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  • Project Structure
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  • Project Progress

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Strategic Urban Development Framework
  • Draft Urban Design Framework
  • Economic & Housing Study
  • Transportation Study

Business Plans
  • Sector Plans
  • Selection of Priority Project Areas
  • Other Projects in Study Area

Institutional Arrangements

Key Findings & Recommendations

Remaining Activities
INTRODUCTION
PROJECT STUDY AREA
PROJECT APPOINTMENT, AIMS & OBJECTIVES

Appointment:
• Powerhouse Consortium appointed by the Gauteng Department of Local Government & Housing

• Working in conjunction with Emfuleni Local Municipality

Aims & Objectives:
• Aim of project is to develop an Inner City Regeneration Strategy “...that will achieve a holistic development vision and plan for the development of (the) area into a sustainable human settlement”.

• To re-establish a positive environment for renewed growth in inner city business & residential sectors.

• Strategic interventions to be multi-faceted (financial, infrastructure & building upgrading & maintenance, and focussed redevelopment).

• Projects to be identified & prioritised that will assist in realising development potential of area & meet the needs of the community.
PROJECT STRUCTURE

Four components to Project:

• Status Quo Analysis
• Urban Regeneration Strategic Framework
• Preparation of Business Plans & Project Plans
• Necessary Institutional Arrangements
STAKEHOLDER INTERACTION

Emfuleni Local Council
• Steering Committee established: April/May 2013
• Steering Committee/Technical Team Meetings: 26/02/2013, 16/04/2013, 22/05/2013
• Workshop: 7/06/2013
• Project presentations to ELM Section 80 Committee: 26/02/2013, 1/08/2013
• Project presentation to ELM Mayoral Committee: 29/10/2013

Sedibeng District Municipality
• SDM Project Workshop: 18/07/2013
• Meeting with SDM consultants:

Gauteng Department of Local Government & Housing
• Meetings: Various project management and progress meetings
• Review Workshop 1: 24/07/2013
• Review Workshop 2: 1/10/2013

PRASA
• Gauteng station redevelopment project meetings
## PROJECT PROGRESS

<table>
<thead>
<tr>
<th>Phase 0: Project Inception</th>
<th>COMPLETE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1: Situational Analysis</td>
<td>COMPLETE</td>
</tr>
<tr>
<td><strong>Phase 2: Urban Regeneration Strategic Framework</strong></td>
<td><strong>Urban Design Framework:</strong> COMPLETE <strong>Economic &amp; Housing Strategies:</strong> COMPLETE <strong>Draft Transportation Strategy:</strong> COMPLETE <strong>Completion of Strategic Urban Development Framework Report:</strong> UNDERWAY</td>
</tr>
<tr>
<td>Phase 3: Business Plan &amp; Project Plans Development</td>
<td><strong>Project Sector Plans:</strong> UNDERWAY <strong>Identification of Project Priority Areas:</strong> COMPLETE <strong>Project Plans:</strong> TO BE STARTED</td>
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<tr>
<td>Phase 4: Institutional Arrangements</td>
<td>UNDERWAY</td>
</tr>
</tbody>
</table>

**Project Completion Date:** 6 December 2013
CHALLENGES TO PROJECT PROGRESS

- Vereeniging Station redevelopment proposals (received from PRASA 12 July 2013)
- Interaction with Sedibeng District Municipality on existing & proposed projects (Workshop on 18 July 2013)
- DRD&LR/SDM Civic Precinct & Waterfront Precinct appointments: agreement on interface between appointments (18 July 2013 & 22 July 2013)
- Agreement of all parties (ELM & DLGH) on selection of Priority Project Areas & projects for detailed project plans

These delays in acquiring key information has delayed project programme by between 7 & 9 weeks
SITUATIONAL ANALYSIS
SECTORS ASSESSED

- Existing Policy Frameworks
- Engineering Infrastructure
- Transportation
- Economic Development
- Geology, Geohydrology, Mining & Geotechnical conditions
- Environment
- Heritage, Tourism & Social Status Quo
- Urban Form & City Morphology
- Land use
- Housing
- Public Open Space
- Land ownership
STRENGTHS

• Existing investment in area (existing critical mass)
• Centre of trade, transportation and government and other services of regional importance
• Availability of good road and rail links to economic heartland and coastal ports
• Centre of government & private services and trades serving a regional market. (e.g. educational institutions, health facilities, automotive sector, regional government offices).
• Existence of UDZ.
• No major problematic geotechnical or dolomitic conditions
• Historic area with important Prehistoric, Stone age, Industrial, SA War, and Struggle heritage elements
• Flexibility of existing grid layout w.r.t. expansion, accessibility & walkability
• Relatively high % of owned residential units (40.1%)
• Study area is surrounded on three sides (north, east and west) by portions of undeveloped, partially developed, or derelict publically owned land
WEAKNESSES

