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| COMMISSION ON REGIONS
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DEMARCATIION OF REGIONAL BOUNDARIES

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VAAL **IANGLB SUB-REGION
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REGIONAL DEVELOPMENT J@OCTIATION 23 SEPTEMBER 1593

VAAL TRIANGLE METROPOLI AREA
P.O.BOX 2720 i
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INTRODUCTION

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INCLUSION OFâ\200\231PRETORIAï¬\201IN THE P W V - REGION : BALANCE OF THE
2 W V REGICN o

INCLUSION OF SASOLBUR@ IN P.W.V. REGION

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IS SITUATED IN THE NORFHERN ORANCE FREE STATE

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CONSEQUENCES IF SASOH#â\200\234RG BE EXCLUDED FROM THE PWV-REGICN

5.1 COHERENCE OF VAAL JRIANGLE

5.2 THE RIGHT OF THE MAAL. ''K:ANGLE REGION IN RESWwC OF THE
MONEY GENERATEL Iï¬\201 THE AREA

RECOMMENDATION

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INTRODUCTION :*

it is understood thpt representations were invited only whe;e there is digagreement wirh the demarcation of regions. This document is in agreement with the demarcation as far as that sasoljurg is included in the PWV region. It is however expected that certain representations will be submitted to the Omgmmittee motivating the oxclusion of Sasolburg from the region. This document sarves the purpcse of emphasizing the importance that this sub-region (Vaal Triangle Area - Sagglbury included) be maintained ag an interdependent sub-region. The document also motivates that the Hinterland of Sagplburg be included in the PWV-Region.

INCLUSION OF PRETORIA IN THE P.W.V.-REGION ; BALANCE OF THE P.W.V.-REGION

Both the Pretoria an@d the Vaal Triangle Metropclitan Areas fulfil an important gole in the P.W.V.-Region. With the dominance of the Witgatersrand on the econemic well-being of the P.W.V.-Regiam, both the Pretoria and the Vaal Triangle Areas counteract this dominance and provide a balance in decision-taking and future direction of the region. | @

Should the Pretoria-Area be excluded from the P.W.V.-Region an imbalance can be gyeated with the Witwatcrorand Lotally

dominating the vaal iangle Area.

If Pretoria is exclbded from the P W.V.-Region, the Vaal Triangle Metropolitam Area demards that they also be excluded from the Witwatersrand-Area and that they then become an independent, autoncmous Region.

INCLUSION OF SASOLBUR@ IN P.W.V. REGION

It has been argued by the vaal Trianglc Convenlion, and supported by a scientiftie repert compiled Â\$y Dr. Dog ofâ\200\230the Potchefstroom Univermity ker Christian Higher ndugatlan, that the Vvaal Triangle forms an interdependent rcgion and should be maintained as such. Thie argument is nat based on political motivalions, but on economic prinniplcq, which have also taken aspects such as coherenca, vresidential areas, employment iï\201ateas, m%yemïï\201nr 2 f pgoplar bgt?:fn

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EgggfgggÃ@gion.aiï\201ggs qïï\201gÂ¥gctgmrg%1 the report attached as Annexure "A"). ;ïï\202

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Industries of Sasolbïï\201db will be hampergd if they wqfld"hgx?
to rely on Bloemfnn!ïï\201ïï\201,in RIAamfrntrain Amac maes -N-.

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The population, industries and businesses of Sasolburg identify with the Vaal Triangle and also further north with Johannesburg and Pretoria. They visit these centres when they need specialized services such as those of financial institutions, international companies and professional assistance (consultants), etc. This aspect is emphasized by the fact that the headquarters of SASOL, AECI, BAFRIBCL, KARBOCHEM, VAAL COLLIERIES and other Sasolburg-based factories and businesses are all located in the Witwatersrand area. Commerce and industries on both sides of the river are interdependent and an integral part of the Vaal Triangle area. |

It is impractical for people and institutions to be Bloemfontein-oriented when they clearly identify with the Witwatersrand due to its proximity of influence.

