

HARARE MASTER PLAN



REPORT OF STUDY AND WRITTEN STATEMENT

CITY OF HARARE

OFFICE OF THE TOWN CLERK

JUNE 2024

HARARE MASTER PLAN

This Master Plan has been prepared in terms of Part IV of the Regional, Town and Country Planning (RTCP) Act (Chapter 29:12), Revised Edition of 1996, as read with the Regional, Town and Country Planning (Master and Local Plans) Regulations, Government Notice No. 248 of 1977.

Certified that this is a true copy of the Master Plan adopted and approved by the Harare City Council at its full council meeting held on the:

Date: **Minute Item No.**

Director Urban Planning:

.....
Signature **Date**

Town Clerk:

.....
Signature **Date**

The Mayor:

.....
Signature **Date**

Approved: The Honourable Minister of Local Government and Public Works:

.....
Signature **Date**

SYNOPSIS

The preparation of the Harare Master Plan is premised on the City of Harare's Council resolution of 2018 which gave the Town Clerk and the Director of Works permission to prepare the Harare Master Plan. As time progressed His Excellency the President of the Republic of Zimbabwe Cde E.D. Munangagwa on the 11th of November 2023 instructed all Local Authorities to prepare master plans as part of national policy before 30th June 2024. This is under the mantra '*Call to Action – No Compromise to Service Deliver: First Stage of Interventions to Modernize the Operations of Local Authorities Towards a 2030 Vision*'.

The blueprint, among other things require the following:

- a) *Development and abiding by a Master Plan is key to the sound management of every Local Authority as well as enabling the Local Authority to develop to its potential.*
- b) *All Local Authorities should have operative master plans by 30th June 2024. Therefore, in the 2024 budget, all Local Authorities that do not have operative master plans should include costs and road map for the achievement of this.'*
- c) *All Local Authorities should have competent planning functions which are to the satisfaction of the Ministry of Local Government and Public Works.*

LEGAL BASIS FOR THE PREPARATION OF THE HARARE MASTER PLAN

The Master plan is prepared in terms of Part IV, Section 13 -16 of the Regional, Town and Country Planning Act, Chapter 29:12, Revised Edition, 1996. The Master Plan is divided into two parts namely, the Report of Study and Written Statement. The Report of Study is divided into two portions which are: Section 1 is a summary of the reasons, legal framework and brief statements on the findings of the study. Section 2 focuses on the different thematic areas that have been identified as necessary in the policy formulation of the Master plan. Lastly recommendations are prospered so as to link the Report of Study with the Written Statement.

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NGO	Non-Governmental Organisation
COVID 19	Coronavirus disease 19
WHO	World Health Organisation
UNESCO	United Nations Education, Scientific and Cultural Organisation
SDA	Seventh Day Adventist Church
CBD	Central Business District
ENT	Ear, Nose and Throat care
MoH	Ministry of Health
LPA	Local Planning Authority
UN	United Nations
UNDESA	United Nations Department of Economic and Social
UNIDO	United Nations Industrial Development Organisation
SDG	Sustainable Development Goals
MDGs	Millennium Development Goals
ESAP	Economic Structural Adjustment
SMEs	Small to medium enterprise
ZNCC	Zimbabwe National Chamber of Commerce
GDP	Gross domestic product
PPP	Local Planning Authority
NHDP	National Housing Development Program
ZIMSTAT	Zimbabwe National Statistics Agency
HIFA	Harare International Festival of the Arts
SADC	Southern African Development Commit
KAZA TFCA	Kavango-Zambezi Transfrontier Conservation Area
NRZ	National Railways of Zimbabwe
ZTA	Zimbabwe Tourism Authority
WTM	World Travel Market
ZITF	Zimbabwe International Trade Fair

NDS1	National Development Strategy 1
EIA	Environmental Impact Assessment
ECD	Early Child Development
LDP	Local Development Plan
CPU	Central Processing Unit
WTW	Water to Warren
POTRAZ	Postal and Telecommunications Regulatory Authority of Zimbabwe's
EDGE	Enhanced Data rates for GSM Evolution
LTE	Long term evolution
ZOL	Zimbabwe Online
CAAZ	Civil Aviation Authority of Zimbabwe
ZUPCO	Zimbabwe United Passenger Company
MRT	Mass Rapid Transit
ZRP	Zimbabwe Republic Police

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CHAPTER ONE: INTRODUCTION AND BACKGROUND

1.0 INTRODUCTION

Harare is the Capital City of the Republic of Zimbabwe and is located in the North- Eastern Zimbabwe in the Mashonaland Region. It is also part of the Harare Province. The city is governed by the Harare City Council Formed in 1890 by the Pioneer Column. It has grown through the years from a colonial city. It is an important centre of commerce, government, finance, manufacturing, healthcare, education, art, culture, tourism, agriculture, mining and regional affairs. It is home to a number of diplomatic missions and embassies which makes it an important political hub in the country.

Table 1.1: Overview of the city

SUBJECT	DETAIL
Status of City	Capital City of Zimbabwe
Master Plan	Harare Combination Master Plan
Area km ²	982,3km ²
Elevation	1,483m above sea level
Coordinates	17° 49'45''S 31°3' 8'' E
Founded	12 September 1890
Incorporated as a city	1935
Renamed as Harare	18 April 1982
Population	1 849 617 (2022)
Climate	Sub-tropical highland
Wards	46
Reticulated Sewerage	3 300km
Reticulated Water System	4 500km
Road Network	5 000km
Time Zone	UTC+2 (CAT)
Dialing Code	(0)242
Human Development Index(2018)	0.645

1.1 BOUNDARY OF THE STUDY AREA

The City of Harare can be identified with the following coordinates: It is 17° 49'45''S 31°3' 8'' E. Harare is situated in North east Zimbabwe Mashonaland Region under the Harare Province. It is the capital and largest city of Zimbabwe with an area of 982, 3km². It is bound by Mazowe and Goromonzi to the North, Ruwa to the East, Chitungwiza to the south and Zvimba to the west.

1.2 STATUTORY PLANS

Land use and development is governed by a number of statutory documents that are prepared and approved in terms of the Regional, Town and Country planning Act as read with the Regional, Town and Country (Master and Local Plans) Regulations, 1977. Other Acts of Parliament that are also taken into consideration include the Urban Councils Act, Health Act, Cemeteries Act, Survey Act Public Housing Act to name a few.

These statutory documents range from the Harare Combination Master Plan, Town Planning Schemes, Local Development, Subject and Priority Plans, District Development Plans and Layout Plans. Prior to 1976, statutory documents comprised of Rural and Urban Planning Schemes that were prepared from the Town Planning Acts of 1933 and 1946. As with any planning statutes these took into consideration the national policies of the day which tended to bias on racial segregation of work home as well as separation in the housing provisions. These schemes have since been criticized as being negative and unresponsive to changing circumstances.

1.3 OPERATIVE STATUTORY PLANS

The Regional, Town and Country Planning Act of 1976 became operative on 1 November 1976 and introduced a three tier system of Statutory Plans i.e. regional, master and local plans. The first and second tier statutory plans are strategic broad policy planning frameworks while local plans are detailed in terms of land use and development control parameters. Regional and Master Plans provide the framework within which local plans are prepared.

1.3.1 Harare Combination Master Plan.

The Harare Combination Master Plan was prepared and approved in 1996 through a Combined Master plan Preparation Authority that was set up through Statutory Instrument 516/1983. This Combined master Plan has been in existence up to present day without having any review. The Master Plan is made of two components which

include the Report of Study and a Written Statement. In the Written Statement the strategy for development included

‘The analysis of the report of study suggests three possible land use strategies i.e. concentration, sprawl or maintaining the status quo (do not approach). A policy framework based on sprawl or do not approach appears untenable and inefficient.

The most logical strategy choice seems to be a land use policy framework that encourages densification beginning from employment centers of the present urban form with controlled lateral growth in selected areas in order to eliminate or to minimize the numerous disadvantages (problems) associated with the present extremely low overall densities. The advocated densification strategy facilities to the full existing facilities, particularly public utilities infrastructure in the built up areas as well as undeveloped land in urban areas.

The outlined strategy is low risk, does not increase journey to work constraints. It also takes cognizance of serious financial constraints; capacity to undertake large projects makes best use of existing infrastructure and is highly cost effective with regards to new public infrastructure.

The concentrated strategy with well-timed and coordinated expansion will also enable the realization of the full development potential of the existing areas throughout the planning area. The advantages of the concentrated land use policy framework is to provide a mechanism for the further development and control of the physical environment for the benefit for the community during and after the plan period of ten to fifteen years.

During the plan period, densification and controlled lateral growth will enable the realization of the following:

- a) Improving upon and maintaining the existing physical environment, restricting distance to work and the expansion of social community and recreational facilities without incurring premature investment (expenditure)*
- b) Encouraging redevelopment and exploitation of selected underutilized sites within existing urban areas and thus optimizing the use of existing public utilities infrastructure.*

- c) *Integrating the urban fabric and functions by breaking down the satellite character of many sections of the urban form.*
- d) *Generating employment opportunities needed to curtail the unacceptable unemployment levels;*
- e) *Providing flexible and imaginative compatible land use activities while conserving and protecting the environment for the benefit of the community a whole.*
- f) *Banking land suitable for future urban expansion in peripheral areas and,*
- g) *Planning ahead and developing of public infrastructure to service land identified for long term future urban expansion with a view to avoiding undesirable thresholds.*

The implementation of the above strategy coupled with strong political commitment, administrative efficiency and public participation will lead to a qualitative and quantitative expansion of all sectors and the amelioration of planning problems and constraints without adverse effects on the generally high quality character of the existing environment.”

The proposals for the HCMP were broad-based but focused on the following:

- i. Population growth and migration; the proposals focused on family planning services, establishment of facilities for the aged and disabled, and resettlement where necessary.
- ii. Infrastructure and land development potential; maximize land use in areas where it is technically feasible through smaller subdivisions of land to enable all types of housing layouts, promotion of urban agriculture and peri-urban farming, accelerate urbanization where possible. Among other proposals is the intensive development of what culminated in the preparation of the Southern Incorporated Areas Local Development Plan.
- iii. Traffic and Transportation; overhaul most traffic routes and develop new ones.
- iv. Housing; identify areas of high potential, change rating system from land and buildings to potentially high value system to avoid speculation, develop housing estates in sympathy with industrial, commercial, social and community facilities. Where technically possible, the HCMP advocates for densification.
- v. Industry and commerce; investigate potential development, designate areas for industrial development, prescribe for maximum development of stands, develop

tourist industries, encourage for development of light and service industries at local level.

- vi. Commercial facilities; resolve conflict between informal and formal sectors, develop shopping centres as housing sectors are developed, encourage maximum development in the CBD, produce new centres for garden produce, intensify fish breeding in planning area.
- vii. Community and Recreational facilities; introduce social welfare facilities in residential areas, develop the Mukuvisi River Open Space Corridor, develop cemeteries, national parks and recreational areas.
- viii. Environment; subject all major developments to EIAs, introduce refuse transfer station system at Golden Stairs in the short term and incineration in the long term, reclamation of brick fields, conservation of historically important buildings etc.
- ix. Statutory Plans; monitor and review HCMP, update all statutory framework, provide for aerial photography of planning area.

1.3.1.1 Interrogation of the Harare Combination Master Plan:

Deviation from the provisions of the HCMP as encapsulated in some Local Development plans such as the Southern Incorporated Areas Local Development Plan No: 31 and Saturday Retreat Local Development Plan No: 50. The Local Development Plan provides for a mix of developments that aimed to develop the then farmland into residential, commercial and industrial uses. It was the intention of this Local Plan to protect the areas around the rivers Manyame and portion of Nyatsime through a system of Open Spaces both Active and Passive. However during the period after 2009 most of these areas were invaded by people who composed themselves into housing co-operatives and occupied land that was undeveloped which was perceived to be freely available for housing development. These co-operatives then occupied the land and subdivided the land for residential purposes with few or little ancillary services being provided. Over the years some of these land occupations have been approved through the regulation process where possible. But most of the time they do not resonate with the provisions of the subsisting Local Plans.

In total the Proposals of the Harare Combination Master Plan are numerous and far reaching as indicated above. However, the proposals of the Harare Combination Master

Plan have not been exhausted in execution and there is still scope for their implementation.

1.3.1.2 Neighboring Local Authorities In Respect of HCMP

In the Local Authorities, most of the land abutting the City of Harare has been developed for residential purposes with a sprinkling of other uses. Again these developments are not guided by approved Local Plans but rather approved layout plans often approved by the Ministry of Local Government and Public Works.

1.3.2 Local Development Plans in the Planning area

To date the city has prepared 60 local development and subject plans through the provisions of the Regional, Town and Country Planning Act, Revised Edition 1996. Sixty are approved and operational and the rest have been superseded or abandoned in favor of newer statutory documents.

Table 1.2: Shows the Local Development Plans in the Planning area

Local plan No	Title of Local Plan	File Ref	Date of Approval	Operative Date	Status of Local Plan
LP 1	Stand 213 Groombridge	LP/1	24-08-78	16-10-78	operative
LP 2A	Avondale	LP/2A	29-04-82	02-07-82 sup	superseded
LP 3	Beverly Industrial Site	LP/3	25-02-82	16-04-82	operative
LP 4	Cleveland	LP/4	23-06-83	19-08-83	operative
LP 5	Warren Local Subject Plan	LSP/5+6	13-03-80	02-05-80	operative
LP 6	Warren	LSP/6	21-08-80	10-10-80	operative
LP 7	Parkridge/Fontainebleau	LP/7	28-09-81	21-11-81	operative
LP 8	West Central	LP/8			abandoned
LP 9	Amby	LP/9			superseded
LP 10	Avenues	LP/10			superseded
LP 11	Green Croft	LP/11			superseded
LP 12	Mbare North	LP/12		25-07-92	operative
LP 13	Lochinvar	LP/13	03-06-93	19-08-93	operative
LP 16	Midlothian Patrenda & Gleneagles	LP/16		14-12-84	operative
LP 17	Kopje	LP/17	9-05-90	16-05-90	operative

LP 18	Highfield	LP/18		08-06-91	operative
LP 19	Glen Norah/ Glen View	LP/19	14-09-94	27-12-94	operative
LP 20	Mabelreign				operative
LP 21	Bluffhill	LP/21	20-10-94	02-12-94	operative
LP 22	City Centre	LP/22	15-12-99	20-03-00	operative
LP 23	Mbare South	LP/23	03-04-97	08-05-98	operative
LP 24	Tynwald	LP/24	03-04-97	08-05-98	operative
LP 25	Mainway	LP/25	06-03-02	27-05-02	operative
LP 26	Waterfalls/Hatfield	LP/26	19-01-00	25-10-00	operative
LP 27	Newlands Shopping Centre	LP/27	12-06-03		operative
LP 29	Open Spaces	LP/29			abandoned
LP 30	Borrowdale Brook	LP/30	06-03-02	31-05-02	operative
LP 31	Southern Incorporated Areas	LP/31	18-09-01		operative
LP 32	Borrowdale	LP/32			operative
LP 33	Ventersburg	LP/33	04-12-01	04-03-02	operative
LP 34	Chisipite Shopping Centre	LP/34	02-04-98	30/07/98	superseded
LP 35	The Grange Regional Shopping Centre	LP/35	25-01-07	12-05-07	superseded
LP 36	Highfield Regional Shopping Centre	LP/36	30/04/96	31/04/96	operative
LP 39	Avondale	LP/39	16-12-14	03-03015	operative
LP 40	Golden Stairs Shopping Centre	LSP/40	16-11-11	05-02-11	operative
LP 41	Alexandra Park	LP/41			superseded
LP 42	Showgrounds	LP/42		26-01-09	operative
LP 43	MT Pleasant	LP/43			abandoned
LP 44	Borrowdale Race Course	LP/44	19-12-02	11-04-03	operative
LP 45	Marlborough	LP/45	27-03-07		operative
LP 46	Gletwyn	LP/46			Under preparation
LP 47	Graniteside	LP/47			abandoned
LP 48	Manresa	LP/48			operative
LP 49	Gillingham	LP/47	04-07-05		operative
LP 50	Saturday Retreat	LP/50	19-12-01	23-03-02	operative
LP 51	Highlands	LP/51			abandoned
LP 55	Monavale	LSP/55			Under operation
LP 56	Greendale	LP/56	20-03-14	21-03-14	operative
LP 57	Qunnington	LP/57			abandoned
LP 58	Seke Road Corridor	LP/58			Under preparation

LP 59	Southern Glen Local Priority Plan	LP/59			Under preparation
LP 60	Enterprise Corridor				operative

Source: City of Harare 2024

In preparation of the above Local Plans the following Statutes and Policies are incorporated and infused into the plans:

- Environmental Management Act
- Statutory Instrument 216/194
- Various Council Policies on churches and guest houses
- Circular 11/2004 that prescribe the recommended size of primary and secondary schools.

1.3.2.1 Positive aspects of Local plans in the planning boundary

Local plans are a product of the prescriptions of the Regional, Town, and Country Planning Act. Compared to the town planning schemes of yester year these are more liberal and permissive than the Town Planning Schemes. There is a combination or mix of uses that were not found in the Town Planning Schemes.

1.2.2.2 Negative Aspects of Local Plans

Sometimes these lead into over development of certain land uses. For example churches have become prolific to the point of becoming a nuisance to neighboring property owners and occupants through noise, parking, and propensity to be established anywhere.

1.3 HARARE TOWN PLANNING SCHEMES

There are areas in Harare which are still using the Town Planning Schemes which were approved prior to Independence. They were prepared and approved during the period between 1962 and 1972. The following Town Planning Schemes are in use:-

- West Town Planning Scheme
Section 1 – portion thereof
Section 2- north of Harare Drive and South of The Chase
- East Town Planning Scheme Sections 1-4
Excludes areas taken by Greendale Local Development Plan, Beverley East Local Subject Plan,

- North East Town Planning –excludes Manresa, Borrowdale, Borrowdale Brooke Village, Borrowdale Racecourse Local Development Plan
- South Town Planning Schemes
- Rural South-Western Town Planning Scheme

Town Planning Schemes were designed for a society that was colonial and biased towards a white minority thus most of their proposals were stringent and polarized. Although they are still in use, Harare as a City are consistently preparing new Local Development Plans.

1.4 STATUTORY PLANS WITHIN THE STUDY BOUNDARY

Indicators are that most local Authorities in the Study Area do not have approved Local Development Plans. Most development is on an ad hoc basis wherein housing layout plans were created and developed on the boundaries of Harare. These include Manyame Park in Chitungwiza, Granary in Zvimba, Crowhill, Mt Pleasant Heights in Mazowe, and Sandton in Zvimba, Gilstone Farm in Seke District (Manyame Rural District Council).

Mt Hampden has an approved Local Development Plan No: 1 as well as the Goromonzi Master Plan and the New City where the new Parliament of Zimbabwe building is housed. All these emphasize on urban development with the predominant development being housing. Other uses include industry, public buildings, schools, commercial and open spaces both active and passive. However it is important to acknowledge that this study area is within the planning boundaries of the Harare Combination Master Plan with substantial planning proposals. Most of the developments have deviated from the provisions of the HCMP.

1.5 NATIONAL POLICIES

Planning framework is also instructed by national policies such as:

- i. The National Development Strategy 1 (2020-2025) which targets to deliver 220 000 housing units by 2025 through collective efforts by various stakeholders including local authorities like Harare.
- ii. National Development Strategy 2 (2026 -2030) which should come online during the operative lifespan of the Master Plan.
- iii. Vision 2030 so as to create an upper middle income society by 2030 with sustainability, economic empowerment with job opportunities which speak to policy formulation for the City.

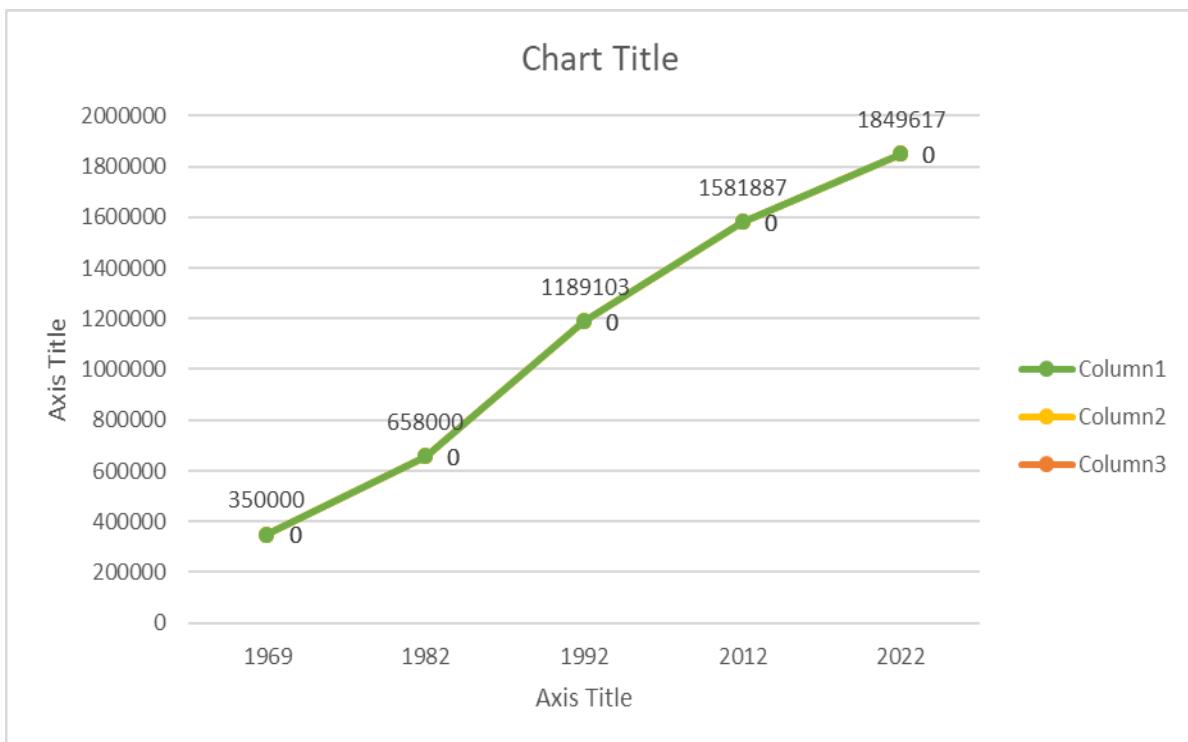
CHAPTER TWO: POPULATION

2.0 INTRODUCTION

This chapter describes the population of Harare in terms of size, structure, distribution, and characteristics, based mainly upon data obtained from the last census carried out in 2012 and 2022. It describes population changes which have taken place in recent years, based upon past census data, and attempts to make some population data. The chapter is essentially descriptive, although analysis is used to identify and indicate the emerging policy issues which are discussed in greater detail in the Master Plan.

A significant shift in population size is noticeable as of 1982 census with a population of Harare at 658364 persons. Previous census 1969 had recorded population of Harare as 385 000. The impacts of pre-colonial immigration laws that restricted the movement of people from rural to urban areas is evident in the statistical change of Harare's population in the period 1969 to 1982. With the post-independence relaxation of the immigration laws resulted in urban to rural migration. The period 1969-1982 experienced a growth rate of 70.54% at an annual average rate of 6.4% per year. Male population constituted the majority of the population.

Figure 2.1: Historical Population Growth of Harare



Source: Zimstat (Zimbabwe National Statistics Agency) Census 1969-2022 census

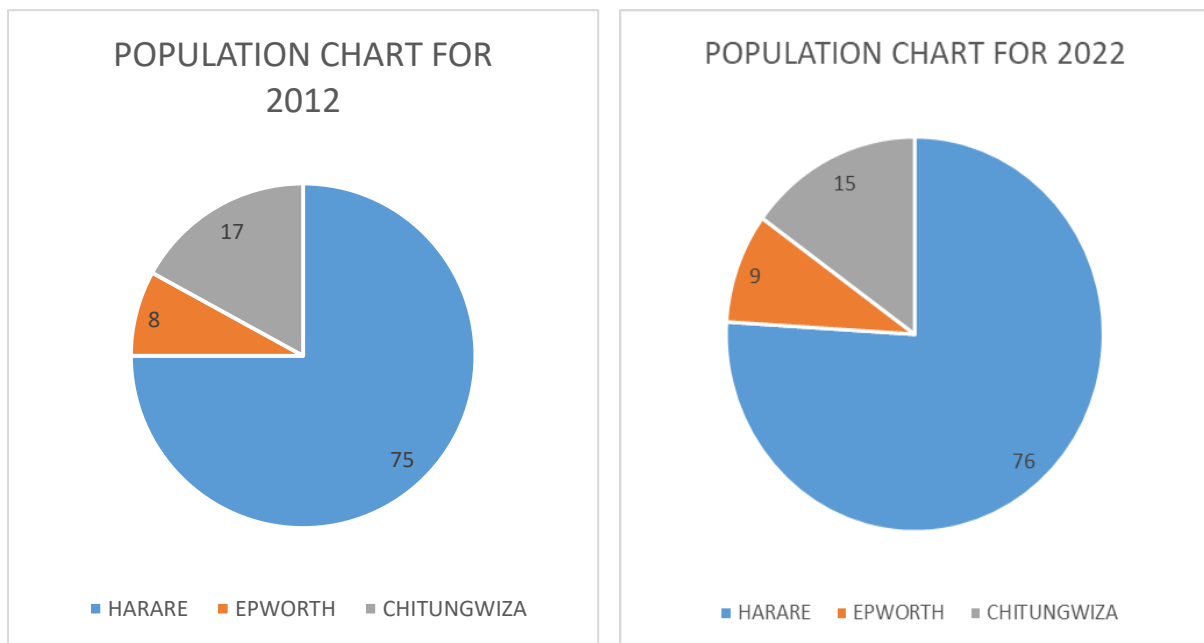
2.1 POPULATION SIZE AND CHARACTERISTICS

Table 2.1: Population Distribution by Province

DISTRICT	POPULATION SIZE- 2012	POPULATION SIZE- 2022
Chitungwiza	354 472	371 246
Epworth	161 840	206 368
Harare	1 581 887	1 849 617
TOTAL	2 098 199	2 427 231

Source: Zimstat (Zimbabwe National Statistics Agency) Census 2012 &2022

Figure 2.2: Population Charts for 2012 and 2022



Source: Zimstas2012 and Source: Zimstats 2022

Figure 2.2 illustrates the percentage population of Harare District in relation to Harare Metropolitan Province population (2012 & 2022 census). As of 2012 census the population of Harare (Harare district and Harare Rural) was 1 581 889 comprising of 763 244 male and female 818 643. Male population constituted 48% of the total population and female 51.76 %.

