

Supplementary Guidance Note for the Built Environment Performance Plan (BEPP) 2018/19 – 2020/21

Title:	Built Environment Performance Plans (BEPPs) Guidance Note for 2018/19 – 2020/21.
Purpose:	<p>To guide metropolitan municipalities in the preparation of their BEPPs 2018/19– 2020/21 in terms of the annual Division of Revenue Act (DORA) as it relates to:</p> <p>a) Confirming Outcomes: Outcome indicators and targets/ intentions b) Progressive improvements to minimum content and information requirements</p> <p>Spatial planning and land use management is primarily a municipal function in terms of SPLUMA and the precedent-setting ruling of the Constitutional Court (2010). The BEPP Guidelines do not usurp the municipal function of spatial planning and land use management. They seek to work collaboratively with metropolitan municipalities to share good practice, within the context of efforts by the national government to introduce a more enabling policy and regulatory environment to achieve more compact cities. The planning alignment and reform advocated by the BEPP Guidelines (and its inherent approach, tools and instruments) are part of package of reforms complemented by national regulatory, fiscal, monitoring and reporting reforms.</p>
Target Audience:	The primary target audience is metropolitan municipalities. A secondary target audience is relevant national and provincial departments and public entities with investment programmes in metropolitan areas.
<p>This BEPP Guidance Note for 2018/19 – 2020/21 must be read together with:-</p> <ol style="list-style-type: none"> 1. The Guidance Note: Framework for the formulation of Built Environment Performance Plans 2. The Division of Revenue Act (of 2017) and, when enacted, the Division of Revenue Act (2018), including the grant frameworks, related policy documents or guidelines associated with the Integrated City Development Grant (ICDG), the Urban Settlements Development Grant (USDG), the Public Transport Infrastructure Grant (PTIG), the Neighbourhood Development Partnership Grant (NDPG), the Integrated National Electrification Grant (INEP) and the Human Settlements Development Grant (HSDG) 3. The Annual Budget Circulars issued in terms of the MFMA, 2003 4. Guidance Notes, toolkits and other relevant documents relating to the Neighbourhood Development Partnership Programme, http://ndp.treasury.gov.za/default.aspx 5. The toolbox developed for the metropolitan municipalities by the Cities Support Programme, BEPP Guidelines 2017/18 MTREF Toolbox 6. The draft Technical Guidance: Integrated Public Transport Network (IPTN) Plan Development 7. Planning and Assessment Guidelines for Informal Settlement Upgrading BEPP Guidelines 2017/18 MTREF Toolbox, the NUSP Toolkit – www.upgradingsupport.org and the Human Settlements Master Spatial Plan from the Department of Human Settlements. 	

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List of Acronyms

AFS	Annual Financial Statements	ITP	Integrated Transport Plan
AG	Auditor General	IUDF	Integrated Urban Development Framework
BEPM	Built Environment Progression Model	LTFS	Long Term Financial Sustainability
BEPP	Built Environment Performance Plan	MSDF	Metropolitan Spatial Development Framework
BEVC	Built Environment Value Chain	MTREF	Medium Term Revenue and Expenditure Framework
CBF	City Budget Forum	NDOT	National Department of Transport
CIDMS	City Infrastructure Delivery Management System	NDPG	Neighbourhood Development Partnership Grant
CIF	Capital Investment Framework	NDPP	Neighbourhood Development Partnership Programme
CSIP	Capacity Support Implementation Plan	PTNG	Public Transport Infrastructure Grant
CSP	Cities Support Programme	SDBIP	Service Delivery and Budget Implementation Plans
DORA	Division of Revenue Act	SOE	State-owned Enterprise
HSDG	Human Settlements Development Grant	SPLUMA	Spatial Planning and Land Use Management Act 2013
ICDG	Integrated City Development Grant	TOD	Transit-Oriented Development
IDP	Integrated Development Plan	UNS	Urban Network Strategy
INEP	Integrated National Electrification Grant	USDG	Urban Settlements Development Grant
IPTN	Integrated Public Transit Network		

Terminology

For a guide to Terminology please consult the *Guidance Note: Framework for the formulation of Built Environment Performance Plans* that accompanies this Supplementary Guidance Note

1. INTRODUCTION

The requirement for all metropolitan municipalities (hereafter referred to as the Metros) to develop a Built Environment Performance Plan (BEPP) is a cornerstone of the support provided by national government to drive an outcomes-led, spatially targeted and implementation focussed planning approach in South Africa's metropolitan cities. A defined set of built environment outcomes of more productive, sustainable, inclusive and well governed cities, lead the formulation of this plan and programme to ensure that our metropolitan cities' urban form contributes to reducing poverty and inequality and enables faster more inclusive urban economic growth.

While South Africa's economic growth forecast presents significant challenges to cities, and some more than others, cities can play their part in promoting growth, they are engines of growth in the economy. Cities must do all they can to drive economic development and growth and be ready to harness the momentum gained to achieve integrated built environment outcomes. The lead times on transformative investments that catalyse a private sector response, *in the right place and in the right form*, are long. Many of these investments required will need intergovernmental coordination - this takes time to put in place. Metros must be prepared and clear in the direction they offer and coherent on the benefits following this direction brings. Perhaps, most importantly in the short term, in a constrained resource environment brought about by slow economic growth and high demand for social goods, we must make the most of what we have.

To date, the BEPP has supported municipalities to clarify their spatial and development planning visions, and assisted them to initiate practical pipelining and preparation of investment programmes and regulatory reforms to progressively and measurably realise this vision. It has been accompanied by the development of a range of toolkits and technical assistance initiatives, alongside fiscal and regulatory reforms intended to ease constraints to programme and project preparation and implementation. As the BEPP system evolves, greater emphasis is thus placed on institutional and financial arrangements necessary for accelerated implementation.

The BEPP is a plan to achieve urban transformation. This is a long term process. Once the outcomes-led spatial planning and inter-governmental catalytic urban development programme is in place, to an acceptable standard, these should not be the subject of frequent review but should remain stable, in order that the focus is oriented to implementation of this focused programme, and progress in this regard can be tracked year on year. Clearly, regular BEPP reviews should identify any critical shifts in planning and programming and the reasons for these, where these occur. However, the emphasis year on year going forward is for the BEPP to demonstrate:

- progressive short, medium and long term resource alignment to the agreed catalytic urban development programme(s) (plan led budgeting),
- progress towards or in implementation
- measures taken to secure the sustainability and leverage of these investments through the alignment of urban and land use management, and
- an established system of monitoring and reporting on the achievement of the agreed stated outcomes

In supporting Metros to advance along the BEPP progression model, the National Treasury's Cities Support Programme, will continue to prepare content guidelines for the MTREF BEPP's where needed.

The drafting of these Guidelines is framed by the elements set out in the *Guidance Note: Framework for the preparation of Built Environment Performance Frameworks*, and is guided by the findings of the annual evaluation of the current fiscal year's BEPP and prior BEPP's and how these are demonstrating progress in terms of the BEPP progression model.