INCLUSION OF THE PO: ON OF THE VAAL TRIANGLE HINTERLAND THAT IS SITUATED IN THE NORTHERN ORANGE FREE STATE

Investigations carried out by both the R D A Vaal Triangle Metropolitan Area and Dr Bos of the P U For

HE, clearly identified the influence area of the Vaal Triangle to also include the "hinterland" of Sasolburg. These areas include inter alia the townships of

-Heilbropp

-Frankfort

-Koppies.

-Parys

-Vredersburg town (excluding rural areas)

The investigation carried out by the R D A was based on Questionnaire completed in these townships and the findings of the investigation were endorsed by the investigation by Dr Bos (See Annexure "B").

These townships rely on the Vaal Triangle as the main centre in the hierarchy of centres where their need for consumer items, specialized services etc. is fulfilled.

The Vaal Triangle Area should take the responsibility for its hinterland as described above even though it has a negative influence on the gross geographical product of the sub-region. The Vaal Triangle (North of the Vaal River) accepts the responsibility and moral obligation to develop hinterland. The people of these areas should, however, by way of referendum, decide for themselves whether to be included in the Vaal Triangle or not.

The previous presentation to the Committee by the Vaal Triangle Regional convention lacked the participation of the people of these areas, mainly due to transport problems.

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CONSEQUENCES IF snsc@â\200\231une BE EXCLUDED FROM THE PWV-REGION
COHERENCE OF THE VAAL TRIANGLE

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Many institutions, :brofcssional peuple, organisations,
government departmenks, etc. already operate across the
"border". The followjmg examples will illustrate thig fact.

The Regional Dpvelopment Association, Vaal Triangle
Metropolitan Axga consists of members of local
authorities (which includes Sasoclburg) as well as
members from the privale sector from bolh sides of Lhe
Vaal River.

Vaalgro is a devglopment company instituted to enhance
the economic development of the Vaal Triangle region.

Directors of thig company represent both sides of the
Vaal River, â\200\231

The branch-offige of Tha Department of Internal
Affaive is situjtged in Vandarbijlpark and represent
also the Sasolburg area.

The Office of i-\'201he Receiver of Revenue is situated in
Vereeniging and also deals with the Sasolburg area.

The llocal ni_ paper for the region is the
Vaalster/Vaalweekblad and covers news both sides of
thc Vaal River.

A local broadc#uting station Â¢came intoe operation on 13
September 1992 apd s broadcasting to all listenere in
the Vaal Triangle (Sasolburg included).

A regional museumm, supported by the industries and
local authorities of the region, is situated in
Vereeniging and is known as the Vaal Teknorama
Cultural and Industrial Museum.

The existing Wsal River Complcx Cuideplan 1982 also
covers the Sasolburg area.

A new Urban db#ucture Plan for the region, which
inecludes 1

- a landuse p%i-\'201n

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- a transport:glan
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- a passenger: Â\$iransport plan,

is in process and wiil probably be completed by July 1994.
This plan also incÂ¥@â\200\230es the Sapolburg area.

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A Vaal Metropolitan Transport Area (Vaalmet) has recently been declared (financed by the Department of Transport) and includes also the Sasolburg Area as an integral part of the regional transport system,

The Vaal Triangle Rugby Football Union represents players from both sides of the Vaal River. The headquarters of the union, as well as a multi-purpose regional sports stadium (the D P De Villiers Stadium), is situated in Sasolburg.

Other sports-facilities (the Maccaulei Golf Course for example) are also utilized by all people of the Vaal Triangle Region.

The Vaal Provincial Soccer Team consists of players and supporters from both sides of the River.

The Vaal Race Course -- situated south of the river, is mainly supported by people of the bigger Vaal Triangle region.

A Heated Swimming Pool in Sasolburg is utilized in regional contest for water sport.

A Motor Race Course at Meyerton is utilized by all people of the Vaal Triangle.

The Region has great Tourist Potential but it is hampered by the different legislation of local authorities. It will be more so if the Sasolburg-area falls under another regional authority with its own legislation and marketing strategies. The developing and marketing of the tourist potential of the region are a co-ordinated action for the Vaal Triangle as a whole and accepted unanimously and advocated by a joint-committee of F.P.E.R.D.A. that is based in Sasolburg.

The full potential of the Vaal River for tourism in this region can not be developed when the river serves as boundary. The floodline on the Transvaal side of the river is distinctively smaller and therefore development for tourism should take place from the North with complementary development to the South.

