

STATE OF
**SOUTH
AFRICAN
CITIES**
REPORT

16

South African
CitiesNetwork

The
People's
GUIDE



The People's Guide is a supplementary product to SA Cities Network's main State of South African Cities Report 2016. It has been compiled by Siphhelele Ngobese and Angel Bolosha with Geci Karuri-Sebina and Kristina Davidson.

The following partners are acknowledged for providing additional supporting information:

- Ms S Hughes, Department of Cooperative Governance (DCoG)
- Mr T Sema, SA Local Government Association (SALGA)

Content Editor: Write to the Point

Design: Ink Design, Cape Town, www.inkdesign.co.za

Photo credits are as indicated.

Suggested citation:

SACN. 2016. State of South African Cities Report 2016:
The People's Guide. SACN: Johannesburg.
ISBN 978-0-620-71464-8



© 2016 by South African Cities Network. The *State of South African Cities Report* is made available under a *Creative Commons Attribution-NonCommercial-ShareAlike 4.0 International License*. To view a copy of this license, visit <http://creativecommons.org/licenses/by-nc-sa/4.0/>.

Foreword



Cllr. Parks Tau
*Chairperson of the Board
South African Cities Network*

Cities are about people, first and foremost. And, as the national Integrated Urban Development Framework states, South African cities should be safe, liveable, socially integrated, economically inclusive and globally competitive, with an active citizenry.

The 2016 State of Cities Report (SoCR) makes an important call to action for all segments of society – from communities and neighbourhoods to cities, from cities to the nation and from the nation to the global – to support the inclusive growth and development of South African cities.

There couldn't be a more important time to launch this report on the performance of cities. Our local socioeconomic challenges, national pressures for growth and employment, global opportunities through Sustainable Development Goals (SDGs), Habitat III and the Paris climate agreement on cities (at COP21) all point to the critical role of cities in driving development in environmentally sustainable ways.

The 2016 SoCR underscores that we are all connected. With urban migration at an all-time high, cities also contribute to the development of rural areas and smaller towns. As the country faces these big issues and complicated arrangements, each and every one of us needs to play a role. We must each find ourselves in this thing called development, understand where we fit in, what futures we are driving towards, and how we can play our part. This People's Guide to understanding the context and messages of the SoCR is meant to help in this.

We look forward to your feedback on what more you need to know, so that we can serve and enable you better. We trust that, in turn, you will play your part in making your community (and your city) a better place to live and grow for all.



Contents

3 FOREWORD

6 UNDERSTANDING **LOCAL GOVERNMENT**

This section introduces you to local government: how it came to being and what it does. All citizens should understand how our government system works and what their role is – cities are not only about government but involve all who live and work in them.

12 WHY CITIES **MATTER**

This section explains why cities are important and that the “urban agenda” is not an exclusive affair for big cities and elites, as rural and urban spaces are interconnected in South Africa.

16 THE STATE OF **CITIES REPORTING**

This section gives a brief overview of what previous State of Cities reports have said and who uses the reports (and for what).

18 WHAT IS THE NEW 2016 **REPORT SAYING?**

This is a two-page summary of the key messages coming out of the latest State of South African Cities Report.

23

WHAT DOES THIS
MEAN FOR ME?
A CALL TO ACTION

This section is a call to action to all who are involved in cities: if cities are about us, then we each have to figure out what we should be doing.

26

TO LEARN
MORE

This section contains some useful references, if you want to learn more about local government and what's happening in your city.

28

CITY
PROFILES

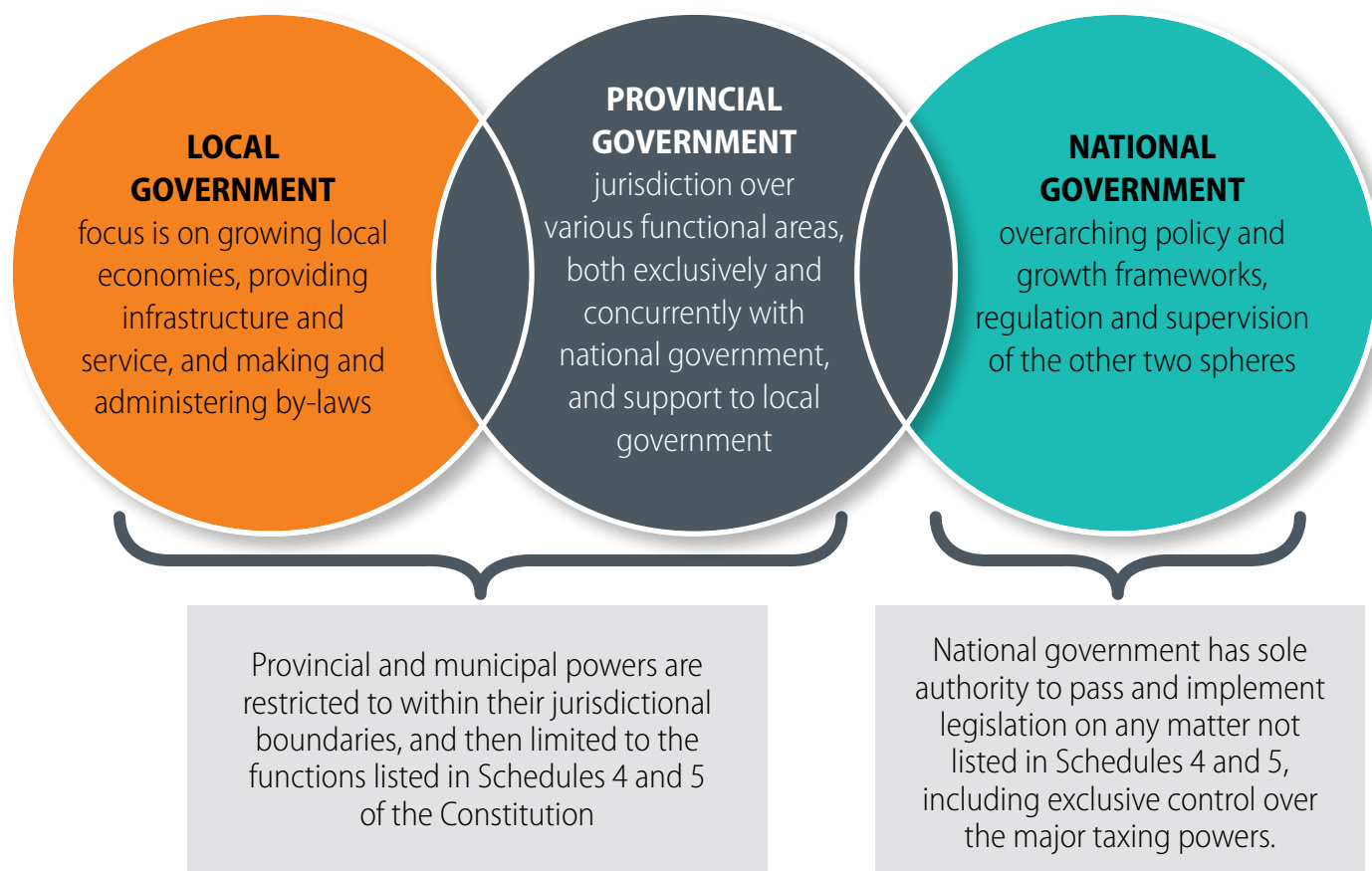
This section provides some statistics about progress in the nine cities, and where challenges may still lie.



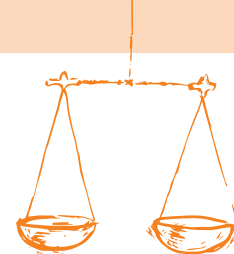
Understanding LOCAL GOVERNMENT

- South Africa is a **constitutional democracy** with a **three-sphere system** of government: national, provincial and local.
- The Constitution allocates **legislative** and **executive authority** and **powers** to all three spheres of government. This means each sphere has the right to function as a government and is given the means to do so. However, the **scope of their powers** and **functions** is very different, as shown below.
- The **Department of Cooperative Governance** is in place to ensure that the three spheres work together effectively.

Three spheres of government



Functions of the three spheres



As per Schedules 4 and 5 of the 1996 Constitution.

CONCURRENT FUNCTIONS – SCHEDULE 4 = shared competencies of national and provincial government, i.e. both spheres can enact laws in these functional areas.	EXCLUSIVE PROVINCIAL FUNCTIONS – SCHEDULE 5(A) = exclusive legislative competence over the functions, including providing regulatory frameworks to supervise municipalities around local government matters listed in Schedule 5(B).	LOCAL GOVERNMENT MATTERS – SCHEDULES 4(B) AND 5(B) = a municipality “has the right to govern, on its own initiative, the local affairs of its community” and has “the executive authority and the right to administer the local government matters” assigned to it. This authority includes the power to make and execute by-laws. (As per Sections 151(3), 156(1) and (2) of the Constitution.)	
		Schedule 4 (Part B)	Schedule 5 (Part B)
<ul style="list-style-type: none"> • Agriculture • Local airports • Consumer protection • Education • Health • Housing • Public transport • Welfare services • Police • Environment • Nature conservation • Pollution • Road traffic • Property transfer fees • Tourism trade • Vehicle licensing 	<ul style="list-style-type: none"> • Abattoirs • Ambulance services • Archives other than national archives • Liquor licenses • Museums other than national museums • Provincial planning • Provincial cultural matters • Provincial recreation and amenities • Provincial sport • Provincial roads and traffic • Veterinary services, excluding regulation of the profession 	<ul style="list-style-type: none"> • Air pollution • Building regulations • Child-care facilities • Electricity and gas reticulation • Fire-fighting services • Local tourism • Municipal airports • Municipal planning • Municipal health services • Municipal public transport • Municipal public works (limited) • Pontoons, ferries, jetties, piers and harbours, excluding the regulation of international and national shipping and matters related thereto • Storm-water management systems in built-up areas • Water and sanitation services limited to potable water supply systems and domestic waste water and sewage disposal systems 	<ul style="list-style-type: none"> • Beaches and amusement facilities • Billboards and advertisements in public places • Cemeteries, funeral parlours and crematoria • Cleansing • Control of public nuisances • Control of undertakings that sell liquor to the public • Facilities for housing, care and burial of animals • Fencing and fences • Licensing of dogs • Licensing and control of undertakings that sell food to the public • Local amenities • Local sports facilities • Markets • Municipal abattoirs • Municipal parks and recreation • Municipal roads • Noise pollution • Pounds • Public places • Refuse removal, refuse dumps and solid waste disposal • Street trading • Street lighting • Traffic and parking





What local government does

According to the Constitution (1996: Section 152), local government's objective is:

to provide democratic and accountable government for local communities; ensuring the provision of services to communities in a sustainable manner; promoting social and economic development; promoting a safe and healthy environment; and encouraging the involvement of communities and community organisations in the matters of local government.

In brief, local government's performance is measured on:

- effective provision of household infrastructure and services
- creation of liveable, integrated cities, towns and rural areas
- regional/local economic development and job opportunities
- community empowerment and participation

Local government in South Africa is made up of **257 municipalities**. There are three kinds of municipalities:

All municipalities are governed by municipal councils that are elected every five years. Most municipal councils are managed by an executive committee, elected executive mayor and a municipal manager.

Wards are sub-divisions of municipalities used for electoral purposes. They are delimited by the Municipal Demarcation Board. Each ward elects one councillor directly. So at local elections all voters receive three ballot papers: one to vote for a candidate for ward councillor, one to vote for a party for the council of the local municipality, and one to vote for a party for the council of the district municipality (if they live in a local municipality).

**205
LMs**

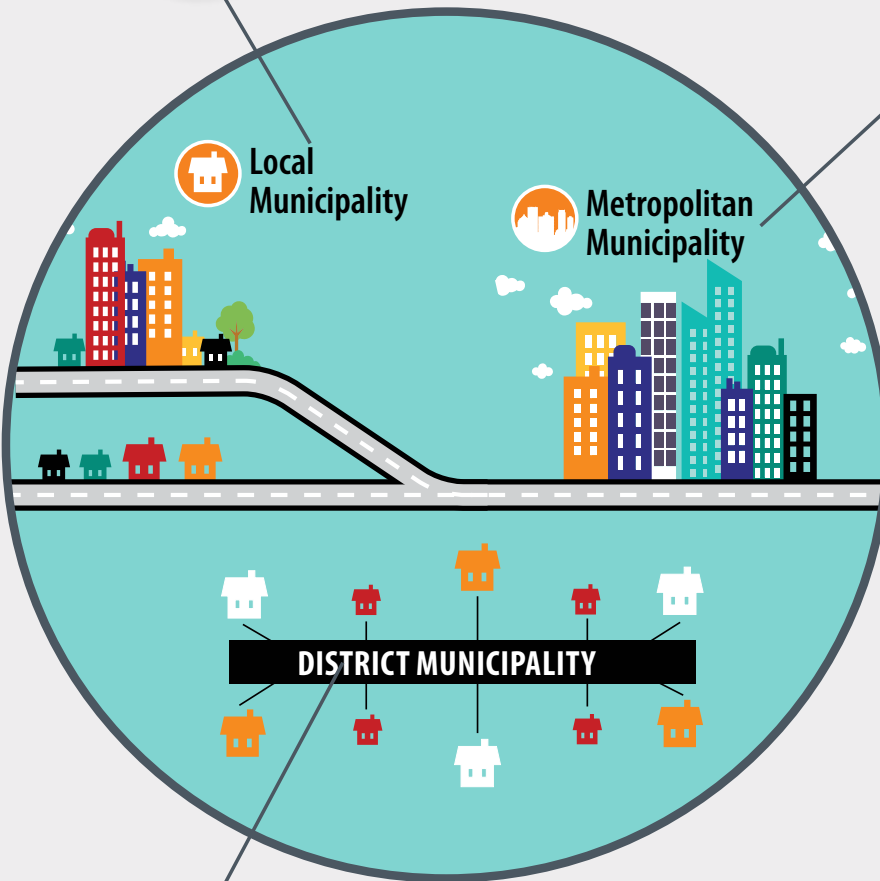
LOCAL MUNICIPALITIES
(LMs) are towns and rural areas

**8
Metros**

“METROS”

are large cities

Metropolitan councils are relatively more independent. They have single metropolitan budgets and a single tier of local government, common property ratings and service-tariff systems, and single employer bodies.



Local Municipality



Metropolitan Municipality

DISTRICT MUNICIPALITY

**44
DMs**

DISTRICT MUNICIPALITIES (DMs)
Coordinate local municipalities within a region. District councils are primarily responsible for capacity-building and district-wide planning.

THE 8 METROS ARE:

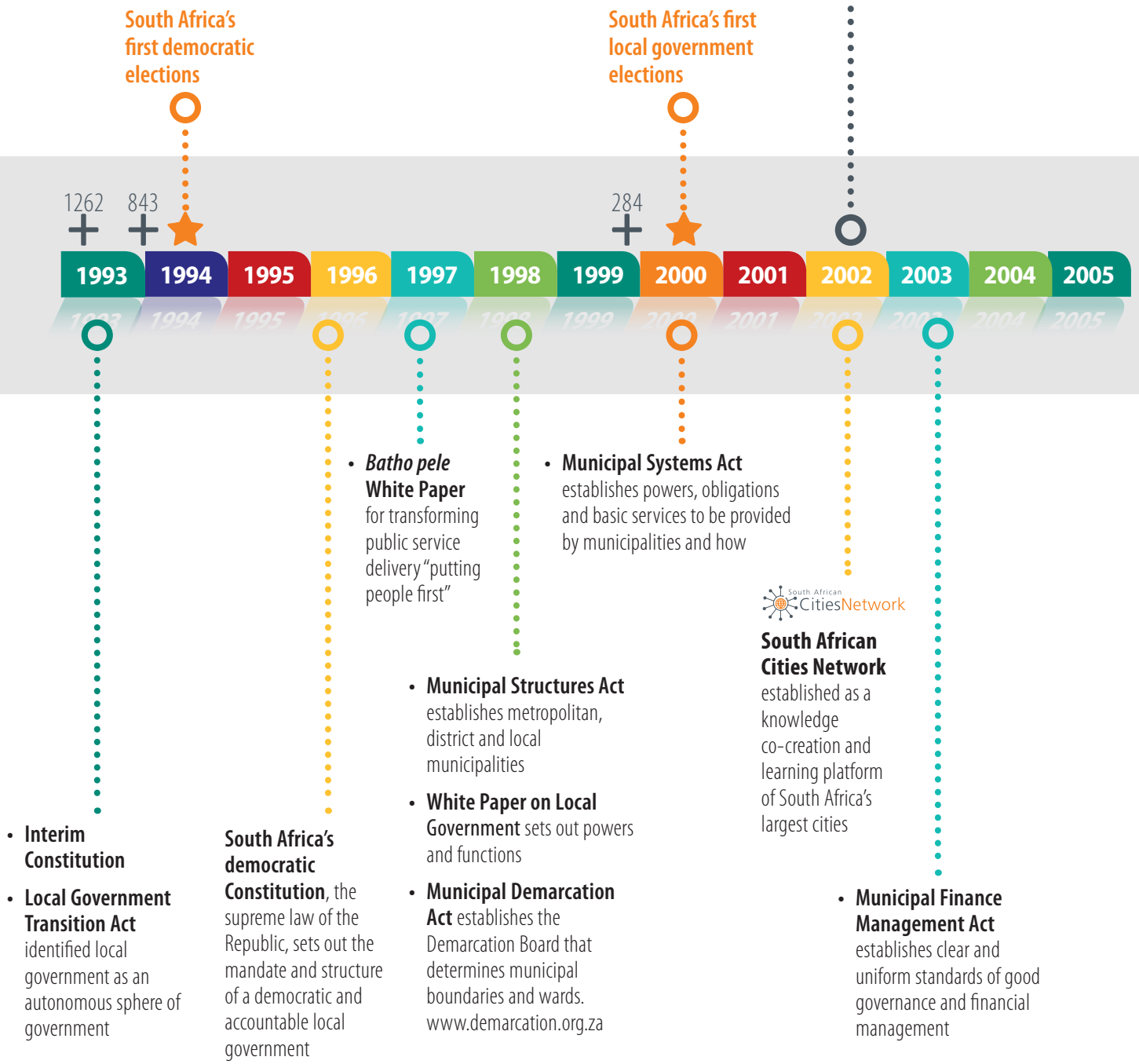
- Buffalo City (East London)
- City of Cape Town
- Ekurhuleni (East Rand)
- City of eThekwin (Durban)
- City of Johannesburg
- Mangaung (Bloemfontein)
- Nelson Mandela Bay (Port Elizabeth)
- City of Tshwane (Pretoria)

