IXOPO TOWN REGENERATION PLAN
STRATEGY REPORT

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Prepared for: Ubuhlebezwe Municipality
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Ixopo is situated on a tributary of the Mkhomazi River in the midlands of KwaZulu-Natal. The word “Ixopo” or rather, as it should be correctly spelt in Zulu “Ixobho”, is the name given to a river that passes through on the western and northern boarders of the area. Because of it being marshy or swampy, the word was derived from the sucking noise made by the hooves of cattle being withdrawn from the mud as they were driven through the marshy area near the village.

In 1878, the then magistrate laid out Ixopo Town on land presented to the authorities by Mrs John Grant of Landsdowne. The town is situated on a sub-division of this farm and Ellerton farm, which was also donated for the development of the town. Within the same year, services such as postal and railway were extended to Ixopo from the north. In 1880, Martinus Stuart opened a branch court in Highflats thus establishing stronger links between Ixopo and the surrounding hinterland.

Commercial development in Ixopo started with a few trading stores and the associated outlets. The first improvement came with the tarring of the road through the Umkomaas Valley to the Eastern Cape, but due to problems with the railway line, it was difficult to obtain stocks and supplies. However, with the improvement in communication and an increase in population the town grew steadily. Well-equipped garages and modern shops were opened. This established Ixopo as a service centre geared towards meeting the needs of the surrounding farming community. Ixopo has since developed and diversified as both a sub-regional service and trading centre. Over the last few decades, the town has experienced variable development trends. The general economy of the region has declined following changes in the agricultural sector, repeal of apartheid laws and introduction of democratic dispensation. Linkages between the town and the agricultural sector have weakened while the number public administrative services provided from Ixopo have increased. Level of informal trading has also increased while the existing infrastructure is not coping adequately with an increase in demand.

Ixopo Town Regeneration Initiative forms part of a broader agenda for the reconstruction and redevelopment of Ixopo Town. In particular, it advances the strategic objectives of the emerging spatial development vision and contributes to the transformation, renewal and regeneration of this core social and economic node of the municipality. Its primary aim is to reposition Ixopo in a growth path to make meaningful contribution to the local, regional and provincial economy. This includes economic growth and the creation of employment opportunities. Its objectives are as follows:

- To identify and assess key development issues and challenges;
- To formulate a commonly shared vision for the future of Ixopo Town;
- To develop effective strategies for the realisation of a shared development vision; and
- To identify initiatives for the economic and social regeneration of Ixopo Town.
2.1 IXOPO WITHIN SISONKE DISTRICT

Ixopo has strong north-south linkages via the R56, which links it to areas as far north as Pietermaritzburg and Kokstad to the South. As such, R56 is acknowledged as a primary corridor within the Ubuhebezwe municipality’s SDF, but is also of importance on a provincial scale, where it is identified as an agricultural activity corridor, which links with other important nodes i.e. Kokstad/Umzimkhulu/Msunduzi secondary corridor.

The R612 on the other hand, provides east-west linkages and is other primary corridor in terms of the SDF. On a provincial level, the Port Shepstone/ St Faiths/ Ixopo corridor is identified as a secondary agricultural provincial priority corridor linking Southern Drakensberg with the South Coast. Ixopo is identified as a third order node at a provincial level. The IDP identifies Ixopo as the main administrative town and primary development node within the Municipality. It is also identified as a regional primary node within Sisonke District Municipality.

It is located in one of the prime agricultural regions within the Province and it is well known for high agricultural potential, particularly dairy farming, livestock farming, forestry and crop dryland crop production.
The town of Ixopo is located within the Municipality of Ubuhlebezwe, which is one of five municipalities in the Sisonke District Municipality.

The Ubuhlebezwe IDP and SDF identify Ixopo as the main administrative town and primary development node of the Municipality. This recognizes its strategic location and potential role in regional development, service delivery and governance. The town is developed with social, economic and physical infrastructure that benefit the whole municipal area and beyond. It is largely a rural town, which services the community, farmlands and expansive rural settlements.

The SDF identifies two primary corridors, both running through Ixopo as the primary node, namely the R56 and the R612.

Ubuhlebezwe is divided into 12 municipal wards all of which are focused onto Ixopo for services and other households’ needs. This confirms the role of the town as a service centre, administrative and commercial centre for the entire municipal area and beyond.
Unemployment is estimated at 26%, with only 16% being employed and 58% being not economically active. 35% of households do not have an income, and 39% of the population earns less than R800 per month. 34% of the population is employed in elementary occupations. The dominant business sector is retail, which represents 52% of commercial activities.

The total population of the Ubuhebezwe Municipality in 2001, was 101,959, and decreased to 80,905 in 2007. This indicates a decrease in population numbers, which can be attributed to a range of factors including outward movement of people and impact of HIV and AIDS.

The population is evenly distributed across the 12 wards, with the majority of the population residing in ward 8 (12%).

The majority of the population is under the age of 34 (74%). This suggests a need for economic opportunities, educational facilities and the creation of employment opportunities, as well as youth development programmes.

Females outnumber males, representing 54% of the population.

There are low levels of education with 29% of the population having no school based formal education.

Access to basic services is more available in urban areas of Ixopo and Highflats than in rural areas.

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Although Ixopo integrates spatially and functionally with its region, ability to perform its functions effectively and efficiently depends, largely, on:

- its structure and form;
- availability of infrastructure;
- social and economic activities; as well as
- development trends and patterns that pertain in the area.

Ixopo is a functional entity in its own right with area specific development opportunities and challenges. This is critically important in terms of its role in promoting economic and social development.

Over the past few decades, the town has experienced variable trends including:

- economic stagnation;
- slow population growth rate;
- degeneration in infrastructure; and
- deterioration in the quality of built environment.

During the same period, the town has transformed from being a mere service centre into a regional administrative centre and economic hub. This section considers the development trends and patterns as well as structural elements that impacts on the ability of the town to perform its functions efficiently and effectively.

## 3.1 SPATIAL ANALYSIS

### 3.1.1 ACCESS & MOVEMENT

Ixopo Town is accessed by four main access points, formed by two roads, and can be described as follow:

- The R56 runs along the eastern boundary of the CBD. It does not provide direct access to the area, but the central and southern access points braches off this road.
- The R 612 runs along the northern boundary of the CBD, and again does not provide direct access to the town, but several access routes braches off this road.

The main access into the CBD, comes off the R612, and is known as Main Road. This road is the link between downtown Ixopo and the upper part of town. Main road turns into Margaret Street, which is the main road in the upper part of town. It is along the downtown part of town where traffic congestion is at its worst, due to the location of the taxi rank, informal traders along the road and a lack of walkways for pedestrians along the road. Parking in the CBD is also a problem and the roads are in serious need of maintenance and repairs.

The town is generally well provided with local circulation roads giving a relatively good access to different parts of the town.
ACCESS & MOVEMENT

Provincial Road:

The R56: links to Pietermaritzburg in north and Kokstad in south. Primary corridor

The R612: connects Ixopo to Creighton, Bulwer & Underberg to the northwest. Connect to the South-east with Umzinto. Secondary corridor

Main Internal access roads:

Main Road: Comes in from the R612 through downtown Ixopo and connects to Margaret street.

Margaret street: runs through the uptown (CBD) of Ixopo. It links to the R56 to the south and the R612 to the north.

The main road running through Morningside and Fairview, which connect to the R56 and the R612 is Ndlovu Street.
Land use in the town is dominated by residential and associated uses, except for the CBD. In the CBD there are a mixture of commercial and administrative land uses. The major categories of land uses in town are as follows:

- **Residential**: Middle to Higher Income occurs in the town itself. Low to Middle Income Housing is found in Morningside township. Low Income Housing is found in Fairview. An informal settlement is located to the southeast of the R56, from Umzimkhulu.

- **Public Facilities**: such as educational, library, Health facilities, Public transport facilities, Parks & Recreation

- **Government Offices**: for both district and local municipalities as well as various regional offices of provincial government departments

- **Business/commercial activities**: found in Ixopo are mostly in the form of retail stores, chain stores, small shops, agricultural businesses, uncontrolled informal trading represents the commercial sector.
3.1.2.1 Residential Use

Residential use in Ixopo could be divided into three main categories, namely:

- Middle to Higher Income Housing occurs in the town itself. It provides for a minimum site size of 900m². Units in this market have become very expensive due to acute shortage.

- Lower-middle income housing occurs in Morningside and Morningview. This market has not expanded since the 1980s when these two projects were developed.

- "low income" housing developed recently to address an increasing problem of informal settlement.

The area is poorly developed with rental housing stock. This explains the level of commuting between Ixopo and areas such as Pietermaritzburg.

3.1.2.2 Public Facilities

Ixopo is generally well developed with public facilities for educational, health, sport and administrative purposes. The following categories of public facilities are available in Ixopo:

- Educational: Ixopo High school; Ixopo Primary School; Ixopo State Aided primary school; Ixopo Village Intermediate School; Little Flower High School; Little Flower Primary School; Crèches (e.g. Sizanane crèche & pre-school; Noahs Ark pre-school)

- Library: There is one library in Ixopo, located in a historic building. Some of the problems facing the library are a need for additional space, a mobile library to serve the rural areas, as well as the need for 2 additional libraries within the municipal area.

- Health facilities: Clinic, Health centre, Christ the King Hospital

- Public transport facilities: informal taxi rank at KFC, Station road, Ixopo rank

- Parks & Recreation: there are a sports field in the central area of Ixopo, as well as in Morningside (Morningside Stadium).

3.1.2.3 Government Offices

Ixopo serves as the main administrative centre to the surrounding areas. As such, there are a number of government offices in town. These include the following, to name a few:

- Municipal offices are located in Margaret Street.

- South African Police (SAPS): Ixopo has one police station and has staff of 47 people, which serves the whole district.

- District agricultural office (State Veterinary Services)

- Postal and telecommunication: Ixopo has a post office and Telkom office.

- Department of Transport Cost Centre,

- Department of Social Development
Magistrates Court: The magistrate’s court is located in Ixopo and serves the whole district. It is envisaged to upgrade the cells, offices and generally improve service.

- Department of Correctional services (Prison)
- Sisonke District Municipality

### 3.1.2.4 COMMERCIAL

Commercial activities found in Ixopo are mostly in the form of retail stores, which caters for the residents as well as the surrounding areas. Commercial activities occur as follows:

- Retail chain stores that sell a range of products, such as food, clothing and fast food.
- There are also a number of small shops selling building supplies and the larger commercial activities such as car dealerships. The town also has fuel service stations.
- Informal trading occurs in an uncontrolled manner along the main road in the CBD.

### 3.1.2.5 LIGHT INDUSTRIAL

There are few industrial sites upon entering Ixopo from the north, as well as along the east of the R56. In the CBD, these industrial sites are used for Afgri and Farmers Agri Care. The other sites are vacant and have been identified as a possible site for the SMME incubator project.

### 3.1.3 SPATIAL STRUCTURE OF IXOPO

Ixopo town is structured around the CBD, which has developed to the west of the R56. The CBD represents the core of the town. The layout of the CBD is in a gridiron pattern, with the surrounding residential and the associated land uses based on the same structure. The town itself (central area) is characterized by a low density development, defined by development occurring in distinct pockets frequently separated by buffers of open space or incompatible uses. This is well indicated by the fragmentation of the commercial area into up-town and down-town.

#### 3.1.3.1 UP-TOWN

Up-Town is the present Central Business Area (CBD) in Ixopo. It is dominated by relatively large shops trading mostly in higher order goods. The majority of chain stores, both furniture and clothing, are also located in this area. Banks also serve as the main attraction to this area. Up-town is defined by the location of activities, predominantly commercial, in a linear format on both sides of the street, and most importantly.