• Lack of discernible/differentiating role for CBD area
• Poor air quality detracts from attraction of businesses/residential uses to Vereeniging
• Poor surface water quality detracts from use of water areas for recreation/tourism
• Long rail travelling times between Vereeniging & Germiston/Pretoria
• Poor public transport facilities & pedestrian environment in CBD
• Certain stations not linked to urban development initiatives
• Lack of proper promotion & understanding of UDZ (especially in residential conversion)
• Lack of public access to river (privatised river frontage or fenced public areas)
• Walkability within inner city limited by size of inner city (approx. 2.5 Km NS & EW)
OPPORTUNITIES (1)

• Presence and closeness of River. Potential to be a high class riverfront destination
• Redevelopment of Station
• Future solid waste recycling
• Outdoor adventure/cycling/water sport destination
• The promotion of green technologies (re-use of grey water, reduction of stormwater at source, water conservation methods, solar power, energy efficient lighting, etc.)
• BRT link/rapid public transportation links between Vereeniging, Vanderbijlpark and Sasolburg
• Wide road reserves present opportunities for NMT improvements, local stormwater management, local environment and public space improvements, extension of erven into streets, & other improvements, without impacting on road capacity
• Transport Orientated Development centred on stations in area
OPPORTUNITIES (2)

- Improvement of transportation linkages between Vereeniging, Vanderbijlpark and Sasolburg and between Vereeniging and other regional, provincial and national routes and centres
- Improved accessibility to, and within, CBD area (for all modes of transport)
- Average gross density of 43 units per Ha indicates potential for increase in residential density over time.
- Introduction of additional housing sectors e.g. social housing, student housing, transit housing, community rental units, shared ablution facility housing, etc.
- The existence of four strategically located areas of un(der)developed local government owned land on the periphery of the study area and one owned by Transnet east of the historic CBD, that could be developed for catalytic “flagship” inner city regeneration related projects.
THREATS

• (Continued?) sewage spillage into Vaal River
• Curtailment of future development in study area due to moratorium placed on development by RWB and DWAF until bulk sewerage treatment problems are resolved (approx. 2 year period for Sebokeg WWTW to be upgraded)
• Safety aspects related to maintaining outdated MV & LV electrical infrastructure
• Moving of motor vehicle sales outlets to locations with higher visibility (e.g. adjacent to arterials with higher traffic volumes)
• Continued development of competing decentralised business and retail centres (e.g Three Rivers & Vaal Mall business areas)
MAJOR DEVELOPMENT POTENTIALS

• The availability of, and access to, a range of transportation linkages
  – **Provincial & National Roads**
  – **Upgraded Metrorail commuter services**

• Vereeniging’s role as a regional centre for public and private services
  – **ELM economy contributes 75.1% to GVA of District**
  – **Community, Social & Personal Services, & Trade constituted 36% and 17% of economic activity in study area.**

• Area has potential to become a regional centre for heritage, recreational & business related tourism
  – **Closeness of Vaal River**
  – **Presence of existing tourism base**
  – **Existence of heritage sites relating to prehistoric, stone age & iron age; SA War; industrial history & liberation struggle eras.**

• Availability of developable land in and on periphery of the Inner City.

• The potential for the development of a range of housing opportunities
  – **Semi detached, row houses & walk up flats**
  – **Social housing, Community Residential Units, sectional title accommodation**
MAJOR DEVELOPMENT DEFICIENCIES

• The lack of adequate investment into the renewal & upgrading of infrastructure in Inner City
  – MV & LV network old & obsolete & unsafe
  – Sewer network lacks capacity
  – Poor quality of water runoff
• Poor quality of local public environment
  – Pedestrian environment
  – Public Park areas
  – Vereeniging Station & Taxedo Taxi Rank area
• Legacy of historical dominance of mining & heavy industry in local economy
  – Environmental degradation adjacent to Vaal River
  – Poor Air Quality
  – Reliance on stagnating economic sectors as major employers in area
• Increasing competition from decentralised business & retail centres
  – ELM SDF promotes competing centres
  – Location and managed environment makes decentralised centres more attractive to residents and businesses.
  – Motor trade may be attracted to newer locations adjacent to major arterials
• Lack of specific development and growth policies for the continued growth of the inner city
  – ELM SDF proposes “no growth” for inner city node.
STRATEGIC URBAN DEVELOPMENT FRAMEWORK
DESIGN AND DEVELOPMENT MATRIX

