

1. Introduction:

The Municipal Demarcation Board announced officially announced on 07 August 2013, that through the demarcation process, that proposal DEM- 4059-3 was endorsed and that the formation of a Metro that comprised of an amalgamation of the Sedibeng District, the Emfuleni Local and the Midvaal Local Municipalities would be undertaken. In respect of the above, processes began to unfold towards the establishment of a Vaal Metro in 2016. Following the announcement of the MDB; the MEC for GoGTA in Gauteng issued a 14(5) Notice on 31 March 2014.

The affected Municipalities convened a Joint Sitting on 16 April 2014 to nominate representatives to serve on the Political and Technical Steering Committees.

The Sedibeng District Municipality, with several other respondents, were served with court papers indicating that Midvaal Local Municipality had filed an application in the High Court to oppose the move to a Metro. The previous process was as a result delayed but not abandoned hence it is now being pursued.

The District Development Model initiative will respond to concerns local Municipalities had on opposing a process towards single authority and resulting in ensuring that Institutional arrangements are in place and will be driven and managed through the implementation of the DDM by participating at District Level in the DDM Coordination Steering Committees and the local DDM Coordinating Hubs.

- The District Model aims are to address service delivery challenges and speed up service delivery and economic development, including job creation and strengthening municipalities to deliver on their mandates.
- Therefore, a move to a Metro status remains on track for implementation beyond 2026 and ensure that the MDB reactivates the process.

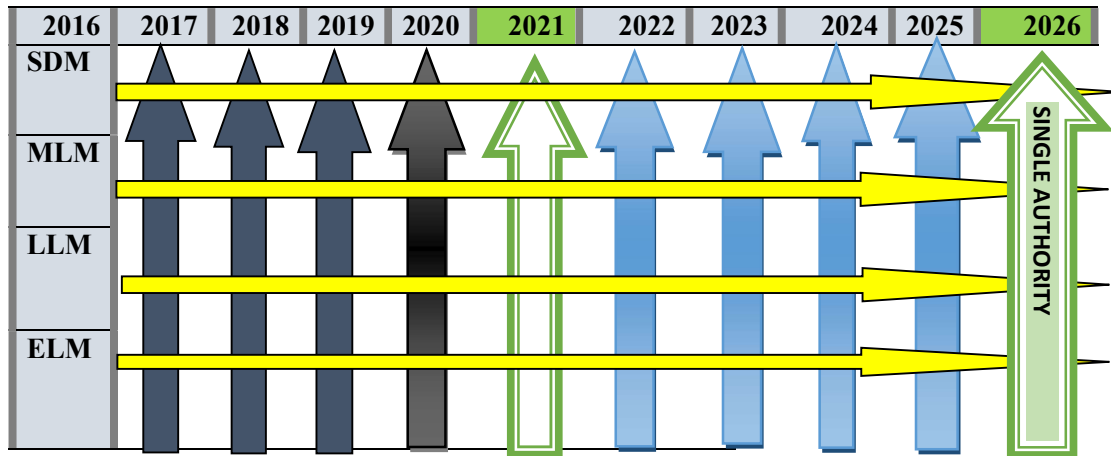
2. Sedibeng District and Local Municipalities 2021 – 2026

For the period 2021-2026, the Sedibeng District Municipality will have to consider measures and processes that will lead us to becoming a Single Authority/ metro post the next local government elections 2021/2026.

These processes include but not limited to:

- Setting up of transitional processes towards the metro.
- Compliance with Section 14 of the Municipal Structures Act 117 of 1998 in relation to assets and liabilities as well as staffing matters.
- Engagements with Municipal Demarcation Board
- Interaction with the Local Municipalities and the Independent Electoral Commission towards the realization of the single authority.

Single Authority/Metro System of Governance:



3. Review of Powers and Functions:

A political decision was taken at Sedibeng District Wide Lekgotla 2 years ago on the 14/15 March 2019 in Kopanong Conference Centre, Ekurhuleni wherein Sedibeng District Municipality Executive Mayor and Local Executive Mayors reiterated the revival of the Political Steering Committee that will look into Powers and Functions in line with section 84 (1) of Municipal Structures Act 2000.

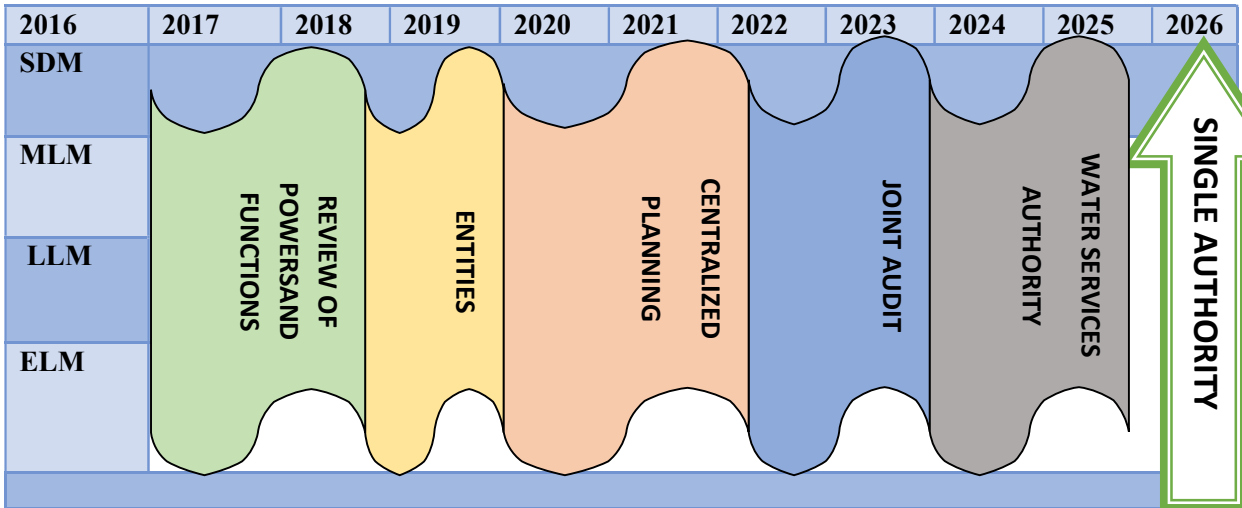
SDM Municipal Manager and his counterparts at Local Municipalities as part of the subcommittee were mandated to technically advise the committee about the model and approach that will work effectively to revive this process with timeline set as of April 2019 and a comprehensive discussion document on a review of Powers and Functions must also be developed for further engagements in Councils.

