate the economy of the CBD by making it easily accessible for public transport, and promoting pedestrian through-traffic that stimulates business. A secondary aim and added benefit is calming of traffic in the CBD's most important streets (the central core area).

Most of the associated public transport infrastructure (including taxi ranks, on street ranks for taxis and buses, as well as facilities for picking up and dropping off passengers) are situated in the north/north-western section of the Polokwane CBD (see **Figure 25**).

One formal taxi rank exists in the eastern part of the CBD, representing the rank at the Checkers Supermarket along Biccard Street. Another taxi rank exists at the southern end of the Boxer Centre in Church Street and a third south of the SPAR centre along Rissik Street. The fourth formal taxi rank in the CBD area was developed to the south of the Devenish-Nelson Mandela Drive intersection but the two sites adjacent to the north thereof along Buite Street are informally used as taxi holding areas. The Indian Plaza also holds a small taxi rank.

The formal bus terminal is situated to the north-west of the railway line with a very large number of commuters making use of this facility, as they either work in Polokwane and/or do their shopping in the CBD.

The movement patterns in the northern and specifically the north-western section of the CBD differs substantially from those in the centre and southern CBD. The emphasis is primarily on public transport, resulting in the need for adequate facilities associated with public transport modes such as buses and kombi taxis, and pedestrian crossings. Only two prominent public parking areas exist in or adjacent to this area, including the Pick 'n Pay parking area, and the SPAR parking area. The Pick 'n Pay parking area is very accessible and centrally located with respect to the development in the surrounding area.

❖ **Bus Rapid Transit**

The Polokwane Integrated Rapid Transit Network (IRPTN) initiative is part of a national initiative funded by the Treasury and rolled out by the Department of Transport in 12 cities throughout South Africa. This concept seeks to integrate a variety of transportation modes at a variety of locations within Polokwane as well as longer distance intercity services, with the main destination in the context of Polokwane being the CBD area.

The IRPTN aims to achieve the following:

- Reduction of congestion and fuel consumption;
- Savings on travel costs and travel time for commuters in the municipal area;
- Reduction of traffic accidents;
- Improvement of integration of communities' accessibility to services and facilities.

The IRPTN for Polokwane is currently in the process of being planned and will only be fully operational by the end of 2016.

The preliminary Integrated Rapid Public Transport Network as illustrated on **Figure 26** will consist of a main corridor or trunk with trunk extensions that feed into the main corridor. The main corridor/trunk will consist of a road based mass transit system (buses). Essentially the system as currently planned will link the Polokwane CBD to the greater Seshego area to the west, and to the eastern suburbs and Mankweng to the far-east.

At this stage the BRT system for Polokwane (see Figure 25) is proposed to run past the Bus Terminal across the railway line along Hospitaal Street up to Church Street from where it will run southwards along Church Street up to Jorissen Street. From there it will turn left into Jorissen Street and then right into Landdros Maré and run southwards up to Thabo Mbeki Drive from where it will turn northwards into Genl. Joubert Street up to Jorissen Street again. Three BRT stations are currently planned: one at the Pick 'n Pay taxi rank along Church Street; a second along Jorissen Street at the Mark Street intersection; and a third along Genl. Joubert Street opposite the Shoprite Centre. Additionally, the site opposite to the north of the Bus Terminal along Hospitaal Street is currently considered as a possible BRT Layover facility.

2.7.3 Non - Motorised Transport Master Plan (NMT) 2014

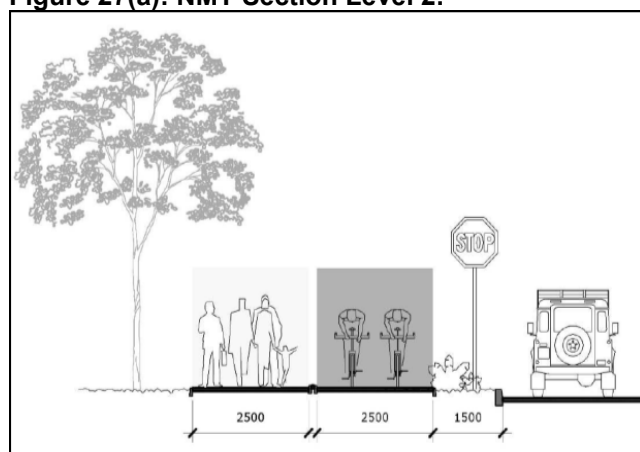
Non-Motorised Transport (NMT) is an initiative introduced by the Department of Transport in order to make provision for other modes of movement such as cycling, animal drawn transport and walking to alleviate the use of engine driven / motor related transport. The NMT Plan is integrated into the Provincial Land Transport Framework (PLTF) and the Integrated Transport Plans (ITP).

The Polokwane Non-Motorised Transport Plan (2014) expresses the need to integrate non-vehicular movement within the broader transportation network by means of providing formalized NMT infrastructure in combination with vehicular infrastructure, and ensuring the safety of NMT users. It furthermore aims at improving the quality of life of communities and saving on energy consumption.

Polokwane, like many of the towns in South Africa, encounter commuters moving from the surrounding township and/or rural areas travelling to the urban area for work opportunity by foot, cycling, animal drawn transportation or public transport. The majority of Polokwane's population are depended on public transport, cycling and walking as means of transport, although the road infrastructure does not sufficiently accommodate NMT within the current transport network.

The NMT Master Plan (2014) highlights various levels of the NMT and corresponding type of infrastructure needed for each level and its extent. **Figure 27(a) to (c)** below represent the various NMT levels and those applicable to the CBD area, namely NMT Section Levels 2 to 4. **Figure 28** subsequently highlights the proposed NMT Levels applicable to various parts of the CBD and surrounding residential area – indicating road-sections which will be upgraded with NMT infrastructure. As illustrated the northern section of Nelson Mandela Drive⁽¹⁾, linking the CBD with the township of Seshego, is indicated as a priority link for NMT construction.

Figure 27(a): NMT Section Level 2:

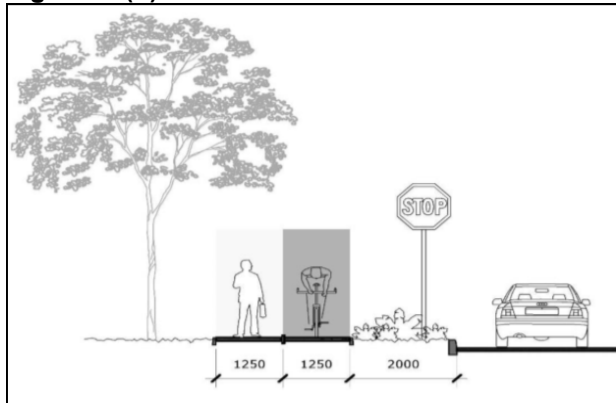


- A non-mountable kerb at the road edge to prevent vehicles driving or parking on the NMT path;
- A 1,5m – 2,0m verge for services (road signs, street lights, traffic signal, etc) to be placed outside the NMT path;
- An edge beam or concrete kerb before placement of paving;
- A 2,5m cycle lane to allow for two directional travel;
- A kerb or non-hazardous barrier separating the cycle and pedestrian path; and
- A 2,5m walkway.

Level 2 of the NMT requires approximately a 7m wide roadside section, as it caters for wider pedestrian walkways and a double lane cycleway. As depicted on Figure 28, the proposed NMT Level 2 infrastructure will

be catered for along sections of Matlala Street⁽²⁾, Nelson Mandela Drive⁽³⁾, Rissik Street⁽⁴⁾, Devenish Street⁽⁵⁾, Grobler Street⁽⁶⁾, Thabo Mbeki Drive⁽⁷⁾ and Hospitaal Street⁽⁸⁾. The majority of level 2 NMT facilities are located along the western entrances to the CBD, except for Hospitaal Street which runs to the north.

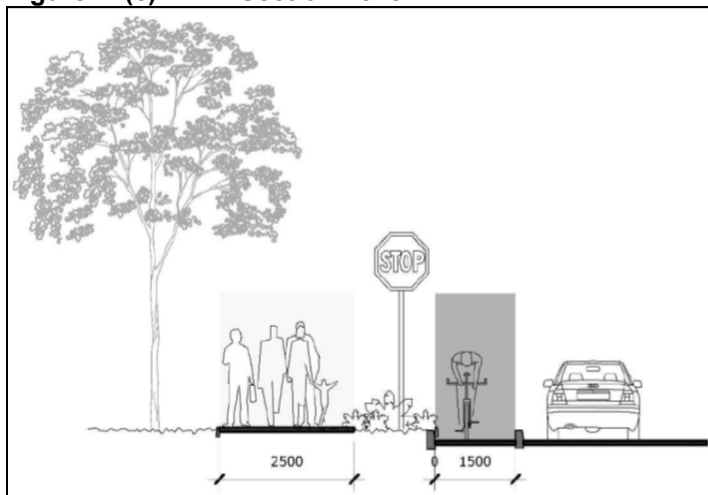
Figure 27(b): NMT Section Level 3:



- A non-mountable kerb at the road edge to prevent vehicles driving or parking on the NMT path;
 - A 1,5m – 2,0m verge for services (road signs, street lights, traffic signal, etc) to be placed outside the NMT path;
 - An edge beam or concrete kerb before placement of paving;
 - A 1,25m cycle lane to allow for one directional travel;
 - A kerb or non-hazardous barrier separating the cycle and pedestrian path; and
 - A 1,25m (min) walkway.
- This layout should be implemented on both sides of the road / street. If the NMT walkway can only be implemented on one side, then the width should be 1,8m.

The NMT Section Level 3 has a narrower cross-section compared to NMT Level 2 due to reduced pedestrian walkways and the provision of only one cycle lane. As depicted on Figure 28, the proposed NMT Level 3 Areas are along President Paul Kruger Street⁽⁹⁾, Church Street⁽¹⁰⁾, Excelsior Street⁽¹¹⁾, Mark Street⁽¹²⁾ and Landdros Maré Street⁽¹³⁾.

Figure 27(c): NMT Section Level 4:



- A dedicated 1,5m cycle lane within the road / street, but separated from the traffic lane via a kerb or barrier and not just a road paint mark;
- A 1,5m – 2,0m verge for services (road signs, street lights, traffic signal, etc) to be placed outside the NMT path;
- An edge beam or concrete kerb before placement of paving;
- A 2,5m walkway.

As depicted on Figure 28, the level 4 NMT configuration is proposed along sections of Suid Street⁽¹⁴⁾, Thabo Mbeki Drive⁽¹⁵⁾, Grobler Street⁽¹⁶⁾, Jorissen Street⁽¹⁷⁾, Devenish Street⁽¹⁸⁾, Rissik Street⁽¹⁹⁾, Biccard Street⁽²⁰⁾ to the north over the railway line along Platinum Street⁽²¹⁾ and to the far west of the CBD along within the Superbia Industrial area⁽²²⁾ and residential area north of Matlala Street⁽²³⁾.

2.7.4 Parking

The availability and accessibility of parking areas and transport infrastructure has a definite impact on development in a CBD. Parking areas would primarily include parking provided by the Polokwane Municipality and private developers, and which is accessible to the general public. It could either be metered or free parking. There are several distinct parking areas in the Polokwane CBD as illustrated on **Figure 29**.

Evident in this regard is that most of the parking areas open to the general public are situated in or adjacent to the Core Business Area (retail and office) for the following reasons:

- It is the centre of the Polokwane CBD with most of the business activity being situated in and around this core business area; and
- Most of the activity which is created both in terms of business and movement (vehicle and pedestrian movement) on a daily basis, also takes place in this core area.

Areas surrounding the core business area are not yet as intensely developed and the type of development also differs (i.e. low density office development and motor industry related businesses).

Most of the parking areas are within a 5 minute walk from each other, which means that most destinations in the CBD are within 5 minutes' walk of a parking area.

Most of the parking problems/issues experienced relate to the following:

- People do not obtain parking directly in front of a business where they want to do shopping. They do not want to walk from the nearest parking area, which is in most instances 5 minutes walking distance;
- The perception (or reality) that parking areas are not safe. Consequently people want to be closer to their vehicles when they do shopping; and
- Inadequate parking, specifically at certain times of the month, with specific reference to month-ends.

Pressure exists for additional parking facilities in specific areas, especially peripheral areas where large developments took place in recent years. Future high intensity development must be carefully monitored to ensure that adequate parking is provided before these areas are completely built-up. Suitable sites must be identified timeously and set aside to be developed for parking. On-street parking could also be rationalised or redesigned in certain streets to accommodate more vehicles. Areas which increasingly come under pressure due to new development and which will require adequate and accessible parking are the eastern, north-eastern and western peripheral areas of the CBD.

2.8 STUDENTS OVERNIGHT ACCOMMODATION¹

Transaction Advisors conducted a feasibility study on Land Use Projects for Student Accommodation for the Polokwane CBD (2014). The study highlighted the need for student accommodation and recommends that various institutions in Polokwane should form a Public-Private Partnership (PPP) in conjunction with the Polokwane LM, local developers and tertiary institutions to plan and fund the necessary student accommodation.

According to the report, the LM had engagements with tertiary institutions to assess the extent of the housing need and resolve issues concerning the establishment of student housing close to the tertiary institutions. It is noted that the LM and tertiary institutions are still in discussion phase. The LM is currently preparing proposals pertaining to plans for student housing, identifying possible sites for student housing and also to avail land for the development of student housing with complimentary uses. No specific land parcels have been identified as of yet.

Table 7 contains a 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 LM 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.

Table 7: Identified Stakeholders for Student Accommodation

	INSTITUTIONS	NUMBER OF STUDENTS	ACCOMMODATION	# OF BEDS CURRENTLY AVAILABLE	STATUS
1	University of Limpopo	N/A	Yes	N/A	Need
2	UNISA Polokwane Campus	N/A	No	N/A	Need
3	Tshwane University of Technology Polokwane Campus	2 500	Yes	180	Need
4	Capricorn FET College	12 500	Yes	187	Need
5	Boston City Campus & Business College	600	No	N/A	Need

Source: Feasibility Study on Land Use Projects for Student Accommodation 2015 (Needs Analysis Report)

As part of the study, several representatives from the five institutions were interviewed in order to explore and resolve the issues pertaining student accommodation. Based on the inputs received from the engagement sessions with the institutions, the majority of the tertiary representatives emphasized the need to establish additional accommodation. However they are facing huge challenges due to the lack of vacant buildings and

¹ Information provided by Nokuthula from Maya Group

properties in close proximity to the institutions. It is noted that the accommodation should include auxiliary uses such as kitchenette facilities, TV and Internet rooms, laundry facilities etc. The safety of students was also highlighted as a main concern, as the majority of students travel long distances to attend lectures and as a result have been victims of pickpocketing and physical abuse.

The study however does not indicate the current location/ distribution of student accommodation in the Polokwane CBD and surrounds, nor has any possible sites been identified.

2.9 ENGINEERING SERVICES

Since 1990 the planning of the CBD has been done within a demarcated area, although the boundary has been amended a few times since then. This forced the bulk of development to take place within the demarcated area. This also enabled the various sections of the City Engineer's Department to plan and upgrade the services timeously or as and when the need arose.

The 2005 CBD Plan reported that the capacity of the municipal services such as water, sewage, electricity, etc. was adequate in most areas of the CBD, although ad hoc upgrading would be required from time to time. However, the ad hoc upgrading of infrastructure was neglected during the period 2005 to 2012. Hence the Polokwane Municipality introduced a moratorium on new developments in 2012 which had a severe negative impact on urban renewal redevelopment in the CBD over the past few years.

➤ Water Services

Following is a brief update of each engineering service for 2015:

It is noted that Polokwane Municipality is a water scarce municipality with more than 60% of its water sourced from outside the boundary of the Municipality. **Figure 30** indicates the Ebenezer / Dap Naude Pipeline and **Figure 31** the Olifants-Sand Bulk Water Transfer Scheme, which are the two main sources of water for the CBD. The Dap Naude Dam is owned by the Polokwane Municipality and water from the dam is used for supply to the urban parts of Polokwane only. Secondary water sources are utilized to supplement the primary water sources (Ebenezer / Dap Naude and Olifants-Sand). Funds are made available annually to improve the water accessibility to all 14 Regional Water Schemes in the municipal area.

The first priority is to develop the bulk water infrastructure and then to develop or extend on the internal/ reticulation infrastructure. The biggest problem faced by the Municipality is to keep water sources sustainable due to theft and vandalism on boreholes and unreliable surface water. Other challenges faced by the Municipality in the provision of water include:

- Lack of sustainable water sources for future supply of the municipal area
- Lack of cost recovery in some areas
- Ageing water infrastructure in the CBD
- Limited operation and maintenance of infrastructure

Concerning is the fact that the ageing water infrastructure in the CBD is in critical need of maintenance, upgrading, expansion in and some instances replacement.

➤ **Waste Water Treatment Plants**

The municipality has three waste water treatment plants in Polokwane, Seshego and Mankweng respectively. Polokwane waste water treatment plant is the largest with 28MI/day capacity and with the current load standing at 24.6MI/day (2012). Plans are in place with limited budget to construct a new Regional Waste Water Treatment Plant that will carry the entire Polokwane Municipal sewage load and cater for new developments.

Currently, the internal sewage network in the CBD poses ad hoc problems and would require upgrading in the near future, mainly due to increased residential developments and specifically densification to the east of the CBD. The main sewer lines running through the CBD will require upgrading if large scale densification takes place in the CBD.

➤ **Roads and Stormwater**

In terms of the 2012 IDP analysis, the City / Seshego and Mankweng Clusters have extensive level 2 – 3 road networks which are deteriorating due to limited routine and preventative maintenance. The overall road infrastructure is thus in need of upgrading. The Engineering Department indicated that the stormwater system is upgraded in terms of a long term programme, which is mostly dependant or linked to the nature and extent of upgrading and new developments in specific areas. Stormwater is therefore addressed on an ad hoc basis as problems occur and where the need arises for upgrading due to new developments.

➤ **Energy**

The 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. Apart from main roads, street lighting is of reasonable standard.