Source: Independent Electoral Commission www.elections.org.za and SALGA www.salga.org.za

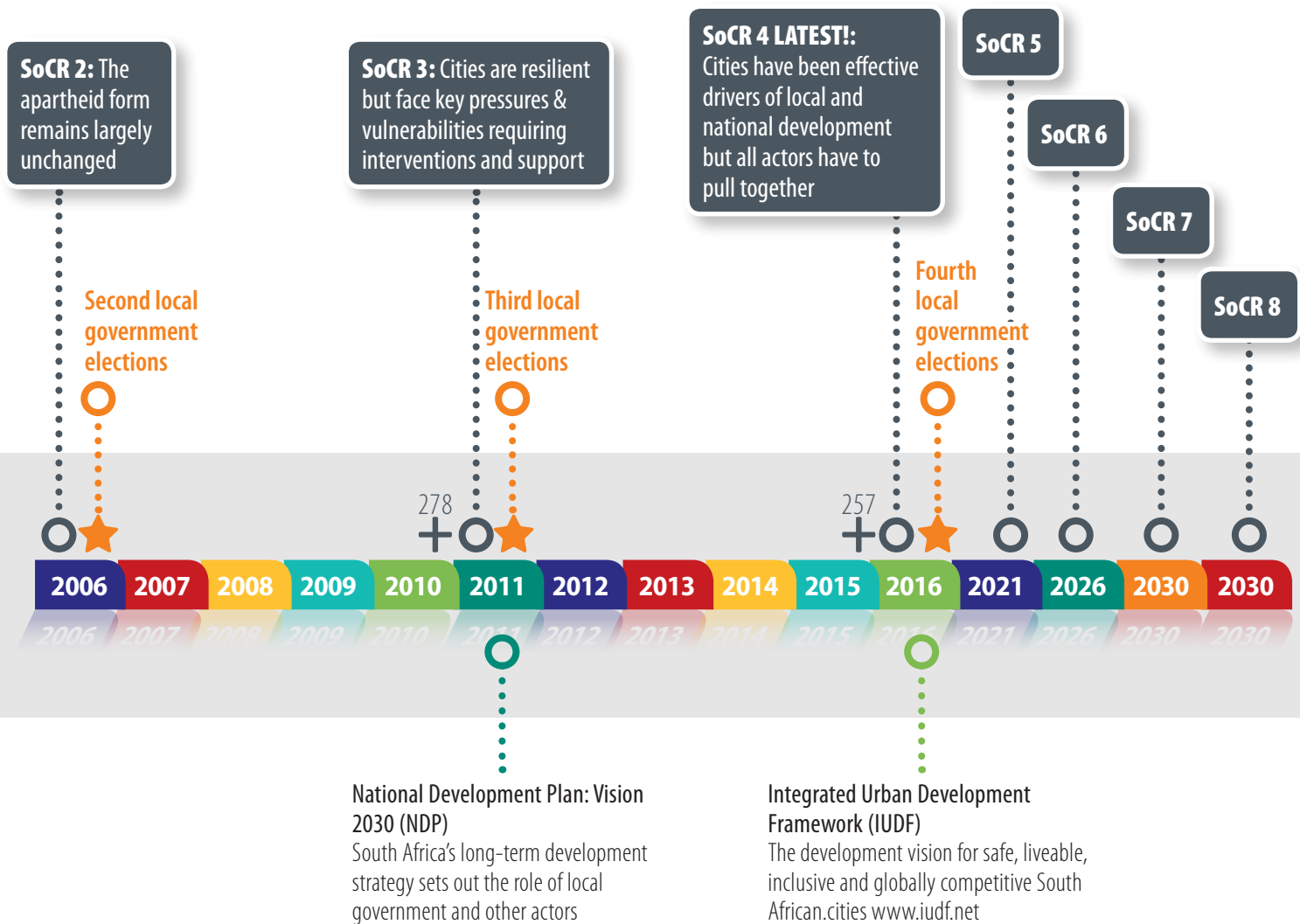


A timeline

SoCR 1 *NEW!
Cities are important and can be drivers of social change



+ No. of municipal structures
 ★ Elections



Since the interim Constitution of 1993, municipal boundaries, structures, systems and mandates have changed substantially

In 2016, it will be 16 years since South Africa implemented a new dispensation for local government, with the vision of "one city, one tax base". From 2000, local government was radically transformed by:

- The creation of "wall-to-wall" municipalities, as 843 municipal structures were amalgamated into 283 new municipalities (now 257 in total).
- A broadening of the local government mandate (as per the Constitution).
- The establishment of new governance structures based on an executive mayor and mayoral committee.
- New administrative and financial management systems (as required by the Municipal Systems Act and the Municipal Finance Management Act).

This transformation is ongoing for, while the policy, legislation and structures may be in place, municipalities are still evolving.



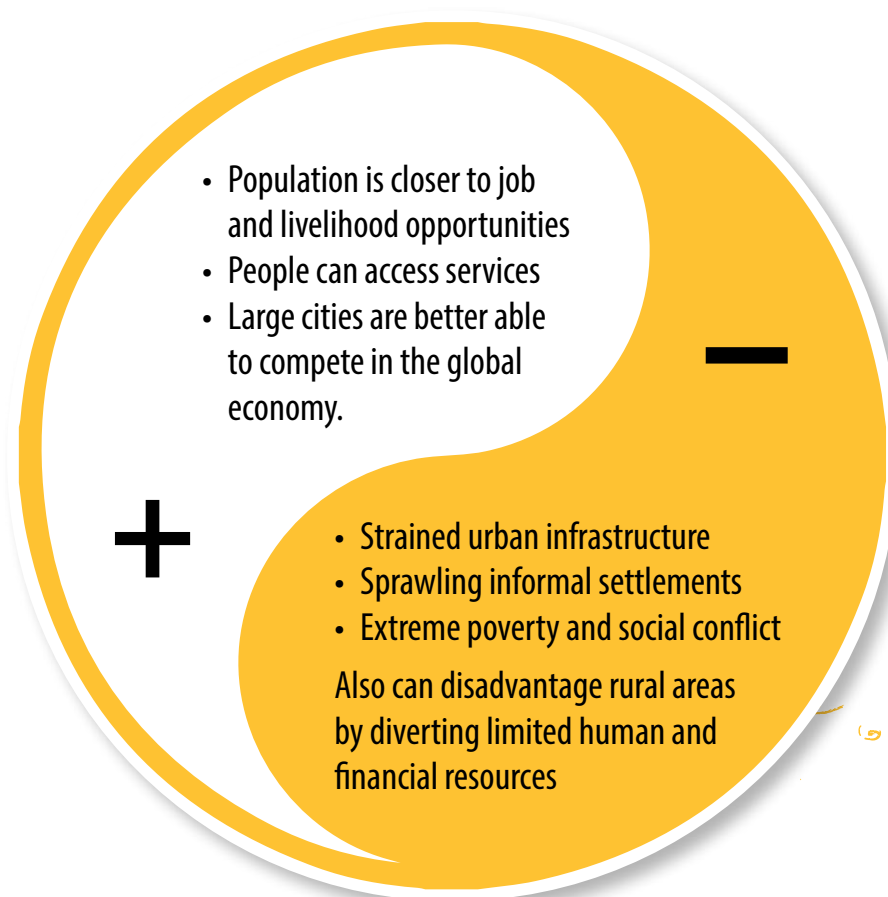
Why cities matter

Cities are drivers of growth and development. As places of high economic activity, cultural diversity, learning, innovation and creativity, cities enable growth and opportunities for people to advance socially and economically. This is why the Integrated Urban Development Framework (IUDF) places cities at the centre of achieving our national development objectives.

Urbanisation and the “urban dividend”

Africa has the highest urbanisation rate in the world. More and more people are moving to cities, attracted by economic and job opportunities – this is a global phenomenon, and South Africa is no exception.

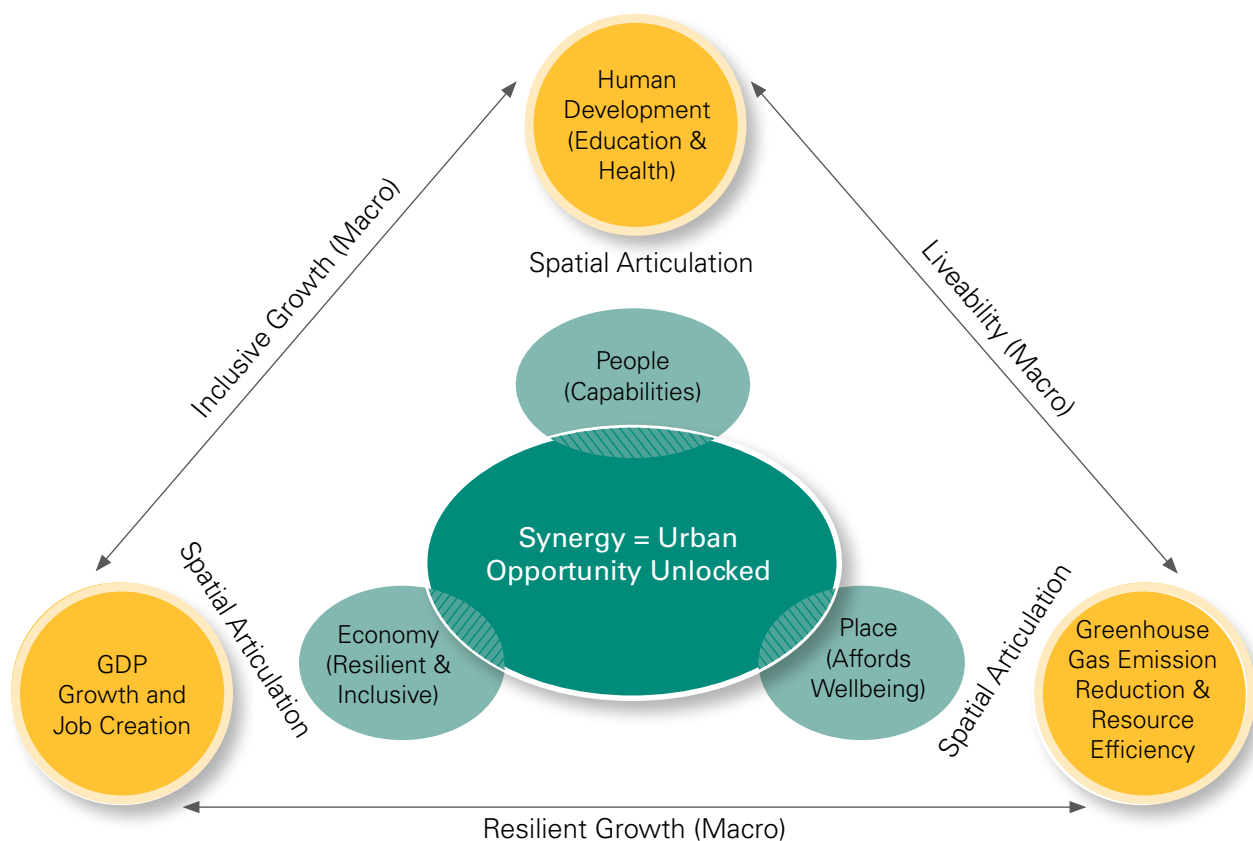
Urbanisation can have both positive and negative effects.



For South Africa, the challenge is that we are currently not in a position to fully reap the advantages of urbanisation, or the “urban dividend” (COGTA, 2016). The urban dividend refers to a situation where the increase in an economically active population means an increase in economic activity, greater productivity and higher rates of growth.

The potential of cities is maximised when there is alignment and integration of investments in **transportation, human settlements, resilient infrastructure** networks, and **land** governance, which are the main vehicles of urban development. Investments in people, the economy and the environment can work together to transform the quality of life in communities.

Coordinated investment in people and places



Source: COGTA (2016)



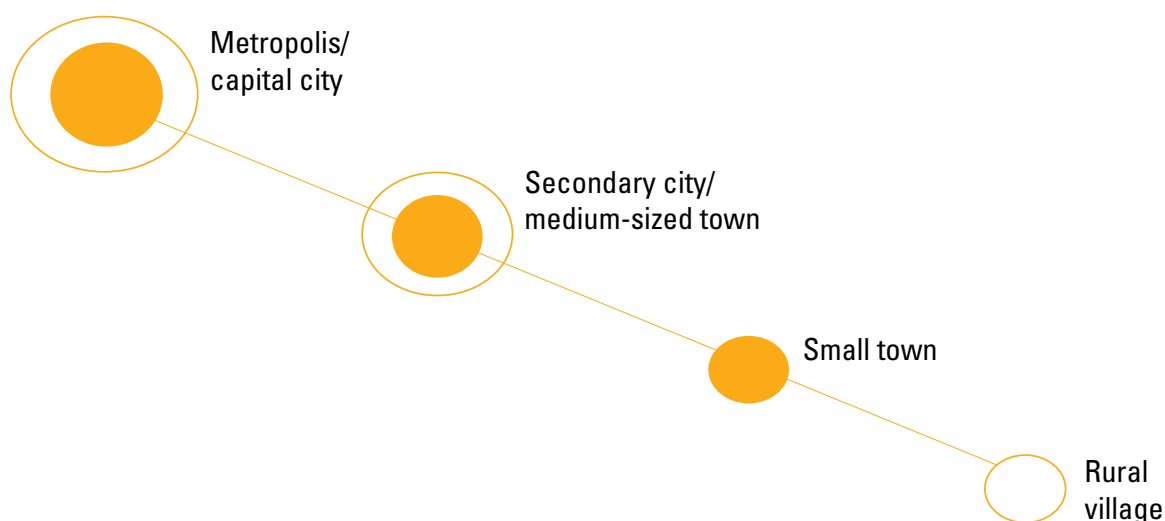
But what about the rural?

People often think “urban” means the big metros only, and worry that an urban agenda or policy means that the rural are to be dismissed or neglected. “Urban” does not refer to only the metros, but to a range of spaces in South Africa that are urban in character. These include the metros, secondary cities (smaller cities such as Rustenburg, Mbombela, Polokwane, George, Sol Plaatje and Tlokwe) and small towns (such as Alice, Zeerust, Harrismith or numerous towns in the Karoo region).

As the IUDF points out, these different urban settings all make important contributions to national and regional economies and to service access. Furthermore, the reality is that many aspects of our lives are intertwined between the rural and the urban. As the IUDF states:¹

Urban development is not an alternative to rural development. Rural and urban areas complement each other and coexist in production, trade, information flow and governance. They are further connected through flows of people and natural and economic resources.

The rural-urban continuum



Source: COGTA (2016)

The spatial patterns between rural and urban spaces are interconnected. People are able to keep one foot in the rural economy and one foot in the urban economy thanks to labour migration and mobility, road accessibility and flows of information, production and resources (e.g. water and food).

¹ COGTA (Department of Cooperative Governance and Traditional Affairs), 2016. Integrated Urban Development Framework. Pretoria: COGTA, p. 24.

National development must be concerned with the full continuum, and the urban dividend should also benefit rural development. ²

Developing solutions to benefit the whole country is difficult if rural and urban areas are seen as opposites, especially as these areas are becoming increasingly integrated because of better transport and communications, and migration. Therefore, focusing on linkages (not separateness) can help reframe how development occurs in rural and urban areas. Strong linkages can enhance growth by facilitating the flow of resources to where they will have the largest economic and social net benefits. (COGTA, 2016: 29)

Cities on the global stage

Cities are becoming an important item on the global agenda. They are highlighted in the Sustainable Development Goals (SDGs), a set of international aspirational goals aimed at “Transforming our world: the 2030 Agenda for Sustainable Development”. Goal 11 of the 17 goals states: Make cities inclusive, safe, resilient and sustainable. www.un.org/sustainabledevelopment/.

Habitat III, the United Nations Conference on Human Settlements, which is to be held in Quito, Ecuador in October 2016, is expected to reaffirm the global commitment to sustainable urbanisation, and the drive towards the implementation of a “New Urban Agenda”. It follows the agreements of Habitat I in Vancouver (1976) and Habitat II in Istanbul (1996). www.habitat3.org.



² Ibid, p.29:



The state of cities

REPORTING

Every five years, the South African Cities Network (SACN) reports on the state of South African cities through the SoCR. The SoCR monitors city development and service delivery performance against local benchmarks and strategies, national urban development priorities, and international development targets. The report influences national policy and strategy through messages about what is required to achieve the desired urban development outcomes. It is also used to advise and inform the plans and strategies of cities by generating specialised and technical evidence and insights.

What previous SoCRs have said



The reports also contain data tables and maps presenting relevant data and statistics, and typically include an **almanac** of downloadable data corresponding with the SACN's thematic areas. These represent the key broad themes within which cities' progress is tracked and analysed over time.

About the SACN

The SACN was established in 2002 as a learning network, knowledge generator and disseminator around good governance and sound management of South African cities. It is a network of South African cities and partners that encourages the exchange of information, experience and best practices on urban development and city management. It is both a research source and a catalyst for debate.



The SACN's objectives are to:

- Promote good governance and management in South African cities
- Analyse strategic challenges facing South African cities
- Collect, collate, analyse, assess, disseminate and apply the experience of large city government in a South African context
- Encourage shared-learning partnerships among the various actors in order to enhance good governance of South African cities.

Who uses the SoCR?

Policy-makers	Practitioners	Scholars & analysts	Media	Civil society
<ul style="list-style-type: none"> • National Development Plan (NDP) • Integrated Urban Development Framework (IUDF) • Urban policies and development strategies 	<ul style="list-style-type: none"> • Integrated development plans (IDP) • City development strategies (CDS) • Sector plans and strategies • Measuring policy and planning outcomes 	<ul style="list-style-type: none"> • Urban research • Urban data and trends 	<ul style="list-style-type: none"> • Communicating • Monitoring and reporting • Emerging issues 	<ul style="list-style-type: none"> • Understanding how cities work • Local advocacy and action



What the new 2016 report says

This is the basic story being told in the latest SoCR:

The economy is important for the development and growth of cities

With mounting job losses and the economic downturn affecting both the rich and the poor, attention is increasingly focused on the role that cities play in stimulating and supporting economic development. The facts show that cities have been driving growth, generating almost two-thirds of the country's economic activity and just over half of national employment. The cities have also significantly improved their service delivery, and generally have good strategies in place to facilitate economic growth and social development. Cities are, therefore, well positioned to take a leading role in South Africa's economic recovery and development.

