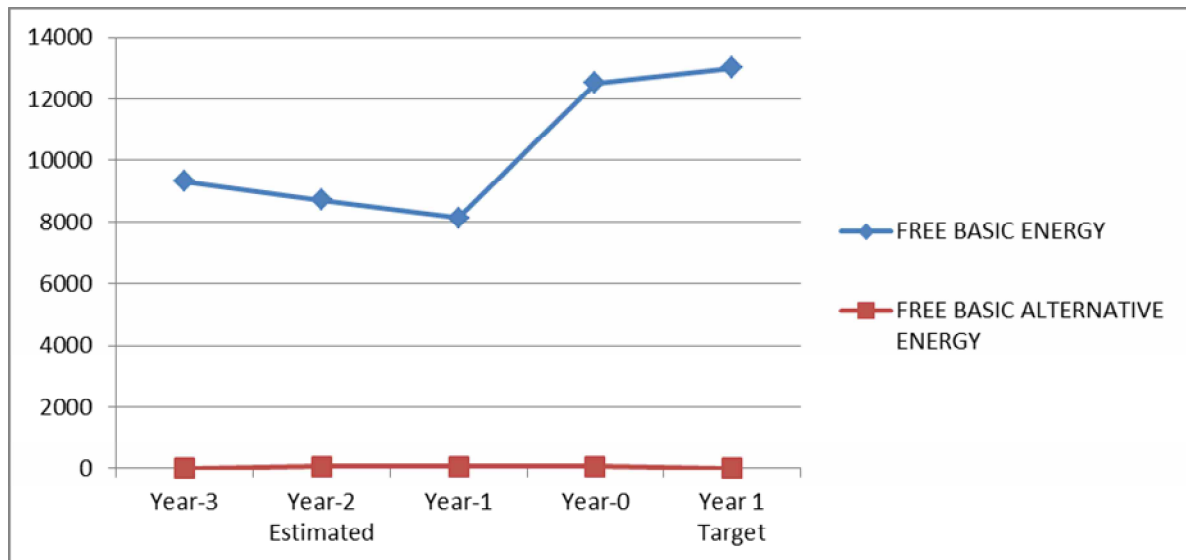


HOUSEHOLDS RECEIVING FREE BASIC ENERGY



HOUSEHOLDS RECEIVING FREE BASIC ENERGY (AS DEPICTED BY THE GRAPH ABOVE)

	Year 2009/2010	Year 2010/2011 (Estimated)	Year 2011/2012	Year 2012/2013	2013/14 (Estimated)
Free Basic Energy	9321	8721	8122	12 523	13 000
Free Basic Alternative Energy	0	63	63	63	0

Free Basic Services to Low Income Households										
	Number of Households									
	Total	Households earning less than R1,100 per month								
			Free Basic Water		Free Basic Sanitation		Free Basic Electricity		Free Basic Refuse	
		Total	Access	%	Access	%	Access	%	Access	%
Year -2	39438	18,000	JGDM	%	JGDM	%	(Est 7000)	18%	TBA	%
Year -1	39 438	11 606	JGDM	%	JGDM	%	8 122	20%	TBA	%
Year 0	39 438	16 007	JGDM	%	JGDM	%	12 523	32%	TBA	%

Financial Performance Year 2012/2013: Cost to Municipality of Free Basic Services Delivered '000					
Services Delivered	Year 2011/2012	Year 2012/2013			
	Actual	Budget	Adjustment Budget	Actual	Variance to Budget
Water	JGDM	JGDM	JGDM	JGDM	JGDM
Waste Water (Sanitation)	JGDM	JGDM	JGDM	JGDM	JGDM
Electricity	2362	6 255	6 255	3 438	55%
Waste Mangement (Solid Waste)	TBA	TBA	TBA	TBA	TBA
Total	TBA	TBA	TBA	TBA	TBA
*(to be advised)					T 3.6.4

