

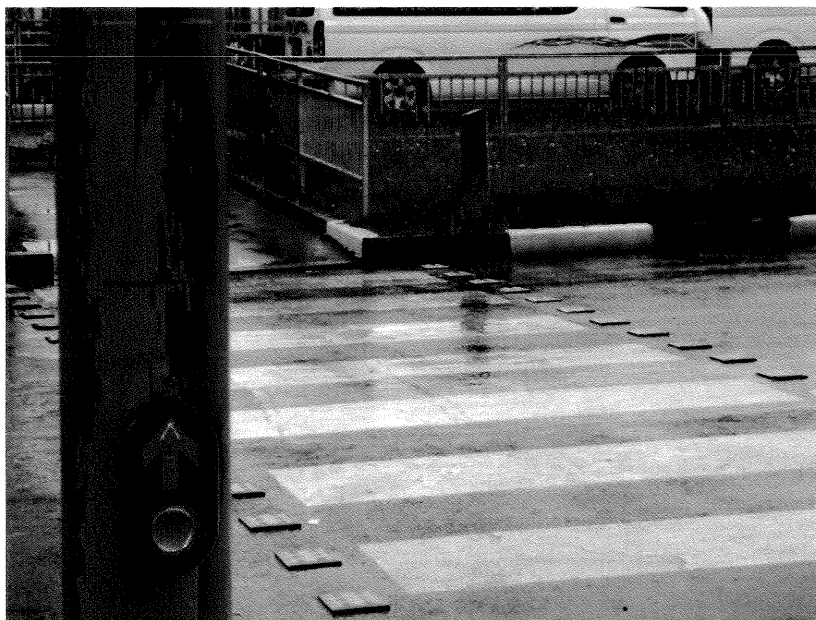
- The Operational Plan for Phase 1 of the IRPTN was prepared and approved by the BCM Council on 6 May 2010. An appointed consortium is providing ongoing advisory support to BCM for the infrastructure design, institutional structure and business plan, which tasks are currently being undertaken, as described hereunder.
- The information technology system (ITS) planning is in progress and a draft Concept of Operations report for the ITS, ticketing system and control centre has been prepared. Detailed specifications, cost estimates and tender documents to procure the ITS equipment and systems will be done.
- The engineering design for the bus ways is being undertaken. Topographical surveys for most of the Phase 1A BRT routes have been completed and preliminary designs for the bus ways are in progress.

Additional work required which mainly involves the development of the business side of BRT but also includes architecture, environmental assessments and applications as well as town planning services is still to be undertaken.

#### Mainstreaming of Disability Strategy and Universal Access for Commuters

The Department of Transport Planning and Operations has endeavored to mainstream the access of transport facilities for all passengers. Specific projects include the following:

- Installation of disabled pedestrian traffic lights at the Frere hospital, as a pilot project.



- Construction of disabled ramps at the Highway Taxi Rank



Figure 2: Ramps for disabled passengers at the Highway Taxi Rank, Mdantsane

- Specification of new buses includes low floor and wheelchair access. Buses have been procured and will be delivered in the 2010/11 financial year.



Figure 3: Buses with wheelchair access

- The planning of the BRT system will promote universal access (features include wheelchair ramps, tactile paving, signalized pedestrian crossings, etc.)

## Project Highlights

### 1. Public Transport

- 1.1 Upgrade of Highway Taxi Rank (Rehabilitation of lighting, construction of disabled ramps, upgrade of ablution facilities, repairs to access road, installation of additional bins in the rank – R1,000,000).
- 1.2 Dimbaza Taxi Rank rehabilitation (R460,000)
- 1.3 Construction of Taxi Embayments of Golden Highway (R170,000)
- 1.4 Construction of taxi embayments on Nompumelelo Access Road. (R150,000)
- 1.5 Formalised taxi pick up and drop off points in Oxford Street. (R50,000)
- 1.6 Provision of paved sidewalks at the KTW taxi rank (R470,000)
- 1.7 Bonza Bay Road Taxi Embayment relocated to improve safety (R70,000)
- 1.8 Beaconsfield Road Taxi Rank Improvements (R70,000)
- 1.9 Procurement of 6 low floor buses as part of Buffalo City Bus Service recapitalisation. (R12,000,000 – buses delivered in 2010/11 year)
- 1.10 First Phase Public Transport System BRT Operational Plan approved (R3,553,427) Now moving into Detailed Design, Business Plan Development and Stakeholder Consultation.