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The local universities (Vista and P U for CHE - Vaalriver branch) and the Vaal Triangle Technikon also render services to the community at large which includes Sasolburg.

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From the above-mentioned facts it is clear that if Sasolburg is excluded from the PWV-Region it will destroy a very good coherence that has been built over nearly half a century.

It will also result in the duplication of many activities and services that are conducted in the region. It is not necessary to emphasize the negative economic effect that this will have.

A "soft" boundary between Sasolburg and the rest of the Vaal Triangle, is also propagated by some. Sasolburg will then still have the benefit of all the facilities North of the Vaal River although it will be part of the Orange Free State.

This is not acceptable for the Vaal Triangle (North of the Vaal River). The natural flow of spending power (refer to the Bos Report) will result in eroding the economic base of Sasolburg. Differentiated bases between regions could result in a serious negative impact on the population south of the Vaal River.

RIGHT OF THE VAAL TRIANGLE REGION IN RESPECT OF THE MONEY GENERATED IN THE AREA

Certain activities which are conducted in the Sasolburg-area, actually rely on the support and financial contribution of the population north of the Vaal River. One such an example is the Vaal Race Course which is situated in the Orange Free State but outside the Sasolburg municipal area. '

It is understood that this facility contributes in the order of 14% of the internal income of the Provincial Administration of the Orange Free State. The horses, trainers, support staff, "bookies" etc are however mostly based in the Witwatersrand and Vaal Triangle area north of the Vaal River. There is a definite outflow of money from the PWV-Region to the Provincial Administration, Orange Free State in this regard. Services are also provided by the Vereeniging Council to the Vaal Race Course, which emphasizes the fact that the area north of the Vaal River cannot allow the outflow of money from the sub-region.

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RECOMMENDATION :

That Sasolburg under no circumstances be excluded from the PWV-Region for the reasons as set out in this document and Annexures. i'

That the Hinterland of Sasolburg, namely the magisterial districts of |

Frankfort
Koppies
Heilbron
Parys

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be strongly considered for inclusion in the PWV-Region
after consultation with the people of these areas.

If, however, the P.W.V.-Region is divided by the exclusion
of Pretoria, the Vaal Triangle should be reconsidered as an
autonomous independent region. Then the recommendation of
the R.D.A. in this regard will be to support the Vaal
Convention for an autonomous region. An autonomous region
carries the support of all groups in the presently
demarcated area. Dissent from this standpoint was
isolated to certain conservatives of the white population
who believed that the towns of Sutherland and Vanderbijlpark
could be exempted from their responsibilities and included
in some form of white homeland.

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ANNEXUEE, â\200\230a4 !

The following criteria are gemerally accepted as points of departure for the demarcation of regions. To a certain qupent these criteria were used to determine boundaries of RDA's, development regions and RSCâ\200\231s, and should serve as point of departure in the damarcation of regions for rg.ional govarnments. Tha criteria are:

Existing adminigtrative boundaries
Physical con%atnons

Natursl resoureps

Nodality :

Socio-cultural. s

Economicat ppgpntial and faasibility
Regional cohesence

Population dispersion, populstion density and the occurence of infrastructure ars often viewed as demarcation critprla. It is often used in conjunction with eriteria datarmining nodality, to indicate â\200\234zones of low intensityâ\204ç with regard to, for example, de nsities and
accurance of infrastructure. Where the Vaal Triangle, however, is part of a greater megapolis area, thase critetis are not as functionable as in predominantly rural areas.

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| DALY TRAFFIC INTERACTION BETWEEN THE URBAN AN HASING POWER FOR THE VAAL T!
I CENTRES OF THE VAAL TRIANGLE. FIGRE. 7 AL... PUR;E o f

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RECREATION PATTERN OF THE VAAL TRIANGLE .