But there are issues of exclusion to be concerned about

Cities are associated with promise and opportunity, but also exclude many people from participating in the economy and accessing opportunities in various ways. Yet they continue to attract many from rural areas and less prosperous cities, towns and villages in South Africa and beyond – people who are in search of work and a better quality of life. Few arrive with the skills and resources to compete for jobs in the city, and these formal employment opportunities are becoming increasingly scarce. The result is increased poverty, unemployment, overcrowding and social tension.

And there are consequences to exclusion

The inability of large segments of society to actively participate in the urban promise has consequences. Phenomena, such as collective violence and the vulnerability of populations (e.g. the youth and foreign migrants), may be associated with this inability of cities to meet their inhabitants' rights and expectations to access urban resources, services and opportunities. However, many of the issues and solutions are not exclusively within the mandate of local government, and so intergovernmental coordination and the activation of communities become important, such as in the case of education, health and social development. Increasing economic and social inclusion will increase the sustainability and competitiveness of cities, and of the national economy.

Cities, like countries, have been growing unsustainably

The typical South African city has followed a resource-intensive growth path, and suffers from inefficiencies across sectors such as energy, water, waste, food, and transport. The energy mix is unsustainable, landfill sites are fast running out of airspace, freshwater reserves are constrained, and greenhouse gas emissions are increasing (mainly from electricity generation and vehicles that run on fossil fuels). Cities have to develop sustainable city growth paths and priorities, and put in place systems to monitor their performance

Space is also critical to the growth and development of South African cities

Spatial transformation is critical for cities to become more productive, inclusive and sustainable. South African cities are inefficient as a result of the combination of the apartheid legacy, which spatially displaced the black population and neglected public transport, and post-1994 developments that continued to locate subsidised housing and poorer populations in peripheral areas. This affects productivity, results in long and expensive commutes for poor urban residents, and perpetuates neighbourhoods that are separated by race and class. Issues of settlement (land access and housing) and mobility (transport) require short- and long-term strategies to address spatial inefficiency and exclusion.

The positive growth and good governance of cities relies not only on city governments

Cities have been performing and are relatively well-governed, but they have functioned under dynamic and difficult circumstances, and therefore have had a mixed performance. South Africa's institutions and systems need to be reconfigured in order to support positive urban growth – something that is echoed strongly in the Integrated Urban Development Framework (IUDF). This includes a shared recognition and appropriate support across government for the role of cities; better intergovernmental cooperation across the public spheres and sectors; conducive relations with the private sector; the strengthened role and constructive participation of an active civil society; and greater use of the knowledge industry.

Everyone has a role to play!

To engage with the above challenges and opportunities, the 2016 SoCR suggests that how we govern ("governance") is critical. Governance means all actors have a role to play, from the three spheres of government to the private sector, knowledge institutions and civil society.

The SoCR also says that cities should be financed properly, make better use of revenue resources and improve their revenue collection. In all this, good leadership and management are critical, and special attention must be paid to sustainable development and encouraging active citizenship.



The Chapter Messages

CH1 INTRODUCTION



Our cities: status quo and the long-range prospects

- SA cities are expected to be effective drivers of both local and national development.
- Cities are already engines of growth but operate under dynamic and difficult circumstances and with mixed performance.
- SoCR considers both current (legacy) and future circumstances, dynamics and goals of the cities.

CH2 THE SPATIAL TRANSFORMATION OF SOUTH AFRICA'S CITIES



From abstract concept to meaning and means

- Spatial transformation is critical for the growth and development of cities. It affects economic access and efficiency.
- Our current urban development trajectory has negative characteristics that result in cities not achieving their spatial visions.
- In order to transform space, the power relations, institutions and capabilities in the system also need to be transformed.
- Short- and long-term strategies are required for land, spatial planning, housing and human settlements, and transport and mobility.
- Regulations and public instruments can be used, but market interventions by various actors are also necessary.

CH3 PRODUCTIVE CITIES



Spatial transformation that enhances the economy of cities

- Cities have a critical role to play in driving South Africa's economy.
- However, the good story has not included everyone.
- Spatial transformation is a key lever for productive city economies and inclusive city growth.
- Cities should develop bold economic development strategies that include the informal sector and public employment programmes.
- Cities need to expand economic activities and participation through innovation, skills development and targeted investments.
- Cities should learn from one another's strengths in order to improve their business climate.

CH4 INCLUSIVE CITIES



The pursuit of urban social and spatial freedoms for all

- Cities still largely benefit those who can afford to “buy” their rights and freedom to the city.
- The majority of urban dwellers are still socially, spatially, culturally and economically excluded.
- Cities need to have programmes aimed at achieving social justice through inclusion and at empowering citizens to participate in planning, developing and managing their city.
- Cities should develop urban spatial frameworks that accommodate the needs of a growing population in terms of land, infrastructure, human settlements and transport.
- Cities should reserve public land inside the urban edge for high-density, mixed-use and integrated developments aimed at those who are currently excluded.
- Private sector actors also need to consider the social good.

CH5 SUSTAINABLE CITIES



Leveraging the transition to sustainability

- The typical South African city is growing in a resource-intensive way and suffers from inefficiencies across all sectors (energy, food, water, waste and transport).
- The current silo approach to planning and delivery is inefficient and increases risks of exclusion.
- Cities should pursue spatial transformation, which encourages compact cities and sustainable neighbourhoods that value natural and open spaces.
- Sustainability and growth are interdependent, and so sustainability must be fundamentally embedded in a city’s development paradigm, and not just in its long-term visions and strategies.
- Cities need to tackle resource efficiency aggressively.

CH6 WELL-GOVERNED CITIES



Growing from form to substance

- Cities have put good governance structures and processes in place, but are not yet achieving the desired social and spatial outcomes.
- Cities do not adequately mobilise and involve all city stakeholders, including civil society and the private sector, in building a long-term vision of and commitment to spatial transformation.
- Cities should move from the form and process of governance to its substance: performance outcomes, coordination, and democratic governance.
- Cities need to improve collective leadership, operational capability, and stakeholder relations and participation.
- Cities should institutionalise accountability by allocating clear responsibilities and forging sound intergovernmental cooperation and alignment.



CH7 FINANCE AND INNOVATION



Sustainable financing for today's and tomorrow's cities

- Cities have improved their financial reporting and audit findings, and increased their revenue and expenditure significantly.
- Challenges to municipal financial health include inadequate finance for delivering required infrastructure and services, affordability of municipal services for consumers, corruption, and an increasing administrative burden.
- Cities should continue to seek operational efficiency gains and improve revenue collection.
- Cities need to make better use of existing revenue sources and explore innovative financing options, including reforming the current municipal financing model.
- Cities must balance immediate community development aspirations against longer-term transformation needs.

CH8 ENABLING ENVIRONMENT

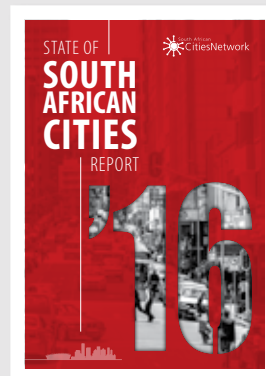


Creating enabling environments for successful city development

- A Call to Action: For development strategies to be effective, all actors (state, private sector, knowledge institutions and civil society) have to cooperate and align their actions.
- Local government's role must be understood by all, and demonstrated through unequivocal performance, accountability and leadership.
- Cities need to be empowered and enabled to drive inclusive growth and development through spatial transformation.
- Deliberate interventions are needed not only in market-friendly locations but also in formerly marginalised locations (e.g. townships).
- Significant innovation across the board is required – creativity, experimentation, agility, and a culture of learning.

SoCR 2016 at a Glance:

- SA cities are important – they are driving growth and development.
- They are performing, but under dynamic and difficult circumstances and with mixed performance.
- Our institutions and systems need to reconfigure to support cities.
- Spatial transformation continues to be the key lever for achieving inclusive and sustainable growth and development.
- Everyone has a role to play: spheres of government, private sector, knowledge industry and civil society.



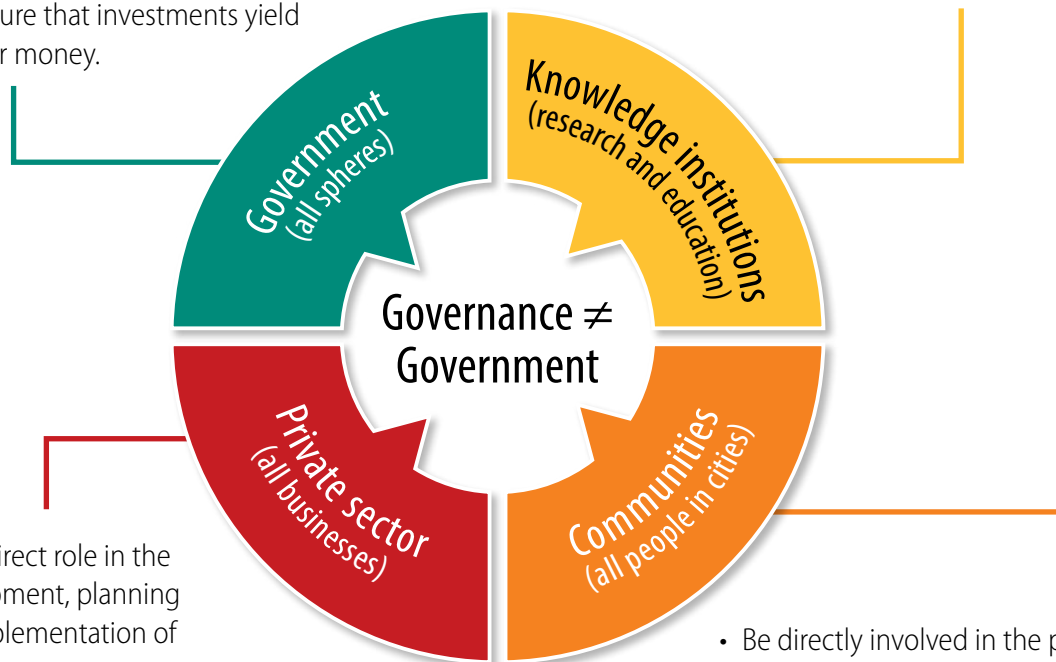
What this means for you:

A CALL TO ACTION

Governance ≠ Government

Cities are not made or grown by government. They are systems that are the consequence of actions by people, first and foremost. Making our cities desirable and dynamic places requires all urban actors to play their role and pull together.

- Enable a differentiated and conducive policy, legislative and regulatory environment.
- Work to achieve sustainable development and meaningful community participation.
- Cooperate, coordinate and align efforts through focused investments.
- Develop robust capability to track progress and ensure that investments yield value for money.
- Ensure that development policies, programmes and investments are informed by evidence.
- Gather and develop information and data to monitor performance and trends.
- Enable innovation across the system through research and development.



- Play a direct role in the development, planning and implementation of government policies and programmes.
- Support public-private partnerships, big and small, that can assist cities' efforts to drive growth and development.
- Instil responsible business practices that enable inclusive growth and the transition to a more sustainable economic model.
- Be directly involved in the planning and implementation of government policies and programmes.
- Voice the ideas and issues of ordinary citizens, particularly those who are marginalised.
- Deepen democracy by actively engaging in the affairs of local governance.



What YOU the citizen can do

YOU ARE THE CITY. An active citizenry can shape cities

The NDP recognises that an active citizenry is needed in order to attain the country's development objectives. Active citizenship is multi-dimensional. It includes citizens engaging with the state and citizens engaging with and among themselves. It is a two-way process of shaping South Africa's policy, governance and physical landscape. Each citizen has the right to – and should – participate in democracy, not only as voters but as active, informed citizens.

The essence of democracy is participation. Citizen participation helps ensure that elected representatives and officials are held accountable for their actions. It means that citizens have a say in how communities are governed and it unlocks their power to shape their cities and environments.

Building a better country starts with each community. What you envision for the country starts with how you create and maintain your community. In most communities, the underlying need is for a neighbourhood that is safe, clean and well looked after. Therefore, it is in the interest of people who live in that area to maintain the investments they have made and to cooperate with each other to realise collective aspirations.

In practice, making great places and communities can refer to improving the cleanliness of a street, greening public spaces, supporting community safety, catalysing economic development, promoting environmental sustainability and nurturing an authentic sense of place through the joint efforts of local residents. And it is often through small steps that great places are made.

When people feel they 'belong' to a neighbourhood which is theirs through their own efforts, then it will become a place which is worth struggling to retain and develop. People will safeguard what they have helped to create. (Lord Scarman and Tony Gibson, the Guardian, 11 December 1991)



LOOK AFTER THE ENVIRONMENT

A neighbourhood comprising of two streets got together to clean up an open space. After arranging a house meeting to discuss what can be done, the households adjacent to the open space decided to clean up the park on a Saturday afternoon. All the families were involved. Sometime later the residents' association approached the council for support. The council responded to the efforts and instigated regular grass-cutting and installed a proper fence and a bin in the open space.

CONTRIBUTE TO THE ECONOMY

You, as an individual and as a household, are both a producer (through your work) and a consumer (by buying goods and services). You can contribute to the economy by supporting local businesses, pursuing your entrepreneurial potential, paying for services, avoiding over-indebtedness and participating in local cooperatives, such as stokvels and investment clubs. A cooperative refers to a farm, business or other organisation that is run jointly by its members who share the profits and benefits.

VOTE AND BE ACTIVE

Be involved in your local and city governance processes such as municipal elections. It is also important to stay involved between elections, in the making of decisions that concern your community. Your local councillor and ward committee are your vital link to your city and the decisions that are made. Other important processes to engage in are your city's growth and development strategy (GDS), integrated development plan (IDP) and city visions.

KNOW YOUR RIGHTS

It is important to know your rights and responsibilities in order to make a positive difference in your neighbourhood. Find out more about your local residents association, community safety forum and other community-based organisations. These organisations can help make communities safer and better places to live.

Great places and neighbourhoods can only emerge if communities are actively involved in the planning process. **Neighbourhood** or **community-based planning** allows community members to come up with solutions to common problems together or to take advantage of opportunities that will benefit the whole.

The **Know Your Block**³ booklet contains practical ideas about how you can be more involved in bettering our communities.

The **SA City Futures** website⁴ has some great resources for increasing your spatial literacy, and participating in shaping the future of your neighbourhood.



3 Visit: http://sacitiesnetwork.co.za/wp-content/uploads/2015/02/sacn-sapi_know_your_block_toolkit_web.pdf

4. <http://cityfutures.co.za>



To learn more

To find out more about how local government works and what's happening in your city, here are some useful resources.

- **Visit your city website**



- **Read more about the SoCR**

The SoCR website presents all the SoCR information in easily accessible formats. Go to <http://www.sacities.net/socr> (and be sure to give us your feedback).

- **Understand the urban growth and development path in South Africa**

The recently approved Integrated Urban Development Framework (IUDF) is a great resource and is available online. <http://www.iudf.net/>

- **Learn how to be more involved in shaping society**

The NDP says that active citizenship is the key to unlocking growth and development goals for South Africa. The Active Citizenship portal of the Policy Action Network explains how citizens can be more involved. <http://www.pan.org.za/active-citizenship>

- **Explore the data and indicators**

The data presented in this report is drawn from the SA Cities Open Data Almanac (SCODA), which can be accessed in full online. Get a real sense of how cities are growing, changing and performing by visiting our portal to view, download and play with key indicators such as household and population growth. <http://www.sacities.net/SCODA>

- **Other useful data resources**

- SALGA's Municipal Barometer www.municipalbarometer.co.za
- CSIR's spatial analysis portal www.stepsa.org (specifically stepsa.org/sacn_socr.html)
- Department of Public Service and Administration's open data portal <http://opendataportal.cloudapp.net/>



Roadmap to the city dashboards

All the SoCR city data dashboards are structured in the same way. Using selected indicators from the State of Cities Open Data Almanac (SCODA), they present a thematic storyline about city performance. Indicators are a snapshot of selected trends or facts that are used to "indicate" the state or condition of something. Where data is available for more than one year, the indicators show how conditions are changing over time. They are, therefore, by no means a comprehensive assessment of the issues represented, but provide the ability to benchmark cities. The 2016 Data Almanac section of this report provides additional information and guidance on the methodology, indicator definitions, metadata, and data access. It also lists an expanded set of indicators available in SCODA. These profiles are intended to display comparative data and indicators in an easy-to-view format, which requires using uniform data sources. Therefore, while newer or additional data may be available for some cities, it was not used in order to retain comparability. And, in some cases, provincial averages are used as proxies (e.g. life expectancy). Improving on the ability to report consistently, credibly and comparatively on such indicators is the primary goal of SCODA.

PEOPLE AND HOUSEHOLDS

How is our city growing and changing?

CITY FINANCE

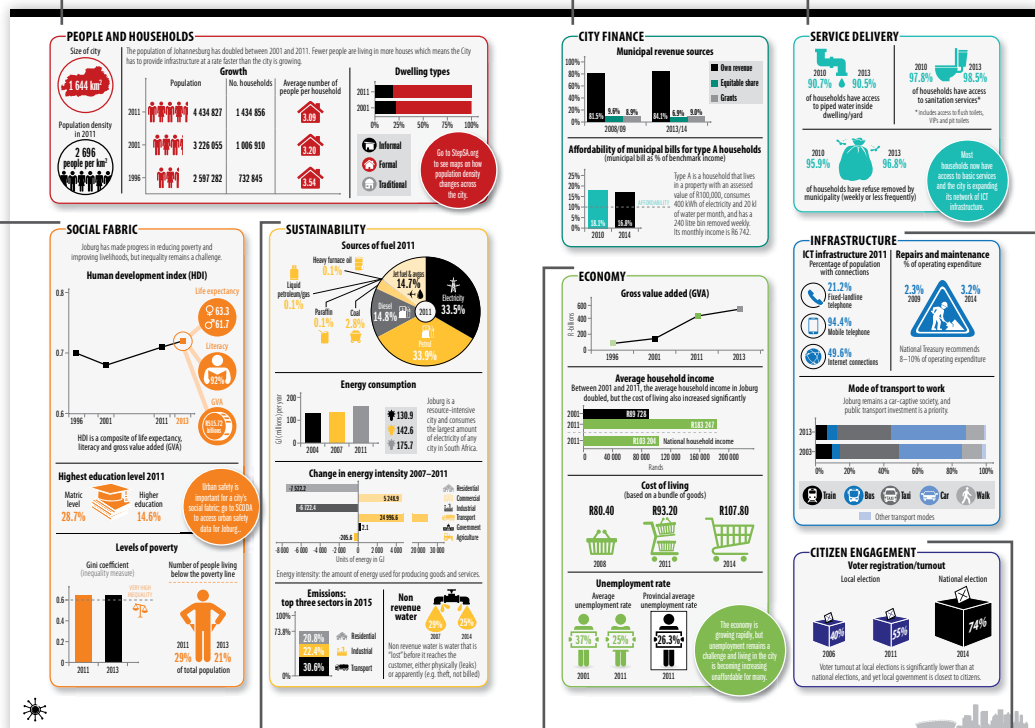
How financially secure are our cities?