These guidelines will:

- Identify any particular focus sought in the BEPP
- Confirm the content structure/ format for the BEPP – the format will follow the BEVC intervention logic in order to be consistent with the purpose of the BEPP

- Set out the progressive minimum content expectations in respect of the upcoming MTREF BEPP, including their rationale, specific requirements and expectations for Draft and Final BEPPs
- Identify complementary support instruments, tools, events and related resources that are available to metropolitan municipalities
- Set the specific timeframes for the submission of draft and final BEPPs and associated engagements aimed at facilitating ongoing integration of the BEPP, IDP, Budgeting processes within the Metros and intergovernmental integration.

The aim is to support Metros to maintain institutional alignment in their spatially targeted and prioritised transit-oriented development planning. So that they may advance their development work along the Built Environment Value Chain in pursuit of compact cities and transformed urban space towards the agreed built environment outcomes of productive, inclusive and sustainable cities.

2. 2018/19 BEPP REVIEW AND UPDATE

The focus for the Built Environment Performance Plans (BEPPs) for the 2018/19 MTREF is therefore to continue to strengthen the overall application of the Built Environment Value Chain (BEVC) through:-

- a) Consolidating and resourcing spatially targeted & prioritised *catalytic urban development programme* (s) in priority TOD precincts in priority Integration Zone(s)
- b) Gaining traction on an actionable intergovernmental project pipelines within these programmes
- c) Progressing long term financing policies and strategies for sustainable *capital financing* of the catalytic urban development programmes
- d) Ongoing establishment of targets/ intentions relative to agreed productivity, inclusion and sustainability *outcomes*

These focus areas are not new, and address the findings of the evaluation of the 2018/19 BEPPs. They are designed to refine and consolidate planning alignment, and accelerate implementation.

2.1 Metro's BEPP Review Process Plan

Metros are required to prepare and submit to their CSP Coordinator a process plan for the 2018/19 review of their BEPP by 2nd October 2017 (i.e. at the conclusion of the first quarter of the municipal financial year).

Each national department, provincial department and/or state-owned entity is to declare by 1st September 2017 nominees to collaborate with each Metro on programmatic and financial planning via the Metro's own CSP Coordinator and the CSP's relevant Metro Coordinator.

This process plan must indicate how the Metro will address draft content, engage and communicate during the course of the financial year both internally and externally, technically and politically, to obtain a consolidated adjustment of certain critical elements in the BEPP as highlighted through the preceding evaluation process.

Metros must confirm in this plan their intent to either i) prepare and submit a draft within the specified timeframe or ii) utilise the Mid-Year Budget Review in Jan/Feb 2018 to present the content as specified in the guidelines and the Metros own process plan.

3. CONTENT GUIDELINES FOR THE 2018/19 BEPP

This section outlines the content requirements for the 2018/19 BEPP, including specific requirements and expectations for Draft and Final BEPPs. This content guidance is drawn from the findings of the evaluation of the 2017/18 BEPPs and prior BEPP's and how these are demonstrating progress in terms of the progression model, as outlined in the *Guidance Note: Framework for the formulation of Built Environment Performance Plans*.

Please refer to the *Guidance Note: Framework for the formulation of Built Environment Performance Plans* for further background to and motivation for these content requirements as well as further detail on tools and support available to the Metros.

Section 7 below contains the recommended format to be used in the BEPP, to which the content expectations outlined below are linked.

3.1 Institutionalising the BEPP in the Municipal Planning System

The BEPP was introduced as a tool for change, to address the weaknesses of the existing planning and budgeting frameworks in producing tangible developmental outcomes. It has assisted metropolitan municipalities to crystalize and programme their spatial transformation agenda. The new term of office for local government 2016/17 – 2020/21 required the review of the past performance (2011/12-2016/17) to inform the IDP and Budget for 2016/17 – 2021/22. There was an opportunity for the BEPP approach and results to be included in the new planning and budgeting frameworks.

Metro responses to the synchronisation of IDP, MSDF and BEPP in 2017/18 were varied, partly as Metros were in dynamic institutional processes of change. However, many Metros showed improvement in this area of work. Overall, there was improvement on the previous year.

With regard to institutional arrangements in support of the BEPP preparation and implementation, Metros that met the standards in this component used instruments such as:

- A cluster approach for transversal city implementation structures;
- A BEPP technical committee; and
- Transversal Management Systems.

With the advent of SPLUMA and the expectations it places on Metropolitan Spatial Development Frameworks (MSDF's), there is significant overlap in the expectations of both the BEPP and the MSDF. Provided that they do not contradict one another, they have great potential to reinforce one another and the role of spatial planning in Metros to drive integration.

Going forward the BEPP may be considered by the Metro to fulfil the role of determining a Capital Expenditure Framework for the metropolitan municipalities' development programmes (SPLUMA, 2013 s 21(n)).

The BEPP can clearly play a broader strategic role in the municipal planning environment, while at the same time providing focus and clarity on the programme for implementation of the shared spatial outcomes between it and the MSDF - to further detail than would perhaps normally be expected of a MSDF.

Minimum expectations

The following minimum expectations have been established for the 2018/19 BEPP:

Draft BEPP	a) Confirmation that the BEPP method and results are incorporated into the 2016/17-2020-21 IDP, MSDF and Budget
Approved BEPP	b) Confirmation that the BEPP method and results are incorporated into the 2016/17-2020-21 IDP, MSDF and Budget c) Table presenting key areas of alignment between the 2016/17-2020-21 BEPP, IDP and MSDF including Urban Network Strategy elements and catalytic urban development programme(s). d) Confirmation on what role the BEPP is playing in the Metro vis-à-vis the MSDF and specifically the SPLUMA requirement for a Capital Expenditure Framework in the MSDF. e) The BEPP should identify the established institutional transversal arrangements in place for the preparation and ongoing updating of the BEPP f) The BEPP should acknowledge existing institutional arrangements in place for addressing transversal management priorities for effective planning and implementation in Integration Zones, Economic Nodes and Marginalised Residential Areas, and include a brief analysis of the effectiveness of these institutional arrangements or lessons learnt and adjustments made.
Institutionalising the BEPP approach should be presented in Section A of the BEPP.	

Support Available in 2017 & 2018/19

DRDLR are in the process of formulating guidelines, norms and standards and other implementation arrangements for SPLUMA. DRDLR will provide support to Metros to use SPLUMA to incorporate the spatially targeted areas into their MSDF, IDPs and other relevant statutory plans. DRDLR intend to use the BEPP Guidelines as an informant to the review of the Guidelines for the MSDF in terms of SPLUMA

3.2 Spatial Planning & Spatial Targeting

BEPP Guidelines to date have all outlined the need to undertake detailed planning for spatially targeted areas. This includes prioritised Integration Zones and the prioritised TOD precincts within these zones, marginalised residential areas including informal settlements, and economic nodes. This is elaborated upon in the *Guidance Note: Framework for the formulation of Built Environment Performance Plans*.