In 2022 the population of Harare Metropolitan Province was 2427 231. Of this population Harare district had the highest % of the Harare province population as indicated on figure 2.2 above. The average population growth rate per annum in the period 2012-2022 was 1.7%, which is slightly above the average national growth rate. The projected population of Harare in the next decade is expected to be 5 698 725 (Zimstats 2012 Population Projections)

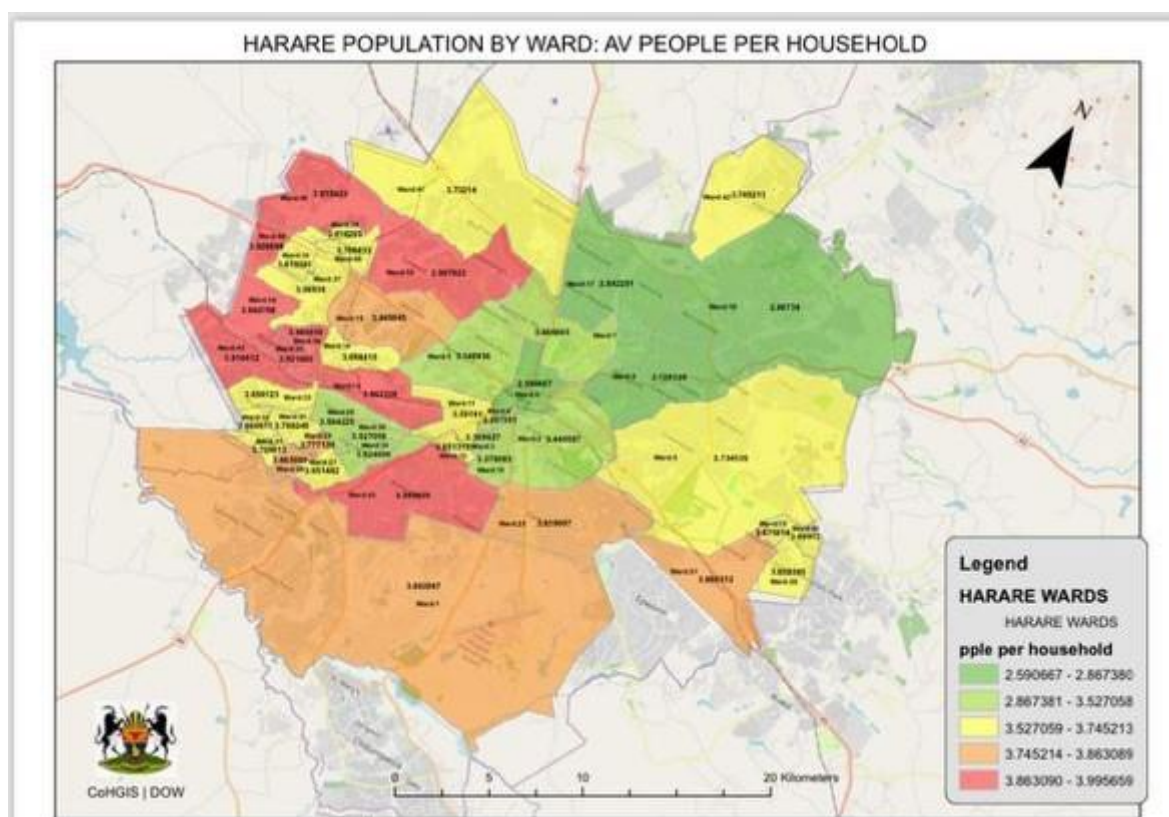
Table 2.2: Population Distribution by Ward, Sex and Number of Households

Ward	Male	Female	Total	Households	Male %	Female %	Percentage Of Ward
Ward 1	174,550	183,313	357,863	92,661	49%	51%	19%
Ward 2	13,670	16,559	30,229	8,786	45%	55%	2%
Ward 3	10,582	9,929	20,511	6,197	52%	48%	1%
Ward 4	5,993	5,706	11,699	3,548	51%	49%	1%
Ward 5	8,088	8,553	16,641	5,288	49%	51%	1%
Ward 6	6,648	8,453	15,101	5,829	44%	56%	1%
Ward 7	13,685	12,220	25,905	7,432	53%	47%	1%
Ward 8	7,128	7,169	14,297	5,256	50%	50%	1%
Ward 9	24,718	24,787	49,505	13,256	50%	50%	3%
Ward 10	8,567	9,374	17,941	5,311	48%	52%	1%
Ward 11	9,245	9,653	18,898	5,262	49%	51%	1%
Ward 12	9,897	10,397	20,294	5,558	49%	51%	1%
Ward 13	11,049	12,418	23,467	5,936	47%	53%	1%
Ward 14	17,297	18,764	36,061	9,857	48%	52%	2%
Ward 15	30,492	35,116	65,608	17,603	46%	54%	4%
Ward 16	25,794	30,803	56,597	14,483	46%	54%	3%
Ward 17	9,042	9,444	18,486	6,504	49%	51%	1%
Ward 18	14,501	14,428	28,929	10,089	50%	55%	2%
Ward 19	8,334	9,071	17,405	4,735	48%	52%	1%
Ward 20	11,777	12,514	24,291	6,638	48%	52%	1%
Ward 21	10,926	11,873	22,799	5,906	48%	52%	1%
Ward 22	20,597	24,009	44,606	11,680	46%	54%	2%
Ward 23	30,016	35,333	65,349	16,355	46%	54%	4%
Ward 24	12,672	13,801	26,473	7,512	48%	52%	1%
Ward 25	12,201	13,804	26,005	7,373	47%	53%	1%
Ward 26	15,112	15,988	31,100	8,875	49%	51%	2%
Ward 27	15,915	17,591	33,506	9,176	47%	53%	2%
Ward 28	13,092	14,842	27,934	7,231	47%	53%	2%
Ward 29	5,202	5,899	11,101	2,939	47%	53%	1%
Ward 30	23,177	25,818	48,995	13,241	47%	53%	3%
Ward 31	9,216	10,440	19,656	5,283	47%	53%	1%
Ward 32	16,562	18,240	34,802	9,507	48%	52%	2%

Ward 33	26,972	29,782	56,754	15,523	48%	52%	3%
Ward 34	10,278	11,193	21,471	5,421	48%	52%	1%
Ward 35	9,417	10,151	19,568	4,990	48%	52%	1%
Ward 36	6,106	6,860	12,966	3,253	47%	53%	1%
Ward 37	32,699	36,340	69,039	18,815	47%	53%	4%
Ward 38	14,744	16,457	31,201	8,642	47%	53%	2%
Ward 39	9,512	10,283	19,795	5,477	48%	52%	1%
Ward 40	34,153	37,464	71,617	18,291	48%	52%	4%
Ward 41	25,727	29,755	55,482	14,866	46%	54%	3%
Ward 42	33,691	35,543	69,234	18,486	49%	51%	4%
Ward 43	42,326	46,961	89,287	22,797	47%	53%	5%
Ward 44	12,628	14,835	27,463	6,990	46%	54%	1%
Ward 45	14,266	16,212	30,478	8,223	47%	53%	2%
Ward 46	6,349	6,859	13,208	3,570	48%	52%	1%
TOTAL	884 613	965 004	1 849 617	500 651	47%	53%	100%

Source: Zimstats 2022

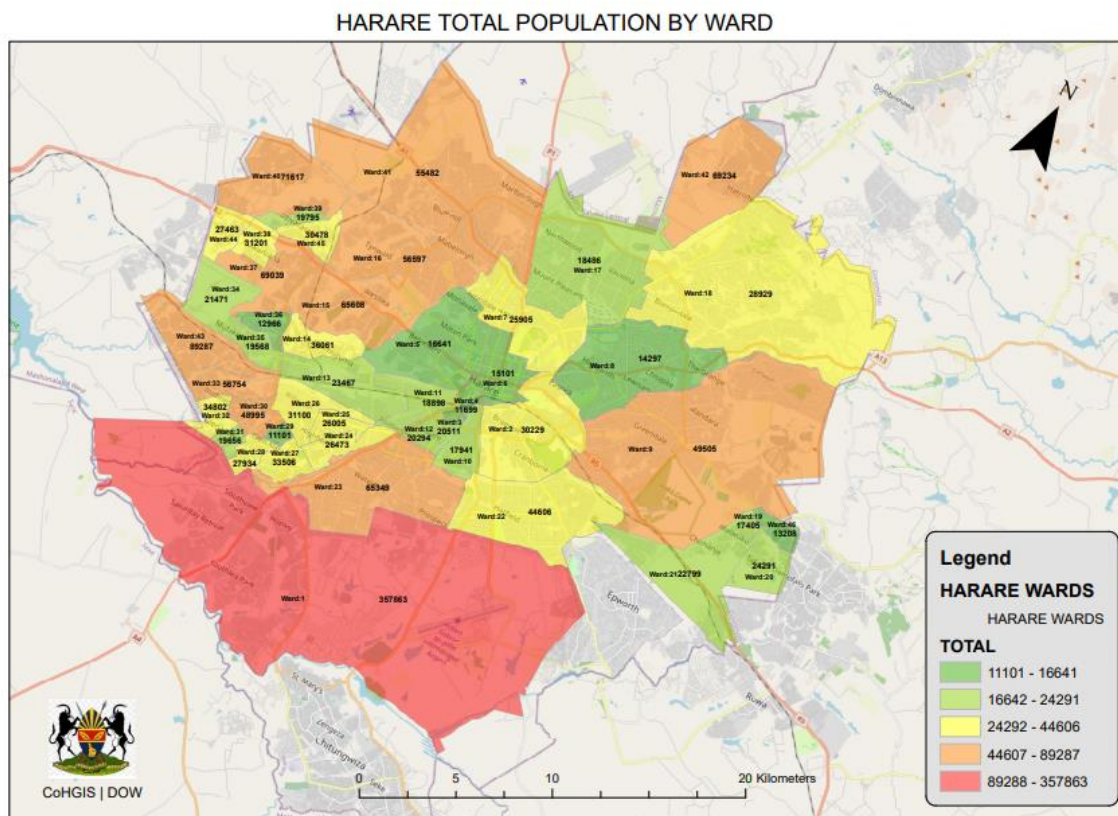
Figure 2.3: Population Distribution by Wards, Sex and Households.



Source: Study findings 2024

The 2022 census indicates ward 1 as having the highest population constituting 19% of the total population of Harare with an average number of 4 people per household. The rest of the wards vary between 1-4% in population with average number of 3 people per household. The disparity in population size in ward 1 in relation to other wards could be due to influx of population as result of densification and the presence of informal settlers. Overall female to male population is 47% and 53% respectively. It is also important to note that the ward boundaries keep on changing.

Figure 2.4: Population by ward

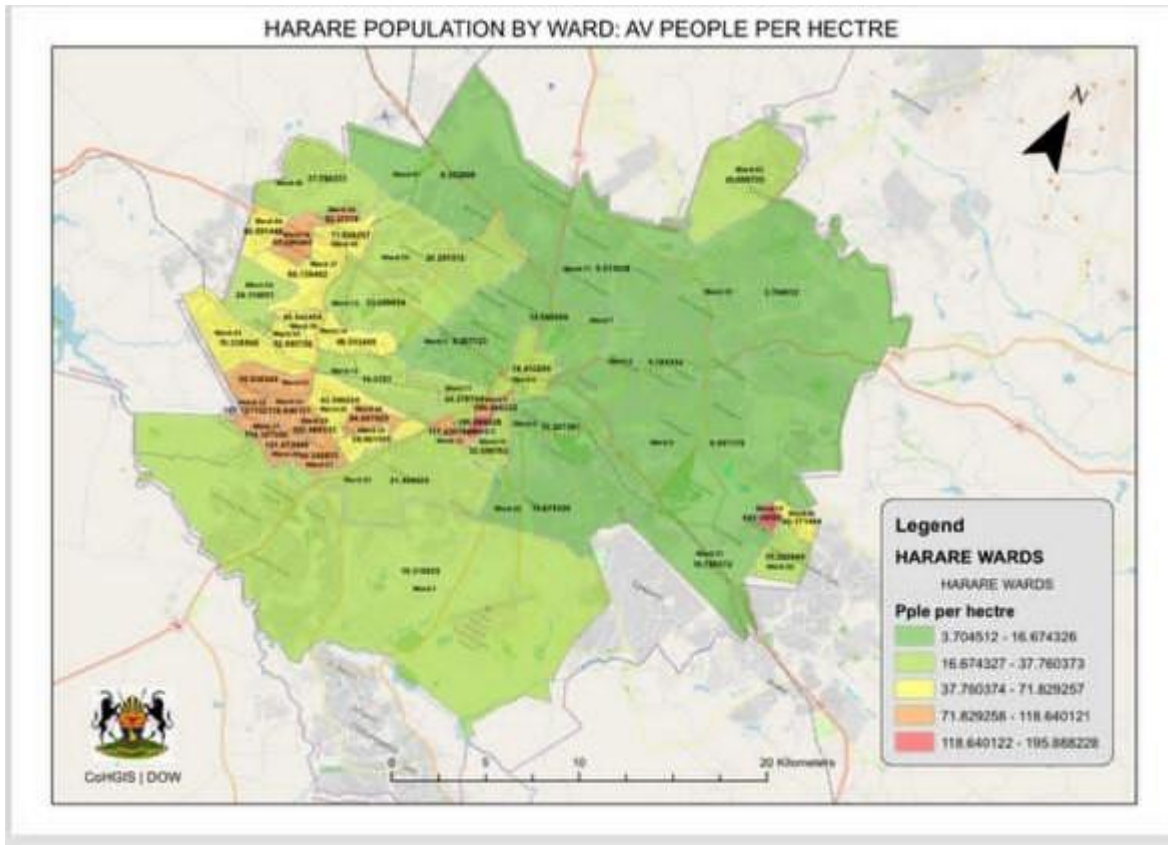


Source: Study findings 2024

2.2 POPULATION DISTRIBUTION BY DENSITY

Figure 2.4 illustrates that population distribution by density in Harare. Density is mainly concentrated in the Western part of the city, which comprises of High-density suburbs which include Highfields, Kambuzuma, Budiriro, Glen View, Mufakose, Rugare, and Warren Park etc. The average density is 196 people per hectare. Density in the Eastern part of Harare depicts a lesser concentration of population per density averaging 17 people per hectare.

Figure 2.4 Population Distribution by Density



Source: Study findings 2024

CHAPTER THREE: HEALTH

3.0 INTRODUCTION

Harare, the capital city of Zimbabwe has a varied healthcare system that includes a mix of public and private health facilities. Here is some background information on health facilities in Harare:

3.1 PUBLIC HEALTH FACILITIES

Harare is home to several public health facilities, including hospitals, clinics, and health centers that are operated by the government. Some of the key public hospitals in Harare include Parirenyatwa Group of Hospitals, Harare Central Hospital, Wilkins hospital and Beatrice Infectious Diseases Hospital. These facilities provide a range of healthcare services to the population, including outpatient care, inpatient care, surgeries and emergency services.

3.2 PRIVATE HEALTH FACILITIES

Harare also has a number of private hospitals, clinics, and medical practices in addition to public health facilities, which offer healthcare services to those who can afford private healthcare. Private facilities in Harare often provide a higher level of service and amenities compared to public facilities, but they can be costly for many residents.

3.3 SPECIALIZED CARE

There are also health facilities in Harare that offer specialized care in areas such as oncology, cardiology, orthopaedics, and paediatrics. These specialized facilities cater to patients with specific medical needs and often have advanced equipment and expertise to provide high-quality care.

3.4 PRIMARY HEALTHCARE

Harare also has a network of primary healthcare facilities, including clinics and health centers that provide basic healthcare services to the community. These facilities focus on preventive care, health promotion, and early intervention for common health issues. These clinics are run by council, as well as the private sector. There is also periodic participation of NGO's in the provision of primary healthcare centres when such needs arise e.g. when there is a disease outbreak like cholera or typhoid or COVID.

3.5 CHALLENGES IN HEALTHCARE

The healthcare system in Harare faces challenges such as inadequate funding, shortages of medical supplies and equipment, understaffing / brain drain and infrastructure limitations. These challenges can impact the quality and accessibility of healthcare services for residents of Harare.

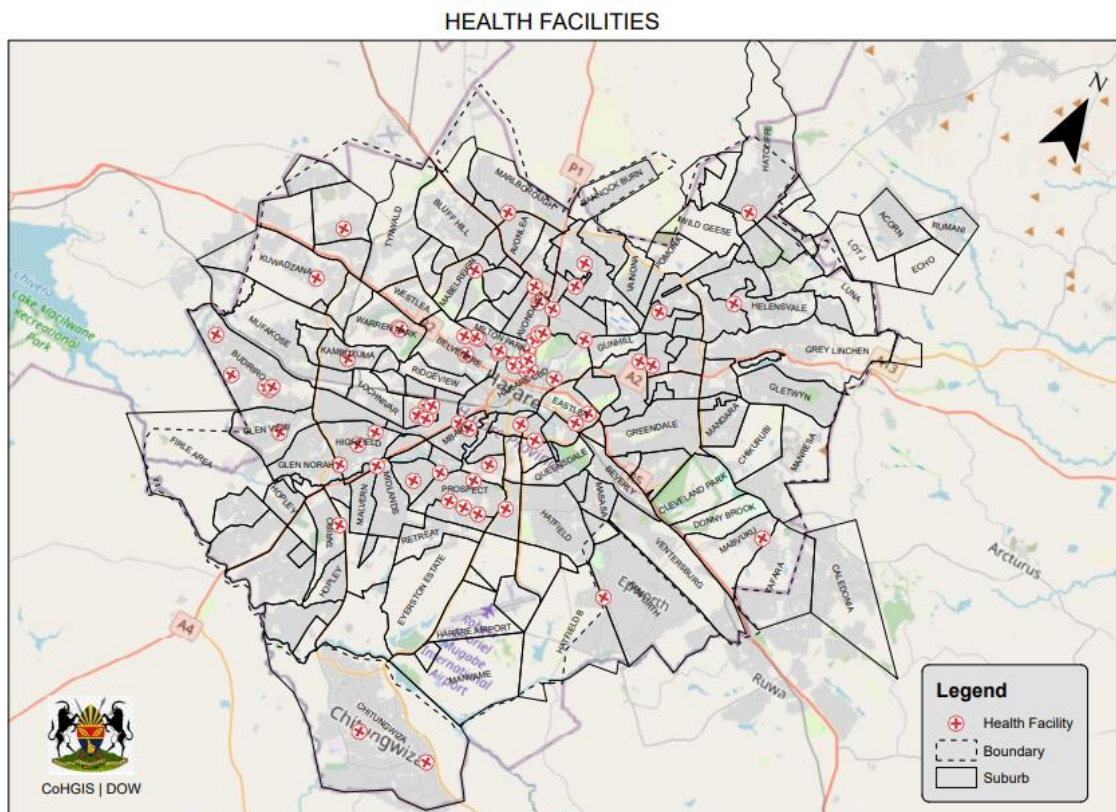
3.6 RESPONSE TO HEALTH EMERGENCIES

Health facilities in Harare play a crucial role in responding to health emergencies, such as disease outbreaks, natural disasters, and other public health crises. These facilities work closely with government agencies, international organizations, and other stakeholders to ensure a coordinated response to emergencies. Overall, the healthcare system in Harare provides essential healthcare services to the population, but there is a need for continued investment, infrastructure development, and capacity building to improve the quality and accessibility of healthcare for all residents.

3.7 OBJECTIVES OF THE HEALTH SECTOR BY VARIOUS PARTICIPANTS

- a) Ensure an adequate distribution of health facilities as dictated by the population growth rate and distribution (Ministry of Health, National Statistics)
- b) Ensure adequate and coordinated development of social welfare / disaster management facilities throughout the planning area (Director of Health Services)
- c) Encourage efforts by private health institutions and organizations to set up private clinics which adhere to Government and Council standards in the provision of health care to the local authority so as to minimize dependence on public institutions (Medical Aid Societies, Company Clinics, Private hospitals and clinics)
- d) Encourage efforts by voluntary and charitable organizations in addition to those of Government and the local authority so as to minimize dependence on public institutions (NGOs such as Doctors without Borders, WHO, UNESCO, etc.)
- e) Encourage efforts by different religious institutions / denominations to coordinate and widen their endeavours in meeting spiritual as well as physical requirements of the population (Mbuya Dorcas hospital, SDA Clinics, Roman Catholic, Anglican clinics and hospitals).

Figure 3.1: Health Facilities in Harare



Source: Study findings 2024

3.8 DISTRIBUTION OF CLINICS AND HOSPITALS IN THE PLANNING AREA

In Harare, the distribution of hospitals and clinics is vital to ensure that healthcare services are accessible to the population across the city. Here is an overview of the distribution of hospitals and clinics in Harare:

3.8.1 Central Business District (CBD)

The Central Business District of Harare is home to several major hospitals, including Parirenyatwa Group of Hospitals, St. Annes, Avenues Hospital, Westend Hospital, Baines Avenue Hospital, CBD Maternity Hospital, and Baines Intercare Centre. These hospitals are centrally located and provide a wide range of healthcare services, including emergency care, specialized medical care, and outpatient services.

3.8.2 Suburban Areas

Hospitals and clinics are also dispersed throughout the suburban areas of Harare to the surrounding communities. Suburban areas like Borrowdale, Avondale, Greendale, and Highlands have private hospitals, clinics and medical practices that cater to residents in these neighbourhoods.

3.8.3 High-Density Residential Areas

In high-density residential areas such as Mbare, Highfield and Mufakose, there are government-run clinics and health centres that provide primary healthcare services to residents. These facilities focus on basic healthcare needs, maternal and child health services, immunizations, and preventive care. There are also district hospitals such as Warren Park Suburban and Kuwadzana Medical Center.

3.8.4 Specialized Centres

Harare is home to specialized medical centres and clinics that focus on specific areas of healthcare, such as oncology, cardiology, orthopaedics, men and women clinics, and mental health. These specialized centres are located throughout the city and provide advanced medical care to patients with specific health needs.

3.8.5 Rural Areas

Harare's healthcare system extends to rural areas on the outskirts of the city in addition to urban and suburban areas. These areas may have smaller health centres, mobile clinics and outreach programs to ensure that residents in rural communities have access to basic healthcare services.

3.8.6 Private Clinics and Practices

Private clinics and medical practices are scattered throughout Harare, offering a range of healthcare services to those who can afford private healthcare. These facilities provide services such as general practice, specialist consultations, diagnostic testing, and minor procedures.

3.8.7 Collaboration and Referral Systems

Hospitals and clinics in Harare often collaborate and have referral systems in place to ensure that patients receive appropriate care at the right facility. This coordination helps

optimize healthcare delivery and ensures that patients receive the necessary treatment and follow-up care.

The distribution of hospitals and clinics in Harare is designed to provide comprehensive healthcare services to residents across the city, with a focus on accessibility, quality of care, and meeting the diverse healthcare needs of the population.

3.9 CITY HARARE HOSPITALS (MEDICAL FACILITIES)

The medical facilities in the City of Harare, Zimbabwe, serve a critical role in providing healthcare services to the residents of the city and surrounding areas. Here are some of the key functions of the City of Harare medical facilities:

3.9.1 Primary Healthcare Services

Medical facilities in Harare provide primary healthcare services to the community. This includes preventive care, health promotion, treatment of common illnesses and injuries, maternal and child health services, immunizations, and management of chronic conditions.

3.9.2 Emergency Care

City of Harare medical facilities, including hospitals and clinics, offer emergency care services to individuals in need of immediate medical attention. This includes stabilization of patients, trauma care, and coordination of emergency medical services.

3.9.3 Specialized Medical Care

Some medical facilities in Harare provide specialized medical care in areas such as oncology, cardiology, paediatrics, surgery, orthopaedics, and mental health. These facilities have specialized equipment, expertise, and resources to diagnose and treat complex medical conditions.

3.9.4 Diagnostic Services

Medical facilities in Harare offer diagnostic services such as laboratory testing, imaging (X-rays, ultrasounds, CT scans), and other diagnostic procedures to aid in the diagnosis and treatment of various medical conditions.

3.9.5 Maternal and Child Health Services

Medical facilities in Harare provide maternal and child health services, including prenatal care, childbirth services, postnatal care, immunizations for children, and family planning services to support the health and well-being of mothers and children.

3.9.6 Community Health Programs

City of Harare medical facilities may run community health programs and initiatives to address specific health issues in the population. These programs may focus on health education, disease prevention, and promotion of healthy lifestyles.

3.9.7 Health Promotion and Education

Medical facilities in Harare engage in health promotion and education activities to raise awareness about important health issues, preventive measures, and healthy behaviours. This can help empower individuals to take control of their health and well-being.

3.9.8 Collaboration with Public Health Agencies

Medical facilities in Harare collaborate with public health agencies, NGOs, international organizations, and other stakeholders to address public health challenges, respond to disease outbreaks, and implement health interventions at the community level.

3.9.9 Research and Training

Some medical facilities in Harare may engage in medical research activities to advance knowledge in healthcare and improve patient outcomes. They may also provide training for healthcare professionals, medical students, and other personnel to enhance healthcare delivery.

Overall, the medical facilities in the City of Harare play a crucial role in promoting health, preventing diseases, and providing quality healthcare services to the residents of the city and surrounding areas.

3.10 GOVERNMENT HOSPITALS (MINISTRY OF HEALTH)

The Ministry of Health and Child Care in Zimbabwe operates under various legislation and policies to regulate and govern healthcare services in the country. Some of the key legislation and policies used by the Ministry of Health in Zimbabwe include:

3.10.1 Health Services Act (Chapter 15:08)

The Health Services Act is a primary piece of legislation that governs the provision and regulation of health services in Zimbabwe. It outlines the functions and responsibilities of the Ministry of Health and Child Care, healthcare providers, and health facilities in the country.

3.10.2 National Health Strategy

The National Health Strategy sets out the overarching goals, priorities, and strategies for the healthcare sector in Zimbabwe. It guides the planning, implementation, and monitoring of healthcare programs and initiatives to improve the health outcomes of the population.

3.10.3 Health Professions Act

This legislation regulates the practice of health professions in Zimbabwe, including the licensing, registration, and professional conduct of healthcare practitioners such as doctors, nurses, pharmacists, and other allied health professionals.

3.10.4 Public Health Act

The Public Health Act focuses on public health issues and provides the legal framework for disease control, environmental health, food safety, sanitation, and other public health matters. It empowers the Ministry of Health to implement measures to protect public health and prevent the spread of diseases.

3.10.5 Medicines and Allied Substances Control Act

This act regulates the manufacture, importation, distribution, and use of medicines, medical devices, and allied substances in Zimbabwe. It ensures the quality, safety, and efficacy of healthcare products available in the country.

3.10.6 National Health Financing Policy

The National Health Financing Policy outlines the strategies for financing healthcare services in Zimbabwe, including the allocation of resources, health insurance mechanisms, public-private partnerships, and other financing mechanisms to ensure sustainable and equitable healthcare financing.

3.10.7 National Health Information System Policy

This policy governs the collection, management, and use of health information in Zimbabwe. It establishes standards for data collection, reporting, and analysis to support evidence-based decision-making and monitoring of health indicators.

3.10.8 National Health Promotion Policy

The National Health Promotion Policy focuses on promoting healthy behaviours, preventing diseases, and improving the overall health of the population through education, awareness campaigns, and community-based interventions.

3.10.9 Maternal and Child Health Policy

This policy outlines strategies to improve maternal and child health outcomes in Zimbabwe, including access to prenatal care, childbirth services, immunizations, family planning, and other essential healthcare services for mothers and children.

By implementing and enforcing these legislation and policies, the Ministry of Health in Zimbabwe works to ensure the provision of quality healthcare services, protect public health, and improve health outcomes for the population.

3.11 RELATIONSHIP BETWEEN MINISTRY OF HEALTH AND CITY OF HARARE

The relationship between the Ministry of Health and Child Care in Zimbabwe and the City of Harare is crucial for the effective delivery of healthcare services to residents in the city. Here are some key aspects of their relationship:

- i. Policy Implementation,** The Ministry of Health and Child Care sets national health policies, guidelines, and standards that are implemented at the local level, including in the City of Harare. The city health department aligns its programs and services with national health priorities and guidelines set by the Ministry.