### 2. Traffic Engineering

- 2.1 Provision of pedestrian facilities and safety measures in the form of guardrails and sidewalks on Ziphunzana By-pass (R1,600,000).
- 2.2 Provision of sidewalks in Nompumelelo as part of upgrade to access road (R1,000,000).
- 2.3 Design and implementation of traffic signals at the intersection of Alphen Road and the Ziphunzana By-pass (R500,000).
- 2.4 Design and implementation of a traffic safety measures at schools in Amalinda, Cambridge, Cambridge West, Dawn, Dimbaza, KWT, Quigney and Southernwood. (R400,000).
- 2.5 Implementation of Traffic Signals at the intersection of Woolwash Road and Sunnyside Road in Amalinda (R300,000).
- 2.6 Implementation of traffic safety measures in Mdantsane (rehabilitation of speed humps, mini-circles - R960,000).
- 2.7 Upgrade of Traffic Calming in Duncan Village (R85,000).
- 2.8 Installation of Traffic Management Measures (traffic Circles) in Old Transkei Road (R960,000).
- 2.9 Speed Humps installed in Duncan Village, Highway Gardens, Selborne, Vincent Heights and Buffalo Flats (R300,000).
- 2.10 Mini Circle provision at Smythlands Road / Wyse Avenue in Abbotsford (R80,000).
- 2.11 Implementation of specialised traffic signal equipment to cater for the visually impaired at the pedestrian crossing at Frere Hospital (R120,000).

### 3. Transport Planning & Development

- 3.1 Tender award for the construction of the Yellowwoods River Bridge at Breidbach (R20,780,000). Construction is in progress.
- 3.2 Construction of Zwelitsha / Bonke pedestrian bridge (R2,400,000). Project Complete.
- 3.3 Commencement with the preparation of a Rural Non-motorised transport plan (R700,000).



## 2.16 Development Planning Land Administration

Land Administration is responsible for Land Acquisition and Disposal, Land Reform and Property Management.

### **Land Acquisition and Property Disposal**

During the 2009/10 financial year the Municipality has disposed four properties, namely Erf 67859, Erf 16151, Erven 68424 and portion 1 of Erf 15892 East London, for business purposes thus generating revenue amounting to R 8 664, 000.00 to the municipality.

The Division has applied for the release of about 32 land parcels from the Department of Rural Development and Land Reform for settlement planning and commonage purposes. However the process of State release is very cumbersome and attempts have been made to request some other form of intervention which will include a meeting with National Minister of Rural Development and Land Reform in order to expedite the process.

Moratorium on Land Sales has also affected disposal of municipal properties and might in the long run result in some excess and critical land parcels or properties depreciating by invasion. A decision on what land parcels will be utilised for municipal and community purposes will assist in defining critical land parcels that will be needed for business and investment purposes thereby boosting investor confidence.

### **Property Management**

Property Management has been greatly assisted by the approval of the Land Management Policy in 2007 which curbs the sporadic land invasion taking place. Slow provision of housing and necessity of people being closer to areas of employment results in land being invaded. The Municipality has quelled a number of land invasion taking place by making use of the Land Management Policy. The funding and strengthening of this arm may enable the Municipality to protect sensitive areas as well as ensuring that planning within the city is regulated. The setting up and institutionalising the multi-disciplinary response team which will work together with the community will assist in the enforcement of the policy.