The BEPP should also identify marginalised residential areas and economic nodes outside of the prioritised integration zones which are nevertheless a priority for the Metro, in order to understand and contextualise the spatial distribution of investment and the spatial mix of resources allocated between the spatially targeted areas and other areas. It is understood that programmes and projects outside of the integration zones are necessary to address areas with high levels of poverty as part of the social inclusion agenda.

3.2.1 Integration Zones

Three Metros largely fulfilled expectations in respect of minimum content expectations set out for the 2017/18 BEPP's. The remaining Metros partially fulfilled expectations – there is evidence of progressive realisation of spatially targeted planning in these Metros particularly with the development of Integration Zone Plans. It is important to note the importance of linking this planning to the agreed outcomes.

Minimum expectations

The following minimum expectations were established for the 2018/19 BEPPs in the 2017/18 BEPP Guideline:

Approved BEPP 2018/19	<ul style="list-style-type: none">a) A prioritised integration zone plan consisting of the following:<ul style="list-style-type: none">(i) IZ Targets (Residential, Community, Employment, Transport)(ii) Prioritised precincts (IZ phasing)(iii) List of prioritised IZ-wide projects, with descriptions, high level costings and mapped number references in the Intergovernmental Project Pipeline format (Annexure 2).(iv) Prioritised IZ-wide interventions (land release proposals, procurement proposals, proposed policy, regulations, incentives, further studies, operational efficiencies, specifically public transport, including alignment between modes and spheres)b) Evidence of joint planning with relevant provincial, national and SOE sectors.
This content should appear in Section B of the BEPP	

Support Available in 2017 & 2018/19

Integration Zone Planning Guidelines and Urban Hub Precinct Design Toolkit both developed by the NDPP provide detailed guidance on planning. It is recommended that Metros request studio sessions via the NT-CSP Co-ordinator and NT-NDP so that technical assistance can be facilitated if required during these sessions. Facilitation and technical assistance is available on request from the NDP and CSP jointly from November 2016 through March 2018. The Guidelines may be accessed at <http://ndp.treasury.gov.za>. Metros using the Integration Zone Guidelines may be able to benefit from funding assistance from the NDPP.

3.2.2 Marginalised Residential Areas

a) Informal Settlements

Knowledge of, categorisation and planning of informal settlements upgrading at metropolitan level seems to be improving, but delivery and scaling up remains a big challenge. Performance across the 2017/18 BEPPs was uneven, with two Metros meeting the standard and the remainder partially fulfilling expectations.

In the 2018/19 BEPP the content expectations have not changed in order to support progression and consolidation in this area of planning work and to enable a focus on implementation.

Minimum expectations

The following minimum expectations have been established for the 2018/19 BEPP:

Draft BEPP	<ul style="list-style-type: none">a) Table indicating status of detailed planning/development of prioritised informal settlements (Name of settlement, map reference number, UISP Phase, Key issues to be resolved)b) Development of a draft strategy for informal settlement upgrading that is based on a citizen-led planning and development approach that links the MTSF targets for the city to projects, funding and an implementation plan incorporating work done by NUSP.
Approved BEPP	<ul style="list-style-type: none">c) Table indicating status of detailed planning/development of prioritised informal settlements (Name of settlement, map reference number, UISP Phase, Key issues to be resolved)d) Incorporate the approved strategy, plan and programme for informal settlement upgrading clearly showing the prioritised upgrading projects and related allocations of funding for the medium term.e) Clearly identify priority informal settlements within the Integration Zones and those outside of the Integration Zone(s) and the rationale for the prioritisation of those outside of the Integration Zone(s)
This content should appear as Section B1, B2 and B3 in the BEPP.	

b) Other Marginalised Residential Areas

In addition to informal settlements, there are other marginalised residential areas that are in decline and/or where people are deprived – areas in need of redress and generative development. These are areas that are typically not the focus of the private sector developers. These may be areas formally developed seeing increasing informalisation through informal infill development (front and backyarding) or unregulated densification. These areas may require some kind of intervention from government to start with if they are to flourish as liveable neighbourhoods with high accessibility to the broader urban network.

In 2017/18 Metros were asked to identify priority marginalised areas within their integration zones and outline the core elements of a strategy & programme to address these. The evaluation found that performance against this expectation was uneven.

Minimum expectations

The following minimum expectations have been established for the 2018/19 BEPP:

Approved BEPP 2018/19	<ul style="list-style-type: none">a) BEPPs should identify other priority marginalised residential areas <i>within priority Integration Zones</i> and whether a strategy for the development of these marginalised areas exists or is under development.b) BEPPs should identify the spatial logic for other priority marginalised residential areas <i>outside of Integration Zones</i> and whether a strategy for the development of these areas exists or is under development.
This content should appear as Section B1 and B2 in the BEPP.	

c) Economic Nodes

The 2017/18 BEPPs largely failed to meet the minimum expectations in this category. Content expectations in this category have been integrated with broader economic development expectations identified in the 2017/18 BEPP Guideline.

Minimum expectations

The following minimum expectations have been established for the 2018/19 BEPP:

Draft BEPP	a) Incorporate updated data on economic performance and demographic shifts b) Incorporate disaggregated economic data on economic nodes at a sub-metropolitan level c) Mapping of economic nodes in relation to Integration Zones
Approved BEPP	d) BEPPs should present the findings of an analysis of a metro's economic nodes that locates these nodes within the urban network and establishes an understanding of their performance and potential related, in part, to their spatial location and the typically cyclical nature of the performance of economic nodes. e) The prioritisation of strategic intervention programmes and the nature of such strategic intervention programmes identified for these economic nodes should evidence a logic related to this analysis with a focus on priority economic nodes <i>within the priority Integration Zone(s)</i> . f) BEPPs should identify the spatial logic for other priority economic nodes <i>outside of Integration Zones</i> and whether a strategy for the development of these areas exists or is under development. .
This content should appear in Section B of the BEPP	

3.2.3 Strengthening credible public transport and housing plans and their alignment with one another and spatial targeting areas

A spatially targeted, transit-oriented development strategy requires close alignment between investments in public transport and housing led by spatial and land use planning.

A number of requirements were included in the 2017/18 guidelines to improve and remedy some of the challenges experienced in the 2016/17 BEPPs. The broad approach was to interrogate whether public transport and housing investment programmes are playing complementary roles in spatial transformation. Metros were requested to provide a specific example, within a spatially targeted area, of how the public transport networks and housing investments they have planned for or implemented are driving this change. More specifically, the Guidelines aimed to:

- Pull public transport planning outside of its silo. The IPTN development has often been insulated from other city planning processes. The IPTN content and process were thus included as key to the BEPP content.
- Through the BEPP, illustrate and require broad macro plan alignment (IPTN, BEPP, MSDF and Human Settlements).
- Query institutional ways of working, between the public transport, planning, and housing departments in Metros.
- Begin to query precinct level detailed planning and alignment. This includes alignment of underlying assumptions on land use change used across the sectors.
- Adopt common outcomes based approach for all plans, including the IPTN.