Following are some challenges faced by the Municipality to provide adequate electricity (as identified within the Draft IDP 2015):

- Non implementation of strategic projects identified in the Energy Master Plan due to shortage of funding
- Illegal connection of electricity contributing to electricity losses
- Ageing infrastructure
- Non availability of funding to eradicate the existing electricity backlog
- Theft and vandalism of cables and transformers,
- Delays in energizing completed projects by ESKOM
- Lack of capacity on ESKOM grid

➤ Overall Services Findings

Unfortunately the engineering services situation has deteriorated extensively over the past ten years – to such an extent that developments cannot be approved in the CBD due to extensive shortages in water, sanitation and electricity supply.

During the investigation a reoccurring trend was the rapid decay and lack of maintenance of existing infrastructure as well as severe backlogs in the delivery of crucial services. Such backlogs have monumental impacts on economic growth and development as it renders Polokwane un-investible from an external investor point of view.

Currently Polokwane requires an investment of approximately R400 million to bring water infrastructure to an acceptable standard. This investment will ensure water security for only 2 to 3 years after which supply will become inadequate once again. According to the Polokwane Municipality an investment of around R1.5 billion is required for long term sustained water provision. Furthermore alternative energy will also need significant investment as the current supply of solar energy only comprise 1% of total electricity provision.

SECTION B: URBAN RENEWAL – SITUATIONAL ANALYSIS

2.10 URBAN RENEWAL STRUCTURAL ELEMENTS ANALYSIS

The following section comprises an assessment of the state of Urban Renewal Elements that help shape the Polokwane CBD's evolving form and character. The Urban Renewal Elements applicable to Polokwane are as follow:

- Mixed Land Use Development,
- Density/Compactness,
- Public Spaces,
- Public Transport Facilities,
- Streetscape,
- Image-ability and Legibility
- Urban Security.

Following is a description of each Urban Renewal Element in the context of the Polokwane CBD.

2.10.1 Mixed Land Use

This section firstly provides an overview of the nature and extent of mixed land uses with the CBD. Next, illegal land uses are highlighted and lastly the land use/ operational constraints due to the occurrence of builder's yards are indicated.

➤ **Mixed Land Use Overview**

The majority of erven/ blocks within the Polokwane CBD comprise mixed land uses such as retail, offices, motor industries, government and municipal functions, educational and residential developments as indicated on **Diagram 8** and extensively described in section 2.6.3 of this document. It comprises of vertical (photographs 1-2) and horizontal (photographs 3-4) mixed land use developments. The majority of buildings are about 3-storeys in height. Mixed use development trends predominantly comprise of retail or office use at ground floor, and office or residential development on upper floors.

➤ **Illegal Land Uses**

The majority of illegal land uses are located within the north-western part of the CBD as depicted on **Figure 32**. This area is also in a state of decay due to lack of management of these illegal land uses. The majority of illegal land uses relate to student boarding accommodation and rental units, (approximately 33 properties), while properties are illegally utilized for motor repair centres/workshops, and 5 properties illegally accommodate spaza shops and restaurants. Illegal church and car wash services occur at a minimal level in the area. Some of the most serious problems associated with illegal land uses are illegal water/ electricity connections and temporary partitions within building structures.

➤ **Land Use/ Operational Constraints Regarding Builders Yards**

Figure 33 highlights the locality of builders yards/ storage yards which affect traffic flow within the CBD and negatively impact on the public environment. The majority of hardware stores/ builders yards are located to the west of the town between Excelsior Streets and Grobler Street. The total area of hardware stores measure approximately 5 ha while the areas containing building materials are about 1.8 ha in extent (see examples from the aerial photographs).

According to the Town Planning Scheme of 2007 of the Polokwane LM, the properties accommodating hardware businesses is zoned for “*Business 2*” which permits small scaled developments such a single family residence, offices, conference facilities, industrial and retail activity which should not impair and/or create a disturbance to the surrounding properties. However in this context, the business operations of the hardware stores (and specifically the builders yards) in the CBD exceed the permitted activities for Business 2 due to the extent of noise, limited parking, fumes ejected from the influx of trucks in the town, and traffic congestion caused due to the number of suppliers and customers loading and off-loading goods at the properties.

Should the storage of building materials be prohibited and enforced by the LM on hardware's, in order to eliminate the traffic congestion caused by delivery trucks entering the CBD area, it should be noted that an additional 1.8ha of space will be required within the industrial area to accommodate the relocation of the hardware building material sites.

The general idea is that hardware stores can/ should be permitted within the CBD but the builders yards should be operated as depots in the surrounding industrial areas where the infrastructure was designed to accommodate on- and off-loading of bulk building material.

The general idea is that hardware stores can/ should be permitted within the CBD but the builders yards should be operated as depots in the surrounding industrial areas where the infrastructure was designed

2.10.2 Density and Compactness

Most parts of the CBD are built-up with only a few vacant pockets of land (refer to **Diagram 9** - image 5 and Figure 22). The inner city comprises of several multi-storey buildings which define the CBD core area (refer to Figure 21 and photograph 6 on Diagram 9). There are also large retail centres which are complemented by public transport facilities in close proximity. Land uses such as motor industries, municipal/government functions and medium density residential developments are established on the border of the activity core area (photographs 7 and 8).

2.10.3 Public Open Spaces

The public open spaces section deals with parks, informal trading / street vendors and pedestrian movement as illustrated on **Diagram 10**.

➤ Parks

There are two defined parks in the CBD including the Civic Park located to the north of the Municipal offices along Thabo Mbeki Dr, and the Mark Street Park situated between Mark and Landdros Maré Streets at the northern entrance to the CBD (refer to **Diagram 10** - photographs 9-10). Both parks are well developed and utilised. An additional public hard space is located at the Library Gardens along Hans Van Rensburg Street which is partly utilised by surrounding fast-food franchises as an outdoor eating area.

➤ Informal Trading / Street Vendors

Informal traders have become a vital part of the country's economy, and large clusters of informal trade activity are noticeable in the Polokwane CBD. **Figure 34a** reflects the footprint of informal trading activity. As displayed, informal trading patterns are extremely sensitive to the locality of popular retailers and public transport facilities as both are characterised by high numbers of pedestrians.

The informal traders within the CBD are diagonally distributed, with the majority of informal traders clustered to the north of the CBD between the bus terminals, two taxi ranks and the three anchor retail centres (Spar Centre, Boxer Centre and the Pick 'n Pay Mall). Minimal concentrations of informal trading activity occur between Devenish and Jorissen Streets and it gradually decreases towards the south of the CBD. The decline is especially noticeable between Jorissen Street and Thabo Mbeki Street.

Six formalised informal trade areas are highlighted in **Figure 34a**, indicating areas where informal traders have been provided with adequate informal trading structures. These facilities are located at the bus terminal and Itsoseng Centre⁽¹⁾, two are located along Excelsior street to the south of the pedestrian bridge⁽²⁾ and a third close to the Asiatic Bazaar⁽³⁾. There is also a formal facility along Church Street at the taxi rank⁽⁴⁾ and at the Pick 'n Pay shopping centre⁽⁵⁾. Although some street vendors have been provided with formalised trading structures, the majority of informal traders within the study area do not have access to formalised structures and subsequently utilise tent structures, boxes, umbrellas or trade from their private vehicle.

Generally, the areas where trading activity takes place are poorly managed with traders conducting business haphazardly along pedestrian walkways, (see photographs 11 and 12 on **Diagram 10**).

In reaction to the informal structures and need for formal trading spaces, and in line with the Polokwane Local Economic Development Strategy (LED) that proposed informal trader structures should have a storage compartment for overnight keeping and ablution facilities in close proximity, the African Market⁽⁶⁾ was established over the past decade (located along Genl. Joubert Street between Devenish Street and Jorissen Street - Figure 34a). The African Market was specifically intended to accommodate informal traders within the CBD at large scale. The development comprises of formal retail units and informal trading stalls which have been provided with electricity and ablution facilities. Although the African Market is completed, the development is left unoccupied and in a state of neglect. The construction of the African Market facility is enclosed, with limited visibility/ exposure onto the surrounding roads and sidewalks where pedestrians pass through (see **photographs 6** below).



Combination of Informal Trading Cubicals and Formal Retail Units



Electricity provided to each Informal Trading Cubical

Figure 34b shows the number of informal traders and the types of products provided along certain streets in the CBD. The Polokwane LM Hawker Management Strategy (2012) indicated that the main concentration of informal trade is along Excelsior Street comprising of 21% of the total number of informal traders in the Polokwane CBD. Other streets with high numbers of informal traders are Church Street (14%), 13% at Bazaar Centre and 10% at Paul Kruger Street. It is clear from this analysis that hawkers rely mostly on commuters

and pedestrians for business, hence informal traders tend to congregate around public transport facilities and main retail anchors, as these areas generate the highest volume of pedestrian movement.

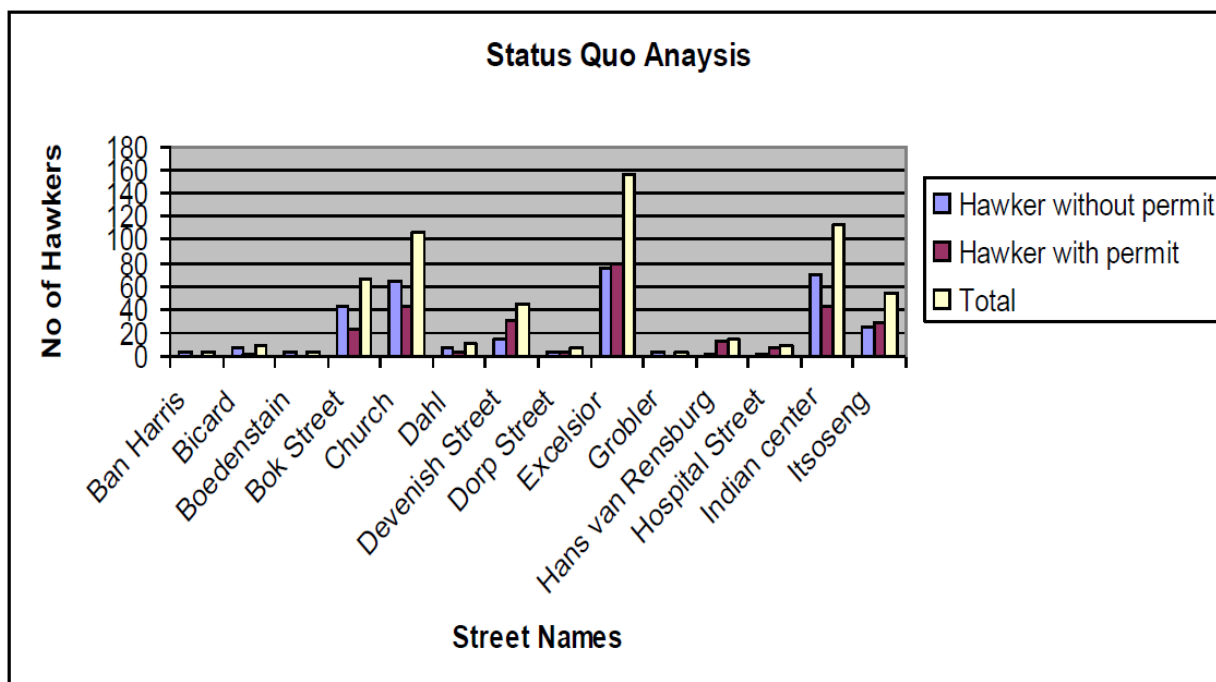
Figure 34b also indicates the range of products being sold in different areas. The main product traded by informal traders is perishable goods such as fresh produce, primarily to the north of Devenish Street along Excelsior Street, at the Bazaar Centre and Itsoseng Taxi Rank, along Church Street, Paul Kruger Street and Bok Street.

Food preparation is predominantly located to the north of the CBD. The least traded products in the CBD area is public phone services, selling of clothing and informal hair salons. These activities are mostly located east of Church Street towards Biccard Street and strongly corresponds with the retail core/ “golden mile” within the CBD.

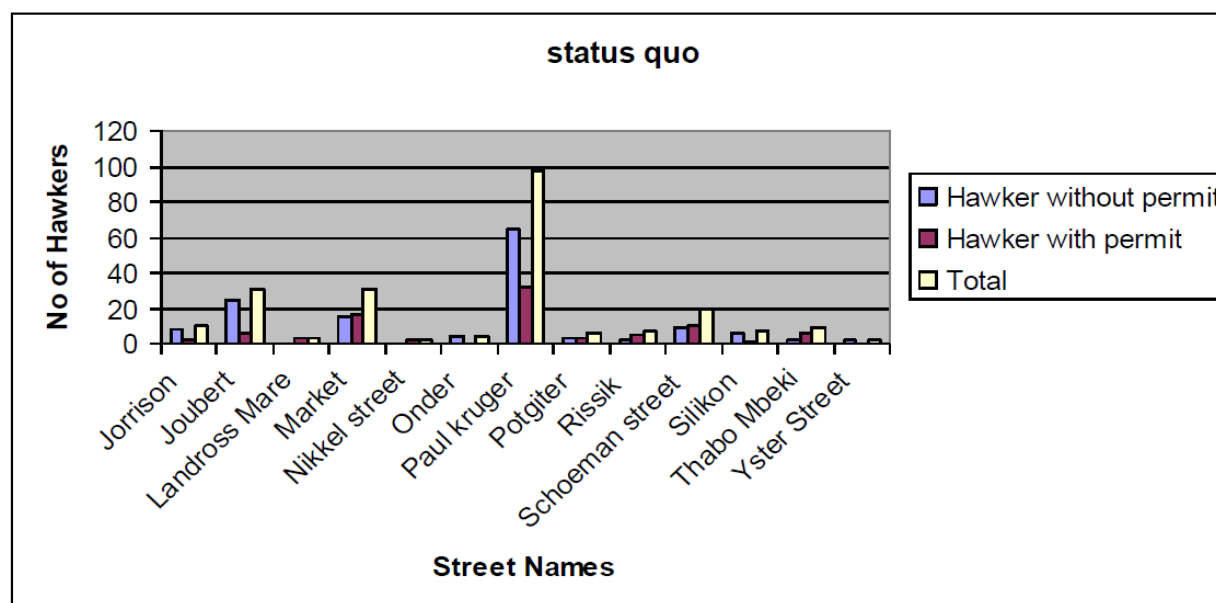
The Polokwane LED Strategy highlighted the informal trade sector as an economic transition phase, and proposes that plans be put in place to support and empower the informal economy to expand and form part of the formal economy. It also indicated that informal traders should be provided with formalised structures, and overnight storage space should be incorporated into the design of the structures, including ablution facilities to be established in close proximity. Access to finance and mentorship of informal traders should also play an important role in supporting the informal sector.

According to the Hawker Management Strategy of Polokwane LM, there are a total number of 869 hawkers in the CBD area of which 369 informal traders (43%) have trading permits, whilst 495 hawkers (57%) conduct their informal trading without any permits. The graphs below reflect the estimated number of informal traders trading with and/or without permits along specific streets.

It is evident from **Graph 1** that Excelsior Street, Bok Street, Church Street and at the Indian Centre has on average more than 40 traders trading without permits. The highest number of traders conducting business, as indicated on **Graph 2**, are mainly along Paul Kruger Street, Market Street and Joubert Street. These three streets contain the highest number of informal traders with and without permits. President Paul Kruger Street comprises the highest number of the informal traders (100) with over 60 hawkers trading without permits (Graph 2).

Graph 1: Hawkers Trading with or without Permits

Source: Hawkers Management Strategy

Graph 2: Hawkers Trading with or without Permits

Source: Hawkers Management Strategy

The Hawker Management Strategy summarised the challenges encountered by the Polokwane LM in terms of managing and regulating informal trading in the CBD, and challenges experienced by informal traders (mainly related to the lack of services) as follow:

Municipal Challenges:

- Payments which are not linked to renewals of permits and fines

- Activity or products sold by traders are not linked to the actual stall
- Informal trade stall sizes are not uniform
- Hawkers on the site do not permit holders but employees
- Informal traders are not in the allocated informal trading stalls
- Some hawkers have more than one permit
- Illegal hawkers (both foreigners and RSA citizens)
- Informal traders conduct their business at shop-frontage of surrounding formal businesses
- Compliance with legislative framework e.g. certificate of acceptability cooking hawkers
- Ignorance of the law from informal traders
- Lack of demarcated trading areas which gives illegal traders opportunities to operate without permits
- Well-established operators that could be into the formal sector are employing informal traders with additional permits in their own names. This then defeats the objective of poverty alleviation.

Informal Trading Challenges:

- Congestion of different activities in an area
- Lack of public ablution facilities
- Due to the lack of informal trading structures without lock-up facilities, informal traders tend to sleep inside their stalls, exacerbating the problems of hygiene and crime.
- Unsafe use of gas cookers, large cylinder of LPG and other hazardous objects.
- Unhygienic conditions and stench of the street, uncontrolled refuse disposal
- Lack of services such as water and electricity for informal traders

➤ Pedestrian Movement

Polokwane has a large concentration of pedestrians due to its social make-up and income structure of the local population. The majority of the population in the surrounding rural areas and townships travel to the town by either public transport or walking. Pedestrian movement within the Polokwane CBD is constrained by factors such as safety and security, limited walking space along sidewalks, unattractive public environments, limited legibility etc. These issues need to be addressed to encourage pedestrians to explore and visit the CBD which will in turn stimulate the economy in both the formal and informal sectors.

As illustrated on **Figure 35** the highest daily volumes of pedestrian movement occur along the following streets:

- Landdros Maré Street;
- Excelsior Street;
- Market Street;
- Church Street;
- Devenish Street; and
- Short sections of Dahl, Bok, and President Kruger Streets in the areas between the bus rank and the majority of taxi ranks.

It is clear that the bulk of pedestrian movement takes place in the northern and north-western parts of the CBD in close proximity to the core retail area and the main public transport facilities.