- ii. **Resource Allocation**, The Ministry of Health allocates resources, such as funding, medical supplies, equipment, and human resources, to support healthcare services in Harare. This includes providing financial support, medical supplies, and other resources needed to operate health facilities in the city.
- iii. **Regulation and Oversight**, the Ministry of Health regulates and oversees healthcare services in Zimbabwe, including those provided by health facilities in Harare. It ensures that health facilities comply with national standards, licensing requirements, and regulations to protect public health and safety.
- iv. **Collaboration and Coordination**, the Ministry of Health collaborates with local health authorities in Harare to coordinate healthcare programs, initiatives, and responses to public health challenges. This collaboration helps ensure a coordinated and effective approach to delivering healthcare services in the city.
- v. **Emergency Response**, in times of public health emergencies, disease outbreaks, or other health crises, the Ministry of Health works closely with the City of Harare health department to coordinate emergency response efforts, deploy resources, and provide support to mitigate the impact of the emergency on the population.
- vi. **Health Promotion and Education**, The Ministry of Health and City of Harare health department collaborate on health promotion and education initiatives to raise awareness about important health issues, promote healthy behaviours, and empower residents to take control of their health and well-being.
- vii. **Data Sharing and Reporting**, The Ministry of Health and City of Harare health department share health data, statistics, and information to monitor health indicators, track disease trends, and evaluate the effectiveness of healthcare programs. This data sharing supports evidence-based decision-making and planning.
- viii. **Capacity Building**, The Ministry of Health provides training, capacity building, and technical assistance to the City of Harare health department to enhance the skills and capabilities of healthcare workers, improve service delivery, and strengthen the healthcare system in the city.

By working together in a collaborative and coordinated manner, the Ministry of Health and Child Care and the City of Harare health department can address health challenges, improve healthcare access, and promote the health and well-being of residents in the city.

3.12 PRIVATE MEDICAL FACILITIES IN HARARE

Private medical facilities in the city include Avenues Clinic, West End Clinic, Trauma Centre, Corporate 24, Borrowdale Trauma Centre, Arundel Hospital, Health Point Hospital, Belvedere Medical Centre, City Medical Centre, Cimas Medical Centre, St. Anne's Hospital, PSMAS Medical Center, Baines Avenue Hospital, Dandaro Hospital amongst others.

3.13 SPECIALISED HOSPITALS

In Harare, Zimbabwe, there are several specialized hospitals that cater to specific medical needs or conditions. Here are some specialized hospitals in Harare based on information available up to 2021.

- a) **Parirenyatwa Group of Hospitals:** A major public hospital in Harare that offers specialized services in areas such as oncology, dental, eyecare, renal care, cardiology, and neurosurgery.
- b) **Harare Central Hospital:** Another prominent public hospital in Harare that provides specialized services in various medical fields, including orthopedics, pediatrics, and obstetrics.
- c) **Avenues Clinic:** A private hospital that offers specialized services in areas such as cardiology, oncology, and neurology.
- d) **West End Clinic:** A private hospital known for its specialized services in fields such as urology, gastroenterology, and ENT (ear, nose, and throat) care.
- e) **Trauma Centre:** Specializes in emergency and trauma care, providing services for critical injuries and medical emergencies.
- f) **St. Anne's Hospital:** Offers specialized services in areas such as gynecology, obstetrics, and fertility treatments.

3.14 DISASTER RESPONSE

The responsiveness to disasters by the Ministry of Health and the City of Harare in Zimbabwe can vary depending on the nature and scale of the disaster. Here are some general points on how these entities typically respond to disasters:

3.14.1 Ministry of Health (MoH)

The Ministry of Health in Zimbabwe plays a crucial role in coordinating and managing health-related responses to disasters. The MoH is responsible for providing emergency medical services, coordinating health resources, and ensuring the availability of

medical supplies during disasters. The Ministry usually works in collaboration with other government agencies, non-governmental organizations, and international partners to ensure an effective response to disasters.

3.14.2 City of Harare

The City of Harare, through its relevant departments such as the Department of Health Services and the Department of Fire and Emergency Services, plays a key role in responding to disasters at the local level. The city authorities are responsible for coordinating local emergency response efforts, providing emergency medical services, and ensuring public health and safety during disasters. The City of Harare may work closely with the national government, other municipalities, and humanitarian organizations to enhance disaster preparedness and response capabilities.

In the event of a disaster, coordination between the Ministry of Health and the City of Harare is essential to ensure a prompt and effective response. This typically involves activities such as:

- Rapid assessment of health needs.
- Deployment of medical teams and supplies to affected areas.
- Provision of emergency medical care and treatment.
- Ensuring the availability of safe drinking water and sanitation facilities.
- Communicating health-related information to the public to prevent the spread of diseases and promote health and safety.

It is important to note that the effectiveness of disaster response efforts can be influenced by various factors such as the availability of resources, coordination mechanisms, training of personnel, and community engagement. Ongoing efforts to improve disaster preparedness and response capabilities are essential to mitigate the impact of disasters on public health and safety.

CHAPTER FOUR: INDUSTRY AND COMMERCE

4.0 INTRODUCTION

Harare is the center of Zimbabwe's industry, commerce, and tourism, and a hub of rail, road, and air transport. Agricultural products, particularly tobacco, are shipped there from the surrounding area for processing, distribution and export. The metropolitan area includes residential districts and industrial suburbs. Its estimated population is over 1 267,666 (ZimStat 2022). In the planning area, traditional industrial concentration are mostly found in Workington, Southerton, New Ardbennie, Graniteside and Msasa industrial. Harare being the capital city of Zimbabwe is synonymous with rapid urbanization like many African cities largely due to pronounced rural to urban migration, inter-city migration, and natural population growth, regional and continental migration. Additionally, industry and commerce tend to be concentrated in Harare although lately, Government's decentralization policy seems to be succeeding in de-concentrating industry and commerce, social and other levers of economic development from the capital city.

Harare City is possessed with both economic and political strength; have the capacity to guide the country forward along the path to sustainable development. Over the past decades, with advancements in technology, industry and urban infrastructure, Harare City can contribute over 60% of the country's wealth. In this regard, the research sought to establish the extent to which our industrial development have embraced the use of artificial intelligent. For the City to realize this potential, it requires a robust national urban policy and integrated industrial urban development framework derived from evidence-based master plan promulgation.

With the world, developing rapidly across different sectors, the City of Harare more than any other Local Planning Authority (LPA), requires an inclusive approach to master planning to guide sustainable development. According to UN report on sustainable development, it is estimated that the urban population will increase by 2.5 billion people and comprise 66% of the total global population by 2050 (UNDESA, 2014). Meanwhile, the economy is expected to triple, with the addition of more industries directly affecting the urban environment and its resources.

The New Urban Agenda, adopted at the HABITAT III conference in October 2016, sets a new global standard for sustainable urban development. It provides policymakers, international organizations and municipal governments with a roadmap for promoting the

social wellbeing of city residents, enhancing cities' economic competitiveness and safeguarding the environment. In the coming decades, the implementation of this Agenda will fall to national and local governments, with technical assistance provided by international organizations. The world over, industrial development has played a crucial role in supporting economic growth and urban development. Harare City is no exception. How can we then enable industries to build up sustainable cities? In recent years, the answer has become more and more clear: Industrial development should adopt a holistic approach in order to ensure economic growth and material improvement that is socially inclusive and environmentally sustainable. Industries must unlock their potential in order to contribute more efficiently to inclusive and sustainable urban development.

On the international stage, the United Nations Industrial Development Organization (UNIDO) has consistently set the tone when it comes to promoting and advancing inclusive and sustainable industrial development globally. Despite the importance of national- or international-level projects, efforts at the city level remain of vital importance. City leaders have begun to realize that cities require a new approach in order to address issues of rapid urbanization. Industrial development stands to become a key instrument of change by adding economic value, as well as improving social and environmental factors. International development agencies such as UNIDO must therefore engage directly with city stakeholders and play a greater role in leading and coordinating initiatives for the advancement of inclusive and sustainable urban development.

4.1 SUSTAINABLE DEVELOPMENT GOALS

The 2030 Agenda for Sustainable Development was adopted by the Member States of the United Nations in September 2015 and represents a plan of action for joint prosperity. A total of 17 Sustainable Development Goals (SDGs) are encompassed in the Agenda, all of which include a set of targets along different dimensions that if met will signal the achievement of the global goal of sustainable development. The SDGs provide stakeholders from all levels of civil society with a common framework in which to work together for the people, the planet and prosperity. The 17 SDGs are accompanied by 169 targets, which set out objectives to be achieved by the end of the year 2030. These targets are applicable globally, and they take into account the capacities and development levels of different nations (Communities Coalition, 2014).

The success of the Millennium Development Goals (MDGs), which were agreed upon in the year 2000 and aimed to reduce extreme poverty-related issues by 50% in the span of 15 years, led to the foundation of SDGs. The MDGs addressed issues such as chronic hunger, low income, lack of education and proper healthcare, lack of access to water and sanitation, etc. The MDGs produced significant results. For example, the probability of a child dying before the age of five has been reduced by 50%. Some countries did not show significant improvements, however, especially in the area of sustainability and environmental management. According to the World Bank, more than 700 million people are still living under the World Bank’s poverty line. Even though there has been progress economically, an increase in inequality has occurred in many societies. On the other hand, the world is facing environmental problems due to anthropogenic activities. Corruption and poor governance are other major issues seriously affecting the world today (SDSN, 2015). It was therefore agreed that in order to achieve results globally, there was a need to broaden the scope of the MDGs

Figure 4.1: Sustainable Development Goals



(Source: UN, 2016)

4.2 FISCAL POLICY FRAMEWORKS

In its 42 years of existence as an independent state since 1980, Zimbabwe has come up with several economic blueprints aimed at promoting sustainable economic growth and poverty alleviation. Sichone (2003) notes that soon after independence, the country

embarked on a programme of post-war reconstruction with the support of some foreign donors. In general, terms, the reconstruction was successful as the economy was re-capitalised and reintegrated into the world economy. Zimbabwe's post 1990 economic policy frameworks had mixed effects on industrial performance and production in the country but specifically in Harare, most industries caught a cold from the time of ESAP.

Table 4.1: Economic policies timeline (1980-2018)

DATE POLICY	DATE POLICY	DATE POLICY
1-Feb-81	Growth with Equity (GWE)	1981
	Transitional National Development Plan (TNDP)	1982-1985
	First Five Year National Dev Plan (FFYNDP)	1985-1990
18-Jan-91	Economic Structural Development Programme (ESAP)	1991-1995
20-Feb-98	Zimbabwe Programme for Economic and Social Transformation (ZIMPREST)	1996-2000
29-Mar-00	Vision 2020 & Long Term Development Strategy	1997-2020
1-Aug-01	Millennium Economic Recovery Programme (MERP)	2001-2002
1-Feb-03	National Economic Revival Programme (NERP)	2003-2004
1-Nov-04	Macro-Economic Policy Framework (MEPF)	2005-2006
1-Apr-06	National Economic Development Priority Programme (NEDPP)	2006-2008
30-Sep-07	Zimbabwe Economic Development Strategy (ZEDS)	2007-2011
19-Mar-09	Short Term Emergency Recovery programme (STERP I)	2009
23-Dec-09	Short Term Emergency Recovery programme (STERP II)	2010-2012
1-Jul-11	Medium Term Plan (MTP)	2011-2015
1-Oct-13	Zimbabwe Agenda for Sustainable Socio-Economic Transformation (ZIMASSET)	2013-2018
5-Oct-18	Transitional Stabilization Program (TSP)	2018-2020
16-Nov-20	National Development Strategy (NDS)	2021-2025

Source: Study findings 2024

4.3 INDUSTRIAL DISTRIBUTION

4.3.1 Traditional industrial zones

Established in the 1970s, they remain the anchor of the industrial activities in the City. These zones are also the centres of goods and products manufacturing areas that supply the city with locally produced products.

Table 4.2: Shows their spatial location across the study area

Suffix	Area	Predominant Industrial Activity	Type of Industry	Total Area	Location
1.	Workington Industrial Area	Manufacturing	Heavy industry	-	Coventry/Lytton Road
2.	Graniteside	Manufacturing/warehousing	Light industry	-	Seke Road/Boshoff Dr
3.	New Ardbennie	Warehouse/manufacturing	Light industry	-	Mazorodze/Willowvale Road
4.	Southerton Industrial Area	Manufacturing/Storage Warehousing	Heavy industry	-	Mazorodze/Lytton/
5.	New Prospect Industrial Park	Wholesale/Storage Warehousing	Light industry	-	Seke Road/Cranborne Avenue West
6.	Msasa Industrial Area	Manufacturing/Storage Warehousing	Light industry	-	Mutare Road
7.	Gazaland Industrial Area	Services/small scale manufacturing	Service industry	-	East of Willowvale Road/High Glen
8.	Willowvale Industrial Area	Manufacturing	Heavy industry	-	Willowvale Road/Glen Eagles Road

Source: Study findings 2024

Table 4.2 shows that, heavy industrial areas are mostly located West and South West of the CBD. Heavy industries of note include processing and manufacturing of goods and products. Portion of Willowvale Industrial area (Aspindale) is now located too close to residential and commercial areas (Aspindale Park residential), thereby posing potential environmental health hazards. The bulk of the raw materials such as coal for the processing factories, are obtained

from outside Harare, whereas the finished products have viable regional, national and even international markets. Movement of raw materials and processed goods to and from the industrial area is by road and rail. Rail transportation is less efficient due to the poor state of railway network. The city has been experiencing a stagnation in terms of spatial growth of its heavy industrial zones due to the declining economic growth. This has greatly affected formal jobs and employment creation.

Table 4.2 also shows that, major light and service industrial areas, which constitute mainly commodity brooking and warehousing are located in Graniteside, Prospect, Mbare, Glenview and Gazaland. There is also an emerging employment corridor along Kirkman Road as one drives towards Dvivarasekwa high-density residential neighborhood. It seems that, there is a shortage of light industrial working space, which has seen some light industrial activities such as radio repairs, dressmaking, carpentry, sandal making and welding workshops taking place within the commercial, and residential areas, with some people illegally operate on road servitudes. Over the past 2 decades, the number of SMEs has risen significantly with more people being informally employed in these light industrial hubs and employment corridors. The surveys also revealed that more males are employed in the light and service industrial sectors as compared to females.

4.3.2 Emerging Industrial Hubs and Trends

The survey also revealed emerging industrial hubs and employment corridors mainly constituting commodity brooking, SMEs, warehousing wholesaling activities as shown in table 4.3

Table 4.3: Shows a new trajectory of industrial development in the form of warehousing, Wholesaling, Garages, Commodity broking. Classification of industrial activities is no longer restricted to heavy, light and service industry as previously defined. The Architectural townscape of the industrial hub is commendably of good standard especially in the planned areas such Harare Drive/Alpes Road and Margolis Industrial Park.

Table 4.3 Emerging Industrial Hubs and Trends

Suffix	Area	Predominant Industrial Activity	Type of Industry	Location	Status
1.	Ardbennie Mbare	Commodity Broking/Service/Warehousing	Service/Light industry	South of Waterfalls Avenue	Unplanned
2.	Hatfield	Commodity Breaking/Garages	Service Industry	East of Seke Road	Unplanned
3.	Lochinvar and Part of Southerton	Garages, Warehousing, Commodity broking	Service Industry	St James Martin Drive, Lochinvar	Unplanned
4.	Glen View Area 8	Carpentry, Roofing timber, steel works, Welding	Service Industry	Willowvale Road/High Glen	Planned and unplanned
5.	Gazaland, Highfield	Steel, Repairs, Carpentry, Welding	Service Industry	Willowvale Road/High Glen	Planned and unplanned
6.	Tynwald	Garages, Welding, Commodity broking	Service Industry	Kirkman Road	Tynwald LP 24 provision
7.	Greendale	Warehousing, Welding, Garages, Commodity broking	Service Industry/Warehousing	East of Mutare Road	Greendale LP 56 provision
8.	Pomona	Wholesale, Warehousing, Commodity broking, Garages	Warehousing/Service Industry	East of Harare Drive/Alpes Road	Special Consent Section 26(3)
9.	Waterfalls/Irvine's, Margolis Industrial	Commodity broking	Commodity broking	Chitungwiza Road from Mbudzi Roundabout	Special Consent Section 26(3)

Source: Study findings 2024

4.3.3 Adequacy of Existing Zones

The surveys revealed a deficiency in industrial space, which severely curtailed expansion of the sector in general. There was congestion of operations on stands, which left limited space for parking and loading, and off-loading of goods. It was also observed that there was a mixture of heavy, service and light industrial activities within industrial zones.

4.3.4 Projected Industrial Requirements

The surveys indicated that there is congestion within the industrial area as a result of a shortage of industrial stands. The Master Plan should formulate ways of availing adequate land in suitable locations for industrial development to allow and promote the growth of an industrial sector that would maximise on Harare's comparative advantages.

4.4 INFORMAL SECTOR/SMES AND HOME INDUSTRIES

Although, the genesis and significant rise in informality in Zimbabwe dates back to 1991 when the country adopted and implemented ESAP, the informal sector has been on the rise, and the fast-track land reform program of 2000 which triggered the closure of some foreign owned enterprises across various economic sectors added to the growth of informality over the years. Additionally, COVID-19 pandemic has seen a rise in informal sector as people struggled to eke out a living. According to Zimbabwe National Chamber of Commerce (ZNCC) (2024), Zimbabwe's grey economy is estimated to be 64.1% which represents approximately \$42 billion at gross domestic product (GDP) purchasing power parity (PPP) levels. The informal sector in Harare is a pool of entrepreneurial talent that can be harnessed to fuel economic growth. The research showed that informal trading has grown to be an important economic activity in Harare.

The proliferation of the sector due to a harsh macro-economic environment has seen multitudes of vendors congesting undesignated areas like open spaces, road servitudes and pavements thereby affecting the amenities of the town. This has presented challenges for the local authority in terms of coordination of the players, service provision and maintenance of facilities to support the sector. The Master Plan should recognise this important sector, which is contributing immensely towards employment creation by designating suitable and serviced trading sites. This industry is generally found in all neighbourhoods but is more pronounced in the high density suburbs of Harare, such as Hatcliff, Dzivaresekwa, Mbare, Glen View, Highfield, Glen Norah et al.

4.4.1 Informal Sector CBD Conundrum

Whilst appreciating the positive contribution of the informal sector to the growth of the City's economy, the other side of it, has disfigured urban landscape. About 90% of

working spaces being utilised by SMEs in the CBD and high densities suburbs are unplanned and have no supporting infrastructure

4.5 COMMERCIAL

4.5.1 Location and Hierarchy

The location, orientation and design of commercial centres is important since they are the focal points of both vehicular and pedestrian traffic within a city. Harare has distinct planned commercial centres, which are strategically located in the various development nodes of the city. The major commercial centre is the central business district, which provides a diverse range of entrepreneurship including banking, retail, wholesaling, hotels, hardware and offices buildings. The location of the central business district makes it easily accessible from all the City's neighbourhoods. Harare's Central Business District provides the highest order goods and services beyond the City's boundaries and the City's sphere of influence covers the whole country.

There are several other lower order commercial centres located within Harare. Most of these commercial centres are located in residential neighbourhoods and are designed as shopping malls. The location of the rural bus terminus at Mbare Musika, where a vibrant market for agricultural products exists, makes the centre of paramount importance in terms of provision of goods and services to the residents and those in transit.

Informal vending activities in the form of tuck-shops operating from downtown CBD and residential properties, open spaces and road servitudes are a common sight in the City especially in all high-density area. According to survey findings, some of the tuck shops offer the same basic commodities as those offered by the formal shops.

4.5.2 Adequacy of existing commercial zones

Generally, Harare's commercial centres provide adequately for the residents as well as customers from the hinterland due to a diverse commercial base of the City. The proliferation of tuck shops in the downtown CBD and residential areas could have been as a result of either a deficiency of the existing commercial services or the harsh economic climate that prevailed forcing people to engage in such income generating activities for survival.

4.5.3 Projected commercial requirements

According to design standards stipulated in the 'Design Manual for Zimbabwe' produced by the Department of Physical Planning in March 1996, a neighbourhood shopping centre should serve a population of between 5 000 and 8 000 people. For the purpose of this Study, a neighbourhood shopping centre is assumed to serve a population of 6 500 people. With the population of Harare projected to reach 3 173 129 by year 2035, the total number of shopping centres that would be required can be deduced as follows:-

$N = P/T$ Where $N =$ number of projected commercial centres by year 2035

$P =$ estimated population by year 2035

$T =$ population to be served by one centre

Therefore, $N = 3\ 173\ 129/6\ 500$

$N = 488$

The above projection implies that more commercial centres would be required to serve the City, given that centres already exist. The Local Development Plan should thus aim to make commercial space available in locations convenient to the residents and also formulate policies that seek to attract and promote commercial investment in the Town.

CHAPTER FIVE: HOUSING, SOCIAL SERVICES AND RECREATION

5.0 INTRODUCTION

The www.businessdictionary.com defines housing as buildings or structures that individuals and their family may live in that meet certain federal regulations. Housing can also briefly be termed as provision for accommodation. In Zimbabwe land for housing is administered by the Ministry of Local Government public works and national housing

Adequate housing is essential for individual and community welfare. The Government of Zimbabwe's thrust on Housing is in line with World Sustainable Development Goals (SDGs), that seek to end poverty in all its forms and everywhere (goal 1) and promote well-being for all at all ages (goal 3) and to make human settlements inclusive, safe, resilient and sustainable (Goal 11).

The Government of Zimbabwe launched a National Housing Development Program (NHDP) in 2012. It targeted to allocate about 1 250 000 residential stands to the country's growing list of home seekers. The program aimed at catering for land acquisition, land use planning, off-site infrastructure services, onsite servicing, land allocation and tenure, building material and construction and housing finance. The housing sector policy recognizes the challenges faced in the housing sector that include inadequate investment by both public and private sectors resulting in a very critical housing backlog in urban areas and poor housing in rural areas.

5.1 NATIONAL HOUSING VISION

Housing is regarded as an essential building block of the country. This means that every household must have access to permanent residential structures with secure tenure, ensuring privacy and providing adequate sanitary facilities including waste disposal and domestic electricity supply. Housing is central to the environment in which it is situated. Hence the Government strives for the establishment of viable, socially and economically integrated communities, situated in areas which allow convenient access to economic, health, educational and other social amenities.

5.2 NATIONAL HOUSING GOAL

To increase housing in the country

5.3 HOUSING FINANCE

Finance is the most critical factor in the housing delivery process. The Government budgetary allocations are inadequate, so there is need to revolutionize the system so that it leverages private sector resources and at the same time creates a new resource base that will champion Government policies and objectives.

5.4 THE ROLE OF CITY OF HARARE AS A LOCAL AUTHORITY IN HOUSING

- i. Local authority is an administrative unit of local government that is responsible for the provision of an extensive range of public services in a certain area. In addition, City of Harare promote the interests of a local community, including the social, economic, environmental, recreational, cultural, community or general development of Harare.
- ii. City of Harare provide and maintain housing in Harare. It assesses the housing needs for Harare and build, buy and lease dwellings. It also provides loans for the repair and improvement of dwellings within Harare. Furthermore, City of Harare identifies the land to meet housing need, including its own land and that of other public bodies and it also by provide resources to support housing, development finance, long term investment, as well as sales guarantees
- iii. City of Harare is responsible for setting housing delivery goals. To set feasible and reasonable targets, City of Harare need to have a good overview of the housing demand. This does not only include the number of houses that are needed, but also the types of houses, their locations etc. To get a good overview, the City of Harare needs to collect information that can assist it in providing the kind of housing that the people need.
- iv. City of Harare provides the necessary services. Without water, electricity and roads, a house is not finished. The implementation of these tasks cannot be done by one department or section alone, but needs the cooperation of all departments that are involved in the delivery of human settlements.
- v. The City of Harare is responsible for ensuring sound public participation for all forms of housing development. Such public involvement begins with the development of a Housing Sector Plan which can meet the needs of all parties. In order to reach all involved interest groups, it is often necessary to use a variety of methods for communication and consultation. An example of such a plan is part of the Integrated Strategic Development Framework.

5.5 INFORMAL RESIDENTIAL DEVELOPMENTS

- There are 73 pay-schemes with an estimated 70000 people. (Source: City of Harare Department of Housing and Community Services)
- 144 sites earmarked for regularization with about 26000 people.
- Stoneridge, Southlands, White cliff, Hat cliff extension total estimated yield 200000 though this is on state and private land. Cumulatively an estimated 300000 informal residential developments must be planned and the requisite services such as water, sewer, and roads provided.
- Parallel development feasible if only the settlements are planned.
- Other informal settlements are in Harare South, Hatcliff North, Caledonia, and Dzivarasekwa Extension. (Source: Ministry of National Housing and Social Amenities)

5.6 HOUSING DEMAND IN TERMS OF SCRUTINIZING THE HOUSING WAITING LIST

As at 31 May 2024 housing waiting list was at 288 885, of this figure 185 000 are dormant, 103 885 are active. (Source: City of Harare Department of Housing and Community Services). Potential housing demand is more than 500 000. (Source: City of Harare Department of Housing and Community Services). Ministry of National Housing and Social amenities has a waiting list of 1700 for those seeking Government assisted housing. (Source: Ministry of National Housing and Social Amenities)

5.7 RENTING PROPERTY

At the moment there are 11 000 housing units on rental and most of them are on disposals. There is need to have about 20 000 rental housing. (Source: City of Harare Department of Housing and Community Services)

5.8 RANGE OF HOUSING DEMAND IN HARARE IN TERMS OF HIGH, MEDIUM, LOW DENSITY, FLATS, CLUSTER HOUSING

Demand is more inclined to high density areas. Cluster housing is mainly being developed in low density by individuals and private players. Housing demand is highest in high density areas because of affordability concerns. (Source: Ministry of National Housing and Social Amenities).

5.8.1 Housing Provision Models in Harare

- i. Private Partnerships
- ii. Private individual participants
- iii. Credit financing from government
- iv. Social housing
- v. Vertical development calls for investment in offsite infrastructure that will support densification

5.9 DENSIFICATION AND GOVERNMENT INITIATIVES

There is a critical shortage of land for densification in Harare, the Ministry is utilizing the few pockets of land it has for its projects namely Prospect, Dzivaresekwa, Budiro, Mufakose, Tafara and Mabelreign (Zambezi Flats) for its densification projects. (Source: Ministry of National Housing and Social Amenities). Government has adopted densification, urban renewal and regeneration and mixed-use strategies. The burdening of private developers with the provision of bulk offsite infrastructure has made housing unaffordable for the ordinary citizens. The Zimbabwe Human Settlements Policy states that it is Government's responsibility to provide bulk offsite Infrastructure and Councils to provide onsite infrastructure. Councils must apply to Government for infrastructure grants. (Source: Ministry of National Housing and Social Amenities)

5.9.1 Population Trends for Purposes of Estimating Future Housing Demand

According to ZIMSTAT population for Harare increased by 6% between 2012 and 2022. The upward trend is still being realized in Harare.

5.10 LAND AVAILABILITY, LAND BANKING AND DENSIFICATION STRATEGIES IN HARARE

Most of the land in Harare has been illegally occupied. There is need to request for land from the Government for housing development especially peri-urban farms. Harare has decided to go vertical, all the land that is being planned 40% will be reserved for flats.

5.11 COMMUNITY/SOCIAL AND RECREATIONAL FACILITIES

According to the City of Harare Department of Housing and Community Services, there are:

45 Community halls and centers (ward based in High density areas), 13 walled and 24 open grounds, 13 swimming pools, 30 recreational facilities (25 in high density and 5 in low density), 8 gardens (7 in high density and 1 in low density), one resort (Cleveland Dam). Currently there are five (5) stadia in Harare. There is need to plan for other 5 stadia. (Source: City of Harare Department of Housing and Community Services). Existing and proposed models for provision of the community/social and recreational facilities are Council budget and PPP. Best practices in terms of standards for the provision of community/social and recreational facilities are:

- a. Retention of funds for the general maintenance of the Community/Social and Recreational Facilities
- b. Increasing the activities in the recreational facilities
- c. Modernization of recreational facilities

5.12 TOWNSHIP TOURISM, REGIONAL TOURISM, SPORTS TOURISM

Mai Musodzi, Stodart and CJ Hall- national monuments establishing a sports museum at Rufaro Stadium including a statue of yester years football greats (George Shaya). (Source: City of Harare Department of Housing and Community Services). Developments that attract tourists include;

5.12.1 Sports Tourism

- a. Cricket: Harare Sports Club and other stadiums host international cricket matches, drawing fans from around the world. Visitors can catch thrilling matches featuring Zimbabwe's national team or international fixtures. (Source: Zimbabwe Tourism Authority)
- b. Golf: Golfing enthusiasts can enjoy world-class courses like Royal Harare Golf Club and Chapman Golf Club. These venues host tournaments and offer picturesque landscapes for golfing vacations. (Source: Zimbabwe Tourism Authority).

5.12.2 Religious Tourism

Places of Worship: Harare is home to numerous churches, mosques, temples, and synagogues representing various faiths and denominations. Visitors can explore iconic religious landmarks such as the Cathedral of St. Mary and All Saints, the Harare Central Mosque, and the Sun Yet Sen Memorial Hall, which serves as a center for the Chinese community.

5.12.3 Historical Sites

Many religious sites in Harare hold historical significance. The Anglican Cathedral of St. Mary and All Saints, for example, is not only a place of worship but also a historical monument, featuring stunning architecture and memorial plaques commemorating notable figures.

5.12.4 Township Tourism

Guided Tours: Local guides offer tours of Harare's townships, such as Mbare, Highfield, and Epworth. These tours provide insights into the township's history, architecture, and socio-economic dynamics. Visitors can learn about the resilience and creativity of township residents and gain a deeper understanding of Zimbabwean society.

5.12.5 Historical Landmarks

Townships in Harare are rich in history and heritage. Visitors can explore landmarks such as the Kuwadzana Extension Monument, which commemorates Zimbabwe's struggle for independence, or the Tichagarika Community Center, which promotes education and empowerment in disadvantaged neighborhoods.

5.12.6 Community Engagement:

Township tourism in Harare emphasizes responsible travel and community empowerment. Visitors have the opportunity to interact with residents, participate in community projects, and support local businesses. These interactions foster mutual understanding, respect, and solidarity between visitors and township communities.

5.12.7 Culinary Adventures:

Food plays a central role in township culture, and visitors can savor authentic Zimbabwean cuisine at local eateries and street food stalls. From maize-based dishes like sadza to savory meats and vegetable stews, township cuisine reflects the diversity of Zimbabwean culinary traditions.

5.12.8 Cultural Tourism

a. **National Museums:** Harare is home to several museums and cultural institutions that showcase Zimbabwe's history, art, and culture. The National Gallery of Zimbabwe features contemporary and traditional artwork by local and international

artists, while the National Archives of Zimbabwe houses historical documents, photographs, and artifacts.

- b. **Traditional Music and Dance:** Visitors can experience the vibrant rhythms and melodies of Zimbabwean music and dance through live performances and cultural events. From traditional mbira music to energetic dances like the Jerusarema, Harare offers opportunities to immerse oneself in the country's rich musical heritage.
- c. **Craft Markets and Artisan Workshops:** Harare's craft markets, such as the Mbare Musika Market and the Shona Sculpture Gallery, are treasure troves of handmade crafts, including wood carvings, pottery, textiles, and jewelry. Visitors can meet local artisans, watch them at work, and purchase authentic Zimbabwean souvenirs.
- d. **Cultural Festivals:** Throughout the year, Harare hosts a variety of cultural festivals and events that showcase the city's diverse traditions and artistic talents. The Harare International Festival of the Arts (HIFA) is a major annual event featuring music, dance, theater, visual arts, and literary performances from Zimbabwe and around the world.
- e. **Historical Sites and Monuments:** Harare boasts several historical landmarks that offer insights into the city's past and cultural heritage. The Cecil Rhodes Statue, the Heroes Acre monument, and the Queen Victoria Museum are just a few examples of sites where visitors can learn about Zimbabwe's colonial history, struggle for independence, and cultural identity.

5.12.9 Adventure Tourism

5.12.9.1 Wildlife Safaris:

Mukuvisi Woodlands: This nature reserve is located in Harare and offers guided walks and horseback safaris to see a variety of wildlife, including zebras, giraffes, and numerous bird species.

5.12.9.2 Lion and Cheetah Park: Located just outside Harare, this park allows visitors to see lions, cheetahs, and other wildlife up close.

5.12.9.3.1 Biking and Hiking:

- a. **Cleveland Dam:** Popular for picnicking, fishing, and hiking. The dam area has several trails suitable for both hiking and mountain biking.

- b. Domboshava: This granite hill offers challenging hikes and stunning views of the surrounding landscape. The area also has fascinating rock formations and ancient rock art.

5.12.9.4 Rock Climbing and Bouldering:

Ngomakurira: This site is famous for its rock climbing and bouldering opportunities. It’s located about 40 kilometers from Harare and also offers scenic views and hiking trails.

5.12.9.5 Water Sports:

Lake Chivero: About 30 kilometers from Harare, this lake offers various water activities such as fishing, boating, and canoeing. The surrounding area also includes a recreational park with wildlife.

5.12.10 Horse Riding:

Bally Vaughan Animal Sanctuary: Located near Harare, this sanctuary offers horse riding experiences through beautiful landscapes and close encounters with rescued animals.

5.12.11 Tourism Related Data

Table 5.1: Tourist Arrivals through Robert Gabriel International Airport, 2019 to 2023

Robert Gabriel International Airport	2019	2020	2021	2022	2023
Tourist Arrivals (Thousands)	177,700	52,462	122,958	273,961	308,985

(Source: Zimbabwe Tourism Authority)

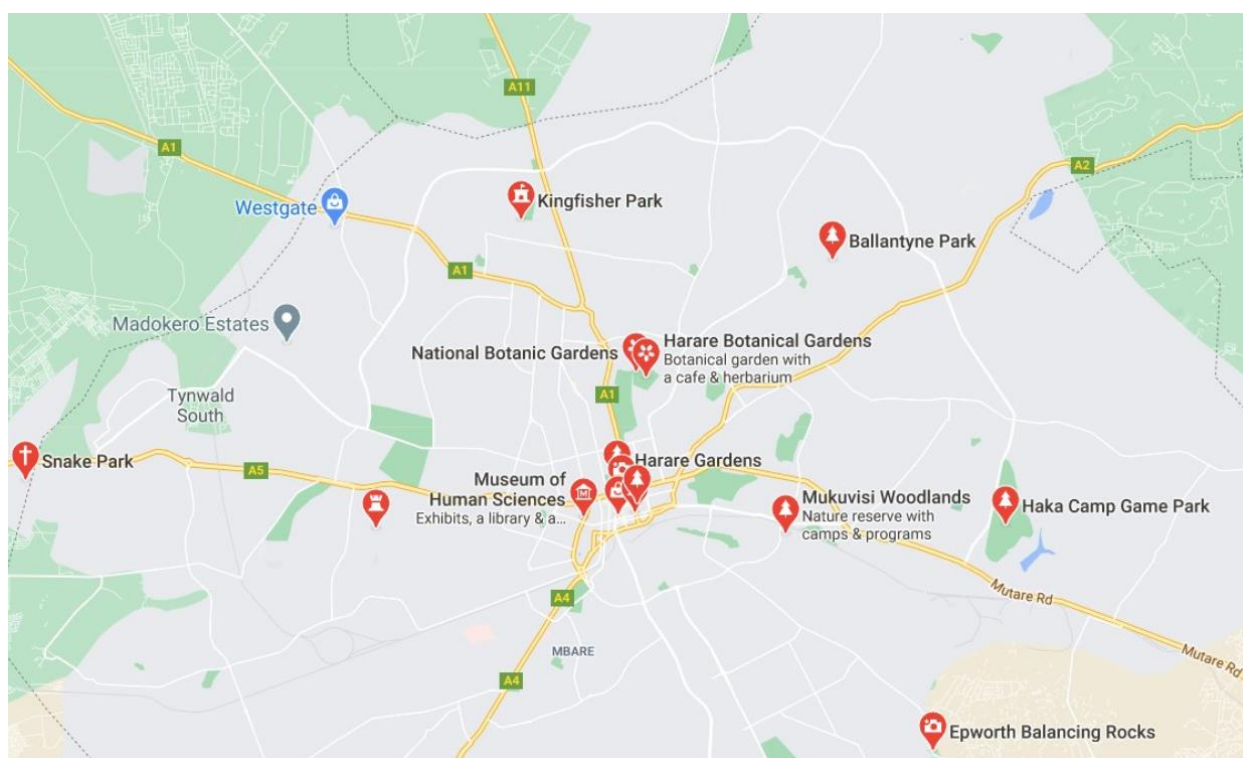
The above arrivals only represent those coming through Robert Gabriel International airport as this is the only point at which tourist arrivals into Harare can be counted, it does not represent total arrivals into Harare. The above trend shows a decline in 2020 which was a result of the COVID 19 pandemic which saw many countries instituting restrictions. After 2020 arrivals experienced a gradual growth as restrictions from Covid 19 were loosened as the negative impacts of the pandemic became less.

Table 5.2: Harare Average Hotel Room Occupancies 2019 to 2023

Harare Region	2019	2020	2021	2022	2023
Average Room Occupancies	44%	19%	27%	44%	47%

As with arrivals the trend for average room occupancies for Harare region shows a decline in 2020 which was a result of the COVID 19 pandemic which saw many countries instituting restrictions. After 2020 the average occupancies experienced a gradual growth as restrictions from Covid 19 were loosened as the negative impacts of the pandemic became less.

Map 5.1: Tourist Attractions in Harare



Source: Study findings 2024

5.13 CEMETERIES AND PARKS

There are only 7 cemeteries and only 3 are functional, all others are closed because they are full. The burial rate stands at an average of 28 bodies per day, 840 bodies per month and 10080 bodies per year. There is serious need for burial space to be planned for and to explore other burial means e.g., cremation. There are 34 parks in Harare and needs to be increased. If it is provided another dam like the Cleveland dam this can also accommodate areas that deal with Harare’s Tourism. (Source: City of Harare Department of Housing and Community Services).

CHAPTER SIX: ENVIRONMENT

6.0 INTRODUCTION

Zimbabwe is signatory to a number of environmental conventions, among them the Ramsa Convention and The Montreal Global Biodiversity Spatial Planning. The environment is a very important subject for the country as it constitutes part of the Sustainable Development Goals (SDGs) and is still very topical in our National Development Strategy 1 (NDS1).

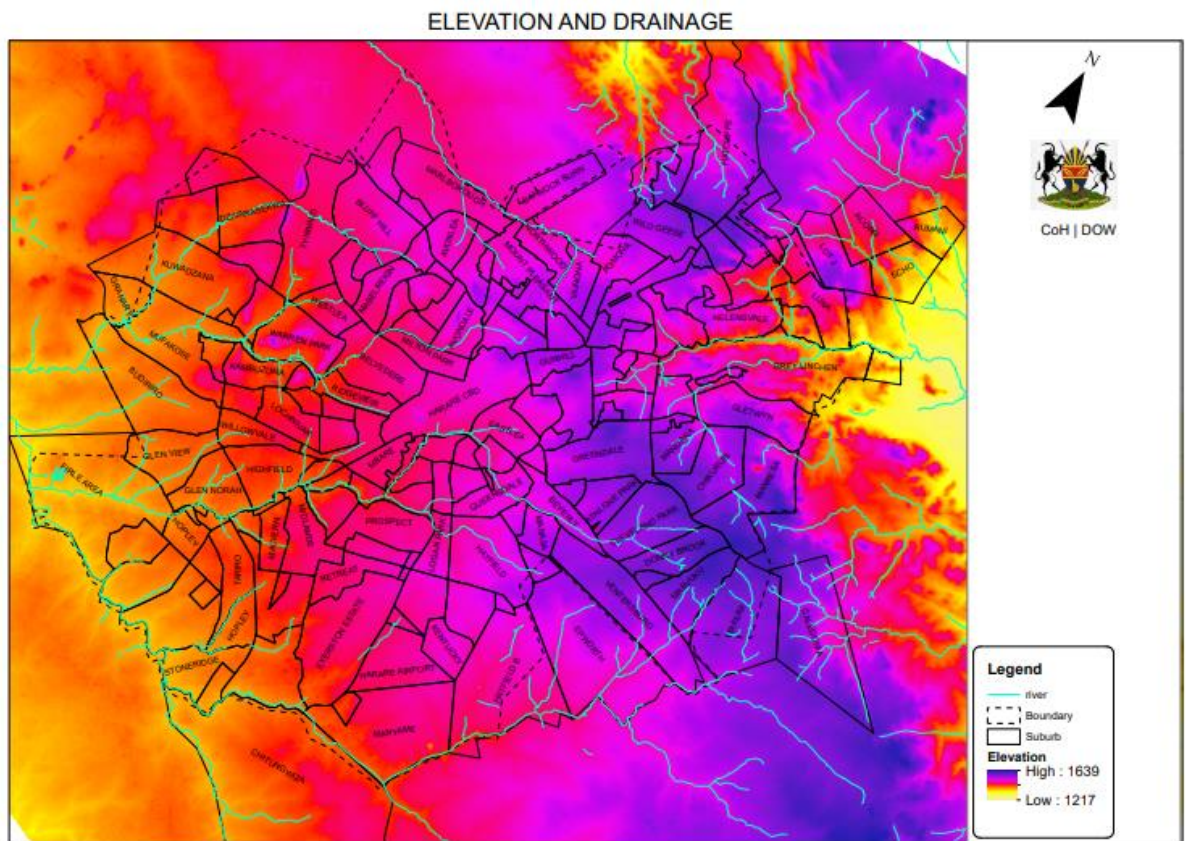
The environment is a complex and dynamic element that encompasses all living and non-living things of the earth. If sustainable development is to be achieved a clear understanding of its impact on the environment need to be studied. This planning study of Harare therefore needs to have a full understanding of our environment if clear and objectives policies are to be mapped. The Environment seems to touch on all aspects of life. A good, sound environment implies good life and sustainability, good healthy, to all living organisms and non-living organisms. The topic encompasses a whole range of issues among them.

In simple terms the environment can be defined as all that which surrounds us, it relates to what you perceive, the physical, social and atmospheric attributes of an area. The fauna and flora relates to birds, animals and vegetation in an area while the physical and social attributes relate to the occurrences on the ground. The Oxford meaning of the environment has been noted as the natural space in which people, animals and plants live.

6.1 TERRAIN AND DRAINAGE

The greater part of the City area is like an undulating plain gently sloping from the highest point towards the main drainage basins that is the Manyame, Mukuvisi and the Mazowe catchment areas. The Kopje is the highest point in the area at 1 536 meters above sea level. The land gradually slopes in all directions from this point towards the Manyame River Valley system to the South and Eastern part of the city. To the Northern part, is the Mazowe drainage system and here the gradient is very gentile and described as almost flat although there is a gentle fall from the North Easterly Chishawasha mountain ranges .This ranges run in a North Southerly direction of the planning area. The Manyame River to the South forms the Southern boundary of the planning area.

Figure 6.1: Elevation and drainage



6.2 VEGETATION

The study area has varied vegetation cover with both the indigenous and exotic type of vegetation evidenced. The predominant tree type in the area is however the indigenous Musasa and Acacia type of vegetation found mostly outside the settled areas although these are dotted throughout the area. The settled area have a variety type of vegetation which include the indigenous and exotic type of vegetation with variety fruit trees which include mango ,pawpaw, avocado and peach trees. Outside the settled areas (peripheral areas), vast tracks of land have been cleared for agricultural purposes. The CBD and Avenues areas have mostly Jacaranda trees lining up streets.

6.3 URBAN FORM

The City's silhouette is generally low profile with a lot of single storey developments. The Central Business District (CBD) has several quality high-rise buildings with the Reserve Bank of Zimbabwe as the tallest building with 28 floors. Some buildings to the South and South Western part (Kopje area) of the CBD are very old with the oldest of these buildings located along Robert Mugabe way. Some of the buildings are of a historical nature dating back to as

early as 1903 and these are protected as historical buildings and cannot be demolished or drastically altered. The Avenues forms the CBD residential area with flats, apartments and town houses mainly predominant. To the North of the CBD area are the low-density residential area and with town houses also found here. This area is also going through change with most of the houses and apartments being converted to offices and medical facilities. The CBD Layout Plan is the grid type with roads meeting at 90-degree angle.

From the CBD area to the south is Mbare the oldest high-density residential area. The houses here are very old semi-detached and detached houses on stand varying between 200m² to 500m². The houses are made of brick and asbestos and they date back to the days the City came into being. There are some flats in Mbare which are equally old and dilapidated and these would require renovating or rebuilding. The roads in the high density areas are in a terrible state of repair and are difficult to navigate due to potholes. The roads are poorly light and require drainage with most of the drains having collapsed. There are no pavements to complement the roads.

Besides Mbare and Sunningdale the rest of high density areas are in the West part of the planning area and these include Highfield, Mufakose, Kuwadzana, Budiro, Rugare among others. These other high density areas have individual houses on stand ranging from 300 - 400m². Multi-storey flats are also found in Highfield and Mufakose. Most roads in the Eastern part of town have been repaired while those in the South and Northern parts require maintenance and repair. Most of the roads have no pedestrian walk-ways save for a very few. The roads here have street lighting although most of these street light are not working. Although the infrastructure is available in all the existing neighbourhoods most require repair and maintenance.

Figure 6.2: Urban Form



6.4 NEW DEVELOPMENTS

A new phenomenon has emerged the city as a result of new Local Plans .A classic example is that (Enterprise) ED Munangagwa Road Local Development No. 60 Plan which has given rise to new developments in the mixed developments zone .It has seen the growth of new upmarket ,shopping centre ,cluster developments in Greendale and Borrowdale , office parks and industrial parks along Harare Drive ,Mount Pleasant and Borrowdale. The development brought about a lot of positive change and with what is on the ground, the City is on its way to an upmarket modern day city.

Figure 6.3: Highlands Park along ED Munangagwa road (A.K.A Enterprise Road)



6.5 LAND INVASIONS

There is a growing number of land invasions in Harare on land that is not meant for occupation due to the increase in demand for land for different uses in Harare. According to records from City of Harare/ Development Control section, tables below show summary of Land Invasions captured in Harare:

Table 6.1: Land invasions

NO.	DISTRICT	SITE/STAND	LAND USE	COMMENTS ON THE GROUND
1	KUWADZANA			
	1.	Paddocks	Paddocks	<u>Western Side</u> 17 Housing Cooperatives illegally settled in the Crowborough Farm Paddocks. They formed Western Suburb Union Consortium with a total of 1679 stands
	2.	“	“	<u>Eastern Site</u> There were initially 14 Coops and some were allocated 420 stands in the Paddocks – Total stands invaded – 807
2	WARREN PARK			

	26.	Heany Road/Kambuzuma Way	Open Space	-
	27.	Warren Park Bulawayo Road Opposite Maplanka	Open Space and Recreational	-
	28.	As above	As above	Court Case
	29.	Harare Drive Road Reservation	Road reservation	Court Order
3	MABVUKU			
	30.	Kugarikushinga Coop Land site	Shopping Centre	Commercial site turned into residential use
	31.	Near sewer Ponds	Open space	Invaded residential site TPX/ER/02/13/1/4
4	GLENVIEW			
	32.	Ingwe Farm	Council Farm	Case before courts
	33.	Churu Farm	Churu Farm	-
	34.	Behind Glen View I Home Industry	Home Industry	-
	35.	Along Patrenda Way – Behind Salvation Army Church	Open Space (Community Centre)	-
	36.	Churu Farm	Churu Farm	-
		Ingwe Farm	Council farm	Several cooperatives invaded the farm and formed a Trust
5	GLEN NORAH			
	37.	7029 & 7576 South of Glen Norah A, between Glen View 7 Extension and Glen Norah Pay Scheme	School sites	Before the Courts
	38.	10431 adjacent to land allocated to consortium	Part of school site	-
	39.	Opposite Glen Norah B Flats	Open Space	-
	40.	Opposite Glen Norah B Shopping Centre	Open Space	Before the Courts
	41.	Chikomo Chembira Area	Home Industry	-
	42.	Glen Norah C South of Infill Primary School	Open Space	-
		PAFARAYI (KUNAKA)		OPEN SPACE
6	MABELREIGN			
		Sub/2193 Bluffhill	Infill to create residential stands	Stands being illegally occupied
7	KAMBUZUMA			
		Kambuzuma Drive Section 4	Home Industry/ Open space	-

		Kambuzuma Section 6	Open Space	-
8	BUDIRIRO			
		Remainder of Stand 974 Budiriro one	Open space	Before the Courts
		Remainder of Stand 974 Budiriro one	Open space	-
		Stand 2809 Budiriro Township (Budiriro 2)	Primary School	Before the Courts
		Remainder of Glen Eagles farm (Budiriro 1)	Open space	-
		Budiriro 4 Extension	CABS project, school sites, home industries, open spaces, clinic, local authority and commercial stands	Court Case
		24400 Budiriro 5 CABS Phase2	Open space	Pending Court Case
		Stand 7205 Budiriro Township (4)	Primary school site	Court Case
		Budiriro 3	Open space	-
		Budiriro 3	Open space	-
		7171 Budiriro Township (4)	Primary school site	Court Case
		Stand 8427 Budiriro Township(5)	Primary school & Open Space	Court Case
		Stand 23710 (Formally 6110)	Primary school	Court Case
		Remainder of Glen Eagle Farm (Budiriro 5)	Open space	-
		Stands 7288 & 7313 Budiriro 4	School sites	-
		Stands 7288 & 7313 Budiriro 4	School sites	-
		Stand 7373 Budiriro 4	Open space	-
		Tabudirira Open Space and Servitude	Open space	-
		Remainder of Glen Eagle Farm (Budiriro 5)	Open space and recreational	
		Budiriro 5	Secondary school site	Court Case
		Budiriro 5	Secondary school site	-
		Budiriro 5 Next to CABS Housing Project Phase 1	Secondary school site and Open Space	-
		“	Secondary School site and Open Space	-
		“	Secondary site and Open Space	-

		Remainder of Glen Eagle Farm (Budiriro 5)	Secondary school sites and Open Space	-
		Remainder of Glen Eagle Farm (Budiriro 3)	Hospital site	Court case
		Remainder of Glen Eagles Farm (Budiriro 5)	Public Open Space	-
		Budiriro 5	Residential	-
		Budiriro 4 Extension near CABS	CABS project	
		BEHIND SHOPPING CENTRE ALONG MUKUVISI		WET LAND
9	WATERFALLS			
		EYESTONE		
		SOUTHLEA PARK		INSTITUTIONAL SITES
		HOPLEY		INSTITUTIONAL SITES
		Mainway Meadows Harare Drive road reservation	Road reservation	
		Ceres Avenue near Mbuya Dorcas Hospital Mainway Meadows		

Source: Study Findings 2024

Depending on the circumstances, the majority of the land invasions are on land ear marked for other uses other than residential. In some cases, they occur on land ear marked for schools and even designated wetlands. These invasions on a need to be demolished to pave way for the intended use. In cases where everything is in order, measures are being put in place to regularise such.

Fig 6.4: Land invader in wetlands



6.6 VENDING

Due to the economic clamp down being faced worldwide, Zimbabwe has been no exception. As a result, the city has seen the number of vendors rising to unprecedented levels in the past few years. This has been further aggravated by the current drought the country is facing. The vendors put up shop anywhere on the city pavements in the CBD and the numbers increase after hours with most streets lined up causing serious traffic jam and congestion. This is evident along Robert Mugabe way, Speke Avenue and the rest of the city shopping centres and residential areas. The total number of vendors throughout the city is almost 10000 at 9508 according to the database held at the Housing Department.

The City Centre (CBD) has a total of 760 vendors dealing in various in goods and services which include flea markets, flower vending, fruit and vegetables and arts and crafts. Of all the high-density areas Mbare has the largest number of vendors calculated at 2726. The rest of the suburbs has vendors ranging between 300 and 600.

Although vending has become a way of life for those behind the scenes, the damage the activity causes throughout the city is disturbing for one thing, these vendors deal with food and at times with unregistered and uninspected medicines causing a serious health hazards in the process. The activity generates a lot of air pollution, noise pollution biomass waste, solid waste which in most cases is wrongly disposed causing a serious health hazards to the urban dwellers at large

Figure 6.5: Street vending along Robert Mugabe Street



6.7 PROVISION OF OPEN SPACES

A number of open spaces are located within the city and these provide for open spaces and recreation. The open spaces vary from road verges to planned and maintained open spaces as well as open space along river valleys (Riverine open spaces). These have great potential for recreational and commercial activities in the form of golf clubs, parks, restaurants and wedding venues. These open spaces are where different fauna and flora flourish and maintain the city bio diversity. Maintained open spaces are in the form of golf courses particularly in the low-density areas. Most of these golf courses are functional and well maintained. Examples of such include Chapman, Warren Hills Country Club and Wingate.

Besides the golf courses there are also maintained open spaces within the city in the form of the Botanical Garden, the Harare Gardens, Africa Unity Square, Ballantyne Park and a sanctuary located in Greendale along Latimar road. The botanical Garden is of national importance and is located in Alexandra Park. This garden has medicinal trees and bushes as old as 100 years. These gardens not only add beauty to the planning area but also help mitigate the urban heat island effect, filter air and reduce surface runoff.

Figure 6.6: The Africa Unity Square Park



6.8 WETLANDS AND SWAMPS

Wetlands and swamps are the primary sources of water for Harare. These are areas where water collects and through which it gradually flows downstream to Lake Chivero and Lake Manyame. They serve to collect and store water, to moderate the flow of water, to purify the water and contribute to the recharge of ground water. These important services are vital to the overall water system in Harare. This is particularly important in light of the ongoing persistent water crisis whereby Harare Water is unable to provide adequate supplies of clean water to the majority of the city's residents.

Wetlands provide a wide range of additional important functions and services; primarily relating to the fact that they support high biodiversity and provide virtually the only remaining open spaces within the overall built up environment.

Figure 6.7: swamps in Monavale



Figure 6.7 Wetlands in Monavale



6.9 THE CURRENT EXTENT OF WETLANDS IN HARARE AND DRAINAGE

The current extent of wetlands in Harare is about 21 2750ha out of a total of around 98 2300ha of the total surface area of the city, this means wetlands constitutes some 22% of the overall Area of the city. The majority of the city is drained by Manyame, Mukuvisi and Marimba river, all of which feed into Lake Chivero. The North-western portion is drained by the Gwebi River which flows into Lake Manyame.

Scum and invasive weeds in Lake Chivero and Manyame show high signs of nutrient loads coming from sewer discharge and industrial waste. The pollution is emanating from discharges of untreated and poorly treated sewerage from the Local Authorities collection and treatment facilities. Examples of polluted rivers include the Makabusi/Mukuvisi, Marimba, Nyatsime and Ruwa Rivers in upper Manyame catchment.

Algae blooms on the surface of Lake Chivero and Manyame river and infestation of water weed such as water hyacinth are evident of eutrophic (plant conducive) conditions of the lakes caused by high nutrient load coming from sewer discharge. Even after treatment, Harare water falls short of World Health Organization Standards which stipulates that water for consumption should be odourless and colourless.

Harare water is turbid and smelly. The water quality has deteriorated immensely and this is a cause for great concern as it causes cancer and other health problems. All the above contributes to chronic diseases which are turning to be silent killers within the study area. It has also been noted that most industries have no pre-treatment plants and are dumping toxic products, non-biodegradable substances and organic matter into the rivers and streams. The main contaminants are sulphuric acid, caustic soda, ammonium salts, phosphates and sulphates among other organic substances.

