

Engineers



SPECIAL DEVELOPMENT PROJECT:

FATENG TSE NTSHO / PAUL ROUX

Community Empowerment Impact Assessment Report:

Phase 1

Part 1: Socio – Economic profile

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1. FREE STATE PROVINCIAL OVERVIEW

1.1. LOCATION IN SOUTH AFRICA



Figure 1: Free State province within South Africa

The Free State is the third-largest province in South Africa. Located in the centre of the country (lying between the Vaal and Orange rivers) covering an area of approximately 129 484 square kilometres (Figure 1). The Free State borders 6 of the 9 provinces in South Africa (SA Web. <http://www.saweb.co.za/fstate.html>).

The Free State is divided into 5 district municipalities (districts). These are again subdivided into 3-5 local municipalities each, totalling 20 local municipalities.

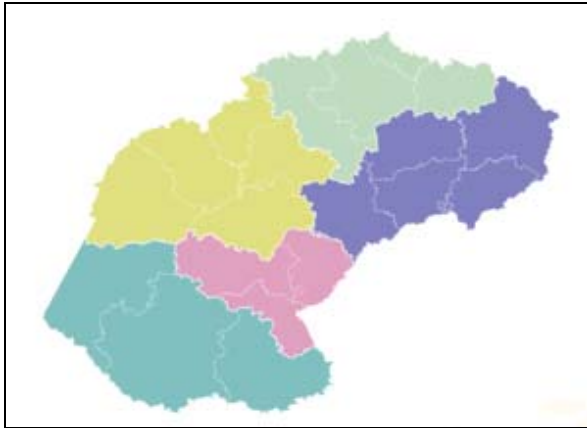


Figure 2: Free State District Municipalities

Figure 2 shows the 5 districts:

Northern Free State in the north (pale green)

Thabo Mofutsanyane in the east (blue)

Motheo in the south-east (pink)

Xhariep in the south (cyan)

Lejweleputswa in the north-west (yellow) (Figure 2)

The Free State is described in the Provincial Growth and Development Strategy 2005-2014 as: "... a province with blue skies, wide horizons, with farmland, goldfields and dispersed towns. It is peaceful and quiet with a high quality of life, good infrastructure and a low crime rate."

The Free State represents 10,6% of the total land area of South Africa.

The capital of the Free State is Bloemfontein and has well established institutional, educational and administrative infrastructure. Bloemfontein also houses the Supreme Court of Appeal (judicial capital of South Africa).

While the southern Free State is mainly an agricultural area, the northern Free State is built on the gold industry. Important towns include Welkom (gold mining), Odendaalsrus (gold mining), Sasolburg, (which owes its existence to the petrol-from-coal installation), Kroonstad (agricultural, administrative and educational centre), Parys, Phuthaditjhaba (tourism and handcrafted items produced by the local people) and Bethlehem described as the "gateway to the Eastern Highlands of the Free State". Bethlehem is situated in a fertile valley of the Maluti

Mountains on the N5 highway. It is a wheat growing area and hence the name Bethlehem (from "Beit Lechem", Hebrew for "house of bread").

(Wikipedia: http://en.wikipedia.org/wiki/Bethlehem%2C_South_Africa)

Towns in the Free State display a cultural mix clearly evident in street names, public buildings, monuments and museums. Dressed-sandstone buildings on the Eastern Highlands, while the beautifully decorated Sotho houses can be found in the grasslands of the Province. Some of South Africa's most valued San rock art is found in the Free State. The districts of Bethlehem, Ficksburg, Ladybrand and Wepener have remarkable collections of this art form.

1.2. DEMOGRAPHIC INFORMATION FOR THE FREE STATE PROVINCE

1.2.1 POPULATION FIGURES FOR THE FREE STATE

The Free State has a population of 2 738 231. Population density is 21.1 people per square km.

1.2.2 PROJECTED POPULATION FIGURES FOR THE PROVINCE

The population growth is shown in Figure 3¹.

¹ Population growth rate can be defined as the “average annual percent change (Figure 3) in the population, resulting from a surplus (or deficit) of births over deaths and the balance of migrants entering and leaving a country. The rate may be positive or negative. The growth rate is a factor in determining how great a burden would be imposed on a country by the changing needs of its people for infrastructure (e.g., schools, hospitals, housing, roads), resources (e.g., food, water, electricity), and jobs. Rapid population growth can be seen as threatening by neighboring countries.”

(Mundi Index: http://www.indexmundi.com/south_africa/population_growth_rate.html)

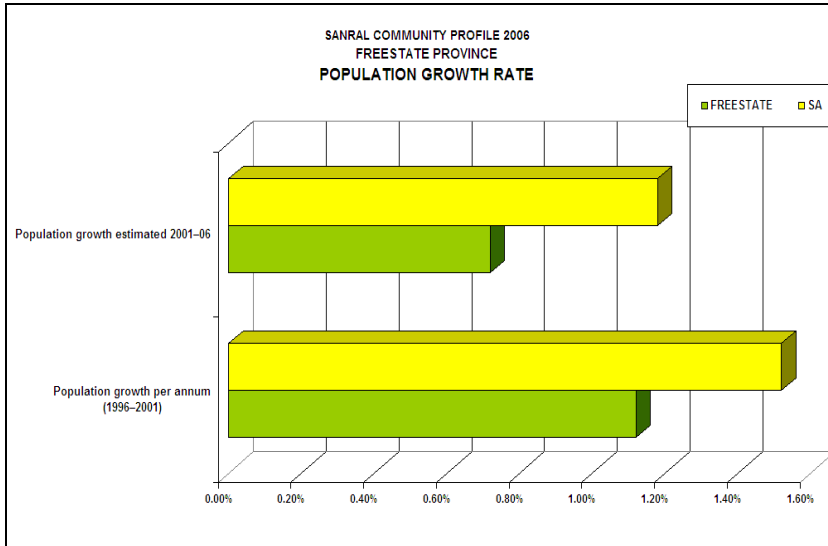


Figure 3: Population growth rates for the Free State

1.3. GENDER DISTRIBUTION IN THE FREE STATE

47.5% of the Free State population is female and 52.5% male.

1.4. AGE DISTRIBUTION IN THE FREE STATE

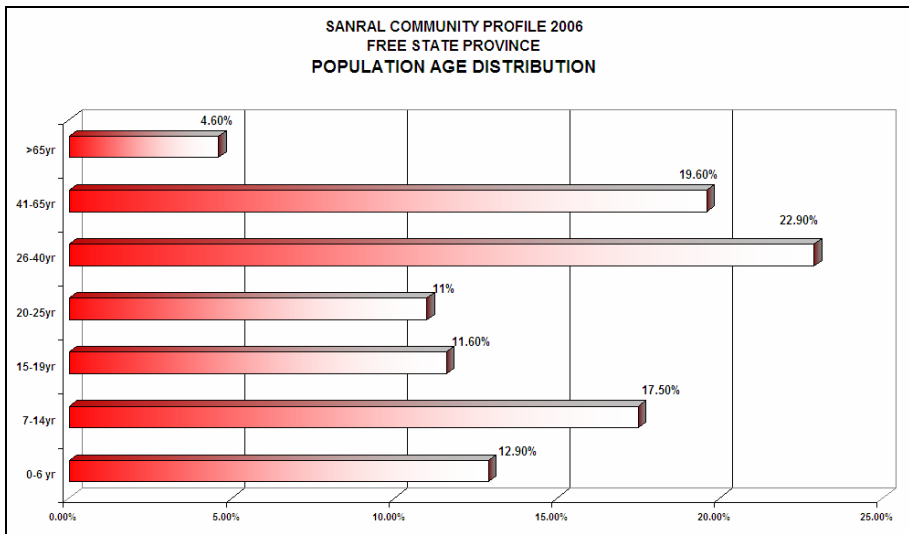


Figure 4: Age Distribution (%) in the Free State

1.5. LANGUAGES SPOKEN IN THE FREESTATE

Languages spoken in the Free State are mostly:

Sesotho 64.4%

Afrikaans 11.9%

Xhosa 9.1%

Sesotho (Southern Sotho) is one of the official languages of South Africa, and is the primary official language of Lesotho, where it is widely spoken. In South Africa, there are 3,555,186 (8 %) first language speakers (<http://africanlanguages.com/sesotho/index.html>). Southern Sotho (or simply Sotho) is very close to Northern Sotho (or Pedi) and Tswana. (<http://www.geocities.com/athens/9479/zulu.html>).

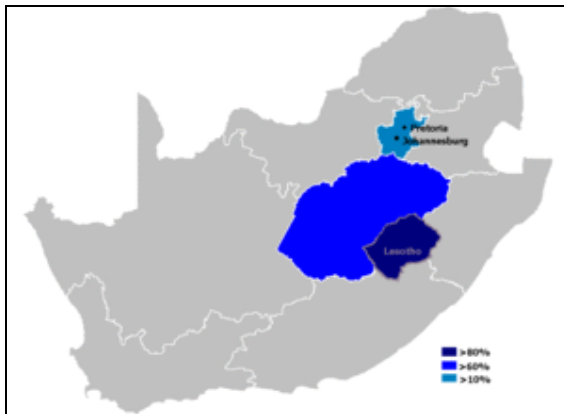


Figure 5: Prevalence of Sesotho in the Free State

Sesotho is mainly used on SABC 2 (a channel of the South African Broadcasting Corporation's television section). Sesotho shares this channel mainly with the other two Sotho languages as well as with Afrikaans and English. About 12% of the total broadcasts of SABC 2 was in Sotho languages during 2001. In terms of radio the station Lesedi FM is dedicated to Sesotho programming. The magazine Bona is also one of the only regular publications in the Sesotho language. (SESOTHO website: <http://www.sesotho.web.za/afrikaborwa.htm>.)

1.6. FREE STATE ECONOMIC STATUS

1.6.1 EMPLOYMENT STATUS OF FREE STATE POPULATION

Approximately 37.3% or 1.09 million of the population is employed (PGDS: 2005). According to the Labour Force Survey of September 2003 the official unemployment rate was 28.6%. There has therefore been an increase in unemployment and one of the reasons could be the negative growth rate in the mining industry.

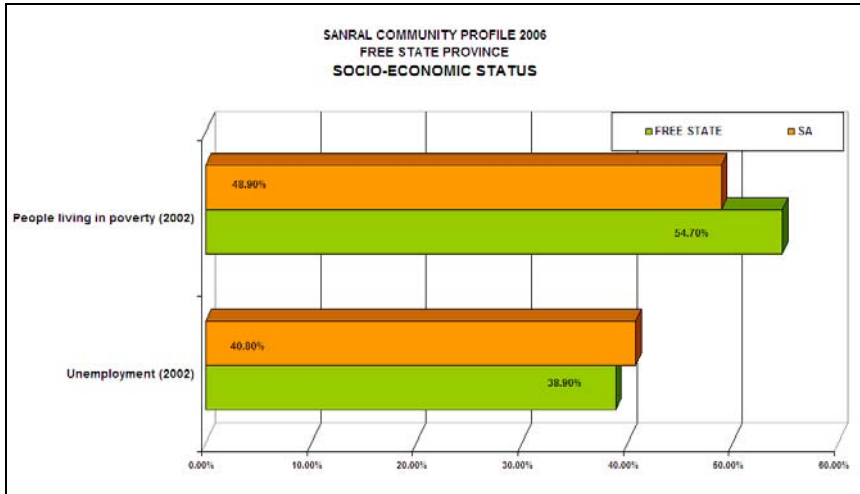


Figure 6: People living in poverty and with unemployment (PGDS: 2005)

According to the HSRC (1998) “poverty is characterised by the inability of individuals, households or communities to command sufficient resources to satisfy a socially acceptable minimum standard of living.” The HSRC indicated in 1998, that poor South Africans themselves perceive poverty as a state that includes alienation from the community, food insecurity, crowded homes, usage of unsafe and inefficient forms of energy, lack of jobs that are adequately paid and/or secure, and fragmentation of the family.

Wealth on the other hand includes perceptions around staying in a good housing, making use of gas or electricity, and ownership of a major durable goods such as a television set or fridge.

1.6.2 FREE STATE MAIN ECONOMIC ACTIVITIES

The main economic activities in the Free State include: Mining (14%), Manufacturing (15%) and Community Services (28%). The Gross Domestic Provincial Rate (2002) was R64 310 million which represents 5.7% of the total Gross Domestic Product. According to the PGDS (2005) the mining sector has shown negative growth since 1996-2002, which resulted in the loss of employment. Transport, Agriculture and the Finance and Services sectors showed a positive growth during this period.

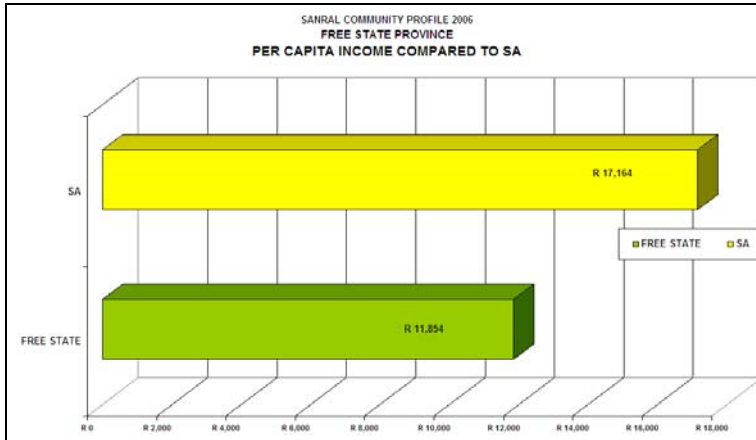


Figure 7: Free State Province Per Capita Income (PGDS: 2005)

1.7. EMPLOYMENT SECTORS AND INDUSTRIES

1.7.1 AGRICULTURE

The Free State is a summer-rainfall region and can be extremely cold during the winter months. The Western and Southern areas of the Free State are semi-desert.

The Free State has cultivated land covering 3,2 million ha, while natural veld and grazing cover 8,7 million ha. Field crops yield almost two-thirds of the gross agricultural income of the province. Animal products contribute a further 30%, with the balance coming from horticulture. (GCIS <http://www.info.gov.za/aboutsa/landpeople.htm#fs>.)

The Ficksburg district is important for:

- 90% of South Africa's cherry crop
- 2 largest asparagus canning factories in the country

The Free State overall provide for:

- Soya, sorghum, sunflowers and wheat
- 40% of the country's potato yield
- 100 000 t of vegetables
- 40 000 t of fruit each year
- Export quality cut flowers

The main vegetable crop is asparagus, both white and green varieties. The industry is expanding and becoming increasingly export-orientated. However, most produce leaves the province unprocessed (Provincial Economies, 2003).

1.7.2 MINING

The mining industry is the biggest employer in the Free State. Investment opportunities are substantial in productivity-improvement areas for mining and related products and services. (GCIS: <http://www.info.gov.za/aboutsa/landpeople.htm#fs>.)

South Africa is the world's largest producer of gold. A gold reef of over 400 km long, known as the Goldfields, stretches across Gauteng and the Free State. The largest gold-mining complex is the Free State Consolidated Goldfields, with a mining area of 32 918 ha.

82% of the region's mineral production value is derived from this activity, primarily in the goldfields region, which comprises the districts of Odendaalsrus, Virginia and Welkom.

12 gold mines operate in the province and 30% of South Africa's gold is obtained from this region. This makes it the 5th largest global gold producer

Gold mines in the Free State also supply a substantial portion of the total silver produced in the country, while considerable concentrations of uranium occurring in the gold-bearing conglomerates of the goldfields are extracted as a by-product. Bituminous coal is mined in the province and converted to petrochemicals at Sasolburg. Diamonds from this region, extracted from kimberlite pipes and fissures, are of a high quality. The largest deposit of bentonite in the country occurs in the Koppies district.

1.7.3 MANUFACTURING AND INDUSTRY

Since 1989, the Free State economy has changed from being dependent on the primary sector to being a manufacturing, export-orientated economy. 14% of the province's manufacturing is classified as being in high-technology industries. SASOL is the exclusive world leader in Fischer-Tropsch technology. The province has competitive advantages in the production of certain fuels, waxes, chemicals and low-cost feedstock from coal. The growth in high-tech industries is significant in the context of the changing contribution of the gold-mining industry to GGP.

1.7.4 CONSTRUCTION AND EMPLOYMENT PROJECTS IN THE FREE STATE

The following projects are major creators of job opportunities:

Thabo Mofutsanyana: Sixteen construction projects to the value of R 54.6 million.

Northern Free State: Five construction projects to the value of R 4.5 million.

Motheo: Ten construction projects amounting to R 21.4 million.

Lejweleputswa: Two construction projects amounting to R 7.4 million, including the Thabong by-pass project amounting to the total value of R40.8 million.

Xhariep: Six construction projects amounting to R21.1 million; the re-gravelling of roads in the Southern Free State to the value of R7.2 million and the repair of the Jammersdrift Bridge to the value of R8.2 million.