SOURCE - MEWOUDT, 1983

1960
FIGURE: 9

=~ Provincial boundary
CIMPSCAL- ALTIVE POPULATION

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IN THE VAAL TRIANGLE - 1980
SOURCE : NEWOLIDT, 1983

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INTERNAL AND EXTERNAL JOURNEYS TO WORK
FIGURE: 10

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5. SUMMARY AND CONCLUSIONS

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SOCIO-ECONOMICAL ;*VIEW

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POPULATION SIZE, comr?qmou AND GROWTH

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1. The iop of the Vaal Triangle increased with 233 452 inhabitant.
from 1988 (540 142) to 1991 (773 394, representing a growth rate of 6,2%.
q s

When this rate is detgrmined for the black population for the 1991-1993 period,
however, it saems 'Mt the growth was mora than 25% per annum. This figure
does not, however, take into account people on farms, domestic workers in
backyards, etc. Åen the growth rate is determined for the period 1991
(official figures) to 'r 192 (Vaaigro figures), it reflects an increase of 94,6% per
annum, with the Virgeniging district showing the highest growth. This growth
could mainly be attributed to the rapid expansion of the Orange Farm/Poortjie
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. NHERE. 0 She nonly W) ãh places enormous pressure on: ()} the provision of infrastructure; (i) the lbc al treasury; and aiso (i) has a negative influence on the viabiility (oxpresse* n terms of GGP per capita) of the area.

The high growth r:ĩ-\\201i of the Vaal Triangle is especially significant when compared to the esti { fed growth rate of 2,9% per annum for the PWYV area.

2. The yrban population Jâ\\200\\234mi-urban plus urban) increased from 198% (472522) to 1991 (716 043) at 3 pate of 7.2% per annum. In contrast, the non-urban population decrsased lnâ\\200\\230 this period by 1C 069, which constitutes a decreasing ratg of 2.6% per ann

3. The composition of t!Iâ\\200\\230.1991 population was as follows: blacks - 71%; whites - 24%; Coloureds - 3%; and Asiens - 1%. According to Vaaigro figuras, howsver, blacks alrea*y constituted 84% of the tatal population in 1992,

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ECONOMICAL ACTIVITY OF THE POPULATION

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1. The gmployant ĩ-\\201quhĩ-\\201 of especially the trade, transport, finance and service sectors maintained hiâ\\200\\231Fn growth rates per annum (1985-1991) of between 8% and 13%. On tha_ 't*her hand. employment in the manufacturing â\\200\\230industry imereased by only 2.8% per annum, whereas employmaent in the mining industry, electnicity and constiWion decreased respectively by 1,8%, 1,6% and 0.9%. The retative decline in Â&mployant in the manufacturing industry, in terms of the total economically active population, can probably be attributed to: (i) the fact that industries are bq; gming more capital intensive; (ii) the rapid growtn of the trade. transport and financing sactors: {iii) the large percentage of persons whose economical activities are not satisfactorily described.

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2. The 1991 statistics lĩ-\\202tmĩ-\\202 that 58% (449 762) of the community of the Vaal Triangle hhve no incomp at ai. 12% (80 634) earn between R10 â\\202-00 - R29 999 and 8% (62 605) esrn between R1 000 - R2 898 per annum}. It the average incoma par income q}qm is used, the calculated per capita income amounts to R4 976- par annum.

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GROSS GEOGRAPHICAL PRODUCT

1. in 1988 the Vaal T

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gle was responsible for 8,8% of the total GGP of the PWV complex (com

dto 7.7% in 1384),

2. 20% of the productibe in the manufacturing industry within the PWV complex is concentrated in the Vgal Triangle, which gives the area a certain "technologicalâ\\200\\235 character,

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3. The total GGP of the Vaal Triangle is 1318 of 3,7% per annum for the period 1984-1988, whereas the total PWV complex only showed a growth of 0.66% per annum. This growth can be attributed mainly to the consistent growth of the manufacturing industry at 4,1% per annum, transport and

communication at 5.9% per annum and electricity and water, which showed a rapid growth at 17.1% per annum. Furthermore, the manufacturing industry increased its share of the total economy of the region from 56% to 59% between 1984 and 1988. Electricity and water from 7% to 12%. The other sectors, however, either retained the same percentage share of the economy or decreased.

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ABSORBENT CAPACITY OF THE VAAL TRIANGLE

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Taking into account the waiting lists for housing, a survey among black town managements showed a backlog in housing and service sites of approximately 40 000 - 50 000 units. According to the TPA (1993), however, the shortfall in housing amounts to approximately 10 100 units only.