SERVICE DELIVERY

Do urban residents have access to reliable basic services?

INFRASTRUCTURE

Are we responding to infrastructure needs and investing in building infrastructure for the future?



SOCIAL FABRIC

Are we transforming our cities into places that are creating a better life for all?

SUSTAINABILITY

Are we using resources responsibly?

ECONOMY

Is our economy growing and do people have economic access?

CITIZEN ENGAGEMENT

How are we engaging in governance?

CITY PROFILES

Individual city reports



PEOPLE AND HOUSEHOLDS

Size of city



Population density in 2011

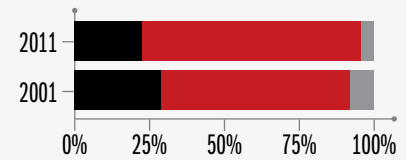


Buffalo City has the second lowest population density (after Mangaung), and its population has grown more slowly than the other cities.

Growth

	Population	No. households	Average number of people per household
2011	755 200	223 568	3.38
2001	704 855	191 958	3.67
1996	685 727	161 167	4.25

Dwelling types

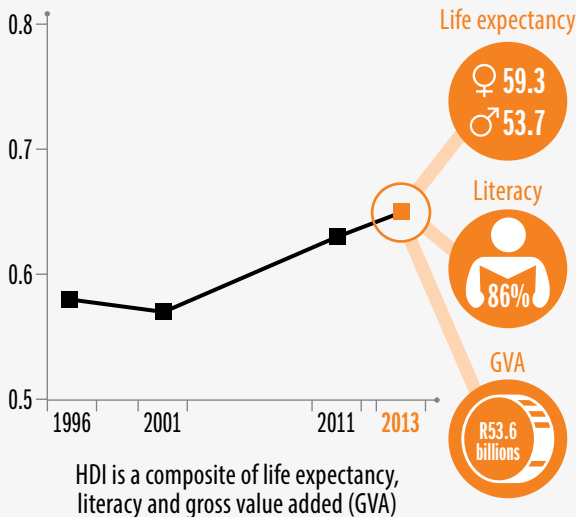


Go to StepSA.org to see maps on how population density changes across the city.

SOCIAL FABRIC

Buffalo City has made good progress towards reducing poverty and improving livelihoods, but has the lowest matric level of the nine cities.

Human development index (HDI)

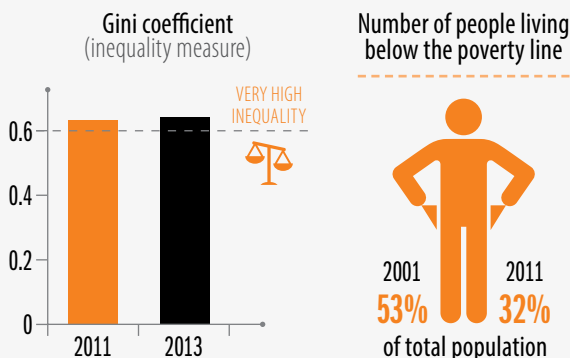


Highest education level 2011



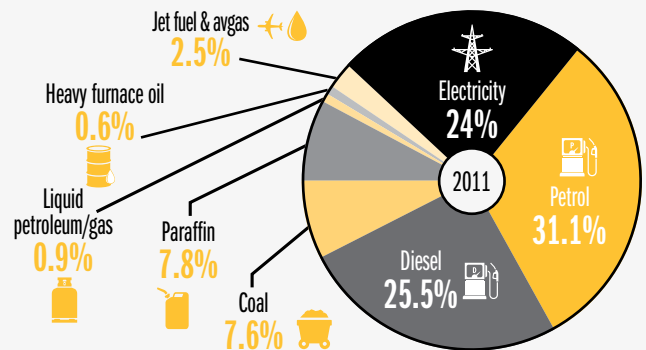
Urban safety is important for a city's social fabric; go to SCODA to access urban safety data for Buffalo City.

Levels of poverty

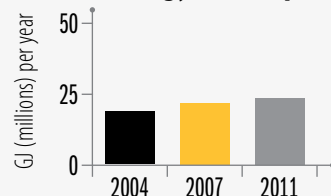


SUSTAINABILITY

Sources of fuel 2011

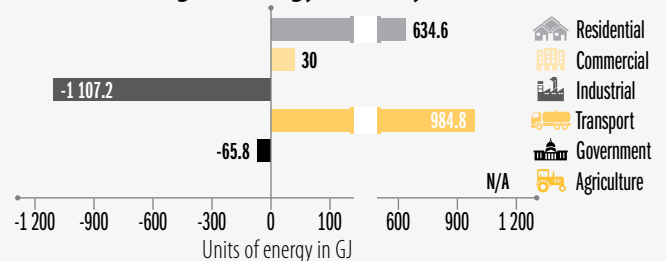


Energy consumption



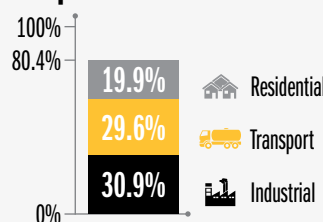
Petrol and diesel account for over half the energy used in Buffalo City. The industrial sector has decreased significantly in energy intensity, reflecting the downturn in manufacturing in the city.

Change in energy intensity 2007–2011

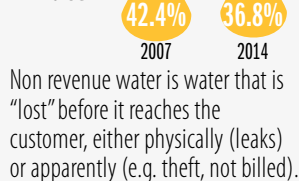


Energy intensity: measures the amount of energy used to produce goods and services

Emissions: top three sectors in 2015

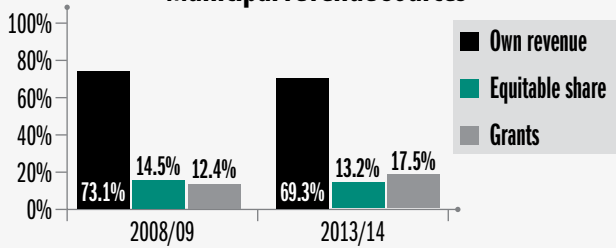


Non revenue water

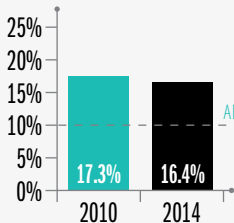


CITY FINANCE

Municipal revenue sources

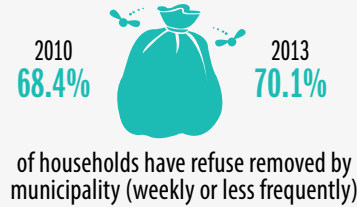
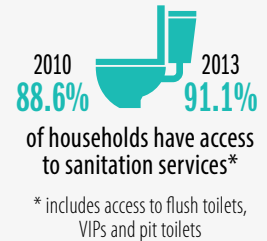
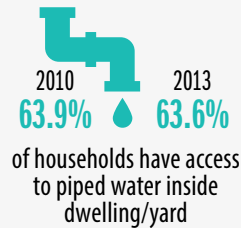


Affordability of municipal bills for type A households (municipal bill as % of benchmark income)



Type A is a household that lives in a property with an assessed value of R100 000, consumes 400 kWh of electricity and 20 kl of water per month, and has a 240 litre bin removed weekly. Its monthly income is R6 742.

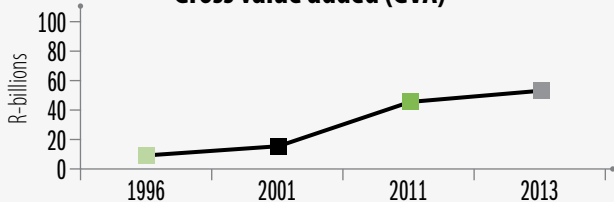
SERVICE DELIVERY



Buffalo City has improved access to sanitation, but access to piped water and waste services has not increased.

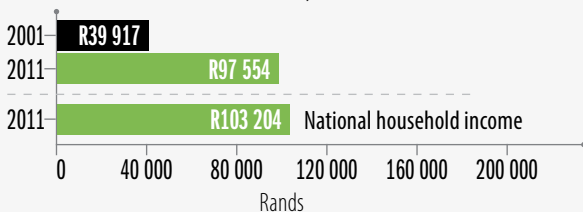
ECONOMY

Gross value added (GVA)



Average household income

Despite more than doubling between 2001 and 2011, the average household income in Buffalo City is lower than the other 9 cities.



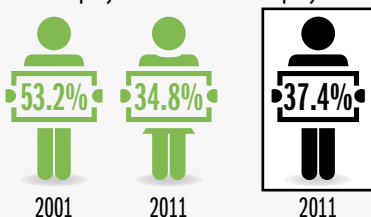
Cost of living

(based on a bundle of goods)



Unemployment rate

Average unemployment rate | Provincial average unemployment rate

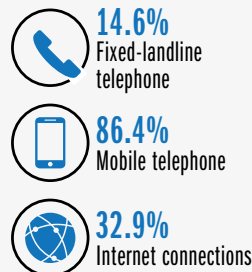


Buffalo City's economy is growing, but unemployment and the cost of living remain high.

INFRASTRUCTURE

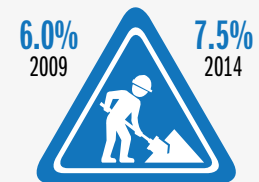
ICT infrastructure 2011

Percentage of population with connections



Repairs and maintenance

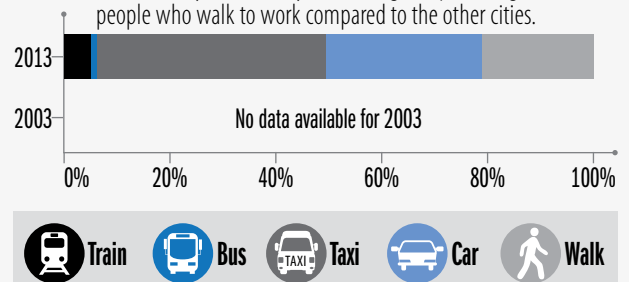
% of operating expenditure



National Treasury recommends 8–10% of operating expenditure

Mode of transport to work

The majority of people use a taxi or private vehicle to move around the city. Buffalo City has the highest percentage of people who walk to work compared to the other cities.



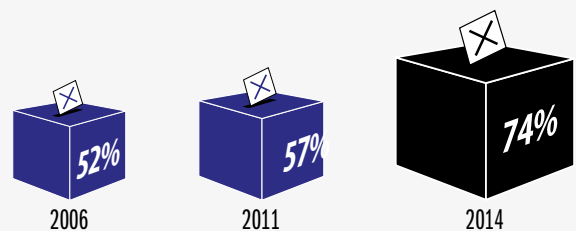
"Other" transport modes are not included in the graph.

CITIZEN ENGAGEMENT

Voter registration/turnout

Local election

National election



Between 2006 and 2011, voter turnout at local elections in Buffalo City increased by only 5%.

PEOPLE AND HOUSEHOLDS

Size of city



Population density in 2011

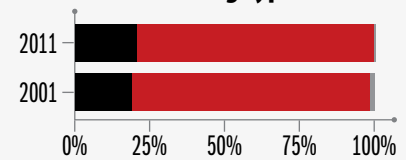


Between 2001 and 2011, Cape Town's population grew substantially, and it is the only city where the proportion of people living in informal areas increased.

Growth

	Population	No. households	Average number of people per household
2011	3 740 026	1 068 573	3.50
2001	2 892 243	759 485	3.81
1996	2 534 877	651 755	3.89

Dwelling types

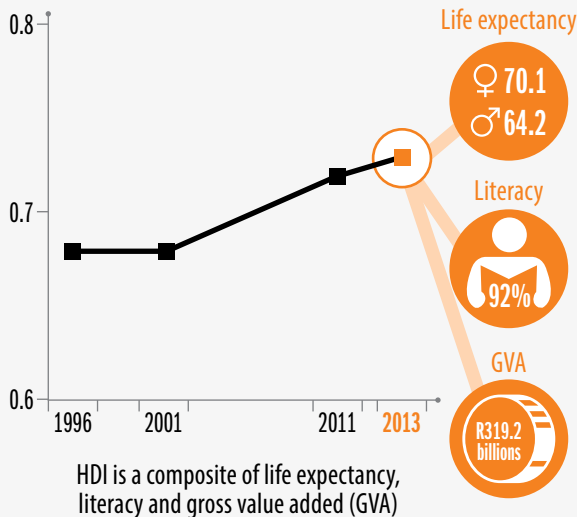


Go to StepSA.org to see maps on how population density changes across the city.

SOCIAL FABRIC

Cape Town has made progress in reducing poverty and improving livelihoods, but inequality remains a challenge.

Human development index (HDI)

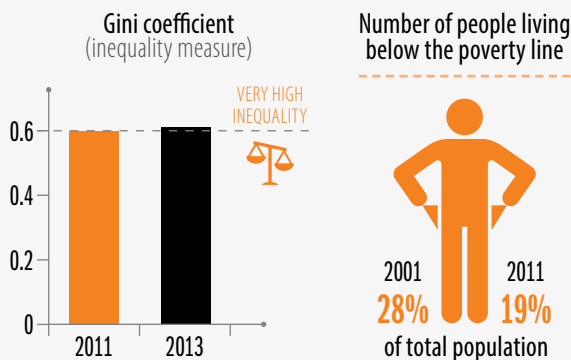


Highest education level 2011



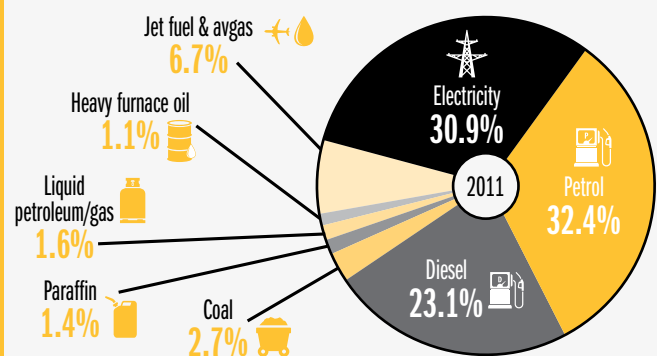
Urban safety is important for a city's social fabric; go to SCODA to access urban safety data for Cape Town.

Levels of poverty

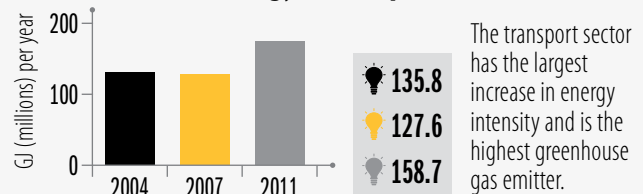


SUSTAINABILITY

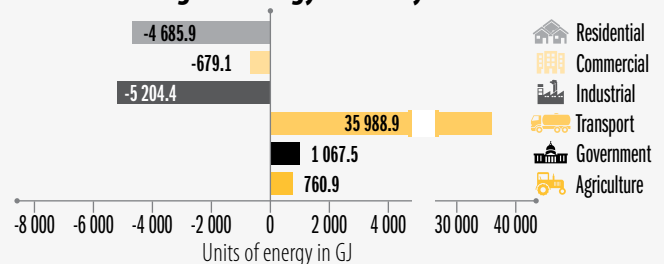
Sources of fuel 2011



Energy consumption

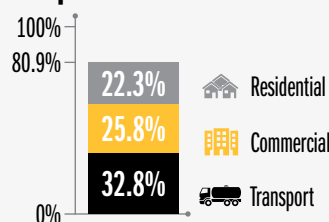


Change in energy intensity 2007–2011

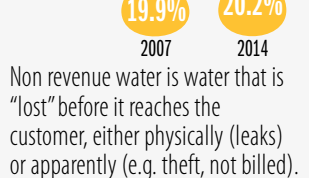


Energy intensity: measures the amount of energy used to produce goods and services

Emissions: top three sectors in 2015

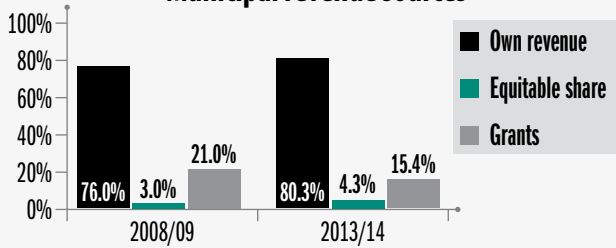


Non revenue water

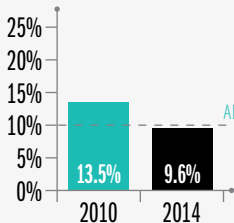


CITY FINANCE

Municipal revenue sources

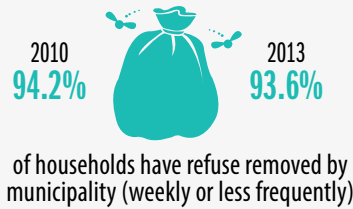
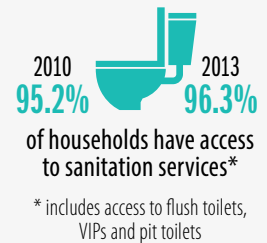
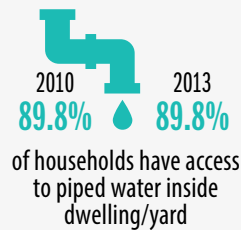


Affordability of municipal bills for type A households (municipal bill as % of benchmark income)



Type A is a household that lives in a property with an assessed value of R100,000, consumes 400 kWh of electricity and 20 kl of water per month, and has a 240 litre bin removed weekly. Its monthly income is R6 742.