1.8. EMPLOYMENT BY SECTOR IN THE FREE STATE

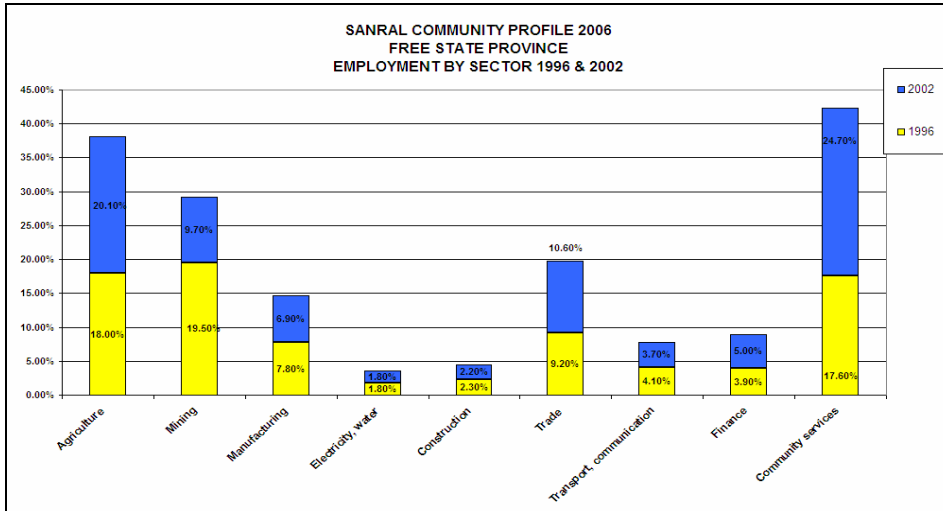


Figure 8: Employment by sector in the Free State

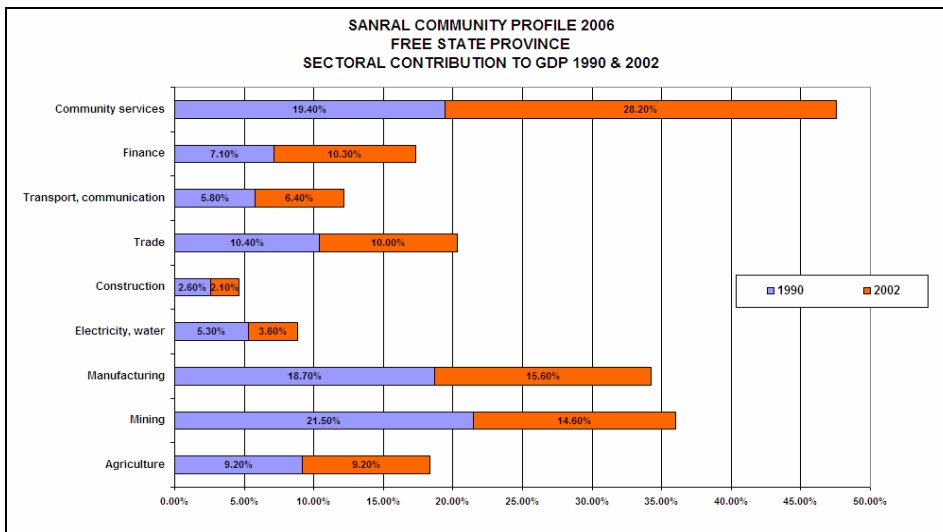


Figure 9: Sectoral contribution to the GDP of the Free State Province

1.9. EDUCATION PROFILE OF THE FREE STATE

1.9.1 LITERACY LEVELS

Functional literacy for the province is approximately 69.2% while this figure for South Africa is 72.3%. Some 16% of people aged 20 years or older have received no schooling (Census 2001).

1.9.2 EDUCATION LEVEL

Level of education is only measured in terms of people older 20 years in the province (Census 2001). Level of education was not applicable to 42% of the Free State population.

- 23% received no education or schooling,
- 2% went on to higher education and training.

- 20% of the provincial population completed some primary school education
- 7% completed primary school.
- 40% completed some of secondary school
- 8% completed Grade 12.

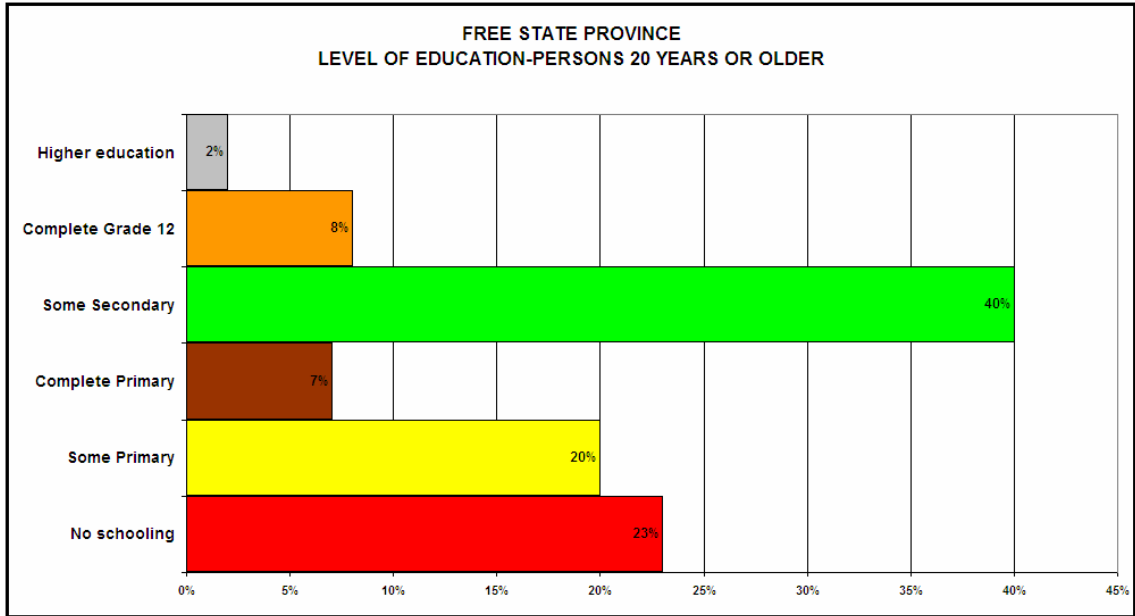


Figure 10: Level of education-persons 20+ years in the Free State

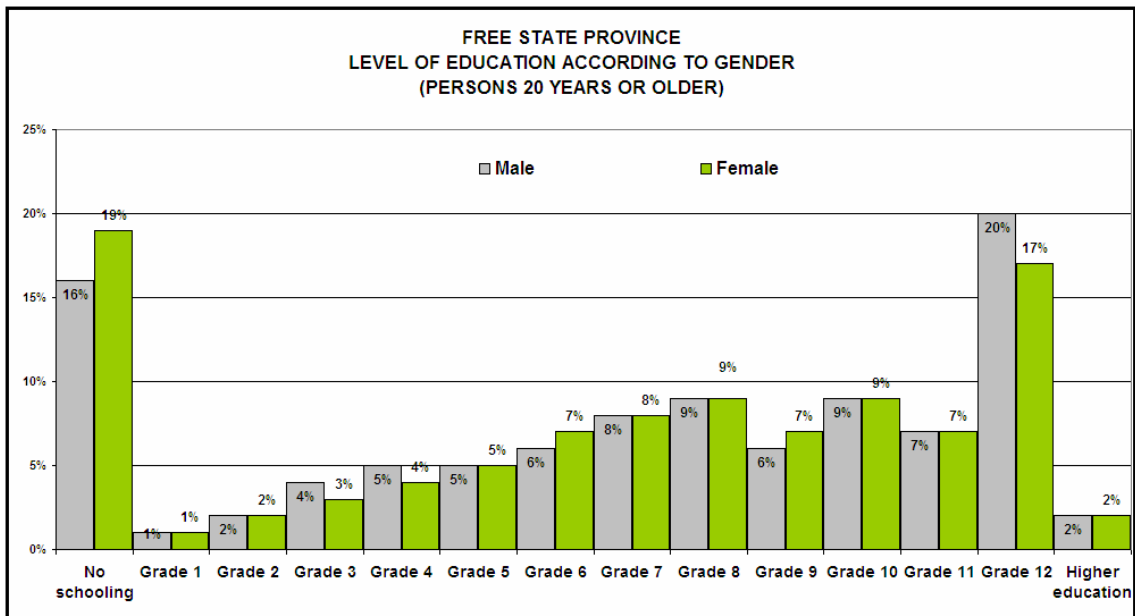


Figure 11: Level of education of persons (20+ years) in the Free State

More females (19%) than males (16%) received no schooling (no education). Percentage distribution of people in the Free State completing their education is displayed in Figure 11. Distribution for males and females are almost equal.

1.9.3 EDUCATION PROJECTS

1.9.3.1. THE EASTERN FREE STATE LEARNERSHIP PROJECT (JET)

This skills development project aims to provide structured education opportunities leading to professional qualifications, to unemployed youth in the Eastern Free State. Working with relevant SETAs, the Provincial Departments of Education and Labour, FET colleges, small businesses and local business development agencies, the project will develop structured skills programmes, which will provide the pathway to fully-fledged Learnerships, incorporating extensive workplace-based experience for learners. The basis for this project lies in that part of JET's mission which is to strengthen the relationship between education and the world of work. It also builds on many years of grant making aimed at the delivery of skills training and enterprise education for unemployed youth. In 2000 a detailed feasibility study conducted by the EWET organisation and funded by JET, suggested that a new Learnership Project based in the Eastern Free State was viable. The feasibility study suggested a programme that could lead to registered qualifications in the economic sectors of Wholesale and Retail, Information Technology, and Finance and Accounting. The size, scope and innovative framework of the project were presented to the JET Board at a meeting in November 2000. An in-principle decision was taken by the Board to fund the project in the amount of R10.2m on condition that other potential partners, who are core to the project, express shared ownership, and the capacity to generate the balance of the required resources.

1.9.3.2. JET ADULT EDUCATION AND TRAINING

JET recognises the need for adult education and further training - for adults who are either in the workplace - or for unemployed adults wanting to enter it.

In many instances, workers have gained access to higher education and tertiary education.

Over the past few years, government has supported skills development programmes for the employed and unemployed members of the South African workforce.

1.10. HEALTH PROFILE OF THE FREE STATE PROVINCE

1.10.1 SOCIAL INDICATORS

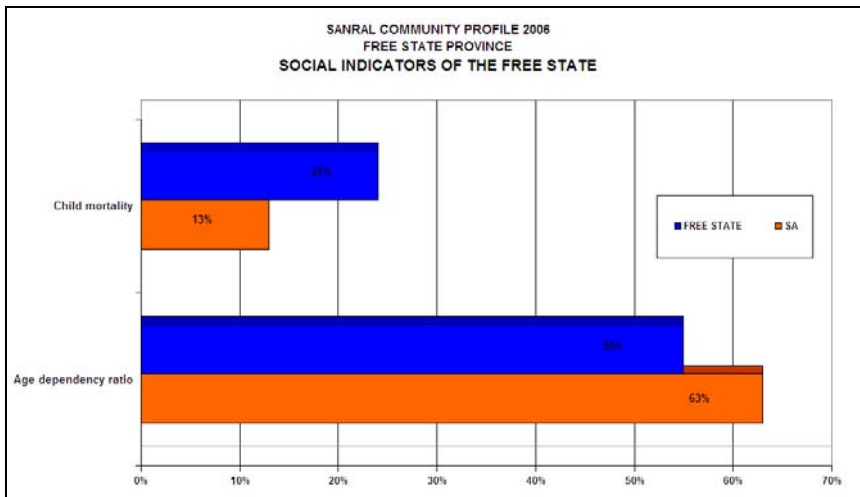


Figure 12: Free State social indicators

Figure 12 gives an indication of the social status of the Province. Child mortality rates are almost twice as much as that for the whole of South Africa. In terms of children dependent on adults for survival, the provincial average is 55%, approximately 10% less than the National average.

1.10.2 PROVINCIAL ESTIMATES OF DEATH FOR THE FREE STATE

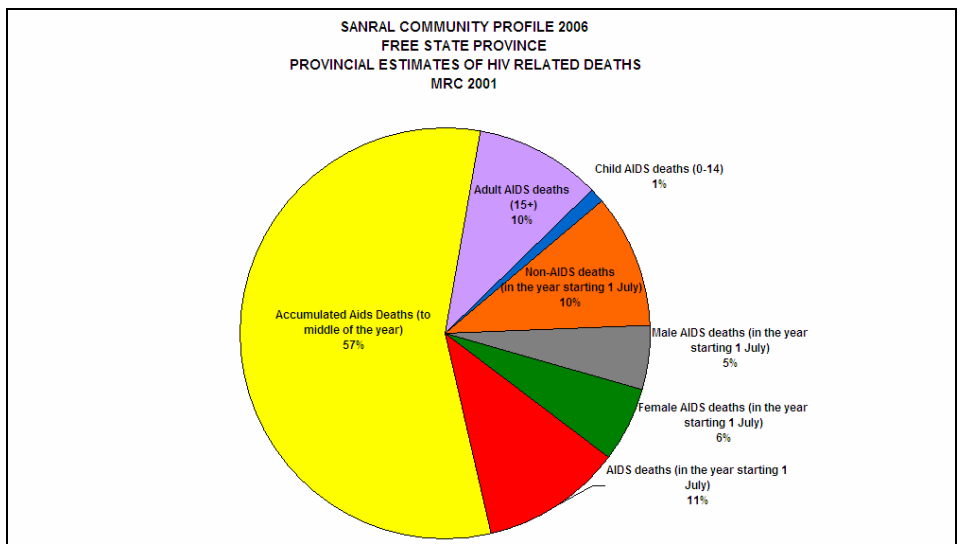


Figure 13: Provincial estimates of death (MRC: 2001)

According to the MRC (2001), the Free State could attribute 57% of its mortalities to HIV AIDS. 10% of all Free State adult deaths and 1% of child deaths were HIV AIDS related. 6% of female and 5% male deaths in 2001- could be attributed to AIDS. Figure 13 shows the MRC (2001) HIV AIDS infection estimates for different age groups.

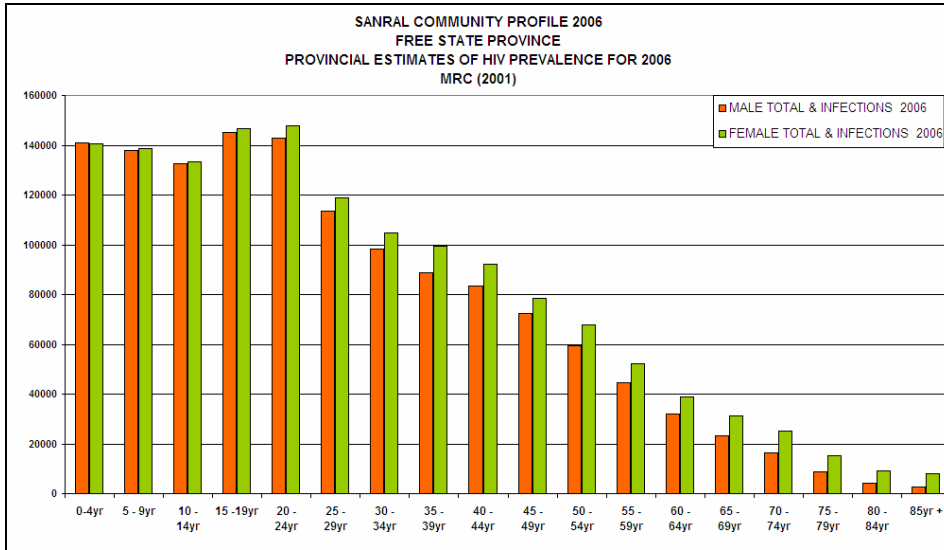


Figure 14: Provincial estimates of HIV infections

1.10.3 FREE STATE HEALTH CARE PROFILE AND FACILITIES

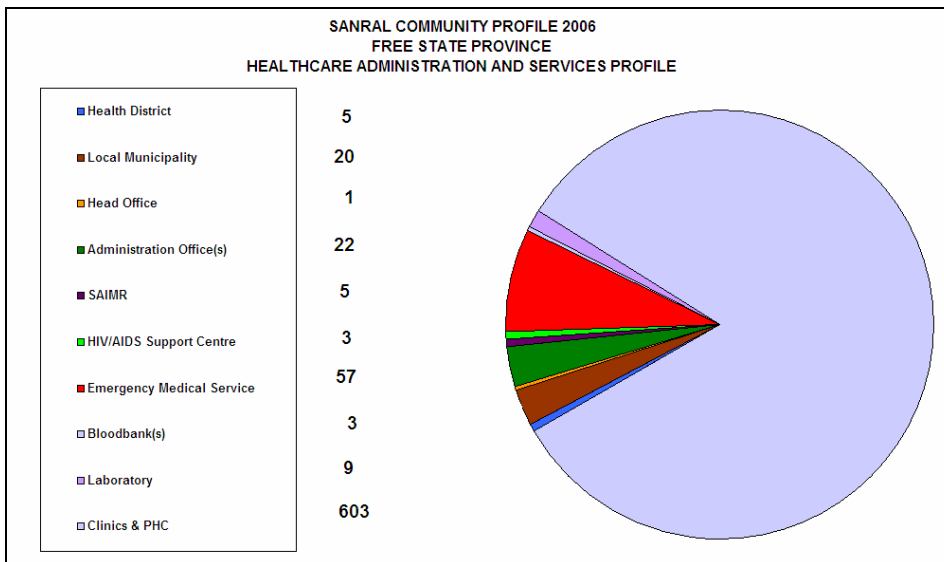


Figure 15: Free State health care facilities

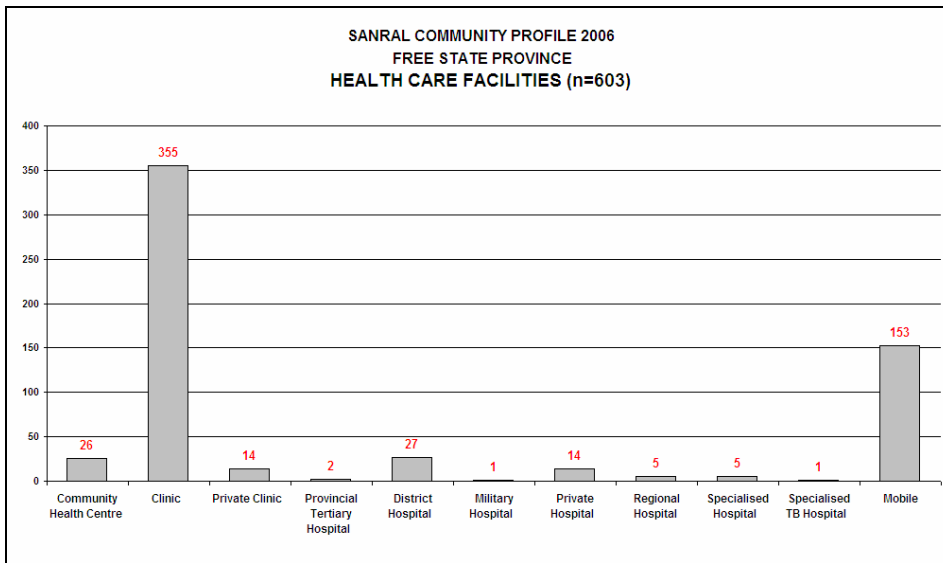


Figure 16: Free State Primary Health Care Centres and facilities

1.11. ROADS AND TRANSPORT IN THE FREE STATE

1.11.1 ROADS AND INFRASTRUCTURE IN THE FREE STATE

According to the Premier (Budget Vote 8: 2003), the Free State has:

- 1 441km of National roads
- 6 380km of Provincial (paved) roads
- 22 138km of unpaved secondary roads
- 24 138km of unpaved tertiary roads

The Provincial Growth and Development Strategy 2005-2014 states that a good road infrastructure system creates economic opportunities and facilitates the safe movement of people, resources and outputs to industries and markets and enables people to access social services. The transport sector contributes 10% of the Free State GDP.