Principle 01: **Integration**
- Regional Connections
- Local Connections
- Visual Connectivity and Orientation
- Visual and physical connectivity

Principle 02: **A Balanced Movement Network**
- Accessibility for all Users
- Establishing a Hierarchy of Movement
- Public Transport as Focus
- Pedestrian Prioritisation

Principle 03: **Promoting a Civic Character**
- Strengthening Identity
- A Network of Local Districts
- Local District Identity

Principle 04: **Invest in the Public Open Spaces**
- Place Making
- An Integrated Public Open Spaces
- Perimeter Blocks
- Active Edges

Principle 05: **Enable Greater Variety**
- Implication of Greater Variety
- Zoning, Land Use and Ownership
- The issue of Housing

Principle 06: **Phasing Strategy**
- Implementation Strategies
- Complete pieces of urbanity
- Development opportunities
STRATEGIC FRAMEWORK DEVELOPMENT PROCESS (1)

Accessibility

- The Inner City serves as a centre for government, educational, business & transport services to residents on a regional level.
- The Inner city area (old CBD area) itself is large (approximately 2.5 km north to south, and east to west)
- Accessibility and access to transport to access these services is therefore important for both residents within the CBD as well as those in the surrounding region.
- Land values will increase in areas with better access to transportation services, which will in turn lead to higher value or higher density residential and other developments on this land.
- Businesses will, in turn, be attracted by the increase in residential development.
- Lower value uses will find it more attractive to relocate out of these higher value areas to lower value areas.
- Natural market driven regeneration & redevelopment process established

Re-engineering the Context of the Inner City

- Attraction of “new technology” industries & commercial enterprises, including provision of suitable high visibility land to suit their locational requirements.
- Development of heritage, recreational & business tourism capabilities.
- Re-orientation of inner city to Vaal River incorporating privately & para-statal owned land to increase public access to river.
Government sector, through coordinated & integrated action between

• Local municipality
• District municipality
• Provincial government
• National government

has three tools to influence future spatial pattern of development:
• Transportation/accessibility
• Development of selected high impact catalytic projects
• Supporting policy framework
VEREENIGING FRAMEWORK
Urban design framework layout
Zone 1
Cross Axis

400m radius
Zone 2
Ring Route

400m radius
Zone 3
Community Spine

400m radius
Zone 4
River Edge

2-3 storey residential walkups
Public park
Powerline servitude
New pedestrian bridge
Row houses
Railway houses
Infill buildings
New pedestrian bridge
2-3 storey residential walkups
Primary School
Sports fields
Commercial edge
Public square and public amenities
Mixed use buildings
Access to Riverfront
Tourism associated buildings
Riverfront Promenade
Riverfront Park
Gideon Schoepers Drive axis
New vehicular tunnel under railway

400m radius
Zone 5
Toplocation aerial

1942

2013
Zone 5
Northern Zone

- R59 highway
- Commercial and light industrial periphery
- Johannesburg Road
- Commercial and office buildings
- Technorama museum
- Focal square
- Sports fields
- Primary School
- Mixed uses
- Linear park
- Beethoven Street
- 2-3 storey residential walkups
- Row houses
- Commercial and green industrial buildings
- Vereeniging Technical College
- School sports fields
- River

400m radius
## SUMMARY OF DEVELOPMENT POTENTIAL

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Existing Floor Area (m²)*</th>
<th>Additional Floor Area (m²)**</th>
<th>Potential Total Floor Area (m²)</th>
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<tbody>
<tr>
<td>Business &amp; Retail</td>
<td>250198</td>
<td>78453</td>
<td>328651</td>
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<tr>
<td>Offices</td>
<td>93137</td>
<td>505098</td>
<td>598235</td>
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<td>Industry</td>
<td>837248</td>
<td>758013</td>
<td>1595261</td>
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<td>Civic &amp; Community Amenities</td>
<td>79018</td>
<td>44896</td>
<td>123914</td>
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<tr>
<td>Education</td>
<td>82136</td>
<td>46200</td>
<td>128336</td>
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<tr>
<td>Residential</td>
<td>397006</td>
<td>766418</td>
<td>1054440</td>
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</table>

Less demolitions: 108984
Nett Increase: 657434

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Existing Floor Area (m²)</th>
<th>Additional Floor Area (m²)</th>
<th>Potential Total Floor Area (m²)</th>
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<td>Public Open Space</td>
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<td>Multiple Land Use</td>
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<td>Other</td>
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<td>Vacant</td>
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<tr>
<td>Land use Undefined</td>
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<td>126418</td>
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**Total** 2039887  2110048  4149935