### **Tenure Upgrading Programme**

The Tenure Upgrading Programme has been implemented in Buffalo City Municipal areas such as Mdantsane (Midland) and the Duncan Village upgrading process is in progress. However, there is a unit in Mdantsane viz. Unit 2 where the municipality is still dealing with complications of double registration. The process of sorting out the problems is in progress and in loco inspection has been conducted. As recommended by the Registrar of Deeds, previous Deeds of Grants will be cancelled or endorsed to the effect that the property has been renumbered when the process is complete.

### **Extended State Discount Benefit Scheme**

The Municipality is transferring erven into the qualifying owners in terms of the Extended State Discount Benefit Scheme. Twenty nine (29) properties have been transferred during the 2009/10 financial year. This process is also not without challenges.



## Distribution of Title Deeds ( Deed of Transfers) – (RDP Houses)

During this financial year the municipality is in possession of the following Title Deeds:

1.	Potsdam -	211
2.	Airport Phase 1-	275
3.	Airport Phase 2 -	153
4.	Sweetwater's -	35
5.	Cambridge -	86
	TOTAL	760

### **Ilitha, Zwelitsha, Phakamisa and Dimbaza (Inland)**

Ilitha, Zwelitsha, Phakamisa and Dimbaza are not yet upgraded. All General Plans and small scale diagrams have been ordered from Surveyor - General, so as to enable the implementation of the upgrading process. We have to acquire the land parcels which comprised of the above Township.

### **Land Restitution**

The goal of the restitution policy is to restore land and provide other restitution remedies to people dispossessed by racially discriminatory legislation and price, in such a way as to provide support to the vital process of reconciliation, reconstruction and development.

Restitution is an integral part of the broader land reform programme and closely linked to the need for the redistribution of land and tenure reform.

The Restitution of Land Rights Act, 22 of 1994, and the Constitution provide a legal framework for the resolution of land claims against the state, where possible through negotiated settlements. With regard to Restitution of Land Rights we administer two projects on behalf of Commission on Restitution of Land Rights namely East Bank and West Bank.

### **East Bank (Coastal)**

Land has been identified for East Bank Restitution Project and the following erven, 1829, 1830, 2388, 2389, 2392 and portion of erven 1128, 2390, 2396 & 2413 Amalinda, East London have been identified and a service provider has been appointed to undertake feasibility studies and the suitability report is being awaited. On completion Land Claims Commission will purchase parcels of land from private owners.

A report has been sent to Council requesting the Donation of the properties to the East Bank Claimants.

### **West Bank (Coastal)**

West Bank Township has been registered. RDP Projects are still being handled by Housing Department because handing over has not yet been finalised.

### **Architectural**

#### **Building Control:**

Building Inspectorate is responsible for Building Plan control, approval and inspection of authorised and unauthorised building construction.

In terms of the National Building Plan

Cost to employer of building inspections : R 2 870 440.92



No. of building inspectors	: 14
No. of building plans approved	: 3234
Value of building plans approved	: R 896 528 152.41

#### **Commercial Advertising Signage Control:**

The Commercial Advertising Signage Control branch deals with submission and approval of advertising signage, identification and removal of illegal advertising signage, and the assessment of applications to lease sites for signage display.

The BCM Outdoor Advertising Signage by-law was approved and finally gazetted in Feb 2010.

One of the achievements of the Signage Control Branch was the facts that the by law was drafted and followed through all processes until it was approved and gazetted without external assistance from consultants and thus saving the municipality on payment of fees.

Poster Application	-	61
Signage application	-	11
Billboards application	-	24
Notices to remove signage	-	255
Illegal posters and banners removed	-	1732

#### **Architectural Services:**

The Architectural Services Branch provides architectural services to client departments within the city, viz; architectural designs and supervision of construction of municipal buildings within the city.