The strategic focus of the Department of Roads and Transport is on the upgrading and rehabilitation of critical road networks. This focus resulted in a 5% decrease in roads that are in poor condition.

1.11.1.1. ROAD REHABILITATION

The following road rehabilitation projects are of importance:

Table 1: Road changes in the Free State (2003)	
ROAD	VALUE OF PROJECT (Rand)
Rehabilitation of the Bothaville-Orkney	R4.1 million
Rehabilitation of the Jammersdrift bridge at Wepener	R2, 7 million
Upgrading of access road S1544 in Qwa-Qwa	R5, 9 million
The re-gravel of several roads in the Southern Free State	R7, 19 million
The repair and reseal of several roads in the Heilbron area	R15.6 million
The repair and reseal of the Bultfontein-Wesselsbron road	R3 million
The re-gravel of several roads in the Kroonstad area	R3, 6 million
Source: Budget Vote 8-Transport (2003)	

1.11.1.2. TOLL PLAZAS

The N1 South of Kroonstad is in the process of being upgraded and improved. Once completed, the number of toll plazas in the Free State will increase to two. The first new toll plaza will be at the Verkeerdevlei interchange.

1.11.1.3. MAINTENANCE OF NATIONAL ROADS IN THE FREE STATE

In order to ensure that resources are utilised optimally to the benefit of the province, 811 km of provincial roads were transferred to the South African National Roads Agency to maintain.

These roads are:

The N5 between Winburg and Harrismith;

The N6 between Bloemfontein and Smithfield;

The N8 between Bloemfontein and Maseru; and

The R30 between Bloemfontein, Brandfort and Kroonstad (Figure 17).

National roads taken over by SANRAL			
ROUTE	DESCRIPTION	PROVINCIAL NUMBER	LENGTH
N5	Winburg to Harrismith	P57/1, P57/2, P57/3, P57/4, P57/5	292 km
N6	Bloemfontein to Smithfield	P54/4, P58/2,	128 km
N8	Bloemfontein to Maseru	P5/1, P5/2, P48/1	137 km
R30/R34	Bloemfontein to Kroonstad	P55/1, P55/2, P1/1,P1/2, P3/1, P3/2, P4/1, P36/1	315km
TOTAL			802 km

Figure 17: Free State roads taken over by SANRAL (Department of Public Works Roads and Transport: 2005)

1.11.2 ROAD SAFETY IN THE FREE STATE

As part of the Road to Safety Strategy (Budget Speech 2003), the following was achieved:

Radio (Lesedi FM) and community road safety campaigns were initiated in order to inform and educate the public with regards to road safety issues.

1.11.3 PUBLIC TRANSPORT SERVICES IN THE FREE STATE

One of the critical conflict areas in Public Passenger Transport is the control of taxi ranks. In order to address this issue, the Department published regulations for comment with regard to the regulating of ranks and designated areas for the loading and off loading of passengers.

According to the National Department of Transport (2003), 17% of the Free State population has to spend 20% or more of their household income on transport. Figure 18 gives an indication of how household income is spent on transport.

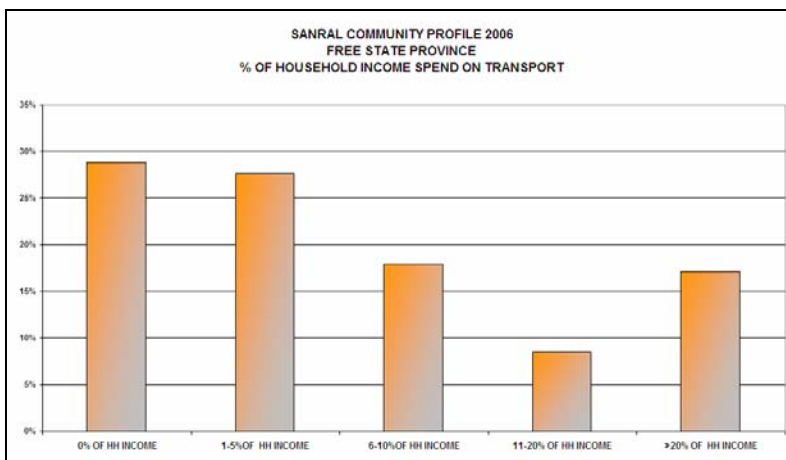


Figure 18: Household income spent on transport in the Free State.

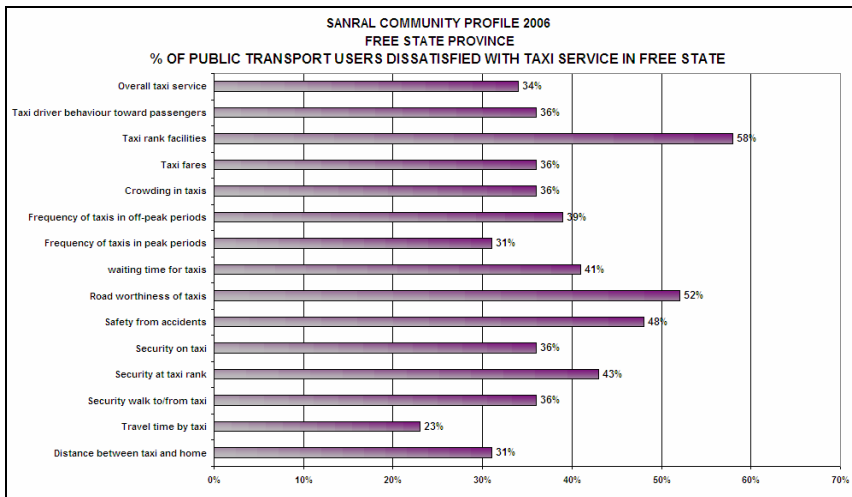


Figure 19: Percentage of public transport users dissatisfied with taxi service in the Free State

Taxi rank facilities, roadworthiness of taxis and taxi driver behaviour towards passengers seem to be the main causes for dissatisfaction of passengers in the Free State (Figure 19).

According to the Department of Transport (NDOT: 2003) the average monthly cost for commuters to get to work is in the region of R200. Figure 20 below gives an indication of monthly costs that commuters pay to get to work.

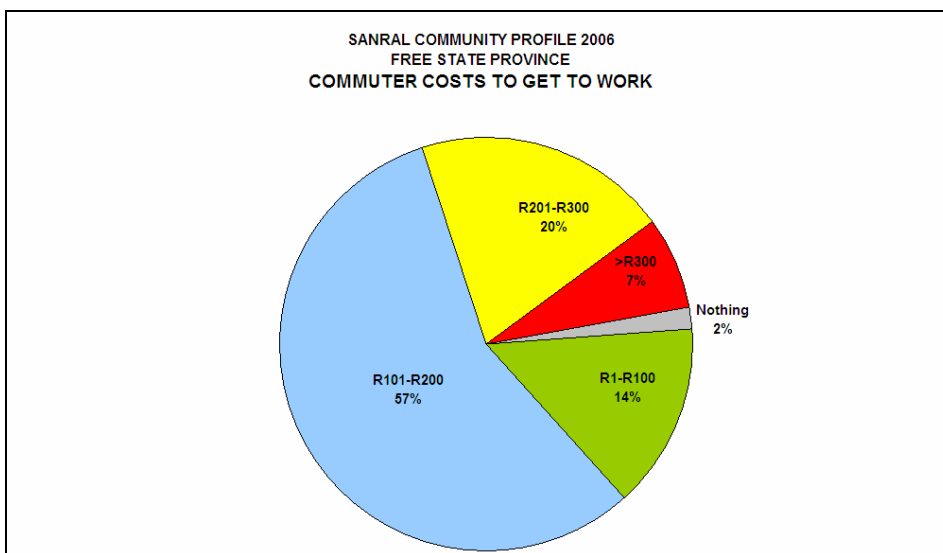


Figure 20: Commuter monthly costs to get to work in the Free State

1.11.4 TRAVEL TIME IN THE FREE STATE

Most commuters in the Free State travel up to 15 minutes to get to work. 6.5% of the commuters have to travel for longer than an hour in order to reach their destination (Figure 21). In terms of waiting times it would seem as if Free State commuters have to wait longer for public transport on their journey home, than in the mornings travelling to work (Figure 22).

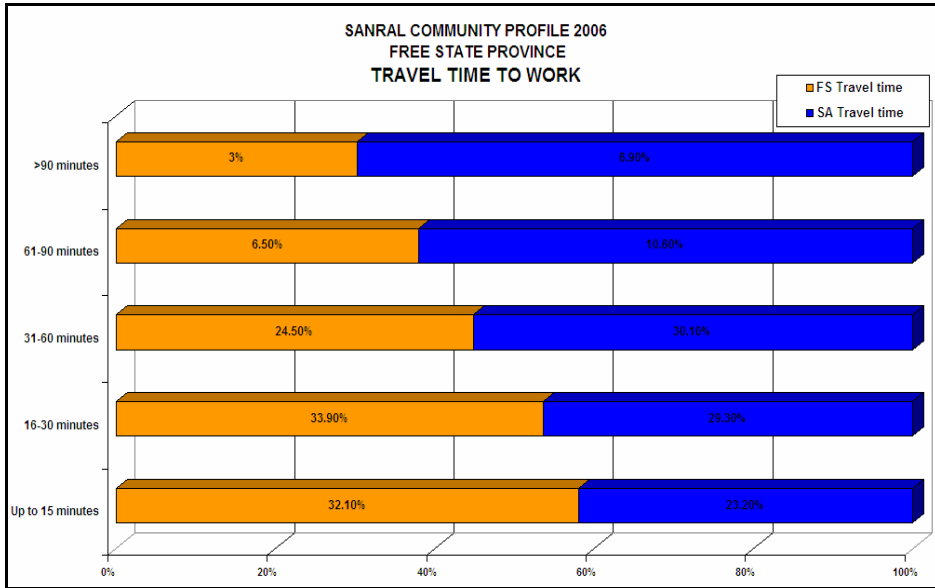


Figure 21: Travel time to work in South Africa compared to the travel time in the Free State

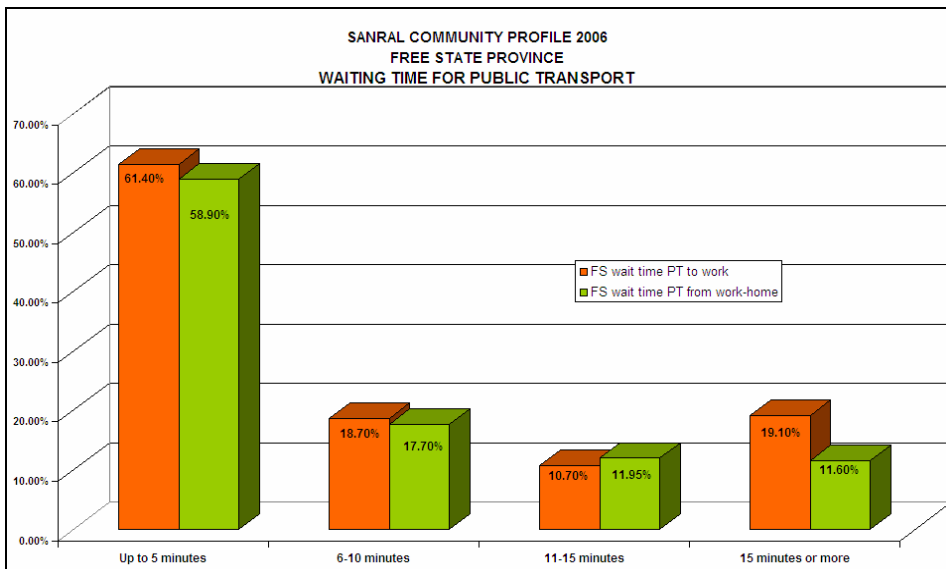


Figure 22: Waiting times for public transport in the Free State

1.11.5 BICYCLE TRANSPORT

The Free State has two bicycle projects, namely:

- Bicycle Scholar Transport Project: Supplied various farm schools with 637 bicycles in the last two years.
- Shova Kalula: New bicycles sold at a 50% discount to scholars

1.11.6 TRAFFIC LAW ENFORCEMENT STRATEGY FOR FREE STATE PROVINCE

According to the **Traffic Law Enforcement Strategy** of the Free State a Traffic Management Centre was established to monitor the following corridors: N1, N3, N5, N8, R719 and R30.

The Traffic Management Centre integrates and co-ordinates traffic management functions, among which overloading, speeding, roadworthiness, the Road Traffic Quality System and others. The Traffic Law Enforcement Strategy addresses the effective utilisation and management of existing infrastructure, effective control of major corridors, prosecution information management, installing and monitoring usage of Weigh-in-Motion equipment and co-ordination of law enforcement with local authorities and neighbouring provinces.

1.11.6.1. ROAD TRAFFIC CRASHES

The RTMC (2006) compares traffic crashes (fatal accidents) of the first 4 months of 2004, 2005 and 2006 in the Free State:

Apr-04	233
Apr-05	253
Apr-06	231

The change in fatal accidents between 2005 and 2006 according to the RTMC is –8.7%.

According to the MRC (2001) road traffic accidents are the 6th leading cause of death for males in the province and 10th leading cause of death for females in the Province. Overall it ranks as the 7th leading cause of death in Free State Province.

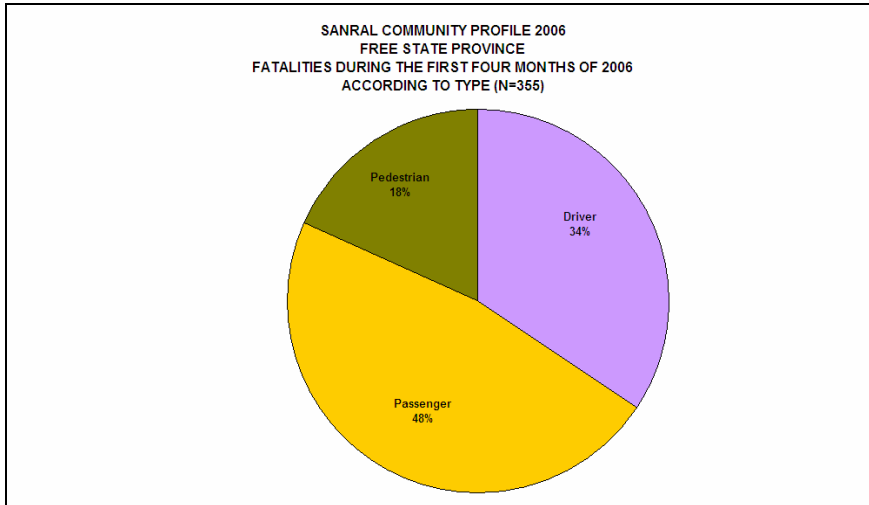


Figure 23: Fatalities (January 2006-April 2006) according to type of road user in the Free State

1.11.6.2. REGISTERED, UNREGISTERED AND UNROADWORTHY VEHICLES

At the end of April 2006, the Free State had 429 561 registered vehicles (RTMC: 2006). There were 44 562 Public Driving Permits in the Province of which 5976 expired April 2006 (RTMC: 2006). The province had 27 427 unregistered or unroadworthy vehicles at the end of April 2006.

1.11.6.3. TRAFFIC OFFENCES IN THE FREE STATE

In 2003,

- 9 014 motorists were prosecuted for speed- related offences
- 3 974 motorists were prosecuted for moving violations
- 33 motorists were arrested and charged for drunken driving.
- 38 000 freight vehicles were weighed
- 12 681 freight operators were prosecuted

1.12. SAPS IN THE FREE STATE

There are 3 police areas in the Free State and 109 police stations (Figure 24). Bloemfontein houses the provincial headquarters. The Province has a personnel base of 8232 (as September 2006) sworn officers and 1850 civilian officers. The police-population ratio is 1:358.

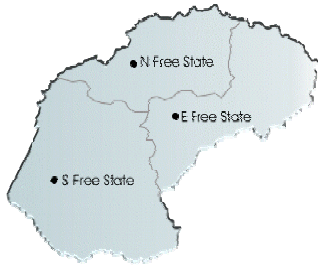


Figure 24: Policing areas in the Free State

Paul Roux SAPS station contact details:

Tel: 058-4711400

Tel: 058-4710283

2. THABO MOFUTSANYANA DISTRICT MUNICIPALITY (DC19)

Thabo Mofutsanyane is one of the 5 districts of the Free State province of South Africa (Stats SA: 2001).