The 2017/18 Evaluation found that:

- There is broad alignment with BEPPs at a high level – understanding that public transport networks need to coincide with Integration Zones, catalytic urban development programmes, etc. However, the following requirement was not fulfilled well by Metros:
 - *Showcasing of at least one Integration Zone demonstrating the alignment of public transport investments with catalytic urban development projects with a description of how this provides public transport access to specific and named housing projects in the area*
- Alignment of institutional ways of working vary.
- There is a need for more in-depth querying into IPTN land use change modelling assumptions at precinct level, and their alignment with other plans driving such change, such as housing and land use management.

- A common set of outcomes is yet to be adopted in the IPTN, and other plans.
- *The how:* instrumentation and tooling around land use management, housing finance, infrastructure finance, etc. was vague. This admittedly cannot all be contained in the BEPP.

Minimum expectations

The following minimum requirements have been established for the 2018/19 BEPP:

Draft BEPP	<ul style="list-style-type: none"> a) Incorporate Human settlements demand projections, disaggregated by area and typology b) Incorporate Public Transport demand projections, disaggregated by area and mode c) Provide a map showing Integrated Public Transport Plans compared to the priority spatially targeted areas (Integration Zones, Economic nodes, Marginalized areas) d) Provide a map showing planned housing projects in relation to Integration Zones, prioritized marginalized areas and established employment nodes
Approved BEPP	<ul style="list-style-type: none"> e) BEPPs should articulate how integrated public transport network planning and human settlement development plans, and prioritisation within these plans, are integrated, or are in the process of being integrated, with a particular focus on the spatially targeted areas and within a clear spatial and land use plan. f) BEPP's must exhibit a clear line of sight from these integrated plans into the Metro's own catalytic urban development programme and the intergovernmental project pipeline g) Describe the interventions required to align planned housing and transport investment projects to the priority targeted areas/ catalytic urban development programmes with clear timeframes h) Showcase at least one Integration Zone demonstrating the alignment of public transport investments with the identified catalytic urban development programme and describe how this provides public transport access to specific and named housing projects in that area. i) Evidence of consultation with relevant provincial, national and SOE sectors
This content should appear in Section B and C in the BEPP	

Support Available in 2017 & 2018/19

Draft IPTN Development: Technical Guidance (available on request from the CSP)
 PTNG guidelines: [BEPP Guidelines 2017/18 MTREF Toolbox](#)
 Metros may ask the CSP to facilitate collaborative planning sessions with Provincial Governments.

3.2.4 Precinct Planning

In 2017/18 Metros were asked to include Prioritised Precinct Plans in their BEPP. The evaluation indicated that fulfilment of this expectation was largely partial.

In the 2018/19 BEPP the content expectations have not changed in order to support progression and consolidation in this area of planning work and to enable a focus on implementation.

Minimum expectations

The following minimum expectations 2018/19 BEPP are therefore:

Draft BEPP 2018/19	<ul style="list-style-type: none"> a) Prioritised Precinct Plan(s) consisting of a precinct Plan/Concept (mapped)
Approved BEPP 2018/19	<ul style="list-style-type: none"> b) Prioritised Precinct Plan c) Prioritised precinct interventions (projects, land release proposals, procurement proposals, opportunities, risk mitigation activities, further studies) d) Evidence of commitment of relevant provincial, national and SOE sectors.
This content should appear as Section B2 in the BEPP.	

3.3 Catalytic Urban Development Programme

The Built Environment Value Chain starts with a process of spatial targeting flowing from the Metros' spatial planning. Spatially targeted areas are prioritised and plans developed for the priority precincts within these prioritised areas. A catalytic urban development programme is developed out of this precinct plan, and this programme and the projects within it undergo preparation towards implementation.

Catalytic urban development programmes; for the purposes of the BEPP's, are specifically defined as programmes that:

- a) Enable integration, that is, mixed and intensified land uses where the residential land use caters for people across various income bands and at increased densities that better support the viability of public transport systems;
- b) Are game changers in that the nature and scope of the projects are likely to have significant impact on spatial form and unlock economic activity.
- c) Involve major infrastructure investment;
- d) Require a blend of finance where a mix of public funds is able to leverage private sector investment as well as unlock household investment;
- e) Require specific skills across a number of professions and have multiple stakeholders

Catalytic development programmes are an ensemble of all related projects (public: municipal, public: non-municipal and private [Public Private Partnerships, Special Purpose Vehicles, and pure private development] projects) needing to be implemented within a priority precinct of a specific spatial targeted area and from which the total *intergovernmental* project pipeline updated for all public sector projects in the programme. At the same time, it must be demonstrated how private sector and household investment is leveraged within the programme.

The catalytic urban development programme preparation process is therefore aimed at delivering a series of built environment projects to be implemented by either national, provincial, municipal or private sector which will progressively put cities on the path to achieving compact cities and transformed urban spaces.

Please refer to the *Guidance Note: Framework for the preparation of Built Environment Performance* for further elaboration and supporting information on this area of work.

The evaluation of the BEPPs for the 2017/18 MTREF indicated that there was improvement in performance in this area across the board, bar one Metro.

The National Treasury will register projects that meet specified criteria as 'catalytic urban development programmes' on a Catalytic Projects Database. These catalytic urban development programmes will be eligible for rigorous project preparation support from the National Treasury. In order to qualify for registration on this database the identified projects must be described in a way that clearly illustrates each project's consistency with the UNS rationale and the way that it builds the BEVC so as to meet the targeted built environment outcomes.

Support Available in 2017 & 2018/19

A supplementary guideline of approaches and best practices for the preparation of urban land development programmes and projects by municipalities is being prepared, building on content discussed at past technical workshops. This will be available in June 2018.

3.3.1 Intergovernmental Project Pipeline

The evaluation of Metro’s 2017/18 BEPP’s found that there was considerable progress made in this step of the Built Environment Value Chain.

In the 2018/19 BEPP the content expectations have largely not changed in order to support progression and consolidation in this area of planning work and to enable a focus on implementation. However, there are some additional content expectations aimed at supporting the Metros’ request to strengthen the role of the BEPP in encouraging inter-governmental and state-owned enterprises’ participation and, more importantly, commitment to the intergovernmental project pipeline.

It is noted that the evaluation made a number of suggestions for the improvement of the BEPPs in this arena; such as:

- Broadening the Inter-Governmental Pipeline to include other stakeholder commitments – in many instances it is still largely restricted to provincial and metro budgets;
- Making the Inter-Governmental Pipeline investment strategy more explicit in the BEPP.
- Strengthening intra-sectoral co-ordination across all sectors – often it is stronger in one sector, such as housing or public transport, and weaker in others;
- Strengthening the ability of Metros to influence inter-governmental planning; and
- Building good governance and leadership in the Metros.