2.10.4 Traffic Congestion and Public Transport Facilities

Diagram 11 highlights the elements pertaining to traffic congestion and public transport facilities. Following is a brief overview of each element respectively.

➤ Traffic Congestion

Traffic congestion is mainly experienced with the CBD in peak hours with the main conflict between vehicular traffic and pedestrian movement (Figure 35). Traffic congestion during peak hours is experienced along the following roads:

- Thabo Mbeki Drive⁽¹⁾;
- At the Intersection of Church Street and Devenish Street⁽²⁾ mainly influenced by buses and taxi vehicles transporting commuters to the surrounding townships;
- Church Street⁽³⁾ between Devenish and Hospitaal Street;
- Rissik Street⁽⁴⁾ between Dahl and Landdros Maré Street;
- Nelson Mandela Drive⁽⁵⁾ between Devenish and Fluorspar Street on the way to Seshego;
- Excelsior Street⁽⁶⁾ between Dahl and Mark Street.

➤ Public Transport Facilities

Public transport facilities are located in a diagonal pattern within the study area and comprise of the train station and bus terminal north of Excelsior Street and three taxi rank facilities all located in close proximity to the major retail centres, (see Figure 35). Photographs 13, 14 and 15 on **Diagram 11** display the bus terminal area, the taxi holding area which is under-utilized over the railway line and the taxi rank facility along Church Street (between the Boxer and Pick 'n Pay shopping centres).

There is a total 41 bus/taxi stops within the study area. Bus and taxi stops are indicated by a blue signpost along sidewalks or on the road surface. It is noted that supplementary public transport infrastructure such a waiting shelter, public seating, visible signage indicating the destination of the public transport mode and litter bins (see displayed photograph 16 – **Diagram 12**) are not adequately supplied.

2.10.5 Streetscape

The streetscape section deals with walkways and street lighting, street furniture and landscaping as described/illustrated on **Diagram 12**.

➤ Walkways and Street Lighting

Paved pedestrian walkways are provided along the majority of the roads in the CBD. The southern part of the CBD has walkable and well-kept pedestrian walkways, as they are not invaded by informal traders (see photograph 17 on **Diagram 12**). Parts of the CBD where there are major retail centres, sidewalk widths are reduced to less than a meter due to informal traders conducting businesses along the pedestrian walkways (see photograph 18). In terms of street lighting, many of the streets have high mast lighting which only provides visibility for vehicles and does not cater for pedestrians after hours (refer to photograph 19).

➤ Street Furniture

Public seating is provided along Hospitaal Street at the intersections of Mark Street and Blaauwberg Street, beneath the soccer-ball public art feature (see photograph 20). Additional public seating is provided to the south of the CBD in close proximity to the municipal/government related functions and office developments. Although, it is noted that there is a lack of public seating close to the main retail centres and taxi ranks.

➤ Landscaping

With regards to tree planting/greenery, the broader study area has an uneven distribution of trees planted along the sidewalks, which makes walking uncomfortable due to lack of shade in certain parts of the CBD. Only a few streets within the CBD have noticeable trees/greenery. Trees are prominent along the streets which border the Polokwane Municipal offices, and to the south of the CBD around the office and residential development.

Landscaped surfaces with different texture paving are evident at the two parks (Civic Park and Mark Street Park), around some government/municipal buildings, at the Unisa Campus along Landdros Maré Street, and at the Library Gardens which comprises the library, fast-food restaurants and offices.

2.10.6 Image-ability and Legibility

The image-ability and legibility section highlights elements pertaining to urban decay, dilapidated buildings, building facades, public art features, barriers, historic buildings, signage and advertisements and waste management as described in **Diagram 13**. Following is a description of each of the aforementioned elements:

➤ Dilapidated Buildings

Figure 36 illustrates the spatial distribution of neglected / dilapidated buildings which are either occupied or vacant. These buildings are poorly maintained with broken windows (covered with boxes or plastics) and sections of the roofs falling off, and/or informal structures erected on site (see Photograph 1 on **Figure 36**).

There are approximately 27 dilapidated/neglected buildings of which the majority are located to the north-west of the CBD⁽¹⁾. These also include a 2-storey retail building⁽²⁾, 3-storey residential flat⁽³⁾ and the magistrates court building which was destroyed during a fire outbreak in 2012⁽⁴⁾ (refer to Photographs 2, 3 and 4). The poor visual appearance of these buildings contributes significantly to the area's decaying state.

➤ **Urban Decay**

The north-western part of the CBD around the railway line is identified as an area of decay (refer to **Figure 37**). The decaying area portrays a negative impression of the town itself, as the area lies on the periphery of the CBD, adjacent the Nelson Mandela Drive. The area in general is poorly managed due to the extent of informal services industries and backyard units between the residential properties, linked to the poor maintenance of the existing housing structures. Backyard structures in the area consist of linear brick structures, shacks and caravans.

Business activities taking place in the area comprises of service industries such as a motor spares trade, motor repairs, car washes, electronic repairs and welding works etc. and other forms of retail including tuck-shops, food preparation and informal trading (see photograph 21 on **Diagram 13**).

➤ **Building Façade**

Small-scale business buildings are well-presented with shop names at shop entrances, wide windows displaying goods contained in the shops, and giving pedestrians a sense of comfort and safety as they navigate through the town. The overhead architectural features of most buildings include metal or cement awnings, while many buildings do not have overheads to provide shade on sidewalks (see photograph 22 on **Diagram 13**).

The orientation of larger retails and hardware buildings however, tend to have blank walls bordering on certain roads. Due to limited shop access points and the lack of display windows incorporated in the architectural design of these buildings the surrounding public spaces are lifeless façades.

➤ **Public Art Features**

The Civic Park along Thabo Mbeki Drive features a collection of preserved art statues portraying the historic figures and statues of people playing musical instruments ⁽¹⁾ (refer to photographs on **Figure 37**). The park located to the north of the CBD referred to as the Mark Street Park, also features art elements constructed of painted metal portraying some form of industrial activities and a historic old train cart. Along Hospitaal Street at the intersections of Mark Street and Blaauwberg Street are two public art features displaying the outer cover of a soccer ball⁽²⁾. The Library Gardens area contains statues and well-manicured greenery along the sidewalks.

➤ **Historic Buildings**

The CBD has a few historic buildings which have been preserved and which are utilised for various purposes such as the Irish House along Thabo Mbeki Drive now serving as the Polokwane Museum, and the First National Bank (FNB) building along Landdros Maré Street. Some buildings along Landdros Maré Street represent Victorian architecture, including the South African Police Station building (see photograph 23 on **Diagram 13**).

➤ **Barriers**

The railway line⁽³⁾ traversing from the north-west of the study area functions as a physical barrier as it separates the main economic core area from the industrial activity area and bus terminal, therefore hindering pedestrian movement patterns and constraints potential development which may extend to the north of the CBD area, (see Figure 37). Running diagonally through the study area is the wetland⁽⁴⁾ separating the town area from the light industrial and motor industry activity.

➤ **Signage and Advertisements**

Signage

Street signage is well displayed at road intersections (see photograph 24 on **Diagram 13**). On some street signposts, and above the labels of street names is space allocated for advertisement. South-west of the CBD along route R101 is the Nelson Mandela traffic circle⁽⁵⁾ (refer to the photograph on Figure 37) which serves as a gateway signage to the Polokwane CBD from Mokopane and Mookgophong.

Advertisements

There are various forms of advertisements within the Polokwane CBD area, comprising of advertisements placed at road intersections on street poles, on building rooftops, walls and windows, large to medium-sized billboards, attached on waste bins, electricity boxes and on a signage outside the premises of business area. Advertisements placed on large billboards extending over the road are minimal and they are mainly at the western entrance of the Polokwane CBD and the northern entrance along Mark Street. There are a few places where there are medium-sized billboards, and these are at the taxi rank north of Devenish Street and along Excelsior Street close to the pedestrian bridge.

A few retail buildings have placed advertisements on their building windows, in order to inform pedestrians and road users of the products being offered by their business (see photographs below).



Window Advertisements at the Indian Shopping Centre



Window Advertisements on a Building along Jorissen Street

The South African Manual for Outdoor Advertisement Control, 2008 (SAMOAC) is a manual aimed at providing an efficient and effective framework and guidelines to control and regulate outdoor advertising in South Africa. The manual provides guidelines to enable authorities and various advertising industries to take cognisance of the effects outdoor advertisements has on traffic safety, appearance of the urban streetscape and the conservation of tourism resources in rural or urban environments.

➤ Waste Management

Figure 38 depicts the distribution of waste disposal bins placed within the town. Waste bins highlighted on the figure vary from large metal skip bins ⁽¹⁾, to medium and small-sized waste bins such as swivel bins, standalone plastic waste bins, standalone cement bins and small sized trash bins attached to traffic-lights or poles⁽²⁾, (see photographs on **Figure 38**). Several large metal skip bins are located close to public transport facilities, leading retail centres, around intense informal trading areas and at Dada and Mica hardware's along Genl. Joubert Street.

It is evident that the bulk of waste bins are predominantly in the CBD core area, along the main pedestrian desire lines and in areas containing the largest concentration of informal trading activity. The northern part of the study area at the bus terminus and recently established taxi rank facility, have been provided with the largest quantity of waste bins.

Although waste bins are well- distributed throughout the CBD, there is still need for additional waste bins/ more frequent removal of waste, as there are occurrences where waste is scattered in the public area and heavy duty waste plastic bags are used to supplement. The north-western precinct contains the most waste / litter scattered in the public areas.

Apart from waste bins being the mechanism to manage waste within the CBD, there are also street janitors to help maintain a clean public environment⁽³⁾.

2.10.7 Urban Safety and Security

Refer to **Diagram 14** as it indicates the safety and security urban renewal element. Urban centres are more prone to criminal activity compared to rural areas. Similarly Polokwane experiences criminal activity within the CBD. The main type of criminal activity experienced within the CBD area is pick-pocketing. Pick-pocketing mainly occurs during peak hours (morning and afternoon) with the main targets being the elderly, students and foreign citizens. Offences like hijacking and house break-ins are not regularly committed. Areas experiencing frequent criminal activity (as indicated on Figure 37) is to north of the CBD at the pedestrian bridge⁽⁶⁾ and under-bridge⁽⁷⁾ cross the railway line, the north-west parts of the CBD⁽⁸⁾ where criminals use the area as a hide-out, along Schoeman Street⁽⁹⁾, along Mark Street between Devenish Street and Grobler Street⁽¹⁰⁾ and along General Joubert Street between Devenish Street and Jorissen Street⁽¹¹⁾.

2.11 CONCLUSIVE SUMMARY: HISTORIC AND CURRENT ISSUES, CONSTRAINTS AND OPPORTUNITIES

2.11.1 Historic Issues

In 1999, stakeholders generally agreed that the CBD has a very effective infrastructure with enough space available for further expansion. However, crime and grime, lack of parking, inadequate loading and refuse facilities, public transport and the informal trading sector were creating a negative business climate deterring retail spending and investment.

A major issue at the time was the absence of a Supreme Court in Polokwane with the effect of many man-hours being spent out of town by the legal fraternity.

Other suggestions in providing a positive business climate in the CBD during 1999/2005 were:

- the reduction of rates and taxes, which was regarded as too high,
- demarcated trading areas for the informal sector,
- the privatisation and outsourcing of the general maintenance of the CBD,
- the development of high density residential areas in close proximity to the CBD,
- increased shopping hours,
- visible policing,
- the creation of a pedestrian mall and a pedestrian friendly environment and
- a continuous marketing drive to entice investment.

Stakeholders in general felt that the CBD is subject to various negative factors which, if not attended to, would lead to a negative business environment causing further degradation and decentralization. Development opportunities needed to be unlocked through various incentive schemes in order to ensure the long-term sustainability of the CBD.

2.11.2 Issues/Constraints

From the situational analysis the following are the main development constraints and issues identified:

- The Polokwane CBD has very limited greenfields areas surrounding to accommodate future expansion;
- Future expansion can only be accommodated toward the east with limited (and isolated) opportunities towards the north, south and west;
- Decentralised business/office nodes may increasingly draw activity/investment away from the CBD;
- There are general signs of urban decay prevalent in the CBD: lack of parking, traffic congestion, overcrowding, informal land use activity, bulk infrastructure, poor public and private space maintenance – especially in the northern and north-western parts of the CBD;
- There is limited residential representation in the CBD with an increasing need for student accommodation;
- The railway line hampers pedestrian and vehicular movement towards the far north-western parts of the CBD and isolates the Itsoseng Entrepreneurial Centre from the economy of the CBD;
- Current public transport system (bus/taxi) impact negatively on north-western parts of the CBD (congestion);
- Public transport facilities are all clustered in northern parts of the CBD;
- Parking shortages are experienced in the retail core area of the CBD (peak periods);
- Southern parts of the CBD are about 2 km away from the bulk of public transport facilities;
- Large concentration of informal traders in the retail core area – obstructing pedestrian movement and obscuring street front retail activities.

2.11.3 Opportunities

The following is a brief summary of the main development opportunities identified in and around the Polokwane CBD:

- The CBD is part of economic and institutional hub of Limpopo Province (Provincial Growth Point);
- It represents the most diverse and largest concentration of economic activity/job opportunity in the Province;
- It serves a population estimated around 5,4 million people;
- It is served by a network of national and provincial road and rail movement corridors;
- It is supported by an Intermodal Transport Hub, Regional Sports Node, Administrative Node and Medical Node and a cluster of Government Services towards the north-east of the CBD;
- Part of the CBD is proclaimed as an Urban Development Zone (Tax Incentive and Social Housing);
- Polokwane has a projected population growth = 2.15% per annum, which will result in a population of about 761 982 people by 2020;
- The CBD retail space amounts to 461 562m² compared to 164 119m² outside the CBD, but the external retail increased by 350% since 2005;
- There is a strong and distinct retail and office footprint demarcated at ground level in the CBD area;
- The CBD has a legible and efficient layout structure with gateways/entrances from all directions;
- There is significant potential for intensification of land use to the south, east and north-west;

- The motor industry is well represented at the two main entrances to the CBD;
- Vacant land in and around the CBD total approximately 80 684m² of land;
- The new Rapid Transit Network can add a new development dimension to the CBD.

PART 3: CBD DEVELOPMENT PLAN AND URBAN RENEWAL STRATEGY

The following section comprises the proposed CBD Development Plan and the Urban Renewal Strategy for Polokwane which are based on a number of Development Principles as listed below.

The CBD Development Plan and its associated Development Principles are discussed in Section 3.1 while the Urban Renewal Strategy is discussed in Section 3.2 based on its set of Development Principles.

Section 3.3 comprises an Implementation Programme for the CBD Development Plan and Urban Renewal Strategy combined.

CBD DEVELOPMENT PLAN

Principle 1: Protect and enhance the status of the Polokwane CBD as the Primary Activity Node to the city and the surrounding region, supported by a range of Secondary Activity Nodes.

Principle 2: Enhance the spatial sustainability of the Polokwane CBD by developing it as part of a much larger functional activity area comprising a number of specialized activity precincts surrounding.

Principle 3: Expand/amend the boundary of the Polokwane CBD with due consideration to the location and extent of surrounding functional areas as defined in existing policy documents.

Principle 4: Grant optimum development rights to CBD functional areas to improve spatial efficiency and economic development potential.

Principle 5: Incrementally upgrade engineering services to facilitate densification and intensification of land use in the CBD.

Principle 6: Cater for all public and private transport and movement needs in the CBD area.

Principle 7: Earmark the north-western part of the CBD as a focus area for governmental intervention.

URBAN RENEWAL STRATEGY

Principle 1: Put in place institutional arrangements to ensure proper management and maintenance in the Polokwane CBD.

Principle 2: Enhance safety and security and by-law enhancement.

Principle 3: Create a functional public space system which incorporates aspects of recreation, arts, culture and heritage into the CBD.

Principle 4: Promote Local Economic Development with specific focus on the informal sector and national and local incentive schemes.

Principle 5: Actively pursue programmes towards social development/ upliftment within the CBD.

SECTION A: CBD DEVELOPMENT PLAN

3.1 CBD DEVELOPMENT PLAN

Principle 1: Protect and enhance the status of the Polokwane CBD as the Primary Activity Node serving the city and the surrounding region, supported by a range of localised Secondary Activity Nodes.

There is general consensus that modern day cities are multi-nodal as centrality has become less important because of increased mobility of the surrounding communities residing in these cities. Furthermore, multi-nodal cities are function-oriented rather than hierarchy oriented with different nodes in cities performing different speciality functions.

Hence, Inner Cities/ Central Business Districts are no longer dominant in terms of all functions in a city. This requires CBD areas to focus on enhancing their primary functions rather than competing with surrounding speciality nodes in suburban areas. This also applies to the Polokwane CBD for which the competitive advantages over other nodes in Polokwane are the following:

- The presence of the **Limpopo Provincial Legislature** and associated **office function** for various provincial (and national) government departments;
- It represents the largest concentration and **diversity of retail/wholesale/warehousing functions** in the municipal area (and Limpopo Province);
- The CBD is bordered by a **number of speciality areas/nodes supplementing the diversity** offered by the CBD (e.g. three industrial/commercial areas, several residential areas, government services precinct with a number of tertiary education institutions, regional sports and recreation precinct, regional medical precinct and provincial inter modal transport hub. This area is the largest cluster of mixed land uses and job opportunities in the municipal area (and Limpopo Province);
- It is the **most accessible node in terms of public and private transport** (road and rail based) to the majority of the municipal and provincial population.