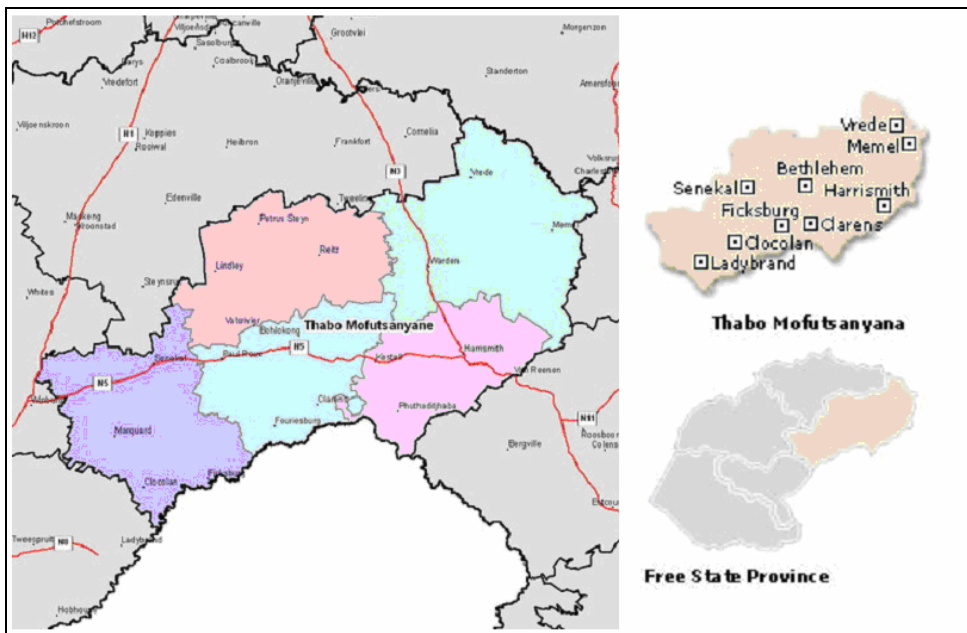


Figure 25: DC19 in the Free State province

Local municipalities surrounding Thabo Mofutsanyana are:

Northern Free State to the north (DC20)

Gert Sibande in Mpumalanga to the north-east (DC30)

Amajuba in Kwa-Zulu Natal to the east (DC25)
 Uthukela to the south-east(DC23)
 The kingdom of Lesotho to the south
 Motheo to the south-west (DC17)
 Lejweleputswa to the west (DC18) (Figure 25).

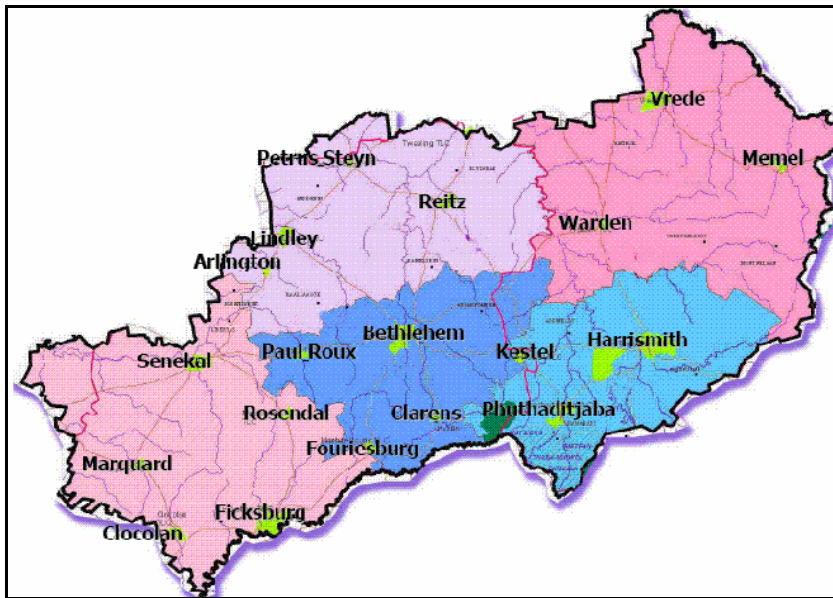


Figure 26: Thabo Mofutsanyana (C19)

2.1. DEMOGRAPHIC INFORMATION FOR THABO MOFUTSANYANA (DC19)

2.1.1 POPULATION INFORMATION FOR DC19

There are approximately 728 405 people resident in DC 19. Population figures for the different local municipalities are indicated in Figure 27. Ethnic groups represented in the district are mostly Black (95.17%) followed by White (4.16%) and Coloured people (0.50%). Indian or Asian people are the least represented in the District with only 0.18% of the population.

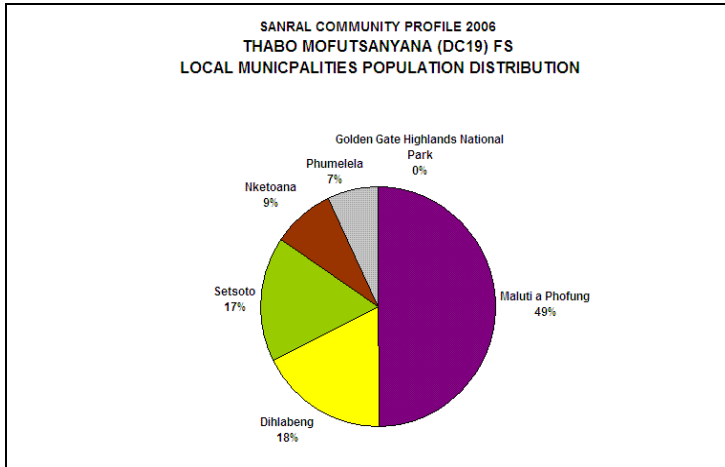


Figure 27: Local municipalities DC19-Population distribution

43% of the population lives in urban areas and 57% of the population resides in rural areas.

2.1.2 POPULATION GROWTH AND PROJECTIONS FOR DC19

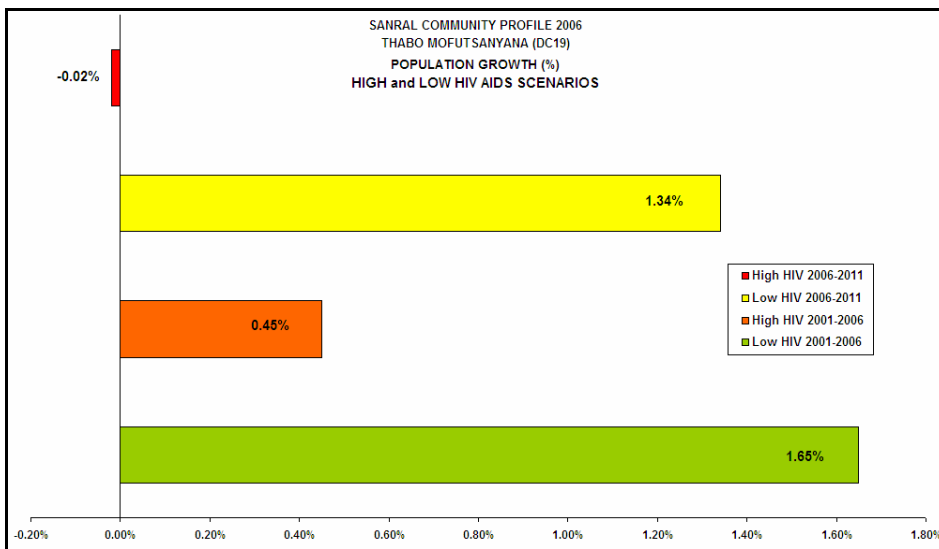


Figure 28: Population growth (%) 2001-2011 with high and low HIV AIDS Scenarios

According to the Thabo Mofutsanyana IDP 2003-2004 review (Figure 29), population growth figures for the district (without high HIV AIDS scenarios) seem to be between 1.65% (2001-2006) and 1.34% (2006-2011). With high HIV AIDS scenarios the population growth rate for the period 2001-2006 will be 0.45% and for 2006-2011 a negative population growth of -0.02% is expected. The real expected growth is indicated in Figure 29 below.

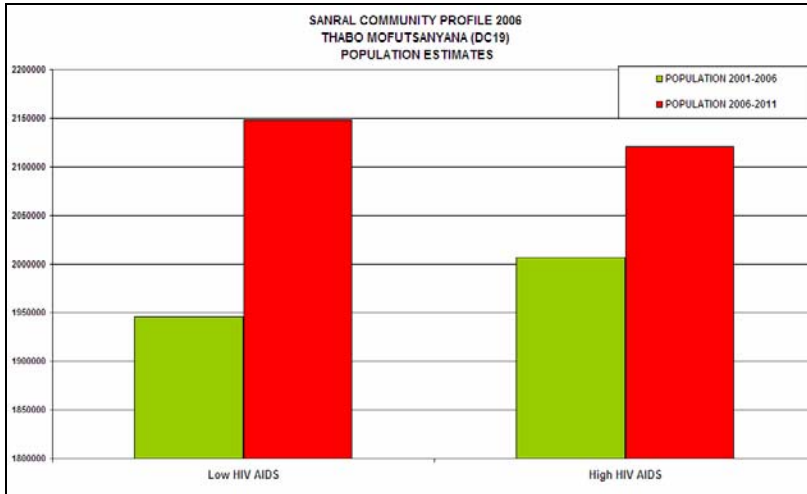


Figure 29: Population projections, DC 19-with and without HIV AIDS scenarios

2.1.3 GENDER DISTRIBUTION IN DC19

Females represent 53.62% of the district population and males 46.38%. Household gender is 45% female and 55% males.

2.1.4 LANGUAGES SPOKEN IN DC19

82% of the population speak Sesotho, 12% Zulu and 4% Afrikaans. English and Xhosa are respectively spoken by 1% of the population. The statement that 82% of the population speak Sesotho could be attributed to the fact that people from Lesotho (which borders the DC19) migrate to the Free State province (Figure 30).



Figure 30: Kingdom of Lesotho in proximity to Thabo Mofutsanyana District Municipality

2.1.5 AGE DISTRIBUTION IN DC19

21% of the population is below the age of 10 years and 26% of the population between 10-19 years. This means that almost half of the district municipality's population is either pre-school or of school-going age. The percentage distribution in terms of age groups for the district continues to decline in the age groups that follow:

18% of the population is between the ages of 20-29 years.

13% between the ages of 30-39 years

9% between the ages of 40-49 years

7% between the ages of 50-59 years

3% between the ages of 60-69 years

2% between the ages of 70-79 years

1% over 80 years

2.2. EDUCATION STATUS DC19

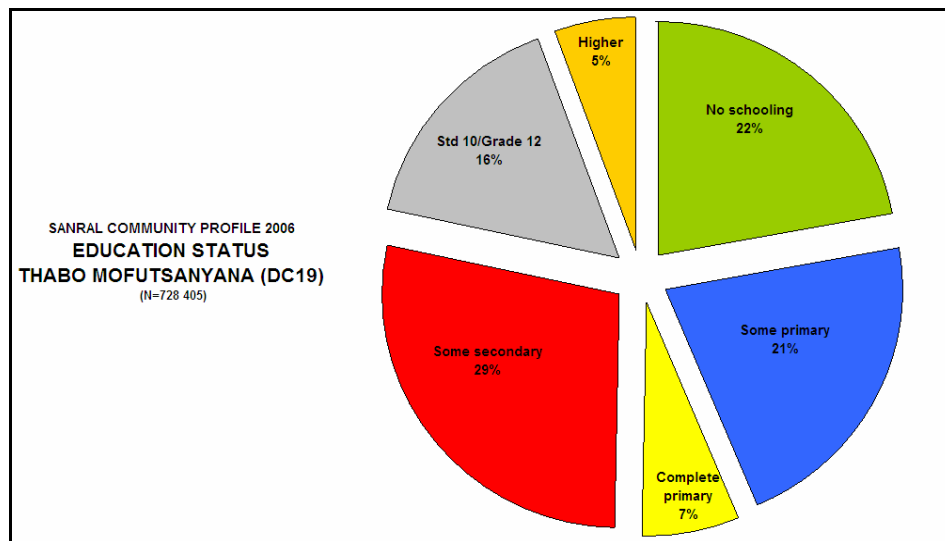


Figure 31: Thabo Mofutsanyana district education status

According to the Thabo Mofutsanyana (DC19) Integrated Development Plan Process Review 2003-2004, 70% of the population is attending or has attended primary (and secondary) school, while only 2% attended pre-school. Only 2% attends or attended University or College. Only 1% of the population engage in adult education (ABET) activities. A quarter of the population has not attended any educational institution.

2.3. HEALTH PROFILE DC19

2.3.1 DISABILITY STATUS

2% of the population suffers from sight difficulties

1% from hearing difficulties

1% from physical and 1% from emotional disabilities

1% suffers from multiple disabilities

94% of the population has no disabilities

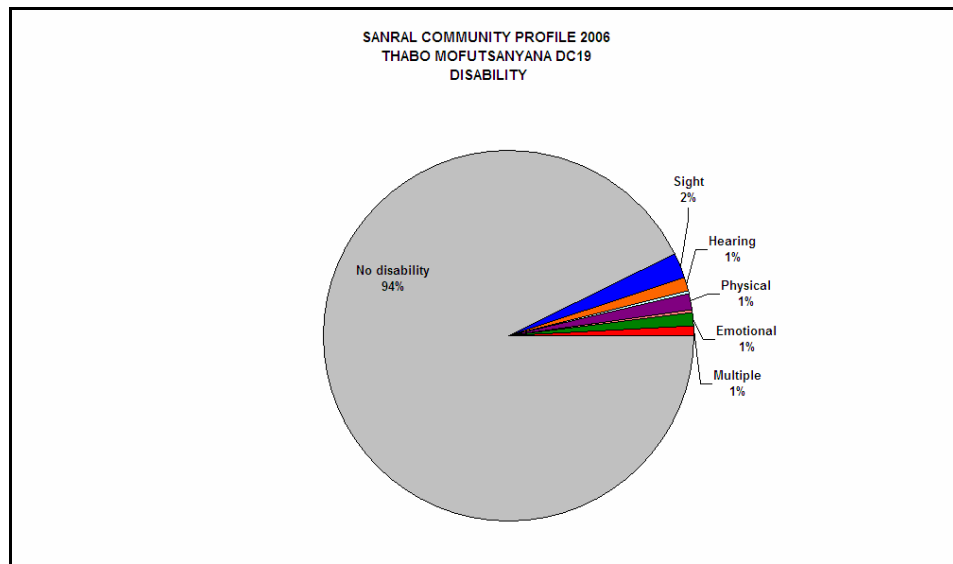


Figure 32: Disability status DC19

2.3.2 THABO MOFUTSANYANA HEALTH REFERRAL CHAIN

Figure 33, below shows the health referral chain for DC19.

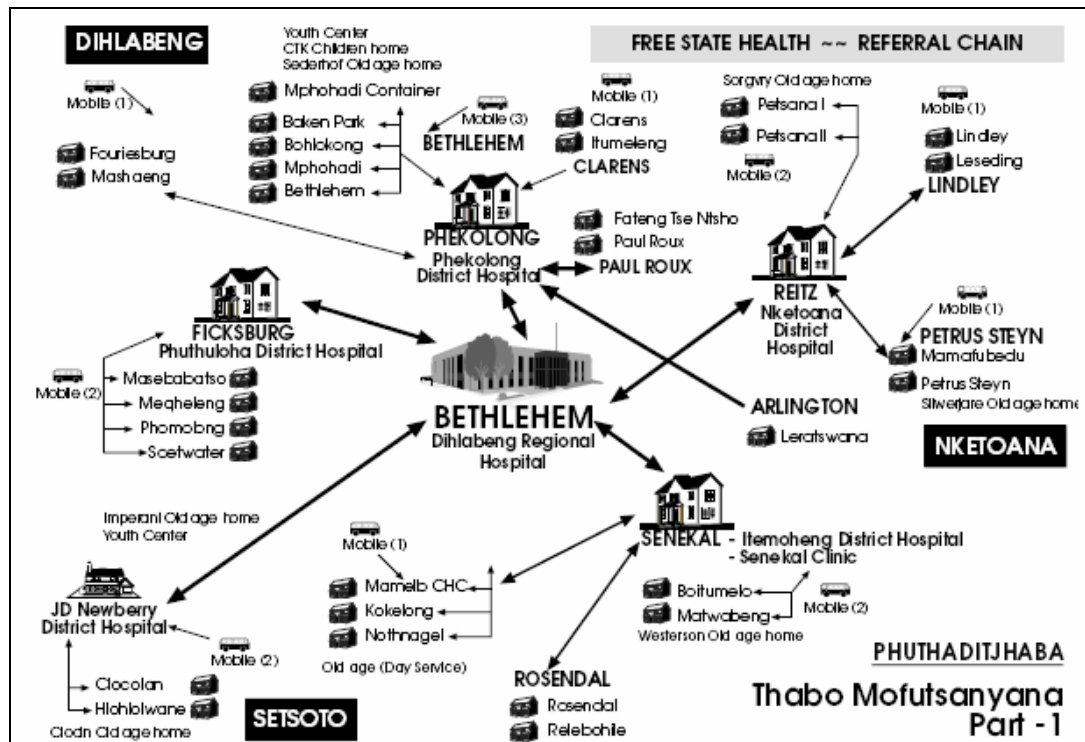


Figure 33: Health referral chain for DC19

2.4. ECONOMIC PROFILE DC19

2.4.1 EMPLOYMENT AND WORK STATUS IN DC19

According to the Municipal Demarcation Board (2006), only 22% of the district population were paid employees, while 1% were self-employed and another 1% were employers. To 76% of the population this did not apply.

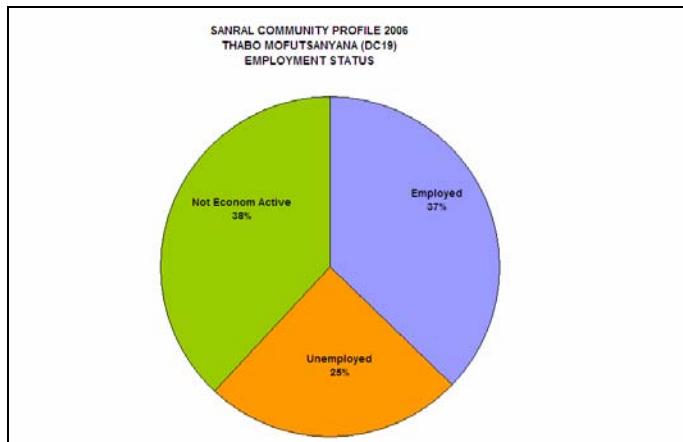


Figure 34: Employment status in DC19

Figure 34 shows that 25% of the population is unemployed, 38% are not economically active and 37% are employed.

2.4.2 INDUSTRIES AND OCCUPATIONS IN DC19

DC19 is mainly an agricultural area as well as a water processing area (Economic development and employment presentation: 2005).