The following formal and informal contracts where completed:

Berlin Clinic Additions and Alterations  
 Augmentation of Mdanstane Depot: Road Maintenance Staff Ablutions  
 Design, Supply and Installation of Cold Room water Tower to Municipal Market  
 Extension of Pharmacy Store Room - Beaconsfield Road - Boniswa Mzimba  
 Duncan Village Business Support Centre  
 Extensions to Stores Department - Phase 3

The Branch was busy with the following architectural projects that were at various stages within the architectural process:

Mdanstane Traffic Dept. Additions and Alterations - Quinton Chetty  
 Hockey Club House to Alfred Schoeman Stadium  
 New Parking Area to SCM Offices  
 Braelyn Law Enforcement Offices - Extensions and Renovation  
 Extensions to Municipal Market Sales Hall - Phase 1  
 Mdanstane Payments Hall - Zone 3 - Victoria Ntsodo  
 KWT Payments Hall - Victoria Ntsodo



## Building Maintenance:

The Building Maintenance Branch is responsible for the maintenance of certain municipal buildings which fall under its control. This includes minor maintenance, emergency maintenance, service maintenance, and planned capital reductions maintenance, maintenance to pathways on municipal properties, and the provision of disable toilets and wheel chair ramps. This work is completed with 2 field sections, a admin section and a contracts section, and during the year under review the following projects were completed

New wheel chair ramps in municipal buildings	-	14
New toilets for people with disabilities	-	4
Contracts Maintenance Section own votes	-	211
Contracts Maintenance Section other depts. votes	-	157
Emergency Maintenance using external service providers	-	572
Minor Maintenance (Building & Housing)	-	2490
Service Maintenance	-	86
Municipal owned building Inspections	-	3156

Mainstreaming disability strategy to improve access:

Wheel chair ramps have been provided in the following buildings:

No.	Building
1	Zwelitsha Rent Office
1	Zwelitsha community hall
1	Phakamisa Clinic
7	Zanepillo Clinic / Collondale Clinic / Fort Grey Clinic / Gompo Clinic / Robbie De Lange Hall / Petro's Jobane Clinic
1	Berlin Town Hall
1	Ilitha Rent Office
1	K.W.T Traffic Licensing Dept
1	Gonubie Main Office

Buildings provided with Toilets for people leaving with disabilities

No.	Building
3	Robbie De Lange Hall / Fort Grey Clinic / Zanepillo Clinic
1	Berlin Town Hall

## City Planning

It is the municipality's mandate to ensure sound future development of the City in an orderly, safe, efficient, sustainable manner and the sound land use management of all existing urban and rural areas and to improve the quality of life for all citizens within the City.

### Forward Planning (Spatial Planning)

#### Impact

The Spatial Development Frameworks (SDF's) and numerous Local SDF's have been completed by the Forward Planning Branch and serve as guides in public and private investment within the city. The approval of layout plans for settlement planning is based on LSDF's and assists with the eradication of shacks, improve the quality of community lives and enable survival strategies



which contributes to poverty eradication. The approval of private development proposals based on approved LSDF's allows the economy of the city to grow and businesses to flourish in an orderly fashion and thereby impacting on job creation. The City's rate base is also positively affected.

In terms of Section 26(e) of the Municipal Systems Act (Act No. 32 of 2000), the SDF is a legally required component of the Municipality's IDP. Whilst the full SDF document is available as a 'stand alone' report, this section serves to focus on the key elements contained in that report, which identify the desired spatial form of Buffalo City. The Spatial Development Framework (SDF) for Buffalo City has been compiled to support the development vision, and sectoral objectives and strategies identified in the BCM's Integrated Development Plan (IDP).