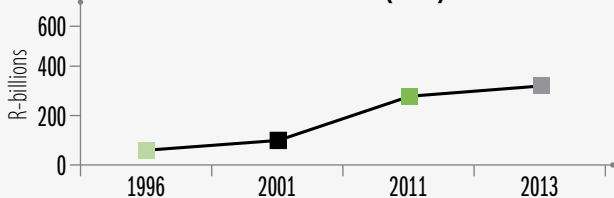
SERVICE DELIVERY



Cape Town has the second highest (after Joburg) percentage of households with access to piped water and refuse removal.

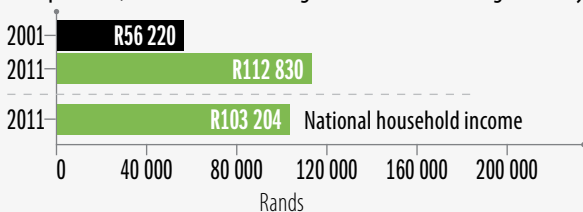
ECONOMY

Gross value added (GVA)



Average household income

Between 2001 and 2011 the average household income doubled in Cape Town, but the cost of living has also increased significantly.



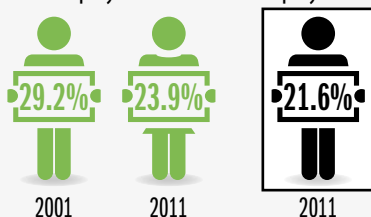
Cost of living

(based on a bundle of goods)



Unemployment rate

Average unemployment rate Provincial average unemployment rate

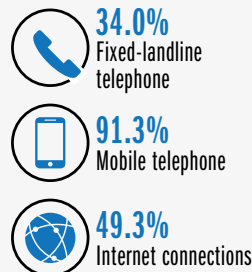


The economy is growing rapidly, but unemployment is high and living in the city is becoming increasingly unaffordable for many.

INFRASTRUCTURE

ICT infrastructure 2011

Percentage of population with connections



Repairs and maintenance

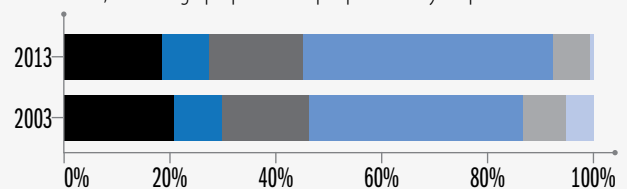
% of operating expenditure



National Treasury recommends 8–10% of operating expenditure

Mode of transport to work

Of all the cities, Cape Town has the highest percentage of people who use the train, but a large proportion of people still rely on private vehicles.

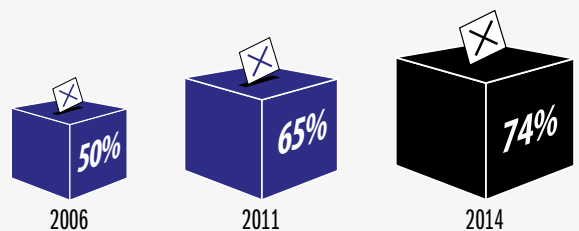


CITIZEN ENGAGEMENT

Voter registration/turnout

Local election

National election



Voter turnout at local elections has increased but remains significantly lower than at national elections.

PEOPLE AND HOUSEHOLDS

Size of city



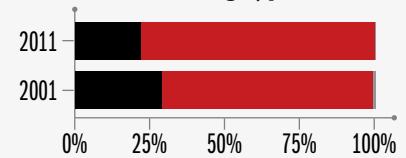
Population density in 2011



The number of households grew faster than the population between 1996 and 2011. After Joburg, Ekurhuleni has the lowest average number of people per household.

	Population	No. households	Average number of people per household
2011	3 178 470	1 015 465	3.13
2001	2 481 762	745 576	3.33
1996	2 026 978	542 719	3.73

Dwelling types

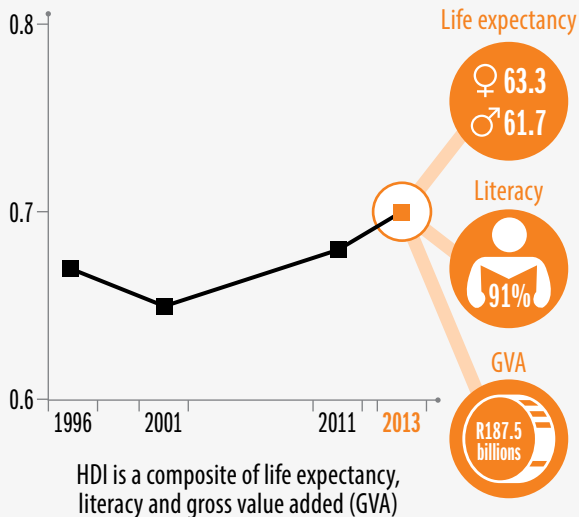


Go to StepSA.org to see maps on how population density changes across the city.

SOCIAL FABRIC

Ekurhuleni has made progress towards reducing poverty and improving livelihoods; but inequality remains a challenge.

Human development index (HDI)



Highest education level 2011



Urban safety is important for a city's social fabric; go to SCODA to access urban safety data for Ekurhuleni.

Levels of poverty

Gini coefficient (inequality measure)

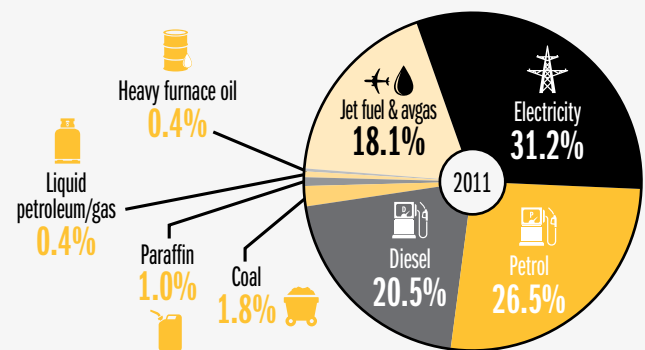


Number of people living below the poverty line

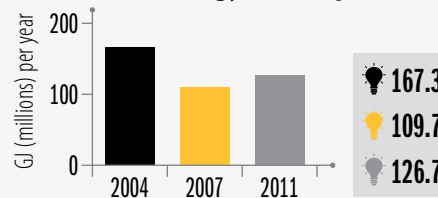


SUSTAINABILITY

Sources of fuel 2011

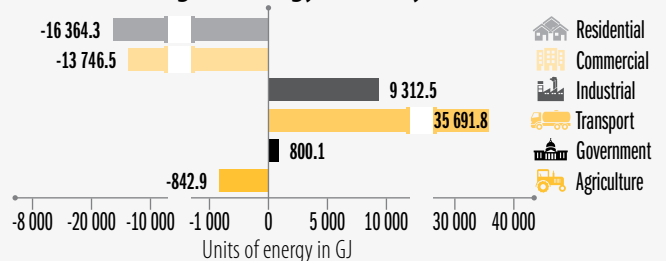


Energy consumption



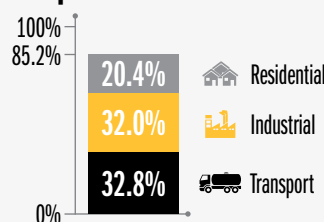
Petrol and diesel account for almost half of the energy used. The presence of OR Tambo International Airport explains the high jet fuel usage and the transport sector's large share of emissions.

Change in energy intensity 2007–2011

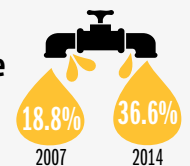


Energy intensity: measures the amount of energy used to produce goods and services

Emissions: top three sectors in 2015



Non revenue water

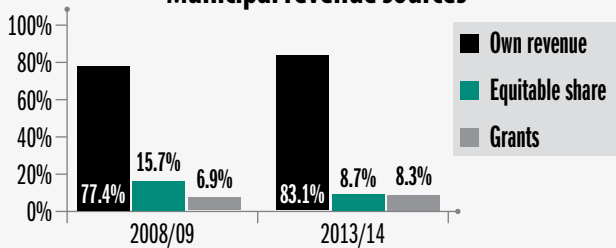


Non revenue water is water that is "lost" before it reaches the customer, either physically (leaks) or apparently (e.g. theft, not billed).

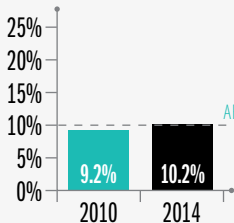


CITY FINANCE

Municipal revenue sources

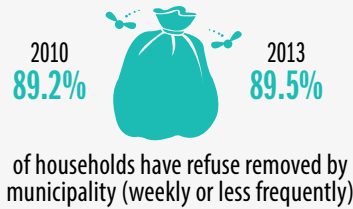
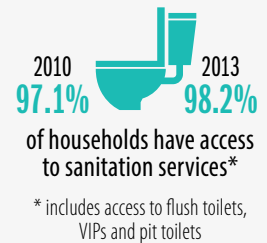
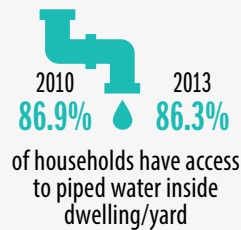


Affordability of municipal bills for type A households (municipal bill as % of benchmark income)



Type A is a household that lives in a property with an assessed value of R100,000, consumes 400 kWh of electricity and 20 kl of water per month, and has a 240 litre bin removed weekly. Its monthly income is R6 742.

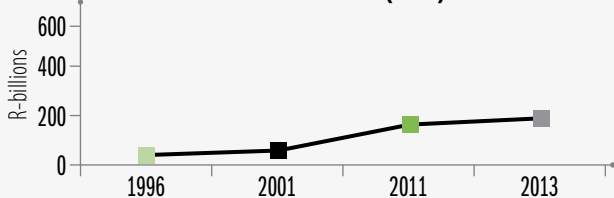
SERVICE DELIVERY



After Joburg, Ekurhuleni has the highest access to sanitation. Of concern is the doubling of non revenue water levels between 2007 and 2014.

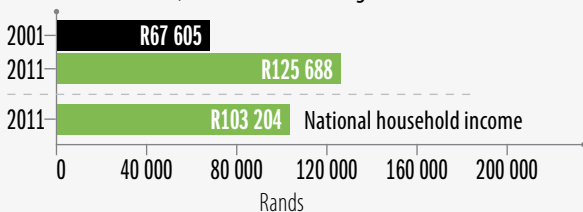
ECONOMY

Gross value added (GVA)



Average household income

Average household income grew more slowly in Ekurhuleni than in other cities, but the cost of living is at a similar level.



Cost of living

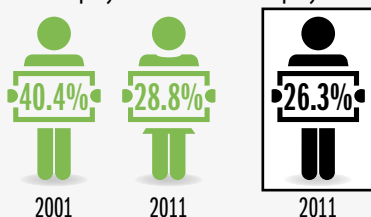
(based on a bundle of goods)



Unemployment rate

Average unemployment rate

Provincial average unemployment rate

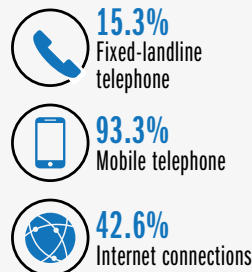


Although unemployment levels have improved significantly, they remain above the provincial average.

INFRASTRUCTURE

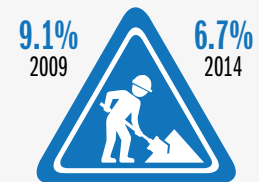
ICT infrastructure 2011

Percentage of population with connections



Repairs and maintenance

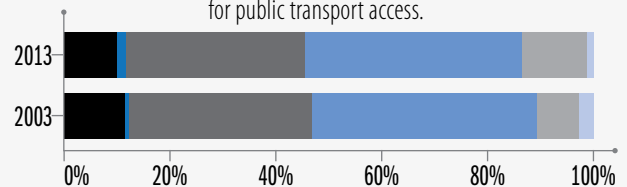
% of operating expenditure



National Treasury recommends 8–10% of operating expenditure

Mode of transport to work

The majority of people in Ekurhuleni use taxis or private cars to move around the city. The city's dispersed urban nodes creates challenges for public transport access.

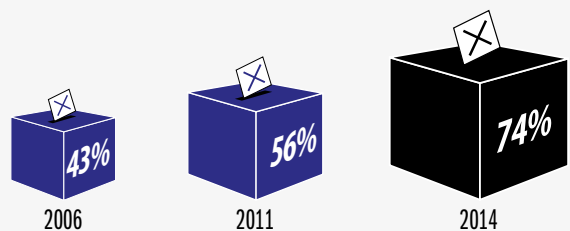


CITIZEN ENGAGEMENT

Voter registration/turnout

Local election

National election



Voter turnout at local elections is similar to that of the other Gauteng metros and is lower than for national elections.

PEOPLE AND HOUSEHOLDS

Size of city



Population density in 2011

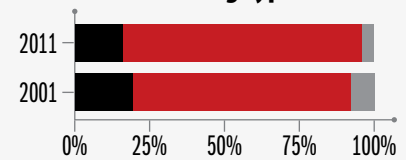


Of all nine cities, eThekweni has the second highest average number of people per household (after Msunduzi) and a similar population density to that of Cape Town.

Growth

	Population	No. households	Average number of people per household
2011	3 442 361	956 713	3.60
2001	3 090 122	786 746	3.93
1996	2 718 180	646 345	4.21

Dwelling types

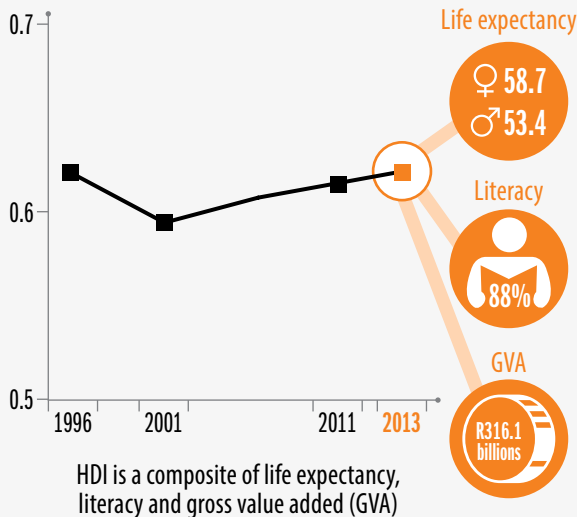


Go to StepSA.org to see maps on how population density changes across the city.

SOCIAL FABRIC

eThekweni is the only city apart from Msunduzi not to have improved its HDI between 1996 and 2013, and has the second lowest life expectancy (after Mangaung).

Human development index (HDI)



Highest education level 2011



Urban safety is important for a city's social fabric; go to SCODA to access urban safety data for eThekweni.

Levels of poverty

Gini coefficient (inequality measure)

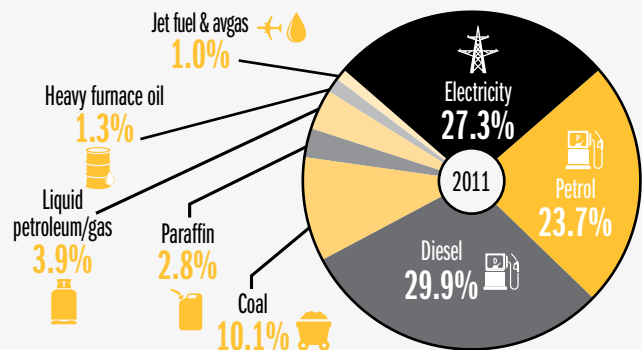


Number of people living below the poverty line

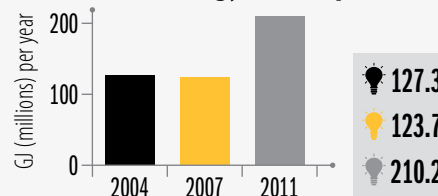


SUSTAINABILITY

Sources of fuel 2011

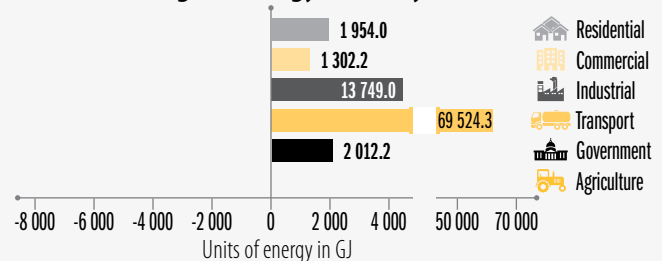


Energy consumption



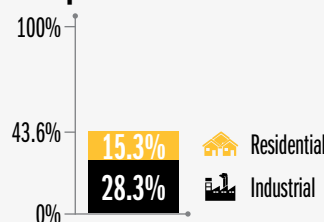
Energy consumption has increased significantly in recent years, mostly driven by the transport sector, which is also the largest contributor of greenhouse gases in the city.

Change in energy intensity 2007–2011

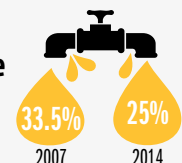


Energy intensity: measures the amount of energy used to produce goods and services

Emissions: top two sectors in 2015



Non revenue water

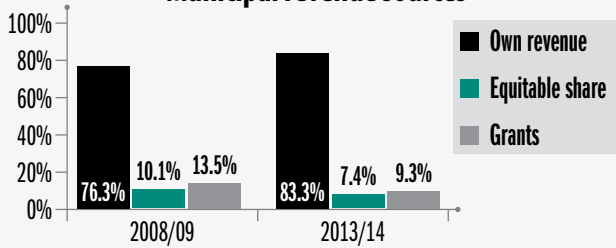


Non revenue water is water that is "lost" before it reaches the customer, either physically (leaks) or apparently (e.g. theft, not billed).

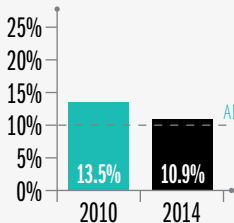


CITY FINANCE

Municipal revenue sources

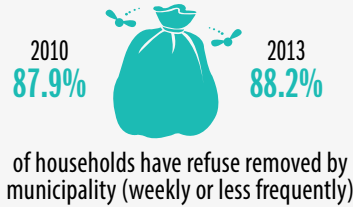
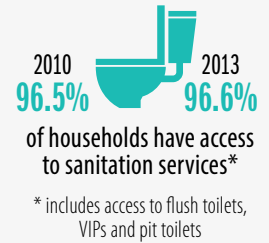
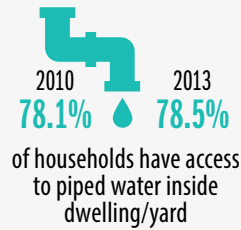


Affordability of municipal bills for type A households (municipal bill as % of benchmark income)



Type A is a household that lives in a property with an assessed value of R100,000, consumes 400 kWh of electricity and 20 kl of water per month, and has a 240 litre bin removed weekly. Its monthly income is R6 742.