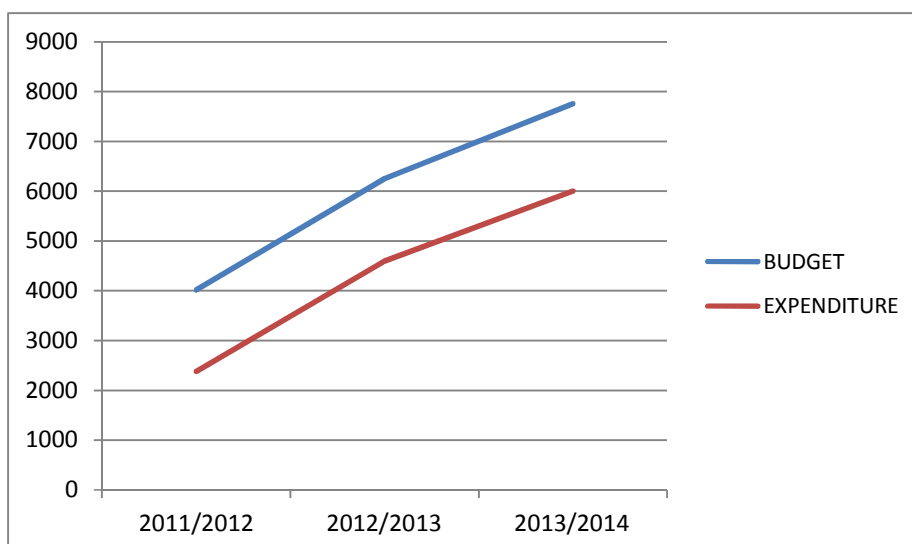
Free Basic Service Objectives taken from IDP									
Service Objectives / Service Indicators (i)	Outline Service Targets (ii)	2011/12		2012/13			2013/14	2014/15	
		Target	Actual	Target		Actual	Target		
		*Previous Year (iii)	(iv)	*Previous Year (v)	*Current Year (vi)	(viii)	*Current Year (viii)	*Current Year (ix)	*Following Year (x)
Service Objectives									
Provision of alternative energy support to low income households that do not received free basic services	Low Income Households (LIHs) who do not receive all free basic services but <u>do</u> receive alternative support (total number of LIHs not in receipt of free basic services)	63 LIHs receiving support (out of 7 565 LIHs in total)	63 LIHs receiving support (out of 7 565 LIHs in total)	63 LIHs receiving support (out of 7 565 LIHs in total)	63 LIHs receiving support (out of 7 180 LIHs in total)	63 LIHs receiving support (out of 7 180 LIHs in total)	0 LIHs receiving support (out of 5 041 LIHs in total)	0 LIHs receiving support (out of 3 041 LIHs in total)	0 LIHs receiving support (out of 1 041 LIHs in total)
Facilitate the provision to access to adequate basic Electricity : Free Basic Electricity of 50 Kwh	Report on number indigent households receiving free basic services / inclusive of expenditure	11 500	8 122	11 500	12 000	12 523	13000	13500	14000
<p><i>Note: This statement should include no more that the top four priority service objectives. The indicators and targets specified above (columns (i) and (ii) must be incorporated in the indicator set for each municipality to which they apply. These are 'universal municipal indicators'. *Previous Year' refers to the targets that were set in the Year -1 Budget/IDP round, *Current Year' refers to the targets set in the Year 0 Budget/IDP round. *Following Year' refers to the targets set in the Year 1 Budget/DP round. Note that all targets in the IDP must be fundable within approved budget provision. MSA 2000 Chapter 5 sets out the purpose and character of Integrated Development Plans (IDPs) and Chapter 6 sets out the requirements for the reduction of performance management arrangement by municipalities in which IDPs play a key role.3</i></p>									

Comment on Free Basic Services and Indigent Support:

It must be noted that these policies are revised annually and FBS are paid for out of the Equitable Share grant as allocated under the DORA. The current budget year allocation was:

- Free Basic Energy: R 6 255 065 of which R 3 438 659 was utilised (55% Expenditure).
- The Joe Gqabi DM is the Water Services Authority and deals with all aspects of water and sewerage services, while the Senqu Municipal Community Services handles all solid waste removal.
- As already indicated, the unrest within Sterkspruit was and continues to be detrimental to all services within this area (including the Free Basic Services). The electricity consumption is difficult to calculate as some households require the FBE units every month while others only obtain these once every 2- 3 months, and so on.
- There are various LED initiatives/programmes being dealt with by the IPME department (and reported on by that section). The Technical Department is assisting in terms of the EPWP to create jobs as will be reported on further. There are currently no dedicated staff for the FBS function. Notwithstanding it is the intention to employ an intern, with the possibility of long term employment, to assist with FBS as they are involved in more than one department. The intention is to achieve a permanent FBS Unit within the next 3 years.