#### 3.1.3.2 FRAGMENTATION

Down-town, on the other hand, developed around the railway station as predominantly an old Indian CBD. It is defined by the location of commercial activities along Main Street. Downtown is dominated by small shopping outlets and a few chain stores trading with low order goods. There is also a significant presence of informal traders in this area. With
3.1.3.3 LAND USE SEPARATION

Down-town and up-town are separated by Institutional, Administration and Residential land. This separation may be explained in terms of apartheid planning which sought to create “no go” areas as a means to effect the spatial separation of racial groups. Although, apartheid laws have been repealed, down-town and up-town still operate in isolation, and this has a profound effect on the functioning of the town as a whole. These effects are:

- there is an artificial separation between market niches for these two areas with up-town being attractive to people who have greater buying power while down-town is associated with rural people, informal traders and low income people;
- the existence of the Institutional and Residential land uses could influence the separation of the two areas for a long time to come;
- Fragmentation is also evident in the land use pattern in general. Commercial areas tend to concentrate near the centre of town while residential areas have developed as pockets operating in isolation.
- This situation is made worse by Richmond Road (R56), which divides the town into two distinct portions with the town being integrally linked to the main business area.

Fragmentation is further reinforced by separation of people according to race and income groups. Although, integration along racial lines is happening, separation along income lines is set to continue. The town is an old suburb with relatively large sites and this contributes significantly to the determination of market prices for properties in this area. The minimum lot size in the town is 900m².

3.1.3.4 LINEAR DEVELOPMENT

Although a layout for the town was prepared in the 1870’s, commercial development in Ixopo has been focussed on Margaret Street and Main Road resulting in a linear form of development. Main street is curvilinear in shape with commercial activities also happening on both sides of the street. The net effect of this form of development is that sometimes people have to walk a long distance from a shop on the one end to a shop on the other end. Secondly, it generates enormous pedestrian traffic along pavements thus making movement very difficult. Development down-town is further limited by largely unfavourable topography. Intensification of development up-town is constrained by government departments that are also located along Margaret Street. These include the Magistrate Court, Department of Transport, the Prison and the municipal offices.
3.1.4 ZONING

The Town Planning Scheme (TPS) for Ixopo was prepared in 1977, in terms of Section 44 of the Town Planning Ordinance, No. 27 of 1949, as amended. The TPS makes provision for a number of zones accommodating a range of land uses (refer to Map...No. ...). Although the Ordinance provided for a comprehensive review of the scheme every five years, Ixopo TPS has not be reviewed for a long period of time, and is thus regarded as:

- Outdated in the sense that it is out of tune with trends in the province;
- Inflexible as it gives rise to and protects mono-functional areas through a system of zoning; and
- Control oriented as it restricts development to controls provide in the scheme only.

It is expected, however, that this will be addressed as part of the development of systems and procedures for the implementation of a Land Use Management System as required in terms of the KwaZulu-Natal Planning and Development Act (PDA).

3.1.5 DEVELOPMENT INITIATIVES & APPLICATIONS

Current and proposed projects in and around the town have been established through information gathered from officials and town planning applications and records for the area, and could be summarised as follows:

- The Farmers market facilities project is worth approximately R16.8 million. It provides for a fresh produce market, trading facility for emerging farmers and an amphitheatre.
- Ixopo Office Park is located on Portion 14 (of 6) of the farm Lansdowne No 14684 at the corner of the R612 and Margaret street. The property is 7.67ha in extent. The project will be developed in phases, with the first phase of approximately 2ha. Phase 2 and 3 are also for offices and phase 4 consists of a residential component with houses for workers.
- Hawker’s stalls
- Mixed land use development on a portion of the Remainder of the Farm Lansdowne No. 14684.
- A proposed private development in Amble Ridge. This development entails a residential development of 232 residential units between 2100m² and 4445m² in extent targeting the middle-income group.
- Golf Course Development. Services have been installed, but the process has been progressing very slow for the last 18 months. This is due to problems with regard to infrastructure that was experienced.
DEVELOPMENT PROPOSALS/INITIATIVES

The following are development initiatives/proposals:

1. Proposed Commercial Development on Re of the Farm Landsdowne No. 14684, Ixopo
2. Sisonke’s Farmers Market
3. Proposed SMME Incubator Centre
4. Ixopo Office Park (Department of Public Works)
5. Proposed Shopping Centre (Sisonke DM)
6. Proposed Residential Development at Amble Ridge
7. Hawker Stalls Project along Main Rd & Margaret Str.
8. Middle Income Residential Development
The following table is an indication of growth in the municipality, measured by the number of building plans completed in the last 6 years.

Table 1: Space expansion, 2001-2007

<table>
<thead>
<tr>
<th>Type</th>
<th>No. of building plans completed</th>
<th>m² completed</th>
<th>Rand Value</th>
<th>Highest growth year</th>
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<tr>
<td>Dwellings less than 80m²</td>
<td>250</td>
<td>11 272</td>
<td>R 6 775 000</td>
<td>2005 (227)</td>
</tr>
<tr>
<td>Dwellings equal and more than 80m²</td>
<td>18</td>
<td>2875</td>
<td>R 5 354 000</td>
<td>2007 (6)</td>
</tr>
<tr>
<td>Shopping Space</td>
<td>7</td>
<td>5209</td>
<td>R 13 255 000</td>
<td>2003 (3) 2007 (2)</td>
</tr>
<tr>
<td>Industrial &amp; Warehouse Space</td>
<td>4</td>
<td>1458</td>
<td>R 2 478 000</td>
<td>2007 (2)</td>
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Source: Clive Coetzee, 2009

It is clear that building plans for dwellings less than 80m² represents the majority of building plans approved. Building plans for office, shopping and industrial space is relatively insignificant. This indicates a very slow growth of the local economy over the last 6 years.

3.2 ECONOMIC ANALYSIS

Although Ixopo is located in an agricultural region, it has not developed strong functional linkages in terms of production with its rural hinterland. They key economic sectors are community services, commercial and informal sectors. However, there is also potential for tourism.

3.2.1 Tourism

In terms of tourism, Ixopo serves as one of the key focus points within the sub-region. The tourism sector is however not very well developed, but has potential and scope to develop tourism further. The area has a number of key assets, which could be developed and integrated into a diverse product mix. The Sisonke Tourism Development Plan identified the following product gaps:

- Inadequate signage and information services.
- Inadequate transport infrastructure and transport services.
- Craft production and retail outlets.
- Lack of accommodation facilities.

As the main service centre in the municipality, Ixopo could strategically locate itself to provide essential service for tourism.

3.2.2 Formal Business Sector

The business sector forms one of the most important economic activities in Ixopo and consist of formal and informal businesses. It plays an
important role in the local economy and the entrepreneurial side of it provides opportunities for small businesses to grow. Not only does the business sector provide a market for manufactured products, it also contributes toward employment opportunities and provides support through products and services to all sectors of the economy.

The majority of businesses have existed for more than 10 years, and the extensive commercial sector offers opportunities for future economic growth. It also provides a range of supplies to the surrounding communities and sectors operating in the area, with retail trade making up the majority of activities.

- There are high levels of competition in the retail sector
- Food accounts for a large part of the tradable products i.e. perishable and processed products
- Typical products of rural service centres are sold, which include perishable and processed products, household furniture, clothing and footwear and other household necessity items (glass and crockery, pharmaceuticals etc).
- The business sector is the third largest employer in the public sector (after agriculture & community services).
- Most of the businesses are small scale and employ between 1-10 people.

Some of the issues identified in the LED plan (Ubuhlebezwe LED strategy:2007):

- Lack of municipal support and interaction with businesses;
- Lack of housing for workers results in employees living outside of the municipal area and hence their spending power is in other areas/regions;
- The unregulated informal sector results in unfair competition, as there are a large number of informal traders in the retail sector;
- The state of the town in some areas is a problem in terms of strewn litter, water flowing on the road surface, etc. This does not create an environment, which is conducive for trading purposes;
- Another issue raised by the formal business is that there is a parking problem and that informal traders invade their space in front of the shop. This issue is especially serious in the downtown area of Main Road, where informal traders use the pavement as their trading space. They are uncontrolled and leave the areas full of litter, which the formal business owners have to clean up. The formal businesses feel that since they pay taxes, this should be addressed. Overall, service delivery of the municipality can improve and a problem with regard to refuse removal was raised. In addition, the terrible and degraded state of the roads in Ixopo should also receive attention.
- The informal taxi rank in front of the Ixopo Mall in Main Road is also a cause for concern and causing problems. This issue has been a concern for the last 10 years, and has not been addressed by the municipality. The implementation of protection services by the traffic section of the municipality should also receive attention and was raised as a concern.
There is a large informal sector operating in Ixopo. The most popular locations are along Main road and near the taxi rank and even in front of formal businesses. The informal sector are not regulated and therefore do not enjoy benefits of proper trading facilities, services and opportunities (skills training, access to finance).

The Sisonke DM received funding from the Department of Local Government and Traditional Affairs, in order to construct lock-up hawker stalls in Ixopo and Highflats. Black Balance Projects embarked on consultations with traders and stakeholders with the main aim to establish lock-up hawker stalls at proposed sites. The sites investigated were the following:

- Erf 111 (Ixopo Mall)
- Erf 112 (Ixopo Centre)
- Erf 1627 (above taxi rank, green roof structure)
- Erf 2 (Verge of taxi rank and Buffer zone)

The recommendation were as follows:

- The combination of the Verge site, Buffer zone, Ixopo Mall and centre, which will accommodate 60 hawkers;
- The combination of verge of taxi rank and Erf 1627 (green roof structure), which will accommodate 57 hawkers;
- The combination of the buffer zone, Erf 1627 (green roof structure), Ixopo mall and centre, to accommodate 87 hawkers.

There are however, certain issues, which they have to address, like the land ownership, plan approval from the municipality, tender advertisement, and award of the tender, and presentation of the trolley type of stall once the type of stall has been addressed.

The major issues for informal traders, seems to be the following:

- Lack of infrastructure and services, such as water and adequate trading facilities;
- Structure provided by the municipality is not adequate in terms of crime, shelter against the weather and security of stock.
- They would like to keep their existing location, since they have a specific target market.
- Small businesses experience problems with access to finance.
- Business support to small businesses is lacking and too slow, even though there is a SEDA in Ixopo.
- Access to premises and application for land is problematic for small businesses.
- The implementation of LED strategies by the municipality is lacking and inadequate.

Small businesses feel that the tendering process of the municipality is corrupt.
3.3.1 PUBLIC TRANSPORT FACILITIES

The information contained in this section is based on the Sisonke Public Transport Plan, which was compiled in 2005, as well as an interview with the taxi association. Public transport facilities and trends for Ubuhlebezwe, can be summarised as follow:

- **Taxi Facilities**: The Ixopo Taxi Rank in the downtown area of Main road opposite the Boxer store was identified as an informal facility. The Sisonke DM has however contributed funding toward the Ixopo Taxi Rank. Other informal taxi ranks are located in front of KFC at the Ixopo Mall and at the back of the Ixopo taxi rank.

- **Use of facilities**: The PTP indicated that facilities experience stressful conditions that would indicate more than 100% utilisation. These are the Ixopo Taxi Rank and the KFC Rank.

- **Major Corridor routes**: Many local routes within Ixopo pick up and drop off people in and around Ixopo Town. The major corridor routes that were identified in the PTP are Ixopo To Donnybrook, Ixopo To Fairview, Ixopo To Highflats, Ixopo To Hospital, Ixopo To Nokweja, Ixopo To Umzimkulu and Donnybrook To Ixopo. Other popular routes were identified as Ixopo to Durban (which is popular amongst taxis), Ixopo to Richmond, Ixopo to Pietermaritzburg.

The main issues and problems raised by the taxi association were that the taxi ranks are not properly planned. As a result, there is no adequate infrastructure like shelters and ablution facilities. It also seems unlikely that the taxi’s would relocate to another location in town.

3.3.2 PEDESTRIAN MOVEMENT

The town is poorly developed with facilities for pedestrian movement. Pavements either do not exists of are in a serious state of disrepair. There is also a need to provide such facilities in the down-town area and along R56 to address pedestrian safety issues.

