

Chapter B9

B 9. EXPECTED RESULTS OF IMPLEMENTATION OF MELD CORRIDOR FRAMEWORK

The correct thing to ask at the end of a project or programme proposal is "what are you expecting it to achieve, and over what period?" There has to be some means of evaluating the implementation of a project as vast and as potentially far-reaching as this. While the following is not yet a comprehensive evaluation framework it is one of the starting points. The objectives set out in table below must be evaluated not only quantitatively but qualitatively.

The Framework has been based throughout on the conscious integration of Spatial, Transport and Economic perspectives and measures to improve and develop the MELD Corridor and impact positively on the surrounding areas.

It is therefore proposed that the objectives to be evaluated over time be structured under those categories, all the while reinforcing their inter-relationship.

The time frames over which it would be appropriate to evaluate this programme vary according to the nature of the project or strategy being implemented.

However, for simplicity it is proposed that the time periods be; Short Term (0 - 5 years); Medium Term (5 - 10 years) and Long term (Beyond 10 years). In the life of a city these are very short periods but the programme would be seen as a beginning and the projects have been formulated to show some real delivery over a very short time.

The process of formulating the business plans for each of the projects or objectives should, if they have not already been done, include the criteria by which each objective or project is to be evaluated

	Spatial	Transport	Economic
Short Term (up to 5 years)	<ul style="list-style-type: none"> • Priority Projects in all nodes complete • Necessary infrastructure provided to initiate and sustain development • New Housing and facilities development in prioritised nodes • Market Squares with transport and Trader activity • Average gross densities above 30du/Ha in corridor 	<ul style="list-style-type: none"> • Increase in ridership on train • Better access to all rail stations • MBTs serving more feeder routes regularly • Increase in bus transport on main routes • Definite move towards single fare system • Transport Interchanges at all main stations built 	<ul style="list-style-type: none"> • Small businesses increasing and thriving in major nodes • Small manufacturing initiated in Highway and Arnoldton • Urban Agriculture thriving and well supported • Wholesaling located closer to or in Mdantsane • At least one functioning skills transmission process established
Medium Term (up to 10 years)	<ul style="list-style-type: none"> • Distinctly varied range of living environments • Most of the land in the core of the nodes developed • Full range of urban activities and facilities in place • Average gross densities above 40du/Ha in corridor 	<ul style="list-style-type: none"> • Buffalo Bridge and connecting roads constructed • Mount Ruth Interchange constructed • Single fare system functioning well • Hierarchy and organisation of Public transport system in place 	
Long Term (beyond 10 years)	<ul style="list-style-type: none"> • Nodes develop outwards toward one another and intensify • Average gross densities above 50du/Ha in corridor core • New Nodes identified for initiation of development 	<ul style="list-style-type: none"> • 80/20 split in Public/Private transport achieved across whole city 	