BUDGET vs. EXPENDITURE: FBE



	Year 2011/2012	Year 2012/2013	Year 2013/2014
BUDGET	4014	6 255	7 755
EXPENDITURE	2378	4600	6000

NOTE: The highlighted figure is simply an estimate and may vary. There is to be a concerted effort made to increase FBE in the new financial year. This will now be championed by the Technical Services Department in the future.

COMPONENT B: ROAD TRANSPORT (ROADS; TRANSPORT; AND WASTE WATER (STORMWATER DRAINAGE)).

3.5 ROADS

Introduction to Roads

Road transport is a function of the Joe Gqabi DM but the municipality has assisted in the current year by completing the construction of the new Sterkspruit taxi rank facilities. Unfortunately the unrest within this town has prevented the handover and therefore the use of this facility. ASLA is still in the process of being signed between the municipality and the Herschel United Taxi Association. There is a possibility of further extensions being done within the new financial year.

A Development Node (which will accommodate taxis in the future development phases) has been constructed in Lady Grey under the NDGP.

Senqu Municipality does not have any entities responsible for rendering road maintenance services within the municipality. Capital projects are done through the procurement of professional service providers and contractors and funded through the MIG programme. Capital projects are identified through the IDP process and prioritised by the IDP & Budget Steering Committee, dependent on available funding. These priorities change periodically to suit the changing needs of the community. Additionally it must be noted that the weather patterns (heavy rain/snowfall) wreak havoc on the gravel roads and this in turn may lead to changes within the MTERF.

It must be noted that the quality and quantity of gravel is rapidly dwindling within the area. As a direct result of this the use of gravel access roads is currently being investigated and evaluated, in an effort to identify a more sustainable road infrastructure. The use of interlock paving is one such strategy in that it will construct sustainable roads as well as be an on-going sustainable source of job creation for years to come.

The municipality currently has its own roads team that was used in construction, rehabilitation and maintenance projects until recently when Council resolved that the team be used for maintenance only. While this may provide a boost to the current road infrastructure lifespan, it must be emphasized that this is a short term benefit in the narrowest sense as this area is too large in order for the roads team to be considered efficient and the maintenance of municipal roads in urban areas is also dealt with by the roads team.

The Council has an approved roads maintenance plan for the whole Senqu area but unfortunately, each constructed/rehabilitated road will only be visited once every 4 years. This is extremely inefficient as each road needs to be maintained at least once/year and also after heavy rainfall/snow. The cost of sufficient plant and staff to maintain the entire area will be prohibitive and therefore unrealistic, especially in terms of gravel roads. In order to address this investigation into more sustainable roads such as the interlock paving option will require consideration and forward planning.

The cost of plant purchases is split over various financial years by the municipality and is a continuous programme which assists greatly towards the limited maintenance achieved currently. There is however a need for more plant. The need for Plant Operators within the area is also a critical issue as they are scarce and tend to prefer to work in the private sector as the benefit is greater. The municipality is currently busy with an on-going training programme that will result in all operators obtaining official "Operator Certificates".

The matter of powers & functions sometimes leads to a frustrated community as the access roads of the municipality are often in better condition than the provincial roads. This can be attributed to lack of integration in the maintenance programmes. In order to resolve these challenges meetings are being held with the DRPW in an attempt to co-ordinate the maintenance programmes.

The unrest in the Sterkspruit area resulted in a large amount of the plant being removed for safety reasons. This has had a negative impact on the critical maintenance required within

the area, although this was unavoidable. On the positive side the plant was used in Lady Grey town and Barkly East town to maintain and upgrade roads that were long overdue for maintenance within these areas. From these areas it is planned that the roads team will move to Rhodes and then back to the rural areas in the new financial year, depending on political conditions.

During the current year 4547 pothole repairs were completed within the three towns.