3.3.3 PARKING

Availability of suitable located public parking is one of the major issues facing Ixopo Town, particularly down-town area. Traffic flow along Main Street and to a lesser extent in Margaret Street, is very congested. Main Street has very little space along the road reserve, due to the occurrence of informal traders. Parking along Main Street is problematic, and additional parking space is necessary. The flow of traffic is further hampered by taxi’s and the locality of the taxi rank, as well as pedestrians constantly trying to cross the road, due to a lack of sidewalk space which is taken up by informal traders;

3.4 INFRASTRUCTURE ASSESSMENT

3.4.1 ROADS

Most of the streets in town are tarred, but are in a very poor condition and extremely damaged. The extent of the damage can be sighted as potholes, crocodile cracks, the loss of skid resistance of the surface, which
3.4.2 Storm Water

The lack of adequate storm-water drainage is evident after a brief storm. Storm water infrastructure such as kerbstones and storm water drainage is of a poor standard. As a result, roads become like small stream after a brief storm and rains.

3.4.3 Water

Ixopo buys their bulk water directly from Umgeni Water and falls within the Izantaba Sisonke management system of Umgeni Water. Umgeni also operates the Ixopo wastewater works. The main water source in Ixopo is from the Ixopo dam with a capacity of 3.1 mega litre per day and is currently 109.4% full. Umgeni Water is responsible for the management of the dam. The current water demand in Ixopo is estimated at 2.7 mega litre per day (plant capacity is 2.5ml/d).

Water is stored in concrete reservoirs, which currently do not have adequate capacity and a further 200 000 litres storage is needed to address this issue. Water is currently treated at the wastewater treatment works in Ixopo, by means of flocculation and disinfection processes. The plant capacity is 2.5 ml/d.

The majority of the water infrastructure in the urban areas of Sisonke is in excess of 30 years of age and need to refurbished and upgraded. This is one of the major issues and areas of concern for future development.
Current problems experienced with regard to water provision/reticulation in Ixopo have been indicated as an air lock in the system, which results in water blockages and pressure problems. In order to address this problem, old pipes need to be replaced, and pressure-reducing valves need to be introduced.

### 3.4.4 SANITATION

Bulk sewerage disposal is managed by Sisonke DM and is, at this stage, not considered to be a problem, with the majority of the town being connected to a water borne sewerage system. The main type of sanitation in Ixopo is a reticulated water-borne sanitation system with a wastewater treatment plant, which is managed by Umgeni Water. The current capacity of the sewerage treatment works is 1.0-mega litres per day. The sewerage system is in a generally functional condition, although some sewer lines require frequent attention due to ageing infrastructure. General problems seem to be sewer lines, blockages, pump failures and pipe bursts. Another issues that needs urgent attention is leakages and illegal connections. The capacity plant also need to be upgraded in order to accommodate future developments.

### 3.4.5 ELECTRICITY

Electricity in Ixopo is supplied by Eskom and is they are responsible for maintenance. The municipality is responsible for the redistribution of electricity within Ixopo. Ixopo substation is located just outside Ixopo on the R612 to Donnybrook. Ixopo 132/22kV Sub-Station has 2*20MVA transformers and they are peaking at 25MVA. The sub is unfirm, thus no additional capacity is allowed. A separate cable network feeder of 11kV supplies Ixopo Town. There is a 22/11kV10MVA step-down transformer for the cable network. NB1 on figure 15 is the only feeder feeding Ixopo town at 11 kV.

The current electrical capacity is 25MVA loaded and the 22/11kv NB1 is 4mVA loaded. The Sub-station is unfirm, which means that if Eskom were to loose one transformer, 6MVA would not be supplied. However, there are two new Sub-stations, which are supposed to be built in the next 2-3 years. These transformers will de-load Ixopo.

### 3.4.6 WASTE MANAGEMENT

Waste management includes the monitoring of the waste management systems- such as refuse, health care risk waste, hazardous waste and sewerage or wastewater. Christ the King Hospital currently makes use of a private company that collects and disposes of their waste at an appropriate site and in an appropriate manner.

Ixopo does not have a solid waste site, since the 1No compass waste incinerators located in Ixopo has officially closed in 2006. This was mainly because the operation of the waste incinerator posed a serious health and safety hazard to workers and residents and the fact that the incinerator failed to comply with reasonable health and safety standards. All waste is removed to the Umzimkhulu landfill site. Domestic waste is collected once a week in Ixopo, and twice a week for commercial waste.
The Sisonke District Municipality is currently developing a waste management plan for the whole district.

3.5 LAND OWNERSHIP

A general valuation roll was prepared for the Ubuhlebezwe municipality in 2009, and this information was used as an indication of land ownership in Ixopo. Land ownership can broadly be categorised into the following:

- Land owned by the State
- Land owned by Provincial Government
- Land owned by the Local Municipality
- Land owned by private individuals

Vacant and underutilised land owned by the state should be released for urban development.

3.6 HERITAGE AND HISTORICAL SITES

Much of the architecture in the district is of the Victorian period, and a rather heavy Germanic style introduced by the missionaries who came to the area early in the 21st century. The Off Saddle Hotel was one of the first buildings in Ixopo. It was originally opened in 1878. This hotel is reputed to be the oldest licenced hotel still having its original name. The Plough Hotel, also built in Tudor style, was rebuilt after being destroyed by fire in 1945. This hotel has since been converted into commercial units.

Historical features in Ixopo consist mainly of the following attractions:

- The Marthinus Swart Memorial Sundial is a sandstone column, situated in the grounds of the Magistrate’s Court. The sundial was erected in honour of the late Marthinus Stuart, whom was a former magistrate of Ixopo and was killed at the Battle of Ingogo in 1881.
- The railway station;
- The Ixopo Prison: The prison was completed in 1900 and was also used as a fort in 1906 when most residents came into laager during the Bambatha Rebellion;
- The Architectural Hall in Margaret street, which is a national monument, now used as a bank;
- Dead Men's Tree which stands outside the old Post Office buildings, and was once used to carry death and funeral notices;
- St John the Baptist Anglican Church in High Street, and the former Methodist Church (now in use as the church hall) were built in the town during the 1880s and are still in use. The Mariathal Mission, which was founded in 1887, served as the first seminary for priests who had studied overseas and is now situated on the road to Richmond and Umzimkulu.

Another landmark in Ixopo is the cross on Medal Hill, which was erected in 1972 to promote goodwill among men. It overlooks the town and is floodlit at night.

3.7 THE NATURAL ENVIRONMENT
The natural environment accounts for the aesthetic character of the town and the sustainability of development in environmental terms. The environment could be a constraint on development if it is used as a reason to oppose development in certain areas. By the same token, it could be an opportunity for integrating vulnerable areas like water causes and wetland with the open space system.

### 3.7.1 Topography

The topography within the Ixopo area is generally well suited for development. The central business area lies at an elevation of 1 040m above sea level, astride two ridges forming a V shape, which runs north-south with the open-end of a V to the north. It comprises three gently sloping convex, northeasterly facing highlands in the south, giving way to moderate, steep and very steep north-facing hillsides in the north and north-east. The first convex slope comprises the town while the second and the third comprises Morningside development, and Mkhukhwini and the mission land respectively. Slopes within the area vary from 1:50 to steeper than 1:3 in the hillsides in the south-west. Very little of the area is 1:3 and steeper.

### 3.7.2 Geology

The area is generally underlain by sedimentary rocks, i.e. mudstones, shales and siltstones belonging to the Pietermaritzburg formation of the Ecca Group which have been extensively intruded by a Karoo Dolerite sill. Both rock types seem to have weathered to give rise to clayey soil covers of variable thickness ranging from shallow to very deep. Bedrock occurs, particularly in the upper hill sides about 1 metre from the surface. Occasional exposures of hard rock dolerite can be found in steeper slopes.

### 3.7.3 Soils

Soils within the area varies according to the underlying geomorphology. Where Ecca Group sediments are common, soils tend to be covered by shallow to moderately clayey soils. In the valley heads and valley bottoms, deep expansive clays and silts are the predominant soils. Moderately sloping hillsides are generally characterised by deep, to very deep expansive residual dolerite silty clays. Relatively high agricultural potential soils occur in the area that is settled informally, the mission farm and the portion of Home Farm owned by Umgeni Water.

### 3.7.4 Water

The Ixopo River catchment is an important source of water in Ixopo. The Ixopo River rises in an area south-west of the municipal area. It is fed by various perennial streams within the study area which drains into the Ixopo River. Much of the water that feeds the Home Farm Dam comes from the streams located within the area. Moreover, the wetlands associated with these streams are home to a number of indigenous species and with careful planning, they can serve as the basis for “knitting together” the presently fragmented land uses through the use of open spaces.

The area derives most of its water resources from the Home Farm Dam which is situated towards the north-eastern boundary of the study area.
The dam is linked to the Ixopo river. Forestry is believed to have the potential to deplete water resources and increase the risk of very low flow during times of draught.

3.7.5 CLIMATE AND RAINFALL

Ixopo has a temperate climate with summer rainfall and the occasional winter snow in the surrounding high-lying areas. The mean annual rainfall, as recorded over the last twenty years by SAPPI at their nearby district office is 831mm. An analysis of the natural environment in Ixopo indicates that the area has relatively good soils, rainfall and topography which combines to give Ixopo a relatively high agricultural potential and a rich complex natural environment.

3.7.6 BLUE SWALLOW

The Ixopo area is also very important due to the nearby breeding sites of the rare Blue Swallow. The Endangered Wildlife Trust has appointed the Buddhist Retreat Centre a custodian of these rare swallows. Their presence, together with the Buddhist Retreat Centre’s commitment to encouraging the indigenous biodiversity of the area, has led to the Centre being declared a Natural Heritage Site by former President Nelson Mandela.

3.8 ROLE OF IXOPO

Ixopo is identified as a primary development node in the Ubuhlebezwe municipality IDP and the associated SDF. The same is echoed in the Sisonke District IDP. This recognises the strategic location and role Ixopo promoting regional economic development and delivery of a range of services to the surrounding rural hinterland. In particular, Ixopo plays the following functions within its development context:

- Service centre
- Administrative centre
- Commercial centre
- Residential component
- Transportation interchange

3.8.1 SERVICE CENTRE

Ixopo is the only notable urban centre and primary node within Ubuhlebezwe municipality,. As such, it provides an important role in terms of the delivery of services and access to public facilities for the benefit of people that resides within Ubuhlebezwe, including both commercial farming areas and the rural settlements. As such, it is spatially and functionally integrated into the regional economy and settlement pattern. It enjoys a relatively high concentration of higher order economic activities a range of public facilities. These include the following:

- Shopping/retail facilities
- Government offices
The town is also strategically located to serve traffic and tourists through the north-south axis and east west axis. However, this potential is poorly developed at present, as there are no facilities located at the main road intersections.

3.8.4 Residential Area

The town has a substantial residential component. Residential land uses can be categorised as follows:

- **Middle to Higher Income Housing** occurs in the town itself, since this was the first residential development in Ixopo.
- **Low to Middle Income Housing** is found in Morningside township, which was first developed as a predominantly coloured township and Fairview, which developed later. An area just above the Umgeni water works, facing the Morningside Township and land along the railway line are also being developed.
- **Low cost housing** developed recently to address the increasing informal settlements in the area.

Due to the influx of sector departments and other related organs of state and personnel from other areas, there is a demand for rental housing in Ixopo. It is noted that the area has not benefitted from the recent boom in residential property developments.

3.8.5 Transportation Interchange
Ixopo is strategically located at the interchange of the R56 and the R612. The R56 connects Ixopo with Pietermaritzburg to the north and Kokstad to the south, while the R 612 runs in a northwest-southeast direction linking the coast (Umzinto) and the inland region (Creighton, Bulwer, Underberg). It is also a link, which connects Pietermaritzburg to the N2, which runs past Kokstad. As such, commuters utilise public transport from Ixopo to access surrounding areas.