With the above in mind, the following planning response is proposed to enhance the status of the Polokwane CBD as the primary node in the municipality:

- Strengthen the speciality functions/competitive advantages offered by the CBD. Typically this would comprise
 - adding to the existing offering of office and retail uses by encouraging a mix of land uses which include medium and high density residential uses;
 - associated sports, recreation and cultural-historic facilities to enhance the liveability of the area;
 - promote the establishment of higher order community facilities including universities, skills development centres, hospitals and other governmental services/facilities; and
 - enhancing functional linkages to surrounding functional areas to add to the CBD offering;

- Identify and demarcate a selected number of decentralised growth centres/ nodes in suburban areas of Polokwane focusing on specific speciality functions and limit non-residential development outside these boundaries;
- Link the network of growth centres/ activity nodes in Polokwane to one another and to the Polokwane CBD and use this network of nodes and corridors as backbone to the public transport network for the city;
- Promote residential compatible mixed use and residential densification (± 80 u/ha as minimum threshold) along the identified corridors to enhance the viability of the public transport systems;
- Retain the residential areas outside the system of nodes and corridors for residential purposes with the main aim to secure the residential quality of these areas (and to strengthen the functional diversity offered along/within the activity nodes and corridors).

Figure 39 graphically depicts the concept of a system of nodes and corridors for Polokwane as described above. The central location of the CBD is evident from this image. It also shows the proposed secondary and/or gateway nodes for Polokwane as contained in the Polokwane SDF, as well as the network of activity spines/corridors linking the nodes to one another.

All planning and development in the CBD should be done in the context of this concept which confirms the following policy principles from the Polokwane Integrated Development Plan and the Spatial Development Framework:

- Polokwane Central Business District is the Primary Activity Node in the city and the region, serving the local and regional communities as well as the Provincial Legislature, and it should be managed to retain this status and its viability in future;
- A range of Secondary Activity Nodes can be developed throughout the municipal area aimed at serving the different local communities according to their specific basic needs or serving speciality functions. As noted in the municipal SDF such nodal development also aims to optimise development opportunities as and where these occur in different parts of the municipal area. However, the development/expansion of secondary nodes should only be allowed if the municipality is convinced that such development will not have a detrimental effect on, or compete with the primary functions of the CBD.

It is important that these decentralised activity nodes do not lead to the relocation of existing activities from the CBD, but accommodate real growth (incremental growth) in Polokwane. Because of the competitive advantages that decentralised activity nodes could offer (e.g. accessibility, parking, convenience, more buying power etc.) these areas could easily attract the higher order activities from the CBD which would eventually result in the degradation of status, functionality, and general quality and vitality of the CBD.

Principle 2: Enhance spatial sustainability of the Polokwane CBD by developing it as part of a much larger functional activity area comprising a number of specialized activities surrounding.

Figure 40 graphically illustrates the functional diversity characterising areas/precincts surrounding the Polokwane CBD. These include the following:

- Three industrial areas comprising Ladine and Industria to the north, and Superbia to the west all of which border onto the CBD;
- The regional and provincial modal transfer hub to the north around the Polokwane railway station which is centrally located between the Industria and Ladine industrial areas and the Polokwane CBD. This precinct currently holds the municipal bus terminal and will also be served with a BRT station in future as the BRT route runs through it;
- A cluster of Government services and facilities to the north-east adjacent to the CBD which includes two primary schools, one secondary school, and a FET College; the Polokwane Hospital as well as a Community Health Centre, a HIV Centre, and the SA Military Health Services, as well as facilities from Correctional Services and Department of Public Works;
- A medical cluster adjacent to the east of the CBD which functionally links up to the Polokwane Hospital to the north and which is intended to comprise a comprehensive range of specialised medical services and facilities;
- The Grobler-Thabo Mbeki Street Rapid Transit Corridor to the east along route R71 which is earmarked for residential densification along the Rapid Transit system with some limited supporting uses like guest houses, restaurants and tea gardens, local retail and ancillary uses like hairdressers, health and beauty spa's etc.;
- The regional sports and recreation and conservation precinct to the south which includes the municipal golf course, Peter Mokaba Stadium, Edu Park and the municipal airfield;
- Several residential areas to the west including Penina Park, Ivy Park, Nirvana, Westenburg and New Pietersburg-Seshego;
- Residential densification zones in the Capricorn and Moregloed residential areas to the east of the CBD as proposed in the Polokwane Urban Densification Framework (2012).

Eight major routes converge in this activity area while the national railway line also serves several of the precincts.

Collectively these functional areas and the Polokwane CBD represent a provincial economic core of strategic significance which should be planned and managed as a functional unit in order to optimally utilise the inherent potential to the benefit of Limpopo Province as a whole.

Principle 3: Expand/ amend the boundary of the Polokwane CBD with due consideration to the location and extent of surrounding functional areas.

In line with information illustrated on Figure 40 it is proposed that the eastern boundary of the CBD area be expanded up to mid-block between Voortrekker and Dorp Street for the section between Rissik Street to the north and Suid Street to the south (refer to **Figure 41**). The erven around Grobler and Thabo Mbeki Streets are excluded because these either fall under the Medical Precinct and/or it comprises Pietersburg Laerskool. This expansion adds approximately 29,5 ha of land to the formal Polokwane CBD.

The area north of Rissik Street around Excelsior and Dorp Streets forms part of the proposed Government Services precinct. The Government Services Precinct should be utilised as a speciality area focusing on

strengthening the existing range of government services/facilities provided in proximity to the CBD. As noted earlier this precinct already holds a significant range of government services and facilities and its proximity to the CBD should support the current and proposed future enhanced residential function of the CBD.

The “Government” zoning as depicted in Table 8 (refer to Principle 4 below) indicates “State Purposes” as the primary land use right. State Purposes is furthermore defined as follow: *“Means land and buildings owned by the State and used for purposes of the State, including offices, warehouses, parking garages, industry, telecommunications centre, hospital, institution, place of instruction and associated purposes”*. Some of the land parcels within this precinct (around the SA Military Health Services) hold potential for office development for government use which is consistent with the “Government” zoning. It is recommended that the Parking Requirements for Business 4 Zoning be applicable to such government office use in this precinct (3 per 100m² Floor Area) (Refer to Table 8 in this report).

The proposed medical precinct (refer to **Figure 4.1** in this report) forms part of the transition area between the CBD and the eastern residential areas. To the north the existing Lifestyle Centre at the southern end of Industria (between Landdros Mare and Mark Street) was also included into the CBD as it is functionally already part thereof.

Principle 4: Grant optimum development rights to CBD functional areas to improve spatial efficiency and economic development potential.

Due to the limited future expansion potential of the Polokwane CBD and in order to incentivise high intensity development/redevelopment, it is proposed that the vertical development potential of the CBD be optimised by allowing up to Business 4, Business 2 and Business 1 land use rights in various parts of the CBD. It should be noted that the proposed rights represent the “ceiling” of rights to be considered/ approved in the respective areas. Lower order rights such as “Business”, “Educational” and “Institutional” in, for example the “Business 2” area would always be permissible.

Hence, it is proposed that the CBD area be broadly divided into three functional zones (see **Figure 42**):



- The eastern part of the CBD around Biccard and Voortrekker Streets is earmarked to accommodate medium intensity mixed use **mainly comprising offices** with limited convenience retail and service enterprises associated with the office function, and residential uses to blend in with the residential areas to the east of the CBD (up to Business 4);
- The southern extents of the CBD towards Suid Street are earmarked to accommodate up to Business 2 uses (including Business 4);
- The central and northern part of the CBD (broadly to the north of Rabie Street and west of Biccard Street) is earmarked for high intensity mixed use **mainly comprising retail/business uses** at ground floor with a mix of office and residential uses on the upper floors up to Business 1 (including Business 2 and 4).

As illustrated on **Table 8** a Business 1 zoning would provide for a wide range of land uses as listed in Table “A”, Column 3. This is in line with the long term objective of providing a comprehensive/diverse range of land uses in the CBD area. Business 1 zoning also allows for residential development at 64 units/ha and higher and a FAR of 5.0 and higher (with Special Consent).

Table 8: Polokwane/Perskebult Land Use Tables “A”, “B” and “C”

Use Zone	Notation on Map	TABLE "A"				TABLE "B"		TABLE "C":						
		Uses Permitted (Primary Right)	Uses permitted only with the Special Consent of the Municipality (Clause 32) (Secondary Right)	Uses permitted only with the Written Consent of the Municipality (Clause 33) (Secondary Right)	Uses not permitted	Parking Spaces to be provided on site	Density: Number of dwelling units per erf, property or ha of land		Height Restriction (Storeys)		Coverage (as %)		Floor Area Ratio (F.A.R.)	
							Permitted Density	Potential Increase with Special Consent (Clause 32)	Permitted Height	Potential Increase	Permitted Coverage	Potential Increase (Clause 32)	Permitted F.A.R.	Potential Increase with Special Consent (Clause 32)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
5 Business 1		Dwelling units			Uses not	1 per dwelling unit, and if required by the Municipality, 1 per 3 dwelling units for visitors	64 per ha	More than 64 per ha	5	More than 5	90%	up to 100%	5.0	More than 5.0
		Offices			under Columns 3,4&5.	2 per 100m² Floor Area								
		Medical Consulting Rooms				2 per 100m² Floor Area								
		Shops			Schedule 6(6)	2 per 100m² Floor Area								
		Public garage				70% of the uncovered site area must be dust free								
		Restaurant				2 per 100m² Floor Area								
		Vehicles Sales Lot				2 per 100m² Floor Area								
		Club				6 per 100m² Floor Area								
		Service Industry				2 per 100m² Floor Area								
		Warehouse				2 per 100m² Floor Area								
		Conference facility				8 per 100m² Floor Area								
		Hotel				1 per habitable room plus 6 per 100m² public floor area								
				Place of Amusement		2 per 100m² Floor Area								
			Place of Instruction			2 per 100m² Floor Area								
		Residential Building				1 per habitable room								
			Funeral Parlour			2 per 100m² Floor Area								
		Parking Garage												
			Special Use			To the satisfaction of the Municipality								
			Telecommunication Structure			To the satisfaction of the Municipality								
8 Business 4		Dwelling units			Uses not	1 per dwelling unit, and if required by the Municipality, 1 per 3 dwelling units for visitors	44 per ha	up to 64 per ha (up to 74 per ha)	5	More than 5	60%	up to 70% (up to 80%)	0.8 (1.8)	up to 1.4 (up to 1.8)
		Offices			under Columns 3,4&5.	3 per 100m² Floor Area								
		Medical Consulting Rooms	Residential 3			3 per 100m² Floor Area								
			Service Enterprise											
			Convenience Store											
			Restaurant											
			Guest House											
			Overnight Accommodation	Club	Schedule 6(6)	3 per 100m² Floor Area								
			Conference facility			8 per 100m² Floor Area								
				Kiosk		2 per kiosk								
			Special Use			To the satisfaction of the Municipality								
			Telecommunication Structure			To the satisfaction of the Municipality								

POLOKWANE/PERSKELBULT LAND USE TABLES "A", "B" AND "C"+

		Table "A"				Table "B"	Table "C"								
		Uses Permitted (Primary Right)	Uses permitted only with the Special Consent of the Municipality (Clause 32) (Secondary Right)	Uses permitted only with the Written Consent of the Municipality (Clause 33 (Secondary Right)	Uses not permitted	Parking Spaces to be provided on site	Density: Number of dwelling units per erf, property or ha of land			Height Restriction (Storeys)		Coverage (as %)		Floor Area Ratio (F.A.R.)	
							Permitted Density	Potential Increase with Written Consent (Clause 33)	Potential Increase with Special Consent (Clause 32)	Permitted Height	Potential Increase	Permitted Coverage	Potential Increase (Clause 32)	Permitted F.A.R.	Potential Increase with Special Consent (Clause 32)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
6 Business 2		Dwelling units			Uses not	1 per dwelling unit, and if required by the Municipality, 1 per 3 dwelling units for visitors	64 per ha	-	More than 64 per ha	5	More than 5	85%	up to 100%	1.5	up to 5.0
		Offices			under Columns	2 per 100m² Floor Area									
		Medical Consulting Rooms			3,4&5.	2 per 100m² Floor Area									
		Restaurant			Schedule 6(6)	2 per 100m² Floor Area									
		Vehicles Sales Lot				2 per 100m² Floor Area									
		Shops				2 per 100m² Floor Area									
		Club				6 per 100m² Floor Area									
		Service Industry				2 per 100m² Floor Area									
		Conference facility				8 per 100m² Floor Area									
		Filling Station				70% of the uncovered site area must be dust free									
		Public garage				70% of the uncovered site area must be dust free									
		Hotel				1 per habitable room plus 6 per 100m² public floor area									
		Institution				8 per 100m² Floor Area									
		Parking Garage				-									
				Place of Amusement		2 per 100m² Floor Area									
			Place of Instruction			2 per 100m² Floor Area									
			Place of Public Worship			2 per 100m² Floor Area									
			Funeral Parlour			2 per 100m² Floor Area									
		Residential Building				1 dust free per habitable room									
			Special Use			To the satisfaction of the Municipality									
			Telecommunication Structure			To the satisfaction of the Municipality									
21 Government		State Purposes	Uses not in Column (3)		Uses not under Columns 3,4&5. Schedule 4	To the satisfaction of the Municipality									

Business 2 caters for the same range of land uses as Business 1, but it is only the intensity of the buildings which differ (FAR, Height, Coverage etc.) (See Table 8).

The Business 4 area is earmarked for predominantly office development as proposed under Business 4 land use rights. It is however recommended that the Business 4 zoning category be amended for the Polokwane CBD to also make provision for limited alternative uses considered to be complementary to a predominant office use.

These uses include limited service enterprises, convenience stores, restaurants and guest houses which would serve the primary needs of office workers locally (note the land uses listed in red in Table 8 A, Column 4 under Business 4).

In order to also enhance the residential component in the office precinct it is suggested that residential densities of up to 74 units/ha and at FAR up to 1.8 (in line with Res 3 parameters) be allowed instead of the 64 u/ha and FAR of 0.8 which is currently allowed under Business 4. Council could make the granting of higher development parameters subject to a minimum erf size of 2000m² which would also promote land assembly and enhance Road Access Management in this area as it densifies and intensifies in future.

Uses which support the office function, such as coffee shops, restaurants, small convenience retail facilities and IT support functions should thus also be allowed in this area to complement the office function.

Where possible, development of office parks should be promoted in the CBD area with special reference also to properties fronting onto the Sterkloop open space system which would enhance the functionality of this open space system.

- **Expanded Area: Potential Incremental Development Capacity**

The development capacity of the expanded area based on the Business 4 zoning as norm is estimated at approximately 236 000m² as summarised in **Table 9** below.

Table 9: Polokwane CBD Expansion Area: Calculated Development Capacity

Precinct	Site area (ha)	POTENTIAL YIELD (Theoretical)		
		Site area (m ²)	Total Floor area (m ²)	Proposed FAR
Proposed Business 4 Area	29.5	295,000	236,000	0.8

Table 10 shows that the current ratio of the Polokwane CBD Floor Area (1 628 440m²) to the population (684 967 people) is about 2.4. If this ratio was to be maintained in future then the CBD would have to comprise 1 811 536m² of floor space by 2020 (to serve the projected population of 761 982 people), and 3 507 116m² of floor space by 2050 (projected population = 1,475 million people). This represents less than 50% of the total CBD development capacity which is estimated at around 9 million m² (Based on maximum utilisation of Business 1, 2 and 4 rights as proposed on Figure 42).

Table 10: Polokwane CBD: Ratio of Population to Floor Area

Year	Existing	Future	
	2015	2020	2050
Population	684 967	761 982	1 475 190
CBD Floor Area (m ²)	1 628 440	1 811 536	3 507 116
RATIO: Floor area pp (m ²)	2.4	2.4	2.4

This illustrates the importance of following a strong approach towards containing the expansion of the CBD and enhancing densification and intensification of land use within the area.

Principle 5: Incrementally upgrade engineering services to facilitate densification and intensification of land use in the CBD.

The intended densification and intensification of land use in the CBD as noted under Principle 4 will not materialise if water, sanitation and electricity cannot be provided at the appropriate capacity. Furthermore, if development/ redevelopment is downscaled in the CBD due to engineering services constraints, it implies that such new low density developments will prevail for at least 30 to 50 years before conditions become suitable for redevelopment again. This will lead to increased pressure for horizontal expansion of the CBD (with increased engineering service upgrading costs), and it will impact negatively on other investments like the Rapid Transit System which relies on high densities and intensity of land uses.

It is thus imperative that the Municipality put in place a capital investment programme aimed at the maintenance and upgrading of bulk engineering services capacity in the CBD to facilitate the intended future densification and intensification of land use.

Provision should be made for at least double the current capacity (± 3,2 million m² compared to the current 1,6 million m²).

It was recently announced that the moratorium on new developments in the City would be lifted during 2016 and that bulk service upgrading will be undertaken over the next two years. As it will be an incremental process it is important that the municipality prioritises the CBD by first allocating whatever additional capacity is created, to the CBD. This will allow current CBD projects that are delayed to proceed, and the prioritisation of the CBD will also act as an incentive to promote development in the area in general.

Principle 6: Cater for all public and private transport and movement needs in the CBD area.

From the situational analysis it became evident that transportation issues in the CBD evolve around five main themes:

- the main movement network within and between the various main entrance areas to the Polokwane CBD;
- public transport movement in the CBD and the future interaction between buses, taxis and the BRT facility;
- parking facilities and holding areas for taxis and buses;
- sufficient parking for private vehicles in the office and retail areas of the CBD;
- efficient, safe and comfortable movement of pedestrians within and between the various functional precincts of the CBD.

Each of these elements is next addressed as part of the development framework.

➤ **Main Routes through the CBD**

It is important for Polokwane City to ensure that the movement network within the CBD sufficiently caters for all local (and limited regional) traffic movement along all movement desire lines.

The existing one way road system which links to all the main entrances to the CBD should be retained. This includes the following pairs of one ways (see **Figure 43**):

- Mark and Landdros Maré Street (north / south directions);
- Rissik and Devenish Street (east / west directions in the northern parts of the CBD).
- Thabo Mbeki and Grobler Street (east / west directions in the central parts of the CBD);
- Marshall and Suid Street (east-west directions in the southern parts of the CBD).

In addition to the above, the proposed Bok- and Dahl Street link across the railway line towards Blaauwberg Street next to the Itsoseng Centre is of strategic significance as it is the only way to effectively link the area to the north of the railway line to the CBD core area (catering for vehicular and pedestrian movement).