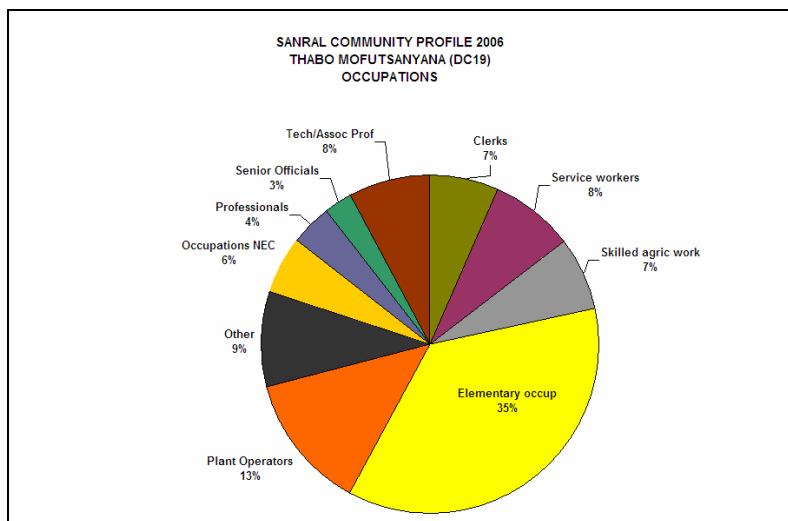


Figure 35: Occupations in DC19

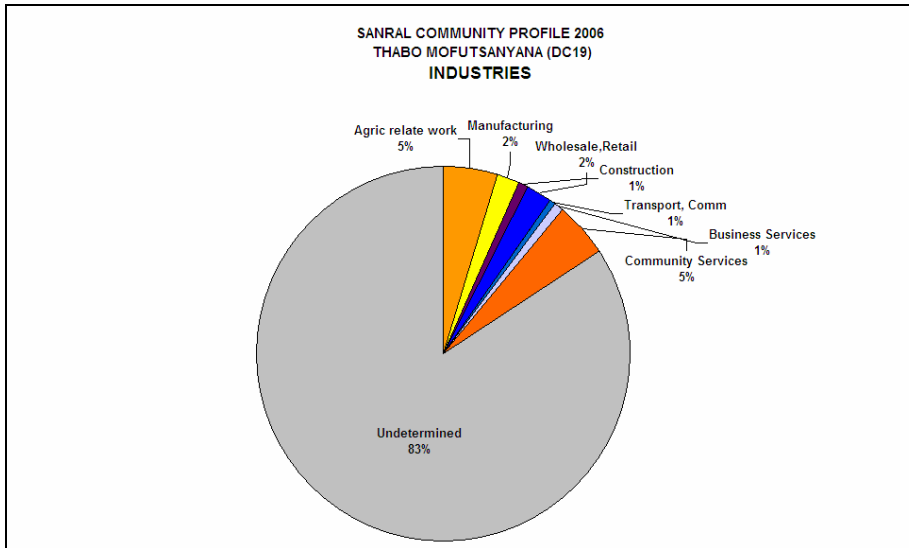


Figure 36: Industries where people are employed DC19

According to the IDP review 2003-2004, the Provincial Government would like to grow the District's potential in the following areas:

- Manufacturing: coffin and furniture manufacturing
- Tourism: Water sport and a casino
- Transport: Logistical hub with a fresh produce market, the Harrismith Logistical Hub and the Maluti Transfrontier Corridor

Thabo Mofutsanyana currently has 26.3% of the Free State Province population with a 14% share in the provincial economy. More than 72% of the District's population lives in poverty. (Free State Accelerated Growth and Development Strategy: 2004)

2.4.3 INCOME IN DC19

In Figure 37 the distribution of individual income in the district is shown. As said earlier the majority of the population do not have any means of income. 115 earn between R1-R400 a month, 10% between R401-R800 and 3% of the people between RR801-R1601. Only 5% of individuals in the district earn more than R1600 a month.

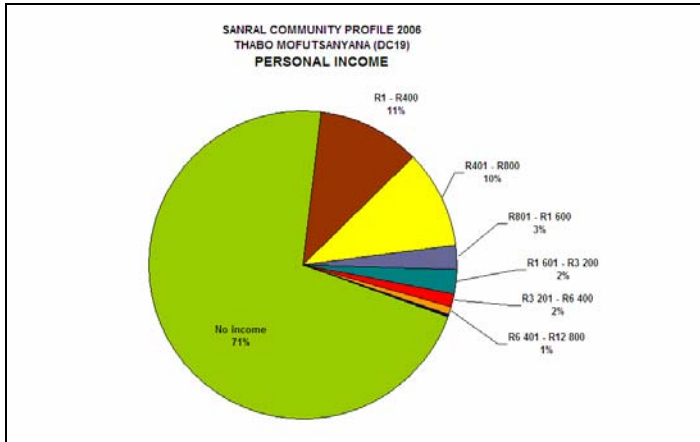


Figure 37: Individual income-DC19

28% of households in Thabo Mofutsanyana have no means of monthly income. 155 of the households earn between R1-R4 800 and 23% of households between R4 801-R9 600.

Households earning more than R9 601 per month include the following categories:

R9 601-R19 200-16%

R19 201-R38 400-9%

R38 401-R76 800-5%

4% of the population earns more than R76 801

2.4.4 ACCESS TO SERVICES IN DC19

2.4.4.1. ACCESS TO SOURCES OF ENERGY

1. COOKING

35% of the households make use of electricity followed by 33% that make use of gas. 14% make use of wood and 12% of coal. 2% of the population make use of animal dung to cook and 4% of gas.

2. HEAT

26% of households make use of coal to provide heating, 27% of electricity, 19% of wood and 22% of paraffin. 2% uses gas and 2% animal dung, 2% of households did not specify what they use.

3. LIGHTING

Household use of sources to make light is indicated in Figure 38. Most household make use of electricity (64%), 3% of paraffin and the rest of the households make use of candles for light.

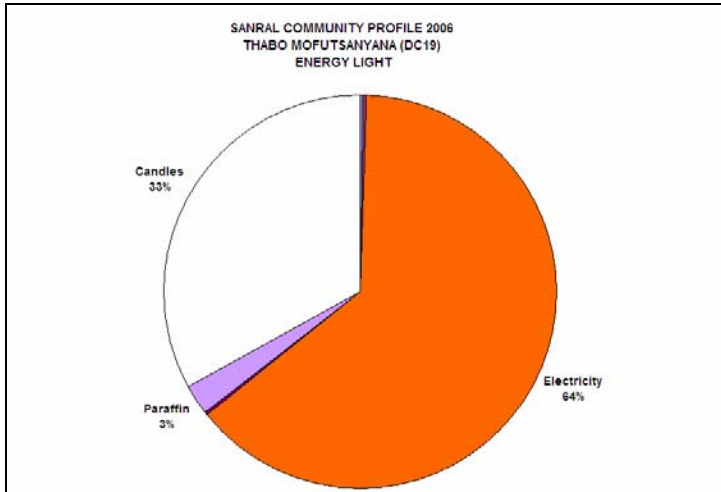


Figure 38: Sources of energy to make light DC19

2.4.4.2. ACCESS TO WATER

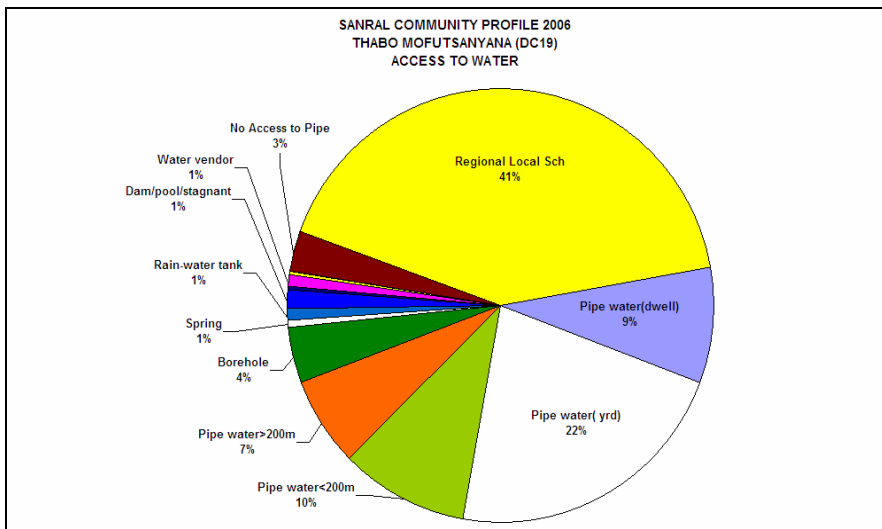


Figure 39: Access to water DC19

Most people have access to water from the regional school. Only 9% of the population has piped water in their homes, 22% have water in the yard and 10% a distance of less than 200m from their home. 3% have no access to piped water (Figure 39).

2.4.4.3. RUBBISH REMOVAL SERVICES

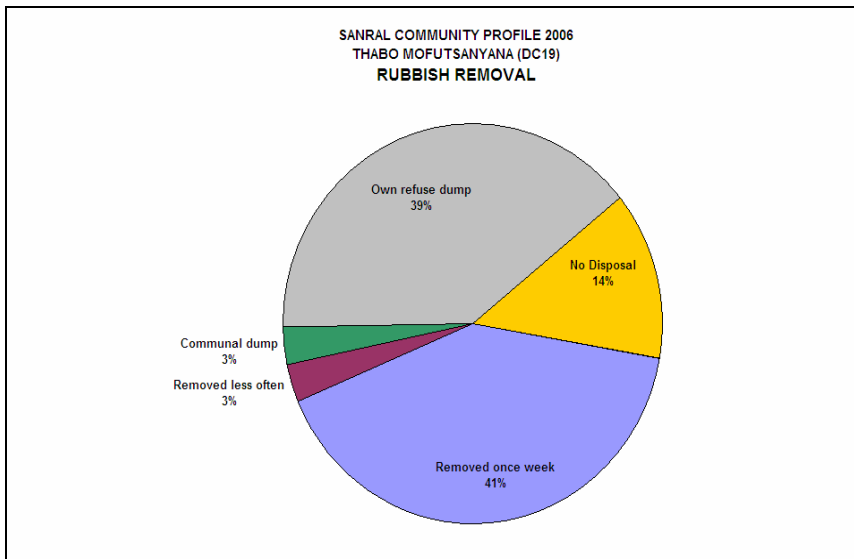


Figure 40: Rubbish removal DC19

14% of the population has no rubbish removal services and 41% has their rubbish removed once a week.

2.4.4.4. SANITATION DC19

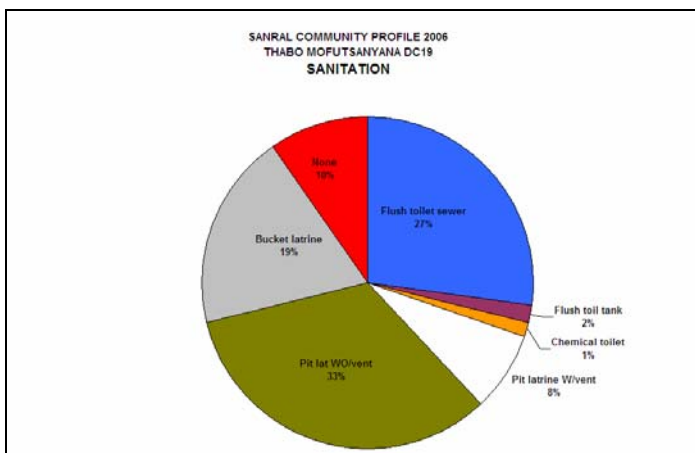


Figure 41: Access to sanitation

2.4.5 ROADS AND TRANSPORT IN DC 19

2.4.5.1. MODE OF TRANSPORT IN DC19

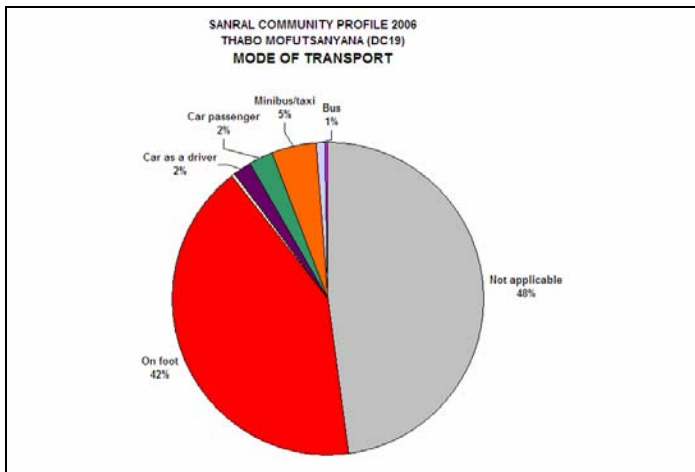


Figure 42: Mode of transport DC19

According to the Municipal Demarcation Board 2006, most of the population (42%) walk, 6% make use of public transport and 4% of own transport. 48% however is unspecified (Figure 42).

2.4.5.2. ROAD BUILDING EQUIPMENT IN DC19

The Free State Department of Transport indicated that with regard to road building equipment, the following was achieved in the DC19 (Thabo Mofutsanyana district):

- Several loads of natural and cultivated fodder were transported to assist the emerging farmers during the veld fire disaster in Thabo Mofutsanyana district (2003)
- The Department worked in conjunction with the Thabo Mofutsanyana District Municipality during December 2002 to repair damage caused to the roads by heavy rains; and
- Some municipalities utilized road-building equipment at nominal rentals to do street network maintenance.

3. DIHLABENG LOCAL MUNICIPALITY OVERVIEW

3.1. LOCATION OF DIHLABENG

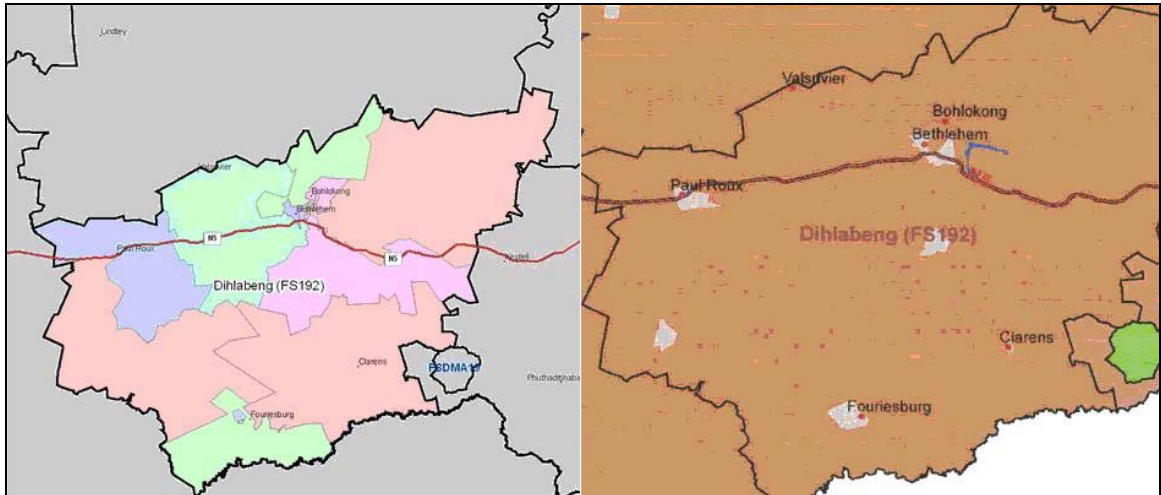


Figure 43: Dihlabeng Local Municipality (FS 192)

3.1.1 PAUL ROUX AS PART OF DIHLABENG LOCAL MUNICIPALITY

Paul Roux falls within the Dihlabeng local municipality, Ward 14.

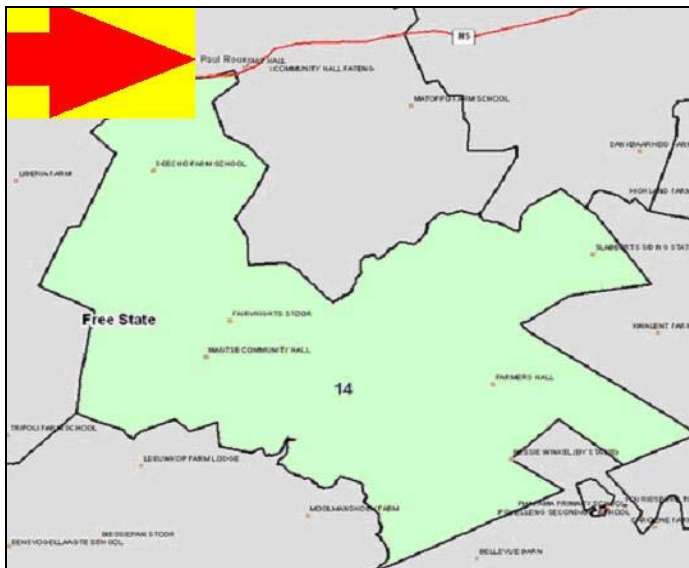


Figure 44: Ward 14 (Paul Roux and Fateng) within Dihlabeng Local Municipality

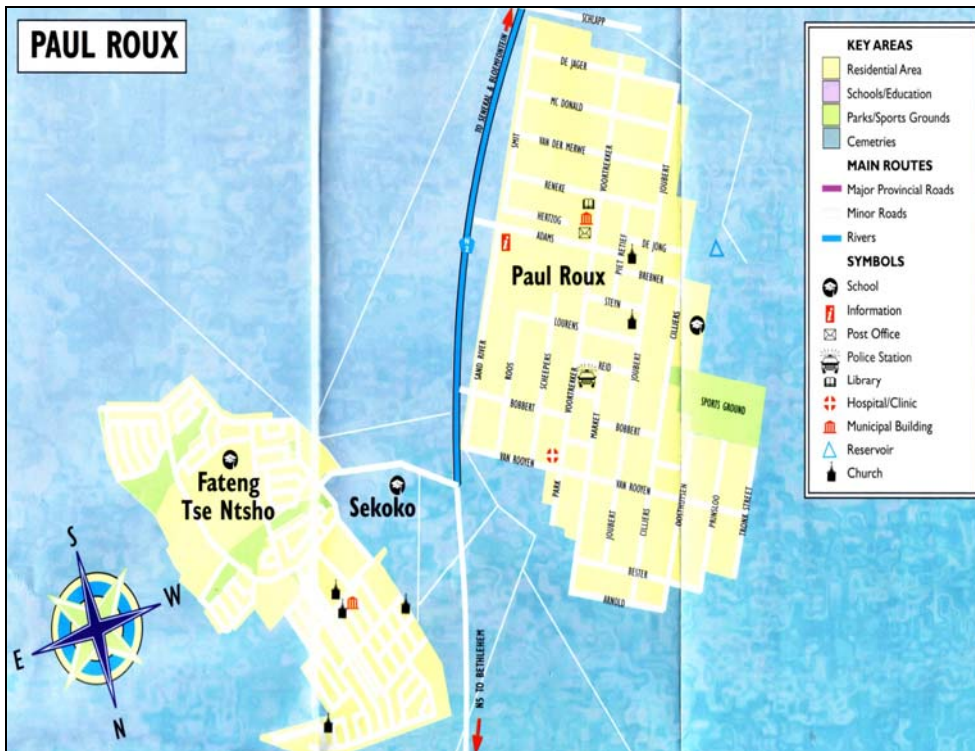


Figure 45: Town layout of Paul Roux and Fateng

3.2. LAND ISSUES AND AGRICULTURAL USE OF LAND IN DIHLABENG (FS192)

3.2.1 GEOLOGY OF DIHLABENG (FS192)

58% of the ground consists of arenite, 36% of mudstone, 5% Basalt, 1% Dolerite.