In addition, Ixopo is located along a secondary and agriculture corridor which link across the province from the south to the north and serving almost as a secondary corridor to the N2, which is identified in the PSEDS. Ixopo thus has good north-south and east-west linkages to its sub-region.

### 3.9 IMPLICATIONS FOR THE PROJECT

The following implications can be drawn from the above:

- On a provincial level, Ixopo is located along a secondary and agriculture corridor, which links across the province from the south to the north and serving almost as a secondary corridor to the N2.

- Ixopo town has been identified as a quaternary node i.e. a centre that should provide services to the localized economy.

- The Ubuhlebezwe municipality falls within the Greater Ixopo economic functional region. Movement within the area tends to go towards Ixopo and even the economic/transportation infrastructure is oriented towards this area. As such, it is strategically located to benefit and play a major role in the regional economy;

- Ixopo is identified as the primary Node - Administrative and Economic Centre –in the Ubuhlebezwe municipality IDP and SDF.

- Ubuhlebezwe municipality is located in the Midlands mist belt, which is famous for high production potential agricultural land.

- Ixopo has strong sub-regional linkages in north-south and east-west directions. The North-south linkage connects it with areas such as Pietermaritzburg and Kokstad via the R56. The R612 on the other hand, provides linkages in a east-west direction, which links with coastal areas such as Umzinto and with the westerly areas such as Underberg. The usage and enforcement of these linkages on a sub-regional level, provides Ixopo with opportunities that can be exploited, being at the centre where the R56 and the R612 crosses.

- As a small town, Ixopo should respond to changes that might take place in its hinterland, since this is the catchment for economic activities in Ixopo. Factors that may affect Ixopo are changes in agricultural production, unemployment, land claims etc.

- Ixopo plays an important role as a service centre to its hinterland, and should be able to respond to changes and provide adequate and quality services.

The regeneration of Ixopo is thus very important and needs to address infrastructure and economic development. It should also focus on investment opportunities that will ensure and attract development.

Small towns are heterogeneous entities, and are largely shaped by their surrounding environment. In other words when dealing with a small
Page 25

IXOPO TOWN REGENERATION PLAN | LOCAL AREA ANALYSIS

In the light of this, it can be concluded that policy for small town development should be premised on a combination of bottom-up and top-down strategies, with more emphasis on the following:

- local strengths and weaknesses;
- human and financial resources;
- local diversity and linkages with bigger urban centres;
- the role of the town in its sub-regional context;
- the status of the forces that led to the development of the town; the present consumption and production patterns;
- trends in the sub-regional economy; and regional population dynamics.

Changes in the fortunes of the surrounding hinterland. This refers to the changes in the economic base upon which the town was established. In this regard, the consolidation of large agricultural units into forestry plantations and the growth of commercial and service sectors in small towns bears testimony to this trend.

Location in relation to the larger urban centres. Dewar (1996), maintains that the potential for the town to grow is much larger when it is within the sphere of influence of a bigger urban area. Two reasons are cited for this. Firstly, proximate markets mean greater demand for agricultural outputs. Secondly, the town stands to benefit from urban incomes and the structure of the economy has a chance to diversify.

Location in relation to transport routes of both regional and national significance. Through traffic increases the demand for local goods since the town serves not only its population, but passers-by as well.

Time and space compression. Internationally, cities and towns alike have grown and declined in relation to changing movement technologies. The introduction of the railway caused dramatic changes, as did the advent of the car. Greater accessibility associated with a car is now being transferred to the public transport sector. In most areas, buses are being replaced by faster and more convenient mini-buses. This means that urban areas are becoming more accessible and large numbers of people can be transported to towns within a short span of time. Communication and information technology have a potential to make some economic activities more footloose, which can also benefit small towns.

International division of labour. With the development of world cities and advances in technology the fate of small towns has become a key uncertainty in international economic development.

General changes in the policy environment. This refers to a shift away from aggressive policies designed to force economic activities to selected growth points and an increasing emphasis on the local advantages and potentials. It also refers to a shift away from economic policies with political ends.

In the light of this, it can be concluded that policy for small town development should be premised on a combination of bottom-up and top-down strategies, with more emphasis on the following:

- local strengths and weaknesses;
- human and financial resources;
- local diversity and linkages with bigger urban centres;
- the role of the town in its sub-regional context;
- the status of the forces that led to the development of the town; the present consumption and production patterns;
- trends in the sub-regional economy; and regional population dynamics.
4.1 KEY ISSUES & CHALLENGES

Ixopo town, being the main urban, administrative and economic centre within the Ubuhlebezwe municipality, plays a very important role in the sub-region. As such, it needs to retain its competitive edge and continue to support its rural hinterland. The town should continue to attract investment and retaining inhabitants to move out of town due to a lack of economic and social development, private sector investment and adequate service delivery. The town centre (CBD) thus plays an important role as it is the heart of the sub-region and clearly needs revitalisation and interventions to address key issues and problems facing it. The regeneration/revitalisation needs to be focused on providing:

- retail, commercial, and manufacturing opportunities;
- supporting social, recreational and administrative facilities;
- good regional and local linkages and good public transport;
- an attractive public environment;
- good service infrastructure;
- a residential component; and

As such, the following issues needs to be addressed:

- Informal traders: The informal traders currently operate in an unregulated environment. The traders are not confined to demarcated areas and do not have access to appropriate infrastructure within which to undertake their business activities. The Sisonke Hawkers Stalls project will however address some of the issues faced by informal traders, such as adequate trading structures, which is one of the main issues of informal traders. The lack of services such as electricity and water, should also be addressed.

- Small businesses: Access to funding to start up a small business is inhibiting their survival and growth. Another issue that came to light was that the availability and access to business premises for small businesses is a major problem. High rates and taxes are also a factor inhibiting small business to grow and take off.

- Lack of incentives to attract businesses: Business development is designated as the most important economic development issue that needs attention. Improving the economic viability of new and existing businesses is seen as one of the critical drivers of the local economy. A successful business cluster underpins the vital cycle for jobs, tax base, public services and continuing economic prosperity for the region. There are however no initiatives in place which provides incentives to retain existing businesses or attract new business enterprises to the town. This could be in the form of tax or rates rebates to businesses.

- Town Amenity: The state of the town in some areas is a problem in terms of strewn litter, water flowing on the road surface, potholes etc. This does not create an environment, which is conducive for trading purposes and attraction of investment opportunities.
Infrastructure: the roads are in a very bad condition and needs urgent rehabilitation. Although funding for 8.8km of rehabilitation of roads and storm water is available, the rest of the total of 17km still need to be covered. As such additional funding should be sourced in the interim.

- Taxi facilities: Taxi ranks within Ixopo are all of an informal nature. They were not properly planned and lacks infrastructure such as shelters and ablution facilities. Only the Ixopo rank has now received funding from the district for upgrading/formalisation.

- Parking and pedestrian traffic: Parking in especially the downtown area of Main Road is a problem. The traffic and pedestrian congestion in this area is significant, disrupting the flow of traffic and safe pedestrian movement. Sidewalks are also occupied by informal traders, which forces pedestrians to walk along the street and obstructing traffic flow.

- Formal business: Refuse removal by the municipality as well as the implementation of the protection services of the municipality was sighted as problematic.

- Social amenities: there seems to be a need for additional sports facilities.
4.2 SWOT ANALYSIS

<table>
<thead>
<tr>
<th>STRENGTH</th>
<th>WEAKNESS</th>
<th>OPPORTUNITIES</th>
<th>THREAT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spatial</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>• Strategically located along the R56</td>
<td>• Inefficient spatial structure</td>
<td>• Diversification of the agricultural sector and strategic projects in rural settlements</td>
<td>• If opportunities are not used, traffic, tourists and investors will keep bypassing Ixopo</td>
</tr>
<tr>
<td>• On secondary agricultural provincial priority corridor: Port Shepstone/ St Faiths/ Ixopo; Kokstad/ Umzimkulu/ Msunduzi</td>
<td>• Lack of integration between uptown and downtown due to division of institutional land uses;</td>
<td>• Processing of a range of agricultural products as the basis for the development of manufacturing industry</td>
<td></td>
</tr>
<tr>
<td>Infrastructure</td>
<td>• Lack of landscaping, urban design measures to make CBD attractive for investors;</td>
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</table>

IXOPO TOWN REGENERATION PLAN | STRATEGIC ANALYSIS  
JULY 2010
<table>
<thead>
<tr>
<th>STRENGTH</th>
<th>WEAKNESS</th>
<th>OPPORTUNITIES</th>
<th>THREAT</th>
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</thead>
</table>
| • Majority of the town connected to a water borne sewerage system  
• Have access to water supply (Ixopo dam)  
• Ixopo is supplied with Eskom electricity | • Roads are in a very poor condition and extremely damaged.  
• Water storage capacity is not adequate  
• Refurbishment and upgrading the water infrastructure is needed  
• Water provision/reticulation problems: air lock in the system, water blockages and pressure problems.  
• Sewer lines blockages, pump failures and pipe bursts  
• Sewerage leakages and illegal connections.  
• Awaiting 2 new substations for additional capacity  
• No solid waste site, removed to the Umzimkhulu landfill site | • Existing road infrastructure provides good access and linkages to surrounding areas | • Upgrading of water supply and sanitation system |

**Social**

<table>
<thead>
<tr>
<th>WEAKNESS</th>
<th>OPPORTUNITIES</th>
<th>THREAT</th>
</tr>
</thead>
</table>
| • Access to schools in Ixopo  
• Health facilities are available: district hospital and two clinics  
• Location of government departments strengthens role as administrative centre | • Socio-economic statistics indicates high levels of poverty  
• Very young population - need for economic opportunities, educational facilities and the creation of employment opportunities, as well as youth development programmes | • Young population is future labour force | • Outward movement of people and HIV /AIDS- cause decrease in population numbers  
• Staff shortages  
• Young population - HIV /AIDS |
<table>
<thead>
<tr>
<th>STRENGTH</th>
<th>WEAKNESS</th>
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</thead>
<tbody>
<tr>
<td>Tourism</td>
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</tbody>
</table>
| • Ixopo one of the key focus points within the sub-region. | • Tourism is not well developed:  
• Inadequate signage and information services;  
• Inadequate transport infrastructure and transport services;  
• Craft production and retail outlets;  
• Lack of accommodation facilities; | • Number of key assets, which could be developed and integrated into a diverse product mix;  
• Tourism promotion and development with Ixopo Town as the launch pad to the whole of Sisonke region, the “Berg” to the west, Midlands to the north and the coast to the east | • Surrounding areas will attract all the tourists |
<p>| Environment |          |               |
| • Beautiful natural environment | • Topography limits development in some areas | • Natural beauty of surrounds can attract visitors |
| Economic |          |               |</p>
<table>
<thead>
<tr>
<th>STRENGTH</th>
<th>WEAKNESS</th>
<th>OPPORTUNITIES</th>
<th>THREAT</th>
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</thead>
<tbody>
<tr>
<td>• Main administrative town and primary development node of the Municipality</td>
<td>• Lack of proper trading facilities and services for informal traders</td>
<td>• The strategic location of Ixopo Town provides for the possible location of economic development opportunities.</td>
<td>• Unregulated informal sector</td>
</tr>
<tr>
<td>• High agricultural value land</td>
<td>• Structure provided by the municipality is not adequate in terms of crime, shelter against the weather and security of stock.</td>
<td>• Proposed commercial developments will contribute to economic opportunities.</td>
<td>• Lack of municipal support and interaction with businesses</td>
</tr>
<tr>
<td>• Commerce and industry based mainly in Ixopo Town</td>
<td>• Small businesses experience problems with access to finance.</td>
<td>• Farmers market creates opportunities for local produce and employment.</td>
<td></td>
</tr>
<tr>
<td>• Availability and access to labour</td>
<td>• Business support to small businesses is lacking and too slow, even though there is a SEDA in Ixopo.</td>
<td>• Interest from private sector in terms of development proposals in Ixopo, strengthens role as economic node.</td>
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<td></td>
<td>• Access to premises and application for land is problematic for small businesses.</td>
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<td></td>
<td>• The implementation of LED strategies by the municipality is lacking and inadequate.</td>
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<td></td>
<td>• Small businesses feel that the tendering process of the municipality is corrupt.</td>
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<tr>
<td></td>
<td>• The unregulated informal sector results in unfair competition</td>
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<td></td>
<td>• Lack of housing for workers results in employees living outside of the municipal area and hence their spending power is in other areas/regions</td>
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<td></td>
<td>• Physical environment is not conducive for trading purposes (litter etc.);</td>
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<tr>
<td>STRENGTH</td>
<td>WEAKNESS</td>
<td>OPPORTUNITIES</td>
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<tr>
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</tr>
</tbody>
</table>
| Transport | • Strong public transport presence  
• Existing road infrastructure | • Lack of parking in CBD area, especially downtown (Main road)  
• Congested downtown  
• Pedestrian safety  
• Lacks facilities at taxi rank  
• Lack of signage and feeling of arrival at intersection | • Provide adequate taxi rank facilities  
• Clean Town Initiatives  
• Provide inviting signage/gateway | • Tourists and passers through town will not spend money/turn into town |
5.1 VISION & DEVELOPMENT OBJECTIVES

The vision of the Ubuhlebezwe municipality, as set out in their IDP, reads as follows:

“To improve the quality of life of all its citizens by providing basic affordable services, a safe and healthy environment, eradication of poverty and maintaining the scenic beauty of this land.”