Minimum expectations

The following minimum expectations have been established for the 2018/19 BEPP:

PLEASE NOTE: The templates for Annexure 1 & 2 have been amended and previous year’s versions should not be used.

Draft BEPP	<p>a) Catalytic Urban Development Programmes identified for the prioritised Integration Zones and precincts should be presented as a list of programmes and constituent projects including their total project value, funding source and programme status (refer to Annexure 1 for the template to be used and which will be tracked independently of the BEPP by the National Treasury). There should be at least one catalytic urban development programme identified in a priority precinct of a priority Integration Zone (IZ).</p> <p>b) A draft Intergovernmental Project Pipeline that shows the alignment and co-ordination of project investment in the format provided in Annexure 2.</p>
Approved BEPP	<p>c) Catalytic Urban Development Programmes identified for the prioritised Integration Zones and precincts should be presented as a list of programmes and constituent projects including their total project value, funding source and programme status (refer to Annexure 1 for the template to be used and which will be tracked independently of the BEPP by the National Treasury). There should be at least one catalytic urban development programme identified in a priority precinct of a priority Integration Zone (IZ).</p> <p>d) An up to date draft Intergovernmental Project Pipeline that shows the alignment and co-ordination of project investment in the format provided in Annexure 2.</p> <p>e) Metros must indicate how they have achieved interactive joint planning and budgeting at the city level, particularly in terms of aligning the planning and delivery of provincial and national infrastructure, including state-owned entities.</p> <p>f) Implementation agreements in place between Metros and relevant national, provincial departments and state-owned entities that support the intergovernmental pipeline should be identified and summarised in the BEPP.</p> <p>g) Progress in relation to these agreements should be evaluated and discussed in the BEPP by the Metros with a view to highlighting programme/ project specific performance expectations that should be cross-checked in national processes of evaluation of annual reports and business plans</p>
This content should appear as section C of the BEPP as well as in Annexures 1 & 2	

3.4 Catalytic Urban Development Programme Resourcing

3.4.1 Long Term Financial Sustainability

Implementation of the catalytic urban development programme, and specifically the intergovernmental project pipeline emanating from this, is not possible without funding. Many of these programmes require significant and sustained investment over the medium term. This has financial demands on and implications for the broader budgets of the Metros, in particular. The programme may indeed be beyond the financial capability of the Metro without proper prioritisation and planning. Simply put, the business case for the programme of projects and the projects themselves must first be understood (what would attract investors to invest in these?); then the implications they have on the projected financial position of the Metro and then policy decisions need to be made which include the funding source, be it cash flows, conditional grants and/or external borrowing, depending on the financial capacity of the Metro.

The aim of a Long Term Financial Sustainability Strategy is to support this process to create a more **sustainable and integrated infrastructure development programme**, by:

1. providing a financial decision making tool to prioritise catalytic urban development programmes and associated projects;
2. determining the financial impact of the programme and/or project on the long term financial position of the Metro and, accordingly, how best to fund the programme and/or project

3.4.2 Resourcing the Intergovernmental Project Pipeline

As this pipeline is established and supported by legislated and other intergovernmental cooperation mechanisms that serve as implementation agreements between the Metros, other spheres of government and state-owned entities, the existence of these agreements and the performance of this pipeline, assessed through the annual BEPP evaluation process, should in time become an informant to the national process of funding allocations to state-owned entities and national and provincial departments.

3.4.3 Resourcing the Metro's Pipeline

There is a need to go beyond legislative and regulatory compliance and have a long term financing strategy at an institutional level which is **plan-led**. The BEPP is a long term plan. The catalytic urban development programme requires sustained programme-level resourcing. The nature and quantum of resourcing requirements differs depending on where the programme and associated projects are in their preparation process. The funding strategy has to consider the requirements of the whole preparation process and what the impacts are on the broader public fiscus and how these impacts will be managed sustainably.

The IDP, Budget and the BEPP of Metros have not always focused on a long term plan-led financing strategy, but more on a project portfolio shaped by the funding envelope or an understanding of affordability under current conditions. Overall budget alignment, grant alignment and adequately resourcing projects at the operational level are all important for the Metro's successful implementation of the catalytic urban development programme(s).

The 2017/18 Evaluation found that most Metros had progressed in this area but the information expectations were not fully met.

Minimum expectations

The following minimum expectations have been established for the 2018/19 BEPP:

Draft BEPP	<ul style="list-style-type: none">a) Provide the funding sources over the MTREF for each catalytic urban development programme as per the template in Annexure 1b) Present a resourcing plan for the prioritized catalytic urban development programmes over each phase of the project preparation process.c) The BEPP should present the high level allocation of capital budget to each of the three spatial targeting areas from all funding sources, within the context of the Metro's total capital budget. The Spatial Budget Mix should also include allocations for infrastructure upgrades, refurbishments, operations and maintenance. A possible template for providing this information is provided in Annexure 3.d) The BEPP should acknowledge the existence, or lack thereof of a long term financing strategy and clearly state the commitment to the formulation of a long term financing strategy within a specific timeframe. If this is in place, a brief overview of this should be given.e) The BEPP should identify how the Metro's budget is strategy led and what the strategy is driving the budget decision-making process
Approved BEPP	<ul style="list-style-type: none">f) Demonstrate how the budget content and processes for Metros, national and provincial government and SOEs will be aligned to BEPP content and process and how this will be monitored in terms of the priority projects in the Intergovernmental Project Pipeline.g) Current expenditure in each prioritized Integration Zone, broken down into IZ-wide projects and prioritized IZ precinct projects
This content should appear as section D in the BEPP	

Support Available in 2017 & 2018/19

The intention is to hold a follow on Investor and Funding Conference in the latter part of 2018 once the LTFS has been fully developed and accepted by the Metros as adding value to their long term capital (infrastructure) project strategy

3.5 Implementation

The 2017/18 Guidelines established the following minimum implementation standards for this section of the 2017/18 BEPP: -

- a) Evidence of an approach to release land for top priority projects with land needs.
- b) Evidence of a procurement approach for top priority projects.
- c) BEPP component city implementation structures in place.
- d) BEPP component inter-governmental implementation structures in place.

Most Metros improved in this area of the BEPP.

In the 2018/19 BEPP the content expectations have not changed in order to support progression and consolidation in this area of work. However, progress is expected in the area of land use management reform.