3.2.2 SOIL DEPTH AND CLAY CONTENT

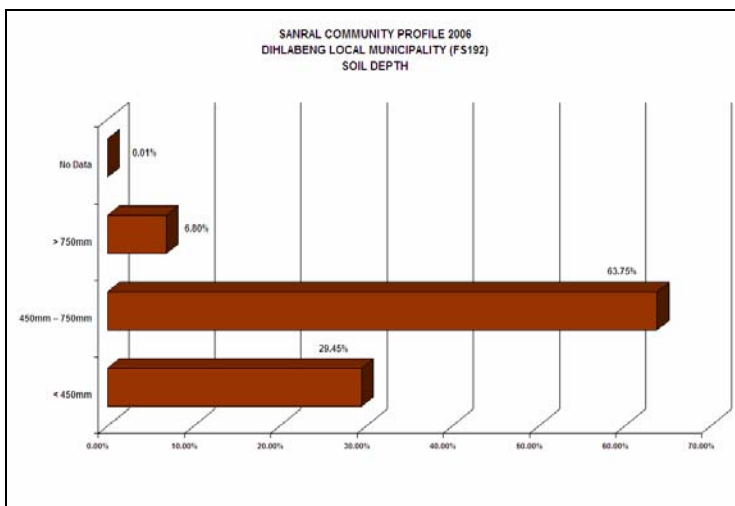


Figure 46: Soil depth in Dihlabeng local municipality (FS192)

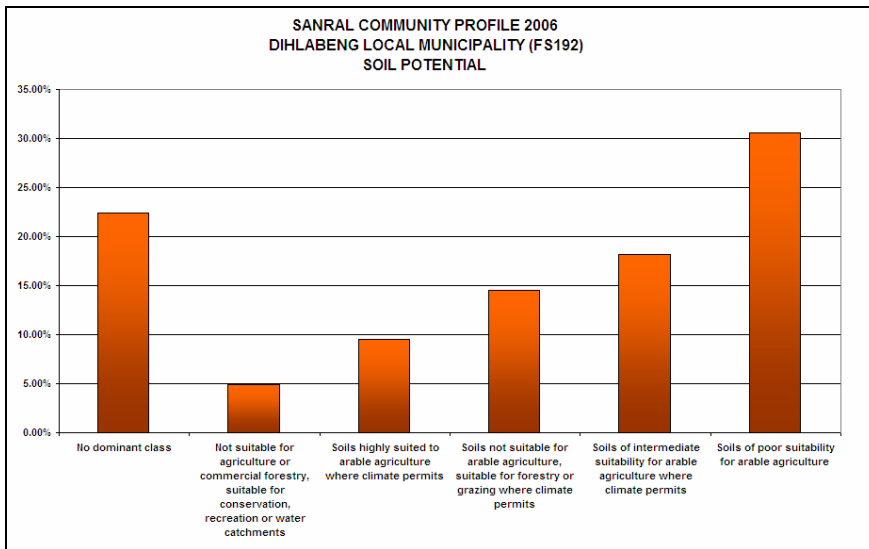


Figure 47: Soil potential for Dihlabeng Local Municipality (FS192)

3.2.3 LAND UTILISATION IN DIHLABENG LOCAL MUNICIPALITY (FS192)

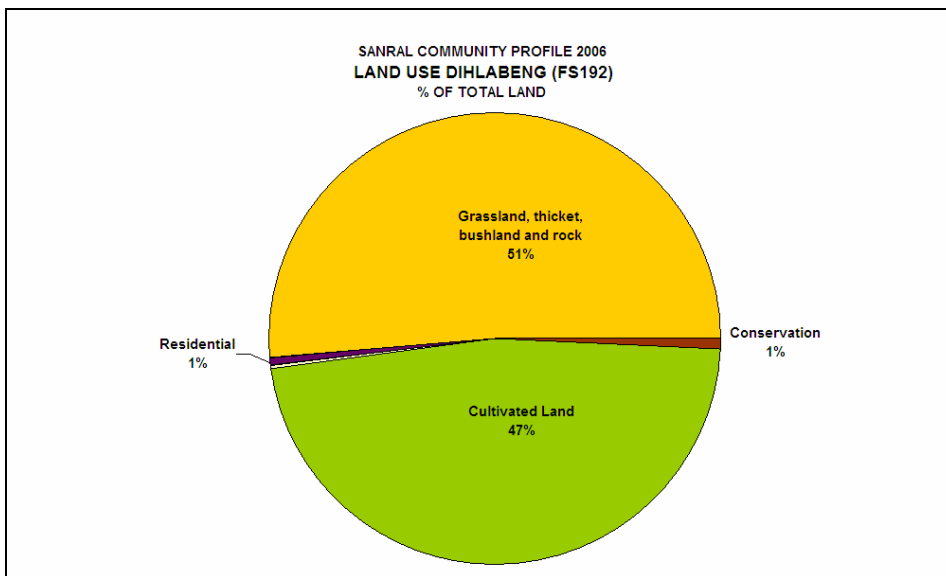


Figure 48: Land utilisation in Dihlabeng (FS192)

According to the Dihlabeng IDP (2006-2007), the majority (51%) of the Dihlabeng area is not being utilised and comprises primarily of grassland, thicket, bushland and bare rock. The IDP review states that 47% is being used for commercial cultivated land, which is primarily located in the central and northern areas. This type of use is linked to the mudstone geology. Urban areas comprises of less than 1% of the total area (Figure 48).

3.3. DIHLABENG POPULATION DEMOGRAPHICS

3.3.1 POPULATION INFORMATION FOR DIHLABENG

Dihlabeng local municipality has a population of 114 105 people. 31% of the population live in rural areas while 69% of the population resides in urban areas. Approximately 7300 people live in Paul Roux (300) and Fateng Thse Ntso (7000).

According to the Dihlabeng IDP (2006-2007) 45,65% of the population resides in the urban areas and 54,35% in the rural areas. The area is thus marginally less urbanised than the average in the Free State (66% urban & 34% rural). This is attributed to the fact that there are virtually no other economic sectors of significance other than agriculture with the coupled scarce work opportunities.

3.3.2 GENDER DISTRIBUTION OF DIHLABENG

61% of the population in Dihlabeng are male while only 39% are female. Figure 49 shows that gender in the households differ where females represent 53% of the households and men 47% of the households (MDB: 2006).

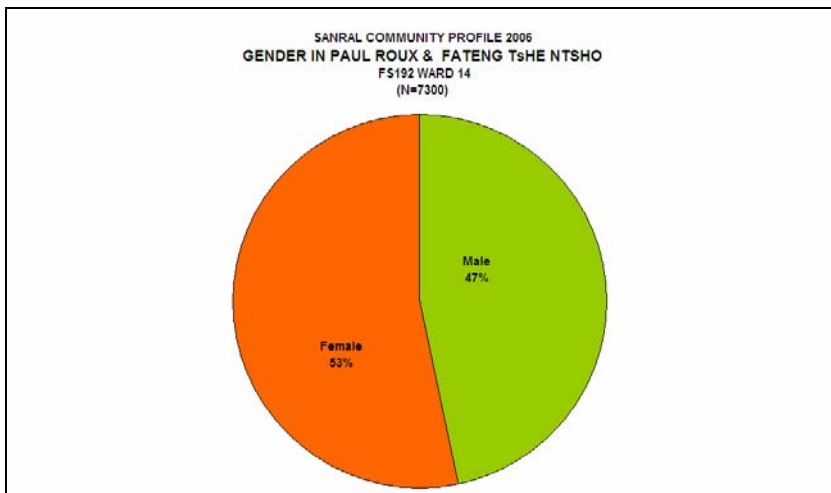


Figure 49: Gender in FS192 Dihlabeng Ward 14

3.3.3 AGE DISTRIBUTION DIHLABENG

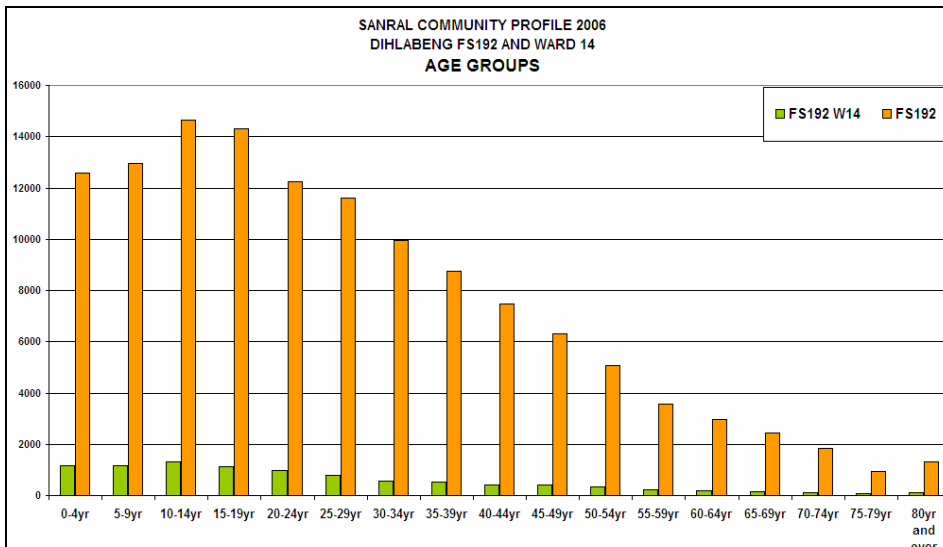


Figure 50: Age groups in FS 192 and ward 14 compared

3.4. EDUCATION PROFILE OF DIHLABENG FS 192

In the Dihlabeng Local Municipality (FS192), 18% of the people had no schooling, 21% had some primary school education and 7% completed primary school education. 18% had completed Grade12 or Standard 10 while 30% had some secondary school training. 6% of the local municipality population had higher education or training.

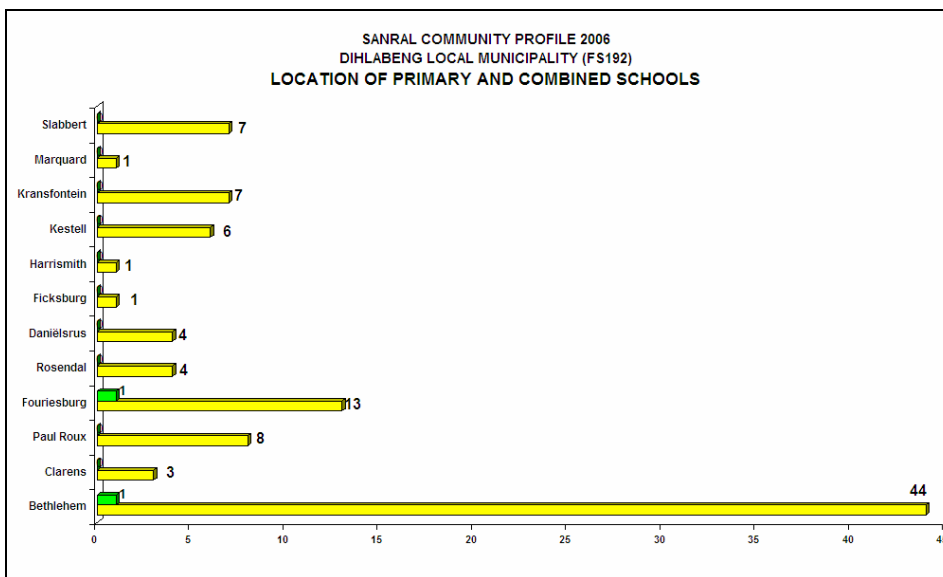


Figure 51: Location and type of schools in Dihlabeng (FS192)

In Paul Roux and Fateng, 26% of the population had no schooling. 28% had some primary school education and 9% completed primary school education. 25% of the population had some secondary school education and another 9% completed Grade 12 or Standard 10 (Figure 52). Only 3% of the population had higher education and training.

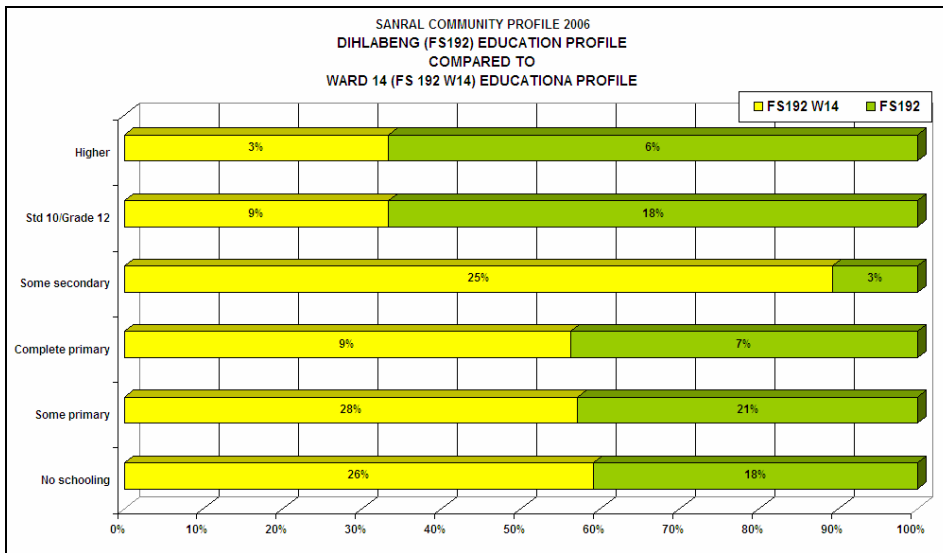


Figure 52: Dihlabeng educational profile compared to the educational profile of Paul Roux/Fateng tse Ntsho.

In terms of attendance of education institutions the profiles for the Local municipality (Dihlabeng) and the Ward (14) looks very similar (Figure 53). 67% of the population in the local municipality attended school where 63% of the ward attended school.

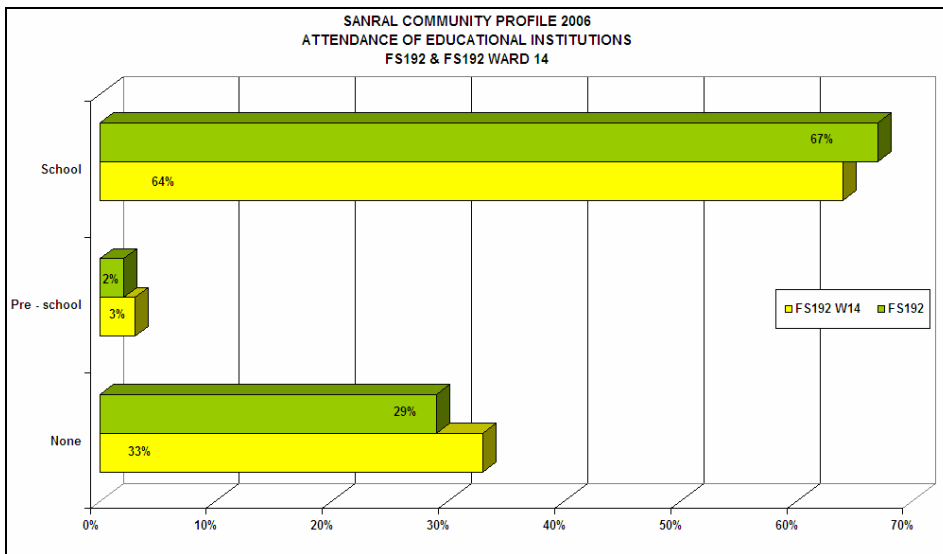


Figure 53: Attendance of educational institutions

According to the Dihlabeng IDP 2006-2007, the primary school in town (Paul Roux) has 194 primary school learners. The teacher: learner ratio is 1:22.