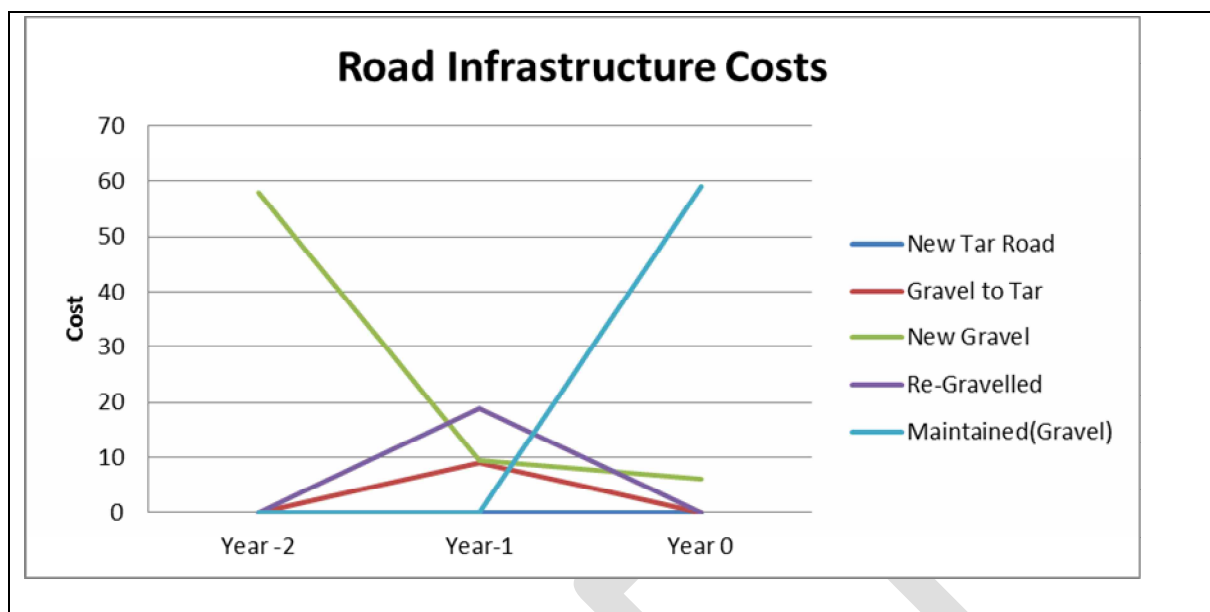
There are numerous bridges that need replacement/renovation within the area, but these are mainly on provincial roads for which the DRPW has insufficient budget.

Gravel Road Infrastructure					Kilometres
	Total gravel roads	New gravel roads constructed	Gravel roads upgraded to tar	Gravel roads graded/maintained	
Year 2010/2011	1054	58	Start of Musong	-	
Year 2011/2012	1112	9.5	9 km (Musong)	19	
Year 2012/2013	1122	6		59	

NOTE: These figures include “so called tracks” for access to cemeteries, fields and the like.

Tarred Road Infrastructure						Kilometres
	Total tarred roads	New tar roads constructed	Existing tar roads re-tarred	Existing tar roads re-sheeted	Tar roads maintained	
Year 2010/2011	0	0	0	0	0	
Year 2011/2012	0	0	0	0	0	
Year 2012/2013	0	0	0	0	0	

Cost of Construction/Maintenance							R'000
	Gravel			Tar			
	New	Gravel-Tar	Maintained	New	Re-worked	Maintained	
Year 2010/2011		1100		0	0	0	
Year 2011/2012		27600		0	0	0	
Year 2012/2013		300		0	0	0	



Road Service Objectives taken from IDP									
Service Objectives / Service Indicators (i)	Outline Service Targets (ii)	Year 2011/2012		Year 2012/2013			Year 2013/2014	Year 2014/2015	
		Target	Actual	Target		Actual	Target		
		*Previous Year (iii)	(iv)	*Previous Year (v)	*Current Year (vi)	(viii)	*Current Year (viii)	*Current Year (ix)	*Following Year (x)
To upgrade and maintain current infrastructure :Internal Roads Team	Validation of km / Report quantifying the No. of kilometres/meters maintained/constructed internally	33 km	39.5 km	33	20 km	59 km	24	24	24
To upgrade and maintain current infrastructure :Pedestrian and road Bridges	MIG Reports /consultant /contractors performance reporting Pedestrian and road Bridges constructed	12	12	12	12	12	12	12	12
To upgrade and construct new infrastructure :Access Roads	MIG Reports /consultant /contractors performance reporting /Validation of km / Report quantifying the No. of kilometres/meters of access road constructed	10	9.5	9.5	32	6	42	20	20

*Note: This statement should include no more than the top four priority service objectives. The indicators and targets specified above (columns (i) and (ii) must be incorporated in the indicator set for each municipality to which they apply. These are 'universal municipal indicators'. **Previous Year' refers to the targets that were set in the Year -1 Budget/IDP round, *Current Year' refers to the targets set in the Year 0 Budget/IDP round. **Following Year' refers to the targets set in the Year 1 Budget/DP round. Note that all targets in the IDP must be fundable within approved budget provision. MSA 2000 Chapter 5 sets out the purpose and character of Integrated Development Plans (IDPs) and Chapter 6 sets out the requirements for the reduction of performance management arrangement by municipalities in which IDPs play a key role.*