* Existing floor areas as extracted from the Valuation roll
** Additional floor areas within 7 UDF Development Zones

<table>
<thead>
<tr>
<th>Existing Units</th>
<th>Nett Additional Units</th>
<th>Potential Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>5062</td>
<td>5380</td>
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</tbody>
</table>
ECONOMIC STUDY

The following elements were analysed:
- Economic status quo
- Market potential of selected economic sectors
- Strategies proposed for economic growth
ECONOMIC:
MACRO ECONOMIC ANALYSIS

GVA Contribution:
- General government serv: 45.8% & growing
- Community, social & personal serv: 30.5% & declining
- Finance & business serv: 70.9%
- Transport & communication: 17.6%
## ECONOMIC STUDY: MACRO DEMOGRAPHIC ANALYSIS

<table>
<thead>
<tr>
<th>Variable</th>
<th>Vereeniging Inner City (%) Redevelopment Area</th>
<th>Primary Market Area (%) 10km Radius</th>
<th>Secondary Market Area (%) 20km Radius</th>
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<tr>
<td></td>
<td>✓ 13 459 people</td>
<td>✓ 196 309 people</td>
<td>✓ 586 475 people</td>
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<td></td>
<td>✓ 5 062 households</td>
<td>✓ 63 643 households</td>
<td>✓ 180 421 households</td>
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<td></td>
<td>✓ 2.7 people per household</td>
<td>✓ 3.1 people per household</td>
<td>✓ 3.3 people per household</td>
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<td>Highest level of Education</td>
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<td>(20 years+)</td>
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<td>✓ No schooling</td>
<td>✓ No schooling</td>
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<td></td>
<td>✓ Some primary</td>
<td>✓ Some primary</td>
<td>✓ Some primary</td>
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<td>✓ Complete primary</td>
<td>✓ Complete primary</td>
<td>✓ Complete primary</td>
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<td>✓ Some secondary</td>
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<td>Employment Status</td>
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<td>Weighted Average household</td>
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<td>✓ All income earning households</td>
<td>✓ All income earning households</td>
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<td></td>
<td>✓ R82 723/ annum</td>
<td>✓ R98 310/ annum</td>
<td>✓ R57 781/ annum</td>
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<td>✓ R6 894 month</td>
<td>✓ R6 193/ month</td>
<td>✓ R4 810/ month</td>
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<tr>
<td>LSM Profile</td>
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<td></td>
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<td>✓ LSM 4 to 10+</td>
<td>✓ LSM 4 to 10+</td>
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<td></td>
<td>✓ R112 840/ annum</td>
<td>✓ R146 387/ annum</td>
<td>✓ R112 471/ annum</td>
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<td></td>
<td>✓ R9 403/ month</td>
<td>✓ R12 199/ month</td>
<td>✓ R9 373/ month</td>
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<td></td>
<td>✓ LSM 10+</td>
<td>✓ R12 199/ month</td>
<td>✓ LSM 4 to 5</td>
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<td>✓ LSM 1 to 3</td>
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</tbody>
</table>
Industry & Manufacturing

*International best practice in reviving manufacturing towns:*
- Aerospace sector
- High-tech related fields (electronics & automobile related)
- Shale gas related industries
- Medical device industry
- Robot technology

*Pointers:*
- These require semi skilled & high skilled labour.
- Vereeniging needs to diversify its current industrial & manufacturing base and expand skilling & re-skilling initiatives

Informal Business

*Survey findings:*
- 89.1% of traders in close proximity to station/taxi rank
- 86.4% of traders trade without a structure
- 86.4% of trader sell goods:
  - 20.9% sweets & snacks
  - 20.9% fruit & vegetables
- 97.5% Black
- 62.1% female

*Pointers:*
- Potential to develop in type and size (semi formal)
- Potential for supportive activities e.g. storage, wholesale supply, structures, training
ECONOMIC STUDY: INDUSTRY & MANUFACTURING

Major existing industrial & manufacturing enterprises:
- ArcelorMittal
- Vereeniging Refactories
- Sasol

International best practice in reviving manufacturing towns:
- Aerospace sector
- High-tech related fields (electronics & automobile related)
- Shale gas related industries
- Medical device industry
- Robot technology

Pointers:
- These require semi skilled & high skilled labour.
- Vereeniging needs to diversify its current industrial & manufacturing base and expand skilling & re-skilling initiatives

Market Potential:
- Additional light industrial potential of 46 Ha/ 230000m²
- Additional 4183 jobs
ECONOMIC STUDY: RESIDENTIAL DEVELOPMENT