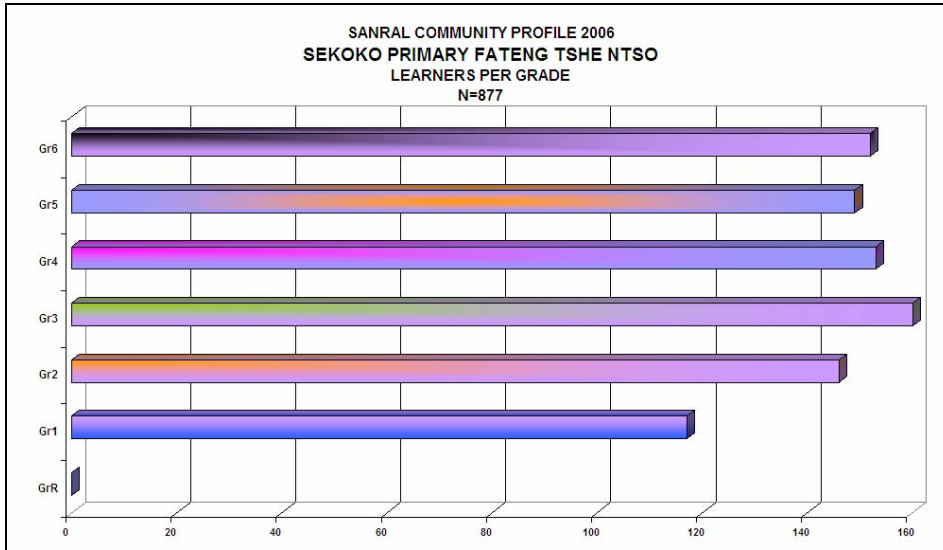


Figure 54: Learners per Grade in Sekoko Primary school (Fateng-Tse-Ntsho)



CONTACT DETAILS OF SEKOKO PRIMARY SCHOOL

PRINCIPAL: Mr. Mkhwanazi

POSTAL ADDRESS:
 PO BOX 77
 PAUL ROUX
 9800

PHYSICAL ADDRESS:
 34 Fateng-Tshe-Ntsho
 PAUL ROUX

TELEPHONE: 058 47 10753

3.5. SOCIO-ECONOMIC STATUS

The Greater Bethlehem Municipality in Dihlabeng is the main economic hub of the local municipality (Dihlabeng IDP: 2006-2007). It is situated approximately 240km north-east of Bloemfontein, 140km east of Kroonstad and 90km west of Harrismith. The town area is part of the Highland Route and is located 80km from Qwa-Qwa, 60km from the Golden Gate National Park and 120km from Willem Pretorius Game Reserve. Growth was stimulated by the strategic location (the area is situated adjacent to the N5 National Road between Bloemfontein and Durban) of the area that presently serves as a central regional centre.

The Greater Paul Roux is situated in the former District of Senekal (Dihlabeng IDP: 2006-2007). Paul Roux is situated approximately 225km North-East of Bloemfontein, 114km South-East of Kroonstad and 35km West of Bethlehem. The Greater Paul Roux is located in an area of agricultural significance and mainly provides services in this regard to the surrounding rural areas. Bethlehem influences the area to a great extent as a large service centre in close proximity.

3.5.1.1. MAIN ECONOMIC ACTIVITIES DIHLABENG

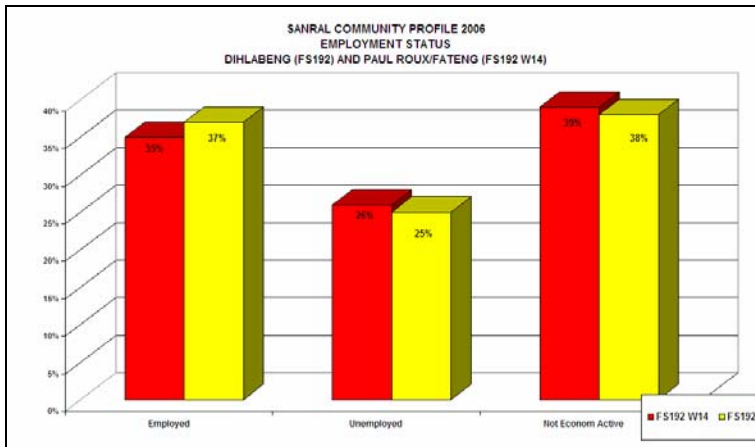


Figure 55: Employment status of Dihlabeng (FS 192) and Paul Roux/Fateng (FS192 W14)

3.5.1.2. OCCUPATIONS IN PAUL ROUX/FATENG (FS192 W14)

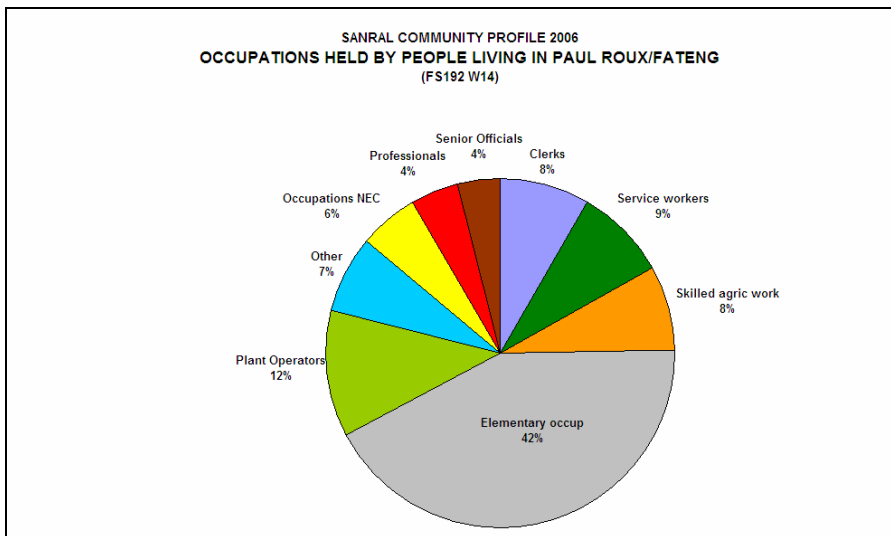


Figure 56: Occupations held by people living in Paul Roux/Fateng Tse Ntsho

3.5.1.3. WORK STATUS

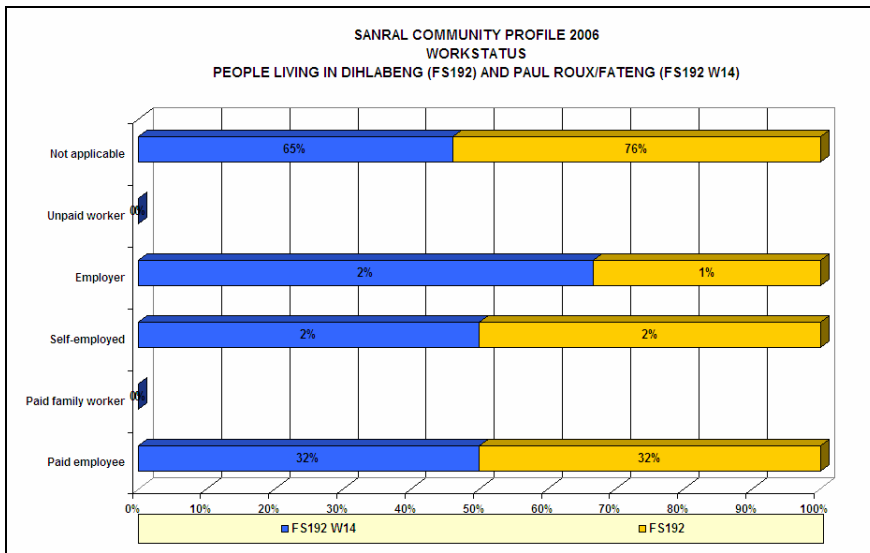


Figure 57: Work status of Dihlabeng (FS 192) and people living in Paul Roux/Fateng (FS192 W14)

Most people in Paul Roux/Fateng are not employed. Of those who are employed 2% are employers, 2% are self-employed and 32% are paid employees (Figure 57).

3.5.1.4. PERSONAL INCOME IN PAUL ROUX/FATENG (FS192 W14) AND DIHLABENG LOCAL MUNICIPALITY (FS192)

Figure 58 shows that almost 70% of ward 14 residents have no personal income.

Those who do have a personal income less than 20% earn between R1-R400 and less than 10% between R401 and R800.

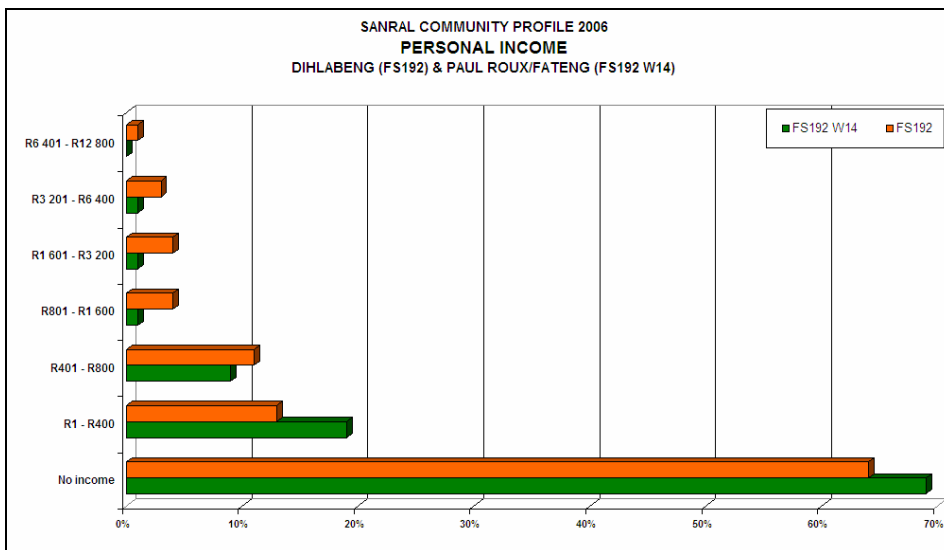


Figure 58: Personal income in Dihlabeng and Paul Roux/Fateng

3.5.1.5. HOUSEHOLD INCOME IN PAUL ROUX/FATENG (FS192 W14) AND DIHLABENG LOCAL MUNICIPALITY (FS192)

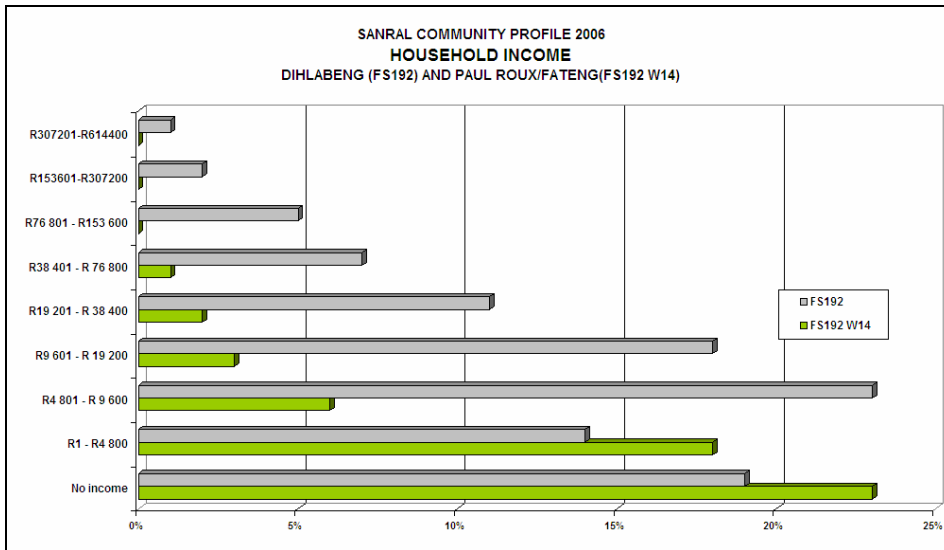


Figure 59: Household income in Dihlabeng (FS 192) and Paul Roux/Fateng (FS192 W14)

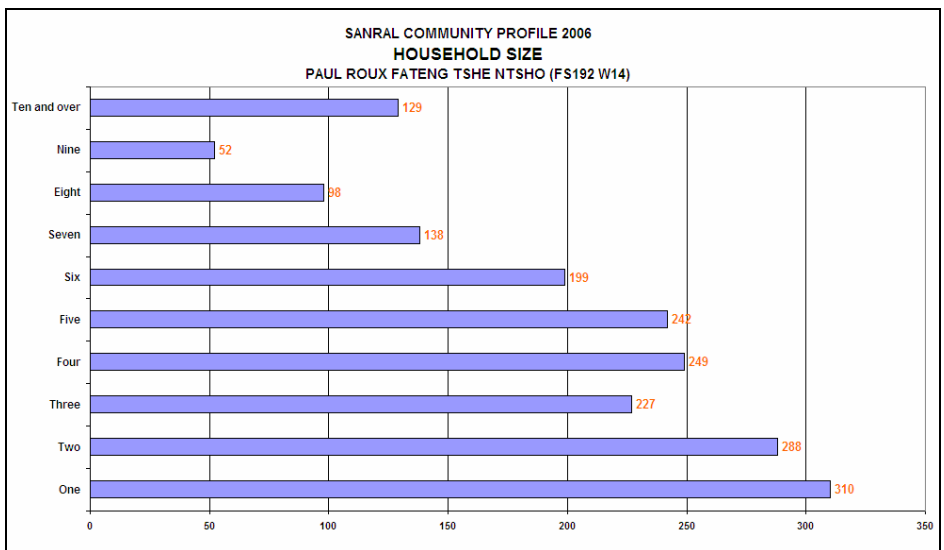


Figure 60: Average household size in Paul Roux/Fateng Tse Ntsho (FS192 W14)

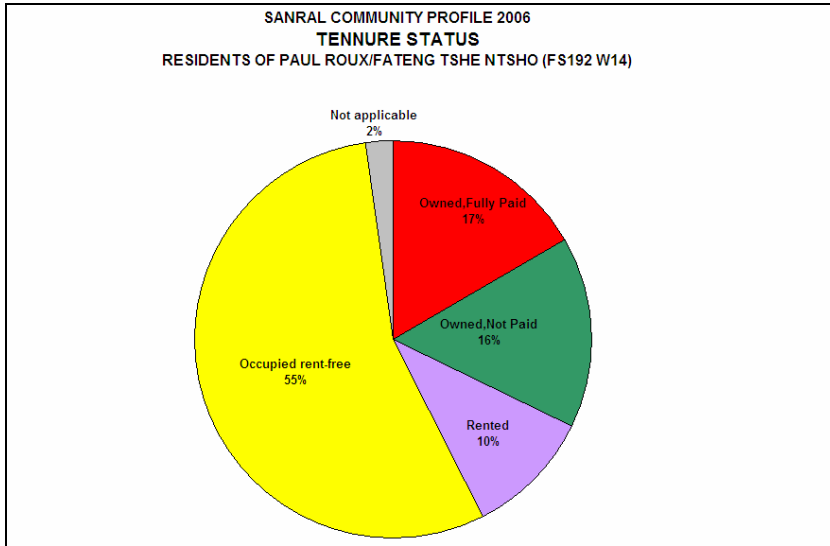


Figure 61: Tenure status Paul Roux/Fateng Tse Ntsho (FS192 W14)

3.6. HEALTH STATUS DIHLABENG

3.6.1 HEALTHCARE FACILITIES DIHLABENG

According to the Dihlabeng IDP review 2006-2007, health services within the rural areas mainly rely on mobile clinics and services provided within urban areas.

There is only one regional hospital, Bethlehem Regional Hospital (150 beds), and one district hospital, Phekolong District Hospital (100 beds) situated in the Greater Bethlehem urban area. These hospitals serve the entire Dihlabeng area since there are no hospitals situated in Clarens, Paul Roux or Rosendal. Both hospitals have operation theatres.

Clinics largely focus on primary health care and are found in all town areas. Community Health Centres (CHCs) differ from clinics since it provides an enhanced health service with full time medical officers. Minor operations, normal deliveries (birth) and emergency care are provided at CHCs. No CHCs, however, exist in the Dihlabeng Municipal area.

Rural health provision, similar to the national tenancy, is still an issue of concern in the area. Health services are normally provided on a monthly basis in the area. There are a total of three mobile clinics that have to serve the entire Dihlabeng area and are clearly not adequate. These three mobile clinics have to visit 37 points excluding Rosendal.

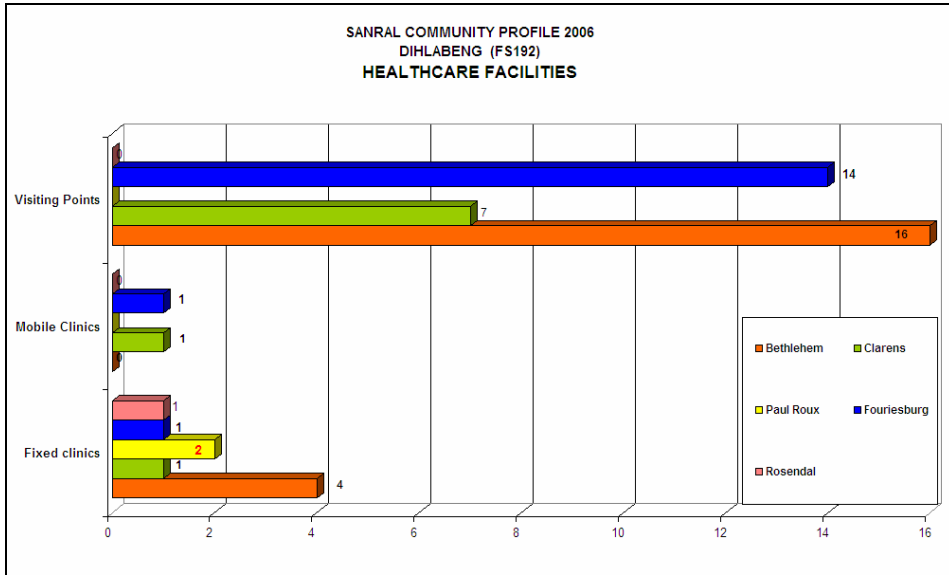


Figure 62: Primary healthcare in Dihlabeng (FS 192)

As can be seen from Figure 62, Paul Roux has 2 fixed clinics.