The vision of the Ubuhlebezwe municipality sets out the development perspective of the entire municipality. However, the regeneration plan is only applicable to the town of Ixopo, which is identified as the primary node in an administrative and economic sense for the entire municipal area. As such, the town of Ixopo plays a fundamental role in the provision of services to its hinterland.

The vision for the municipality can be translated into the following:

- A town that can provide quality of life for its residents;
- A town that can provide adequate and efficient services to all within its service threshold;
- A town that can provide a safe and healthy environment in which its citizens can work, live and shop;
- A town that can provide economic opportunities;
- A town that is committed to the conservation of its environment;

Taking the above into account, the regeneration plan should further the role of Ixopo in its sub-region and enable it to compete with neighboring towns. The success of this initiative however, depends on the availability of funds to implement projects.

5.2 GUIDING PRINCIPLES

The following guiding principles can be used as features that will contribute to the development of quality urban space:

- Complexity: A sound urban regeneration strategy will ensure that the physical environment is positively complex. It should facilitate a rich diversity and overlap in land uses, which offer people a range of opportunities and experiences.
- Equity: Equity implies equitable distribution of development, resources and opportunities. The principle of equality requires that everyone affected by spatial planning, land use management and land development actions or decisions must enjoy equal protection and benefits, and no unfair discrimination should be allowed.
- Legibility: Legibility is a characteristic whereby a town/city is easily understood by residents and visitors and allows them to move about in the city with ease. In legible cities, places that are important look important and are therefore easily found and differentiated from those less important. Important streets and squares must therefore look important – stately buildings must surround them and lined by tall trees, must have wide roadways and sidewalks, special street furniture and ample light at night.
Safety: The principle of safety means that the urban space must be functional, thus responsive to the needs and expectations of all its users. This includes motorised and non-motorised users. In other words, it has to be designed and equipped (furnished) for comfort and safety of all (pedestrians, drivers, strollers, shoppers, street vendors, etc.)

Sustainability: Development should be socially, economically and environmentally sustainable.

Integrated development: The project area forms part of a bigger area and is subject to the development policies of its local and district municipalities. Future land use should be in line with these policies and promote integrated development, which includes the DFA principles.

5.3 STRATEGIC AREAS OF INTERVENTION

5.3.1 SPATIAL & FUNCTIONAL INTEGRATION

Spatial and functional integration refers to an integrated and sustainable way of land use planning for the future growth and development of Ixopo. It includes the effective spatial arrangement of land uses that will facilitate integration between different areas in Ixopo, the determination of the direction of growth in Ixopo and the provision of effective measures to deal with spatial and urban design issues. Spatial measures that need to be implemented and addressed in Ixopo:

- Gateways (Entry/Exit points)
- CBD expansion
- CBD integration (uptown & downtown)
- Activity streets
- Development precincts
- Rural/urban interface (growth boundary)

5.3.1.1 GATEWAYS (ENTRY/EXIT POINTS)

Focal points can be used to distinguish a gateway (entry/exit points) into an area by emphasizing arrival points. The provision of a unique gateway landmark will improve legibility and the identity of Ixopo upon entering the town via the R56. Gateway landmarks can give the town character and the design could have an African theme and link to the area and culture of Ixopo. In some instances, advertising billboards can be used as a gateway and to market products in the precinct. In Ixopo, there is a general lack of a sense of arrival and signage upon entering the town. The R56 runs straight through the town, with no clear focus or attention being drawn to the town itself and what it offers. Tourists may easily pass through without noticing entrances to Ixopo or being attracted to enter the town itself.

In addition, the R56, which runs in a north-east direction, can almost be described as a barrier that fragments the town and the residential areas to the east thereof. The R612 is another provincial road running in an east-west direction and acts as a barrier to development to the north of town.
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<td>Improved Business relationships</td>
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GATEWAYS (ENTRY/EXIT POINTS)

Primary entrance points

The intersection of the R56 and the R612 upon entering Ixopo from Richmond;

The intersection of the R56 and the first entrance from the UMzimkhulu side;

Secondary entrance points

The entrance into Ixopo from the R612 that runs into Margaret street;

The intersection that cross over the R56 from Ixopo town to Morningside on the eastern side of the R56;

Entrance from the R612 into the residential areas in the east;

Improved Linkages between east and west

- A pedestrian safe crossings or a footbridge;
- Signalling the area where pedestrians will cross the R56;
- Signage that can indicate the pedestrian crossing;
The provision of gateways into Ixopo, as described above, will also facilitate integration between the different areas in Ixopo and strengthen regional linkages. As mentioned earlier, the R56 fragments the eastern residential areas and the town of Ixopo. In order to access the CBD, pedestrians cross the R56 at random points. The R56 has a few traffic-calming measures along the section through town on the R56 that causes traffic to travel at slightly lower speeds. The crossing of pedestrians over the R56, poses extreme danger, since no formal demarcated crossing is in existence that will provide them with safe crossing over the R56.

The proposed development of the Farmers market at the intersection of the R56 and the R612 upon entering Ixopo from Ubuhlebezwe, also poses a problem in terms of pedestrian movement. This proposed development is not located close to the existing CBD and trading area of town, and is separated by the R56. Possible measures and interventions that can be implemented in order to link the eastern areas to the CBD and provide safe crossing, is as follows:

- A pedestrian safe crossings or a footbridge that can provide pedestrians with safe access over the R56;
- Signalling the area where pedestrians will cross the R56;
- Other measures such as signage that can indicate the pedestrian crossing;
- The provision of commercial opportunities on the eastern side of the R56, which will prohibit or limit the need of the community on the eastern side to cross this road and gain access to the CBD.

5.3.1.2 CBD Integration

The objective of CBD integration refers to the effective integration of the area between uptown and downtown, which is mainly characterised by institutional and some residential land uses. This area is in dire need of attention as it acts as a barrier to the integration of the area between the uptown and downtown. Measures that can be used to effect this integration are pro-active rezoning and relocation of certain land uses. This will facilitate a transitional area that could allow landowners and the municipality to redevelop these areas and facilitate growth and integration between up-and downtown Ixopo, but also to rezone areas for potential future development.

5.3.1.3 CBD Expansion

The expansion of the CBD should indicate the direction of the future growth of Ixopo town. The logical direction would be to the north of the existing town. This includes land in private ownership, which is already subject to a commercial development with a residential component. Land parcels within this area in private ownership can also be included and be subjected to pro-active zoning measures that will be able to accommodate future commercial and mixed land use activities. The expansion of the CBD should be carefully considered, taking into account proposed developments on the table and the location thereof. A natural extension to the CBD would be to the north and northeast, where development initiatives (such as the development on the Farm Landsdowne, Ixopo Office Park and the Farmers Market) are proposed.
CBD INTEGRATION

Uptown-Margaret Street
Downtown-Main Road
Area for integration
Link road

Integration between the uptown and downtown areas can to be redeveloped as follow:

- The character of this area can be transformed by means of measures such as a new link road between Main road and Margaret Street.
- Rezoning or provision of development parameters of residential land uses within the identified block of land uses between uptown and downtown that will facilitate the integration of these two areas;
- Relocation of certain land uses within this block, such as the prison to a more appropriate location; and
- Relocation of the school hostels and school
CBD EXPANSION

Interventions that need to be introduced to achieve the expansion of the CBD are:

- Pro-active zoning of land parcels to the north of Main road and Chapel streets;

- Processing of the commercial application to the north of Chapel street and the south of the P612;

- Allow for light industrial (agri-processing) land uses to the north of the P612;

- Investigate possible land exchange to accommodate institutional land uses between up-and downtown to land in private ownership just north of Chapel street;
ACTIVITY STREETS

Margaret Street (Uptown)
- The main road in the upper part of town, needs some landscaping measures, such as street furniture, greening and pedestrian walkways.
- The area is in need of a ‘facelift’ that will stimulate investor confidence and attract new businesses to town.

Main road (Downtown)
- Traffic congestion is apparent, due to the location of the taxi rank, informal traders along the road and a lack of walkways for pedestrians along the road, which use the road as a walkway. The hawker stalls project might contribute to the area.
- Introduce landscaping measures – such as walkways, greening, street furniture etc.

Proposed future activity streets
- In order to integrate these to activity spines effectively, an alternative linkage are suggested which would facilitate long-term integration between uptown and downtown.
- Identify Portions of High street and Commercial streets as future activity streets;
5.3.1.4 ACTIVITY STREETS

Various definitions for activity streets/spines/corridors exist, all having some of the same commonalities, which can be summarised into functions. Functions of activity spines can be described as follow:

- the creation of functional linkages between land uses;
- to unlock development opportunities and social development;
- to coordinate and arrange concentrated development and related activities into a compact urban form;
- a development function where advantages are created for economic activities to locate closer to each other and create comparative advantages;
- and providing access/mobility/movement function.

In the context of Ixopo town, the two most important activity streets are Main road and Margaret Street, which is also described as downtown and uptown. These areas are where a linear concentration of economic activities and transportation orientated activities take place, but which is separated by a block of land uses that is not contributing toward the integration of the uptown and downtown areas of the CBD. It is necessary to design and manage development along these activity spines effectively and design a long-term alternative to connect these two areas in a more sustainable and efficient manner. Interventions that can take place along these activity spines are as follow:

- Margaret Street, which is the main road in the upper part of town, needs some landscaping measures. The area is in need of a ‘facelift’ that will stimulate investor confidence and attract new businesses to town;
- Main road exhibits a lot of traffic congestion, due to the location of the taxi rank, informal traders along the road and a lack of walkways for pedestrians along the road, which use the road as a walkway. The hawker stalls project will contribute to the area. This area too, is in need of a ‘facelift’;
- In order to integrate these to activity spines effectively, an alternative linkage are suggested which would facilitate long-term integration between uptown and downtown, as well as identifying additional activity streets.

5.3.1.5 DEVELOPMENT PRECINCTS

Ixopo can be divided into different precincts, providing the opportunity of smaller functional areas with a different character for which to plan. This will also enable the municipality to prioritise areas most in need of planning and outline the desired future development of the area. Precinct plans will be able to provide an indication of desired land uses and movement patterns within the precinct, as well as landscaping and architectural guidelines. Specific development parameters (indicating the density, lot size, coverage) could also be attached to proposed planning and land use activities in the precinct.
DEVELOPMENT PRECINCTS

Ixopo can be divided into the following precinct:

Development Precinct to the north east (including the Amble Inn development & Framers market);

CBD precinct;

CBD extension to the north;

Residential extension & golf course development to the west;

Eastern areas residential precinct;
5.3.1.6 URBAN EDGE AND THE URBAN/RURAL DIVIDE

A land use management measure available to manage urban growth, is an urban edge. As such, and urban edge can be described as a demarcated line around an urban area that direct and control the outer limits of development. An urban edge thus establishes limits beyond which urban development should not occur and facilitate the protection of environmental and agricultural land.