The Mazowe catchment area is however less contaminated of such industrial waste but mining operations in their area are the major pollutants here. High concentration of heavy metals such as iron and manganese are a result of acid mine drainage due to mining operations in the area. Toxic chemicals such as mercury have been found evident in most of the mining areas in and around Mazowe and Acturus and these end up in rivers and dams with devastating effects on humans, fauna and flora.

Figure 6.8: Gold panning along Mazowe River



6.11 DISEASES

Typhoid and Cholera diseases that are largely driven by water pollution have become perennial as we have had cholera throughout the years since the major 2008 outbreak. These diseases are caused by water contaminated by ecoli and salmonella typhi bacteria, they can be found throughout the city but they are very prevalent in the western suburbs. They attack the whole population that would have drunk from the contaminated water source though most cases have been observed in males aged between 25 and 45 years of age. Reoccurring outbreaks within the City are a reflection of unsuccessful attempts to tame the diseases which have been at most occasions reactionary and the causes of these outbreaks such as burst sewer pipes and unregulated settlements have not been resolved.

Figure 6.9: Distribution of Cholera cases in Harare

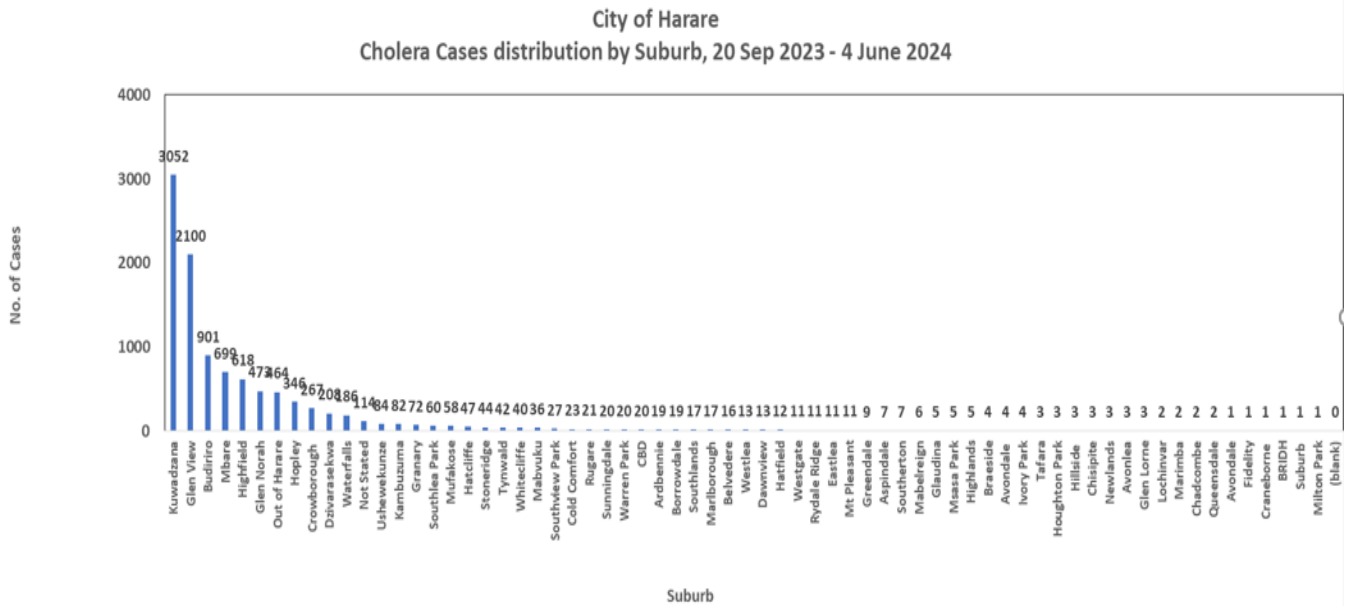


Figure 6.10: Distribution of Typhoid cases in Harare

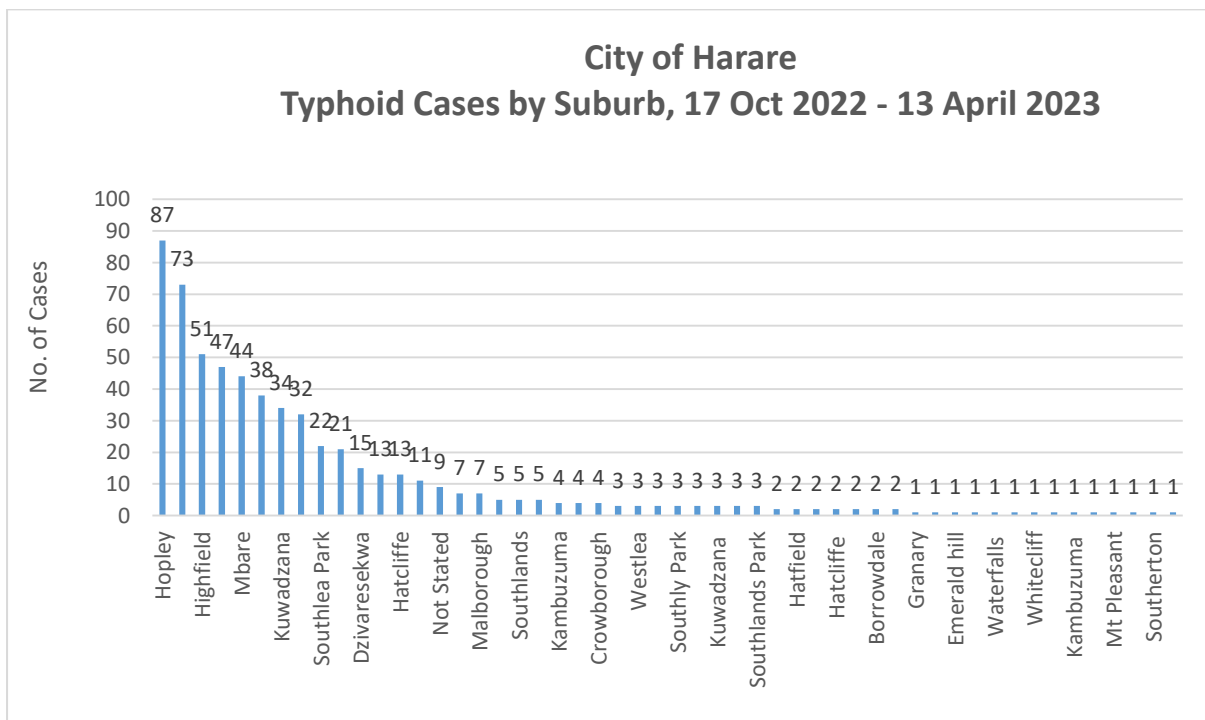


Table 6.2: Cholera, Typhoid and Dysentery Cases and Deaths per District from 2023-2024

Organization unit name	RDNS - Cholera Cases	RDNS - Dysentery Cases	RDNS - Cholera Deaths	RDNS - Dysentery Deaths	RDNS - Typhoid Cases	RDNS - Typhoid Deaths
Harare Eastern District	30	1	5	0	2	0
Harare Central South Eastern District	3444	30	82	0	69	2
Harare North Western District	31	0	39	0	71	0
Harare Northern District	16	0	28	0	22	0
Harare South Western District	880	0	40	0	143	0
Harare Southern District	516	0	76	0	402	0
Harare West South West District	4240	1	63	0	131	0
Harare Western District	3332	14	23	0	82	0

Source: Study Findings 2024

6.12 AIR POLLUTION

Air Pollution is the introduction of substances or surplus energy as waste products into the atmosphere. Petroleum-powered vehicles are the largest source of pollutants such as hydrocarbons, sulphur dioxide and carbon monoxide in Harare, more so in the central business District. The burning of manmade fuels including the fires made during clearing of land for urban agriculture, clearing rubbish dumps, burning of tyres in order to retrieve tying wire for building purposes particularly in Mbare are also major contributors of air pollution in Harare. Industrial and medical incinerators in Workington industrial area, Harare and Parirenyatwa Hospitals emits a lot of smoke into the atmosphere all this is compounded by the burning of huge dump sites such as Warren Hills. There are also some industries in the city which emit a lot of dust particles into the atmosphere and the cement producing industry tops the list.

Veld fires destroy vegetation which plays an integral important role in the hydrological cycle through evapotranspiration. Vegetation loss reduces the amount of moisture in the atmosphere since there would be less evapotranspiration and this translates to low rainfall and dry and uncomfortable hot conditions. Veld fires are prevalent in the peripheral areas of the city due to

illegal settlements where a lot of fires are started for clearing patches for cultivation. There is also a general increase of veld fires experienced throughout the city during dry and hot seasons.

6.13 DUMPING AND WASTE MANAGEMENT

Kerbside collection is the primary method used by the municipality to remove solid waste from residential areas. The shortage and constant breaking down of refuse collection trucks has led to the dumping of refuse at undesignated places. Other challenges are that there are no defined collection routes in the CBD or residential areas to the disposal site. Refuse collection trucks are also competing for space in sanitary lanes with delivery trucks as a lot of supermarkets have sprouted in the City Centre. The current set up of sanitary lanes does not enable night collection as lanes were not once gated and lit. Owners had to put up gates but most of them are not manned, meaning that they cannot be accessed at night and might also be difficult to access during daytime if one holding the keys cannot be located.

Waste is also not being separated at source, which is now the current waste management practice. The City also has no provision for biogas plants and this has led to poor organic waste disposal. The increase of municipal service demand in the city has not been met by matching infrastructural development due to financial constraints. Some of the consequences of inadequate waste collection and management are environmental pollution, foul odours, vermin infestation and blockage of sewer systems.

Figure 6.11: Waste dumping in Arcadia



6.14 LAND DEGRADATION

Land degradation is a process in which the value of the biophysical environment is affected by anthropological activities acting upon the land. It is viewed as any change to the land that diminishes its value or takes away any valuable components making the land less productive. There are various factors that lead to land degradation in Harare which include sand poaching, deforestation and illegal settlements that have taken shape in the peripheral areas of the city. Areas like Hatfield, Derbyshire, Waterfalls, Hatcliff and Caledonia, Epworth and most of the Southern Areas are subjected to the land degradation as noted. Most people in these areas have resorted to these environmentally harmful activities as a way of making ends meet due to the pressures of poverty. As a result of these activities, a lot of soil erosion, large open pits which turn into hazardous large pools during the rainy season are quite evident in the mentioned peripheral areas. The large pools become mosquito breeding grounds during rainy seasons thus becoming a health hazard. Children also have a tendency to go and play in these pools resulting in some drowning.

As Harare expands, natural forests and woodlands are cleared to make way for housing, commercial buildings and complementary infrastructure. Urban sprawl has led to significant deforestation around Harare. Trees are also cut to be used as cooking and heating fuel which a

lot of low income households turn to during times of erratic electricity supply. The indiscriminate cutting down of trees not only reduces biodiversity but also disrupts local ecosystems. Forests play a crucial role in maintaining ecological balance by providing habitat for wildlife, regulating water cycles and sequestering carbon dioxide.

Due to housing backlog in Harare, residential development has since happened illegally on wetlands. Wetlands act as natural sponges that absorb excess rainwater and reduce the risk of flooding. Draining wetlands for residential development will make the natural flood control mechanism lost. This will lead to flooding that can result in loss of life and property. Land degradation results in the reduction of usable space for planning purposes. There is a lot of idle land that cannot be properly used without having carried out reclamation activities first.

Figure 6.12: Degraded land in Southern Areas-Eyerstone



6.15 CLIMATE CHANGE

Climate change refers to long term shifts in temperatures and weather patterns. These shifts may be natural but since the 1800s, human activities have been the main driver of climate change, primarily due to the burning of fossil fuels (Coal, oil and gas), which produces heat-trapping gases. In this past decade Zimbabwe has been experiencing changes in climate and Harare as the capital city hasn't been spared. Climate change in Harare has come with some adverse impacts listed below:

- i. Changing rainfall patterns: Rainfall has become more unpredictable, with increased heavy rainfall events and sometimes so little rainfall resulting in droughts.

- ii. Increased frequency of extreme weather events: These include heat waves, flash floods and storms.
- iii. Water Scarcity: Changes in rainfall patterns and increased evaporation due to warmer temperatures have led to water shortages.
- iv. Impacts on Agriculture: Climate change is affecting crop yields, food security and livestock productivity.
- v. Increased risk of waterborne diseases: Flooding and heavy rainfall events contaminated water sources, leading to outbreaks of waterborne diseases.
- vi. Impacts on human health: Warmer temperatures and extreme weather events increased the spread of diseases like malaria, heat stress and respiratory problems.
- vii. Economic impacts: Climate change affected the economy in the city through the damage to infrastructure, agriculture and human health.

The resilience of many cities may be compromised by a combination of climate changes affecting the frequency and intensity of extreme events. These extreme events include flooding and droughts, coupled with other global change drivers such as land use change, pollution, fragmentation of natural systems and overexploitation of resources. Non climatic factors include population growth and consequently urban sprawl, low billing collection, overstaffing, and under recovery of costs, among others. Water demand in most southern African cities is already outstripping supply, with water withdrawals in the region being estimated to have increased six-fold during the 20th century

Vast tracts of land have been put under cultivation throughout the planning area. It can here be safely said that the urban agriculture phenomenon has not spared the entire city and has had enormous devastating effects on the environment. Cultivation in most cases implies the use of chemical fertilizers which in turn, have had adverse effects of polluting underground and surface water. The use of chemicals (fertilizers and pesticides) implies more costs in purifying the study area water since there is need to remove these pollutants present in the water since it is for portable purposes. Preparation of the fields for planting through burning of the excessive biomass has resulted in the emission of ozone depleting gases. The depletion of natural vegetation during clearing of the fields leaves vast tracks of land bare. Temperatures are mostly high where such vegetation depletion has occurred due to the fact that evapotranspiration which normally regulate temperatures has been reduced. This is evident in the planning area where such vegetation has been depleted.

The revise is also true during the cold seasons. Extreme temperatures are experienced either way resulting in climate change.

6.16 EIA REPORT

6.16.1 Illegal Developments and Their Impact

A whole range of environmental issues emanate from illegal developments in the study area and these include land degradation leading to erosion, sand pits , sand excavation, diseases, siltation, climate change, vegetation cover depletion through agriculture and clearing for settlement leading to climate change, uncomfortable high temperatures, less rainfall, air and water pollution, exposure to diseases (no sanitation), shallow wells and pit latrine with an overall effect of contaminating of such underground water. Wet land invasion a depletion of water sources resulting in dried up wetlands affecting the habitat in such areas. The effects are:

- a. Siltation of main rivers, with effects on climate change, pollution of main rivers and dams through chemicals applied leading to ill health to both fauna and flora.
- b. Erosion due to cropping on slopes and other sensitive areas leading to siltation.
- c. Issues of health to both fauna and flora.
- d. Chemicals leads to cancerous ailments.

6.16.2 Waste Disposal and Non-Collection Effects

- i. Waste dumps in undesignated areas
- ii. Rise in health issues leading to disease typhoid, cholera etc.
- iii. Uncontrolled dump fires leading to air pollution, depletion of ozone layer with overall effects on climatic change and respiratory complications

6.16.3 Illegal Mining Effects

- i. Use of mercury to purify for gold contaminates water with effects on both human and aquatic life
- ii. Causes land degradation and erosion when the pits dug for gold are left open.

6.16.4 Education

Standards of education is being affected as pupils are being taught at unregistered institutions from ECD to secondary level. These institutions are neither registered nor

are the teachers qualified. This has the overall effects of lowering education standards in the long run. The pupils will be “educated “but not qualified since they would have gone through bogus institutions.

6.16.5 Pollution

Air and water pollution rampant with serious effects on health.

6.16.5.1 Mitigation

- i. Enforcement required in areas where no planning and illegal development have taken place.
- ii. Proper planning and infrastructure put in place before settling people in an area.
- iii. Wetlands and other sensitive areas are to be preserved in order to maintain natural processes to take place.
- iv. Re afforestation encouraged in order to bring about a balanced ecological set up.
- v. Urban agriculture to be curtailed. By laws to be put in place to that effect.
- vi. City has mandate to collect waste and this should always be adhered to
- vii. Alternative technologies (clean energy technologies) to be engaged in mining processes and manufacturing plants in order to reduce water and air pollution.
- viii. Enforcement of by laws pertaining to veld fires.
- ix. Road merges and open spaces to be maintained by the local authority.
- x. Strict adherence to education curriculum and heavy penalties imposed on those flaunting the law.
- xi. Policy on the disposal of e waste should be put in place
- xii. Sand extraction should be prohibited and laws put in place to that effect.

6.17 RECOMMENDATIONS

6.17.1 Urban Form

- i. Old buildings –There is need is to serve abutments orders in the CBD and suburban shopping centers where unnecessary so that renovations and replacements are called out.
- ii. Old and inhabitable buildings to be demolished and pave way for new modern buildings. This applies to the old parts of government printer’s area, Oasis Hotel town i.e. Kopje area, Mbare flats etc.

- iii. Infrastructural service provisions programs for roads, water, sewer and electricity to be put in place. A maintenance, repair and replacement programs should be put in place to avoid disruptions and total collapse.
- iv. Road verges maintenance –private owner’s participation required. By laws to be enforced to that effect for maintenance of individual properties.
- v. The Local Authority should always maintain road verges not fronted by individual private properties. The Local Authority should deliver on its mandate to maintaining road verges and open spaces. By –laws to be put in place for Central Business District pavement of pit –hole maintenance.
- vi. Provide for walkways and cycle tracks in residential neighborhood main arteries.
- vii. Effective enforcement – The enforcement section should be well capacitated so that enforcement becomes an ongoing exercise and not the piece meal, firefighting approach being practiced.
- viii. Road drains to be put in place, lined and culverts installed where necessary.
- ix. Street lighting and other street furniture i.e. stop and give way signs to be installed where necessary.
- x. Programmed shopping centers parking space maintenance programs should be put in place to maintain and repair shopping Centre parking spaces.
- xi. Overgrown trees require cutting down and replaced by new plants (trees) for shade and ambience.
- xii. Roads which have recently been resurfaced require road markings.
- xiii. Drains require opening to avoid flooding caused by clogged drains during rainy seasons.
- xiv. Programmed repair and maintenance programs should be put in place for water, sewer and public lightening infrastructure to avoid collapsing and deterioration.
- xv. The terrain and drainage including the vegetation gives a whole array of recreational potential within the study area.
- xvi. The Local Authority should deliver on their mandate to collect waste.
- xvii. Rehabilitation of areas affected by land degradation, soil excavation and mining required.
- xviii. Encourage plant nurseries and have tree planting as an ongoing exercise.
- xix. Enforcement of by-laws pertaining to the environment should be put in place
 - a. Waste dumping
 - b. Veld fires

- c. Urban agriculture
 - d. Wet lands preservation
- xx. To avoid air pollution from vehicular traffic, need is to have new forms of fuel i.e. electric of solar vehicles.

6.18 RECOMMENDATIONS

- i. City to clamp down on people carrying out agricultural activities on slopes wetlands and stream beds and banks.
- ii. By –laws and enforcement should be exercise where agriculture is carried out on road verges and wetlands (preservation of wetlands).
- iii. Use of organic manure in the case of agriculture in designated areas to cut on water pollution through use of chemicals (adopt new technologies in agriculture –smart agriculture) and wetlands.
- iv. Innovative technology – (clean energy technologies, smart technologies ,use of environmental friendly technologies for power e.g. solar geysers for lights, generation and other manufacturing plants and mining to cut on water and air pollution .
- v. Introduction of e-mobility i.e. electric cars and buses introduce e-waste disposal technologies.

CHAPTER SEVEN: SPATIAL LAND USE

7.0 INTRODUCTION

All land within the boundaries of Harare city is planned. Firstly in the 1970s Town Planning Schemes were approved and they governed planning and development. After independence, Local Development Plans were prepared. Now about 90 percent of the area fall under Local Development Plans on register the City has 61 Local Development Plans. Only less than 10 percent are still governed by Town Planning Schemes.

7.1 LAND USE GOVERNANCE STRUCTURE

Local Development Plans need to be reviewed every five years, however most Local Development Plans have not been reviewed. The only Local Plans which are 5years and younger are Enterprise LDP No. 60, Borrowdale LDP No.32, Showgrounds LDP No. 42, Mabelreign LDP No. 20, and Manresa LDP No.48.

7.1.1 Local Development Plans which are still under progress being reviewed/prepared

- i. Seke Corridor Local Development No.61
- ii. Marlborough Local Development No.42
- iii. South Glen Local Development Plan (covering area around Mbudzi Round about)
- iv. Avondale Local Development Plan No 39
- v. Borrowdale Racecourse (covering the Borrowdale racecourse, University of Zimbabwe and Mt Pleasant flashing with Avondale Local Development up to Marlborough and Arundel Local Development Plan)
- vi. Enterprise Corridor Local Development Plan is under review to look into the Traffic and Transportation issues and realign the boundary to take care of pockets of land which still falls under the Town Planning Schemes.

7.1.2 Town Planning Regions of Harare

To facilitate implementation the City has been divided into three town Planning Regions as follows:

- i. Central Region comprising the CBD and its hinterland,
- ii. Western Region is found to the north west of Borrowdale Road and southwest of Simon Mazorodze Road and

- iii. Eastern Region to the north east of Borrowdale Road and the southeast of Simon Mazorodze Road.

7.2 MAIN LAND USES IN THE PLANNING AREA

All land uses in Harare are grouped within an assigned zone or reservation according to any particular Local Development Plan or Town Planning Scheme. Below is general description of zones and land uses found.

7.2.1 RESIDENTIAL ZONE.

Residential is divided into two components;

Family orientated accommodation which includes detached single-family house, semi-detached, terraced, cluster and flats. With the exception of cluster houses and flats all other types of residential are found on full titled land. Cluster houses and flats are multiple dwelling units found on a single stand and may have sectional title. The above developments are found across the City in various densities defined by both areal density and income with the following being examples Low Density. High income areas.

Residential zones can be classified as follows:-

1. Low Density/High income area;

Borrowdale, Mt Pleasant, Highlands, Glen Lorne, Greystone Park, Kambanji Mandara, Chisipite, Emerald Hill.

2. Low Density/ middle income area;

These include Waterfalls, Greendale, Hatfield, Marlborough, Bluff Hill, Mabelreign, and Monavale

Medium Density

Braeside, Eastlea, Madokero, New Marlborough, Belvedere, St Martins.

3. High Density/Low income

These include Mufakose, Highfield, Dzivaresekwa, Mbare, Mabvuku, Hatcliffe, Arcadia, Sunningdale, Budiro, Glen View, Glen Norah, and Ardbennie.

7.2.2 Flats

Flats are scattered all over the planning area, in the old suburbs like Waterfalls, Hatfield and Marlborough. In these areas Flats are found closest to shopping centres. There are government flats built after independence like ones in Marimba, along Willowvale road Highfields, Mabvuku.

Certain high density areas have flats that were built pre-independence to house the labour force for the factories in Harare. These are found mainly in Mbare and Highfields. They were designed as single occupant hostels with communal recreational, ablution and kitchen facilities. However they are now housing entire families and the City is targeting them for upgrading into proper self-contained family units. There are also flats in and around the CBD. The most densely populated portion of the City with flats development is The Avenues, Avondale and Belvedere.

7.2.3 Cluster Houses

There has been recent serious participation of the private sector in housing delivery through the development of cluster houses within the existing low density residential areas within the Planning area and in some High density areas where it is technically feasible. Most cluster housing developments are being established where there is reticulated sewerage at a rate of one unit per every 500m². Where sewerage does not exist units must sit on 2000m² in order to host a septic tank and soak away for sewage disposal. 2000m² sizes maybe reduced where site conditions and cost permit so that the City allows one to make use of sewage disposal using an approved onsite bio digester system.

7.2.4 Residential Buildings

It is a building other than a detached/attached dwelling house, flat, residential college or school providing residential accommodation. It may include such out buildings as are ordinarily used therewith. This group includes guest houses, hostels, private hotels and residential clubs. These may or may be established with a liquor license. They are found in all parts of the City with the majority being in the CBD as well as outlying residential areas like Highlands, Chisipite, Hatfield, Borrowdale and Tynwald.

7.2.5 Cooperative Settlement Housing

Over the last 15 years new residential settlements have been established across the City, mostly in areas that were undeveloped. The people who occupy these areas organize themselves into housing cooperatives. These includes school sites, community services sites in existing residential areas as well as farmland that was incorporated into the City of Harare in a southward direction from the boundaries of Waterfalls, Hatfield and Glen Norah. This area is commonly referred to as Southern Incorporated Areas. They include Southlea Park, Retreat, and Stoneridge, New Cerney (Ushewekunze, Southlands, Hopely, and Amsterdam). Other settlements can be found around the residential suburbs of Budiriro, Hatcliffe, Kuwadzana, Dzivaresekwa, Mufakose, Warren Park Mabvuku and all other High Density residential areas. A few housing cooperatives have occupied land in some low density areas.

It is important to note that the occupied land was not limited to council land, but also included State Land and privately owned land. (E.g. Mokum of Odar). However the recently settled areas are without all or some of the major infrastructure like roads, water and sewer reticulation and connection into the main City system and no electricity. I.e. Southlea Park, Ushewekunze, Stoneridge cooperative

7.2.6 Commercial

This land use involves the use of land for purposes of carrying out retail trade of goods and services. Most commercial areas are housed at shopping centres, office parks and the CBD.

- i. Shopping centers are grouped into;
 - a. Regional shopping centers- Westgate,Highglen, Machipisa, Semi Levy's Village, Eastgate, Chisipite;
 - b. District shopping centres Mabelreign, Avondale, Kamfinsa, Kamunhu. KwaHolland
 - c. Neighborhood shopping centres i.e West Road, Sunridge, Marimba, Divaris, Aspindale, Makomva, Tichagarika etc.
- ii. The major office parks are found at Borrowdale racecourse, Westgate, Arundel

These Centres offer varying commercial services such as:-

- i) Shops

- ii) Equipment furniture and ICT Showrooms
- iii) Restaurants
- iv) Offices
- v) Corporate Offices
- vi) Surgeries and Medical Chambers
- vii) Petrol filling and service station
- viii) Bottle stores and bars

7.2.7 Industrial Zone

Industrial zone can be grouped into;

a) Light industrial use

Light industrial land uses comprising of an industrial building in which the process is carried on, the machinery used and the goods and commodities carried to and from the premises will not cause any injury to, or prejudicially affects amenities of the locality by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, waste water, waste products or any other reason. Light industrial areas include Graniteside, Tynwald, and Gazaland in Highfield.

b) General/ Heavy industry.

This land use can be defined as the carrying out of industrial activities including manufacturing, altering, assembling, reconstruction, slaughtering of livestock, generation of electricity. Such land uses are found in areas such as Msasa, Willowvale, Workington and Southerton

c) Special Industry

The following types of buildings are special industries.

- i) Any building designed as or for one or more of the following work or processes such brick kilns, distilling, refining or blending of oils, stone crushing or screening plants.
- ii) Any building designed for the purpose of carrying on any of the following industries, businesses or trades- candle maker, dealer in blood, skin, hides, glue maker, leather dresser, soap boiler, tuner e.t.c

This land use is found in specific zones of the Planning areas. It contains buildings for manufacturing and storages. For example Siyaso Mbare, Area 8 Glenview, Msasa, Graniteside and Willowvale.

7.2.8 Public Buildings

Refers to the structures that are owned by or used by the government, Local Authority or the public such as Art Gallery, Public bath, Central government office, Clinic (non-residential), Law court, Police station, Community centre and Post office.