TABLE : EMPLOYEE STATISTICS (ROADS SERVICES)

Employees: Roads Services					
Job Level	Year 2011/2012	Year 2012/2013			
	Employees No.	Posts No.	Employees No.	Vacancies (full time equivalents) No.	Vacancies (as a % of total posts)
0-3	2	10	1		80%
4-6	18	39	12	21	53%
7-9		1		1	100%
10-12	1	1	1	3	66%
13-15					
16-18					
19-20					
Total					
<i>Total should equate to those included in the Chapter 4 total employee schedule. Employees and Post numbers are as at 30 June. *Posts must be established and funded in the approved budget or adjustments budget. Full-time equivalents are calculated by taking the total number of working days lost (excluding weekends and public holidays) while a post remains vacant and adding together all such days lost by all posts within the same set (e.g. senior management) then dividing that total by 250 to give the number of posts equivalent to the accumulated days.</i>					

Financial Performance Year 2012/2013: Road Services					
R'000					
Details	Year 2011/2012	Year 2012/2013			
	Actual	Original Budget	Adjustment Budget	Actual	Variance to Budget
Total Operational Revenue					
Expenditure					
Employees	2386	2184	2184	2 137	47
Repairs and Maintenance	1366	850	850	946	-96
Other	1082	1035	1035	1137	-102
Total Operational Expenditure	4834	4069	4069	4225	0
Net Operational Expenditure					-151
<i>Net expenditure to be consistent with summary T 5.1.2 in Chapter 5. Variances are calculated by dividing the difference between the Actual and Original Budget by the Actual</i>					

Capital Expenditure Year 0: Road Services					
R'000					
Capital Projects	Year 2012/2013				
	Budget	Adjustment Budget	Actual Expenditure	Variance from Original Budget	Total Project Value
Total All	43 341	0	15 566	0	135 169
Upgrading of Transwilger Taxi Route	1,785	0	1,765	0	1,765
Transwilger Bridge Upgrading	4,268	0	2,853	0	2 853
Construction of Ward 5 Bridge	3,004	0	1,654	0	1 654
The Upgrading of gravel access roads in wards 7,8,9 & 12, Phase 4	6 810	0	1 635	0	70 000
Construction of Access Roads in Wards 1	1,275	0	397		397
Construction of Access Roads in Wards 3	3,138	0	0	0	3200
Construction of Access Roads in Wards 4	2,147	0	0	0	2200
Construction of Access Roads in Wards 19	13,034	0	0	0	13100
Plant Purchase	7 880	0	7 262	0	Dependent on funding but estimated at 40 000
Total project value represents the estimated cost of the project on approval by council (including past and future expenditure as appropriate)					

Comment on the Performance of Roads Overall

- The roads capital programme did not achieve its targets and this can be attributed to a number of contributing factors as stated below:
 - Changes to the MTERF capital programme resulted in new projects that required new professional service providers, MIG registration and approvals, prior to the procurement process for contractors being initiated;
 - The Project Management Unit only became the responsibility of the technical department in October 2012;
 - The unrest in Sterkspruit contributed to project delays as during this time contractors were intimidated and were fearful of their safety;
 - An existing approved project was only approved in November 2012 for implementation in order to mitigate some of the under expenditure. Due to the procurement processes and construction holidays, construction only started in March 2013;
 - Poor Service Provider performance contributed to delays; and
 - Re-tender due to non-compliance of procurement regulations contributed greatly to non-delivery of services.
- Due to the factors mentioned above, MIG under expenditure of R 11.6 M occurred. This in turn will put extra pressure on the department to catch up in the new financial year.
- The municipality had a contract (SLA) with the DRPW to surface the Musong road (reduced from 14 km to 9 km due to funding constraints). The final retention was paid in accordance with the contract which is now officially completed. The other projects that were included in the SLA were the surfacing of the Mlamli Hospital road from Sterkspruit and the Sterkspruit / Holo Hlhotsi Dam Road (open tourism corridor). Through resolution and re-negotiation these projects were shifted to the JGDM for implementation under a district wide umbrella approach, to co-ordinate and implement under a new SLA within the department.
- Operating expenditure has been reasonable and a total of 59 km was maintained throughout the year, primarily in urban areas.
- As part of the ongoing maintenance programme, the Council authorized the purchase of the following plant:
 - 2 x Articulated Dumpers
 - 1 x Water Truck (18 KL)
 - 1 x Tow Tractor
 - 1 x Pedestrian RollerThe purchase of this plant will greatly contribute to the current maintenance programme.