In Ixopo town, there is a clear divide between urban and rural (agricultural land), which puts development pressure on the areas referred to as the interface zones. Proper management of this urban/rural divide is essential in order to provide a gradual change in land use from urban to rural. Curtailing sprawl and defining an urban edge in Ixopo would contribute to a more effective management of this urban/rural divide. Interface zones can be introduced that surrounds the town and provide for land uses where the municipality would allow only certain types of development that is acceptable in these zones.

5.3.2 IMPROVED QUALITY OF THE ENVIRONMENT

5.3.2.1 PUBLIC REALM UPGRADE

Ixopo town does not create an overall aesthetically pleasing environment, save the beauty of the countryside in which it is located. The main roads in town, namely the uptown (Margaret street) area and the downtown area (Main road) need attention in terms of urban design and landscaping measures.

The implementation of urban design measures within Ixopo will ensure the creation of appropriate environments for residents, visitors, investors and development opportunities. It contributes to the creation of an attractive and functional urban and public environment and aims to connect buildings and their surroundings to the spatial planning of the area and the physical expressions of social, economic, environmental and institutional development (Iyer Rothaug, 2004).

Landscaping is another fundamental element in urban design and includes a range of aspects, such as open spaces, street furniture, lighting, pedestrian walkways and parks. The implementation of urban design and landscaping measures will thus result in the creation of a sustainable, integrated and functional up- and downtown area.

A set of urban design guidelines/principles are attached to this report as section 5.3, which can be implemented in the wider context of Ixopo.

5.3.2.2 INTEGRATED OPEN SPACE SYSTEM

Open spaces fulfill quite a few functions including conservation, environmental management, visual character and areas for active and passive open space. The establishment of an integrated open space system provides the opportunity of creating a diverse range of open space settings and functions as a guide for all future management and uses of open spaces and natural areas. The integration of open spaces through linkages is a critical component and facilitates ease of access and management.
An urban edge is a land use management measure available to manage urban growth. The urban edge can be described as a demarcated line around an urban area that direct and control the outer limits of development.

Ixopo is surrounded by agricultural land, which should be used as a transitional area where development can take place over time to achieve the urban rural divide.

- Allow subdivisions of agricultural land abutting Ixopo to the north, which can accommodate smaller agricultural plots;
- These smaller agricultural plots can later be developed into different land uses, depending on the needs of the town;
- Include the proposed developments to the north within the growth boundary;
Public Realm Upgrade

Upgrading of the public realm can include urban design measures in town, especially along Main road and Margaret Street, where the main focus of the CBD is. Interventions that could be implemented in Ixopo town:

- The upgrading and or refurbishment of the frontages of buildings in town. Local businesses can also assist and contribute by giving attention to the street frontages of their buildings. The municipality will however have to take the lead and start investing in their CBD;

- The paving of walkways and sidewalks along the uptown (Margaret street) area and the downtown (Main road) areas, where high pedestrian activity is concentrated;

- Focus lighting can be used to draw attention to certain strategic areas, such as historic and important buildings.

- Pedestrian safety must be improved, especially along Main Road where taxis are abundant and informal traders use pavements to trade. This results in pedestrians having to walk within the street and cross the road at random points. The provision of adequate shelters for hawkers/informal traders (as the existing project in this regard suggest) will possibly clean up the pavements to an extent and improve pedestrian safety. Other measures can be demarcated pedestrian crossings, traffic calming measures and appropriate signage;

- Trees on both sides of the street can establish a clear identity and character for the town of Ixopo. These measures could include trees along the road, walkways and pavements to facilitate pedestrian traffic, refuse bins, lighting and street furniture.
The integrated open space system for Ixopo should be based on the topography, which prohibits development in certain areas, as well as natural areas that are not suitable for development, such as watercourses and streams that traverse the town.

5.3.3 ENVIRONMENTAL MANAGEMENT PROGRAM

In order to protect the environmentally sensitive areas, an environmental management program can be implemented.

- Demarcate all streams and watercourses running within and around Ixopo, in order to control future development within this zone. The prohibiting of all future development within this area should be subject to the Environmental Impact Assessment (EIA’S);
- Demarcate the natural land that is vacant or unused for the provision of parks, gardens or corridor linkages between open areas;
- Adequate vegetation cover should be maintained and unnecessary vegetation removals should be prevented;
- Identify and protect wetlands/watercourses as the drainage of the wetlands will result in increased velocity of runoff and consequent soil erosion;
- Control surface runoff through the development of appropriate storm water management and flood attenuation infrastructure;
- Introduce measures to control water quality and prevention of pollution of water sources and air quality.

5.3.4 WASTE RECYCLING PROGRAMME

Ixopo does not have a solid waste site, since the 1No compass waste incinerators located in Ixopo has officially closed in 2006. An agreement between Ubuhlebezwe and Umzimkulu municipalities’ states that all waste be removed to the Umzimkulu landfill site.

The Ubuhlebezwe municipality can look at possible recycling projects that include certain waste products, such as plastic, paper, cardboard and cans. Such an initiative has been launched in the Msunduzi municipality, whereby special plastic bags are provided and collected with the normal municipal refuse. Such an initiative, but can also lead to employment creation and the promotion of small businesses in Ixopo.

Interventions in this regard can be summarised as follow:

- Initiate a waste recycling project in Ixopo, by providing special plastic bags that the municipality collects with the normal municipal refuse. Waste products such as plastic, paper, cardboard and cans should be collected through this initiative and turned into a community project;
- Initiate a glass recycling project that can be community based;
- Initiate a paper recycling project, e.g. in affiliation with companies such as Mondi.
The central business area lies astride two ridges forming a V shape, which runs north south with the open-end of a V to the north. It comprises three gently sloping convex, northeasterly facing highlands in the south, giving way to moderate, steep and very steep north-facing hillsides in the north and northeast. The first convex slope comprises the town while the second and the third comprise the Morningside development.

Natural areas not suitable for development are mostly located in the eastern areas.

Integrated open space system for Ixopo:
- Based on the topography
- Natural areas: watercourses and streams that traverse the town

INTEGRATED OPEN SPACE SYSTEM

- Passive open space
- Active open space
- Dams and streams
5.3.2.5 PARKING IN TOWN

Parking in town poses problems, especially the downtown area of Main road where traffic congestion is at its worst. Hawkers trading on the pavements aggravate the situation, which in turn forces pedestrians to walk within the road and endangering their lives and creating traffic congestion. Taxis contribute to the problem and parks wherever possible, also encroaching on the public parking area in front of the Ixopo Mall. The following measures are suggested to decongest downtown traffic and facilitate parking that is more efficient:

- Provide formal hawker stalls, through the existing project, in order to allow pedestrian movement on the pavements;
- Force taxis utilising the public parking area in front of Ixopo mall to park at demarcated taxi rank;
- Introduce traffic calming measures, such as pedestrian safe crossing areas and speed bumps to calm traffic flow;
- Provide efficient taxi ranks that can accommodate all taxi’s;

5.3.3 IMPROVED QUALITY OF LIFE

5.3.3.1 IMPROVED ACCESS TO PUBLIC FACILITIES & AMENITIES

Ixopo has two formal sports facilities, namely the sports field in the central area of Ixopo, next to Ixopo High School, and the formal stadium in Morningside (Morningside Stadium). The sports field in Ixopo is currently being upgraded, and the Morningside stadium is a formal stadium, with all the necessary facilities, and is used a lot by the South African Football Association (SAFA). Ixopo also has a golf course on the western side of town.

In order to improve amenities in Ixopo, the following is suggested:

- Provision of formal play parks/lots, especially in the eastern areas;
- Provision of additional recreational facilities e.g. swimming pool, tennis courts etc. The construction of such a facility will promote the participation of sport by the youth and will facilitate social interaction amongst community members.

5.3.3.2 PUBLIC SAFETY

Pedestrian Safety

Traffic calming measures that need to be introduced in Ixopo town, especially the busiest area in Main road, are:

- speed controls and pedestrian safe crossing areas that can accommodate pedestrian traffic;
- pedestrian walkways along the length of Margaret Street and Main road will also contribute to the establishment of a linkage between uptown and downtown and improve pedestrian safety by keeping them out of the street and on the pavement;

Pedestrian safety that needs to be attended to on provincial roads:

- pedestrian safe crossing areas or a footbridge over the R56;
and the P612 that can accommodate pedestrians;

- Traffic signalling on the R56, warning motorists of pedestrians crossing;
- Speed bumps and effective warning/signage of the bumps to reduce the speed of motorists using the R56 and the P612 within the town area.

Safety & Security/Crime prevention

Safety and security is another issue that should be addressed in Ixopo. Strategies that can contribute to the fighting of crime in the CBD and the rest of the town should be identified, as this will lead to the creation of a safe and secure environment conducive for investors and residents. Safety and security initiatives that exist in other cities are usually in partnership with the South African Police Service (SAPS). Measures and strategies that could be implemented to curtail crime in Ixopo:

- Neighbourhood watch programmes;
- Business against crime and internal security measures by business owners to curtail shoplifting and burglaries;
- CCTV cameras is the business district;
- A Safe Town Initiative (e.g. in Pietermaritzburg) that makes use of an SMS service that tips off the authorities about criminal activity. The system uses cell phone technology pioneered by Coretalk and can be launched under a partnership between the Municipality, Businesses, South African Police Services, the National Prosecuting Authority, and the Community Policing Forum. (http://www.e-biznews.co.za).

5.3.3.3 Upgrading of Informal Settlements

In order to create sustainable human settlements, all informal settlements in Ixopo should be subject to upgrading. Measures would need to be taken to provide formal housing to these families. The Department of Housing has listed the clearance of slum settlements in the Province as a priority issue and they were approached to assist in housing these informal dwellers. The informal settlement along the R56 should thus be prioritised.

5.3.3.4 Additional Housing Products

Ixopo has a range of existing housing products, such as middle to higher income housing in the town itself, low to middle income housing in Morningside and low cost housing in Fairview. There is, however a demand for additional housing products.

Due to the influx of sector departments and other related organs of state and personnel from other areas, the need for rental housing in Ixopo has to be addressed. The Department of Housing through its housing subsidy programme makes provision for rental housing opportunities to be provided. The subsidy is available to individuals who earn an income of between R0-3500. The subsidy is given to an institution that is charged with developing the project. The Department provides a fixed subsidy amount per household (R41027 – 2008/09) and the institution is required
The completed product is valued at a minimum of R43 506). The institution will be responsible for the running of the developed units. In addition, households that earn more than R3500 can also acquire units in the project but the institution will not receive a subsidy from the Department for them.

5.3.4 ECONOMIC ACTIVITY SYSTEM

5.3.4.1 INFORMAL SECTOR MANAGEMENT PROGRAM

In general, SMME’s refers to a continuum of economic activities from informal and small to medium sized (in terms of both income and number of employees) and formally established entities. The SMME concept describes the range of subsistence activities of the urban poor. The informal sector on the other hand, is often understood to be limited to firms that are not registered and are therefore unregulated.

It is important for the municipality to recognise the importance of helping develop the small business sector using good laws and regulations. Enterprises operating in the informal economy can improve their prospects for growth through the creation of an enabling environment and reducing any unnecessary costs of compliance with laws and regulations. Municipal policies and procedures constitute an important area of focus for an SMME development program, and the broader ideal of an environment conducive for local economic development and investment. SMME’s and informal traders can be categorised as follow:

In the context of Ubuhlebezwe particular attention can be paid to the following:

- Developing an informal trading policy and management framework:
  Informal trading in Ixopo is one of the main features along Main Road and Margaret Street and it contributes to the economic and social life of the town. Informal Trading is also a major source of provisioning for poor urban households, and a vital part of the local economy. As such, the municipality should provide appropriate infrastructure support and services, entrepreneurial development and spatial planning. Uncontrolled and unplanned growth of informal trading will have a negative impact on the town and official regulation and
Other important factors that should be considered are spatial planning; registration, allocation of trading bay's policy and a rental policy.