Linked to this proposal the role of Hospitaal and Excelsior Streets in serving land uses on both sides of the railway line and linking these functional areas to one another, will also become more important.

Dorp Street (as an Activity Spine) will also become increasingly important as a north-south link to the east.

➤ **Public Transport Network**

Figure 43 indicates the Rapid Transit Route which serves the central retail core (“golden mile”) of the CBD. Three Rapid Transit stations are provided along this public transport route as illustrated.

Once developed, the public transport character of this Route should be enhanced by way of improved signage, shelter and toilet facilities at the bus/taxi stops along the Route.

➤ **Parking**

The major public parking facilities in the CBD are illustrated on Figure 43 and include, amongst others, the following:

- Erf 360/1 on the corner between Hans van Rensburg and Jorissen Street;
- the area along Genl. Joubert Street between Grobler and Thabo Mbeki Street;
- the northern section of the site where the Council Offices are located;
- the eastern section of the site where the Council Offices are located;
- the four sites⁽⁵⁾ located along Bodenstein Street to the south of the municipal offices.

In future some of these sites could be converted into multi-storey parking areas should the need arise (especially if densification and intensification of land uses in the CBD materialise as envisioned). It is, however, a costly solution to the problem and should only be considered if there is a severe (and well defined and quantified) shortage of private vehicle parking in the CBD.

If the Rapid Transit and associated supplementary public transport network/system is successfully implemented in the CBD, Council could even consider a general relaxation of parking requirements to developments in the CBD in order to support public transport.

Alternatively, Council could (as an incentive) allow developers to decide the number of parking bays they prefer to provide (with the associated risk) – for buildings fronting directly onto the Rapid Transit route network. (Also refer to section 3.3.4 Action 5 p.82 of this report).

➤ **Bus and Taxi Ranks and Storage/ Holding Areas**

The following strategy is suggested to deal with bus and taxi ranks and storage areas (refer Figure 43):

- the Bok- and Dahl Street link across the railway line should be constructed in order to make the existing facilities and infrastructure situated to the north of the railway line more accessible;
- to investigate the possibility of converting both the Spar and Boxer taxi ranks into multi-level facilities which would also make provision for informal trade and hawkers at ground floor level;
- to develop two additional facilities to the west of Buite Street and north of the Devenish Street holding area.

A general principle that should be adhered to is that all taxis that are non-operational should be parked in any of these five facilities (e.g. during day time outside peak hours). This will clear the on-street parking bays in the surrounding streets as well as the parking areas of shopping centres like the Plaza. It will also alleviate the congestion in this precinct significantly and enhance movement of pedestrians and vehicles.

This concept also implies that all the informal/ illegal taxi ranks in the CBD e.g. around the Plaza should be cleared.

As far as bus transport is concerned, the existing bus terminus between the railway line and Silicon Street should be retained, while the upgrading of the existing pedestrian bridge across the railway line linking the bus terminus to Excelsior Street will also improve the viability/ functionality of the bus terminus.

Principle 7: Earmark the north-western part of the CBD as a focus area for government-led intervention.

Apart from the broad distinction between the predominant office precinct to the south and east, and the retail/service industry/warehousing functions in the central and northern parts of the CBD, the north-western part of the CBD requires specific guidelines/proposals as noted below (also refer to **Figure 44**):

- **Mixed Use Zone South of the Railway Line**

- The residential population of the CBD has changed significantly over the past decade. There is a significant need for social housing and student accommodation within the Polokwane CBD and residential use is also a critical component to ensure the long term sustainability of the Polokwane CBD.
- This precinct holds the bulk of public transport services and facilities and is also characterised by high volumes of pedestrian movement and extensive formal and informal trade taking place in the surrounding areas.
- Most of the buildings are old and dilapidated and subsequently this part of the CBD lends itself to redevelopment and infill residential developments.
- The most important proposal for this precinct is thus the conversion of the existing single residential units in the six blocks to the east of Dahl Street into mixed uses comprising retail at ground floor level with medium and higher density residential units on the upper storeys (see Figure 44). It is proposed that Council use this opportunity to create Social Housing (public/affordable rental) and to cater for private rental stock which would make the area accessible to a large number of people, including students, young families, people working in the CBD and the elderly. **Diagram 15** depicts a conceptual mixed use development concept for this area, with a combination of formal retail activity and small-scale/entry-level retail units at ground floor, and residential accommodation on the upper floors.

Housing is important to the city centre's vitality because local residents extend the level of activity, as well as provide a market for a variety of uses and a group to lobby for high-quality public services and infrastructure.

L. Paumier

Table 11 shows that these six blocks could yield about 39 044m² of retail space (ground floor) and 3123 residential units (4 storeys on top of ground floor). This area could as a result accommodate about 6870 people/ residents once fully redeveloped.

Table 11: Polokwane CBD: North-Western Precinct Development Potential

Block	Developable Site area (m²)	Ground Floor		Floor 1 - 4			Coverage	Storeys
		Proposed Land Use	Yield: Floorarea (m²)	Proposed Land Use	Yield: Floorarea (m²)	Yield: Number of Units		
1	4,996	Retail/Service Industries	2,998	Flats	11,991	240	60%	5
2	7,138	Retail/Service Industries	4,283	Flats	17,131	343	60%	5
3	11,416	Retail/Service Industries	6,850	Flats	27,399	548	60%	5
4	9,411	Retail/Service Industries	5,646	Flats	22,585	452	60%	5
5	16,421	Retail/Service Industries	9,853	Flats	39,410	788	60%	5
6	15,691	Retail/Service Industries	9,415	Flats	37,659	753	60%	5
7		Taxi Facility					60%	5
8		Taxi Facility					60%	5
Subtotal 1	65,073		39,044		156,175	3,123		
9		Bus Terminus		Flats*	99 617*	1 992*	60%	5
10	23,460	Retail/Service Industries	14,076	Flats	56,305	1,126	60%	5
11	10,608	Retail/Service Industries	6,365	Flats	25,458	509	60%	5
12	4,488	Retail/Service Industries	2,693	Flats	10,771	215	60%	5
13	18,640	Rapid Transit Holding Area		Flats	44,735	895	60%	5
14		Itsoseng Entrepreneurial Centre						
Subtotal 2	57,195		23,134		137,269	2,745		
TOTAL	122,268		62,177		293,444	5,869		

* Number of units of Bus Terminus not included in total

The two vacant land parcels to the west (number 7 and 8 on Figure 44) are earmarked as taxi facilities with ample provision for informal trade stalls. If these taxi ranks are formalised, properly managed and well maintained it could absorb taxi vehicles from private parking areas and pavements in the CBD during off-peak hours. This would clear the pavements and shop fronts of formal retailers and significantly enhance the economic viability of businesses in the northern parts of the CBD which currently suffer due to the high levels of congestion associated with taxis occupying parking areas, informal trade on pavements, and pedestrian movement.

It will also be able to serve residents from the new residential development proposed in the six blocks adjacent to the east.

Another critical transport related aspect to be addressed in this precinct is the functional linkage of the area across the railway line to the bus rank and railway station via the Bok- and Dahl Street connection as illustrated on Figure 44, as well as an additional pedestrian bridge proposed between Buite Street and Silicon Street along the western boundary of this area.

This scheme will functionally incorporate the area to the north of the railway line with the CBD area, providing an effective link which will enhance vehicular and pedestrian movement between the areas. It will also support and enhance the sustainability/ viability of the Itsoseng Entrepreneurial Centre, and facilitate the optimum utilisation of existing land and infrastructure in the area north of the railway line.

➤ **Mixed Use Zone North of Railway Line**

To the north of the railway line a combination of residential development, public transport facilities, light industrial activities and SMME training facilities will be developed in terms of current plans of Council (The Itsoseng Entrepreneurial Centre is already operational).

If developed according to currently planned/ proposed initiatives this precinct could eventually consist of the following main activities (see Figure 44):

- The bus terminus⁽⁹⁾.
- Light industrial/ service industry uses (combined with 4-storey residential units) in the area along Nelson Mandela Drive⁽¹⁰⁾ and south of Fluorspar Street^(11 and 12);
- The proposed new Rapid Transit storage facility⁽¹³⁾;
- The Itsoseng Entrepreneurial Centre⁽¹⁴⁾;
- Several sites for SMME development as well as residential units⁽¹⁵⁾ between Blaauwberg Street and the railway line.

In general it is proposed that a residential component be added to this very strategically located precinct in order to enhance its sustainability (similar to the area opposite to the south of the railway line).

From Table 11 it is evident that this area could yield about 2745 dwelling units and about 23 133m² of retail/service industry floor area. If the site of the bus terminus is redeveloped to provide for upper levels, an additional 1992 dwelling units can be developed on top of the bus terminus in future.

This could thus become a very vibrant precinct in the context of the Polokwane CBD with 5869 residential units. Residents (including students) can be served with community facilities from the Government Services Precinct located to the east (refer to Figure 40) along Hospital Street while they also have access to rail, rapid transit, bus and minibus taxi transport.

SECTION B: URBAN RENEWAL STRATEGY

Section 3.2 below elaborates on the proposed Urban Renewal Strategy for the Polokwane CBD which should be read in conjunction with the CBD Development Plan as discussed above.

3.2 URBAN RENEWAL STRATEGY

Urban Renewal refers to the general process of transforming the urban environment through multi-sectoral interventions that are undertaken within a specific geographic area.

Decline in city centres, such as the Polokwane CBD, is often caused by economic, political and associated institutional disruptions, limited managerial capacity, and institutional factors such as economic restructuring, political transitions, demographic shifts, collapse in property markets, the global trend towards suburbanisation and establishment of home offices/ establishment of decentralised shopping centres. Aspects such as crime, grime (poor maintenance) and lack of enforcement of by-laws exacerbate the decline. Although the Polokwane CBD (apart from the north-western parts) has not been adversely affected, it is important to undertake renewal in a proactive manner to uphold the urban environmental quality.

The Urban Renewal Strategy builds on the seven principles of the CBD Development Plan by adding five more principles which are related to facilitating Urban Renewal. Each of the five Urban Renewal Principles comprises a number of actions that need to be pursued as listed in **Table 12** (see overleaf).

Table 12: Urban Renewal Principles and Action Summary Table

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: Formalisation of the Sterkloop Spruit Public Open Space
Action 4: Developing of the Waterland 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 Scape
PRINCIPLE 4: LOCAL ECONOMIC DEVELOPMENT
Action 1: Informal Trading / Micro-retailing Formalization
Action 2: Revitalisation 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

3.3.1 Urban Renewal Principle 1: Urban Management and Maintenance

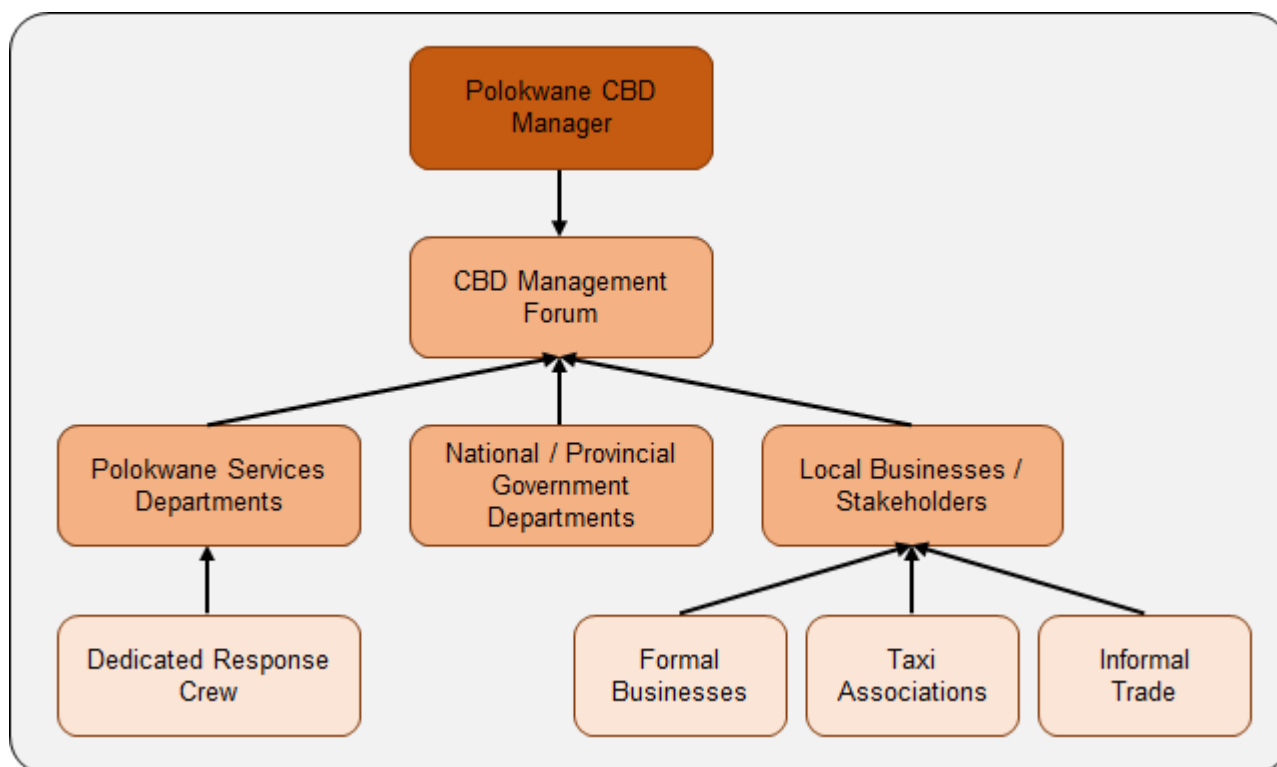
The Polokwane Local Municipality has to balance the diverse needs of all the stakeholders in the CBD which ranges from business to government, commuters, public transport operators, hawkers etc. These need to be managed within the ambit of the Municipality's responsibility to create a public environment conducive to attracting private investment and growth in the CBD. Private investment will only materialise if investors have confidence in the municipality's ability to effectively manage and maintain the public space (including sidewalks, streets, street furniture, lighting, and engineering services, and to keep the area attractive, clean and safe and the land uses well managed (see **Diagram 16** overleaf).

There are various mechanisms that the Municipality could use to manage and maintain the urban environment as explained in the sections below.

Action 1: Establishment of a CBD Manager's Office

The objective of this action is to ensure that a person within the Polokwane Municipality be assigned responsibility for the day to day management of the Polokwane CBD area specifically. This office should have the authority/ responsibility to respond whenever problems are reported in any part of the CBD, and it should act as the central point to coordinate, align and direct all issues, initiatives and enquiries between the public and Council, and between Council and external stakeholders within the CBD. **Diagram 17** below indicates the proposed coordination structure.

Diagram 17: Polokwane Coordinate Structure



The mechanism/ vehicle for interaction between the Polokwane CBD Manager and local stakeholders would be the Polokwane CBD Management Forum. The establishment of such a structure will seek to improve communication between Council and CBD stakeholders and ensure that problems are timeously identified, reported, and responded to.

Some of the important stakeholders that should be involved include the South African Police Service, Public Works, PRASA, various government departments, businesses and service industries in the study area, the taxi industry, informal trade etc. This would also assist in ensuring cooperation and alignment between all the relevant stakeholders in the area.

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

The establishment of a central Communication/ Complaints System for the CBD is critical towards successfully implementing the Urban Renewal Strategy. Such system could serve to register all complaints about maintenance problems, safety and security issues, illegal refuse dumping and illegal settlement in the area, and divert these to the relevant line function departments for speedy response.

It could also serve to monitor progress regarding dealing with problems, once registered.

Action 3: Joint Service Agreements with External Stakeholders

There are various external public and private stakeholders who are responsible for delivering services and infrastructure within the study area. Important role players in this regard include, amongst others, the Limpopo Province Roads, Transport, and Public Works Departments, PRASA, SAPS, the Department of Health which looks after hospitals and health services and facilities, and the Department of Education which is responsible for the schools and other educational facilities within the municipal area. The Municipality needs to sign Memorandums of Understanding/ Service Level Agreements with all these institutions in order to ensure that the facilities under their jurisdiction are at all times properly maintained and managed in order to collectively contribute towards the Polokwane Urban Renewal Strategy. Funding can also be obtained from these institutions to support the programme wherever their line functions are involved.

Action 4: Minimum Basic Service Levels Commitment (Internal)

The purpose of this action is to ensure that all service departments within Polokwane City reach common agreement and commitment on the minimum levels of service to be achieved and maintained within the CBD. Typical aspects that should be part of such an agreement are refuse removal, stormwater management, cleaning services, grass-cutting, policing, landscaping, land use management, by-law enforcement, infrastructure provision and maintenance, as well as public property management and maintenance.

This initiative can be done in-house between the relevant departments and the proposed Polokwane CBD Manager, and programmes should be consolidated into a specific CBD section in the Polokwane IDP (refer to Action 5 below).

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

It is essential that all line functions simultaneously/ continuously deliver maintenance services in the CBD in order to ensure maximum impact and the optimum utilisation of available resources. This can be done by way of a “mini-IDP” for the Polokwane CBD area which highlights the range and sequence/ scheduling of maintenance/ upgrading projects to be delivered by various service departments within the CBD.

This “mini-IDP” will comprise a list of actions/projects to be implemented, also indicating the programming / phasing of each to ensure proper alignment. The joint maintenance scheduling programme will, for example, ensure that a pavement is repaired immediately after an underground sewer/ water pipe had been replaced.

Action 6: Dedicated Response Crews

It is essential that the Polokwane Local Municipality act swiftly and efficiently whenever and wherever problems of urban decay occur in the CBD. It therefore has to establish a “CBD Response Crew” which has the necessary skills and equipment to deal with problems immediately. This response crew needs not be a permanently appointed unit but could comprise of nominated people from the various service departments, and which can be called upon from time to time by the CBD Manager to swiftly deal with upgrading or maintenance issues as and where these occur in the CBD.