3.6 TRANSPORT (MOTOR VEHICLE LICENSING)

Introduction to Motor Vehicle Licensing

- The Grade a Traffic Test Station is situated in Barkly East. This test station is the seat of road worthy of vehicles, driver's license testing and the like.
- This NATIS motor vehicle registration facility service is also rendered by Council on an agency basis for the Department of Transport in Lady Grey, Sterkspruit and Barkly East.
- ENatis offices in Sterkspruit were damaged during service delivery protests.

Overall targets are reflected as follows:

- Provision of available facilities for the licensing of motor vehicles in existing centres;
- Maintaining and performing National Traffic Information System (Natis) on behalf of the Department of Transport;
- Establishing a Motor Vehicle Registration and licensing facility in Sterkspruit (approval required from the Department of Transport). Approval has been outstanding for quite some time and extends to the previous financial year. It is the intention to extend the centre to include a drive test centre. At this point the construction has been completed and the resources are available and we continue to await approval from DoRT.
- Continuously updating and training staff on the operation of the Natis System.

TRAFFIC AND LICENCING STATISTICS

LICENCING REVENUE	ACTUAL REVENUE	BUDGET
	2012 - 2013	2012 - 2013
Traffic Fines	65 462	60 000
Duplicate Permits & Registration	46 185	40 000
Commission on M/V Registration	536 668	450 000
Learner's Drivers Licence;	251 992	300 000
Drivers Licences	1 081 335	800 000
Prodiba Driver Licence Renew	370 401	250 000
Total	2 352 043.37	1 900 000.00

Comment on the performance of Vehicle Licensing Overall

The overall performance on motor vehicles licensing is to be commended as the total expected revenue of R 1 900 000 was exceeded by R 452 043.37.

Capital Expenditure on the Renewal of the Barkly East Test Station amounted to R 25 185.

3.7 WASTEWATER (STORM WATER DRAINAGE)

Introduction to Stormwater Drainage

Senqu Municipality does not use entities to maintain storm water systems within the area. When required, capital construction is outsourced through the procurement policy for the services of a consultant and contractor and these projects are funded through the MIG programme.

The on-going cleaning of the storm water system is conducted through the job creation programme as there is no designated permanent staff on storm water functions (which is a shared service with the roads department).

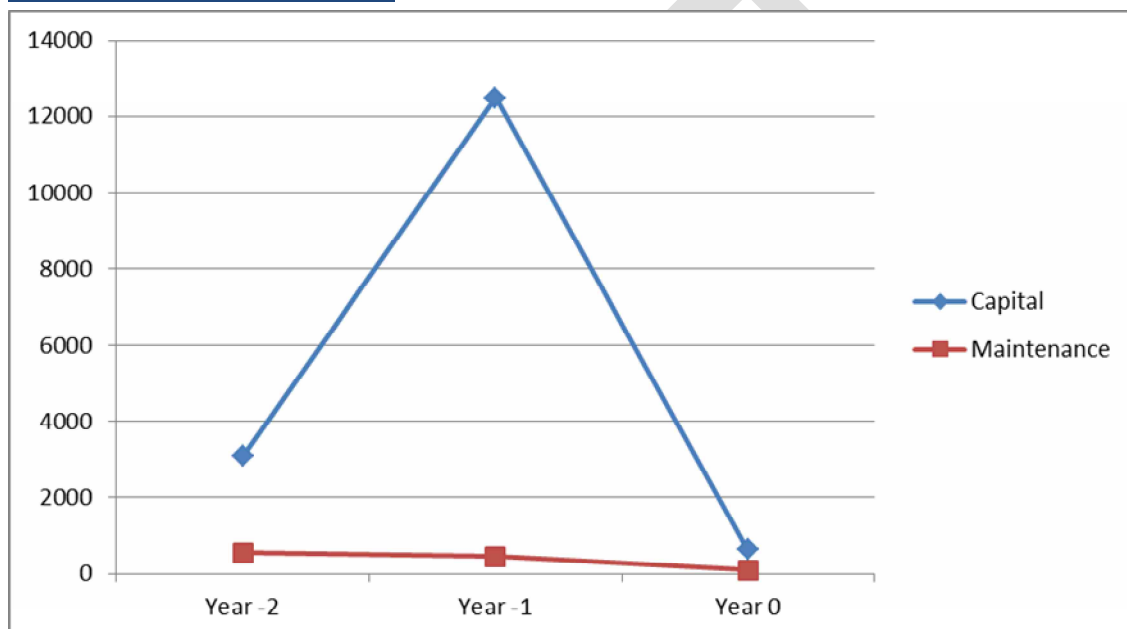
The Sterkspruit unrest has had a negative effect on storm water maintenance due to the fact that the municipality was unable to function there (intimidation and unrest).