7.2.9 Urban Agriculture

This land use defines the use of land for cultivation, processing and distribution of agricultural products and animal husbandry in various strategic areas such as Glen Lorne, Dzivaresekwa, Mabvuku, Saturday Retreat, Waterfalls (Irvines, Koala), and portions of Hatcliffe.

7.2.10 Reservations

It is the alienation of land for public use. This includes public and private open spaces, road reserves, public utility purposes, local authority purposes, government purposes, railway operational purposes cemeteries and public buildings.

7.2.11 Places of Assembly

Such land uses are not normally permitted in a residential zone, unless they are small local institutions. They include Health center, Exhibition hall for trade exhibitions, sports, dance concert, lottery hall, lecture, music, special, Art Gallery, Colleges, Adult non-residential, business, Theatre, Amusement arcade.

7.2.12 Places of Public Worship

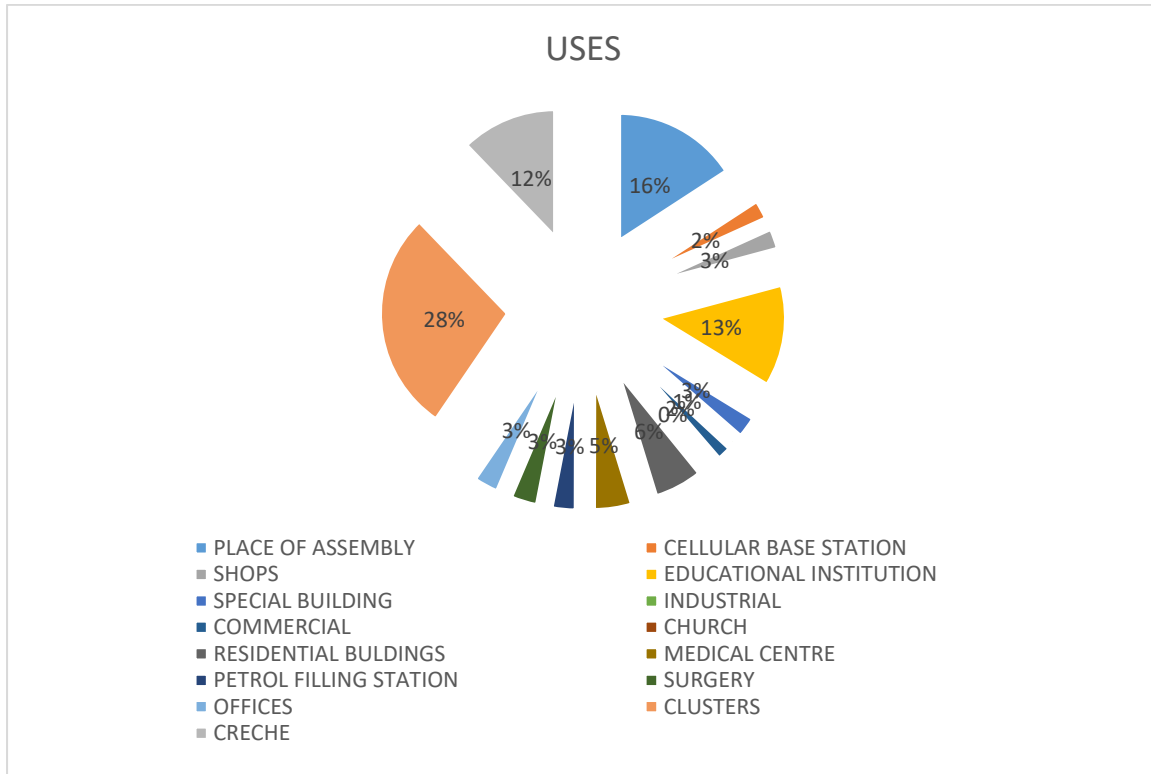
The land use facilitates for the gathering of people for the purpose of religious worship. It includes church, temple, mosque, *sowe*, cathedral, chapel, citadel, Sunday school, and synagogue.

7.2.13 Miscellaneous and Other Land Uses

It includes land uses that do not tie in with a specific zone or reservation, but maybe found within an operative statute such as Petrol filling stations, Mining claims and Special buildings and uses- includes cellular base stations, gaols, Television station,

sewage treatment works, water treatment works, refuse composting plant, refuse dump site, grain silo, bus station/terminus.

Figure 7.1: TRENDS OF LAND USE FROM 2014 TO 2024



Source: Study Findings 2024

7.3 TRENDS OF LAND USES IN HARARE OVER 10YEAR PERIOD

A summary of change of land use trends within the last 10 years is depicted on the pie chart above. These applications have been made to the City through Section 26 (3) of the Regional, Town and Country Planning Act, Revised Edition 1996, Chapter 29:12. The largest number of applications were cluster housing developments (27%) followed by Places of Assembly (16%) then educational facilities (13%) and crèches (12%). All the other uses were in the minority (6% or less).

In terms of the above applications most applications for medical centres, petrol filling stations, educational and other commercial uses were mostly found in the Central Region while the most cluster housing development is found in the Eastern Region with the Western Region accounting for 27% of the educational facilities.

Please note that many businesses conceal themselves under the guise of places of assembly in areas where they are generally prohibited hence such a high percentage. Further note that land

uses such as offices and restaurants in areas surrounding the Central Business District such as Belvedere, Eastlea, etc. are illegal. This notes to the need to realign our planning focus and become adaptable and responsive as the environment respond to other factors in the country, the region and the world at large.

CHAPTER EIGHT: INFRASTRUCTURE

8.0 INTRODUCTION

The provision of good infrastructure is a prerequisite for promotion of economic development and sustenance of economic activities. Infrastructure includes all essential systems and facilities that allow the smooth flow of the economy's day to day activities and enhance people's standards of living. The infrastructure plan encompasses the public infrastructure within the City of Harare's planning boundaries. However, it also considers adjacent areas such as Chitungwiza, Ruwa, and Zvimba when their infrastructural elements directly impact the city's infrastructure. It includes basic facilities such as roads, water supply, sewerage reticulation, electricity or power supply and telecommunications. This chapter looks into the following issues with consultation from the relevant departments;

1. Roads and Road Infrastructure,
2. Water supply and water reticulation,
3. Sewerage reticulation and sanitation,
4. Power supply,
5. Telecommunications and networks,
6. Railways and rail transport
7. Airports and air transport.

8.1 ROADS AND ROAD INFRASTRUCTURE

The planning area is well served with different roads in terms of hierarchy, size, as well as the necessary road infrastructure. According to the recently completed road reclassification exercise of 2024 by the City of Harare the road hierarchy is made up of Primary level roads, Secondary Level Roads (Secondary Distributors) and Tertiary Level Roads.

8.1.1 Primary level roads

Primary level roads have a road servitude of $\pm 140\text{m}$, however they have been reduced $\pm 31.49\text{m}$ due to encroachments of land uses and other developments being established in the servitudes. The primary level road comprises of:

i. Principal Arterial System (Regional Roads)

These were previously named using the A1, A2, A3 up to A7 nomenclature for the roads that link with Harare Central Business District. They are seven in the planning

area and they include Nemale Road/Lomagundi Road, Bulawayo Road/Samora Machel Avenue West, Mutare Road/Samora Machel Avenue East, Simon Mazorodze Road, Sam Nujoma/Golden Stairs Road, ED Munangagwa Way and Seke Road.

ii. Minor Arterial System (National Roads).

These roads are within the planning area and act as district links with big servitudes, they include proposed Marimba Freeway, proposed Makabusi Freeway and proposed Northwest Freeway.

8.1.2 Secondary Level Roads (Secondary Distributors)

These have a collector-distributor function, linking local distributors to the Primary level roads. They have a road servitude of $\pm 25.00\text{m}$. Examples include Crowhill Road, Churchill Road and Alpes Road. Tertiary Level Roads are intended to provide access to properties, they also link properties to the higher-level roads in the hierarchy. It follows that traffic volumes and speeds on these roads tend to be low. Tertiary Level Roads with their servitude include Local Distributor Roads ($\pm 18.89\text{m}$), Stand Access ($\pm 12.00\text{m}$, $\pm 10.00\text{m}$) and Foot Paths ($\pm 2.50\text{m}$)

8.1.3 Road infrastructure

Closely linked to roads is the road infrastructure also known as road furniture. This include public lighting, traffic signals, bus stops etc, all in the responsibility of City of Harare.

i. Public lighting

Public lighting infrastructure consists of installed street lights and high mast tower lights meant to provide adequate, reliable lighting which is routinely maintained to continuously improve lighting coverage for public safety. There is a total of 85 000 street lights in the planning area. Currently, only 32 000 of these are functional while 53 000 are non-functional.

ii. Traffic lights

As of May 2024, the city had a total of 215 controlled traffic lights junctions, 127 are working and 88 are not working. Of the 88 not working, it is as a result of various reasons which include no power, no controller, no CPU, being temporarily decommissioned, railway fault, faulty CPU and Invertor.

8.2 WATER SUPPLY AND WATER INFRASTRUCTURE

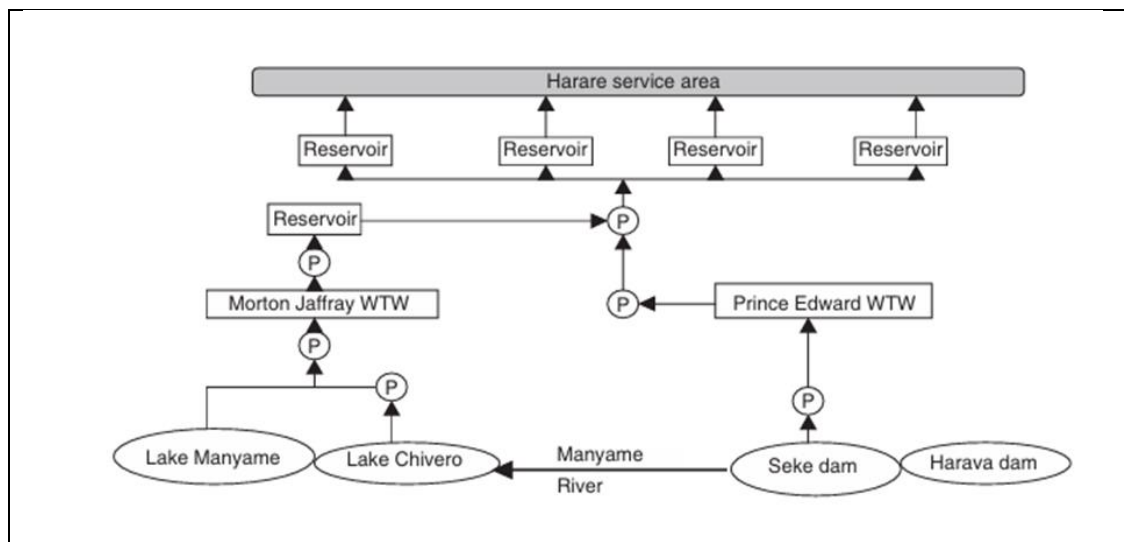
Water Infrastructure refers to a broad term for systems of water supply, treatment, and storage, water and water resource management. The different supply sources of water include:

8.2.1 Raw Water supply

The City of Harare relies on four dams within the Manyame Catchment for its raw water supply. The dams are namely Seke, Harava, Chivero and Manyame and their carrying capacities are as follows: Lake Chivero – 416 000m³/d, Manyame -84 000m³/d, Seke/Harava- 44 000m³/d making a total of 544 000m³/d . The major raw water storage areas are Prince Edward, Lake Chivero and Dawendale, all of these are supplying water to the City of Harare and surrounding areas Norton, Epworth, Chitungwiza and Ruwa.

Three main rivers; the Mukuvisi, Marimba and Hunyani Rivers drain into these dams. All the three rivers have their head waters around the City of Harare. They have a combined yield of approximately 487 Million litres/day with the bulk of approximately 466 Million litres/day being derived from Chivero and Manyame dams. This is further increased by water reclamation from the Sewerage Treatment Plants, to a total of about 600 Million Litres/day.

Fig 8.1: Schematic layout of water supply system for the Harare metropolitan area.



Key: P-pump WTW-water treatment works

It is important to note that Lake Chivero is the major water supply source for the greater Harare area. The rapid increase of population in the lake's catchment area and a shortage of funds to extend and rehabilitate the water supply and wastewater treatment infrastructure

continue to threaten Harare's water supply in terms of both quality and quantity. Studies have shown that the current waste water treatment and disposal facilities are overloaded, resulting in partially treated sewage flowing into rivers and eventually into Harare's water sources.

There are two major water treatment plants in the planning area, Morton Jaffrey and Prince Edward water works that serve the City of Harare and its dormitory towns (Chitungwiza, Epworth, Ruwa and Norton). The Prince Edward and Morton Jaffrey WTW supply the Harare metropolitan area and have design capacities of 90000 and 614000m³/day, respectively. Figure 1 shows the location of the planning area's major source of raw water, (Lake Chivero), the water treatment works (Morton Jaffrey and Prince Edward water works) and the planning area.

Fig 8.2: Location of water treatment works in Harare

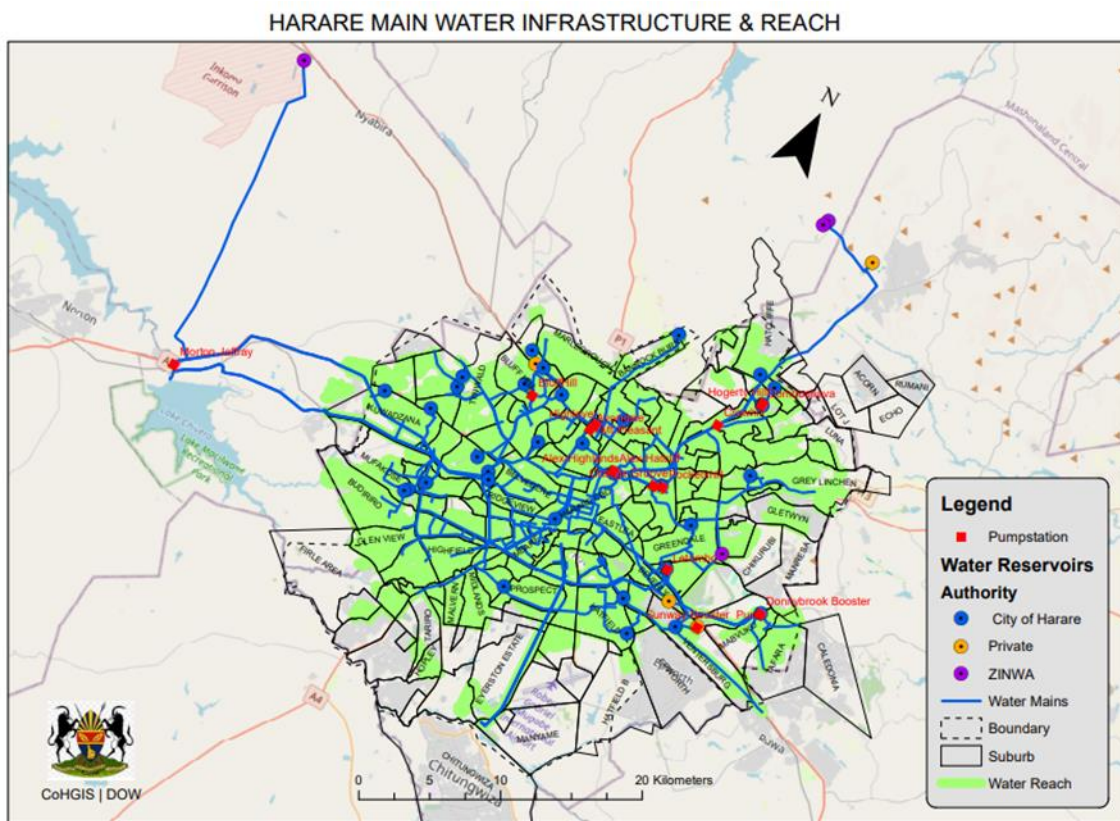


Bulk water from Chivero dam, approximately 34km west of the City Centre, is treated at Morton Jaffrey water works and transported by 1300mm and 975mm pipelines to Warren reservoir for further distribution to other reservoirs throughout the city. The City Centre is linked to the distribution networks from Alexandra Park Reservoir, to the north a pumping main from Warren Control to Letombo and the Kopje reservoirs. Water provision is erratic and this can be attributed to the City wide problem. 450 plus Mega litres of treated water are

pumped from Morton Jeffrey Water Works to Warren Control Water Works. The other treated water is pumped directly to Lochinvar Water Reservoirs.

The water at Warren Control is busted with chlorine before it is pumped to other Water Reservoirs which are Alex, Letombo, Highlands and Waterfalls. Lochinvar Water reservoirs distributes to Southern Areas which are Glen Norah, Glenview, and Budiriro. Kuwadzana and Crowborough gets the water from along the pipe from Morton Jeffrey. The amount of Litres fluctuates depending with the quality of raw water from the water sources. Harare needs 1200 mega litres per day.

Map 8. 1: Main water infrastructure and reach



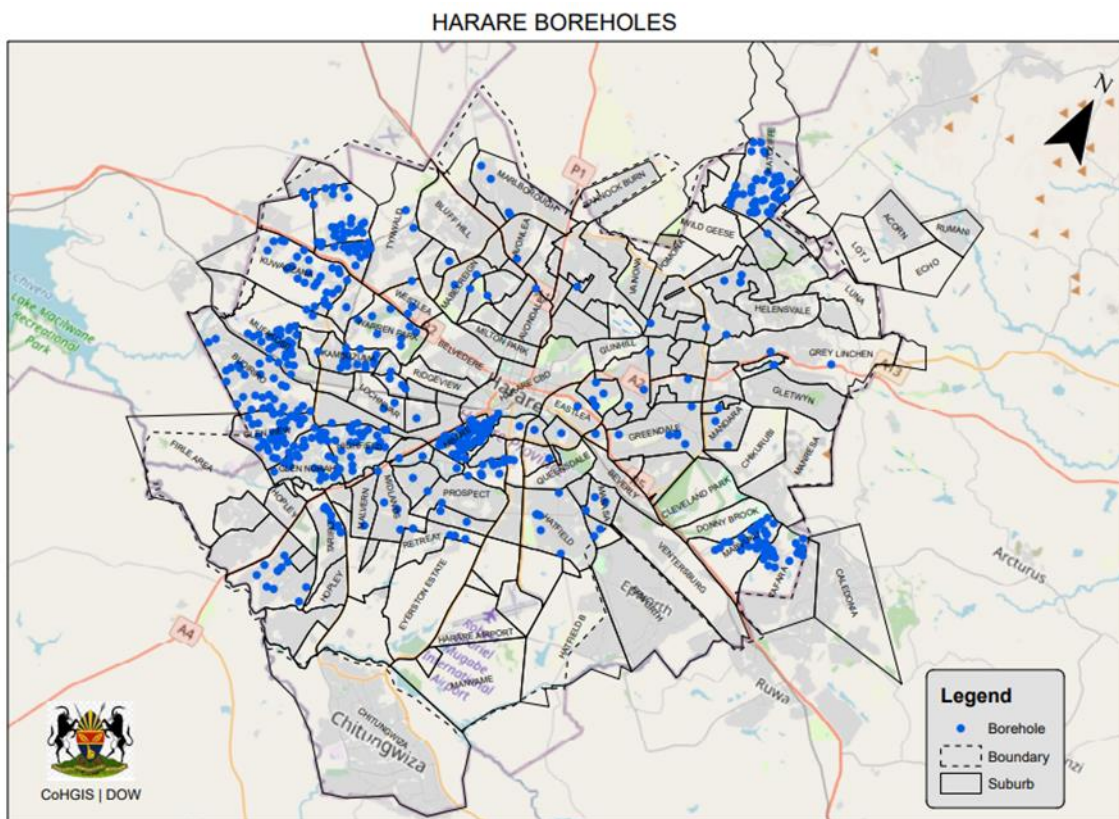
8.2.2 Ownership of Water Sources

Currently, Harare has three water sources which are namely Chivero Dam, Darwendale Dam and Prince Edward Dam. Chivero Dam is 85% owned by City of Harare and the 15% is owned by ZINWA. Darwendale is wholly owned by ZINWA and Prince Edward is wholly owned by City of Harare. Prince Edward Dam usually reduces its water levels in the dry season especially in September and October.

8.2.3 Natural sources

Wetland ecosystems are part of our natural wealth, they provide rapidly growing urban population with water services entirely free of charge, making a vital contribution to human health and wellbeing. Our water comes from these wetlands which provides many free benefits to residents. Most of these wetlands are the precious and valuable areas where some of the residents are drilling boreholes which will be very useful in their part of life. Map 8.1 shows the boreholes in the planning area.

Map 8.2: Boreholes in the city of Harare



8.2.4 Recycling facilities

Water reuse also known as water recycling or water reclamation reclaims water from a variety of sources then treats and reuses it for beneficial purposes such as agriculture and irrigation, portable water supplies, ground water replenishment, industrial processes and environmental restoration. Water reuses can provide alternatives to existing water supplies and be used to enhance water security, sustainability, and resilience. Sources of water for potential reuse can include municipal waste water, industry process and cooling water. These sources of water are adequately treated to

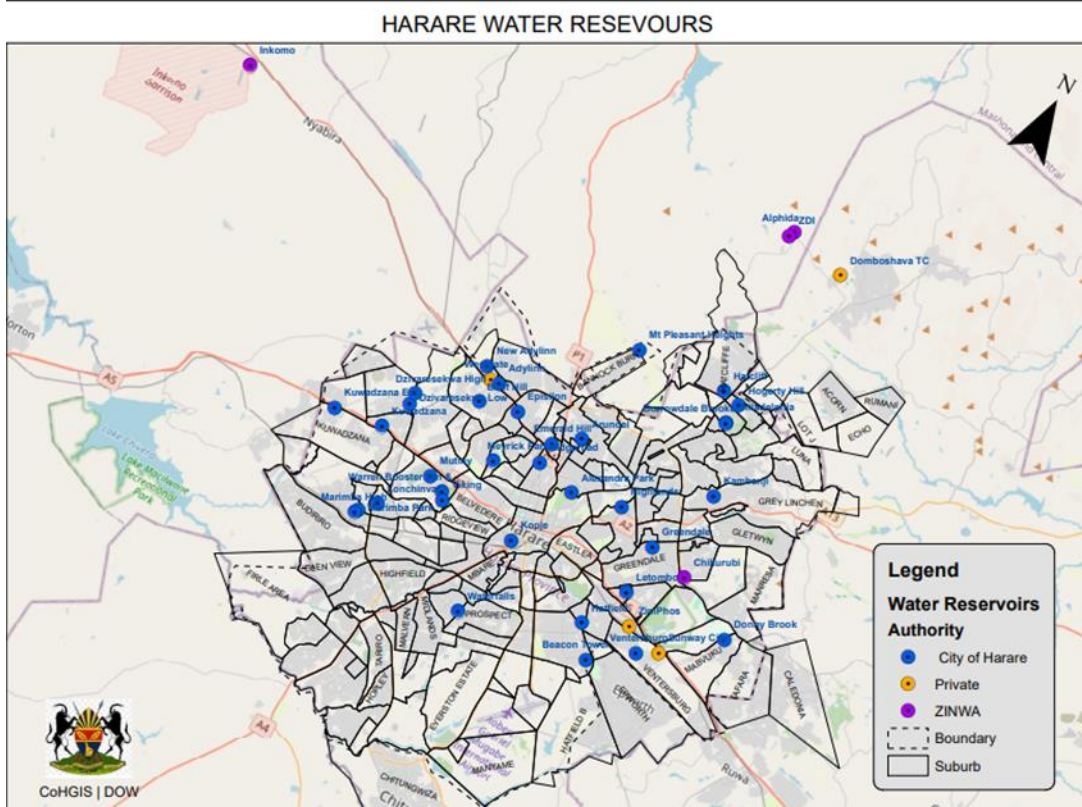
meet fit for purpose specifications are the treatment requirements to bring water from a particular source to the quality needed, to ensure public health, environmental protection, or specific user needs.

- i. Uses for Recycled Water
- ii. Irrigation for agriculture.
- iii. Irrigation for landscaping such as parks, rights of ways, and golf courses.
- iv. Process water for power plants, refineries, mills, and factories.
- v. Indoor uses such as toilet flushes.
- vi. Dust control and surface cleaning of roads, construction sites and other trafficked areas.
- vii. Concrete mixing and other construction processes.

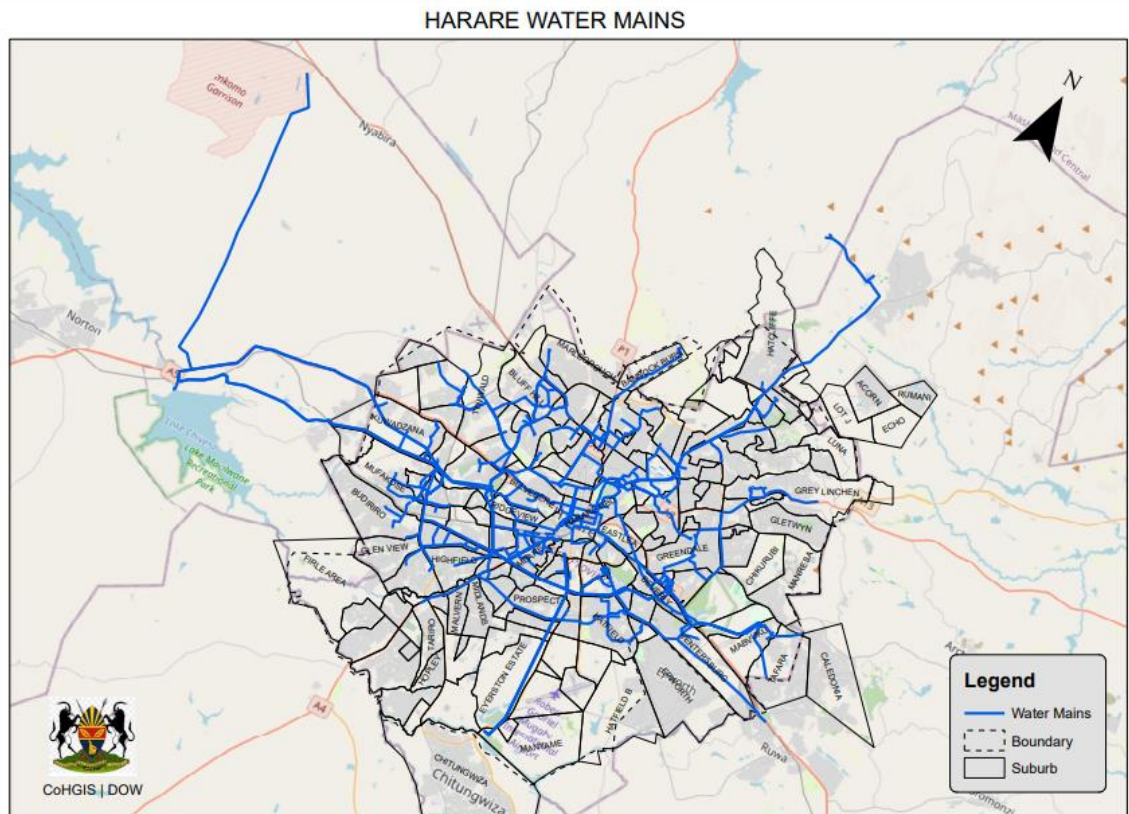
8.2.5 Current waterline networks

Bulk water from Chivero dam, approximately 34km west of the City Centre, is treated at Morton Jaffrey water works and transported by 1300mm and 975mm pipelines to Warren reservoir for further distribution to other reservoirs throughout the city. The City Centre is linked to the distribution networks from Alexandra Park Reservoir, to the north a pumping main from Warren Control to Letombo and the Kopje reservoirs.