Market profile:
- 43.6% Gap & bonded market
- 56.4% subsidised

Densification:
- Second dwellings: 15-20 units/ha
- Walk ups and Apartments: 60 units/ha only feasible with increase in local job opportunities

Social Housing:
- ELM to initiate & motivate the identification of a “Restructuring Zone” into Social Housing Act 16 of 2008
ECONOMIC STUDY:
TOURISM RELATED DEVELOPMENT

• Waterfront/Riverfront developments have proved to be a viable regeneration of old industrial/river front areas
• Typically mixed use: retail, office & residential developments with strong tourism/recreational component
• Branding and marketing crucial to success
• Potential for allied tourism, hospitality, and culinary school
ECONOMIC STUDY: INFORMAL BUSINESS ANALYSIS

Survey findings:
- 89.1% of traders in close proximity to station/taxi rank
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Pointers:
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- Potential for supportive activities e.g. storage, wholesale supply, structures, training
ECONOMIC STUDY: RETAIL, AUTOMOTIVE & OFFICE ANALYSIS

Retail:
- Additional retail floor space of ±17 549m² GLA
- Additional retail annual sales potential of approximately R391.8 million and could create ±585 permanent jobs.

Automotive:
- Additional automotive trade floor space of 35 000m² GLA (up to 2022)
- Additional 1 169 permanent jobs

Offices:
- Additional A grade office floor space of 68313m² (up to 2022)
- Additional 3416 permanent jobs
## ECONOMIC STUDY: SUMMARY OF SECTOR ANALYSIS

<table>
<thead>
<tr>
<th>Use</th>
<th>Residential</th>
<th>Retail</th>
<th>Industrial</th>
<th>Office</th>
<th>Hotel</th>
<th>Private Tertiary Education Facility</th>
<th>Automotive</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Type of Development</strong></td>
<td>Bonded &amp; Rental, Private &amp; Public</td>
<td>Specialised Retail Use</td>
<td>Light Industrial, warehousing &amp; Storage</td>
<td>Low rise, Medium Density</td>
<td>4/5 Star</td>
<td>Private Hospitality &amp; Culinary Arts College</td>
<td>Motor Dealerships</td>
</tr>
<tr>
<td><strong>Size</strong></td>
<td>5000 private 15000 public</td>
<td>17549 m² GLA</td>
<td>230000 m²</td>
<td>68315 m²</td>
<td>130 Rooms</td>
<td>273 students</td>
<td>35062 m²</td>
</tr>
<tr>
<td><strong>Land Area</strong></td>
<td>390 Ha</td>
<td>8.1 Ha</td>
<td>46 Ha</td>
<td>26.1 Ha</td>
<td>2.31 Ha</td>
<td>3.1 Ha</td>
<td>16.1 Ha</td>
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<tr>
<td><strong>Potential Jobs</strong></td>
<td>N/A</td>
<td>585</td>
<td>3416</td>
<td>1169</td>
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<tr>
<td><strong>Site Rating</strong></td>
<td>72.6%</td>
<td>71.00%</td>
<td>77.70%</td>
<td>65.70%</td>
<td>79.30%</td>
<td>72.60%</td>
<td>71.00%</td>
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</tbody>
</table>
ECONOMIC STUDY: ECONOMIC GROWTH STRATEGIES & PROPOSALS

Diversifying the economy:
- Developing clean & non-noxious manufacturing & logistics opportunities
- Grow & expand hospitality industry
- Build & expand MICE (meetings, Incentives, conferencing & exhibitions) industry
- Develop training & educational facilities based on tourism & related sectors

New residential development:
- 5,000 bonded units and 15,000 community residential units, social housing and rental units, over 20 year period

Policy requirements:
- Attract new investment & stimulate local business environment
- Enhance area appeal by environmental improvements & branding & marketing
ECONOMIC STUDY:
ECONOMIC GROWTH STRATEGIES & PROPOSALS

Basic Sectors:
- Manufacturing
- Other non-metal mineral products
- Food, beverage and tobacco

Non-Basic Sectors:
- Trade
- Catering and Accommodation
- Automotive

Opportunities:
- Operations Manufacturing
- Logistics
- Hotel / guesthouse
- Waterfront
- Conferencing
- Retail
ECONOMIC STUDY:
ECONOMIC GROWTH STRATEGIES & PROPOSALS

Project 1: Reviving the Industrial Sector:
• The industrial sector should be revived by means of diversification and expansion of growth sectors as identified in the Gauteng industrial polity action plan and should furthermore be informed by international best practice examples.
• The focus sectors, as identified in the Gauteng policy suitable to Vereeniging include – Food and beverages (including agro-processing), and Machinery and Equipment (specific emphasis on manufacturing of power boilers, valves and pumps).
• According to the international best practice case studies, the following sectors is most suitable to Vereeniging - High-technology related fields and High-tech electronics.

Project 2: Riverfront Cluster Development – Tourism Related Development
• Stimulating the local economy and generating job creation by means of developing a Riverfront development cluster.
• The riverfront cluster should include at minimum the critical elements as identified to be included in the Riverfront development. In addition, the following land uses should be included: retail, office, residential and educational (culinary arts).
• A commercial fresh produce market (similar the Jasmyn and Halls and Sons) should be included in the development.

Intervention 1: Residential Development
• The residential market can be expanded, over a 20-year period, by 5 000 bonded units and 15 000 community residential units, social housing and rental units.
• Residential densities up to 80 units/ha are suitable for Vereeniging.
TRANSPORTATION STRATEGY

Separate strategies required for the following transport elements to form an integrated transport strategy / policy to guide the Vereeniging inner city regeneration project:

- **Non-motorised transport (NMT):** To include initiatives / projects to promote improved walkability, universal access as well as projects to establish an initial cycle network;

- **Public Transport:** In particular supporting rail improvements by PRASA by improving access to the rail station(s) by all modes but NMT in particular by providing / improving NMT infrastructure such as secure cycle storage facilities;

- **Managed Lanes:** Considering mobility / Travel Demand Management (TDM), Freight transport; etc. ‘Managed lanes’ strategy to guide hierarchy of different roads in and around CBD w.r.t. function (mobility vs. access vs. other uses), standard (cross-section with/without parking, calming measures, cycle lanes, etc.)

- **Parking Provision:** To considering aspects such as parking pricing and phased reduction in parking requirements i.t.o. town planning scheme (as a means to stimulate demand for public transport alternatives), reducing on-street parking, etc.;

- **Transit-oriented development (TOD):** Initiatives to support TOD in and around transport facilities the CBD; and in particular at the Vereeniging Rail Station and Taxi Rank.

- **Other:** Applying road ‘diets’ and the concept of ‘complete streets’ to ensure sufficient space for pedestrians (sidewalks), cycle lanes, landscaping (trees, plants, etc.), etc.
TRANSPORTATION PROJECTS

Key Projects: Short- to medium-term

- Increased budget for maintenance / repair or re-construction of sidewalks and roads in around the CBD with a particular focus on universal access improvements (i.e. pedestrian ramps with tactile guidance blocks, selection of surfacing materials, etc.);
- Overhaul of way finding and guidance signage throughout the CBD;
- Phased streetscape / public area improvements in and around key regeneration nodes and/or links i.e. (i) Vereeniging Rail Station Precinct; (ii) Community ‘spine’ along Joubert; (iii) Civic Precinct; (iv) ‘High-density housing ring’; (v) Other key nodes / links.
- Reduction /removal of parking along ‘mobility’ streets including Voortrekker Road and R28;
- Commission a study to investigate the planning, design and implementation of cycle lanes to/from and within the CBD;
- Implementation of Vereeniging Station improvements (PRASA);
- Commission a study for the feasibility and conceptual design of improvements to the taxi rank as well as an improved / new bus station near the Vereeniging Rail Station.
- Commission a study to investigate feasibility of providing improved access to/from R59 Interchanges;
- Commission a study to investigate feasibility of providing bus / taxi lanes (possibly as HOV lanes) or dedicated busways (possibly within existing rail servitudes) between Vanderbijlpark, Sebokeng and Vereeniging.
TRANSPORTATION PROJECTS

**Key Projects: Medium- to long-term**

- Continued maintenance / repair or re-construction of sidewalks and roads in around the CBD
- Implementation of cycle lanes to/from and within the CBD;
- Implementation of improvements to the taxi rank as well as an improved / new bus station near the Vereeniging Rail Station.
- Implementation of improvements at selected R59 Interchanges (ELM/SDM in association with GDRT);
- Implementation of bus / taxi lanes (possibly as HOV lanes) or dedicated busways (possibly within existing rail servitudes) between Vanderbijlpark, Sebokeng and Vereeniging (SDM);
- Implementation of new or improved road linkages to/from N1 (Barrage Road), N3 and Sebokeng (via K170) and new Interchange on N1 (with K170) as well as intersections and directional signage along each road/route (ELM/SDM in association with GDRT);
## TRANSPORTATION PROJECTS