2. In 1991 the total number of unemployed in the community was 70 794, of which the black population constituted 92%. With the help of the ERU-report's estimated percentages: unemployed of 14%, it could be calculated that these figures might be as high as 80 000 (1991) and 179 000 (1992).

- The economy, measured in terms of the GGP growth rate of 3,7% per annum, does not have the ability to create jobs for the population which is growing at a rate of 6,2% per annum or in terms of the Vaalgro figures, 94,6% per annum between 1991-1992.

The following criteria were taken into account in the positioning of the Vaal Triangle and the demarcation of areas:

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EXISTING ADMINISTRATIVE PLANNING BOUNDARIES

The Vaal Triangle is divided by a probably outdated provincial border (compare paragraph 4.3.1). The districts and Dordos were, for the greater part, accepted as given regions and serve as building blocks with regard to the economical or statistical regions, planning regions, development regions, regional service councils, as well as the guide plan areas. These regions are supposed to be demarcated according to the norms set to functional regions (compare paragraphs 4.1 and 4.2). The Vaal Triangle is divided into two economical regions for statistical purposes, but is considered a sub-region of the greater Planning Region 42, as well as Development Region H. The

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provincial border did, however, play a role in the demarcation of regions for regional service councils. A combination of the Vaal Triangle RSC and the Northern Free State RSC area compares favourably to the Vaal Triangle area with its possible inter-dependence area as mentioned in paragraph 4.6.2.1.

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PHYSICAL ASPECTS

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The most common physical aspects used for the demarcation of regions are topographical and hydrographical barriers, geology, nature areas, and the occurrence of natural resources. These topographical surveys clearly show that the Vaal Triangle is bordered to the north, west and east by an area with rough topography forming a buffer zone and a physical watershed between the Witwatersrand and the Vaal Triangle. This buffer zone coincides with existing district borders of the Vaal Triangle to the north. In terms of the new White Paper (1993) on environmental management, it will make sense to demarcate regions in accordance with environmental units such as natural drainage systems. Since the erection of structures against steep inclines involves a number of problems such as effective access routes and services, and high cost of construction, it is also unlikely that the Vaal Triangle and the Witwatersrand will ever develop into a continuous metropolitan region. This interruptedness will probably be maintained as a result of the occurrence of dolomite in the same areas. As a result of excellent transport routes, however, the rough terrain has little influence on the interaction between the Witwatersrand and the Vaal Triangle.

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The only buffer effect that the hydrography of this area displays, is the fact that Frankfort is separated from the Vaal â\200\2301â\200\231mngâ\200\231a to a certain degree by the Vaal Dam.

NATURAL RESOURCES

Although natural resources are not a â\200\234criterion for demarcationâ\200\235 per se, they do contribute to the economical potential and viability of a region. Only three natural resources have a bearing on this area. Water, being one of them, cannot, however, be claimed by the Vaal Triangle, as the run-off of the Vaal River is supplemented by schemes such as the Fikela-Vaal which are financed by state funds. The area is especially known for the occurrence of low-grade coal (approximately 2 411 million tons which is known as P and clay). However, the GGP figures for 1988 show that the primary sectors (including agriculture) represent only 5% of the total GGP of the Vaal Triangle. Furthermore, a decline of 7.5% per annum was experienced in the primary sector during the 1985-1991 period.

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NODALITY

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The following conclusions were drawn with regard to nodality:

The Vaal Triangle #5 8 nodal core complies with the characteristics of a dispersed city. A dispersed city is described as a number of urban centres being united into a higher order centre, namely a metropolis, by means of an increasing functional interaction.

The empirical findings with regard to buying patterns, industrial linkages, flow analysis of transport as well as the service areas of government offices such as the Receiver of Mawene and Internal Affairs, services such as education, hospitals, prisons and co-operations, and the distribution of newspapers, confirm the interwovenness of the Vaal Triangle as a core. According to this, it would appear that any regional demarcation not dealing with this area as a unit, will be detrimental to the growth and development as well as the planning and coordination in the area. Already, most of the existing spatial development plans and strategies deal with the Vaal Triangle as a unitary area.