Map 8.2: Harare Water Reservoirs



Map 8.3: Harare Water Mains



8.2.5 Challenges in water supply

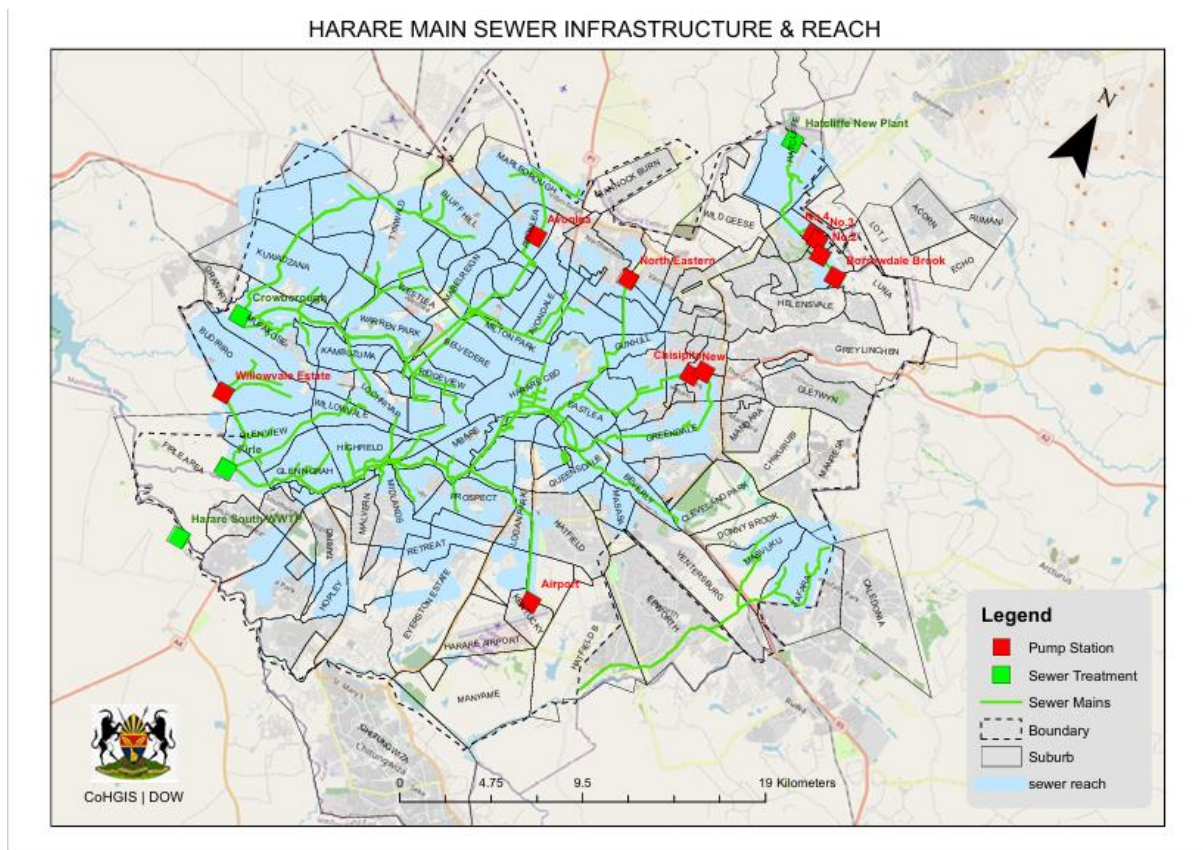
Challenges in water supply include:

- a) Water bursts from dilapidated pipes - increasing occurrences of water pipe bursts caused by aging pipes.
- b) Supply of chemicals – purchased in foreign currency whilst bills are paid in local currency.
- c) Accumulated debts from residents and some government institutions.
- d) Mismatch between population growth and water treatment plants which are still the same in terms of capacity –resulting in water rationing and shortages.
- e) Terrain of the planning area, Harare is built on upstream, and results in runoff and pollution meaning more chemicals required to treat the water.
- f) The rapid increase in population in the Chivero catchment (43%/annum) is putting increased pressure on available urban water infrastructure (water supply, wastewater treatment plants and disposal, rivers and Lake Chivero), causing failures and overloading.

8.3 SEWERAGE RETICULATION

City of Harare has five Sewage Treatment Works namely Firle works, Crowborough 54 000m³/d, Donnybrook ponds, Marlborough and Hatcliff works with Firle works being the biggest. These have a total capacity of treating 72 Megalitres/day. The Firle Sewage Treatment capacity is currently being doubled to 144 Megalitres/day.

Map 8.4: Harare main sewer infrastructure and reach



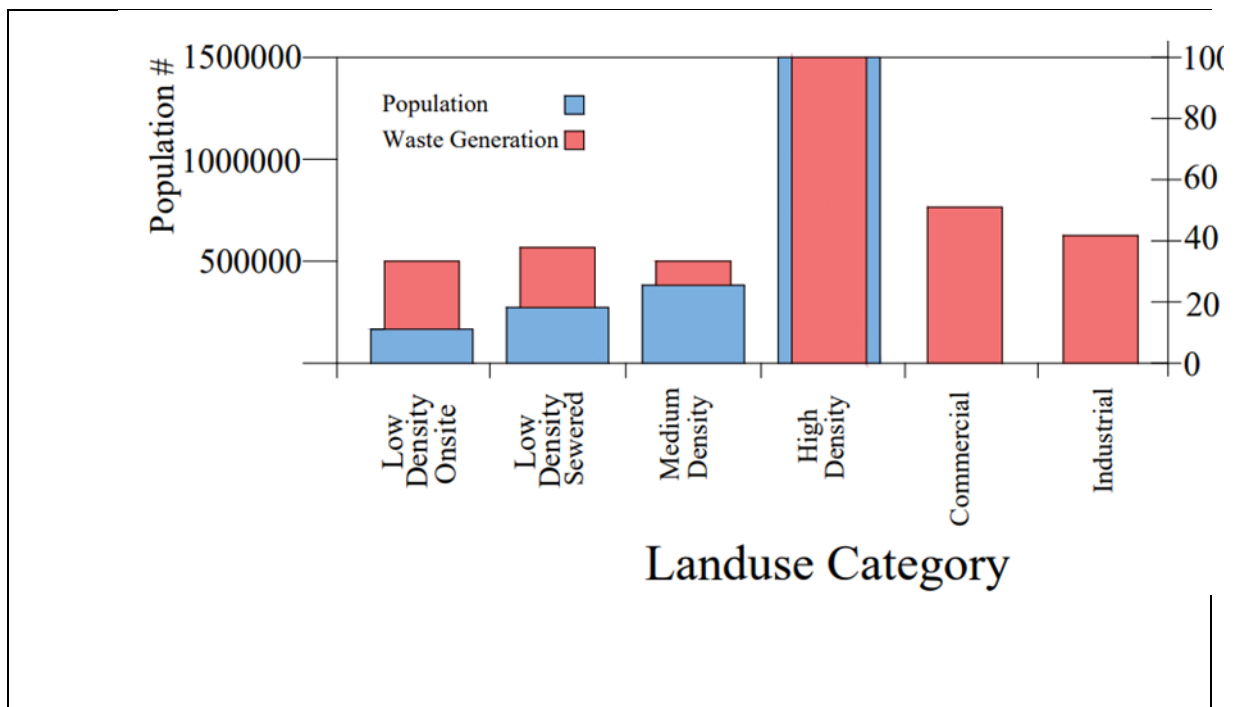
8.3.1 Current disposal Methods

Harare has three major disposal methods which are Sewer reticulated system, Bio-digester, Septic tank and soak away system and Pit latrine method. Low density suburbs in Harare with stands that are more than 2000m² are the areas that uses the Septic tank and soak away system whilst the medium and high density suburbs are the areas that are using sewer reticulated system.

The Bio – digester sewer system has been introduced to Low density areas that are densifying by constructing Cluster housing developments since the usual septic tank sewer system will be no longer coping with the volume of the sewage.

Pit latrines are being used by new residential areas that has been developed around Harare with no sewer reticulated system. These are suburbs like Retreat, Tariro, Ushewekunze, Southly Park and Caledonia.

Fig 8.4: Population distribution and Waste water generation in Harare



8.3.2 Areas covered by septic tanks/Biogas digests

All areas that are in Low density suburbs uses the Septic tank and soak away system/ Bio- digester system and these are Borrowdale Brook, Philadelphia, Helensvale, Greystone, Rietfontein, Glen Lorne, Shawasha, Chisipite, Mandara, Greendale and Mt Pleasant.

8.3.3 Treatment plants (location, size, and capacity)

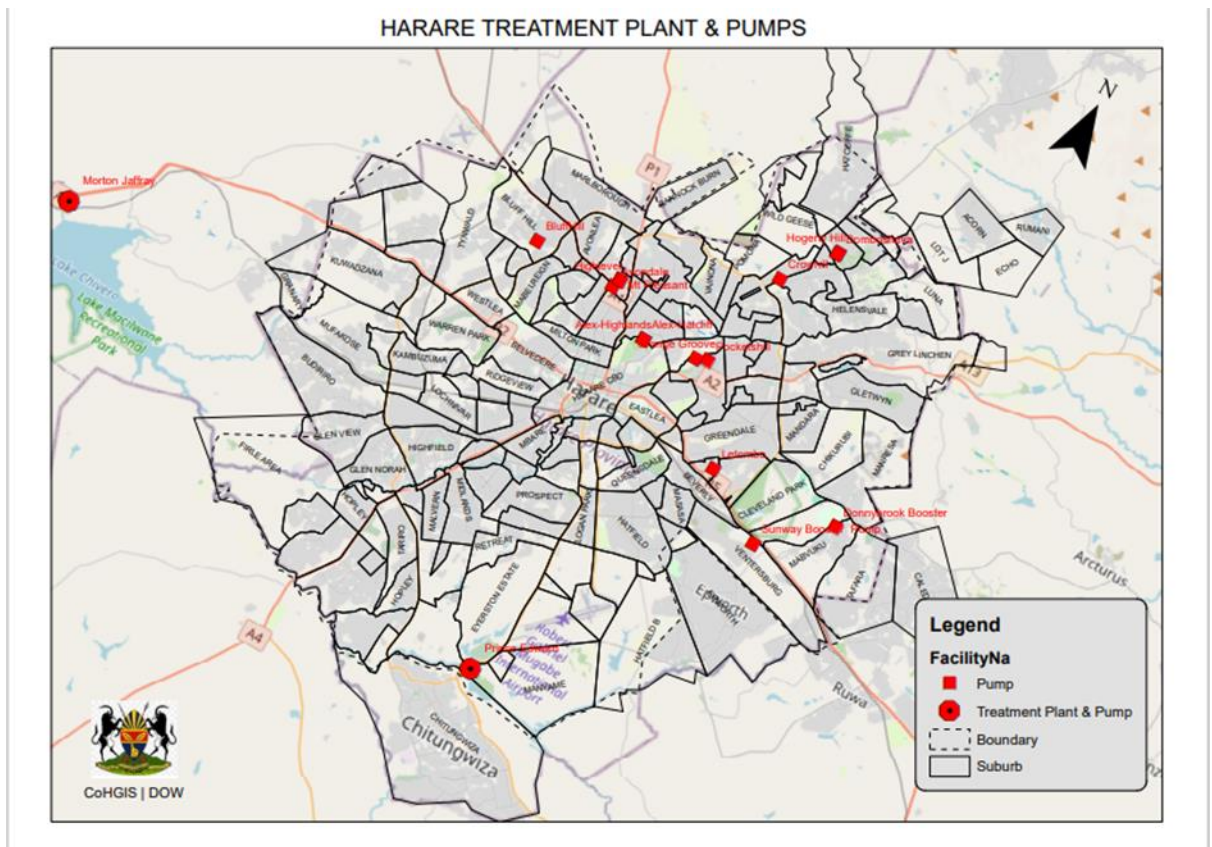
Firle Works, Crowborough Works, Donnybrook Ponds, Marlborough Ponds and Hatcliff Works and Firle Works being the biggest of all. The Firle Works is situated in Glenview Suburb and is the biggest which collects all the waste from the City and the industrial Workington Industrial Sites. The Crowborough Works is located in the Crowborough Farm that is to the south west of the city and is about 28 km from the city being the second biggest treatment plant. Donnybrook Ponds are the ponds which services the waste from Mabvuku and Tafara the eastern high density suburbs that are about 20km from the City. Hatcliff Ponds services the waste from the Northern high density Suburb of Hatcliff and the Hatcliff plant discharges into Chinyika River, a tributary of Mazowe River. Marlborough Ponds services the waste from Marlborough and it discharges into Gwebi River. Both Gwebi and Mazowe are outside the Chivero

catchment areas. The total amount waste water received at the treatment plants (326000m³ /day) is 60% of the total water abstracted (544000m³ / day), the difference being accounted for by water losses.

8.3.4 Sewage treatment plants Capacity

Harare has five sewage treatment plants with a sewage treatment capacity of 219.5ML/day but is receiving in excess of 250ML/day. Crowborough Sewage works was pumping 82 mega litres of raw sewage into Lake Chivero on a daily basis. It receives 100ML/day against its installed capacity of 54ML. On fresh water supply, it has been emphasized that Harare need about 1400ML/day and of that it has installed a capacity of 600ML/day to date.

Map 8.5: Location of treatment plants and pumps in the planning area

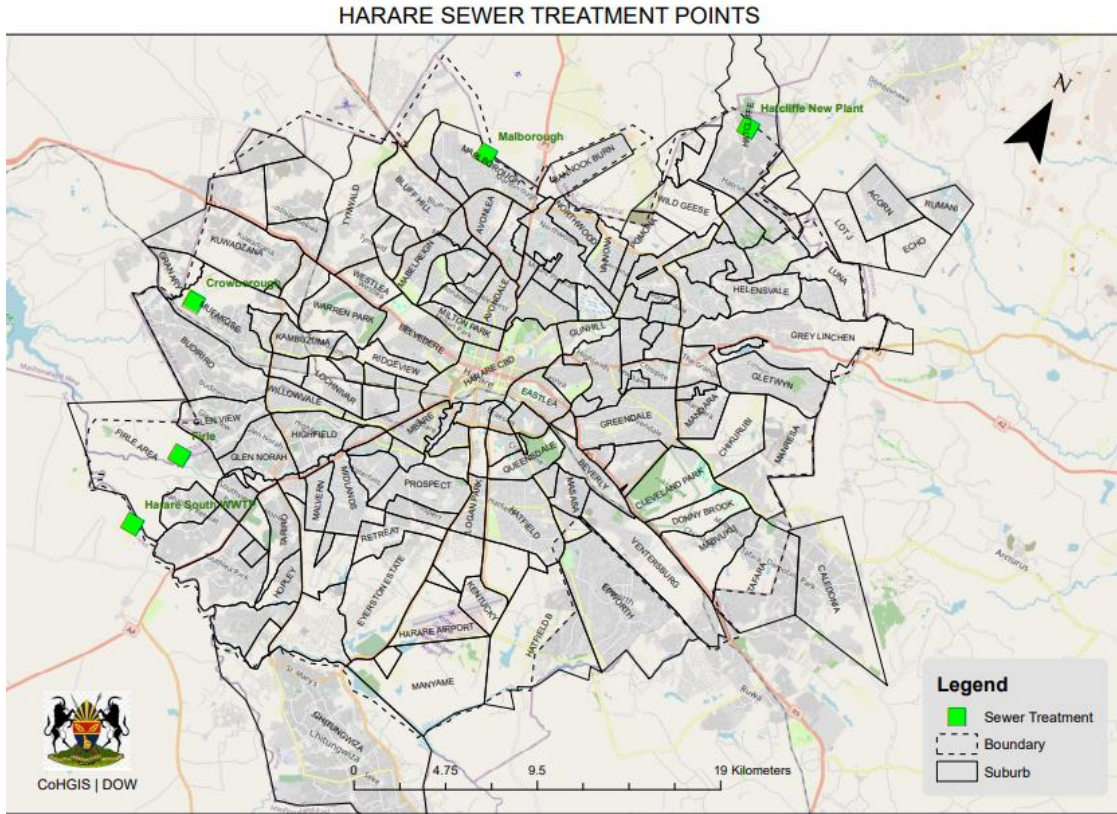


8.3.5 State/condition of Sewage treatment plants

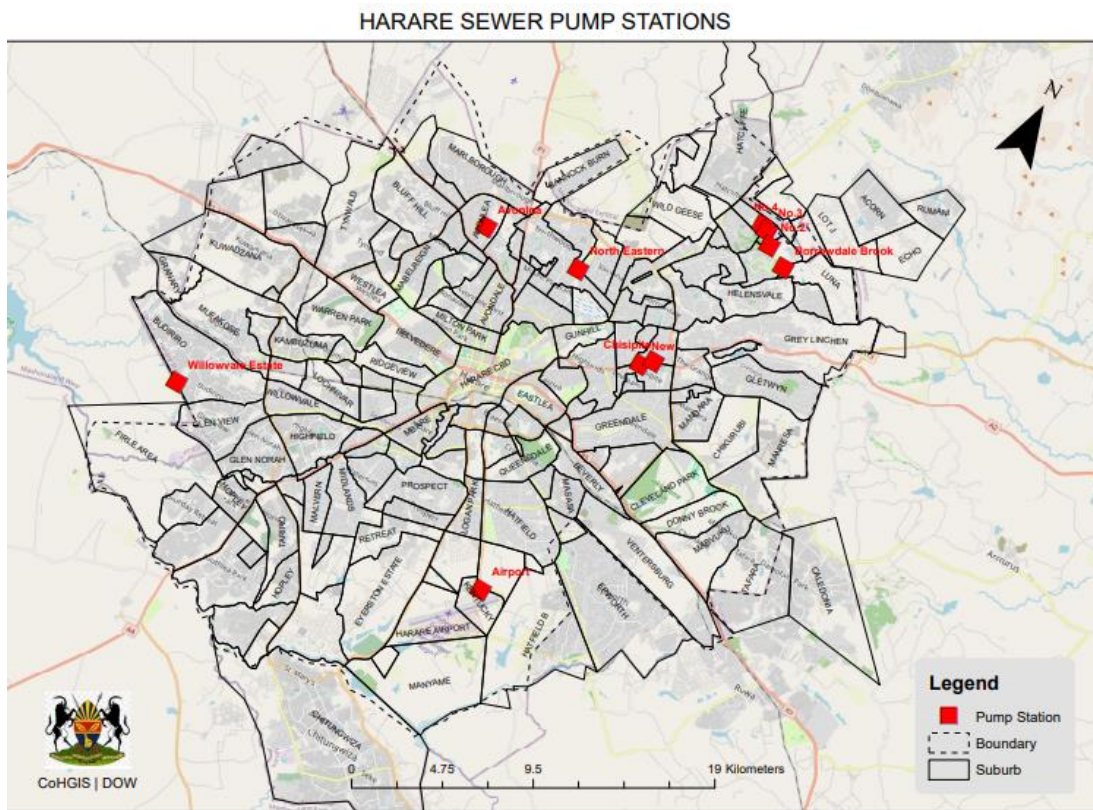
In June 2019, Harare was putting and still untreated sewerage into Lake Chivero, because sewage and water treatment plants were not coping with battling with rampant illegal settlers and growing population. In spite of this being an identified problem in

2004, 82% of untreated sewerage flows into lake, increasing the cost of water treatment for Harare. All the Plants in Harare.

Map 8.6: Harare sewer treatment points



Map 8.7: Sewerage pump stations in Harare



8.3.6 Issues affecting sewage delivery

- a) Repair of sewerage treatment plants machines and digesters at the plants
- b) Currently there is no need for land to establish or expand existing sewerage treatment plants but to repair the ones already existing.
- c) There is need to resuscitate existing plants to be able to recycle water
- d) Lack of funding to resuscitate existing plants

8.4 TELECOMMUNICATIONS

Telecommunications infrastructure includes media, satellite, and data centres that transmit information over a long distance. The infrastructure is the components that aid the in the transmission of information and includes network nodes, network services, telecom services and satellite systems. The planning area is served by three major network service providers in terms of telecommunication facilities, namely Econet Wireless, Netone and Telecel. All of them are governed and regulated by Postal and Telecommunications Regulatory Authority of Zimbabwe's (POTRAZ). The current subscriber base as at 30 June 2021 for the operators are as follows: Econet 5 521000, Telecel 1 297 000 and Netone 1 349 000. All the three operators

offer 2G, GPRS, EDGE and 3G services. The expansion of 3G and LTE based mobile broadband services has meant that most of the population has access to the internet. According to POTRAZ, public mobile internet subscribers are currently at 1.5 million.

8.4.1 Econet Wireless

It is the largest mobile network operator in Zimbabwe and has a dominant presence and coverage in the capital city of Harare. Econet has the most extensive network of cell sites and base stations across Harare, covering a majority of the city's residential, commercial, and industrial areas. The company claims to have over 80% population coverage in Harare, with a focus on 4G/LTE service availability. Econet's network in Harare is generally considered to have better quality, higher reliability, and faster data speeds compared to other operators. The company has been investing heavily in network modernization and capacity expansion to maintain its competitive edge. Econet has been deploying fibre-optic broadband networks in Harare, providing high-speed internet access to both residential and business customers. This fibre infrastructure also supports the company's mobile network by enabling backhaul connectivity for cell sites.

8.4.2 Netone

Netone has been actively expanding its network coverage and infrastructure in Harare in recent years. As of mid-2023, Netone claims to have over 70% population coverage in Harare, with a focus on improving 3G and 4G/LTE service quality and availability across the city. Netone has a wide network of base stations and cell sites located throughout Harare's residential, commercial and industrial areas to provide reliable signal coverage. The company has been upgrading its network to enhance 4G/LTE service, which now reaches most high-density suburbs and the central business district of Harare. Netone has also been rolling out fibre-optic infrastructure to enable high-speed broadband internet access in parts of the city. Coverage and signal strength can vary depending on location, building density, and other factors. Some areas may experience weaker coverage compared to others.

8.4.3 Telecel Zimbabwe

Telecel has a substantial network of cell sites and base stations across Harare, but its overall coverage is considered to be less extensive compared to Econet and Netone.

The company claims to have around 60-65% population coverage in Harare, with a focus on the central business district and more densely populated suburbs. Telecel's network quality and service reliability in Harare are generally perceived to be lower than Econet's, with some issues related to call drops, data speeds, and network stability. The company has been working to improve its network infrastructure and performance in the city, but still trails its competitors in this regard. Telecel has been investing in upgrading its network to expand 4G/LTE coverage in Harare, but its 4G footprint is still relatively limited compared to Econet and Netone. This has resulted in some customers experiencing slower data speeds or being unable to access the latest 4G services in certain areas of the city.

8.4.4 Telecommunication infrastructure challenges

- a) The telecoms sector still faces challenges to fully provide services to the planning area, among the challenges are:
- b) Inadequate foreign currency resources that are required to upgrade, expand and maintain telecommunication networks.
- c) The sector is heavily affected by operational realities that inhibit sector growth including power outages, which increase the cost-of-service provision.
- d) Low disposable incomes in the country remain a major constraint on service affordability and uptake by postal and telecommunication users.
- e) Harare also has a very high population density, especially in the high-density residential suburbs. This presents challenges in deploying enough cell sites and infrastructure to provide seamless coverage across the entire city.
- f) The urban landscape of Harare, with its dense buildings, skyscrapers, and hilly terrain, can create signal interference and dead zones, making it difficult to achieve consistent coverage.

8.5 AIRPORTS AND AIR TRANSPORT

In terms of airports and air infrastructure, the study area (Harare and its surroundings) is managed by the Civil Aviation Authority of Zimbabwe (CAAZ), established by the Government of Zimbabwe in 1999 through the Civil Aviation Act of 1998. The CAAZ is the main provider of civil aviation services, serving as the regulator of the industry, managing the

civil aviation infrastructure, including the main airports, and providing airspace management services. The study area is served by two airports, the Charles Prince Airport (Mount Hamden) and the Robert Gabriel Mugabe (RGM) International Airport formerly known as Harare International Airport and Salisbury Airport.

8.5.1 Robert Gabriel Mugabe International Airport size and capacity

The planning area, is served by one airport, the RGM International Airport which is the largest airport in the study area as well as the largest in the country. It is located 15 kilometres south of the city and serves as a primary gateway into Zimbabwe and a natural gateway into Southern Africa. The airport has 4.725m long and 46m wide runway, capable of handling wide-bodied aircrafts such as the Boeing 777/B747. It has a design capacity of up to 3.8 million passengers a year. The RGM international airport is fully compliant with international standards and has the capacity to handle regional traffic should it be required. The volume could be increased if the African Open Skies (Yamasukp Agreement) policy could be used effectively as currently a number of bi-lateral agreements are in the works to allow fellow African nations and Zimbabwe to utilize the facilities in each other's countries.

It is also important to note that the International airport is currently under expansion with the construction of a new terminal and related facilities to increase its passenger handling capacity. The expansion of the airport is part of the efforts by the Zimbabwean government's drive to improve aviation infrastructure in line with international standards which is also aimed at driving economic growth.

8.5.2 Challenges in air infrastructure

The study established that Civil Aviation infrastructure in Zimbabwe is in need of rehabilitation and regular maintenance. A particular concern is air traffic control and safety, as equipment is old and in need of replacement. Closely related to traffic surveillance is the capability for aircraft communication to and from the ground. The entire airspace of Zimbabwe has not been covered by existing facilities, and what does exist is deficient. The airspace surveillance equipment is not well maintained, and shortcomings in surveillance also raise concerns about search and rescue operations. Weather installations are inadequate, and broadband infrastructure is not available at most airports. An ongoing program of CAAZ is making progress in addressing

deficiencies in the ground to air communication system, but much remains to be done in this area.

8.6 RAILWAYS AND RAIL INFRASTRUCTURE

Railways and rail infrastructure in the planning area is owned, managed and operated by the National Railways of Zimbabwe (NRZ). The total length of railway tracks in Harare currently spans around 71km, stretching from Ruwa at 256.72km to Harare at 278km, Harare to Whitehouse at 305km, and Lochinvar to Mt. Hampden covering 21km. The main depot for Harare is located at the south of the City along Kenneth Kaunda Avenue. The NRZ operates both Intercity and Commuter locomotives within and around the planning area which transport both passengers and freight. The Intercity commuter lines at the moment are only transporting goods due the lack of intercity passengers but plans are in the works to reintroduce the commuter lines, whilst freight services are operating as normal.

8.6.1 Chitungwiza railway line project

A detailed design of the Chitungwiza railway line project was carried out by the Government of Zimbabwe through the Ministry of Local Government. The detailed engineering design was completed in 1991 and the project was however not implemented due to lack of finance because of the sheer size of the scope of the design. The Harare – Chitungwiza railway line project aims to provide an efficient, safe and reliable means of transport for passengers from Seke, Chitungwiza, Manyame, Sunningdale, Prospect, Mbare and Graniteside commuting to and from Harare CBD. The corridor is currently served by buses and private minibuses and the proposed commuter train service is expected to provide a lasting solution to problems of traffic congestion and other safety issues along Seke road. Also in the long term, the NRZ plans to establish a fully-fledged metro rail to service all surrounding Harare settlements such as Ruwa, Norton, Domboshava, Nyabira and Cyber City.

8.6.2 Rail infrastructure challenges in the planning area

- i. Funding constraint Government not availing adequate financial support for maintenance new proposed development.
- ii. Vandalism of infrastructure components – ballast steel, components etc, electrified section and signaling system decommissioned owing to theft of copper.
- iii. Illegal mining activities on the railway servitude.

- iv. Obsolete and aged equipment.
- v. Encroachments into NRZ servitude affects implementation of projects.