- Developing by-laws: a set of by-laws that deals directly with SMME's can be developed. These include street trading by-laws and general trading by-laws.

### 5.3.4.2 SMME Support Program & Facilities

Access to infrastructure such as trading stalls and appropriate workspace is important. These include market stalls, a market area and a trading centre in the context of Ixopo.

- Market Stalls: Sisonke District Municipality has initiated a project toward the construction of lock-up hawker stalls in Ixopo. The process identified sites for the construction of these stalls, as well as consultation with the hawkers and identification of their needs and responses to proposals. Four sites have been identified in Ixopo and preliminary cost estimates have been prepared. There are however, certain issues and challenges that the municipality needs to address, before the project can be implemented.

- SMME Trading Centre (incubators): A feasibility study confirmed that a substantial need for the establishment of a manufacturing SMME Incubator in the Ubuhlebezwe Municipality exists and that this need arises from the undeveloped nature of the manufacturing sector in the municipality and the need for greater diversification in the economy. It was also concluded that there is a large and growing number of manufacturing SMMEs in the Municipality and the potential of these industries are challenged by the lack of access to appropriate space, the almost complete absence of support and the unorganised nature of this sector.

- Market Area: Establish a market area, which may include facilities for the sale of livestock, fruits and vegetables. Sisonke District has initiated a farmer's market project, which will serve as a trading facility for emerging farmers, rural manufacturers of produce such as arts and crafts and vendors of these products.

The need for technical support can include the following:

- Access to financial and non-financial support services: The Small Enterprise Development Agency (SEDA) has a mandate to provide non-financial support services and to coordinate all SMME non-financial support programmes of various government funded agencies across the spheres of government. Other financial support could be sough by SMME's through establishments such as Khula Enterprise Finance and the Industrial Development Corporation.

- Training & capacity Building programmes can be initiated by the municipality, focussing on aspects such as financial management, marketing and sales, business management and labour relations. This will enable small businesses to develop and grow into another category.

- Procurement policies of the Ubuhlebezwe municipality are regulated by the Supply Chain Management system. In order to address the
strategies can be developed to assist them:

- Certain tenders can be set aside in part or completely for the exclusive participation of SMMEs.
- A weighting can be assigned for SMMEs in the criteria for evaluation of tenders that gives them a competitive edge.
- Specifications can be reviewed to remove entry barriers where present.
- Where appropriate, procurement commercial terms and conditions, which are seen to be barriers to entry for small business, are relaxed.
- Payments to SMMEs to help them improve their cash flow are expedited.
- Informal Traders Cooperative: Informal traders have a limited resource base. Cooperatives can provide individual members with a vehicle for collective economic action that can result in them acquiring substantial advantages when negotiating in the marketplace. For example, a well-run co-operative can pool its production outputs and negotiate larger contracts and discounts for members.

The importance of the agricultural sector as an important source of employment and a major economic activity within the area must be taken into consideration. Although the town of Ixopo only indirectly gain from it, such as providing a market for their products and providing essential services to farmers, the LED strategy identifies a need to establish infrastructure for the processing of agricultural products locally thus creating a link between agriculture and manufacturing sectors. Ixopo Town should be able to accommodate various industries with backward and forward linkages with the agricultural sector. The need to identify space for industries becomes crucial:

- Identify appropriate portions of land to the north of the P612 could be released for the processing of a range of agricultural products;
- Land has been identified for the SMME incubator centre to the east of the R56 upon entering Ixopo from Richmond. Further availability of industrial space in this area can be investigated.

5.3.4.3 INDUSTRIAL SPACE

Ixopo is identified as a commercial hub serving the entire municipal area. The commercial sector should be developed with all the facilities and services that have potential to benefit the whole of Ubuhlebezwe and beyond. It provides a market for manufactured products and creates employment opportunities. Development initiatives in Ixopo should be considered as opportunities that will contribute to the development and expansion of the commercial and services function that Ixopo plays. As such, provision should be made for the expansion of the CBD, in line with
Interventions that need to be introduced to achieve the expansion of the CBD and facilitate development precinct are:

- CBD extension to the north (including the proposed new shopping centre);
- Development Precinct to the north east (including the Amble Inn development);
- Pro-active zoning of land parcels to the north of Main road and Chapel streets;
- Processing of the commercial application to the north of Chapel street and the south of the P612;
- Allow for light industrial (agri-processing) land uses to the north of the P612;
- Investigate possible land exchange to accommodate institutional land uses between up-and downtown to land in private ownership just north of Chapel street;

5.3.4.5 Joint Ubuhlebezwe Municipality & Business CBD Improvement Initiatives

One of the key issues with regard to businesses in Ixopo, is the lack of municipal support and interaction with businesses. In order for effective and efficient development within this sector, the municipality needs an effective approach to deal with and gain the trust of the business community. Jointly, the municipality and the business sector in Ixopo can initiate improvements to the town that will benefit both parties. Measures/initiatives that can be introduced are as follow:

- **City/Town Improvement Districts (CID).** In larger cities, the City Improvement Districts (CIDs) initiatives are non-profit companies representing property owners (ratepayers) in a geographical area within a municipality. A CID makes an agreement with the municipality so that more money (a CID levy) can be collected from ratepayers in the area over and above the normal rates charges. This extra money is used to give 'top up' services in the area covered by the CID. The extra services usually include extra security and cleansing. The CID levy is a dedicated levy: the money raised from the levy must go to the CID. This means that the levy must be used for services in terms of the business plan agreed to by property owners in the CID and cannot be redistributed for use outside the CID. Levies charged to property owners are sometimes paid by property owners, or sometimes passed on to tenants, in the same way that rates are [http://www.capegateway.gov.za](http://www.capegateway.gov.za). The Ubuhlebezwe municipality can consider implementing this initiative in their central business district. This will regenerate and improve the area and build investor confidence. Proper consultation and communication with the business sector in town would however need to be conducted to get their buy-in into such a proposal and to build business confidence in the municipality.

- **Another measure** that the municipality can implement to improve the CBD, is by means of an **Urban Development Zone (UDZ),** or in the
Due to the small size of Ixopo, it is proposed that the principle of this initiative be implemented to improve the central business district and benefit the businesses in the district. This district can be demarcated to include the areas covered by Main Road and Margaret Street, which includes the majority of business activity in Ixopo. The Urban Development Zone (UDZ) tax incentive/rebate system is thus an incentive scheme aimed at encouraging town renewal and can be implemented by the Ubuhlebezwe municipality. It will promote urban development and regeneration through rebates from the municipality for new building constructions or refurbishment of existing buildings. Any taxpaying, property-owning, individual or entity may claim the rebate from the municipality. The municipality will recover the rebate in the long run.

5.3.5 INFRASTRUCTURE UPGRADE & MAINTENANCE

The provision and maintenance of infrastructure is essential in a town like Ixopo, since adequate infrastructure will create an environment conducive for business establishment, confidence and growth and the attraction of new developments to town. As such, it is very important to address infrastructure upgrading and maintenance issues on a regular basis. The following interventions are suggested in order to address infrastructure issues that were identified in Ixopo.

5.3.5.1 ROAD AND STORM WATER NETWORK

Road upgrading and maintenance

Roads are in a very poor condition and extremely damaged. The extent of the damage can be sighted as potholes, crocodile cracks, the loss of skid resistance of the surface, which are caused by the layer works failure. The municipality have accessed funding for the rehabilitation of 8,8km of road in town, but additional funding for the rehabilitation of the remaining 8,2km is still required.

Storm water management

Upgrading and maintenance of storm water infrastructure such as kerbstones, and storm water drainage is necessary to handle surface runoff adequately.

5.3.5.2 WATER

The following needs to be addressed in terms of water infrastructure in Ixopo:

- Upgrading of the water supply source is necessary. Although water supply is currently efficient, any development that might take place will necessitate the upgrading of the supply of water;
- Increase the capacity of the concrete reservoirs with a further 200 000 litres storage;
- The water infrastructure is old and need to be refurbished and upgraded;
- Problems experienced with regard to water provision/reticulation in Ixopo, such as an air lock in the system, which results in water
blockages and pressure problems, needs to be addressed by means of replacing old pipes and introducing pressure-reducing valves.

5.3.5.3 Sanitation

The majority of the town are connected to water borne sewerage system. The following sanitation problems need to be addressed:

- The sewerage system infrastructure is old and causes problems from time to time. Refurbishment and maintenance are required;
- Sewer line blockages, pump failures and pipe bursts need to be attended to;
- Leakages and illegal connections must be addressed;
- The capacity of the plant must be upgraded in order to accommodate future developments.

5.3.5.4 Electricity

Eskom supplies electricity in Ixopo and they are also responsible for maintenance, while the municipality is responsible for the redistribution of electricity within Ixopo.

- The capacity of the Ixopo sub station must be upgraded to accommodate any new development. The sub station is currently unfirm and there is very little spare capacity. However, there are two new Sub-stations, which are supposed to be built in the next 2-3 years. These transformers will de-load Ixopo.

Eskom has to be consulted prior to any new proposed development, in order for them to calculate additional supply and based on the network study. They will then propose solutions.
### 6.1 MONITORING & EVALUATION FRAMEWORK

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<tr>
<th>OBJECTIVE</th>
<th>PERFORMANCE INDICATORS</th>
<th>MEANS OF VERIFICATION</th>
<th>OUTPUT/OUTCOME</th>
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</thead>
</table>
| To create an efficient spatial structure through the implementation of land use measures and integration | • Approved gateway designs  
• Pro-active zoning  
• Land release  
• Approved precinct plans  
• Budgets allocated for town improvement projects  
• Project Implementation schedules | • Exco & Council Resolutions  
• Planning Reports | • Enabling the environment for investment  
• Integrated spatial structure  
• Improved outlook of the town  
• Efficient land use |
| To improve the quality of the environment, which includes the natural and man-made environment | • Approved urban design framework/public realm upgrade projects  
• Integrated open space system  
• Environmental management  
• Waste management program  
• Improved parking, improved taxi rank and ablution facilities | • Approved funds  
• Construction of pedestrian walkways  
• Focus lighting  
• Street furniture etc.  
• Implementation of specific projects | • A more aesthetical pleasing environment  
• More efficient traffic flow and parking in CBD |
| To improve the quality of life of citizens through improved access to services and facilities | • Improved/additional social facilities within town  
• Improved public safety  
• Informal settlement upgrade  
• Additional housing products-rental housing | • Additional funds allocated to play parks  
• Letter confirming approval of funds  
• Decrease in crime statistics  
• Assistance from DOH | • Improved quality of life for residents  
• Improved quality public transport for community |
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<tr>
<th>OBJECTIVE</th>
<th>PERFORMANCE INDICATORS</th>
<th>MEANS OF VERIFICATION</th>
<th>OUTPUT/OUTCOME</th>
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</thead>
</table>
| To promote economic development | • Database of New & existing SMMEs & informal traders  
• Registration of new existing SMMEs informal traders  
• SMME support & management programme  
• Improved Businesses in CBD  
• Identification of industrial space  
• Development of an entrepreneurial programme | • Approved funds  
• Implementation of hawkers project  
• Construction of hawker facilities/market stalls  
• New emerging & growing businesses | • Better environment SMME’s & informal trading  
• Growth of the second economy  
• Better business environment/climate  
• Attraction of investors |
| To provide satisfactory infrastructure through regular upgrading and continued maintenance | • Improved quality of roads  
• Improved storm water facilities  
• Improved water infrastructure  
• Upgraded power station  
• Improved sewerage system  
• Budgets allocated for Infrastructure projects  
• Project Implementation schedules | • Engineering designs  
• Project completion certificates  
• Budget reconciliations | • Improved service delivery  
• Additional capacity to accommodate new developments |
### 6.2.1 Strategic/Spatial Planning