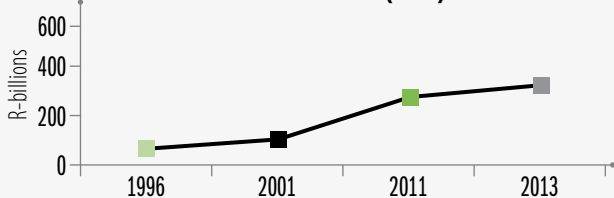
SERVICE DELIVERY



eThekwini has increased access to all basic services, but expanding access to water services in the rural outlying areas remains a challenge.

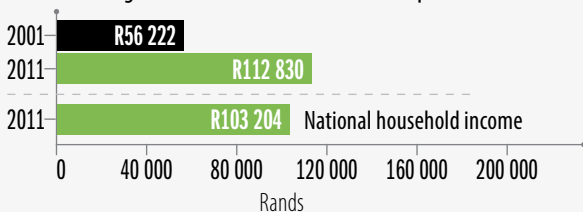
ECONOMY

Gross value added (GVA)



Average household income

Between 2001 and 2011, eThekwini's economy grew at a similar rate to that of Cape Town.



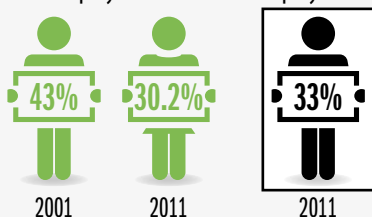
Cost of living

(based on a bundle of goods)



Unemployment rate

Average unemployment rate

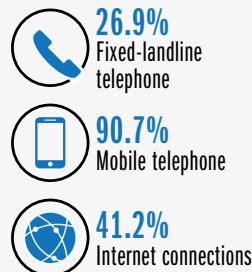


In 2011, eThekwini's average unemployment rate was the highest of the five large metros but had decreased the most since 2001.

INFRASTRUCTURE

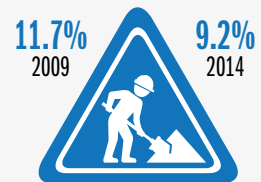
ICT infrastructure 2011

Percentage of population with connections



Repairs and maintenance

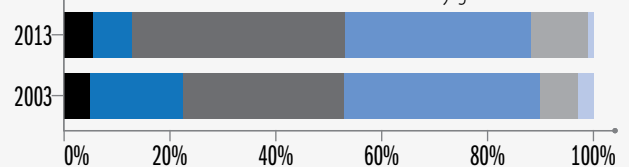
% of operating expenditure



National Treasury recommends 8–10% of operating expenditure

Mode of transport to work

Between 2003 and 2013, taxi usage increased but private car usage decreased. eThekwini is the only city whose expenditure on repairs and maintenance are within the National Treasury guidelines.

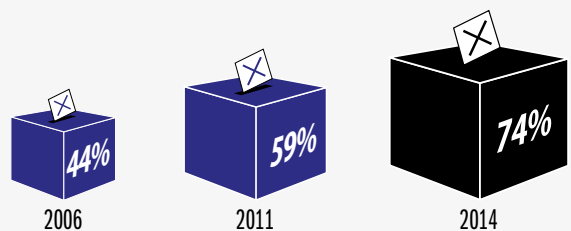


CITIZEN ENGAGEMENT

Voter registration/turnout

Local election

National election



Voter turnout at local elections has increased but remains significantly lower than at national elections.

PEOPLE AND HOUSEHOLDS

Size of city



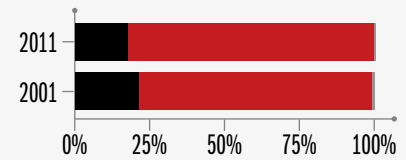
Population density in 2011



The population of Johannesburg has doubled between 2001 and 2011. Fewer people are living in more houses which means the City has to provide infrastructure at a rate faster than the city is growing.

	Growth		
	Population	No. households	Average number of people per household
2011	4 434 827	1 434 856	3.09
2001	3 226 055	1 006 910	3.20
1996	2 597 282	732 845	3.54

Dwelling types

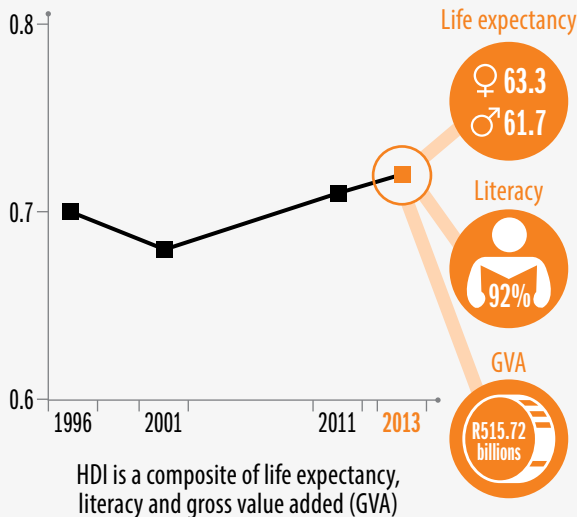


Go to StepSA.org to see maps on how population density changes across the city.

SOCIAL FABRIC

Joburg has made progress in reducing poverty and improving livelihoods, but inequality remains a challenge.

Human development index (HDI)



Highest education level 2011



Urban safety is important for a city's social fabric; go to SCODA to access urban safety data for Joburg..

Levels of poverty

Gini coefficient (inequality measure)

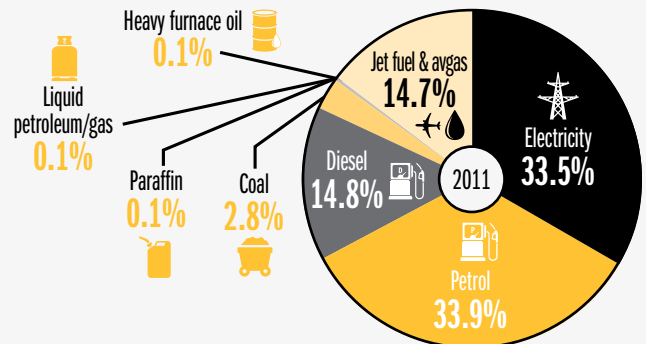


Number of people living below the poverty line

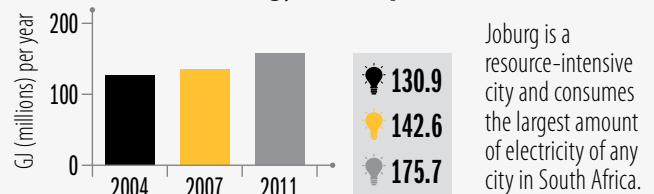


SUSTAINABILITY

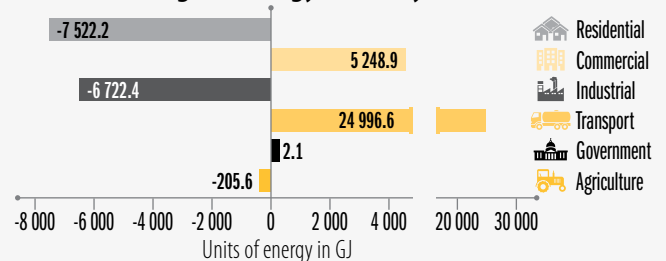
Sources of fuel 2011



Energy consumption

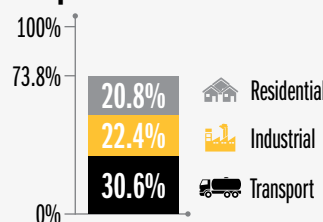


Change in energy intensity 2007–2011

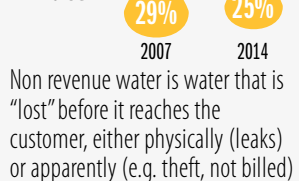


Energy intensity: the amount of energy used for producing goods and services.

Emissions: top three sectors in 2015

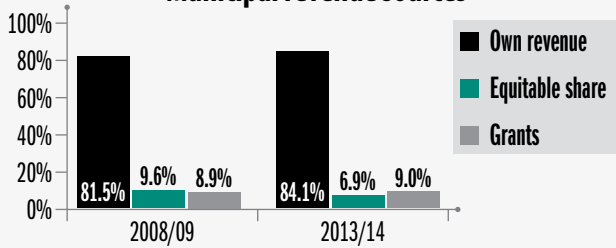


Non revenue water

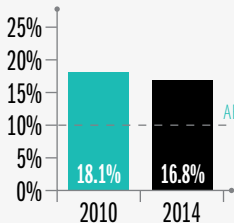


CITY FINANCE

Municipal revenue sources

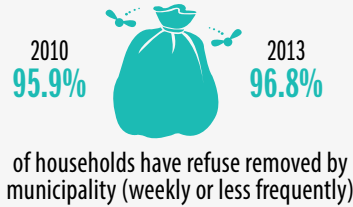
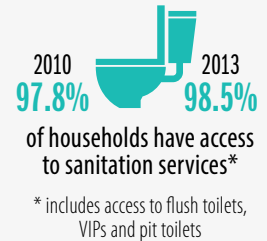
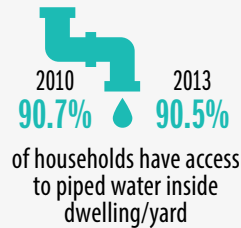


Affordability of municipal bills for type A households (municipal bill as % of benchmark income)



Type A is a household that lives in a property with an assessed value of R100,000, consumes 400 kWh of electricity and 20 kl of water per month, and has a 240 litre bin removed weekly. Its monthly income is R6 742.

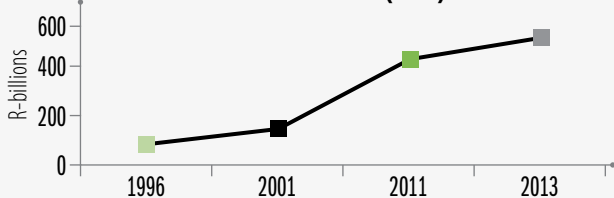
SERVICE DELIVERY



Most households now have access to basic services and the city is expanding its network of ICT infrastructure.

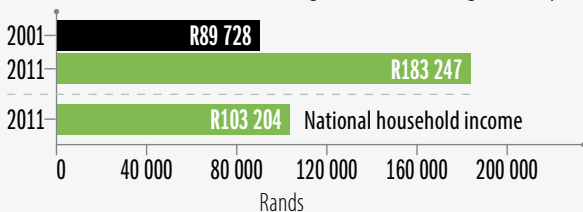
ECONOMY

Gross value added (GVA)



Average household income

Between 2001 and 2011, the average household income in Joburg doubled, but the cost of living also increased significantly



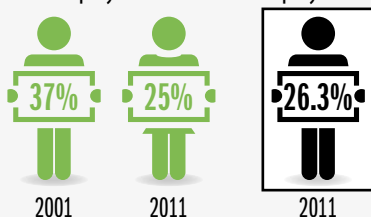
Cost of living

(based on a bundle of goods)



Unemployment rate

Average unemployment rate Provincial average unemployment rate

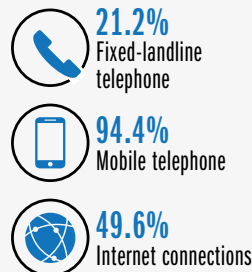


The economy is growing rapidly, but unemployment remains a challenge and living in the city is becoming increasingly unaffordable for many.

INFRASTRUCTURE

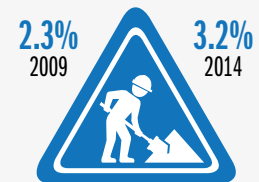
ICT infrastructure 2011

Percentage of population with connections



Repairs and maintenance

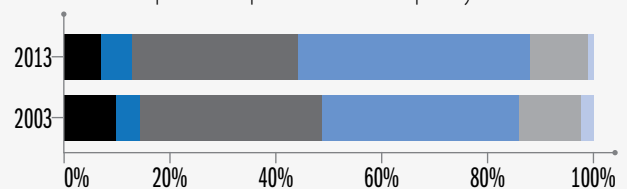
% of operating expenditure



National Treasury recommends 8–10% of operating expenditure

Mode of transport to work

Joburg remains a car-captive society, and public transport investment is a priority.

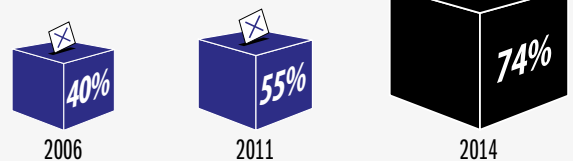


CITIZEN ENGAGEMENT

Voter registration/turnout

Local election

National election



Voter turnout at local elections is significantly lower than at national elections, and yet local government is closest to citizens.

PEOPLE AND HOUSEHOLDS

Size of city



Population density in 2011

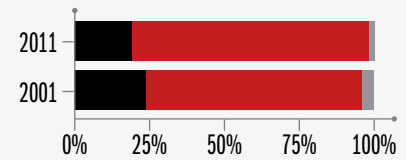


Mangaung has a similar geographical size to Tshwane but the smallest population of all nine cities, resulting in a much lower population density.

Growth

	Population	No. households	Average number of people per household
2011	747 431	231 921	3.22
2001	645 440	185 013	3.49
1996	603 528	153 203	3.94

Dwelling types

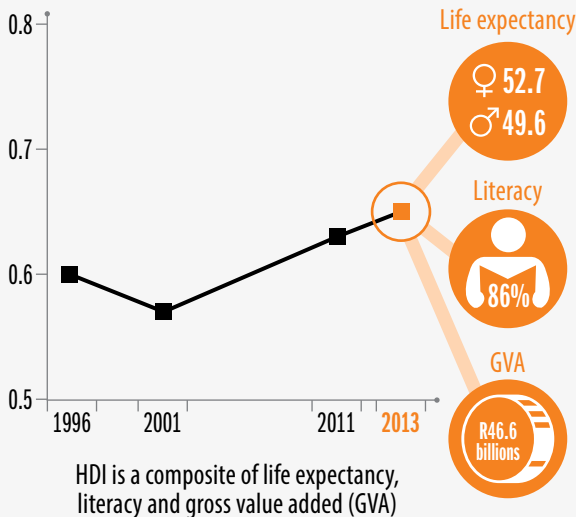


Go to StepSA.org to see maps on how population density changes across the city.

SOCIAL FABRIC

Mangaung has the lowest life expectancy of all the cities, which may be a reflection of its large rural areas.

Human development index (HDI)

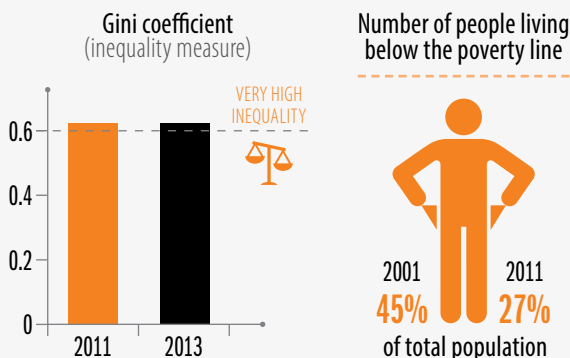


Highest education level 2011



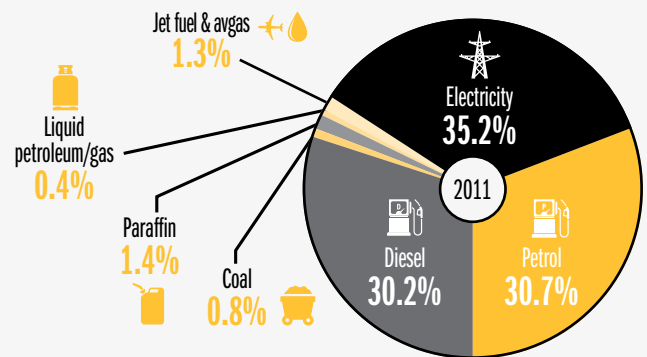
Urban safety is important for a city's social fabric; go to SCODA to access urban safety data for Mangaung.

Levels of poverty

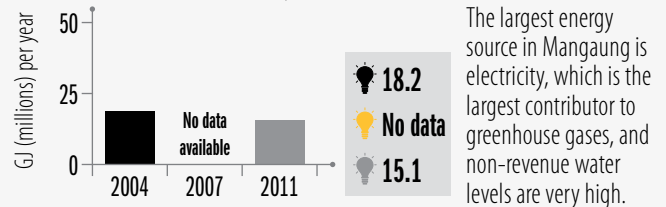


SUSTAINABILITY

Sources of fuel 2011



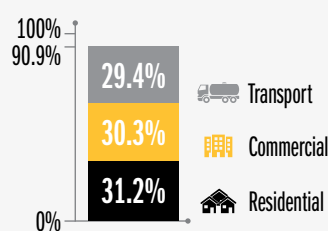
Energy consumption



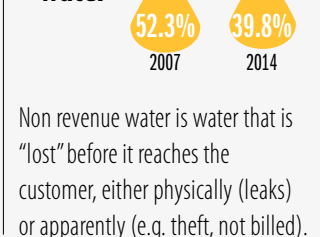
Change in energy intensity 2007–2011

As no data was available for 2007, the change in energy intensity between 2007 and 2011 is not included.

Emissions: top three sectors in 2015

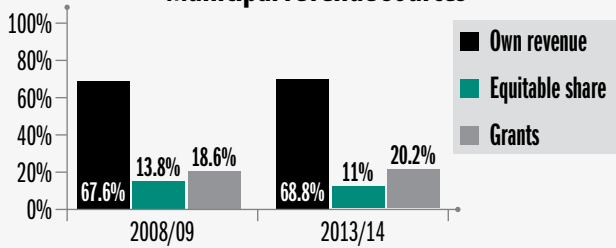


Non revenue water

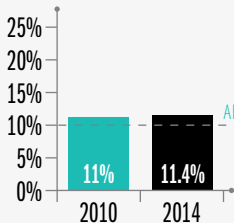


CITY FINANCE

Municipal revenue sources

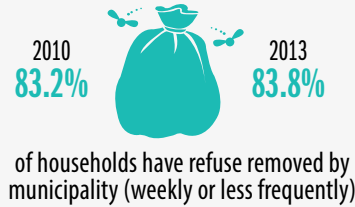
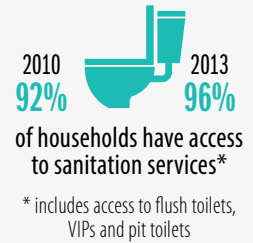
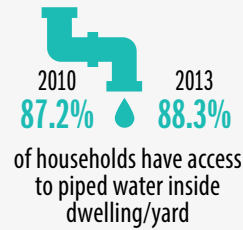


Affordability of municipal bills for type A households (municipal bill as % of benchmark income)



Type A is a household that lives in a property with an assessed value of R100 000, consumes 400 kWh of electricity and 20 kl of water per month, and has a 240 litre bin removed weekly. Its monthly income is R6 742.