Minimum expectations

The following minimum expectations have been established for the 2018/19 BEPP:

Draft BEPP 2018/19	<ul style="list-style-type: none"> • Annexure 1 records the progress of catalytic urban development programmes in the project preparation and implementation cycle. • The BEPP should contain the institutional implementation arrangements/plans (including, <i>inter alia</i> land release strategies, procurement/ transaction strategies and institutional implementation coordination structures) for the catalytic urban development programmes and the priority precinct intergovernmental project pipelines within them; including those that are already in the implementation phase and those that will move into the implementation phase.
Approved BEPP 2018/19	<ul style="list-style-type: none"> • Systemic challenges experienced in implementation processes and any solutions that have been found should be documented in the BEPP. • The BEPP should identify regulatory reform required to stimulate investment or remove barriers to investment in the priority precincts, or spatially targeted categories more broadly, and the plans in place to implement these reforms, as well as resources committed to such projects and any support required. • Incentive schemes to promote private sector investment being planned or in place should also be identified.
This content should appear as section E in the BEPP and Annexure 1.	

3.6 Targeted Urban Management

All the Metros showed improvement in the 2017/18 BEPPs where they were required to meet the following minimum requirements in relation to urban management in terms of the Guidelines:

- a) Produce evidence of the adoption of a precinct management approach for IZ precincts and growth nodes.
- b) Provide evidence of key land use management interventions.
- c) Provide evidence of a private sector investment approach.

In the 2018/19 BEPP the content expectations have not changed in order to support progression and consolidation in this area of work.

Minimum expectations

The following minimum expectations have been established for the 2018/19 BEPP:

Draft BEPP 2018/19	▪
Approved BEPP 2018/19	<ol style="list-style-type: none">a) The BEPP should identify current precinct management initiatives, such as SRAs, CIDs and plans in place to support the prioritised Integration Zone precincts, including progress with regard to establishing Precinct Management Plans for priority precincts in the Integration Zone(s)b) The BEPP should also identify institutional arrangements within Metros and intergovernmental arrangements that support coordinated urban management for which the public sector is responsible, for the priority precincts and the alignment of resources to urban management in priority precincts and economic nodes.
This content should appear in section F of the BEPP.	

4. MONITORING AND REPORTING

The outcomes led monitoring and reporting framework established for the BEPP is contained in the *Guidance Note: Framework for the preparation of Built Environment Performance Plans*.

4.1 Adoption and measurement of short and medium term outcome indicators

The 2017/18 BEPP guidelines required that targets be set for indicators that are reported by the Metros themselves and those reported from national sources. It was understood that not all Metros would be able to report on these indicators immediately. Where this is the case, Metros were required to report on the approach and timelines for completing these in their submissions.

Seven Metros improved their performance from the 2016/17 BEPPs in their 2017/18 BEPPs. However, most Metros did not:

- Provide all the required baseline data;
- Set performance targets for all the required indicators;
- Provide historical performance data against the required indicators; and
- Propose an approach and timelines for the population of the required data and targets.

Informed by the evaluation of the BEPPs submitted for 2017/18 and further clarity on the allocation of indicators to the different levels of the city results chain (as part of the national reporting reforms process), the BEPP indicators have been further refined from those that were identified in previous guidelines. As part of the reporting reforms process, BEPP indicators that do not have a specific spatial transformation focus have been re-allocated to other reporting instruments associated with SDBIPs and IDPs. The indicators for the BEPP are now exclusively related to spatial transformation. The refined set of BEPP indicators (at the integrated outcome level) is presented in the table below and detailed in Annexure 4 to this Guidance.

Code	Indicator	Category
WG13	Percentage change in the value of properties in Integration Zones	City
CC1	Hectares approved for future development outside the 2015 urban edge as a percentage of Hectares allocated for future development as defined by the 2015 MSDF.	City
CC2	Number of land use applications processed in integration zones as a percentage of the total number of land use applications submitted city-wide.	City
CC3	Number of building plan applications processed in integration zones as a percentage of the total number of building plan applications city-wide.	City
IC1	New subsidised units developed in Brownfields developments as a percentage of all new subsidised units city-wide	City
IC2	Gross residential unit density per hectare within integration zones	City
IC3	Ratio of housing types in integration zones	City
IC4	Ratio of housing tenure status in integration zones	City
IC5	Ratio of land use types (residential, commercial, retail, industrial) in integration zones	City
IC6	% households accessing subsidy units in integration zones that come from informal settlements	City
IC7	Number of all dwelling units within Integration Zones that are within 800 metres of access points to the integrated public transport system as a percentage of all dwelling units within Integration Zones	City
IC8	Percentage share of household income spent on transport costs for different household income quintiles city-wide	National
IC9	Capital expenditure on integrated public transport networks as a percentage of the municipal capital expenditure	National
IC11a	% learners travelling for longer than 30 minutes to an education institution	National
IC11b	% of workers travelling for longer than 30 minutes to their place of work	National
PC4	Commercial and industrial rateable value within integration zone for a single metro as a % of overall commercial and industrial rateable value for that same metro.	City

These indicators reflect a reasonable set of comparable measurements for a progressive improvement in the performance of the urban built environment, on which measurable targets can be established in certain instances and trends in others. These targets and trends serve to both guide planning, as well as to monitor and evaluate progress. There are indicators specific to integration zones and city-wide indicators. The table also highlights their category in terms of whether they are the responsibility of the Metro or National to report on (in terms of performance).

Each eligible metro will be subjected to an **annual performance review** based on the built environment indicators in the second quarter of each local government financial year (between September and December, preferably by the **end of September**, mindful of the Auditor General time frames¹ and the verification of the annual budget that occurs between mid-July to end Oct). This review will take on the form of dialogue and/or peer learning.

¹ Metro submits AFS to AG by 31 August, and AG completes audit by end of November

Minimum expectations

The following minimum expectations have been established for the 2018/19 BEPP:

Draft & Approved BEPP	a) Performance for city reported outcome indicators for 2016/17 (WG8, WG13, WG17, CC1, CC3, CC3, IC1, IC2, IC3, IC4, IC5, IC6, IC7, and PC4) b) If required, the proposed approach and timelines for the population of outstanding indicators for each year until 2020/21
This content will appear as section G of the BEPP in the prescribed format set out in Annexure 4.	

Support Available in 2017 & 2018/19

The Framework, principles and criteria for indicators is a document identified a consistent set of parameters or “rules of the game.” This provides a context for the ongoing work on the built environment outcome indicators and may be accessed via CSP Tool Box for BEPPs:

[BEPP Guidelines 2017/18 MTREF Toolbox](#)

The definitions and technical specifications per integrated outcome indicator are provided in the BEPP Tool Box: [BEPP Guidelines 2017/18 MTREF Toolbox](#).

Further support will be provided on these to ensure consistency in interpretation.

5. 2018/19 EVALUATION FRAMEWORK

The Evaluation Framework to be used for the 2018/19 BEPP will be issued as a Supplementary Guideline. The purpose of the Evaluation Framework and how it is used is explained in the *Guidance Note: Framework for the preparation of Built Environment Performance Plans*.

6. BEPP PROCESS AND TIMEFRAMES

The Guidelines for the content of the BEPP and the support for catalytic urban development programmes operate within a process and timeframes that seek to align planning and co-ordination between the spheres of government to promote co-operative governance that results in effective city-level outcomes.

Key timelines for the 2018/19 BEPP update cycle are summarised in the table below.