<table>
<thead>
<tr>
<th>Projects &amp; Activities</th>
<th>Stakeholders</th>
<th>Estimated Budget</th>
<th>Potential Funding sources</th>
<th>Timeframe</th>
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<tr>
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<td>Adoption of the Framework</td>
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<td>Implementation of Projects (landscaping; streetscaping; street furniture; etc)</td>
<td>Department of Transport</td>
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<tr>
<td>Undertake detailed land use analysis study</td>
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<td>Ubuhlebezw &amp; Municipality</td>
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<td>Prioritise area for rezoning and identify appropriate zones</td>
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<td>Acquire/transfer land if in private ownership</td>
<td>Private land owners</td>
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<tr>
<td>Scheme adoption procedures</td>
<td>Local communities</td>
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<tr>
<td>Identification and mapping of precincts</td>
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<tr>
<td>Formulation of Precinct Plans</td>
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#### Urban Design Framework

- **Preparation of an Urban Design Framework**
  - Stakeholders: Ubuhlebezw & Municipality
  - Estimated Budget: 
  - Potential Funding sources: Ubuhlebezw & Municipality

#### Pro-active zoning

- **Undertake detailed land use analysis study**
  - Stakeholders: Ubuhlebezw & Municipality
  - Estimated Budget: 
  - Potential Funding sources: Ubuhlebezw & Municipality

- **Prioritise area for rezoning and identify appropriate zones**
  - Stakeholders: DLGTA
  - Estimated Budget: 
  - Potential Funding sources: Ubuhlebezw & Municipality

- **Acquire/transfer land if in private ownership**
  - Stakeholders: Private land owners
  - Estimated Budget: 
  - Potential Funding sources: Ubuhlebezw & Municipality

- **Scheme adoption procedures**
  - Stakeholders: Local communities
  - Estimated Budget: 
  - Potential Funding sources: Ubuhlebezw & Municipality

#### Precinct Plans

- **Identification and mapping of precincts**
  - Stakeholders: Ubuhlebezw & Municipality
  - Estimated Budget: 
  - Potential Funding sources: Ubuhlebezw & Municipality

- **Formulation of Precinct Plans**
  - Stakeholders: Public
  - Estimated Budget: 
  - Potential Funding sources: Ubuhlebezw & Municipality
### Strategic Planning

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<tr>
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### Infrastructure Development

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<td>Develop Infrastructure Master Plan</td>
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**Upgrade of electricity substation**

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<tr>
<th>Business Plan for the upgrading of electricity substation</th>
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**Recycling project**

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### SMME Support Programme

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<tr>
<td><strong>Informal trading /SMME development policy</strong></td>
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<tr>
<td>Develop a database of informal traders</td>
<td>Ubushebezwe LM</td>
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6.2.3 Economic Development
### SMME Support Programme

<table>
<thead>
<tr>
<th>Projects &amp; Activities</th>
<th>Stakeholders</th>
<th>Estimated Budget</th>
<th>Potential Funding sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Formulate an informal trading policy</td>
<td>Informal traders</td>
<td></td>
<td>SEDA Sisonke District</td>
</tr>
<tr>
<td>Develop informal trading by-laws</td>
<td>Sisonke District DEDT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Training of informal traders association</td>
<td>SEDA</td>
<td></td>
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<tr>
<td>Establishment of informal traders cooperative</td>
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#### SMME Database

<table>
<thead>
<tr>
<th>Projects &amp; Activities</th>
<th>Stakeholders</th>
<th>Estimated Budget</th>
<th>Potential Funding sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop electronic SMME management system</td>
<td>Ubuhlebezw LM DEDT</td>
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<tr>
<td>Develop/update database of SMMES</td>
<td>SMME's</td>
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<td></td>
</tr>
<tr>
<td>Develop and operate tender/ SMME opportunity identification system</td>
<td>SEDA</td>
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</table>

### Sport & Recreation

<table>
<thead>
<tr>
<th>Projects &amp; Activities</th>
<th>Stakeholders</th>
<th>Estimated Budget</th>
<th>Potential Funding sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feasibility study &amp; business plan</td>
<td>Ubuhlebezw Community</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Determine &amp; finalise sites for additional recreation areas &amp; play parks</td>
<td>Ubuhlebezw Municipality Community</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Timeframe

- **Year 1**: Quarters 1-4
- **Year 2**: Quarter 1-4
- **Year 3**: Quarter 1-4
- **Year 4**: Quarter 1-4

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**IXOPO TOWN REGENERATION PLAN | IMPLEMENTATION FRAMEWORK**

**JULY 2010**
<table>
<thead>
<tr>
<th>Projects &amp; Activities</th>
<th>Stakeholders</th>
<th>Estimated Budget</th>
<th>Potential Funding sources</th>
<th>Timeframe</th>
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<tr>
<td>Implementation</td>
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<thead>
<tr>
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<th>Year 1 Quarters</th>
<th>Year 2 Quarter</th>
<th>Year 3 Quarter</th>
<th>Year 4 Quarter</th>
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http://upetd.up.ac.za/thesis/submitted/etd-12192005-124739/unrestricted/02chapter2A-B.pdf

ANNEXURE A: URBAN DESIGN GUIDELINES

The following are generic urban design guidelines that can be used by the municipality when implementing or evaluating a proposal or project.

<table>
<thead>
<tr>
<th>Urban Design Guidelines</th>
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</thead>
<tbody>
<tr>
<td><strong>Signage</strong></td>
<td></td>
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<tr>
<td>- Street and information signs should be uniform to provide a unique character.</td>
<td></td>
</tr>
<tr>
<td>- Signs should convey its information clearly and should be appropriately located.</td>
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</tr>
<tr>
<td>- Signs within the town and on the R56 should be improved.</td>
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</tr>
<tr>
<td>- Signage should be restrained and care should be taken not to disrupt coherence by over-sized and/or too bold signage.</td>
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<tr>
<td>- Graphic simplicity and compatibility with the building architecture should constitute the basic principles for designing an effective and attractive system of signs.</td>
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<tr>
<td>- The sign’s components: size, location, materials, colour, lettering and illumination — can help both to create a positive identity for an individual business and to provide a unified image for the town.</td>
<td></td>
</tr>
<tr>
<td><strong>Landscaping</strong></td>
<td></td>
</tr>
<tr>
<td>- Improving the look of the town e.g. planting of trees to deal with current landscape, dealing with water flowing on surfaces, litter, etc.</td>
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</tr>
<tr>
<td>- The landscaping of hard urban spaces must create acceptable living and working public environments. It must also contribute to the greening of the town and CBD, as well as enhancing the town’s image.</td>
<td></td>
</tr>
<tr>
<td>- Landscaped areas should be multi-functional and should provide environmental, recreational and aesthetic benefits.</td>
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</tr>
<tr>
<td>- In parking areas, landscaping should be provided in a manner that ensures the provision of at least one tree for every two parking bays. This will ensure the provision of adequate shade as well as assisting with storm-water attenuation.</td>
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</tr>
<tr>
<td>- Landscaping should adhere to the following general minimum guidelines and principles: -Indigenous plants should be used wherever possible.</td>
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</tr>
</tbody>
</table>
- Within a distance of 2km from a watercourse or any other important ecological feature, at least 80% of plant species used for landscaping purposes should be indigenous.

- No declared invader plants, as defined by the Conservation of Agricultural Resources Act of 1983, may be planted.

- Planting should be used to provide focal points, character, screening, softening and shade.

- Paved areas should be minimised, while planting opportunities must be maximised.

- Shrubs and trees should be placed in such a manner that they do not provide hiding places for criminal elements or create visual obstructions.

- Ever green trees should be used to provide shade (particularly for parking areas and areas adjacent to garages), whilst deciduous trees should be used for seasonal change.

- Where applicable, effective erosion control systems should be put-in-place to minimise the loss of top soil.

- Appropriate irrigation measures aimed at reducing water consumption and the unnecessary wastage of water should be investigated and be applied.

- Where hard urban spaces cannot be spatially defined by means of surrounding buildings, landscaping elements (e.g. trees), must provide the desired spatial definition.

**Streetscape**

Main Road and Margaret Street form the main activity streets of the town and initiatives should therefore be implemented to make these roads more attractive and appealing.

- All spaces must allow for safe and convenient pedestrian movement and all other permissible pedestrian activities that normally take place in such spaces.

- All activity streets, as well as the R56 and portions of the R612 (with the exception of quiet residential streets that have negligible amounts of vehicular traffic and where the mixing of pedestrian and vehicular movement can pose no danger) must have a walkway on each side of at least the minimum size (i.e. 1.3 m wide). All walkways must be free of any obstacles to the movement of pedestrians (i.e. obstacles that reduce a walkway’s width, cause inconvenience or pose a danger).
Vertical kerbs or bollards must be used to prevent vehicles from intruding onto pedestrian areas, unless there are specific, justifiable reasons for allowing vehicular access onto the pedestrian areas.

All pedestrian crossings must be clearly marked, paying particular attention to the requirements of disabled people.

Provision must be made for disabled people at crossings.

Promote pedestrianism as the essence of the movement system, supplemented by a co-ordinated and integrated public transport system.

Establish and reinforce streets as the “foundation of community life” and not only movement arteries for vehicles.

Create a strong image and streetscape in the CBD through the use of design elements such as similar trees, light poles, bollards, refuse bins, seating, paving and signage.

Add landmarks to the environment to create a sense of place — this could include a unique building, monument, public space, fountain, etc.

**Parking**

- Open parking areas should be appropriately landscaped.
- The sharing of parking facilities may be considered to avoid duplication.

**Lighting**

- All pedestrian areas must be lit at night.
- Lighting should also be used decoratively to highlight signage, landscaping elements and important buildings. The lighting of buildings and monuments can add to ambience. Hence, private developments should be encouraged to consider the usage of special façade lighting.
- Appropriate energy-efficient lighting technologies must be investigated and applied.
- The lighting of public urban spaces must not cause or contribute to light pollution. Furthermore, the following guidelines should be applied:
- Flood lights or spot lights used to illuminate buildings or signs should be positioned as such that none of the light spills into adjacent properties or shines into the eyes of motorists or pedestrians.

- Lights should not be allowed to shine higher than 0.5 meter beneath the top of the building to prevent light pollution.

<table>
<thead>
<tr>
<th>Street Furniture</th>
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<tbody>
<tr>
<td>All streetscape elements must be designed and placed in a manner that enhances the desired character of the space and creates a unifying theme.</td>
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<tr>
<td>All streetscape elements should be of similar design and character.</td>
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<tr>
<td>Public transport stops should be clearly defined through lay-by’s, signage and lighting.</td>
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<tr>
<td>Visible and consistent directional and informational signage should provide essential information to the public. Furthermore, the following guidelines should be applied:</td>
</tr>
<tr>
<td>- All important signs (i.e. those that can assist people in finding their way or seeking help) must be visible at night.</td>
</tr>
<tr>
<td>- All signage should be uniform to provide a unique character.</td>
</tr>
<tr>
<td>- Signs must not block the view of vehicles or the view from adjacent buildings, and must not be excessive in size and / or number.</td>
</tr>
<tr>
<td>All streetscape elements should be placed in a coordinated manner.</td>
</tr>
<tr>
<td>Streetscape elements should be robust and be made of durable materials, i.e. they must be able to withstand frequent use, weathering and vandalism without loss of design quality.</td>
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<thead>
<tr>
<th>Traffic Signs &amp; Signals</th>
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<tbody>
<tr>
<td>The visibility pedestrian crossings must be ensured by means of adequate signage.</td>
</tr>
<tr>
<td>Traffic signs and signals must be carefully placed in a way that they do not cause or contribute to chaos and clutter.</td>
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