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Project Description</th>
<th>Project Details/Breakdown</th>
<th>Responsibility</th>
<th>Cost</th>
<th>Programme</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Maintenance / repair or re-construction of sidewalks in around the CBD with a particular focus on universal access improvements (i.e. pedestrian ramps with tactile guidance blocks, selection of surfacing materials, etc.)</td>
<td>- Light repair&lt;br&gt;- Reconstruction</td>
<td>ELM</td>
<td>R 200 000&lt;br&gt;R 600 000&lt;br&gt;R 1 210 000</td>
<td>1000 000&lt;br&gt;2 400 000&lt;br&gt;1 210 000</td>
</tr>
<tr>
<td>2</td>
<td>Maintenance / repair or re-construction of roads in around the CBD.</td>
<td>- PMS Visual Condition Surveys &amp; Analysis&lt;br&gt;- Light rehabilitation / repairs&lt;br&gt;- Reconstruction / resurfacing (1-2 layers only)</td>
<td>ELM</td>
<td>R 175 000&lt;br&gt;R 13 750 000&lt;br&gt;R 5 000 000</td>
<td>R 175 000&lt;br&gt;4 578 750&lt;br&gt;5 000 000</td>
</tr>
<tr>
<td>3</td>
<td>Overhaul of wayfinding and guidance signage throughout the CBD.</td>
<td>- New signage and repainting of road markings</td>
<td>ELM</td>
<td>R 2 500 000</td>
<td>R 2 750 000</td>
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<tr>
<td>4</td>
<td>Phased streetscape / public area improvements in and around key regeneration nodes and/ or links i.e. (i) Vereeniging Rail Station Precinct; (ii) Community 'spine' along Joubert; (iii) Civic Precinct; (iv) 'High-density housing ring'; (v) Other key nodes / links.</td>
<td>- Phased streetscape / public area improvements</td>
<td>ELM</td>
<td>R 52 500 000</td>
<td>R 7 875 000&lt;br&gt;15 750 000&lt;br&gt;28 875 000</td>
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<tr>
<td>5</td>
<td>Reduction / removal of parking along 'mobility' streets including Voortrekker Rd and R28 (Beaconsfield Ave).</td>
<td>- A study to develop a parking strategy and policy</td>
<td>ELM &amp; GDRT</td>
<td>R 250 000</td>
<td>R 250 000&lt;br&gt;0&lt;br&gt;0</td>
</tr>
<tr>
<td>6</td>
<td>Commission a study to investigate the planning, design and implementation of cycle lanes to/from and within the CBD.</td>
<td>- A feasibility study for implementation of cycle lanes in the CBD</td>
<td>SDM, ELM &amp; Other</td>
<td>R 315 000</td>
<td>R 315 000&lt;br&gt;0&lt;br&gt;0</td>
</tr>
<tr>
<td>7</td>
<td>Implementation of Vereeniging Station improvements (PRASA).</td>
<td>- Vereeniging Station Infrastructure Improvements</td>
<td>PRASA</td>
<td>R 277 000 000</td>
<td>R 70 000 000&lt;br&gt;60 000 000&lt;br&gt;87 000 000</td>
</tr>
<tr>
<td>8</td>
<td>Commission a study for the feasibility and conceptual design of improvements to the taxi rank as well as an improved / new bus station near the Vereeniging Rail Station.</td>
<td>- Vereeniging CBD Public Transport Study</td>
<td>SDM, ELM &amp; GDRT</td>
<td>R 750 000</td>
<td>R 750 000&lt;br&gt;0&lt;br&gt;0</td>
</tr>
<tr>
<td>9</td>
<td>Commission a study to investigate feasibility of providing improved access to/from R59 Interchanges.</td>
<td>- R59 Access Improvement Study (incl. topographical surveys)</td>
<td>SDM, ELM &amp; Other</td>
<td>R 650 000</td>
<td>R 650 000&lt;br&gt;0&lt;br&gt;0</td>
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<tr>
<td>10</td>
<td>Commission a study to investigate feasibility of providing bus / taxi lanes (possibly as HOV lanes) or dedicated busways (possibly within existing rail servitudes) between Vanderbijlpark, Sebokeng and Vereeniging.</td>
<td>- High Occupancy Lanes Feasibility Study (incl. transport model i.e. SATURN or similar)</td>
<td>SDM &amp; Other</td>
<td>R 700 000</td>
<td>R 700 000&lt;br&gt;0&lt;br&gt;0</td>
</tr>
</tbody>
</table>

**Notes:**
- **CBD:** Central Business District
- **SDM:** Sustainable Development Management
- **ELM:** Engineering, Land Surveying & Municipal
- **GDRT:** General Devon, Rural & Transport