Action 7: Public Property Management – Neglected Buildings

Neglected buildings / bad buildings within the CBD become “sinkholes” and negatively impact on surrounding buildings as they lead to health and safety concerns, act as criminal bases of operation, and are prone to illegal water/ electricity connections, structural damage etc. It is therefore important to continuously identify bad building within the CBD and earmark them as priority redevelopment projects. **Figure 36** indicates the locations of the majority of neglected buildings in the CBD, which are mainly in the north-western parts of the CBD, with a few neglected buildings also identified along Hans van Rensburg Street and Landdros Maré Street.

Several of these buildings belong to the municipality/ provincial/ national government. It is important that the Municipality sets an example by improving the condition of some priority municipal buildings and get government departments to do the same with buildings owned by provincial or national government.

A first step in this regard would be to compile an inventory comprising the following:

- an assessment of properties belonging to Council, the function/ purpose thereof, the condition of the property, and the financial implications of upgrading;

- a review of existing and historic lease agreements pertaining to each Council property;
- an individual assessment of the need for Council to retain each specific property;
- proposals on what priority actions are required per property e.g. upgrade, redevelop, sell, lease, or transfer.

Apart from focusing on “problem properties”, this initiative could also identify buildings (not necessarily problem properties) with potential to promote urban renewal in general e.g. historic buildings, buildings with unique architecture etc.

Joint ventures with the private sector could be an important component of this initiative. In some cases the alienation of Council/ Government owned properties could be combined with a programme of economic empowerment/ social upliftment whereby people from disadvantaged communities could be afforded an opportunity to obtain Council owned properties subject to favourable conditions. This sub-programme could obviously also provide opportunities for public/ private partnerships and significantly enhance certain precincts, especially if the property is a Council contribution to a redevelopment process. In general, Council should follow an open door policy with regards to proposals from the private sector towards the (re)development of public properties.

Action 8: Private Property Management – Neglected Buildings

The Municipality should also continuously monitor the state and quality of private properties in the CBD area. This will enable it to respond pro-actively to problems by implementing legal processes and procedures to ensure that the properties are upgraded, redeveloped and/ or well-maintained.

Most of the properties located within the north western quadrant of the CBD, between Excelsior Street and Devenish Street, are currently in a state of severe decay and neglect. This area is identified as a priority redevelopment area and could be utilized as a pilot project for re-development (refer to **Figure 36**).

Action 9: Monitoring and Review

The Polokwane Municipality should ensure that monitoring and evaluation processes continuously assess the implementation of the CBD Renewal Strategy. Throughout the process, inadequacies should be documented and be addressed through constructive feedback and experience with all relevant stakeholders.

The monitoring and review processes should be designed in a manner that will allow the Polokwane CBD Manager to regularly gauge progress in respect of the timeframes or time-bound, quantitative and qualitative indicators.

It is envisaged that regular review of the Urban Renewal Strategy will be done to engage all the stakeholders about progress on the one hand, and their respective involvement on the other. This will also ensure that

stakeholders realise that Urban Renewal is a long-term process which requires continuous monitoring and evaluation (and amendment) to ensure that all objectives are met.

The monitoring and review process should be done in the following way:

- Line function departments within the Polokwane Municipality should submit periodic progress reports to the CBD Manager detailing progress made in terms of the implementation of the projects, programmes and actions they are responsible for.
- The CBD Manager should conduct periodic assessments to determine to what extent the aims and objectives of the Renewal Strategy are being met. Necessary adjustments should be made to ensure that the implementation programme is brought on track.
- The CBD Manager should periodically report to the Mayoral Committee on the progress made with implementation, whether the projects and programmes have the desired outcome, to what extent the overall aims and objectives are met, and what adjustments are required.

3.3.2 Principle 2: Safety, Security and By-Law Enforcement

Enhanced safety and security is one of the prerequisites to successful urban renewal and comprises three elements as listed under Actions 1 – 3 below (see **Diagram 18** for visual illustrations):

Action 1: Visible Policing and Support Services

Visible policing fosters a sense of safety amongst users of the CBD. It is especially necessary at known hot spots of crime, places of repeated by-law infractions and traffic bottlenecks. Visible patrols are similarly required during peak periods along major pedestrian movement lines and around transport nodes. The same applies to public open spaces such as parks and squares throughout the day. This will require a significant increase in police resources for on-the-ground policing which is in line with the requirements of the Polokwane IRPTN Safety and Security Plan as well.

It is therefore important for the Polokwane LM to enter into Service Level Agreements for the Polokwane CBD with the South African Police Services. The possibility of involving Private Security Companies in this initiative could also be investigated in future.

The main areas where visible policing should be included within the CDB are:

- Along the main pedestrian movement lines, at informal trade areas and around transport nodes and the Rapid Transit network.
- Northern parts of the CBD between Excelsior Street and Devenish Street where there are illegal land use activities, and along Genl. Joubert Street, Mark Street and Schoeman Street.
- Additional patrols should be included in the public open spaces / parks - Civic Park, Mark Street Park, and Sterkloop Spruit open space system.

Action 2: CCTV and Other Crime Prevention Mechanisms

The upgrading of the CCTV network will assist in reducing incidents of crime and enhance perceived safety and security on the streets, although CCTV cannot replace the sense of safety fostered by a police officer visible on the street.

CCTV is mainly utilized as measure for urban management and by-law enforcement, traffic management and crime prevention. CCTV cameras are mainly fitted at traffic lights and other strategic locations.

The private sector could also be involved by way of public/private partnerships in order to co-fund or sponsor the installation of such systems in 'hot spot' areas.

To ensure a sense of safety, visibility of the street from adjacent buildings should be maximised; public spaces should be designed to provide for unobstructed views; and adequate lighting of streets, public spaces, and parking areas should be provided. Activities on the street and in public spaces should be encouraged in order to create feelings of safety and security. A high level of maintenance to keep the city centre clean and well organised also increases both physical and psychological comfort.

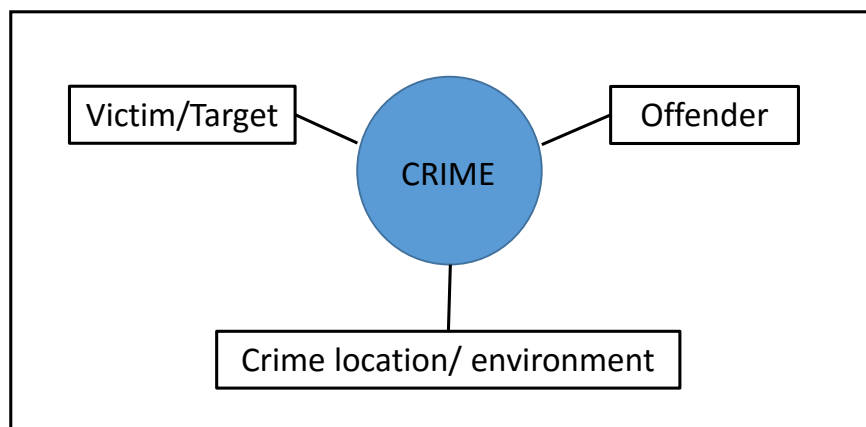
L Paumier

From the status quo analysis it is clear that the CCTV network should be expanded to include the northern section of the CBD, between the bus terminus and the Pick 'n Pay Shopping Centre, as the majority of criminal activity occurs in this area. The expansion of the CCTV network can/should also be aligned with the proposals in the IRPTN Safety and Security Plan which identified this as a priority.

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

Crime Prevention through Environment Design (CPTED) identifies the link between criminal activity and spatial planning, urban and architectural design, and the use and management of the physical environment. Research conducted by the CSIR indicates that three basic elements needs to be present in order for criminal activity to take place, namely: (1) the **offender**, (2) the **victim/target** (vulnerable), and (3) the **environment** or **crime location** (the physical location where criminals are unlikely to be caught / favourable environment) (see Graph 3 below).

Graph 3: Basic Elements of Crime



Source: Three Basic Elements Diagram extracted from the CPTED compiled by the CSIR

In order for criminal activity to take place the third element of location / physical environment plays a significant role as the location needs to be conducive or favourable for the offender to commit a crime. Such environments normally comprise vacant pockets of land, unkempt spaces, areas in decay, isolated environments which lack “eyes on the street” and areas without proper street lighting.

Three aspects should be addressed to improve the physical environment:

1. **Planning** - physical urban planning measures, including the promotion of mixed land use, the reduction of vacant land, etc.

In the context of Polokwane the proposal to develop and re-develop the north-western part of the CBD, will make a significant contribution towards reducing criminal activity in this area. It will also instil a sense of safety for users by way of “eyes on the street” and extended hours use of facilities due to the proposed residential component to be introduced.

2. **Design** - the detailed design of the different urban elements, such as the movement system and road layout, the public open space system, and individual buildings on their separate sites in order to ensure that all areas are well-exposed and “visible” at all times.
3. **Management** - the management of the entire urban system and the different elements and precincts that make up the urban area as discussed under principle 1 above. This includes infrastructure maintenance (decaying area, dilapidated buildings, lack of waste collection, and lack of services being upgraded) and the enforcement of by-laws, etc.

It is proposed that the area highly concentrated with informal trading be prioritised with regards to proper maintenance, formalisation of informal trade, upkeep and cleanliness of the area and by-law enforcement. The Sterkloop Spruit open system should be well-maintained by way of trimming vegetation and by means of adequate street lighting to be installed in order to improve the safety of pedestrians moving through the area after-hours. It is noted that the less desirable a place appears due to lack of maintenance, the more community may avoid the area, thus attracting criminal activities.

The environment can play a significant role in influencing perceptions of safety. Certain environments can impart a feeling of safety, while others can induce fear, even in areas where levels of crime are not high. In this regard, planning and design measures can be utilised very successfully to enhance feelings of safety in areas where people feel vulnerable.

The inclusion of proper lighting within the CBD will aid in preventing incidences of crime. As priority projects, it is essential to include lighting at:

- All major public environments within the CBD – public transport nodes / public parks and open spaces / informal trade areas etc. with specific focus on the northern parts of the CBD where the highest volumes of pedestrian movement is noted
- Along main roads and pedestrian routes in the CBD. As indicated in the status quo (**Figure 36**), the main pedestrian movement is along the following streets:
 - Landdros Maré Street;
 - Excelsior Street;
 - Market Street;
 - Church Street;
 - Devenish Street; and
 - Short sections of Dahl, Bok, and President Kruger Streets in the areas between the bus rank and the majority of taxi ranks.
- Around the Rapid Transit network on the CBD which is in line with the proposals contained in the IRPTN Safety and Security Plan.

Action 4: By-Law Enforcement Capacity Building Campaign

Many residents, store owners and informal traders alike are unaware of by-laws informing permitted and / or restricted conduct within the CBD. With proper education of current by-laws in place, a zero-tolerance approach of enforcement can follow.

The aim of this campaign would be to make people aware of the existing by-laws and what by-laws are intended to achieve. Such a campaign could also include an amnesty period for transgressors, and could make available procedures for legalising existing contraventions during the amnesty period.

An awareness strategy could include the following notifications:

- A series of articles on municipal by-laws to be included as a newsletter in the monthly service accounts of households and businesses.
- Signage boards with the relevant by-law information can be placed at public transport hubs and along main pedestrian movement spines.
- Informative workshops can be held with informal traders, taxi operators, shop owners, etc. for example at the Itsoseng centre.

The following highlights a list of By-Laws applicable to Polokwane, which the public should be informed of:

- Street Trading By-Law
- Noise Control By-Law
- Standard Street and Miscellaneous By-Law (1974)
- Refuse and Sanitary By-Law (1983)
- Outdoor Advertisement By-Law/ South African Manual of Outdoor Advertisement Control
- Non-Motorised Transport By-Law (2014)
- Parking Meter By-Law (1965)

Action 5: Implement By-Law Enforcement Programme

Once stakeholders are capacitated, enforcement of by-laws can follow. Proper by-law enforcement should ensure that law and order is restored in the study area, with specific focus on the following aspects:

- illegal land uses
- illegal/ unlicensed informal trading
- signage and advertisements
- illegal/ unsafe/ neglected building structures
- illegal settlement
- traffic control.

If efficiently implemented, this initiative will also go a long way towards changing general human behaviour and restoring investor confidence in the Polokwane CBD and surrounds.

Action 6: Speeding Up Of Municipal Prosecution Processes

With the proposed capacity building in place, it is essential that prosecution processes be speedy and visible in order to maximise the impact thereof. It will be the responsibility of the Legal Department within the Municipality to find ways and means to achieve this.

3.3.3 Principle 3: Landmarks, Public Spaces, Arts, Culture and Heritage

To achieve a liveable urban core with sustainable and cohesive neighbourhoods, culturally appropriate and authentic public places are required that are well-maintained and accessible to all.

The public opens paces, arts, culture and heritage elements of Polokwane are located throughout the CBD. Connecting these elements by means of a legible priority movement network, the public opens spaces, arts, culture and heritage elements can be integrated into a functional unit. **Figure 45** visually illustrates the proposed CBD public space network in relation to the actions to be discussed below. (Also refer to images on **Diagram 19**).

With the anticipated increase in the residential population within the Polokwane CBD, an effective and functional public open space system will be needed more than ever before within the area.

Figure 45 reflects the proposed public spaces and landmarks network for the Polokwane CBD against the backdrop of some of the major destinations and the public transport network and facilities in the CBD. It broadly comprises the following elements:

- A number of Gateways located at all the regional entrances to the CBD;

Public Space

Parks and linear open spaces contribute to city centre liveability by creating refreshing counter-points to the urban setting.

- The existing two formal parks in the CBD at the Mark Street entrance and the Civic Centre respectively;
- The (underutilised) Sterkloop Spruit drainage system traversing the south-western and western parts of the CBD;
- The cluster of sports and recreation facilities located to the south of the CBD;
- The proposed Non-Motorised Transport network intended to link all the above elements to one another.

The next section elaborates on each of these elements in greater detail.

Action 1: Enhancement of Gateways and Access Routes

The primary aim of this initiative is to enhance the various gateways to the CBD. Marking entrances as gateways could be utilised to establish a positive image of Polokwane whenever visitors enter the area.

There are currently two established gateway landmarks announcing the entrances to Polokwane, these include the landmark at the intersection of Thabo Mbeki Street and Nelson Mandela Drive (to the south-west of the CBD) and the Mark Street Park area with the historic steam train and industrial machinery at the northern entrance of the CBD (between Mark Street and Landdros Maré Street).

As illustrated on Figure 45, four additional landmarks could be established at the following regional entrances to the Polokwane CBD:

- Intersection of Nelson Mandela and Fluoorspar Street;
- Intersection of Nelson Mandela and Rissik Street;
- Southern entrance to the CBD along Church Street;
- The Marshal Street entrance to the south-west from route R101.

Local artists could participate in the design of the landmarks at the proposed gateway entrances. The designs could, amongst others, reflect the cultural identity/ diversity of Polokwane.

Action 2: Civic Gardens and Mark Street Park

Iconic public spaces have strong symbolic, cultural or heritage significance and are key tourism destinations. The main iconic public spaces within the CBD of Polokwane is the Mark Street Park, Library Gardens and the Civic Park. The Civic Park is home to the museum, numerous sculptures and water features.

Polokwane has a strong heritage and cultural background with more public sculptures per capita in its parks than elsewhere in South Africa. The inclusion of additional sculptures by local artist at the Civic Gardens representing the cultural diversity of Polokwane should be encouraged.

In addition, public open space, walkable streets and iconic public places should not be static spaces. Once redesigned, they provide ample opportunities for more active usage on a planned basis, either through public cultural events or through dynamic forms of public art. Arts and culture exhibitions and markets could be held at these facilities.

A communication platform could be established between the local art organisations and the municipality (public and private sectors). With the establishment of a communication platform, the creative industries can be supported and better promoted. Public events and public art exhibitions could be promoted via such a communication network to ensure quantity, diversity, consistency and accessibility of such events, and draw people to these public open spaces within the CBD.

Action 3: Formalisation of the Sterkloop Spruit Public Open Space

The Sterkloop Spruit open space system is currently under-utilized and not properly maintained. It broadly comprises of three distinct sub-areas:

- The southern section between Thabo Mbeki Drive and Suid Street;
- The central isolated section between Thabo Mbeki up to the railway line;
- The northern section which could be more optimally utilised in future as supplementary area to the North Western Precinct in the CBD.

The southern precinct should be functionally defined/ anchored by the Waterland development (see Action 4) to the south and the water feature at Thabo Mbeki Drive to the north the area in between could in future be incorporated into surrounding office parks (between Suid and Thabo Mbeki Streets). In general safety and security along Sterkloop Spruit should be improved by means of visible policing, lighting and access control to certain sections. Benches and refuse bins should be provided along the stream/ pedestrian path, and where applicable, playground equipment.

Around the Waterland Precinct complementary uses should be considered to ensure optimal utilisation of the Sterkloop Spruit open space system, adding to the vibrancy. This could include uses such as a mini bird sanctuary, coffee shop, restaurant, arts and craft markets or similar uses permitted by the municipality. These uses should only be permitted with the consent of the municipality and should not limit public access to the area.

It is furthermore proposed that the Sterkloop Spruit open space system adjacent to the west of the Fluorspar intersection in the north-western parts of the CBD be developed as a public park. It could comprise, amongst others, children's playgrounds and picnic areas around the water feature for use by residents from the new residential uses proposed in the north-western parts of the CBD and future residential neighbourhoods to be established to the west. This park could contribute towards the proposed CBD Gateway at Fluorspar Street.

Action 4: Development of the Waterland Iconic Public Space

It is proposed that the Waterland Iconic Public Space at the southern end of the Sterkloop Spruit area (as indicated on Figure 45) be developed to include the following complementary activities to add to the overall identity and function of the space:

- Restaurants, which will add to the extended hours of activity to create a vibrant night life node;
- Outdoor Amphitheatre / Open air theatre;
- Flea-market space bird sanctuary etc.;
- Entertainment and games centre;

- Multi-cultural elements e.g. sculptures from local artists; etc.