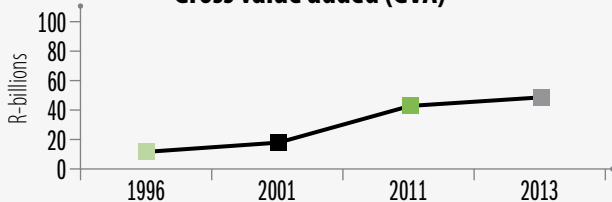
SERVICE DELIVERY



Mangaung has made progress with providing access to basic services, in particular access to sanitation services.

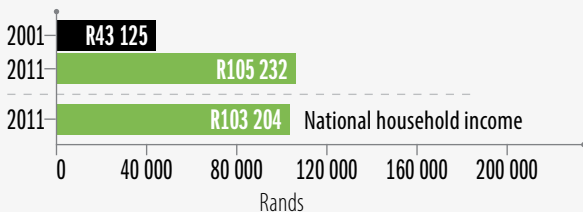
ECONOMY

Gross value added (GVA)



Average household income

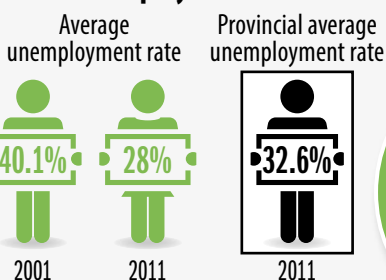
Household income has more than doubled between 2001 and 2011, but the cost of living in the city remain high.



Cost of living (based on a bundle of goods)



Unemployment rate

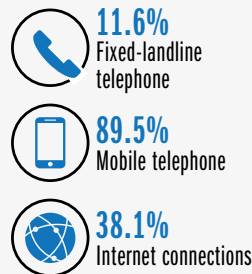


Between 2001 and 2011, economic growth in Mangaung (and Nelson Mandela Bay) was the slowest of all the cities.

INFRASTRUCTURE

ICT infrastructure 2011

Percentage of population with connections



Repairs and maintenance

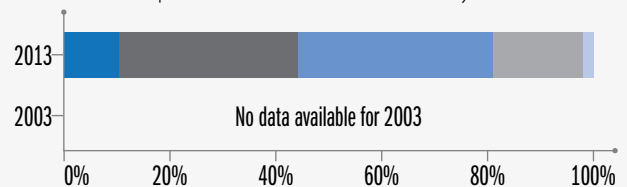
% of operating expenditure



National Treasury recommends 8–10% of operating expenditure

Mode of transport to work

In Mangaung, 7 out of 10 people use a taxi or a private vehicle to move around the city.

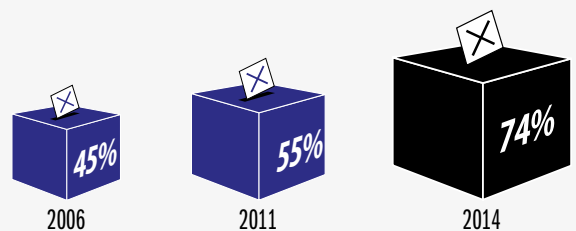


CITIZEN ENGAGEMENT

Voter registration/turnout

Local election

National election



In 2011, Mangaung had the lowest voter turnout at local elections of all the nine cities.

PEOPLE AND HOUSEHOLDS

Size of city



Population density in 2011

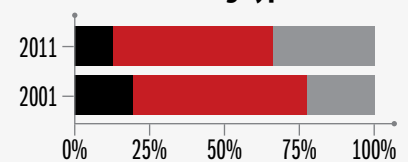


Of all nine cities, Msunduzi has the highest average number of people per household and the highest percentage of traditional dwellings.

Growth

	Population	No. households	Average number of people per household
2011	618 536	163 993	3.77
2001	552 837	130 292	4.24
1996	518 640	117 149	4.43

Dwelling types

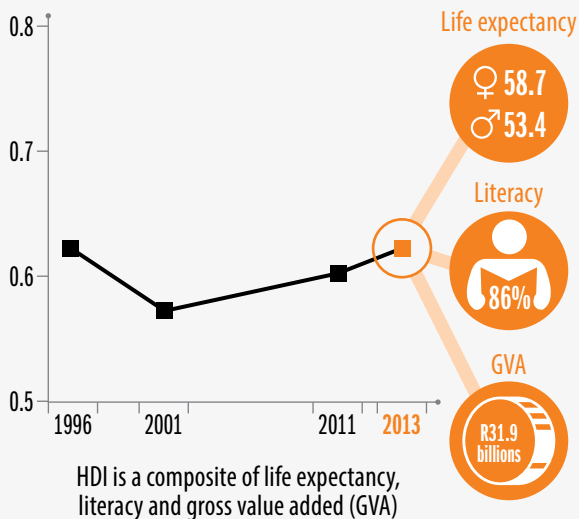


Go to StepSA.org to see maps on how population density changes across the city.

SOCIAL FABRIC

Msunduzi has the highest levels of poverty of all the cities.

Human development index (HDI)



Highest education level 2011



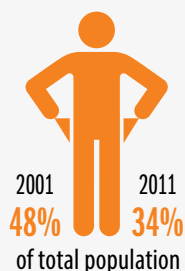
Urban safety is important for a city's social fabric; go to SCODA to access urban safety data for Msunduzi.

Levels of poverty

Gini coefficient (inequality measure)

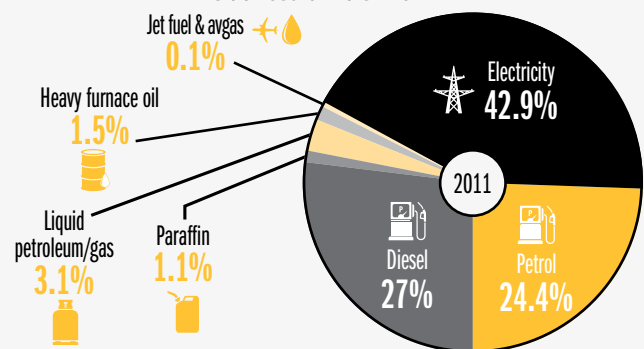


Number of people living below the poverty line

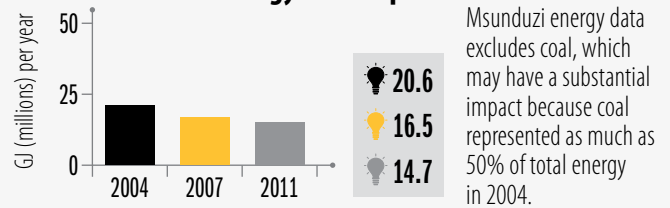


SUSTAINABILITY

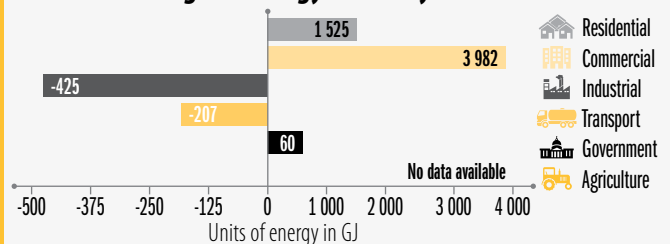
Sources of fuel 2011



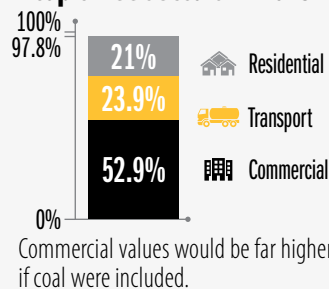
Energy consumption



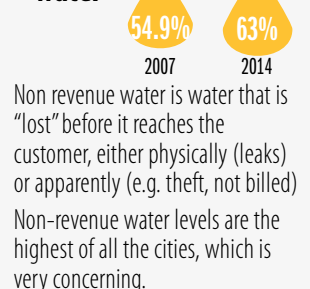
Change in energy intensity 2007–2011



Emissions: top three sectors in 2015

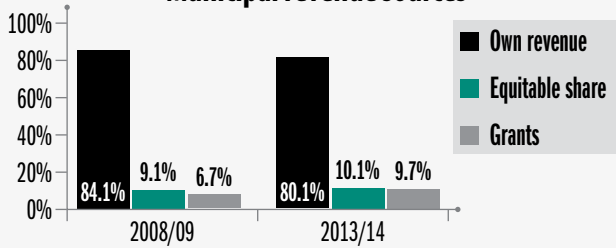


Non revenue water

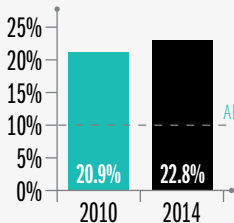


CITY FINANCE

Municipal revenue sources



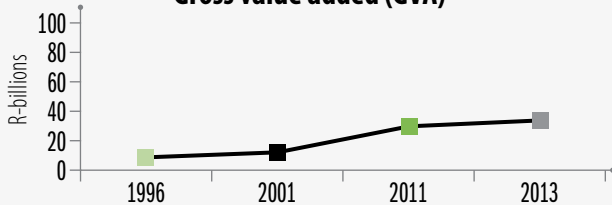
Affordability of municipal bills for type A households (municipal bill as % of benchmark income)



Type A is a household that lives in a property with an assessed value of R100 000, consumes 400 kWh of electricity and 20 kl of water per month, and has a 240 litre bin removed weekly. Its monthly income is R6 742.

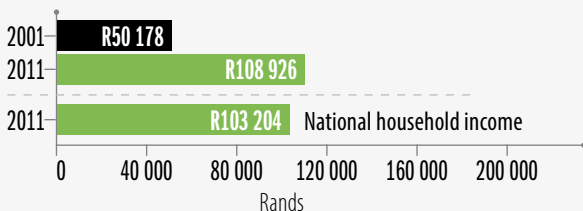
ECONOMY

Gross value added (GVA)



Average household income

Average household income has increased in Msunduzi, but municipal bills for Type A households are the least affordable of all nine cities.



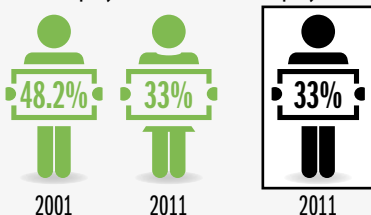
Cost of living

(based on a bundle of goods)



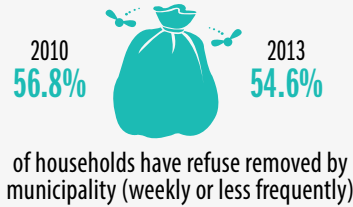
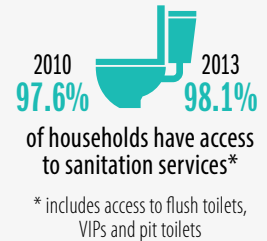
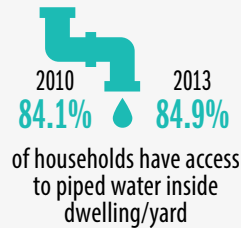
Unemployment rate

Average unemployment rate Provincial average unemployment rate



The economy is growing, but unemployment is extremely high and the cost of living has increased significantly.

SERVICE DELIVERY

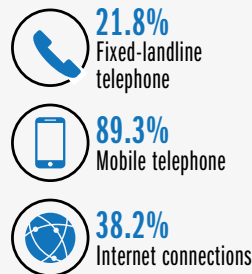


Msunduzi's low access to refuse services reflects the city's high levels of informal and traditional housing.

INFRASTRUCTURE

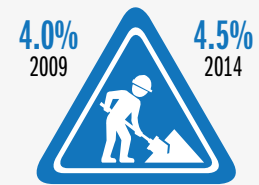
ICT infrastructure 2011

Percentage of population with connections



Repairs and maintenance

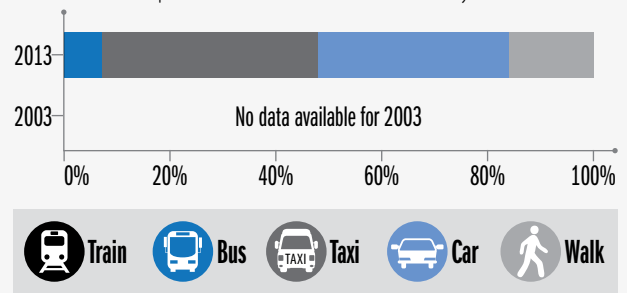
% of operating expenditure



National Treasury recommends 8–10% of operating expenditure

Mode of transport to work

In Msunduzi, 8 out of 10 people use a taxi or a private vehicle to move around the city.



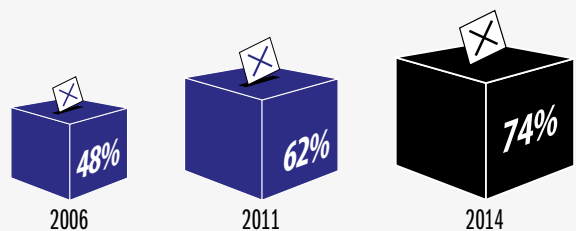
"Other" transport modes are not included in the graph.

CITIZEN ENGAGEMENT

Voter registration/turnout

Local election

National election



Between 2006 and 2011, Msunduzi had the highest increase in voter turnout at local elections of all the cities.

PEOPLE AND HOUSEHOLDS

Size of city



Population density in 2011

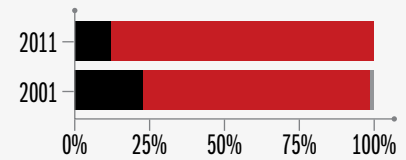


Nelson Mandela Bay has the lowest proportion of informal households compared to the other cities, having significantly reduced numbers between 2001 and 2011.

Growth

	Population	No. households	Average number of people per household
2011	1 152 116	324 292	3.55
2001	1 005 779	260 779	3.86
1996	959 299	225 677	4.25

Dwelling types

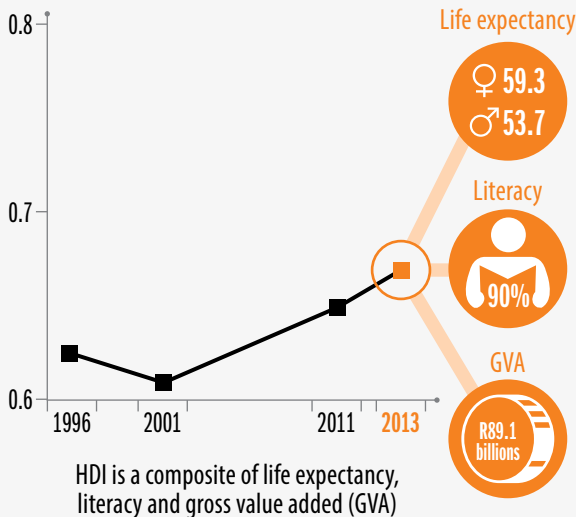


Go to StepSA.org to see maps on how population density changes across the city.

SOCIAL FABRIC

Nelson Mandela Bay's literacy level is comparable to the big metros. Life expectancy levels are the same as for Buffalo City.

Human development index (HDI)

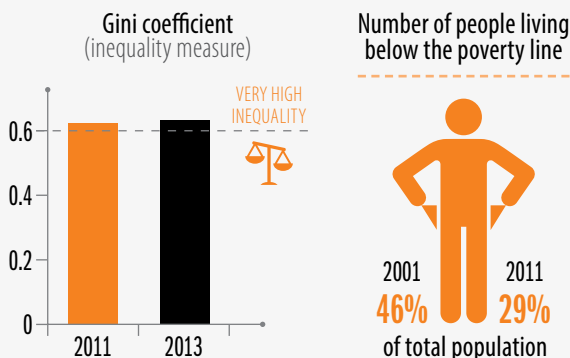


Highest education level 2011



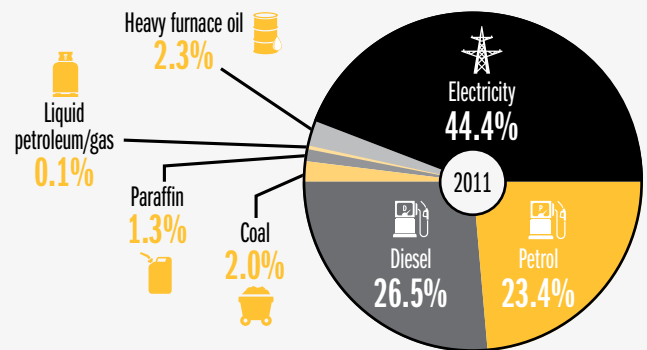
Urban safety is important for a city's social fabric; go to SCODA to access urban safety data for Nelson Mandela Bay.