Once approved by the Municipal Council, the Buffalo City SDF has the status of a statutory plan, serving to guide and inform all decisions on spatial development and land use management in the area to which it applies. However, it is critical to understand that the SDF is not a comprehensive, blueprint plan. Rather, in line with a new, more flexible conception of spatial planning and its interrelationship with other (spatial and non-spatial) development processes prevailing in South Africa now, the Framework is indicative in nature and not, in the final instance, prescriptive. The objective of the SDF is to:

- Function as a strategic, indicative and flexible forward planning tool, to guide decisions on land development;
- Develop a set of policies and principles, and an approach to the management of spatial development in the Buffalo City area, which is clear enough to guide decision-makers in dealing with land development applications (i.e. it will serve to inform the formulation of a new Land Use Management System);
- Provide a clear and logical framework for spatial development by providing an indication of where the public sector would, in the first instance, support certain forms of development and where state investment is likely to be targeted in the short – medium term;
- Based on this, to provide a clear spatial logic that would facilitate private sector decisions on investment in the built environment;
- Facilitate the social, economic and environmental sustainability of the area; and
- In the rural context, provide a framework for dealing with key issues such as natural resource management, land reform, subdivision of rural land and the conservation of prime and unique agricultural land.

For the purposes of the Buffalo City SDF, the key legislative and policy elements of this new approach to spatial planning are derived from: -

- The Municipal Systems Act (Act 32 of 2000);
- The Development Facilitation Act (Act 67 of 1995);
- The White Paper on Wise Land Use: Spatial Planning and Land Use Management (March 2001); and
- The Draft Land Use Management Bill (July, 2002).

The above laws and policy documents provide the foundations for establishing the parameters of a SDF. As such, these are the principle informants on matters of policy for the BCM and, in the case of the enacted laws, the Municipality is legally obliged to apply their provisions when engaging in spatial planning and land use management.

In addition, the SDF is materially informed by the outcomes of completed and ongoing Sector Planning processes within the BCM and the ADM.

Buffalo City's Spatial Development Framework (SDF), identifies and details potential ways of mitigating past inefficiencies and maximising opportunities.





Local Spatial Development Frameworks (LSDF) support the SDF and provide a more detailed view of specific localities. Since the approval of the BCM SDF in 2003 LSDF's have been completed and approved for the West Bank; Vincent/ Berea; Dimbaza/Mount Coke; Quenera; Mount Ruth Station; Bonza Bay Road; Urban Edge Policy and Duncan Village; Approval from Council is awaited for the Central Beach Front LSDF. LSDF's are underway for Mdantsane; Kwelera; Gonubie Main Road; And Bhisho LSDF.

#### Quantified Achievements 2009/10

Approval of the following Local Spatial Development Framework (LSDF):  
Duncan Village LSDF

The Council approval of the LSDF will enable:

1. The Chief Operating Officer to manage and coordinate the actions, projects and programmes identified in the implementation Plan;
2. The Chief Operating Officer to investigate all funding sources and submit suitable business plans for funding;
3. Council to dedicate funding for the establishment of additional staff to create a suitable resourced DVRI Unit;
4. Investment to be focused in the Urban Renewal Zone and permit the development at the scale required.
5. The implementation of the following prioritized programmes and projects:
  - 5.1 Implementation of the DVRI Housing Development Programme which includes the development of some 20 000 dwellings or more, plus supportive infrastructure and facilities over time.
  - 5.2 Implementation of the DVRI Infrastructure Development Programme which includes the four critical infrastructure projects, to unlock housing development have been identified. These are:
    - 5.2.1 The management of water losses in the area of Duncan Village and immediate surrounds (the so-called Second Creek catchment) to allow for the creation of much-needed capacity in the Second Creek pump station thereby enabling the upgrading of water services to formalized areas within said Second Creek catchment.
    - 5.2.2 The development of the Queens Park Sub-station, which is required to enhance the bulk supply of electricity within the East London network;
    - 5.2.3 The extension of the Reeston Wastewater Treatment Works (WwTW), an identified Regional-scale facility which has only been developed to a minor extent to date. This is necessary to provide the wastewater treatment capacity to service the majority of the areas identified within the Urban Renewal Zone; and