Key Dates	Item
23 – 25 August 2017	Human Settlements Intergovernmental Planning and Budgeting
Mid-September 2017	Joint session on Built Environment Grants Frameworks between national sector departments and Metros
September 2017	Planning Alignment Task facilitated planning meetings between sector departments / SOEs / Provincial Governments and Metros
September – October 2017	PTNG Hearings
September – October 2017	Review of SDF Guidelines; production of Technical Notes and Knowledge Products relating to BEPs and Planning Reforms
25 October 2017	Medium Term Budget Policy Statement
27 October 2017	Preliminary allocation letters issued to Departments
1 December 2017	Final allocation letters issued to Departments
Dec 2017	Budget Circular to Metros
25 January – 26 February 2018	Mid-Year Budget Review
February 2017	Budget and DORB tabled in Parliament
31 March 2018	Draft BEPP submission
April 2018	Budget Benchmarking Meetings
31 May 2018	Submission of Council Approved BEPP
28 June 2018	Annual BEPP Evaluation Workshop
31 July 2018	2017/18 BEPP Evaluation Report finalised

7. GUIDELINES FOR CONTENT AND FORMAT REQUIREMENTS

Sub-Section of BEPP	Key Content Requirement	Focus for 2018/19 MTREF
A. Introduction		
Institutionalising the BEPP in the Municipal Planning System <i>Refer to section 3.1 above</i>	Standardised section on Role of the BEPP outlining planning alignment between BEPP, IDP and MSDF A list of the documents and references used in compiling the BEPP, and a statement confirming the adoption of the BEPP by Council with a copy of the Council Resolution in Annexure.	i. Outline the role of the BEPP process and method in respect of the IDP, MSDF and other statutory plans and their alignment ii. Confirm the role of the BEPP vis-à-vis the MSDF and particularly the MSDF's Capital Expenditure Framework iii. Identify / confirm institutional transversal arrangements for the preparation and ongoing maintenance of the BEPP.
B. Spatial Planning and Targeting		
B1 Spatial Targeting <i>Refer to section 3.2 above</i>	<ul style="list-style-type: none"> Urban Network identification Identification and prioritisation of Integration Zones Marginalised residential areas (Informal settlements, Townships) identification and prioritisation Economic nodes identification and prioritisation and the analysis supporting this Noting of priority marginalised residential areas and economic nodes outside of the priority Integration Zone(s) and rationale 	Sections B1 & B2 of the 2016/17 BEPP need not be revisited should these sections meet the content expectations set out in the Guideline: Framework for the preparation of the BEPP and this Guideline, and there is no change or further development of these areas of work that requires these sections of the BEPP to be revisited. This should be explicitly confirmed. Updates can be noted.
B2 Planning for priority spatial targeting areas	<ul style="list-style-type: none"> Integration Zone plan(s) and precinct plans for the priority precincts within these integration zones Strategy & programmes for priority informal settlements, other priority marginalised residential areas and economic nodes within the priority Integration Zone(s) Logic and presence of strategies for prioritised other marginalised residential areas and economic nodes outside of the Integration Zone Demonstrate public transport and human settlements planning coordination in the priority spatial targeting areas 	
B4 Institutional Arrangements	<ul style="list-style-type: none"> Identify / confirm institutional transversal arrangements planning and implementation in the priority spatial targeting areas. 	

Sub-Section of BEPP	Key Content Requirement	Focus for 2018/19 MTREF
C Catalytic Urban Development Programme & Preparation		
C1 Catalytic Urban Development Programme Preparation <i>Refer to section 3.3 above</i>	<ul style="list-style-type: none"> • City-wide inter-governmental project pipeline to be presented as per Annexure 2 • Catalytic urban development programme identification (including human settlement and public transport investment alignment) • Project preparation for Catalytic Urban Development Programme(s) • Complete Catalytic Urban Development Programme Register as per Annexure 1 	Outline further development to, changes (and the rationale for these) and progress made in the preparation of the catalytic urban development programmes for the priority precincts of the Integration Zone <i>PLEASE NOTE:</i> This section was section B3 in previous BEPPs. The alignment of human settlements and transport planning and projects was previously presented in section F1
C2 Intergovernmental Project Pipeline <i>Refer to section 3.3 above</i>	<ul style="list-style-type: none"> • Prioritised projects in the catalytic urban development programme • High level cost estimates for all projects 	Outline further development to, changes (and the rationale for these) and progress made in the intergovernmental project pipeline specifically for the priority precincts of the Integration Zone <i>PLEASE NOTE:</i> This section was section C1 in previous BEPPs.
C3 Institutional Arrangements <i>Refer to section 3.3 above.</i>	<ul style="list-style-type: none"> • Leadership, good governance and planning (strategic & operational) • Inter-sectoral municipal coordination & consultation with PG, SOE's & National Departments responsible for asset creation for service delivery directly to the public (e.g. SAPS) • Risk mitigation strategies 	<ol style="list-style-type: none"> Outline how interactive joint planning and budgeting at the metro level, particularly in terms of aligning the planning and delivery of provincial and national infrastructure, including state-owned entities, has been achieved/ is being pursued Identify implementation agreements in place between Metros and relevant national, provincial departments and state-owned entities that support the intergovernmental pipeline. Evaluate progress in relation to these agreements with a view to highlighting programme/ project specific performance expectations that should be cross-checked in national processes of evaluation of annual reports and business plans <i>PLEASE NOTE:</i> This section was section C2 in previous BEPPs.

Sub-Section of BEPP	Key Content Requirement	Focus for 2018/19 MTREF
D Catalytic Urban Development Programme Resourcing		
D1 Long Term Financial Sustainability <i>Refer to section 3.4 above</i>	Investment strategy for the catalytic urban development programme	i. Acknowledge the existence, or lack thereof of a long term financing strategy and clearly state the commitment to the formulation of a long term financing strategy within a specific timeframe. ii. If this is in place, a brief overview of this should be given.
D2 Resourcing the Metro's Project Pipeline / Spatial Budget Mix <i>Refer to section 3.4 above</i>	<ul style="list-style-type: none"> • Present a resourcing plan (capital and operational) for the prioritized catalytic urban development programmes over each phase of the project preparation process. • The BEPP should present the high level allocation of capital budget to each of the three spatial targeting areas from all funding sources, within the context of the Metro's total capital budget, a possible template for presenting this information is set out in Annexure 3. The Spatial Budget Mix should also include allocations for infrastructure upgrades, refurbishments, operations and maintenance. • Current expenditure in each prioritized Integration Zone, broken down into IZ-wide projects and prioritized IZ precinct projects 	Outline further development to, changes (and the rationale for these) and progress made in the resourcing of the intergovernmental and Metro's project pipeline specifically for the catalytic urban development programmes in the priority precincts of the Integration Zone. <i>PLEASE NOTE:</i> This section was section D1 in previous BEPPs.
D3 Institutional Arrangements	<ul style="list-style-type: none"> • Leadership, good governance and planning (strategic & operational) • Strategy led budgeting 	Identify how the Metro's budget is strategy led and what the strategy is driving the budget decision-making process