To ensure the site is optimally utilized, a pedestrian walkway should also be established along the drainage system between the Waterland site and the Peter Mokaba Stadium to enhance the functional linkage between the facilities.

Action 5: Strengthening of the Provincial Sports and Recreation Precinct

The Peter Mokaba Stadium and the surrounding cluster of sports activities not only serves the local community of Polokwane, but also acts as a provincial sports cluster. This function should be strengthened in future by incrementally adding to the range and diversity of sports activities/ facilities offered in the area. Essentially this should become the Sports Hub of Limpopo Province.

The proposed new NMT Park will represent a huge step in this direction as it will comprise the following:

• BMX Track and Pavilion;	• Mountain bike trails and walkways;	• Astroturf hockey field;
• Children's cycling track and playground;	• Cycle park and Velodrome cycle track;	• Office, restaurant and local shops.

As part of a marketing initiative Council should also promote the utilisation of this precinct for annual cycle races, marathons, provincial/ national championships and a range of adventure sports events e.g. mountain biking, skydiving (from the adjacent airstrip) etc. This is a very important precinct from a marketing point of view to the City of Polokwane which would also benefit the CBD located adjacent to the north thereof.

Action 6: Enhance Priority NMT Movement Network

By developing and/or restoring sidewalks and parking areas to their primary use, many of the negative perceptions and problems in the CBD can be overcome, with positive spin-offs for business.

Figure 46 highlights the proposed priority areas in the CBD where Non-Motorised Transport (movement of cycling and walking) should be promoted. The NMT network connects the public transport facilities, the BRT stations, the public parking areas and the main retail outlets throughout the CBD. Within the CBD the following represents the priority streets to promote pedestrian movement:

- Hospitaal, Excelsior, Rissik and Devenish Streets as these would functionally link the public transport facilities within the CBD with the proposed mixed land use area north-west of the CBD, and enhance pedestrian movement in the business core area of the CBD;
- Along Buite, Bok, and Dahl Streets to facilitate north-south movement between Rissik and Excelsior Streets;
- Longer distance north-south movement along President Paul Kruger and Church Streets in the western parts of the CBD and along Dorp Street Activity Spine to the east of the CBD.

The following design principles should be applied along the identified priority NMT network (as depicted on Figure 46):

- A general palette for lighting, street names, refuse bins, seating at public open spaces etc. should be developed and applied throughout the CBD.

- Widen sidewalks to accommodate informal trader and pedestrian movement freely, where applicable.
- Retain and plant trees on sidewalks to provide shade for vehicles and pedestrians and create a unifying edge to all developments. Due to the warm climate in Polokwane and the high radiation levels caused by buildings and vehicles, the provision of shade in the CBD is very important.
- Promote the use of transparent fences (e.g. palisades) along roads to create safe environments for pedestrians and cyclists (i.e. prevent dead street fronts).
- Pave sidewalks with uniform small unit pavers in patterns to improve overall environmental quality and ensure uniformity throughout the CBD.

Action 7: Proper Management of Signage and Visual Clutter

The visual appearance of most dynamic central cities is almost invariably busy. However, the visual appearance of a CBD could become unnecessarily cluttered through an excess of inappropriate outdoor advertising and poorly located billboards.

Visual clutter is especially prevalent in the western part of the Polokwane CBD. The uncontrolled erection of signage, banners and billboards adds to visual clutter causing the brain to become overloaded with stimuli. The Municipality should rationalise signage and develop clear guidelines (informed by the Polokwane signage and advertisements by-law) for signage and advertisements in the CBD.

With reference of signage and advertisements, according to the Polokwane Outdoor Advertisement By-Law, the following are highlighted:

In terms of safety, advertisements or advertising signage should not:
<ul style="list-style-type: none"> • Pose a danger to any person or property; • Be placed or contain an element which may distract the attention of drivers, that may lead to unsafe driving conditions; • Be illuminated to the extent that it causes discomfort to inhibits the vision of approaching pedestrians or drivers; • Be attached to or combined with a road sign or signal and/or obscure, create confusion or interfere with the functioning of a road traffic sign; • Obscure pedestrian's or driver's view, road or rail vehicles and features of the road, railway or pavement such as junctions, bends and changes in width; • Project over a pedestrian or cycle circulation route, unless the clear height of such sign exceeds 2.4m; • Obstruct fire escapes or means of egress to fire escapes; • Be placed closer than the minimum clearance with regards to overhead power lines as prescribed by any law.
With regards to the Design and Construction of signage, the following should be adhered to:
<ul style="list-style-type: none"> • Be neatly and properly constructed, executed and finished in a workmanlike manner; • Shall not be detrimental to or have a negative aesthetics impact on the urban design, streetscape or character of the surrounding area; • Should have a neat appearance, and consist of durable materials; • The signage should not deface the building facades with electrical services and other accessories; • Should be tightened securely and well supported in a safe manner, in order to prevent unwanted movement; • Shall be capable to effectively securing, supporting and maintain not less than twice its mass with the additional of any force to which the sign may be subjected, including wind pressure; • When attached to brickwork, masonry or concrete, be securely embedded in such brickwork, masonry or concrete or passing through the same and secured on the opposite side.

3.3.4 Principle 4: Local Economic Development

Action 1: Informal Trading / Micro-retailing Formalization



Lack of formalised informal trading infrastructure



Utensils used by food preparation traders

Source: Polokwane Hawker Management Strategy

In the context of very high unemployment, and limited formal business opportunities for new market entrants, it is important to recognise the role of informal trade / micro-retailing and servicing on the streets of the Polokwane CBD in providing a livelihood to thousands of people. It is important to acknowledge the role that the informal sector can play in providing a first platform for the emergence and growth of businesses to graduate up the rungs of a 'commercial ladder'. However, while the needs of street traders to sustain a livelihood and explore and exploit future economic opportunities is very important, these needs cannot be met at the expense of the needs of commuters, pedestrians, formal businesses, residents and other uses of the CBD.

Informal trade represents a very important component of the economic base of Polokwane, and as such it should be conserved and enhanced as best as possible. For many households, this is the only means of income and therefore one needs to be very sensitive in terms of how to deal with this economic sector. It is important to ensure the proper management, control and assistance of informal trade in the study area. This programme should thus focus on finding ways and means of properly structuring and assisting informal trading.

It is proposed that supplementary informal trade structures be provided at the following localities (as indicated in **Figure 47**):

- To the north of the CBD along Blaauwberg Street integrated with the Itsoseng Centre;
- Along Silicon Street towards the proposed second pedestrian bridge across the railway line;
- At the two new taxi facilities along Buite Street at the western end of the CBD;
- Along Excelsior Street past both pedestrian bridges and up to the Asiatic Bazaar;

- On the ground floor level of the two proposed multi-storey taxi storage facilities at the SPAR and Boxer centres respectively.

In terms of informal trading / micro retailing, the Municipality should undertake the following:

- Establish dedicated informal trading areas which are well-located, appropriate and affordable, and regulated by a trading permit system – create trader database (who trade what, where?);
- Develop formal market spaces, linear markets, flea markets, mini shops and kiosks, manufacturing hives, waste recycling, etc.;
- Supplementary services and facilities should be provided in areas of concentrated informal trade and services activity, including: waste management services; homeless shelters / affordable accommodation; storage facilities; access to financial as well as social services; etc.;
- Traders could contribute appropriate and sustainable rates for the rights to trade in the CBD and to have access to supplementary services;
- Include open space areas with benches, bins, lighting, in close proximity to informal traders etc.

Some examples of informal trading stalls are visually illustrated in **Diagram 20** to **Diagram 23**.

The Hawker Management Strategy highlighted the following objectives which should form part of a management framework:

- Support and regulate street vending in such a way as to create harmony between the formal business environment and street vending;
- Provide support to street vendors in a manner that can increase their income levels and move from the survivalist stage to sustainable enterprises;
- Contribute to a clean environment by ensuring that informal businesses operate within set parameters and located in accordance with the by-laws;
- Support and regulate street trading in a way that will lead to growth of the local economy, thereby leading to job creation and poverty alleviation;
- Ensure a clean environment conducive for attracting and retaining investors within the city;
- Create awareness to ensure compliance with health standards relating to food sold to the public.

It is noted that according to the Hawker Management Strategy, the following products are **permitted** to be traded on streets:

- Clothing accessories e.g. handbags, belts, hats, sunglasses etc. ;
- Telephone services;
- Sale of newspapers, magazines, airtime and related services;
- Sale of fruit and vegetables;
- Shoe repairs.

Permission to trade in the above-mentioned products and services is subject to the following **minimum conditions** being met and adhered to (Hawker Management Strategy):

- The street trader shall have a valid *permit* to trade his /her goods or deliver a service;
- The area where the street trader is carrying on his/her activity has to be demarcated for trading;
- The sale of fruit and vegetables and other consumables will only be allowed at stalls that are provided for this kind of trade.

Trading of the following products and services will only be allowed in **specifically designed facilities** (Hawker Management Strategy):

- Cooking;
- Car wash;
- Hair cutting and related services;
- Car watching/car guard.

The following services are **prohibited** in terms of the Hawker Management Strategy:

- Sale or any trade of flammable liquids;
- Trade involving any illegal products or services .i.e. drugs;
- Repair of motor vehicles;
- Sale of liquor or any intoxicating substances;
- Harmful chemicals, poisons and defoliants;
- Sales of raw meat.

The informal trade and the permit system should be implemented as part of the by-law enforcement action (as indicated in *Action 8: By-Law Enforcement Campaign/ Capacity Building*).

Action 2: Revitalisation of the African Market Square

The African Market Square is located midway between the Mark Street open space to the north, and the Civic Park to the South.

It is recommended that the African Market situated along Genl. Joubert Street, should be opened up with better street front exposure and integrated with the proposed pedestrian movement and Rapid Transit System. In addition, the Hawkers Management Strategy highlighted the need for storage compartments to be incorporated as part of the design for informal traders and the provision of ablution facilities in close proximity.

Action 3: Waste Management and Recycling

Littering, illegal dumping of waste and overall unmanaged waste has a negative effect on the overall image and attractiveness of the CBD. There is a direct link between crime and grime. In addition, excessive waste

that spills over into the storm water drainage system, creates blockages that can in turn cause additional damages.



Source: Polokwane LM Hawker Management Strategy

Removing unsightly waste restores dignity to the inhabitants and users of an area, and conveys to all a public expectation to abide by a set of common norms of conduct. Stricter by-law enforcement on issues such as littering publicly communicates a zero-tolerance approach to all infringements of the law that eventually translates into lower pollution and crime levels and improved environment.

The Standard Street and Miscellaneous By-Law (1974) specifically prohibits anyone to spill, drop or place or permit to be spilled, dropped or placed, in or on any street or public place any matter or substance that may interfere with the cleanliness of such a street or public space, and also prohibits any person to spit in or upon any street or public place, refer to **Annexure A**. However, the public is not informed by these by-laws and as result these are not adhered to.

Waste Management should be conducted according to the following guidelines (see **Diagram 24** for visual illustrations):

- Additional large waste containers should be placed at strategic location in close proximity to informal trade areas / public transport nodes. The placement sites of the waste containers should be fixed and therefore accommodated / planned for within the **Non-Motorised Transport Plan** (NMT Plan) in relation to the overall design of the informal trade areas. Depending on the rate of waste generation, the containers need to be cleaned / replaced at least once every week. In addition, supplementary swivel bins could be placed on the main pedestrian movement streets, at informal trade areas, at the public parks and additional public open spaces within the CBD. These bins need to be cleaned daily.
- The municipality could also consider purchasing a mechanical street sweeper to clear the streets of Polokwane CBD. Local contractors / SMME's could be responsible for sweeping and waste collection, per container, within a dedicated number of blocks within the CBD. This function should be focused within high pedestrian movement areas and around informal trade areas, parks and additional public space areas.

- Recycling bins (glass / paper / plastic) should be placed at the Itsoseng centre, public transport facilities public parks / open spaces and at main retail centres. These bins need to be cleaned at least every second day / depending on the recycled material generation.
- In order to strengthen recycling initiatives in Polokwane, the municipality should investigate the inclusion of existing recycling industries as part of the Local Economic Development initiative (LED) and inform the public of such initiatives/industries. As part of LED, the municipality together with other relevant stakeholders could sponsor/supply interested community members with recycling gear such as gloves, overalls, recycling bags or bins, as part of a job creation strategy.
- In terms of managing organic waste material (perishable waste which is a great concern at informal trading areas), the LM could initiate a project to help informal traders dispose of organic waste material in a productive manner. This could be accomplished by way of turning organic waste material to compost, see example on **Diagram 24**. The initiative to decompose organic material could be integrated with the permit system to regulate informal traders, by way of providing decomposing bins and formalised informal trading structures to only informal traders registered on the municipality's database (permit holders). The outcome of this organic waste recycling initiative will help reduce the need for landfill sites, decrease the volume of waste and therefore the need for supplementary waste bins, less weight on waste collection trucks and therefore less impact on road surfaces. It is noted that a similar initiative is being implemented in the City of Cape Town, where the municipality is providing residents with green composting bins to store their household organic waste material and re-use the waste as fertiliser on their vegetable gardens, (see **Annexure B**).

It is vital that communities to be educated in the early stages of such a project, and for the municipality and other stakeholders to regularly monitor the processes taken by communities from the decomposing stages to the production stages.

Private-Public Partnership (PPP) could also be established to create a network between government departments, informal traders and well-established farmers around Polokwane to help empower informal traders to latch to the formal economy.

Action 4: Expansion of Urban Development Zone

The Urban Development Zone Tax Incentive was promulgated in October 2004. It is an accelerated depreciation scheme that acts as a catalyst for private sector investments and facilities, improving return on investment for those investors. The UDZ incentive helps address declining land values witnessed in the CBD, which in the past has corresponded with a decline in assessment rates payable to the municipality, which in turn has further constrained the extent and quality of services that the Municipality can offer to the CBD.

This initiative not only supports the refurbishment and construction of both commercial and residential buildings in the inner cities, but also supports other initiatives such as:

- Policies to write-off existing bad debt in the inner city to allow these buildings to be sold and refurbished;

- The Department of Housing's policy on the provision of affordable rental housing in the inner city;
- The possible formation of public-private partnerships in mixed used developments that provide social facilities that are integrated into new commercial and residential developments.

It is proposed that the Polokwane Municipality apply for the current UDZ to be expanded to include the proposed portion of land to the north of the railway line, adjacent to the Itsoseng Centre. This will allow of social housing development on the proposed site under the UDZ guidelines.

Action 5: Incentive and Investment Programme

There are various incentives available to facilitate and promote development in Polokwane as part of the broader Growth Management Strategy for the area. Some of these incentives are offered and managed by the municipality, whilst others are derived from national and provincial government programmes. It is important to focus on these incentives and ensure that all incentive and investment programmes are properly promoted and utilised in the study area. In order to ensure the maximum benefit to the private sector, it is essential that the Municipality identify, document, and promote all incentive and investment programmes available to investors in a user friendly, and accessible format.

These could include the following:

- **Rebates in contributions in respect of engineering services and open spaces** in terms of provisions of Section 63 of Ordinance 15 of 1986 as follows:
 - Section 63(1)(a): Engineering Services;
 - Section 63(1)(b): Open spaces or parks.

Bulk service contributions are currently calculated based on the Engineering Service Contribution Manuals for, amongst others, Road Infrastructure, Water and Sanitation and Electricity.

None of these policy documents make provision for the Polokwane CBD to be treated as a special area for rebates in bulk service contributions in order to promote its status as the Primary Activity Node in the Polokwane Municipal Area.

Recommendation: For all applications within the Polokwane CBD it is recommended that a 20% discount be granted to the calculated bulk service contribution payable as determined from the Engineering Services Contribution Policy Manuals of the municipality.

This will apply to all land use applications located within the demarcated CBD boundary as depicted on Figure 42 in this report.

- **Rebates in building plan fees:** 10% discount recommended.
- **Rebates in fees in terms of applications for re-zonings etc.:** 10% discount recommended.
- **Speedy approval of applications:** Fast-tracking approvals for applications in the CBD.
- **Strict land use management/control outside CBD** in order to limit the availability of land for business development to the areas earmarked.

- **Prioritised maintenance, management and by-law enforcement** of public space in the CBD.
- A localised “**Urban Renewal Tax Incentive**” giving developers rebates in service tariffs/ assessment rates.
- **Catering for expanded Business 1, Business 2 and Business 4 land use rights** in various parts of the CBD as depicted on Figure 42.
- **Parking Relaxations:** For a variety of historic factors many buildings in the CBD occupy a 80% to 100% coverage of the erf and parking is simply not possible if an owner wants to re-use the building for another purpose. It is not always viable to demolish the building and construct a new building all together.

Hence, it is proposed that the municipality provides for this unique situation by way of exemption in the case of existing buildings; and only where new buildings or building area be added to such existing development, the general parking requirements be enforced strictly.

This exemption will be subject to the condition that proof of an approved building plan should be provided showing parking requirements were historically approved either offsite or on the sidewalk etc.

It is furthermore recommended that Council provide some form of parking relaxation for the CBD given the fact that most new developments represent brownfield redevelopment which is more costly than greenfields development on the urban periphery. The introduction of the Rapid Public Transport Network to the CBD also implies more emphasis on catering for public transport in future rather than the private vehicle. In view of the above it is recommended that the Polokwane Department of Transport commission a Parking Study for the Polokwane CBD in order to:

- determine future parking needs within the demarcated CBD and around the BRT system;
- investigate the possibility of allowing developers to “buy out” parking in the CBD;
- identify land parcels within the CBD that can be developed as collective multi storey parking garages as public-private partnerships (see current parking areas on **Figure 43**).

3.3.5 Principle 5: Social Development

Action1: Social Capacity Building and Training Strategy

The aim to launch Social Capacity Building and Training Programmes represent investment in people and are aimed at educating and capacitating people with regard to appropriate social behaviour in public, job creation, economic empowerment etc.