Historically there are storm water control issues throughout all the areas of Senqu, including the indigent and rural areas. The rural challenges have been caused by uncontrolled development as tribal authorities allocate land at will, and then services are demanded. The municipality does not have the capacity to deal with these matters. Indigent (RDP projects) have challenges in that the roads and storm water infrastructure are poorly constructed due to budget constraints on project funding which then leads to critical problems further down the line. People also interfere with their own constructions which then compounds the problems of blockages. Lady Grey water in some areas is problematic in that it is required to be discharged into the storm water system, as there are no other options for managing this.

Stormwater Infrastructure				
	Total Stormwater measures	New Stormwater measures	Stormwater measures upgraded	Stormwater measures maintained
2010/2011	(Est) 156	1	-	31
2011/2012	Est (159)	3	-	154
2012/2013	Est (165)	(Est) 6	-	347

Cost of Construction / Maintenance			
			R'000
	Stormwater Measures		
	New	Upgraded	Maintained
2010/2011	3091	-	550
2011/2012	12487	-	407
2012/2013	Dept Human Settlement	-	98

STORM WATER EXPENDITURE



Stormwater Policy Objectives taken from IDP										
Service Objectives / Service Indicators	Outline Service Targets	Year 2011/2012		Year 2012/2013			Year 2013/2014	Year 2014/2015		
		Target	Actual	Target		Actual	Target			
		*Previous Year (iii)	(iv)	*Previous Year (v)	*Current Year (vi)	(viii)	*Current Year (viii)	*Current Year (ix)	*Following Year (x)	
(i)	(ii)									
Service Objectives										
Storm water maintenance	Cleaning of storm water channels	25	154	25	31 km	347	300	300	300	
<i>Note: This statement should include no more than the top four priority service objectives. The indicators and targets specified above (columns (i) and (ii) must be incorporated in the indicator set for each municipality to which they apply. These are 'universal municipal indicators'. *Previous Year' refers to the targets that were set in the Year -1 Budget/IDP round, *Current Year' refers to the targets set in the Year 0 Budget/IDP round. *Following Year' refers to the targets set in the Year 1 Budget/DP round. Note that all targets in the IDP must be fundable within approved budget provision. MSA 2000 Chapter 5 sets out the purpose and character of Integrated Development Plans (IDPs) and Chapter 6 sets out the requirements for the reduction of performance management arrangement by municipalities in which IDPs play a key role.</i>										

NOTE:

- The storm water issue is dealt with by the roads maintenance team and within the job creation programme, under the supervision of the Roads Superintendent. Lack of capacity and in an attempt to reduce costs, results in the roads and storm water function being considered as one operational priority (facilitated by the linkages between the two components). If one looks at the budget and the organogram, it will be seen that there is no dedicated storm water section in the organogram and there is very limited budget under the storm water section.
- There are very serious storm water issues in all the villages (86 of them) and within the Kwezi Naledi and Nkululeko townships.
- Sterkspruit has mostly been dealt with although a few areas still require attention. These are slowly being addressed under the roads construction programme of the municipality but it will take years and an exorbitant amount of funding to address these challenges throughout the Senqu area. This on its own remains a further motivation for sustainable roads and storm water systems. In short, gravel does not work and is compounded by the lack of capacity for maintenance.

TABLE: EMPLOYEE STATISTICS (STORMWATER SERVICES)

Employees: Stormwater Services					
Job Level	Year 2011/2012	Year 2012/2013			
	Employees No	Posts No.	Employees No.	Vacancies (fulltime equivalents) No.	Vacancies (as a % of total posts) %
0-3	2	10	1		80%
4-6	18	39	12	21	53%
7-9		1		1	100%
10-12	1	1	1	3	66%
13-15					
16-18					
19-20					
Total					
Total should equate to those included in the Chapter 4 total employee schedule. Employees and Post numbers are as at 30 June. *Posts must be established and funded in the approved budget or adjustments budget. Full-time equivalents are calculated by taking the total number of working days lost (excluding weekends and public holidays) while a post remains vacant and adding together all such days lost by all posts within the same set (e.g. senior management) then dividing that total by 250 to give the number of posts equivalent to the accumulated days.					