Levels of poverty

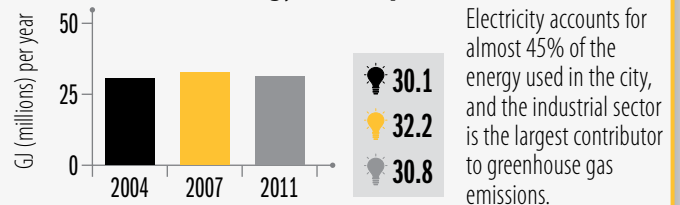


SUSTAINABILITY

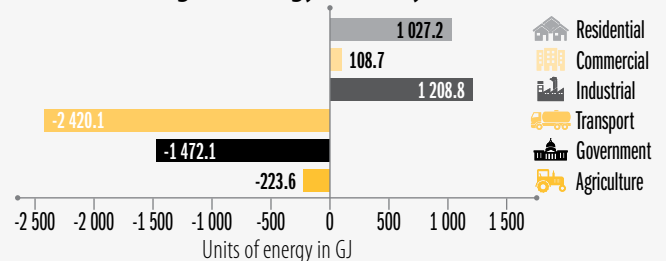
Sources of fuel 2011



Energy consumption

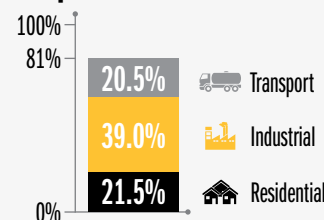


Change in energy intensity 2007–2011

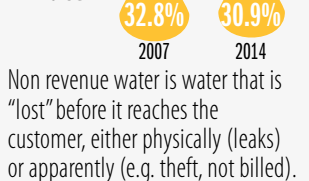


Energy intensity: measures the amount of energy used to produce goods and services

Emissions: top three sectors in 2015

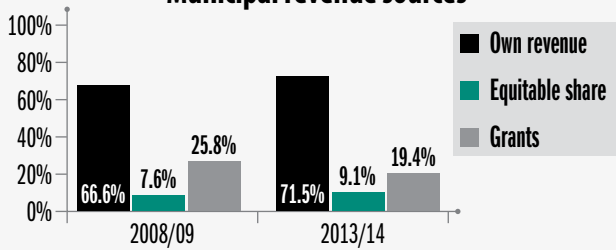


Non revenue water

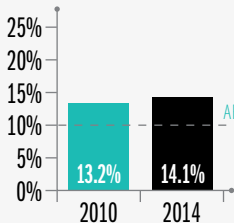


CITY FINANCE

Municipal revenue sources

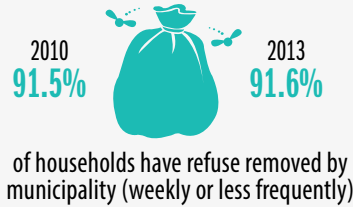
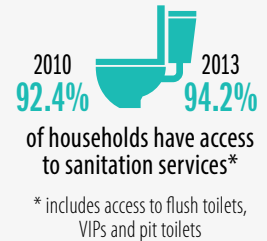
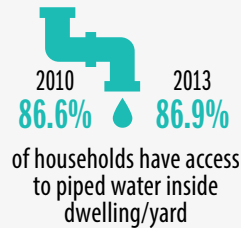


Affordability of municipal bills for type A households (municipal bill as % of benchmark income)



Type A is a household that lives in a property with an assessed value of R100 000, consumes 400 kWh of electricity and 20 kl of water per month, and has a 240 litre bin removed weekly. Its monthly income is R6 742.

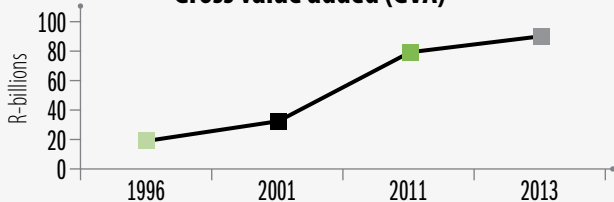
SERVICE DELIVERY



Nelson Mandela Bay has increased access to basic services, especially access to sanitation and waste removal.

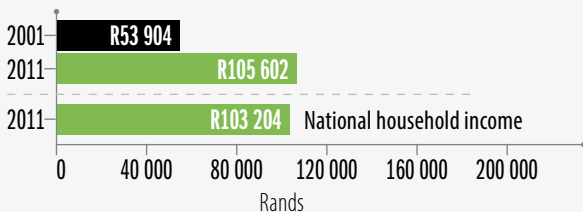
ECONOMY

Gross value added (GVA)



Average household income

Nelson Mandela Bay's average household income and cost of living are comparable to eThekweni, but its economy is much smaller.



Cost of living

(based on a bundle of goods)

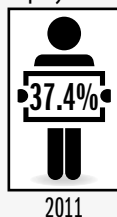


Unemployment rate

Average unemployment rate



Provincial average unemployment rate

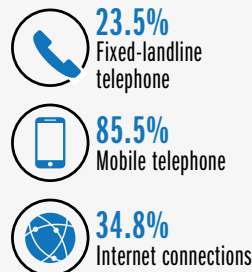


Between 2001 and 2011, Nelson Mandela Bay's economy and average household incomes grew slower than any of the other cities.

INFRASTRUCTURE

ICT infrastructure 2011

Percentage of population with connections



Repairs and maintenance

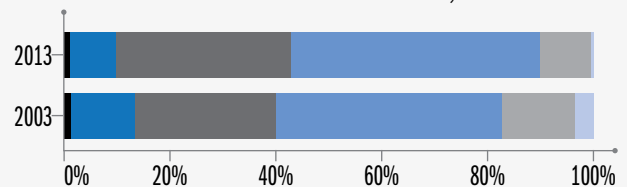
% of operating expenditure



National Treasury recommends 8–10% of operating expenditure

Mode of transport to work

In Nelson Mandela Bay, 8 out of 10 people use either a car or taxi to move around the city.

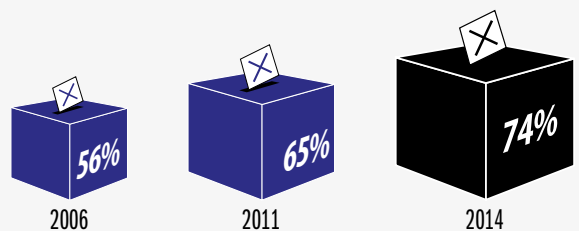


CITIZEN ENGAGEMENT

Voter registration/turnout

Local election

National election



Together with Cape Town, Nelson Mandela Bay had the highest voter turnout at local elections in 2011 (65%).

PEOPLE AND HOUSEHOLDS

Size of city



Population density in 2011

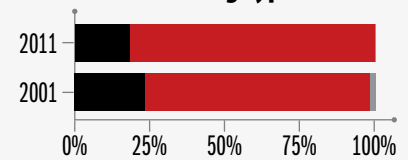


Since 2011 Tshwane's geographical area has tripled and now includes large rural areas. As a result, the city's population density dropped from 908 persons/km².

Growth

	Population	No. households	Average number of people per household
2011	2 921 488	911 536	3.21
2001	2 142 322	606 025	3.54
1996	1 770 330	459 122	3.86

Dwelling types

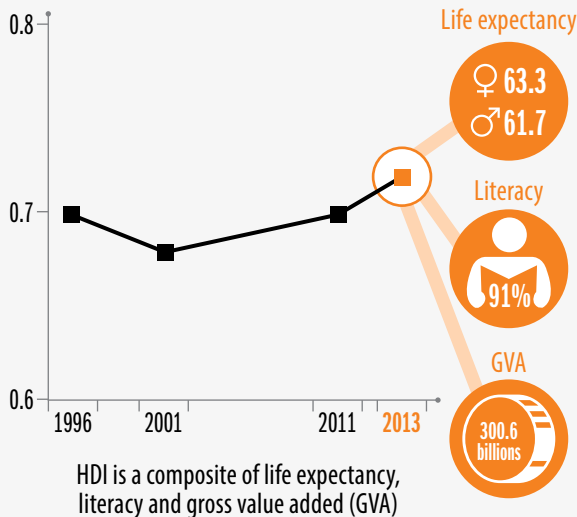


Go to StepSA.org to see maps on how population density changes across the city.

SOCIAL FABRIC

Tshwane has made progress in reducing poverty and improving livelihoods, but inequality remains a challenge.

Human development index (HDI)

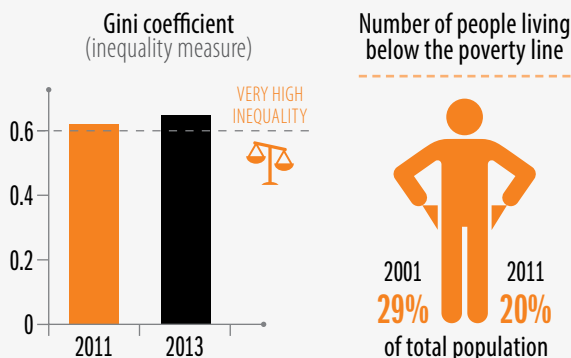


Highest education level 2011



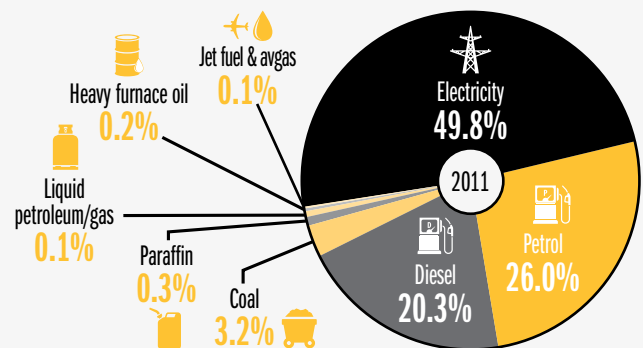
Urban safety is important for a city's social fabric; go to SCODA to access urban safety data for Tshwane.

Levels of poverty

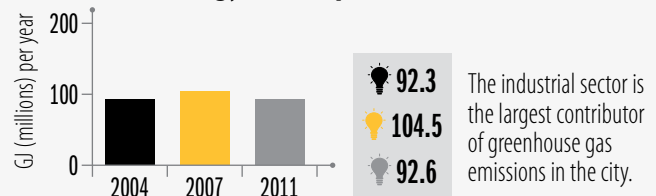


SUSTAINABILITY

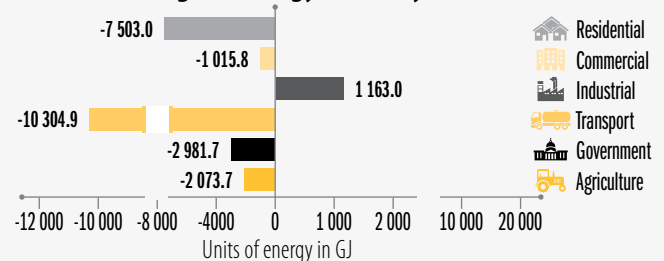
Sources of fuel 2011



Energy consumption

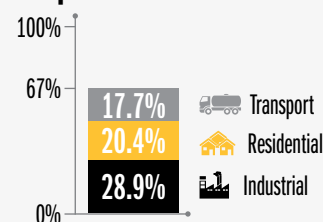


Change in energy intensity 2007–2011

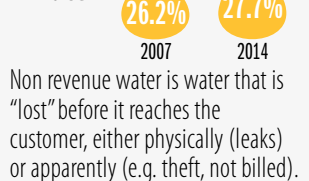


Energy intensity: measures the amount of energy used to produce goods and services

Emissions: top three sectors in 2015

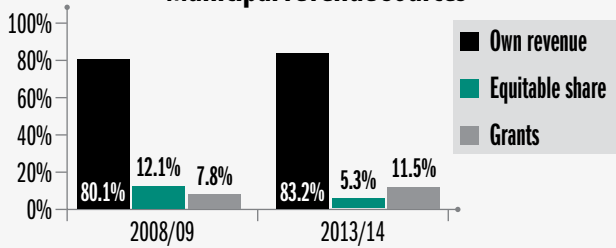


Non revenue water

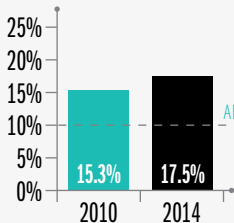


CITY FINANCE

Municipal revenue sources

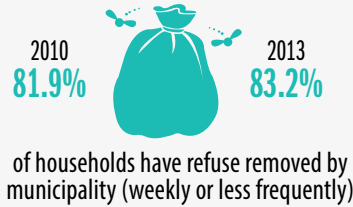
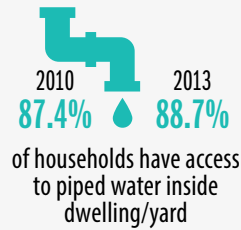


Affordability of municipal bills for type A households (municipal bill as % of benchmark income)



Type A is a household that lives in a property with an assessed value of R100,000, consumes 400 kWh of electricity and 20 kl of water per month, and has a 240 litre bin removed weekly. Its monthly income is R6 742.

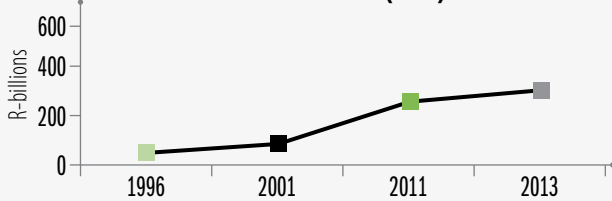
SERVICE DELIVERY



Most households now have access to sanitation services, but further roll-out of water and waste services is needed.

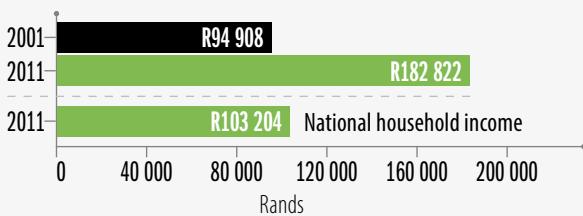
ECONOMY

Gross value added (GVA)



Average household income

Tshwane has the highest per capita income of all the cities.



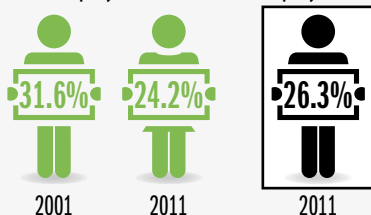
Cost of living

(based on a bundle of goods)



Unemployment rate

Average unemployment rate

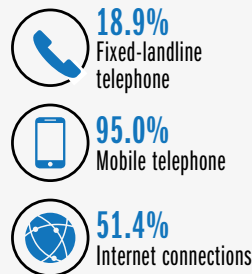


The economy is growing rapidly and unemployment is below the provincial average, but living in the city is becoming increasingly unaffordable for many.

INFRASTRUCTURE

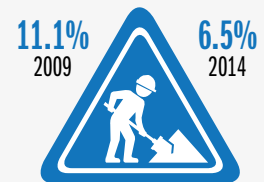
ICT infrastructure 2011

Percentage of population with connections



Repairs and maintenance

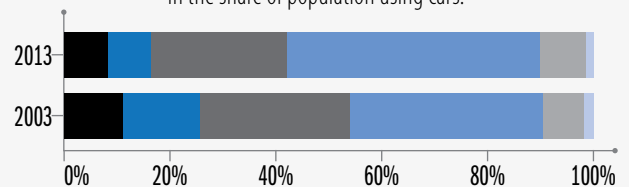
% of operating expenditure



National Treasury recommends 8–10% of operating expenditure

Mode of transport to work

Between 2003 and 2013, Tshwane had the biggest increase (+11.2%) in the share of population using cars.

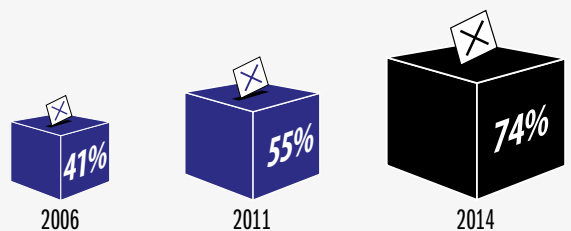


CITIZEN ENGAGEMENT

Voter registration/turnout

Local election

National election



Voter turnout at local elections has increased but remains significantly lower than at national elections.

SACN INSTAGRAM COMPETITION



MY CITY, THROUGH MY LENS

As part of the build-up towards the 4th South African Urban Conference and the State of the Cities Report 2016, the SACN ran an exciting Instagram competition aimed at encouraging the broader public, and urban youth in particular, to reflect on what their city means to them.

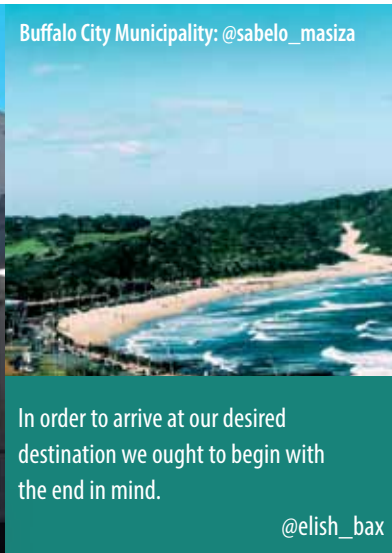
The competition ran across nine South African cities: Buffalo City, Cape Town, Ekurhuleni, eThekweni, Joburg, Mangaung, Msunduzi, Nelson Mandela Bay and Tshwane. It invited youthful participants to respond to the theme *My City, through My Lens*, reflecting their experiences and what inspiration and action was necessary for their city to support a fulfilling urban life.

The majority of the images used in this SoCR have been drawn from the impressive range of photos that were submitted during the *My City, through My Lens* competition. The city profiles each open with the winning image that was selected by city-based juries. These Instagrammers were also announced at the Urban Conference 2015 and awarded prizes. The following collage displays other runner-up images and selected quotes from the initiative.

RUNNER UP IMAGES



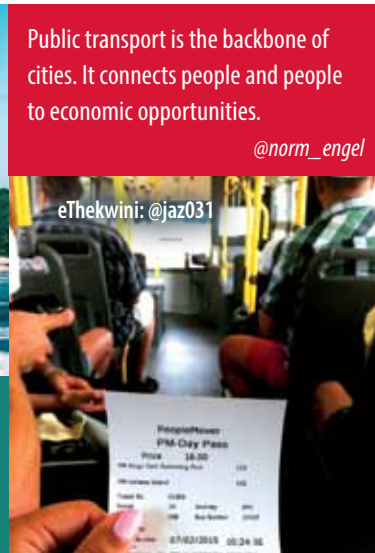
City of Cape Town: @hikeaddict



Buffalo City Municipality: @sabelo_masiza

In order to arrive at our desired destination we ought to begin with the end in mind.

@elish_bax



Public transport is the backbone of cities. It connects people and people to economic opportunities.

@norm_engel

eThekweni: @jaz031



Ekurhuleni: @pandanicoleium



Nelson Mandela Bay: @crazyninja88

Lavish lifestyles for a few, but poverty for too many others. Huge advances in science, technology and design industries whilst thousands remain homeless and hopeless. How do we bridge the divide?

@skyegrove

I see the city through their eyes, through the lives we live, the opportunity to build friendships and family and to do the things that bring us joy.

@kojobaffoe



City of Tshwane: @leboditibane



City of Johannesburg: @thewaldi



Mangaung: @tysonfree



Msunduzi: @sarah_wang

To view all the images submitted for the competition visit our Instagram profile @sacitiesnetwork #SACNurbanComp15

ISBN 978-0-620-71464-8



9 780620 714648 >



South African

CitiesNetwork

Tel: + 27 11 407 6471 • Fax: + 27 11 403 5230

P.O. Box 32160 • Braamfontein 2017

www.sacities.net