Sub-Section of BEPP	Key Content Requirement	Focus for 2018/19 MTREF
D Catalytic Urban Development Programme Resourcing (continued)		
E1 Land release strategy <i>Refer to section 3.5 above.</i>	<ul style="list-style-type: none"> • Approach to land release for catalytic urban development programmes with land implications 	
E2 Procurement approach <i>Refer to section 3.5 above.</i>	<ul style="list-style-type: none"> • Procurement approach for catalytic urban development programmes 	
E3 Regulatory Reform Programme <i>Refer to section 3.5 above.</i>	<ul style="list-style-type: none"> • Identify regulatory reform required to stimulate investment or remove barriers to investment in the priority precincts, or spatially targeted areas more broadly, and the plans in place to implement these reforms • Identify related incentive schemes planned or in place to promote private sector investment in the priority Integration Zone(s) and precincts. 	Outline the Metros diagnosis of regulatory reforms required and the programmes/ projects in place to implement these reforms <i>PLEASE NOTE:</i> This content was expected to be in the Urban Management section (section F) in previous BEPPs
E4 Institutional Arrangements	<ul style="list-style-type: none"> • Leadership, good governance and planning (strategic & operational) • The institutional implementation arrangements/plans for the catalytic urban development programmes and the priority precinct intergovernmental project pipelines within them; including those that are already in the implementation phase and those that will move into the implementation phase. • Risk mitigation strategies • City Support Implementation Plan 	Note systemic challenges experienced with implementation process.

Sub-Section of BEPP	Key Content Requirement	Focus for 2018/19 MTREF
F. Urban Management		
F1 Urban Management <i>Refer to section 3.6 above.</i>	<ul style="list-style-type: none"> • Precinct management approach for priority Integration Zone precincts and Economic Nodes – existing initiatives and progress with precinct management plans. • Private sector investment approach, including the alignment or and/or restructuring proposals for incentives 	
F2 Institutional Arrangements and Operating Budget	<ul style="list-style-type: none"> • Linkage between municipal service delivery and precinct management plans and entities 	
G. Reporting & Evaluation		
G1 Reporting <i>See section 4 above.</i>	<ul style="list-style-type: none"> • Performance for city reported outcome indicators for 2016/17 (WG8, WG13, WG17, CC1, CC3, CC3, IC1, IC2, IC3, IC4, IC5, IC6, IC7, and PC4) • If required, the proposed approach and timelines for the population of outstanding indicators for each year until 2020/21 Consolidation of all the individual BEPP Sections into a Theory of Change 	<i>Take note of the changes to the approach to the outcome indicators and related target setting.</i> PLEASE NOTE: This section was section H in previous BEPPs.
G2 Evaluation	Self-assessment in terms of the evaluation framework set out in the supplementary guideline to be issued	

Annexure 2: Template for Intergovernmental Project Pipeline (the template in excel format will be made available)

Intergovernmental Project Pipeline										
						SOE				
Priority	Category	Project Description	Municipal	Provincial	National	PRASA	SANRAL	ESKOM	OTHER	Total
Priority Integration Zone (name)										
Sub-total										
Integration Zone (name)										
Sub-total										
Integration Zone (name)										
Sub-total										
Integration Zone (name)										
Sub-total										
Marginalised Area - Informal Settlements										
Sub-total										
Marginalised Area - other										
Sub-total										
Economic/Employment Node										
City-wide Projects										
Sub-total										
Total										

Annexure 3: Possible template for recording the Spatial Budget Mix

Spatial Budgeting Mix - New Investment							
Entity	Spatial Targeting Areas		Outside Integration Zones			Other	Total
	Integration Zones	Prioritised Integration Zone Precincts (incl Informal Settlements & Economic Nodes)	Informal Settlements	Marginalised Areas	Established Economic Nodes		
Metro							
Provincial							
National							
SOEs							
Total							

Spatial Budgeting Mix - Renewal							
Entity	Spatial Transformation		Outside Integration Zones			Other	Total
	Integration Zones	Prioritised Integration Zone Precincts (incl Informal Settlements & Economic Nodes)	Informal Settlements	Marginalised Areas	Established Economic Nodes (Outside IZs)		
Metro							
Provincial							
National							
SOEs							
Total							

To equal the total capital funding from all sources

Information to be provided as cost estimates and percentages.

Annexure 4: Format for Built Environment Outcomes Indicators & Targets / Intentions

The technical specifications per integrated outcome indicator definitions are provided in the BEPP Tool Box: [BEPP Guidelines 2017/18 MTREF Toolbox](#)

Code	Indicator	Category	Target or intention	16/17 ^{data}	17/18 ^{target}	18/19 ^{target}	19/20 ^{target}	20/21 ^{target}	City ² Contact ² person	Contact ² number	Email	Notes
WG8	The budgeted amount of municipal capital expenditure for catalytic programmes contained in BEPP, as a percentage of the municipal capital budget.	City now	Target									
WG13	Percentage change in the value of properties in Integration Zones	City now	Intention									
WG16	BEPP Evaluation Score.	National	Target									
WG17	Number of new partnerships entered into to strengthen the intergovernmental project pipeline.	City now	Target									
CC1	Hectares approved for future development outside the 2015 urban edge as a percentage of Hectares allocated for future development as defined by the 2015 SDF.	City now	Target									
CC2	Number of land use applications processed in integration zones as a percentage of the total number of land use applications submitted city-wide.	City now	Intention									
CC3	Number of building plan applications processed in integration zones as a percentage of the total number of building plan applications city-wide.	City now	Intention									
IC1	New subsidised units developed in Brownfields developments as a percentage of all new subsidised units city-wide	City now	Target									
IC2	Gross residential unit density per hectare within integration zones	City now	Target									
IC3	Ratio of housing types in integration zones	City now	Target									
IC4	Ratio of housing tenure status in integration zones	City now	Intention									
IC5	Ratio of land use types (residential, commercial, retail, industrial) in integration zones	City now	Target									
IC6	% households accessing subsidy units in integration zones that come from informal settlements	City now	Target									
IC7	Number of all dwelling units within Integration Zones that are within 800 metres of access points to the integrated public transport system as a percentage of all dwelling units within Integration Zones	City now	Intention									
IC8	Percentage share of household income spent on transport costs for different household income quintiles city-wide	National	Intention									
IC9	Capital expenditure on integrated public transport networks as a percentage of the municipal capital expenditure	National	Target									
IC11a	% learners travelling for longer than 30 minutes to an education institution	National	Intention									
IC11b	% of workers travelling for longer than 30 minutes to their place of work	National	Intention									
PC4	Commercial and industrial rateable value within integration zone for a single metro as a % of overall commercial and industrial rateable value for that same metro.	City now	Intention									