NOTE: In the above, the staff used for Roads are also used for stormwater (same staff)

Financial Performance Year 2012/2013: Stormwater Services					
R'000					
Details	Year 2011/2012	Year 2012/2013			
	Actual	Original Budget	Adjustment Budget	Actual	Variance to Budget
Total Operational Revenue					
Expenditure					
Employees	0	0	0	0	0
Repairs and Maintenance		166	166	98	68
Other	0	0	0	0	0
Total Operational Expenditure	0	0	0	0	0
Net Operational Expenditure		166	166	98	68
Net expenditure to be consistent with summary T 5.1.2 in Chapter 5. Variances are calculated by dividing the difference between the Actual and Original Budget by the Actual					

NOTE: The financial performance is attributed to the fact that the roads team had to leave the Sterkspruit rural area, due to unrest, and therefore there was less budget required.

Capital Expenditure Year 0: Stormwater Services					
R'000					
Capital Projects	2012/13				
	Budget	Adjustment Budget	Actual Expenditure	Variance from Original Budget	Total Project Value
Total All	0	0	0	0	
No Capital Storm Water Projects	0	0	0	0	
Only at Barkly East 802 units that	0	0	0	0	0
Was constructed at cost of the					
Department of Human Settlement					
<i>Total project value represents the estimated cost of the project on approval by council (including past and future expenditure as appropriate)</i>					

No costs reflected in above table. The 802 units constructed in Barkly East were completed at the cost of the Department of Human Settlements.

Overall comments on the performance of stormwater drainage:

The only storm water capital project that took place fell under the Department of Human Settlements which installed drainage within the Barkly East 802 housing project. **The Senqu municipality does not have the detail thereof as his responsibility lay with the Department of Human Settlements.**

As detailed, the storm water capital programme is being dealt with on an on-going basis, as part of the roads programme, although there have been dedicated projects in the past (Kwezi berm). The job creation programme is used for cleaning existing systems on an on-going basis. This financial year (2012/2013) 347km of drainage was cleaned through this programme.

COMPONENT C: PLANNING AND DEVELOPMENT (PLANNING AND LOCAL ECONOMIC DEVELOPMENT)

3.8 PLANNING AND DEVELOPMENT (PLANNING & LED)

Introduction to Planning and Development

Town Planning and Development was moved to the Technical Services Department during July 2012. There are currently no dedicated staff to this function but it is dealt with on an ad-hoc basis by the director, Building Control Officer and in a limited capacity by the Housing Unit. The Spatial Development Framework (SDF) is dealt with as a shared responsibility between the IDP unit and the Technical Services Director. There are no dedicated resources for the SDF. An application has been made to the NT for use of savings on the NDGP funds to be used for a detailed SDF for Sterkspruit and surrounding areas as this area is considered to be the major potential economic development node within the Senqu area.

Senqu municipality is a large rural environment consisting of mountainous areas, 86 villages and the towns of Barkly East, Sterkspruit and Lady Grey as well as the hamlets of Rhodes, Rossouw and Herschel. This makes prioritised planning difficult as politically and realistically, not everyone can be kept happy.

Physical planning needs are based primarily on community needs which are prioritized by the IDP & Budget Steering Committee, taking all resources into account. The Technical Services Directorate is involved in the implementation of all infrastructure capital projects, although some are reported on by other departments (e.g., solid waste sites) depending where the responsibility lies. These projects are managed by the Project Management Unit (PMU) of the municipality, including implementation planning, time frames, budget and the like.

Building plans 2012/2013

Applications outstanding 1 July 2012	Category	Number of new applications received June 2013	Total value of applications received Rand	Applications outstanding 30 June 2013
0	Residential new	02 + 143 RDP Houses	R 705000.00 (R55706.00*143 RDP Houses)	0
0	Residential additions	16	R 1 789 529.00	0
0	Commercial	05	R7 500 000.00	0
0	Industrial	0	0	0
0	Other (specify) rezoning for church	0	0	0

Town Planning Applications 2012/13

Applications outstanding 1 July 2012	Category	Number of new applications received June 2013	Applications outstanding 30 June 2013
0	Rezoning	3	0
0	Consolidation	3	0
0	Sub Division	3	0