This sub-programme could entail the launching of social programmes in the study area aimed at the following:

- Eradicating/ combating prostitution and managing adult shops
- Eradicating/ combating drug trafficking and abuse
- Eradicating/ combating alcohol abuse
- Eradicating/ combating unsafe living conditions (e.g. illegal sub-letting of buildings)
- Providing guidance and support to street children and the urban homeless and to give them access to the relevant institutions e.g. home care centres, etc.

- Education and skill training in order to empower people economically.

This sub-programme should also aim at establishing links with social and religious groups in order to coordinate and align all actions and initiatives in this regard.

The social programs could be facilitated within the Government / Services and Medical precincts as it includes the Department of Education, the FET College, and specialized medical services.

Action 2: Provision of Community Facilities

It is proposed that additional community facilities be developed within the Government Services Precinct located north-east of the CBD. Additional facilities could comprise Welfare Centres, Shelter Homes, Adult Basic Education and Training (ABET) facilities, more tertiary education facilities, telecommunication centres (see Action 3 below) and a range of health facilities which could collectively complement the existing character of the Government Services Precinct.

Action 3: Provide Access to Broadband Telecommunication

Communications is a powerful enabler of economic development and a platform for learning. It is therefore envisaged that the introduction of facilitated access to free broadband telecommunication and related services in specific areas of the CBD will assist in uplifting these areas through the attraction of new businesses.

Free broadband telecommunication / Wi-Fi should be provided at the following iconic public spaces and public transport nodes:

- Civic Park, Mark Street Park, Library Gardens;
- The African Market Square;
- Proposed Waterland node and NMT Park;
- Sterkloop Spruit Northern Open Space Precinct;
- Itsoseng Centre / bus terminal.

Free Wi-Fi will encourage the usage of the iconic public spaces and BRT stations as destinations and provide a platform for learning. In addition, the Municipality can communicate upcoming public events and publish community notices on the Wi-Fi home page.

3.3 IMPLEMENTATION PROGRAMME

The following tables summarise the implementation programme according to the programmes and actions identified within the CBD Development Plan and Urban Renewal Strategy.

CBD Development Plan Projects

PROJECTS	RESPONSIBILITY	TIMEFRAME			COST
		Short	Medium	Long	
LAND USE					
Demarcate the surrounding growth centres/secondary nodes, and facilitate the development of these nodes that they should not impair the establishment of the CBD.	Polokwane LM	X	X	X	In house
Promote and facilitate the integration of Government Facilities to the north-east of the CBD (south of Route R101).	Polokwane LM	X	X		In house
Strengthen the medical precinct east of the CBD, linked to the Polokwane Hospital north of the CBD.	Polokwane LM, Department of Health,	X	X		In house
Facilitate and manage mixed land use development along Grobler Street, Thabo Mbeki Drive and Dorp Street.	Polokwane LM	X	X		In house
Amend and approve the Polokwane LM Town Planning Scheme: <ul style="list-style-type: none">▪ Business 2 to Business 1 land use rights within the CBD core area.▪ Business 4 zoning south and east of the CBD and increase residential densities of up to 74 units/ha and at FAR up to 1.8	Polokwane LM	X			In house
Encourage a Public-Private Partnership investment for the area north-west of the CBD for mixed land use development.	Polokwane LM, Private Sector/ Housing Development Agency	X	X	X	In house
TRANSPORT MOVEMENT AND INFRASTRUCTURE					
Construct a strategic link road across the railway line from Bok-Dahl Street to Blaauwberg Street.	PLK LM, Department of Transport	X	X		Road – R9 million Bridge – R20 million
Construction of the Bus Rapid Transport (BRT) Network and BRT Stations in accordance to the Integrated Rapid Public Transport Network (IRPTN).	Polokwane LM, Department of Transport	X	X		PLK IRPTN Report
Formalise private vehicle parking bays along Bodenstein Street, to the south of the municipal offices. (Paved)	Polokwane LM	X			R3.4 million
Establish a multi-level taxi facility on the Erven 275 and 276 to incorporate informal trading activity. (2-Storey)	Polokwane LM, Taxi Association		X	X	R11 million
Develop a taxi holding area north of Devenish Street on Erven 8637 and 8638	Polokwane LM, Taxi Association	X			R7 million
Construct the BRT Lay-Off Station at the Modal Transfer Hub, north of the bus terminus.	Polokwane LM, Department of Transport	X	X		PLK IRPTN Report

PROJECTS	RESPONSIBILITY	TIMEFRAME			COST
		Short	Medium	Long	
Establish Nelson Mandela Dr and Campbell Street as an Integrated Public Transport Corridor.	Polokwane LM, Department of Transport		X	X	4 Lanes @ R18 million p/km
Initiate a Parking Study for the Polokwane CBD with requirements stated under Section 3.3.4: Action 5.	Polokwane LM, Department of Transport	X			R400 000
ENGINEERING INFRASTRUCTURE					
Maintain, upgrade and develop existing and additional engineering infrastructure capacity (± 1,3 million m ² additional capacity) to accommodate proposed infill development, densification and expansion.	Polokwane LM	X	X	X	To be determined

Urban Renewal Strategy Projects

Action	Responsibility	Time Frame			Cost
		Short	Medium	Long	
PRINCIPLE 1: URBAN MANAGEMENT AND MAINTENANCE					
Urban Management Planning and Reporting					
Action 1: Establishment of Polokwane CBD Manager’s Office <ul style="list-style-type: none">Identify/ appoint a person within the municipality whom can take responsibility for the day to day management of the Polokwane CBD areaCBD Manager’s Office to establish a Polokwane CBD Management Forum	Polokwane Municipality	X			In house
Action 2: Establishment of Complaints Database System in CBD Manager’s Office <ul style="list-style-type: none">Appoint a service provider/ or allocate in-house to develop an electronic Complaints Database System where CBD stakeholders can register complaints via email/ sms.	Polokwane Municipality	X			R200 000
Action 3: Joint Service Agreements for External Stakeholders <ul style="list-style-type: none">Arrange workshops with the external stakeholders to discuss minimum levels of maintenance requiredSign Memorandums of Understanding / Service Level Agreements with external stakeholders.Launch a Lobbying Campaign with National and Provincial Service Department to make them aware of the Polokwane CBD Plan and associated Programmes to obtain funding from these institutions to support the programme.	Polokwane Municipality, Private Sector	X			In house
Action 4: Minimum Basic Service Levels Commitment (Internal) <ul style="list-style-type: none">Identify a contact person per service department whom will be responsible for the implementation of the minimum basic services level guidelines.Formulate minimum basic services guidance note for service department clearly highlighting the basic services committed to.	Polokwane Municipality	X			In house
Action 5: Mini IDP/ Joint Maintenance Scheduling Programme <ul style="list-style-type: none">Allocate in-house resources to compile a mini-IDP highlighting the range and sequence/ scheduling of maintenance projects from various service departments as identified within the CBD Plan and Urban Renewal Strategy.	Polokwane Municipality	X			In house
Action 6: Dedicated Response Crews <ul style="list-style-type: none">Establish a list of nominated personnel from various service departments to form part of CBD dedicated response crew.	Polokwane Municipality in conjunction services departments	X			In house

Action	Responsibility	Time Frame			Cost
		Short	Medium	Long	
Action 7: Public Property Management – Neglected Buildings <ul style="list-style-type: none"> The CBD Manager's Office should allocate municipal resources to conduct a bad building / neglected building analysis – updating current information. This should be a continuous process. Review of existing and historic lease agreements pertaining to each Council property. Undertake an individual assessment of the need for Council to retain each specific property – identifying which properties should be upgraded, redeveloped, sold, leased, or transferred. Engage with provincial / national government, highlighting their neglected buildings within Polokwane, encouraging the restoration / refurbishment of neglected government owned buildings. 	Polokwane Municipality	X			In house
Action 8: Private Property Management – Neglected Buildings <ul style="list-style-type: none"> Formulate a programme of intervention for each of the identified neglected private properties. Gain inputs from the municipal legal department and start implementing legal processes and procedures to ensure that the properties are upgraded, redeveloped or well-maintained. 	Polokwane Municipality in conjunction with relevant government departments and private sector	X			In house
Action 9: Monitoring and Review <ul style="list-style-type: none"> The Polokwane CBD Manager to establish a system for the monitoring and review of the implementation of the CBD Urban Renewal Strategy. Provide feedback to the Mayoral Committee frequently on the progress made. 	Polokwane Municipality - Manager Officer / Office		X	X	In house

Action	Responsibility	Time Frame			Cost
		Short	Medium	Long	
PRINCIPLE 2: SAFETY, SECURITY AND BY-LAW ENFORCEMENT					
Action 1: Visible Policing and Support Services <ul style="list-style-type: none">Regular monitoring by police officials and/or patrolling of security guards to be conducted at following areas;<ul style="list-style-type: none">North of the CBD at the pedestrian bridge, under-bridge, north-west residential area, between Excelsior Street and Devenish Street;Public transport facilities,Informal trade activity area,Along NMT Network and main pedestrian routes.At all public open spaces / parks - Civic Park, Mark Street Park, and Sterkloop Spruit open space system	Polokwane Municipality in conjunction with SAPS	X			In conjunction with IRPTN
Action 2: CCTV and Other Crime Prevention Mechanisms <ul style="list-style-type: none">Expand on the current CCTV network, providing additional cameras at road Intersections encountering high crime occurrences, at all public transport nodes and along the main pedestrian movement network.	Polokwane Municipality in conjunction with local stakeholders		X		R1,5 million under IRPTN (15 Cameras)
Action 3: Design-out Crime by means of Provision of Street Lighting <ul style="list-style-type: none">Provide pedestrian orientated (human scale) street lighting primarily along the identified NMT Network and Pedestrian Movement Network along the following roads: Bok Street between Excelsior Street and Rissik Street; along Genl. Joubert Street between Excelsior Street and Rissik Street; along Genl. Joubert Street between Devenish Street and Jorissen Street.Provide pedestrian orientated (human scale) street lighting at all public transport nodes.	Polokwane Municipality		X		PLK NMT Master Plan Report R2 million under IRPTN
Action 4: By-Law Enforcement Campaign/ Capacity Building <ul style="list-style-type: none">Publish a series of articles/ hold workshops on municipal by-laws.Place signage boards with the relevant by-law information at public transport hubs and along main pedestrian movement spines.Arrange informative and empowerment workshops with relevant stakeholders (for examples: informal traders, developers, business owners, recycling individuals, taxi and bus operators, etc) education stakeholders on the municipal by-laws.	Polokwane Municipality in conjunction with Community Services	X			R100 000 (Public notices, newspaper publications, signage boards etc.) Operational

Action	Responsibility	Time Frame			Cost
		Short	Medium	Long	
Action 5: Implement By-Law Enforcement Programme <ul style="list-style-type: none"> Notices should be submitted to property owners with illegal land uses to adhere to the land use conditions of the site. Regulate the trade of Illegal products and unauthorised trade locations. Enforce the registration of informal traders permits and issuing of trade permits. Advertising agencies or business owners should adhere to the guidelines stated in the South African Manual of Outdoor Advertisement Control (SAMOAC) and PLK Outdoor Advertisement By-law, or be liable to pay a fine. 	Polokwane Municipality in conjunction with Community Services	X			Operational
Action 6: Speeding Up Of Municipal Prosecution Processes <ul style="list-style-type: none"> Liaise with Polokwane Legal Department to find ways/ means to speed up prosecution process. 	Polokwane Municipality – Planning and Development/ Legal Department	X			Operational

Action	Responsibility	Time Frame			Cost
		Short	Medium	Long	
PRINCIPLE 3: PUBLIC SPACES, ARTS, CULTURE AND HERITAGE					
Parks, Playgrounds and Other Public Places					
Action 1: Enhancement of Gateways and Access Routes <ul style="list-style-type: none">Provide four supplementary gateway signage/public art features at the intersections of:<ul style="list-style-type: none">Nelson Mandela Dr and Fluvoorspar Street,Nelson Mandela Dr and Rissik Street, andChurch Street Southern Entrance.Marshall Street Entrance.	Polokwane Municipality and Department of Transport		X		R300 000/p Gateway Feature
Action 2: Civic Gardens and Mark Street Park <ul style="list-style-type: none">Encourage Public Events and Art Initiatives to be promoted at Civic Park/ Irish House Museum and maintain/ strengthen themes at Mark Street Park.	Polokwane Municipality, Department of Arts and Culture, Community Services	X	X	X	-----
Action 3: Formalisation of the Sterkloop Spruit Northern Open Space System <ul style="list-style-type: none">Appoint a service provider to conduct a feasibility study and urban design for the utilization of the northern open space system around Fluvoorspar Street.	Polokwane Municipality and Department of Environmental affairs		X	X	R500 000
Action 4: Developing of the Waterland Iconic Public Space <ul style="list-style-type: none">Conduct a feasibility study to determine the development potential/ options for the Waterland area and supplementary uses which would complement the area and surrounds.	Polokwane Municipality, Private Sector		X		R250 000
Action 5: Strengthening of the Provincial Sports and Recreation Precinct <ul style="list-style-type: none">Formulate a comprehensive strategy towards the future development and utilisation of the Sports and Recreation Precinct and implement NMT Park.	Polokwane Municipality and Department of Environmental affairs		X	X	Operational NMT Park Cost to be determined
Action 6: Enhance Priority Pedestrian Movement Network <ul style="list-style-type: none">Prioritize the upgrading and regular maintenance of the NMT movement network in terms of paved pedestrian walkways, adequate street lighting, street seating, refuse bins etc. as identified within the NMT plan.	Polokwane Municipality and Department of Transport	X	X		Operational
Action 7: Proper Management of the Visual City Scape <ul style="list-style-type: none">Enforce the regulations stated in the PLK Outdoor Advertising By-Law and the SAMOAC, in terms of the Placement and Safety Requirements of advertisements, Maintenance, and also the Visual Design and Construction.	Polokwane Municipality	X	X		Operational

Action	Responsibility	Time Frame			Cost
		Short	Medium	Long	
PRINCIPLE 4: LOCAL ECONOMIC DEVELOPMENT					
Action 1: Informal Trading / Micro-retailing Formalization <ul style="list-style-type: none">• Create an informal trading database which should be regularly updated, in order to manage and monitor the activity of informal traders in the CBD.• Provide a variety of formalised informal trading structures to accommodate different scales of informal trading businesses.• Construct ablution facilities, seating area and public soft/hard spaces close to formalised informal trading activity.	Polokwane Municipality and Local Economic Development in conjunction with informal trading stakeholders and community services	X	X		Informal Trading Database – R80 000 P/Informal Trade Structure = R10 000
Action 2: Revitalisation of the African Market Square <ul style="list-style-type: none">• Improve the visual exposure of the African Market Square, to passing traffic along Genl. Joubert Street and Mark Street.• Conduct a feasibility study to determine the viability of establishing a public hard-space/activity square on properties adjacent and across the African Market Square.	Polokwane Municipality, Local Economic Development and related informal trading stakeholders	X	X		R150 000
Action 3: Waste Management and Recycling <ul style="list-style-type: none">• Provide supplementary waste disposal containers and waste janitors at informal trade areas, public transport facilities, north-west area of the CBD and public open spaces.• Provide recycle bins at the Itsosong Centre, public transport facilities, public open space and at main retail centres.• Connect interested individuals to surrounding and established waste recycling industries, and also provide them with recycle equipment.• Establish an Initiative linked to recycling organic waste material into compost.• Interlink the organic waste recycling initiative to the administration of informal trading permits and allocation of formalised informal trading structures.	Polokwane Municipality in conjunction with Community services and Local Economic Development, Limpopo Dep. Development, Environment and Tourism (Limpopo Green Economy Plan - 2013)		X		(Recycling) Training and Awareness Campaigns for R200 000 R785 p/Compost Bin
Action 4: Expansion of Urban Development Zone <ul style="list-style-type: none">• Permit the expansion of the UDZ to the north of the CBD allow mixed use development, and supplementary Government Services. The UDZ to also expand to the south of Polokwane to incorporate the Municipal/Government facilities and offices developments to form part of the CBD's configuration.	Polokwane Municipality	X			In house

Action	Responsibility	Time Frame			Cost
		Short	Medium	Long	
Action 5: Incentives <ul style="list-style-type: none"> Identify all incentives and investment programmes relevant to the CBD of Polokwane – municipal, provincial and national government programmes Document all incentives and investment programmes in a user guide / manual focused at investors, with relevant contact information within the guide for any additional enquiries Promote all incentive and investment programmes relevant to investors 	Polokwane Municipality	X			In house

Action	Responsibility	Time Frame			Cost
		Short	Medium	Long	
PRINCIPLE 5: SOCIAL DEVELOPMENT					
Action1: Social Capacity Building and Training Strategy <ul style="list-style-type: none">Arrange educational / informative workshops at the Itsoseng Centre educating and supporting communities on the following:<ul style="list-style-type: none">Impact of prostitutionImpact of drug trafficking and abuseImpact of alcohol abuseImpact of unsafe living conditions (e.g. illegal sub-letting of buildings)Develop a programme to provide guidance and support to street children and the urban homeless and to give them access to the relevant institutions e.g. home care centres, etc.Develop and implement education and basic skills training in order to empower people economically at Itsoseng Centre.	Polokwane Municipality and Community services and Department of Social Services		X		R100 000 per programme Operational
Action 2: Provide Access to Broadband Telecommunication at Iconic Public Spaces <ul style="list-style-type: none">Undertake a feasibility study regarding the provision of broadband telecommunication / Wi-Fi at the following locations:<ul style="list-style-type: none">Civic Park, Mark Street Park, Library GardensThe African Market SquareProposed Waterland nodeSterkloop Spruit Open Space SystemItsoseng Centre / bus terminalProposed BRT stationsIf feasible, phase the installation of broadband telecommunication / Wi-Fi at the above mentioned priority locations in line with the BRT development process.	Polokwane Municipality and Department of Telecommunications		X	X	Feasibility Study - R160 000