**Programme Costs (Total):**
- **2013/14:** R 9 644 750
- **2014/15:** R 154 593 750
- **2015/16:** R 140 395 250
BUSINESS PLANS : CURRENT STATUS

Business Plans

• **Sector Plans (& projects):**
  – **Draft sector plans complete:**
    ✓ Civil infrastructure
    ✓ Electrical infrastructure
    ✓ Transport
    ✓ Economic Development
    ✓ Environmental
    ✓ Heritage, Tourism & Social
  – **Draft sector plans underway:**
    ✓ Housing
    ✓ Public Open Space
    ✓ Ownership & Land Acquisition

• **Selection of Priority Project Areas:**
  – **Provisional Selection:**
    ✓ Transportation: Ring Route
    ✓ Housing : Western Residential and Commercial
    ✓ Economic: Waterfront

• **Project Plans:**
  – To be Initiated
SECTOR PLANS

VEREENIGING INNER CITY REGENERATION PLAN
PROPOSED HOUSING PROJECT AREAS
SECTOR PLANS
SECTOR PLANS

VEREENIGING INNER CITY REGENERATION PLAN
PROPOSED LAND ASSEMBLY
SELECTION OF PRIORITY PROJECT AREAS

WHAT IS A PRIORITY PROJECT AREA?

• A grouping of inter-related, complementary projects
• Catalytic (Projects which stimulate or enable the development of further projects or investments, usually greater in value than the original project cost)
• Usually on publically owned land (but can include elements of privately owned land)
• Developable by public entities or public/private partnerships
• Proximity or relationship to other development projects or nodes
• Ability to create own sense of urbanity/identity from start
POTENTIAL PRIORITY PROJECTS

1. Western Residential and Commercial
2. Northern Residential and Commercial
3. Civic Precinct & Prime Business area
4. Waterfront Precinct
5. Public Transport Ring Route
6. Community Spine
7. Beaconsfield Avenue and Voortrekker Road
   Transportation axes
8. Vereeniging Station and Intermodal Interchange (by PRASA)

Note: Recommended Priority Project Areas are listed in red above
OTHER PROJECTS IN STUDY AREA

1. Western Residential and Commercial
2. Northern Residential and Commercial
3. Civic Precinct & Prime Business area
4. Waterfront Precinct
5. Public Transport Ring Route
6. Community Spine
7. Beaconsfield Avenue and Voortrekker Road
   Transportation axes
8. Vereeniging Station and Intermodal
   Interchange (by PRASA)

A. Civic Precinct Plan
   (DRDLR/SDM)
B. Vereeniging Station & Taxi Rank
   (PRASA)
C. Waterfront Precinct
   (DRDLR/SDM)
D. Fresh Produce Market Precinct
   (DRDLR/SDM)
OTHER PROJECTS:
CIVIC PRECINCT
OTHER PROJECTS: STATION & TAXI RANK
INSTITUTIONAL ARRANGEMENTS

Institutional Arrangements for Implementation:
- “Business as usual” (GDS/SDF/IDP/LSDF etc.)
- Specialist in-house unit (e.g. PMU, Agency)
- Development company

Institutional Actions for Implementation:
- Implementation “roadmap”

Marketing & Promotion
KEY FINDINGS & RECOMMENDATIONS
SOME KEY FINDINGS/RECOMMENDATIONS

• Confirmation of Vereeniging’s role as centre of Government and other services to region
• Need to portray Vereeniging’s move from heavy industrial base to “clean technology” industries to “boost” perception of regeneration in area
• Promotion of existing UDZ (especially for redevelopment/conversion of properties for residential use)
• New Tourism and Recreational economic sectors to be developed centred on Waterfront Precinct
• Environmental improvement essential to support new initiatives (water and air quality and mining/industrial land rehabilitation)
• Safety, security and urban management crucial
• Regeneration to be led by high impact, catalytic projects
• Development within inner city to be founded on improved mobility/accessibility and related significant development within the residential sector
• Municipality to initiate & motivate the identification of a “Restructuring Zone” i.t.o. Section 5 of the Social Housing Act 16 of 2008.
• Resource constraints and infrastructure backlogs within local authority potential constraint on regeneration efforts
• Promotion and branding of the “new” Vereeniging to be implemented once initial projects and other fundamentals in place
REMAINING ACTIVITIES
REMAINING ACTIVITIES

Strategic Urban Development Framework
• Completion & Submission of Strategic Urban Development Framework Report to DLGH

Business Plans
• Project Selection within Project Priority Areas (dependent on completion of Sector Plans)
• Finalisation of Business Plan to DLGH
• Completion of Detailed Project Plans

Institutional Arrangements
• Completion of Institutional Arrangements