The terms of reference with amendments will enable all affected municipalities to look at alternative model that will work in favour of all affected Municipalities and SDM Executive Mayor will the Chair of the committee and Municipal Manager also continuing to interact with other spheres of government both Provincial and National Offices (Gauteng MEC and Minister of GoGTA) and looking at alternative methods that will work for all municipalities in the district.

CHAPTER 09: A Process Towards Single Authority

The District Development Model initiative taken by National Government EXCO will also expedite this process towards single authority

Shared Services as one of the process towards single authority



4. District Development Model:

The proposed District Level Model builds on the White Paper on Local Government (1998), which locates the role of local government as critical in “*rebuilding local communities and environments, as the basis for a democratic, integrated, prosperous and truly non-racial society*”. Therefore, the model is a practical Intergovernmental Relations (IGR) mechanism for all three spheres of government to work jointly and to plan and act in unison. The model consists of a process by which joint and collaborative planning is undertaken at local, district and metropolitan spheres together by all three spheres of government resulting in a single strategically focused Joined-Up plan (One Plan) for our district Sedibeng District Municipality and Local municipalities (Lesedi, Midvaal and Emfuleni)

One Plan Approach:



This planning process is to be technically facilitated and supported in a more rigorous way at local level through reconfigured capacities. The resultant One Plan for each space will be approved and adopted by all three spheres of government on the basis of consultative processes within all spheres of government and with communities and stakeholders.

The One Plan will consist of the objectives, outputs, roles and responsibilities, and commitments in terms of which all spheres and departments as well as partners will have to act and against which they will be held accountable for prioritizing resources and delivering results.

The proposed New District Level model seeks to utilize the existing legal framework and implementation machinery, which includes the Intergovernmental Relations (IGR) Framework Act which provides for the Minister (and department) responsible for cooperative governance to provide “a framework for coordinating and aligning.

The Model adds a society wide dimension whilst also facilitating for:

- A common vision for development of the country which is collectively generated and broken down into and according to needs and opportunities of each district and metropolitan geographical area (IGR impact zones);
- The identification of commonly agreed spatial and development priorities within these impact areas;
- A vision and priorities which are supported by well researched, credible and technically sound long-term, implementation and operational plans, backed by appropriate capital investments, adequate project preparation, and impactful financing as well as implementation;
- Prioritized spatial and integrated development outcome logics which transcend narrow, sectoral and personal interests or biases;
- Multi-year long-term and predictable objectives, targets and resource commitments to agreed programmes and projects extending beyond electoral cycles;
- A society wide accountability framework and responsibilities for tracking and reporting on implementation and actions within government and to stakeholders and broad public.

This shift from alignment to joint planning also constitutes part of the “Theory of Change” on which the Model is premised. In that theory it is posited that radically improving the quality of life for our people and the places in which they live, work and leisure is dependent on a capable developmental state which facilitates for:

The creation of an overall conducive environment through public policy, institutions, and effective service delivery where there are opportunities created for people and families to access services, empower themselves, and enable themselves to be economically active and shapers of their own destinies;

The implementation of policies and programmes by each individual sphere of government, sector department, or state-owned entity acting within their specific mandated powers and functions for which they should be held accountable and for which there should be consequence management in cases where these responsibilities are breached; and

These Single Joined-Up plans, or the One Plan will take the form of prioritized spatial expressions over the long term and will be divided into 5 and 10-year implementation plans supported by annual operational plans which will be based on commonly agreed diagnostics, strategies and actions. Each sphere and sector department will have to elaborate in more detail their own plans and actions. The plans will facilitate for:

1. Managing urbanisation, growth and development;
2. Determining and/or supporting local economic drivers;
3. Determining and managing spatial form, land release and land development;
4. Determining infrastructure investment requirements and ensure long-term infrastructure adequacy to support integrated human settlements, economic activity and provision of basic, community and social services; and
5. Institutionalize long term planning whilst addressing ‘burning’ short term issues
6. The content of the Plans will elaborate the key transformation processes required to achieve long-term strategic goals and a desired future in each of the district spaces. In summary the one plan can be depicted as:

Wherein:

- Demographic and district profiling will provide a deeper understanding of the population profile and development dynamics in each hub;
- Economic positioning will explore the competitive edge of each hub with a view of supporting local economic development;
- Spatial restructuring will transform the current spatial development patterns;
- Infrastructure engineering will facilitate for joint infrastructure planning and investment,
- Integrated service provisioning will provide for an impactful household level social wage whilst improving employment and livelihoods, and
- Governance and management will provide leadership and administrative support to effective and efficient planning, budgeting, procurement, delivery, financial and performance management.
- The plans are to be implemented from a short to a long term and be supported by adequate monitoring, evaluation and reporting systems as well as an impactful communication.

One Plan Implementation Process:

