ETHEKWINI
METROPOLITAN KZN

ETHEKWINI, formerly known as Durban remains “Africa’s Most Caring and Liveable City”

PROFILE AND ANALYSIS
DISTRICT DEVELOPMENT MODEL
1. Contents

1. Executive Summary ............................................................................................................. 5
2. Introduction: Brief Overview ............................................................................................... 6
  2.1 Location ............................................................................................................................. 6
  2.2 Historical Perspective ......................................................................................................... 6
  2.3 Spatial Status ..................................................................................................................... 8
  2.4 Land Ownership ............................................................................................................... 10
3. Social Development Profile ............................................................................................... 10
  3.1 Key Social Demographics .............................................................................................. 10
    3.1.1 Population ................................................................................................................. 10
    3.1.2 Gender Age and Race ............................................................................................... 11
    3.1.4 Households ............................................................................................................... 12
  3.2 Health Profile .................................................................................................................. 12
  3.3 COVID-19 ...................................................................................................................... 13
  3.4 Poverty Dimensions ........................................................................................................ 15
    3.4.1 Distribution ............................................................................................................... 15
    3.4.2 Inequality .................................................................................................................. 16
    3.4.3 Employment/ Unemployment .................................................................................. 16
    3.4.4 Crime ....................................................................................................................... 17
  3.5 Education and Skills Profile ........................................................................................... 18
4. Drivers of the Economy ...................................................................................................... 20
  4.1 Structure of the Economy ............................................................................................... 20
  4.2 Primary Sector ............................................................................................................... 21
  4.3 Secondary Sector .......................................................................................................... 22
  4.4 Tertiary Sector .............................................................................................................. 22
  4.5 Informal Sector ............................................................................................................. 22
5. Service Delivery ................................................................................................................ 23
  5.1 Water and Sanitation ...................................................................................................... 23
  5.2 Human Settlements ....................................................................................................... 23
  5.3 Electricity ....................................................................................................................... 24
  5.4 Waste Management ...................................................................................................... 25
  5.5 Roads and Transport ..................................................................................................... 25
6. Governance and Management .......................................................................................... 26
  6.1 Municipal Performance ................................................................................................. 26
  6.2 Municipal Capacity ....................................................................................................... 26
  6.3 Traditional Affairs Governance .................................................................................... 26
7. Projects to Diversify and Grow People and the Economy ............................................. 27
  7.1 Economic and Infrastructure Projects ........................................................................... 27
  7.2 Environnemental Forecast ............................................................................................. 28
8. Key Recommendations ..................................................................................................... 29
  8.1 Prioritise Integrated Development Plan ....................................................................... 29
  8.2 Investor and Sponsorship Opportunities ......................................................................... 30
ETHEKWINI BY NUMBERS

3,987,648 POPULATION

2,556km² LANDSIZE

GENDER
♀ 50.3% ♂ 49.7%

EDUCATION
88,986 NO SCHOOLING
1,035,280 ONLY MATRIC
133,330 MATRIC & DEGREE

41% SHARE BELOW LOWER POVERTY LINE
18.7% UNEMPLOYMENT

1,863 COVID-19 INFECTIONS (6/6/2020)

“BAY BY THE SEA” RUNS FROM USHAKA MARINE WORLD, TO THE FUTURISTIC MOSES MABHIDA STADIUM

NEXT BIG THING
Providing services and a qualitative future to the 8,802 child headed households in the city

ECONOMIC DRIVERS
FINANCE
COMMUNITY SERVICE
MANUFACTURING

1
2
3
PROFILE: ETHEKWINI METRO COVID-19 Vulnerability Index

Source: CSIR/NCDM

4
2. Executive Summary

The eThekwini Metropolitan area is located on the east coast of South Africa in the Province of KwaZulu-Natal (KZN) and is the third largest metropolitan municipality in the country following Johannesburg and Cape Town. It spans an area of approximately 2,555 km² and shares boundaries with three districts; Ugu to the south, iLembe to the North as well as uMgungundlovu to the west. It is accessible via N2, N3 and King Shaka International Airport.

The metro has 3.9 million people, accounting for 34.7% of the total population of the KZN Province. Between 2008 and 2018, the population grew by 1.45% (which is lower than the national average of 1.57%). The metro has an average household size of 3.3, which is lower than the provincial average of 3.8. Close to 30% of the population is under the age of 15 years and 63% of the population is under the age of 35. Furthermore, 8,802 households are headed by children and young people between the ages of 15 and 19, and 42.14% of households are headed by women.

2.1 million of eThekwini’s residents live below the upper bound poverty line of R 1,227 per person per month, and 17.1% of the population reported having no income in the 2016 Stats SA Community Survey. 16.8% of the population has no education while 5.8% have a higher education qualification.

On 12 June 2020, the KZN Province recorded 100 new COVID-19 cases. eThekwini and its neighbouring District of iLembe continue to contribute the highest number of cases provincially. eThekwini has been recognised by the World Bank’s Competitive Cities Programme as one of the best practice cities for its economic response to the global pandemic.

eThekwini is the economic powerhouse of KZN with a provincial GDP contribution of 59.88% or R468 billion. The metro is characterised by a diversified economy, with strengths ranging from manufacturing, logistics, property and finance to tourism, leisure, sports as well as arts and culture.

The metro has identified 22 key catalytic projects with a total investment value of R276 billion that can contribute to the city’s strategic objectives including the Automotive Supply Park, Avoca Nodal Development, Cornubia, Dube Trade Port, Point Waterfront, Inyaninga, Bridge City Development, Rivertown Precinct, Oceans uMhlanga, Ntshongweni Development and Sibaya Coastal Precinct.
3. Introduction: Brief Overview

2.1 Location

eThekwini is the only Category A metropolitan municipality found in the KwaZulu–Natal province. It is one of four coastal metropolitan municipalities in South Africa together with Cape Town, Nelson Mandela and Buffalo City.

The area is topographically hilly, with many gorges and ravines, and almost no true coastal plain. It spans an area of approximately 2,559 km² and borders three provincial districts, namely Ugu in the south, iLembe to the North as well as uMgungundlovu to the west. It is accessible via N2, N3 and King Shaka International Airport.

2.2 Historical Perspective

eThekwini, formerly Durban has been at the frontline since time immemorial. Its timeline for human habitation dates long before the advent of recorded history. While some of the earliest remnants of humanity are found in the nearby Drakensberg, it is now established that prior to the arrival of the Nguni people and subsequent European colonialists, the area was populated by the original people of Southern Africa - now collectively called the Khoi/San. Then, several thousand years
later, on Christmas day in 1497, Portuguese explorer Vasco da Gama passed the mouth of Durban Bay and promptly named it Rio de Natal (Christmas River), presuming that several rivers flowed into the bay. Over the subsequent years, Rio de Natal came to be a popular stop-off point for explorers and traders, mainly because the bay offered one of the few protected anchorages on the southern coast of Africa.

In 1823, the first European settlement arrived on the vessel the Salisbury under the command of Lieutenant James King with the aim of trading up and down the South African coast. While inclement weather forced the Salisbury to shelter in the roadstead off Durban, her accompanying ship, the Julia, sailed over the sandbar and surveyed the bay. King immediately recognised the importance of the bay and returned to England to try and garner support for an English settlement. Despite his efforts he was unsuccessful, and so he returned to Port Natal as it had come to be called by the Europeans.

“THE AREA IS TOPOGRAPHICALLY HILLY, WITH MANY GORGES AND RAVINES, AND ALMOST NO TRUE COASTAL PLAIN.”

King befriended King Shaka Zulu who granted him land around the bay, and sent him to England with two of his chiefs. But the party got no further than Port Elizabeth and King returned to Port Natal once more, moving to the Bluff across the bay, where he died of dysentery in 1828. As a result of that friendship King Shaka had ceded land to the settlers and the Old Fort (now a museum) was built. At a meeting in 1835, attended by the full complement of settlers at the time - 15 in all - a town was proclaimed, and named in honour of the Governor of the Cape, Sir Benjamin D'Urban. In the late 1830s and early '40s the Boers clashed with the British over control of Durban.

In 1844, the British annexed the southern portion of Natal to their already existing Cape Colony. This annexe was significantly boosted in the early 1850s, when several thousand settlers arrived courtesy of an Irishman named Byrne, who had once visited Durban, and who hoped to make money by shipping in settlers to this difficult paradise.

In 1860, finding the Zulus to be uncooperative labourers, the British imported the first of several thousand indentured labourers from British India to take up work in the sugar cane fields. Along with them came “passenger” Indians who were not indentured, and who were free to engage in business.
It took a young immigrant named George Cato to lay out the town properly with three main streets, each 100ft wide – enough to turn a wagon and 16 oxen (the reason why city centre roads in South Africa are so wide). In 1860, a railway linked the harbour with the small town, and within 30 years, it reached all the way to Johannesburg, as the town of Durban began to expand from the swampland to the cooler hills of the Berea.

The discovery of gold was a major boost to the port, and the discovery of coal in Dundee resulted in many ships using the port for bunkering. The progress of the port led finally to the troublesome sandbar at the harbour entrance being removed.

In 1932, a number of satellite suburbs were incorporated into the town and in 1935, Durban was granted city status.

In the years after World War II, the history of Durban was defined largely by the implementation of apartheid, and the struggle for equal humanity that ensued. Today, this legacy has resulted in the construction of extensive shack settlements throughout the region.

In 1949 this was the site for the skirmishes and peace making between the Zulus and the Indian community in Durban in 1949. The remains of the late Queen Thomozile kaNdwandwe Zulu (King Goodwill Zwelithini’s mother) are buried at uMkhumbane/Cato Manor site.

In 1994 South Africa had its first democratic election, which changed forever the tone and flavour of Durban. In 1996 Durban was further enlarged to become the Durban Metropolitan Region, or Durban Metro, by including large areas both north, south and west of the city.

Four years later, in 2000, a further expansion resulted in the inclusive Durban Unicity, which was renamed eThekwini derived from the Zulu word iTheku which means a bay or lagoon.

eThekwini is known as the home of Africa’s best-managed, busiest port and is also a major centre of tourism because of the city’s warm subtropical climate and extensive beaches. The world-class Chief Albert Luthuli International Convention Centre (ICC) has hosted a historic line-up of events including conferences of a global scale.

2.3 Spatial Status

According to the 2020/21 Metropolitan SDF, the eThekwini Municipal area has been divided into five functional municipal planning regions (MPRs), namely, the North, Central, South, and Outer West MPRs. The functional boundaries of these regions
are defined by the Umgeni River, Umlazi River and the Kloof Ridge and are catchment based.

The **Northern MPR** represents approximately 26% of the eThekwini area and stretches from the northern banks of the Umgeni River in the South up to and including Tongaat in the North, from the coastline in the east to uMzinyathi, Inanda and border with the iLembe District Municipality in the West and North. This region provides logistical support, has significant residential, commercial and services functions, specialises in coastal tourism and recreation, is a trade and industrial investment centre and has significant agricultural support functions.

The boundaries **Central MPR** extend from the Umgeni River, in the North, along the coast through to the Umlaas Canal in the South and extend to the escarpment in the west. This region is the urban core of the metro with major economic sectors and hubs such as industrial logistics, warehousing, business, commercial, retail, financial services and tourism. It is the largest employment generator, has significant coastal resources and service nodes and offers a range of lifestyle options.
The **Southern MPR** extends from the northern boundary consisting of the Umlazi River and the Umlaas Canal to the UFudu Escarpment and the EzilMbokodweni River in the north-West to the Western and Southern boundaries of eThekwini. This region has a large residential population, some of the province’s leading economic sectors, existing coastal tourism with potential for expansion and the largest tribal areas within eThekwini.

The **Outer West MPR** represents 34% of the municipal area with approximately half of this region comprising of traditional areas. This region is an Environmental Management priority Area, provides opportunity for strategic industrial expansion and hence employment opportunities and has potential for significant tourism prospects.

### 2.4 Land Ownership

eThekwini accommodates a wide range of land uses including formal and informal, urban and rural settlements and these are complemented by economic, transport, public and social infrastructure. Other prevalent land uses include agriculture and traditional settlement with a large part of the municipal area also designated as part of the metropolitan open space system. About 68% of the municipal area is classified as rural, with pockets of dense settlement. 90% of the land classified as rural is hilly and rugged terrain, with dispersed settlements in traditional dwellings and communal land tenure under the Ingonyama Trust. 10% of that land comprises of commercial farms and open spaces. The 32% land classified as urban is dominated by residential, commercial/office and industrial areas.

### 4. Social Development Profile

#### 3.1 Key Social Demographics

##### 3.1.1 Population

The population of eThekwini in 2019 was 3,987,648 having grown from 3,468,415 in 2009 with the annual growth rate steadily declining from 1.6% in 2011 to 1.2% in 2019. The annual population growth rate is similar to that of KZN but lower than the national growth of 1.5%.
The greatest population concentrations occur in the central and northern regions of eThekwini and the metro’s population is projected to increase to 4,164,503 by 2024.

### 3.1.2 Gender, Age and Race

According to the 2016 Stats SA Community Survey 51% of the eThekwini population comprised of females. The median age of the metro of 27 years is higher than that of KZN (22 years) and 10% higher than the figure for South Africa (25 years). 55% of the population is between the ages of 20 and 59 years, whilst 8% of the population is older than 60 years.

The Black African population group makes up the majority of the eThekwini population at 74% followed by the Indian population at 18% and White and Coloured populations representing the minority groups at 6% and 2% respectively.
3.1.4 Households

According to the 2016 Community Survey there are 1,125,765 households in eThekwini which is 169,052 more households since 2011. 81.5% lived in formal dwellings up from 79.0% in 2011. 13.3% of these households were living in informal dwellings, whilst 4.3% resided in traditional dwellings. The average household size slightly declined from 3.6 to 3.3 between 2011 and 2016, which is equal to the South Africa average of 3.3.

42.1% of households in eThekwini were headed women, which was lower than the KZN average of 47.44% and slightly higher than the national average of 41.32%. 3,001 households were headed by children younger than 18 years.

“ETHEKWINI HAS BEEN RECOGNISED BY THE WORLD BANK’S COMPETITIVE CITIES PROGRAMME AS ONE OF THE BEST PRACTICE CITIES FOR ITS ECONOMIC RESPONSE TO THE GLOBAL PANDEMIC.”

3.2 Health Profile

Female deaths in eThekwini are largely associated with Non-Communicable Diseases (NCDs) at 46%, HIV and TB (6%) and other communicable diseases together with perinatal, maternal and nutritional conditions account for 20% of deaths. In males, NCDs also account for majority of deaths at 41%, HIV and TB (26%), other communicable diseases together with perinatal and nutritional
conditions (17%) and injury (16%). In the cohort of children under the age of 15 the leading causes of accidental deaths are road injuries (8.2%), drowning (4.6%), fires and hot substances (3.7%) and poisoning including herbal (2.9%).

In terms of health care facilities, eThekwini has 31 clinics; 3 district hospitals (Osindisweni, St Mary's and Wentworth); 5 regional hospitals (Addington, King Dinuzulu, Mahatma Gandhi, Prince Mshiyeni Memorial and RK Khan), one provincial tertiary hospital (King Edward VIII) and one national central hospital (Inkosi Albert Luthuli Central Hospital).

### 3.3 COVID-19

eThekwini has been recognised by the World Bank’s Competitive Cities Programme as one of the best practice cities for its economic response to the global pandemic. The city was hailed for moving swiftly to mobilise business support platforms and also reinforce relationships with the private sector to better respond to the economic blow dealt by COVID-19.

On the 12th June 2020, KZN recorded a total 3 573 confirmed cases, 67 deaths and 1 810 recoveries. eThekwini (2 160) and its neighbouring District of iLembe (715) continue to contribute the highest number of confirmed cases provincially. eThekwini accounted for 53 (79%) of deaths and 1 209 (67%) of recoveries in the province.

The overall incidence risk for the province was 15.0 per 100 000 population calculated using active cases. iLembe District has the highest infection rate at 55.6 followed by eThekwini at 23.9 per 100 000 people.

The Council for Scientific and Industrial Research (CSIR) in collaboration with Albert Luthuli Centre for Responsible leadership have developed a set of COVID-19 Vulnerability Indicators using available data and knowledge. It identifies vulnerabilities present in communities and identifying areas in need of targeted coordinated interventions and early response. The purpose of the indicators is
intended to support the early prevention/mitigation and preparedness phase of the disaster management cycle and informing disaster management decision making. It is not based on epidemiological modelling but a response to highlighting intervention areas due to underlying situation. The composition of the index follows two main factors, namely: transmission potential and health susceptibility.

Transmission potential areas identify areas that prevent social distancing to be practiced and where limitations of practicing good basic hygiene. The health susceptibility index denotes areas where large number of people are potential more susceptible to being adversely affected by COVID-10 due to factors such as age and underlying health conditions. The eThekwini vulnerability profile is presented below. The map shows low vulnerability areas (blue dotted areas) versus areas with higher vulnerability (red dotted areas).

Because of density and the accompanying difficulty in social distancing as well as poverty the township areas of Umlazi, Kamashu, Ntuzuma, Inanda and Mpumalanga display exterme vulnerability. The areas around Marian Hill and Resevoir Hill also display similar vulnerabilities. Area specific live GIS vulnerability maps are available curtosy of CSIR at:

https://pta-gis-2-web1.csir.co.za/portal2/apps/opsdashboard/#/390a74fb10844c7a85396e60555a866d
As at 7 June KZN had a total of 7 111 COVID-19 beds available for isolation, quarantine, high care and ICU. eThekwini had the highest number of beds available at 3 779 or 53.1% of the total provincial beds available.

3.4 Poverty Dimensions

3.4.1 Distribution
The figure below compares the change in the human development index (HDI) for eThekwini between 2009 and 2018. The changes were roughly similar for most of the other major cities. However, eThekwini has the 5th lowest HDI in 201 (0.67) when compared with the other major cities.

**Source: Global Insight 2018**

According to Global Insight, over a million people are living below the food poverty line in eThekwini in 2018, with most of the people from the African group, following by Asian, Colored and white. eThekwini has also been recorded as having the highest number of people living below the food poverty line, followed by Johannesburg, Cape Town, Tshwane and Nelson Mandela Bay as per the figure below.

**“TRANSMISSION POTENTIAL AREAS
IDENTIFY AREAS THAT PREVENT SOCIAL DISTANCING TO BE PRACTICED AND WHERE LIMITATIONS OF PRACTICING GOOD BASIC HYGIENE.”**
3.4.2 Inequality
When ranking the Gini coefficient amongst the major metros, eThekwini was joint 2nd with Tshwane, Johannesburg and Cape town, while Nelson Mandela Bay is at 0.63 as depicted in the figure below. The Gini coefficient is a summary statistic of income inequality, which varies from 0 (in the case of perfect equality where all households earn equal income) to 1 (in the case where one household earns all the income and other households earn nothing). In practice the coefficient is likely to vary from approximately 0, 25 to 0, 70.

3.4.3 Employment/ Unemployment
Between 2009 and 2018, the main employment sectors in the metro were community services, finance, trade and manufacturing. In 2018, the main employment sectors that employed the highest were community services (258 287 jobs), wholesale and trade (210 185 jobs), finance (198 754 jobs) and manufacturing (154 598 jobs). The manufacturing sector lost the most amount of jobs due to its 56.6% contraction.
The unemployment rate for eThekwini decreased to 20.9% in Q4 2019 from 21.5% in Q3 2019. The labour force absorption rate showed an increase of 0.2% (from 48.1% to 48.3%) and the participation rate decreased by 0.3% (from 61.3% to 61.0%) over the same period, indicating that there are more people looking for employment and the likelihood of them finding employment has decreased. The services sector accounts for the largest portion of the workforce which includes community services, finance and trade, followed by manufacturing (the tertiary sector). The figure below shows the unemployment trends during 2017 to 2018 for eThekwini relative to the major South African cities.

Almost half of all unemployed people have not finished secondary schooling, while almost 9 out of 10 unemployed people have no tertiary education. With over 17% of the respondent households to the StatsSA Community Survey 2016, reported no income and 35% of the households have no income or an income less than R38 200.

Considering the high levels of unemployment the city would need to investigate options that would support the growth of SMME’s, encourage business development that is labour intensive and effectively support and manage informal trading.

3.4.4 Crime

The crime trends in the city from 2011 to 2018, show an increase in number of crimes due to people driving under the influence of alcohol. All the other categories of crimes are on the decline.
3.5 Education and Skills Profile

According to the STATSSA Community Survey 2016, in eThekwini about 5% of citizens had no formal education, 46% had matric and 8% had post-matric qualifications.

From a basic education perspective, the KZN Department of Basic Education is comprised of 12 education districts of which the majority of these districts are located in deep rural areas across the province. The school categories are as follows: 686 primary schools, 15 combined schools, 330 high schools, 94 independent schools and 280 registered early childhood development (ECD) facilities.
5. Drivers of the Economy

4.1 Structure of the Economy

eThekwini had a GDP of R468 billion in 2018 (up from R 233 billion in 2008), contributing 59.88% to the KwaZulu-Natal Province GDP of R 781 billion in 2018. eThekwini contributes 9.59% to the national GDP. It achieved an annual growth rate of 0.94% in 2018. This is the same as the provincial growth rate and is higher than the national rate of 0.79%.

The figure below shows the annual percentage growth for the city, KZN and national. In order to achieve the employment targets as set in the National Development Plan, the city needs to grow at a rate of 4% to 7.5%. At present the city is averaging under 3% over the past few years.

The broad sectoral composition of eThekwini’s GDP in 2018 is depicted in the figure below. Finance and community services are the largest sectors at 21% each, whilst manufacturing (19%), trade (17%) and transport (14%) are the other major sectors.

“THE METRO HAS AN AGRO ECOLOGY PROGRAMME IN PLACE WHICH COMPLEMENTS OTHER MUNICIPAL POLICIES WHICH FOCUS ON POVERTY AND UNEMPLOYMENT.”
4.2 Primary Sector

The chart below depicts agriculture and mining as less economic contributor across all the metropolitan regions at less 5% both during the 2018. eThekwini has initiated a number of programmes to assist in the alleviation of food insecurity. These include the creation of dedicated structures to drive agriculture, aqua and poultry farming; soya bean project, community support farms; community gardens, mushroom vs. hydroponics project.

In terms of urban and peri-urban agriculture the metro has an Agro ecology Programme in place which complements other municipal policies which focus on poverty and unemployment. There are seven agricultural hubs and sixteen fish ponds in place.
4.3 Secondary Sector

The dominant sectors in the metro mirror those of the province, but for tourism, which also constitutes various other sectors especially the retail trade, catering and accommodation sub sector. The top five sectors that is manufacturing, finance, wholesale, transport and government constitute 86% of the economy, with tourism at 8% overlapping almost all these sectors, indicating its potential catalytically role.

A look at the 2016 - 2018 average share of total manufacturing in eThekwini, shows that 80% of all manufacturing in the city occurs in the following 5 sub sectors: fuel, petroleum, chemical and rubber products constitute 28.5%; food, beverages and tobacco products constitute 20.2%; transport equipment constitute 11.7%; metal products, machinery, and household appliances constitute 11%; and wood and wood products constitute 8.8%.

4.4 Tertiary Sector

Between 2009 and 2018, the main employment sectors in the metro were community services, finance, trade and manufacturing. In 2018, the main employment sectors that employed the highest were community services (258 287 jobs), wholesale and trade (210 185 jobs), finance (198 754 jobs) and manufacturing (154 598 jobs).

According to FDI Markit, 2019, almost 60% of all negative growth in q1 of 2019 can be attributed to the manufacturing sector. Most sectors reported negative growth with the exception of Community Service and Finance. The two sectors that have shown a positive growth are the community services and finance with the percentage growth rate of 12.3 and 8.8 respectively. Public administration, defence, health and education constitute the community services sector, whilst the finance sector includes finance, real estate, business services and insurance.

4.5 Informal Sector

Informal trade is a rapidly growing feature of the South Durban Basin economy. Street traders in priority areas have been provided with trading facilities and more trading facilities will be made available in areas of the SDB set aside for informal trade as part of the ongoing regeneration of the area. The South Durban Basin Area Based Management team, with eThekwini's Business Support Unit (Informal Trade), are regulating, registering, providing shelter, storage and ablution facilities for street traders.
6. Service Delivery

5.1 Water and Sanitation

In 2016 98.3% of households accessed water from a regional or local service provider, which was about 20% higher than the KZN average (83.35%) and about 10% higher than the rate in South Africa (86.2%). 60% of households had access to piped water inside the house.

Existing water backlogs as at 31 March 2019 amounted to 20 345 consumer units, which is estimated to take 5-10 years to address based on current funding levels.

In 2016 82.6% of households had access to flush or chemical toilets, which was about 1.5 times the rate in KZN (55.74%) and about 1.3 times the rate in South Africa (63.53%). 0.9% of households had no access to any toilets.

Sanitation backlogs as at 31 March 2019 amounted to 123 394 consumer units, which is estimated to take between 12-15 years to address based on current funding levels and subsidies as well as projected population growth over the period. The type of sanitation solutions implemented are also dependent on addressing the water infrastructure backlogs.

5.2 Human Settlements

eThekwini currently acts as an agent of the provincial Department of Human Settlements and full accreditation of the metro as a deliverer of housing is essential to enhance its ability to deliver this housing.
Approximately a quarter of the metro’s total population reside in informal settlements. To this end, the upgrading and development of informal settlements is a priority within this programme. Informal settlements are, in most instances, being upgraded in-situ to avoid the social dislocation which occurs when these settlements are uprooted and relocated to more distant locales. This is dependent on land acquisition which has to go through a statutory process which may result in time delays.

The priority is to upgrade informal settlements where they are currently located, and to achieve this, higher density housing options will need to be implemented to minimise disruption to communities and to improve overall urban efficiencies. Those informal settlements that are unlikely to be upgraded in the short term are provided with a package of interim services including ablution blocks that provide water and sanitation services, drainage, essential access infrastructure, electricity, refuse removal services and interventions for fire prevention and a labour-based infrastructure maintenance programme that draws labour from the local community.

Housing backlogs as at 31 March 2019 amounted to 385 000 units, which is estimated to take between 40-80 years to address based on current funding levels and subsidies as well as projected population growth over the period.

<table>
<thead>
<tr>
<th>Basic Service</th>
<th>Existing Backlog as at end March 2019</th>
<th>Delivery ranges per annum</th>
<th>Timeframe to address based on current funding levels *</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing</td>
<td>385 000</td>
<td>4000-6000</td>
<td>40-80 years</td>
</tr>
</tbody>
</table>

Source: Human Settlements, Engineering and Transport; eThekwini Municipality

* - The timeframes indicated depends on the rollout of funding / subsidies and population growth over the period

### 5.3 Electricity

The electricity backlog was 220 432 as at 31 March 2019. The municipality aims to deliver 8 000-14 000 connections on an annual basis dependent on the rollout of subsidies. The implementation of electricity programs is twofold, one to address the backlogs that currently exist, as per the table below and secondly, to also align the delivery of electricity with new human settlement projects.

<table>
<thead>
<tr>
<th>Basic Service</th>
<th>Existing Backlog (consumer units) as at 31 March 2019</th>
<th>Delivery ranges per annum</th>
<th>Timeframe to address based on current funding levels *</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electricity</td>
<td>220 432</td>
<td>8000-14000</td>
<td>16-28 years</td>
</tr>
</tbody>
</table>

The timeframes indicated depend on the rollout of funding / subsidies.

# - Linked to the housing delivery programme.

Source: Human Settlements, Engineering and Transport & Trading Services; eThekwini Municipality, 2019
5.4 Waste Management

81% of the households are getting refuse disposal from the council, private companies or community members, which is nearly double the rate in KZN (43.31%) and about 1.4 times the South African rate of 59.37%.

5.5 Roads and Transport

The eThekwini engineering unit is responsible for roads provision within the municipal area and aims to deliver 10-15km of road per annum in dealing with the overall road backlog of 1046.21km. Current backlogs are listed in the table below which indicates that the metro will take between 70-105 years to address backlogs based on current funding levels. In resolving the issue of roads provision, the municipality would have to actively engage with Provincial DOT to ensure alignment in the implementation of roads provision.

<table>
<thead>
<tr>
<th>Basic Service</th>
<th>Existing Backlog as at 31 December 2019</th>
<th>Delivery ranges per annum</th>
<th>Timeframe to address based on current funding levels *</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roads</td>
<td>1 046.21 Km</td>
<td>10-15 Km</td>
<td>70-105 years</td>
</tr>
</tbody>
</table>

The eThekwini Transport Authority aims to implement an effective, efficient, sustainable and safe public transport system that would further assist in spatially transforming the city. The Public Transport Network is one of the key structuring elements of The Spatial Development Framework.

“HOUSING BACKLOGS AS AT 31 MARCH 2019 AMOUNTED TO 385 000 UNITS”
7. Governance and Management

6.1 Municipal Performance

eThekwini received unqualified audit opinions with findings in 2015/16, 2016/17 and 2017/18. In 2017/18, the Auditor-General found that reasonable steps were not taken to prevent irregular expenditure totalling an amount of R732.56 million. This expenditure emanates from non-compliance with SCM Regulations. Its collection rate has improved to 97% in 2019/2020.

It was reported during benchmark exercise that financial misconduct investigations of 758 cases were still in progress while 377 were completed in 2018. A total of R37 million is recommended to be recovered from municipal officials through relevant human resource processes.

6.2 Municipal Capacity

The overall finances of the City are stable underpinned mainly by an excellent cash collection rate (95% in 2018/2019 and which has improved to 97% in 2019/2020 (Dec/Jan 2020) growth in revenue (due to higher collections), moderate gearing (25%), and strong liquidity (over 70 days cash on hand – R6.4 billion). The confidence in the City’s finances are demonstrated by the fact that the City is considering a bond issuance.

6.3 Traditional Affairs Governance

There are four levels of traditional leadership as per the legislation, namely Kings, Principal traditional leadership, Senior Traditional Leaders and Headmen/Headwomen and Izinduna in relation to KZN. Within eThekwini there are 19 Senior Traditional Leaders and 120 iziNduna in the metropolitan area. All traditional councils in the metro are not legally constituted, pending the promulgation of the TKLA.

In eThekwini all traditional leaders participate in municipal council processes as contemplated in the Act and it was done through a Provincial Gazette as required by section 81(2) of the Act. The municipalities pay the participating traditional leaders an allowance for out of pocket expenses (subsistence and travelling expenses). The table below depicts the number of participating traditional leaders participating in municipal committees and Local Municipality.
<table>
<thead>
<tr>
<th>No</th>
<th>Categories of the Committee</th>
<th>Number of Traditional Leaders</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>EXCO</td>
<td>1</td>
</tr>
<tr>
<td>2.</td>
<td>Municipal Public Accounts Committee</td>
<td>1</td>
</tr>
<tr>
<td>3.</td>
<td>Ethics Committee</td>
<td>1</td>
</tr>
<tr>
<td>4.</td>
<td>Security and Emergency Services</td>
<td>2</td>
</tr>
<tr>
<td>5.</td>
<td>Community Services</td>
<td>3</td>
</tr>
<tr>
<td>6.</td>
<td>Governance and Human Resources</td>
<td>3</td>
</tr>
<tr>
<td>7.</td>
<td>Human Settlements and Infrastructure</td>
<td>2</td>
</tr>
<tr>
<td>8.</td>
<td>Economic Development and Planning</td>
<td>2</td>
</tr>
</tbody>
</table>

8. Projects to Diversify and Grow People and the Economy

7.1 Economic and Infrastructure Projects

Catalytic projects are implemented as part of the spatial transformation agenda informed by the approved IDP, SDF, LAP and Precinct plans. To promote economic growth, poverty alleviation, social cohesion and empowerment goals within the region, with particular focus on the following: Promotion of economic and social inclusion; Spatial transformation plan to address inequalities; and Identification of investment development nodes, such as economic nodes and corridors, urban renewal, township economy, industrial revitalisation programme and activity nodes and corridors.

Catalytic Projects are defined in terms of the following criteria:

- Large scale integrated and mixed-use spatial transformation projects
- Major infrastructure investment required
- Investment amount above a certain monetary value (e.g. > R500 million)
- Blend of financing
- Substantial contribution to economic growth
- Significant promotion of economic and social inclusion through spatial transformation development projects

The projects are also categorised as follows:

- Category A – Private sector led (e.g. Cornubia)
- Category B – Public sector driven: B1 – City (e.g. Centrum) and B2 – Provincial (e.g. Dube Trade Port)
- Category C – Departmental driven (e.g. Go!Durban)
In 2016, with the support of the Cities fit for Climate Change Programme, the Strategic Spatial Planning Branch (SSPB) identified an opportunity to Implement Durban’s Climate Change Strategy (DCCS, 2015) by initiating a project that would help draft content on Climate Sensitive Spatial Planning that can be included in the spatial plans (SDF).

The project started with a review of the SDF and DCCS to highlight how these spatial responses are currently reflected in the spatial plans and where additional spatial responses are required. It was concluded that extensive work has already been undertaken to mainstream climate responses in the SDF through urban planning instruments including Transit Oriented Development, Cross Boundary Planning, managing settlement density and curbing sprawl through the use of the spatial tools such as the urban development line and densification strategies, consideration of vulnerability and disaster risk management and embedding the Durban Metropolitan Open Space System early on into the Spatial Development Framework (SDF).
9. Key Recommendations

8.1 Prioritise Integrated Development Plan

The critical importance of the One Plan for the eThekwini metropolitan space will be to ensure that there is joint action on how government respond to the developmental challenges in the area. In this regard, the following issues will need to be addressed in the short term: and medium to long term.

Short Term Implementation Actions

To ensure that there is joint action on how government responds to the developmental challenges in the area. In this regard, the city, together with other spheres of government and the private sector need to fast track the following quick wins:

- Providing services and a qualitative future to the 8 802 child headed households in the city and ensuring qualifying grant recipients receive their grants (on time and in humane conditions);
- Resettling, into permanent housing, the 8 000 odd households who are still in ‘transit camps’;
- Improving the performance of the tourism sector, through (amongst others), returning to be the preferred destination for domestic tourists, providing a safer and vibrant environment (particularly in the inner city) and unlocking the city’s hosting potential for meetings, conferences, and events;
- Develop and implement an aggressive programme to tackle the 17% of people who reported that they do not have income in the metropolitan municipality;
- Develop and implement a vigorous youth for work programme, which has a skills enhancement element to reinvigorate the young people who have given up on seeking work opportunities; and
- Review and redirect government programmes where necessary to ensure that these programmes respond to the developmental challenges of the municipality.

Medium to Long Term Actions

- Address the challenges with the performance of the economy of the metropolitan space;
- Demographic challenges: unemployment rate, poverty level, education levels, child headed households, and HIV and AIDS;
• Assessing the impact of the catalytic projects to tackle socio-economic challenges in the metropolitan municipality; and
• collaboration to implement the catalytic projects of the eThekwini metro space.

8.2 Investor and Sponsorship Opportunities

Dube Trade Port Special Economic Zone – is the catalyst for the Durban Aerotropolis

Special Economic Zone status for Dube Trade Zones and Dube AgriZone was granted. New Link road International Trade Avenue from Watson (uShukela) Highway constructed. Work is already underway to develop the second phase of the Dube Trade Zone light industrial development that will be 45 hectares, as well as Dube AgriZone 2. As a result, the bulk earthworks and platforming is in progress. The installation of internal services is underway. Current projections point to the expanded zone attracting in excess of R 10bn in private sector investment over the next years.

Bridge City Development

The precinct is home to a government services hub, inclusive of a new Magistrates’ Court, a Provincial Hospital, a Private Hospital, as well as a range of residential, retail, commercial and industrial offerings. These are centred on key developments like the Bridge City Mall, Town Centre and Business Estate. This is all made accessible by significant infrastructural development, including integration with the city’s inter-modal public transport initiative, Go!Durban, which lies at the core of Bridge City and seamlessly connects everything on offer to the local and surrounding communities of Phoenix, Inanda, Ntuzuma and KwaMashu.

Point Waterfront Development

The Point Waterfront project is a public/private sector investment and forms part of the City’s initiative to redevelop and regenerate the inner city. It includes the extension of the existing Promenade by about 750 meters at a total cost of R400 million, and the upgrading of water mains at a cost of R 240 million. This infrastructure investment carried out by the city is a catalyst to the R 35 billion Point Waterfront development to be undertaken over the next 10 years, comprising of a hotel, retail mall, offices as well as a residential apartment and leisure infrastructure. When completed the development will create 6,750 permanent jobs and provide 11,000 construction jobs with an annual rates contribution of R 200 million. Phase 1 investment of R4,5 billion unlocked by the Municipality’s phase 1 investment of R640m outlined above.