The sphere of influence of the Vaal Triangle was determined with the aid of a gravitation analysis, flow analysis based on empirical observations and the determination of service areas of government offices, service institutions, co-operatives, etc. By packing point distances between towns were determined by means of the gravitation analysis. A functional region consisting of the Vaal Triangle as well as the districts of Parys, Koppiers, Heilbron and Frankfort was demarcated. This demarcation is confirmed by the available flow analysis regarding trade as well as transport and tele-communication. In the northern part of the Vaal Triangle it would appear that, according to a 1990 transport study, a definite "watershed" exists between the Orange Farm/Poortjie area and Sebokeng/Evaton. However, recent surveys also show a strong linkage between the latter mentioned areas and the Witwatersrand, which challenges the existence of such a line of division. It is recommended that district borders which coincide with a physical buffer zone and watershed, namely Gatsrand, be upheld, rather than drawing a line between these black townships which are neighbouring each other.

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A second gravitation analysis was conducted in order to indicate functional interaction between the Vaal Triangle and the remainder of the PWV area. The fact that an axis exists, indicates intense interaction as well as potential interaction between these cores. Probability lines where economic development

17 Similar interdependence areas probably exist in other areas adjacent to Region H. The periphery of these

interdependence areas can, however, be distinguished from those parts of the region situated inside

Region M on the grounds of a lower intensity of interaction with the rest of the PWV area.

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can occur as a result of agglomeration advantages, are indicated. These probability lines can be used by planners for example, to determine where new

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nodes must be locatad for job creation. The best focation for nodusses ara on or
as c!ose as posaibig w0 the existing channais of communication. Thaca ean he
used for the. srrargigment of physical and economic space and to tolieve
congestion in urbam cores (to foster the deconcentration process from the
Central Wuwatersranq area).

The latter two qwsobalmos thus refer to the interwovennass of the
Witwatersrand and V;al Triangle with regard to absorben: capacity and possible
solutions. The mto; bpndence between the Vaal Triangle and the rest of the
PWYV area is also evi ent in industrial linkages, the presence of head offices of
industries in the Wiewatersrand, flow analysis of transport. socio-economical
linkages (measured ih termg of the number of telephone calls), as wall as
engineering servnce: such as electricity supply, water supply and road ptanning
baing integrated.

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SOCIO-CULTURAL commillq'mmv

Homogeneous language gr*:ps which are grouped together in a regional context,

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can occur as hn! result of agglomeration advanta
probability linag can be used By planners for examole, to determing wher
nodes must be ocusses are on or
as close as pog bie to the existing channegls of communication. These can be
used for the |. angemsant of pnyssical and economic space and to ralieve
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Central Witwat:r;and area).

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The latter tw;;lâ\200\230g possibilities thus refer t0 the interwovenness of the
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industrias in tr"u; Witwatersrand, flow analysis of transbort, socio-econemical
linksges (meaappd in terms of ths number of telephone calls), as well as
engineering soryi'pas such as elscetricity supply, water Supply and road planning
being integratad.
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SOCIO-CULTURAL COMMUNALITY

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Homoganeous langusli~\202_f groups, which are grcuped together in a regional context,
assist in sventually aqwiring a regional identity but also act positively in arousing a
regiona! affinity or regipnal communal sense. This can reduca the cost of palitical
intersction angd doterui~\201lizo the degree of stability within regions. The consideration
of
s0cio-cultural attributaP pf population groups has two important implications:

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B if the Vaai Tria_g were ta remain part of the greater PWV area. a sub-ragianal
division, which would, to a great extent, give the Vaal Triangle an individual
regional idomit\g @ith regard to speakers of Afrikaans and South Sotho, could be
made; '

> the Vaal Trisngipican be ncluded in the larger region to the south where similar
groupings of the population are found.

ECONOMIC POTENTIAL; .AND VIABILITY
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The degres of autonotfh of a region will be a deciding factor when decisions must be
taken concerning the p onomical abilities of a region, and whether that region will be
able to execute its auq omaus regional functions. A final decision will, however, only
be reached over the Bgotiation table. It is therefors difficult to determine the running
costs of regionai gov}o ments at this stage. Two sources which can reflect the
economicaill capability q 3 region, namely GGP figures and 3 region's fiscal incomea