3.6.2 DISABILITY STATUS DIHLABENG

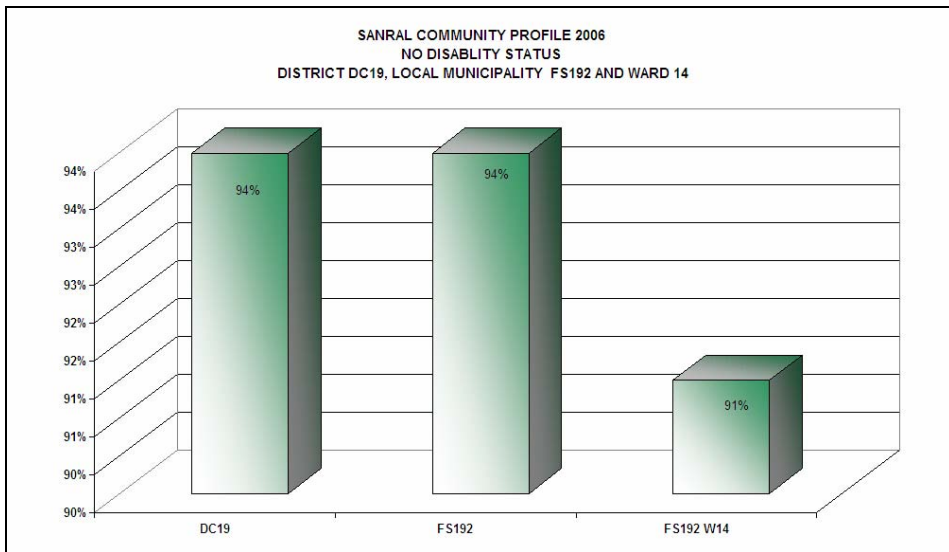


Figure 63: Disability status according to District, Local and Ward

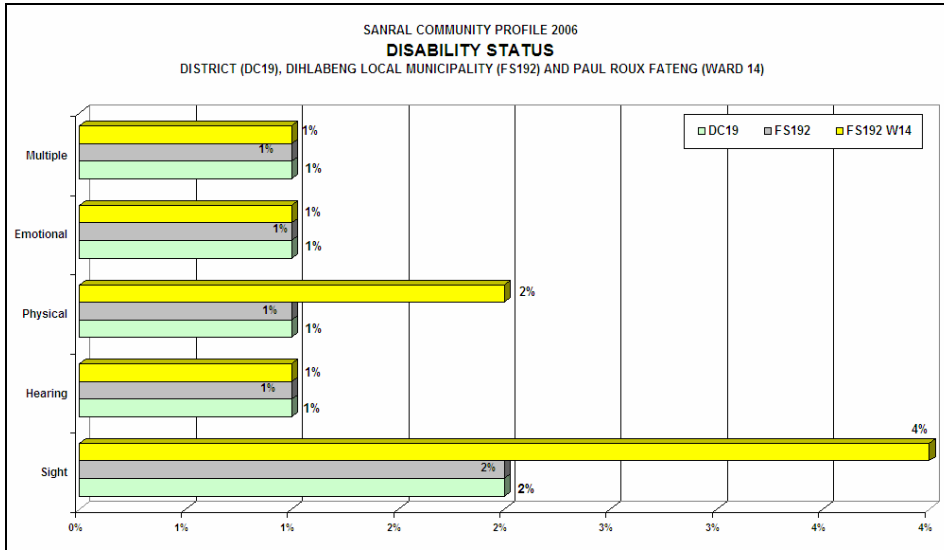


Figure 64: Disability status of District 19, Local municipality FS 192 and Paul Roux/Fateng (Ward 14)

3.6.3 EMERGENCY SERVICES DIHLABENG

The town does not have its own emergency services and rely on ambulances from Betlehem and Senekal to assist in Emergencies.

3.7. SERVICE DELIVERY DIHLABENG AND PAUL ROUX/FATENG

3.7.1 SOURCES OF ENERGY DIHLABENG AND PAUL ROUX/FATENG

3.7.1.1. SOURCES OF ENERGY DIHLABENG (FS192)

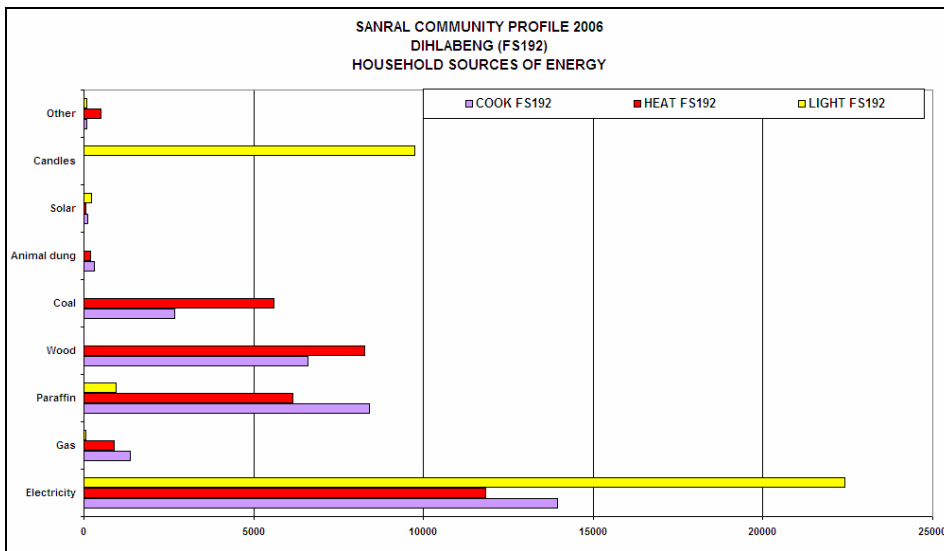


Figure 65: Sources of energy in Dihlabeng (FS192)

3.7.1.2. SOURCES OF ENERGY PAUL ROUX/FATENG TSE NTSO (FS192 W14)

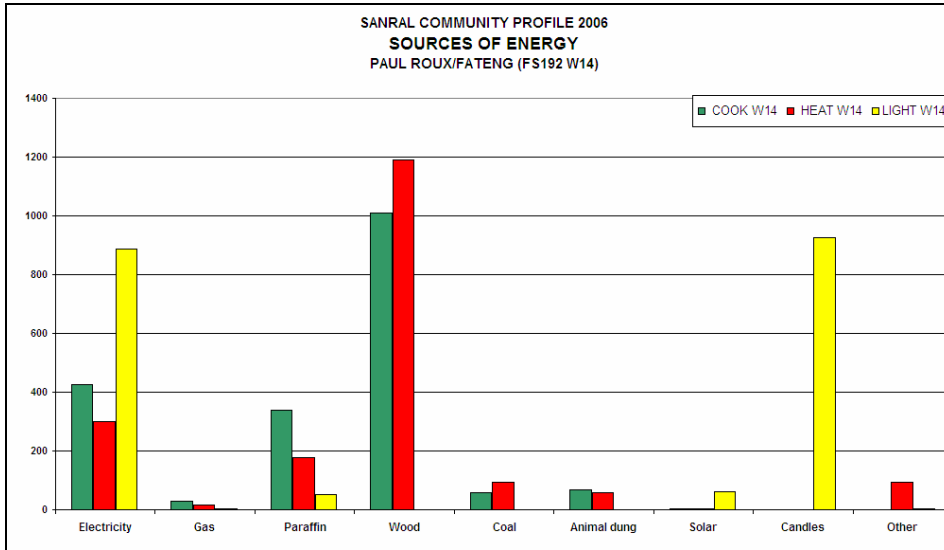


Figure 66: Sources of energy in Paul Roux/Fateng (FS192 W14)

3.7.2 ACCESS TO WATER DIHLABENG AND PAUL ROUX/FATENG

3.7.2.1. ACCESS TO WATER DIHLABENG (FS192)

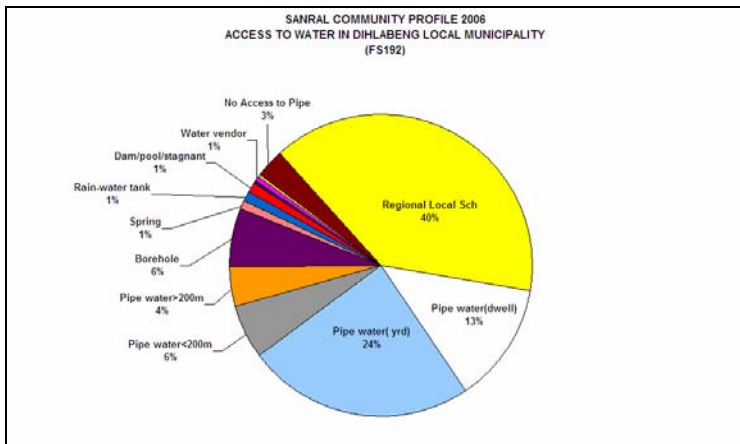


Figure 67: Access to water FS 192

3.7.2.2. ACCESS TO WATER IN PAUL ROUX/FATENG (FS192 W14)

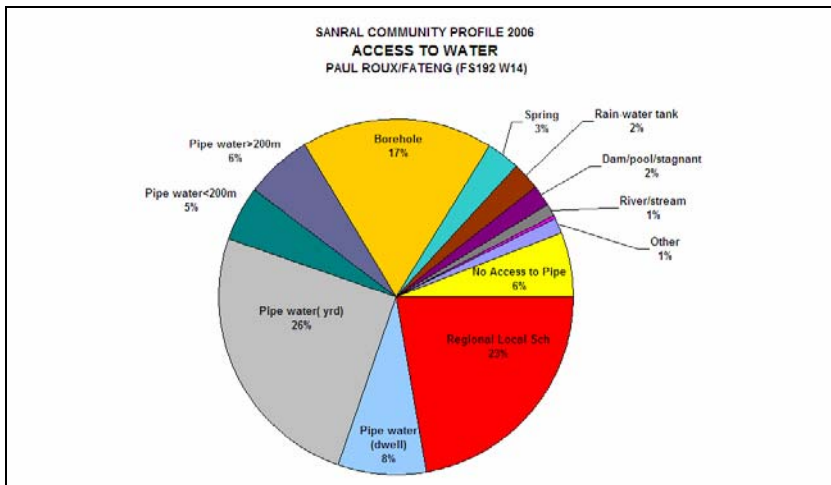


Figure 68: Access to water FS 192 W14

According to the Thabo Mofutsanyana IDP presentation to the Provincial Government (2006), the promotion of water supply to Paul Roux, Rosendal and Fouriesburg are key priority issues.

3.7.3 MUNICIPAL RUBBISH REMOVAL DIHLABENG AND PAUL ROUX/FATENG TSE NTSHO

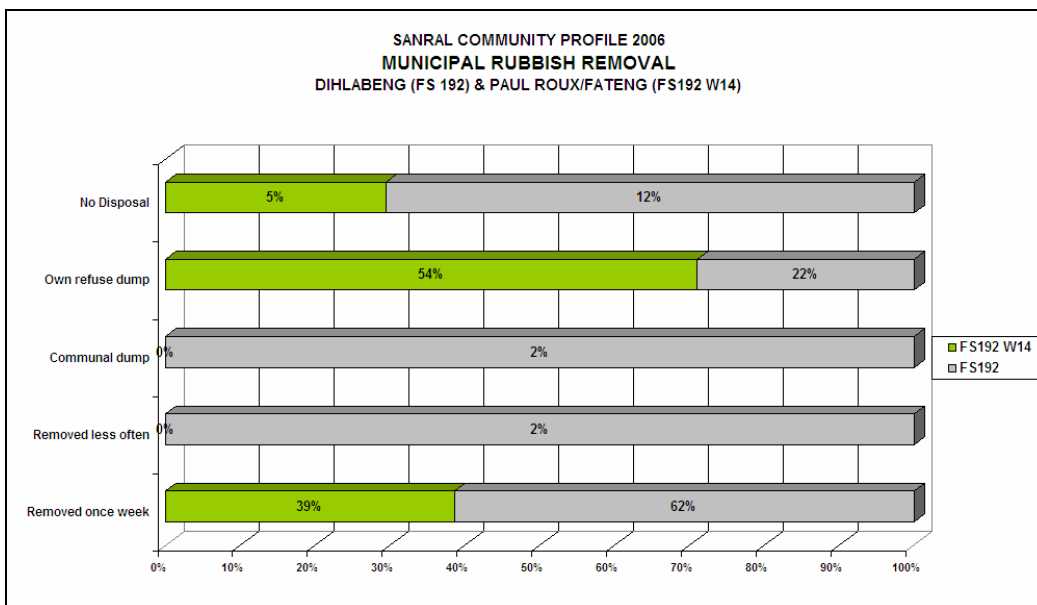


Figure 69: Rubbish removal services Dihlabeng (FS192) and Paul Roux/Fateng tse Ntsho (FS192 W14)

3.7.4 SANITATION DIHLABENG AND PAUL ROUX/FATENG TSE NTSHO

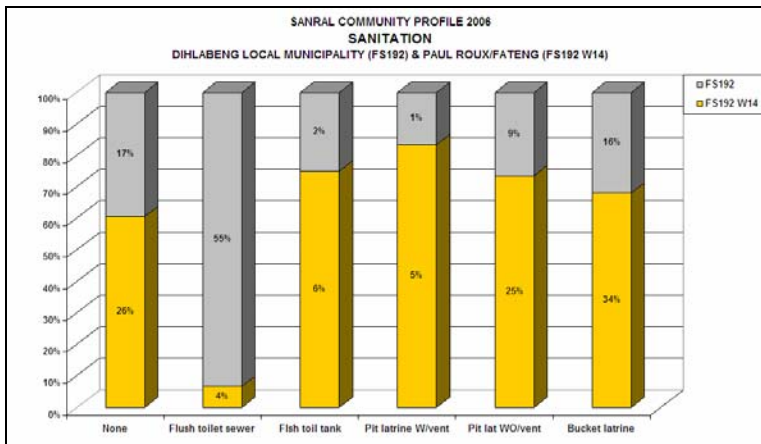


Figure 70: Sanitation Dihlabeng FS192 AND Paul Roux/Fateng FS192 W14

3.8. ROADS AND TRANSPORT DIHLABENG AND PAUL ROUX/FATENG

3.8.1 ROAD NETWORK IN PAUL ROUX/FATENG-TSE-NTSHO

The Spatial Development Framework (Dihlabeng IDP: 2006-2007) states that there is 2,58 km of tarred roads in the Greater Paul Roux. The remainder of streets is in a fairly to very poor condition. Except for a part of the main collector road in the Fateng-Tse-Ntsho neighbourhood that is gravel, there are no other roads surfaced in the Fateng-Tse-Ntsho residential area.

3.8.2 THE N5 AND ACCESS ROADS IN PAUL ROUX/FATENG-TSE-NTSHO

3.8.2.1. NATIONAL ROAD (N5)

The only major road serving the study area is the N5 National Road between Bloemfontein and Durban. The latter road functions predominantly as a bypass road. The N5 creates a physical barrier that divides Paul Roux and Fateng tse Ntsho and thus limits integration.

Link roads to the North (S63) and South (S224) provide access to Paul Roux and Fateng tse Ntsho respectively.

3.8.2.2. ACCESS ROADS

Paul Roux has a well-defined CBD, which shows limited growth potential. The access roads connecting with the N5 is also utilised as business corridors. Fateng tse Ntsho has no well-defined CBD.

Businesses are located along the major collector roads and next to the town entrance.

Due to the limited growth potential of the CBD no specific direction for development is indicated although development should take place within the proposed development corridors.

Business development related to passing traffic should be encouraged at the entrances to Paul Roux. These areas will be ideal for mixed commercial uses and organized informal traders that are specifically tourism related. Applicable building restrictions along the N5 National Road and the fact that no direct access from the National Road will be allowed should be recognised.

The Spatial Development Framework (2006-2007) also indicates that due to the status of the N5 National Road dividing the two communities, the provision of future additional access roads will be problematic. Future access roads will have to be identified and clarified in advance, with the relevant authorities.

Residential development might generate pedestrian traffic across the N5, which, needs to be considered and addressed accordingly.

Integration of the larger urban area is complicated by the Sand River and the N5 National road that serve as physical barriers.

The proposed residential development will discourage urban sprawl. An effective and functional urban structure will be ensured. The urban fringe is naturally formed by sandstone ridges surrounding the present urban area that will further restrict urban sprawl.

The collector roads serving the current Paul Roux CBD and linking up with the access points will form future development corridors.

Activity Nodes (Economic Growth Nodes): Two activity nodes are identified namely, the current business node in Fateng tse Ntsho, which can be developed further, and an undeveloped filling station site located in the new residential area adjacent the N5 National Road.

An informal trading facility is being provided at one of the access roads, which has the potential to develop into a future activity node and tourist attraction.

(Dihlabeng IDP 2006-2007 Spatial Development Framework)

3.8.3 MODE OF TRANSPORT

Informal pick-up-points along the major collector roads serve as commuting nodes within the Greater Paul Roux. There are plans for the development of the existing informal taxi rank in Fateng tse Ntsho.

In both Paul Roux/Fateng tse Ntsho and the local municipality Dihlabeng the Municipal Demarcation Board (2006) said that for 46% of the population they did not have any statistics on the use of transport. Figure 71 gives an indication of the mode of transport according to the available statistics.

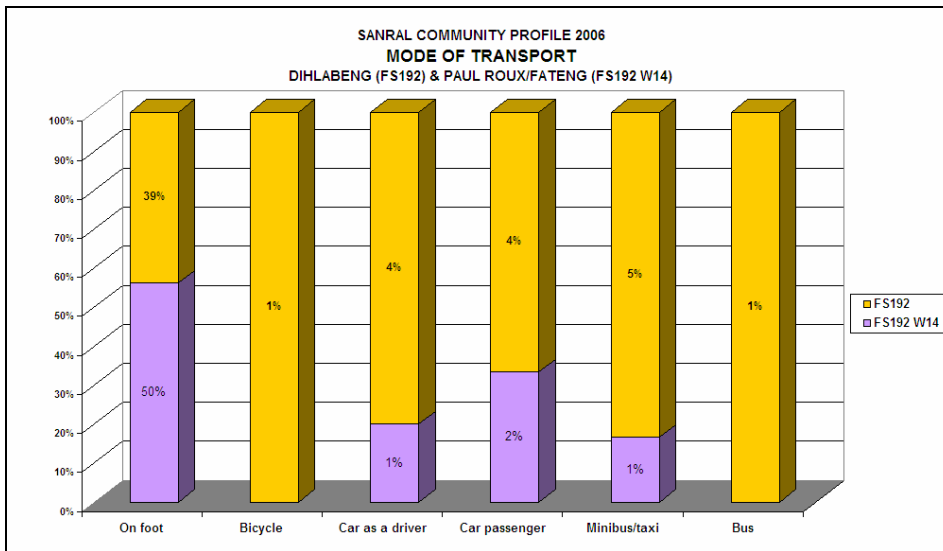


Figure 71: Mode of transport Dihlabeng (FS192) and Paul Roux/Fateng (FS 192 W14)

There are plans for the development of the existing informal taxi rank in Fateng-Tse-Ntsho. Commuters make use of informal pick-up-points along the major collector roads that serve as commuting nodes within the Greater Paul Roux.

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