8.7 POWER SUPPLY

Most of the power that supplies Harare comes from Hwange and Kariba stations. There is a potential increase in contribution from solar PV through net-metered solar plants on households, commercial and industrial installations. The current maximum power demand for electricity in the city of Harare is approximately 480MVA with a total number of connected clients amounting approximately 300,000 including residential, commercial and industrial clients.

Table 8.1: List of substations supplying Harare City

1. Distribution Point	Substation	Installed Capacity (Mva)		Y	X
City Intake 330/33	Aces	30	2x15	17.817	30.99967
	Beatrice	50	2x25	17.8736	31.01775
	Borrowdale	32	2x16	31.0881	31.0881
	Coventry	50	2x25	17.8465	31.03312
	Gardens	41	1x25x,1x16	17.826	31.0464
	Kopje	20	1x20	17.8389	31.0395
	Manica	32	2x16	17.8287	31.05596
	Selous	30	2x15	17.8207	31.06272
	Strathaven	30	2x15	17.7947	31.02102
	City Intake 330/33 Total		300		17.8434
Coleford 132/33	Acturus	16	2x8	17.7976	31.09874
	Coleford	32	2x16	17.8076	31.14215
	Highlands Park	24	1x16+1x8	17.7518	31.14913
	Lynette	32	2x15/25	17.8408	31.11304
	Manresa	32	2x9.6/16	17.82	31.19595
	Ruwa	32	2x16	17.896	31.23683
	Damofalls	40	2x20	17.8561	31.2427
	Coleford 132/33 Total		90	2x35/45	17.8076
Highfield 132/33	Glen Norah	40	2x20	17.9149	30.97061
	Highfield	32	2x16	17.8735	31.00936
	Pe Dam	20	1x20	17.9764	31.06035
	Prospect	32	2x9.6/16	17.903	31.03008
	Willowvale	63	2x25/31.5	17.8903	30.96702
	Workington	32	2x16	17.8547	30.99722
	Highfield 132/33 Total		180	2x60/90	17.8735
Kambuzuma 132/33	Glen Norah	32	2x20	17.9149	30.97061
	Kambuzuma	20	1x20	17.8533	30.95652
	Mufakose	40	2x20	17.8691	30.91449
	Warren Pumps 33/11kv	12	1x4+1x8	17.8382	30.98522
Kambuzuma 132/33 Total		90	2x45	17.8533	30.95652
Pomona 132/33	Birches	32	2x16	17.7701	31.00199
	Dorset	30	2x15	17.7794	31.03847
	New Greystone	20	1x20	17.7478	31.11391

	Hatcliff	20	1x20	17.8711	31.0645
	Pomona	32	2x16	17.7485	31.08511
Pomona 132/33 Total		90	2x45	17.7485	31.08511
Seniors 132/33	Airport	32	2x16	17.8576	31.09294
	Epworth	20	1x20	17.9003	31.14205
	Sande Crescent	16	1x16	17.8638	31.04623
	Hatgates	32	2x16	17.8711	31.0645
	Hillside	25	1x15+1x10	17.8256	31.09684
	Seniors	32	2x16	17.8576	310.9294
Seniors 132/33 Total		135	1x90+1x31.5/45	17.8576	31.09294
Stamford 132/33	Birches	32	2x16	17.7826	30.94069
	Kuwadzana	32	2x16	17.8188	30.91708
	Mabelreign	16		17.7913	30.99842
	Mount Hampden	16	1x16	17.7491	30.93745
	Stamford	16	1x16	17.7826	30.94069
Stamford 132/33 Total		135	1x90+1x45	17.7826	30.94069
Parkridge 132/33	Budiriro	32	2x16	17.8917	30.92519
	Glenview	32	2x16	17.9164	30.94204
	Hunyani Port 33/11kv	5	1x5	17.8771	30.76893
	Parkridge	40	2x20	17.8539	30.897

Source: ZETDC 2024

8.7.1 Issues in power supply

Major challenges that are faced in supplying power are:

1. Lack of servitudes for power infrastructure expansion project,
2. Lack of funding for electricity reticulation project in residential areas
3. Theft and vandalism of electricity infrastructure
4. Aged electricity infrastructure.

CHAPTER NINE: TRAFFIC AND TRANSPORTATION

9.0 INTRODUCTION

Traffic management ensures that there is effective and efficient movement of goods and people within the city. In order to achieve this the whole system of travellers, vehicles and travel routes have to be carefully managed. Proper traffic management entails the following;

- i. Traffic flows smoothly and efficiently,
- ii. There is fair access for different transport modes,
- iii. Roads and street are safe for all users including vulnerable users,
- iv. Congestion and pollutions is minimised.

9.1 ROAD NETWORK

The total length of surfaced tarred roads within the planning area is approximately \pm 4600km and 100km of gravel road. Currently an average of 75% of the City's Road network need a complete overhaul and extensive rehabilitation as defined in the Harare Roads Inventory and Condition Survey of 2017. The absence of a comprehensive, efficient, affordable and reliable traffic and transportation management system for the city gives a lot of pressure to the current road network hence the traffic chaos, congestion experienced during morning, afternoon and evening peak periods.

Roads in the City of Harare can be placed into a 3-tier hierarchy comprising of Primary level, Secondary level and Tertiary level roads according to the recently completed road reclassification exercise of 2024 by the City of Harare. The road hierarchy is also used to manage the type of vehicle permitted in certain roads and as well as the time the vehicles are permitted. The road hierarchy used by City of Harare is as follows,

Table 9.1: The road hierarchy used by City of Harare

1. Primary Level	Principal Arterial System (Regional Roads) Minor Arterial System (National Roads)
2. Secondary Level:	Secondary Distributor
3. Tertiary Level	Local Distributor Roads Stand Access Foot Paths

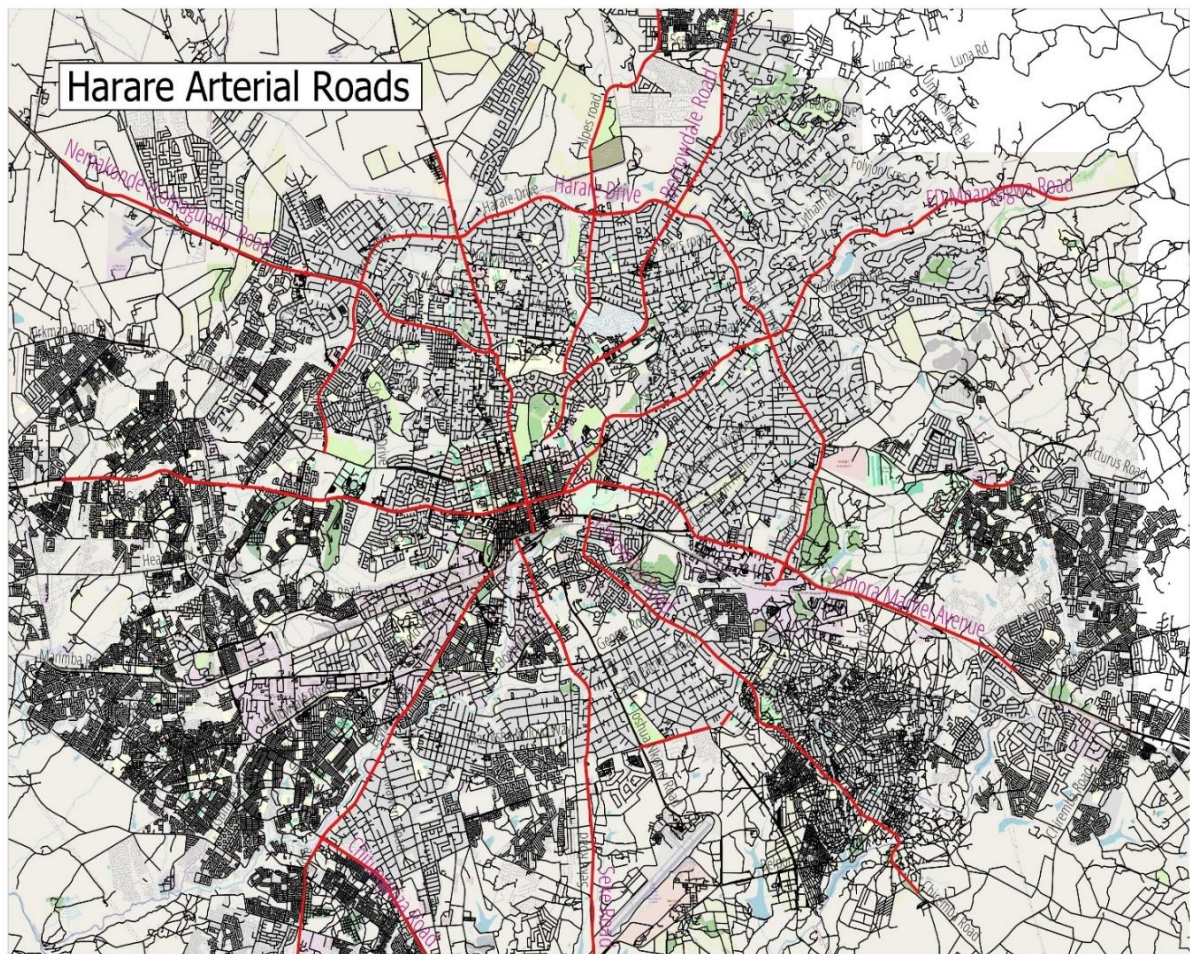
9.1.1 Classification of roads in Harare

The main regional roads that are in the planning area are as follows,

9.2: Classification of roads in Harare

Name of Regional Road	Width of Servitude	Number of Existing Lanes	Comments
Nemakonde Road/Lomagundi Road	31.49m	Single Lane	Currently under reconstruction
Bulawayo Road/Samora Machel Avenue West	62.97m	Double Lanes	Extra lanes recommended for efficient performance
Mutare Road/Samora Machel Avenue East	47.23m	Double Lanes	Extra lanes recommended for efficient performance
Simon Mazorodze Road	31.49m	Double Lanes	Extra lanes recommended for efficient performance
Sam Nujoma/Golden Stairs Road	31.49m	Double lanes from Julius Nyerere up to Nemakonde/Lomagundi Road	Extra lanes recommended for efficient performance
ED Mhangagwa Way	31.49m	Double Lane from Robert Mugabe way up to Glenara Avenue and Single Lane up to the tollgate	Extra lanes recommended for efficient performance
Seke Road	31.49m	Double Lanes	Extra lanes recommended and the expansion of the Julius Nyerere railway crossing intersection (road underpass)

Map 9.1: Harare's main arterial roads and their properties



9.1.2 Heavily congested roads in the planning area

Listed below are some of the roads that are currently oversaturated and heavily congested.

1. Arcturus Road
2. Mutare Road/Samora Machel East
3. Chiremba Road
4. Seke Road
5. Simon Mazorodze Road
6. Kambuzuma Road
7. Bulawayo Road/Samora Machel West
8. Lomagundi Road (Road works in progress for dualization)
9. Sam Nujoma Street
10. Borrowdale Road
11. ED Mnangagwa Road

Most of the roads have reached their capacity and require additional lanes to accommodate more traffic. The number of lanes are fewer than what is required by the current traffic and this has resulted in motorists creating illegal additional lanes on road verges and sometimes encroaching incoming traffic. The completion of Harare Drive missing links and the subsequent dualization of the same should be prioritised to divert traffic off the Central Business District (CBD).

An increase in developments along primary roads has distorted the road hierarchy and functions of the roads. Roads are now serving more than one functions. Roads such as Bulawayo road, Simon Mazorodze, Mutare roads which were meant to be principal arterials (Primary level) and carry high speed volumes of through traffic are now also acting as local distributors and stand access (Tertiary level) in some instances. Increase in access roads on a principal and minor arterials leads to reduced speeds and create a lot of conflict points with high speed vehicles. Traffic calming measure have been put in primary level roads reducing vehicle speeds.

A detailed feasibility study on urban tolling facilities possible within the planning area should be supported, promoted, and pursued to decongest the city. The construction of the New City (Mount Hampden) by the Government will help decongest some of the roads within the planning area. Arterial roads are primarily for carrying traffic on a continuous route. The current one-way streets need to be relooked at so as to address the current traffic challenges.

9.1.3 Freeway Reservation

The freeway reservation corridor was planned way back in the 19th century, but to date it has not been developed due to a combination of factors chief among them the astronomical cost of motorway construction and interchanges. Due to the current serious congestion levels experienced within the existing road infrastructure, it is best to link the freeway interchanges to offer flexible and optional travel arrangements as land use patterns around the Central Business District are drastically morphing to world class standards. The existing freeway reservations should thus be urgently defined (surveyed) to discourage space barons, as a preliminary deterrent the master plan should encourage use of freeway reservations for temporary uses such as car sales. The freeway reservations are as detailed on plan No. TE493/4.

9.2 PARKING

Table 9.3: Parking in Central Business District

Parkade Name	Number Of Bays
Rezende Street	477
S. Machel	913
4 th Street Parking Lot	375
Monomotapa Parking Lot	[Sold]
Parking Bays In Central District	
Name	Number Of Bays
Loading And Off-Loading	232
On street Parking	7860
*Illegal	1149
Collection To City Park	6711
Reserved/ Privileged From 2014-2024	
Name	Number Of Bays
Reserved	85
Privileged	59

**illegal parking bays are parking bays that cannot be accessed due to illegal activities happening were they are located for instances mushika-shika.*

9.3 VEHICULAR TRAFFIC AND TRAFFIC MANAGEMENT

The counts were carried out from 2022, 2023 and 2024. The counts reflect the current traffic flow on main roads in the planning area. The traffic counts indicate that most of the roads have reached capacity and vehicle moving way below posted speeds during morning and evening peaks.

Name	MORNING		AFTERNOON		EVENING		Total
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	
Samora West of Bishop Gaul	2674	977	1153	796	992	332	6924
Simon Mazorodze at Chicken Inn	1461	1167	667	601	895	1241	6032
Seke Road at ABC	1862	3701	1412	1318	1541	1645	11479
Bulawayo road before Churchill road	2581	1483	1876	1923	1623	2784	12270

Table 9.4: Traffic Volumes and Flows

9.4 TRAFFIC MANAGEMENT

9.4.1 Traffic calming measure

Traffic calming measures have been introduced to restrict the number and speed of motorised vehicles. The most used traffic calming measure being speed humps, rumble strips and zebra crossings. The use of speed humps in primary level roads have also been having negative effects as they cause congestion for example speed humps in Acturus road and Malvern Road. There have been efforts to create safe school zones by creating raised crosswalks and painting zebra crossings around schools.

9.4.2 Traffic control at intersections

There are currently 215 signalised intersections in Harare and only 90 are working. Most of the signals are not working and traffic has to be controlled by the police on major intersections. Power outages are also affecting signalised intersections. There is no synchronisation of the traffic signals and this further exacerbates congestions. The traffic

signals are not interlinked and there is no master controller that would change signal phasing based on volumes. The traffic control room that used to exist is no longer functional. Most of the signals need to be recalibrated to suit current traffic movements and volumes. Listed below are some of the intersections that are currently oversaturated and heavily congested. The level of service of the intersections is at E and F.

1. Samora Machel Avenue West and ED Mnangagwa Road
2. Samora Machel Avenue West and Glenara Avenue
3. Mutare and Robert Mugabe Way
4. Mutare Road and Harare Drive Roundabout
5. Chiremba Road and Robert Mugabe Way
6. Chiremba Road and Glenara Avenue
7. Chiremba Road and Malta Road
8. Chiremba Road and Dieppe Road
9. Julius Nyerere Road and Fidel Castrol Road Overpass
10. Dieppe Road and Seke Road
11. Seke Road and Masotsha Ndhlovu Way
12. Simon Mazorodze Road and Remembrance Drive
13. Simon Mazorodze Road and Willowvale Road
14. Samora Machel Avenue West and Rotten Row Road
15. Samora Machel Avenue West and Rekayi Tangwena Road
16. Samora Machel Avenue West and Bishop Gaul Avenue
17. Samora Machel Avenue West and Crowborough Way Roundabout
18. Samora Machel Avenue West and Tynwald Road
19. Samora Machel Avenue West and High Glen Road Roundabout
20. Harare Drive and Kirkman Road
21. Golden Stairs Street and The Chase Road
22. Golden Stairs Street and Harare Drive
23. Borrowdale Road: All rehabilitation of troublesome intersections shall be taken care of by the Borrowdale Local Development Plan (No. 32) as approved.
24. ED Munangagwa Way: All rehabilitation of troublesome intersections shall be taken care of by the Enterprise Corridor Local Development Plan (No. 60) as approved.

Intersections are creating bottle necks because the traffic volumes have exceeded the design capacity of the intersections. In order to improve traffic flow there have been retrofits on roundabouts in the form of slip lanes to allow left turning movement to make a left turn without circling in the roundabout and this has decongested some roundabouts.

9.4.3 Enforcement of road laws

The current traffic management is characterised by reactive and short term measures of enforcement blitz. The enforcement blitzes are only effective during the enforcement period. There is poor enforcement of traffic bylaws because the city has grown bigger and the workforce is unable to cover whole of the city. Also the penalties for breaking traffic laws are not deterring enough to stop perpetrators from committing similar crimes. There is need for introduction of new technologies to help enforce road laws and to reduce human interactions.

9.5 PUBLIC TRANSPORT AND PEDESTRIAN TRAFFIC

9.5.1 Public Transport

Public transport is a system of transport for passengers by group travel system available for use by the general public, typically managed on a schedule, operated on established routes, and that may charge a posted fee for each trip. In City of Harare there are three forms which include, convectional buses, commuter omnibus (pirate or emergency taxis) and metered taxis which are common.

9.5.2 Modal Split

Around year 2001, government deregulated the provision of the public transport within the City and allowed private Omnibus operators to run mini-buses (Kombis) on designated routes under license by Government. Central government under Statutory Instrument 83 of 2020 gave Zimbabwe United Passenger Company (ZUPCO) mandated to operate public transport during the lockdown (COVID 19 pandemic) in 2021. During the lockdown period ZUPCO was given the mandate to provide public transport for the commuting essential service personnel. After the lockdown ZUPCO continued to be the main provider of public transport.

ZUPCO did not have capacity to provide adequate public. In order to cater for the demand ZUPCO contracted private operators to provide public transport under its franchise. ZUPCO gave subsidies to local private bus and kombi operators to provide public transport. This effort was in vain as it failed to appropriately achieve desired results. By the beginning of March 2023, there was a directive from the Central Government instructing Local Authorities to take over the management of Public Transport (Statutory 213a of 2022). Private bus operators formed various associations. The associations registered to their respective Local Authorities. Table 9.4: Shows name of associations, number of their members and number of fleets registered that are registered with City of Harare.

Table 9.4: Names of associations, number of their members and number of fleets registered that are registered with City of Harare.

	Name of Association	No. of Members	No. of Commuter Omnibuses	No. of Buses
1	GHACO (Greater Harare Association of Commuter Operators)	350	1000	-
2	ZUDAC (Zimbabwe Union of Drivers & Conductors)	315	680	-
3	ITRA	129	486	12
4	PAMUSHANA	28	89	-
5	HYTA (Harare Youth Transporters Association)	537	568	23
6	Life Style Motors Association	200	387	22
7	ZICOTO (Zimbabwe Commuter Omnibus Transport Organization)	35	96	-
8	ZUDUCO (Zimbabwe United Deregulated Commuter Omnibus)	500	460	40
9	Black Giants Transport Drivers Association	90	100	-
10	ZIPTA (Zimbabwe Public Transport Association)	64	101	-
11	HCCA (Harare-Chitungwiza Commuter Association)			
12	UCOZ (Urban Commuters Operators of Zimbabwe)	35	120	-
	TOTAL	2283	4087	97

Source: Study findings 2024

9.5.3 Registered Kombis and buses

There are 4087 commuter omnibuses and 97 buses registered with 12 associations in Harare. The public transport system is not adequate to meet the current demand. Due to the shortages, illegal pirate taxis (Mushika-shika) have mushroomed and have become a menace.

9.5.4 ZUPCO Buses

ZUPCO plays a pivotal role in mass public transport in Harare. Currently the company has 160 conventional buses operating in the city plying 152 routes including the newly established locations and industrial areas. ZUPCO has participated in the development of termini infrastructure such as shelter and has 188 termini dotted around Harare. However, the infrastructure is dilapidated company has 105 buses operating from Harare linking other cities.

9.5.5 Illegal Pirate Taxis (Mushika shika)

These are rogue illegal private transporters operating in and around the city. They operate using unregistered and un-road worthy vehicles. They pick and drop passengers at undesignated points. Their vehicles comprise of these vehicle, Toyota Hiace, Honda Fit, Toyota Wish, Toyota Sienta, Nissan NV200, etc. Their number is estimated to be around 5000 plus vehicles.

9.5.6 Metered Taxis

These are convectional metered taxis. They are registered with the City of Harare and ranks have been established both in the CBD and in Residential shopping areas. The city has also another type of Taxis which uses the E-hailing services. These Taxis are not branded and not registered with the city. The main E-hailing services available are Inn drive, Yango, Bolt, Rida, etc. Table 9.6: Shows Taxi ranks and their capacity.

Table 9.6: Taxi ranks and the capacity

	DESIGNATED RANK	CAPACITY
1	Avenues Clinic	10
2	Avondale Shopping Centre	20
3	Baines Clinic	10
4	Belgravia	8
5	Belvedere	10

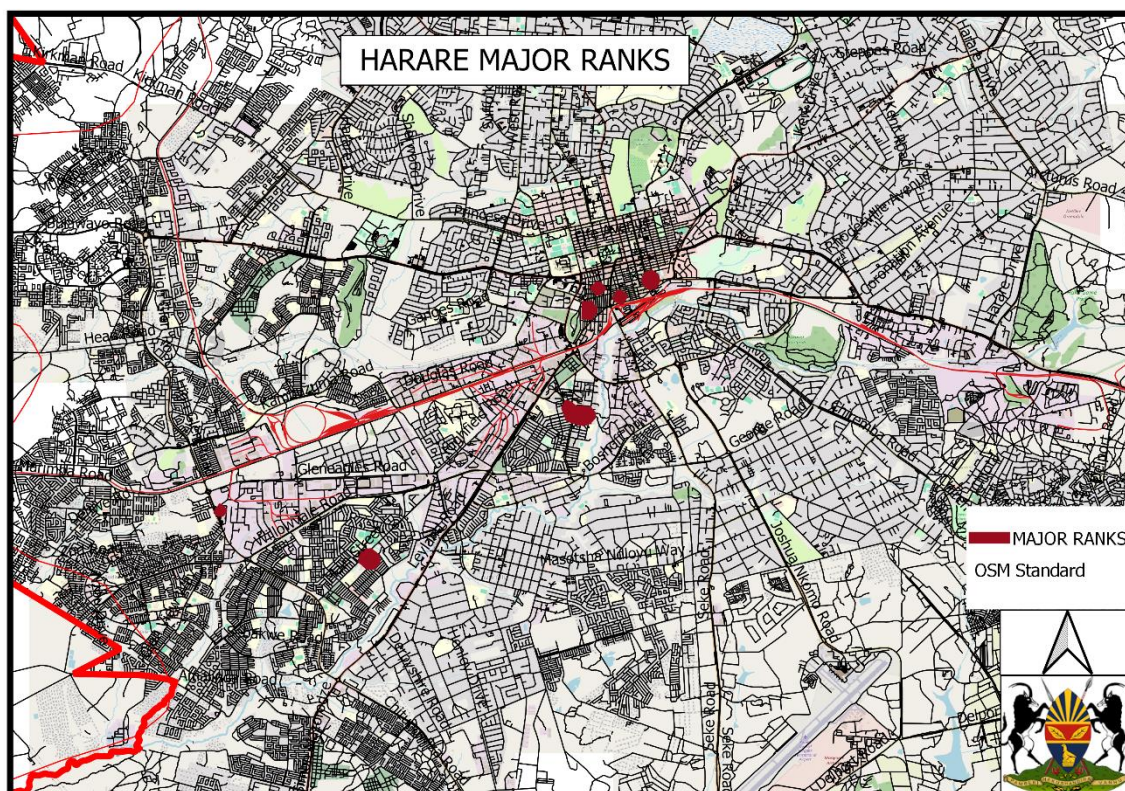
6	Breaside	10
7	Bute Street (Gulf)	40
8	Bronte Hotel	8
9	Central Avenue (Causeway)	10
10	Chinhoyi Street	18
11	Chisipite Shopping Centre	20
12	Eastlea Shopping Centre	12
13	Fife Avenue	18
14	George Silundika Avenue	18
15	Kaguvi Street	20
16	Kenneth Kaunda Avenue	22
17	Kwame Nkrumah/Julius Nyerere Way	22
18	Harare Street (Makombe Building)	20
19	Mbare Musika	20
20	Medical Chambers	10
21	Montagu Shopping Centre	20
22	Nelson Mandela Avenue	14
23	Park Lane/ Julius Nyerere Way	10
24	Park Lane/ Hebert Chitepo	9
25	Rezende Street	18
26	Robson Manyika (Charge office)	30
27	Third Street	25
28	Robert Mugabe (Eastgate)	40
	TOTAL	472

Source: Study findings 2024

9.5.7 Location and Operation of Bus Termini

Bus termini and bus stops are constructed by local authorities in liaison with bus operators. There are seven (7) major bus termini in the planning area. These are strategically located in the city for easy accessibility and public transport traversing through the CBD. Simon Muzenda ranks is planned for Eastern suburb, Market Square for Western Suburb, Charge office for the Southern Suburbs and Charge Office for North Western Suburbs. See picture below.

Map 9.3: Harare Major Ranks



There are other small bus termini in various suburbs in the Planning area. These small termini are designed to cater various residential and industrial areas. Table below shows these bus termini.

Table 9.7: Bus Termini in Harare Suburbs

1. Rezende street north	18. Mabvuku 2	36. Hatfield
2. Inez Terrace	19. Glen Norah (Chitubu)	37. Warren Park 1
3. Market Square	20. Glen Norah (Specimen)	38. Warren Park 2
4. Copacabana	21. Glen Norah B	39. Budiriro 1
5. Simon. V. Muzenda	22. Highfield (Lusaka)	40. Budiriro 3
6. Machipisa	23. Highfield (Cannan Western)	41. Glen View 3
7. Mbare Musika	24. Road Port	42. Glen View 1
8. High Glen	25. Kuwadzana 1	43. Glen View (Makomva)
9. Warren Park D	26. Kuwadzana 2	44. Dzivarasekwa (Mawadze)
10. Plymouth and Beatrice	27. Kuwadzana 3	45. Chisipiti

11. Mufakose Area Y (Rutendo Hall)	28. Kuwadzana 4	46.Glen View 4
12. Mufakose Samuriwo	29. Kuwadzana 5	47.Hatcliffe 1
13. Mufakose OK	30. Kuwadzana 6	48.University of Zimbabwe
14. Mufakose Mhishi	31. Kuwadzana Extension	49.Sunningdale
15. Beverly East (Msasa)	32. Kambuzuma 1	50. Budiriro (CABS)
16. Dzivarasekwa 1	33. Kambuzuma 3	51.Budiriro (Current)
17. Glen View 8	34. Kambuzuma 5	52.Budiriro 4
	35. Dzivarasekwa 4	53. Stodart Shops (Mbare)

Source: Study findings 2024

Table 9.8: Status of bus termini in the Central Business District

Terminus Name	Location	Bays	Passenger Shelter	Amenities Toilets
Market Square	Harare St/Bute St	13	1	Yes
Charge Office	Inez Terrace/R. Manyika	7&3	No	Yes
Copacabana	Chinhoyi St/Agostinho Neto (Speke) Avenue	6	No	Yes
Rezende South	Rezende South	Curbside	No	Yes
Fourth Street	Simon. V. Muzenda/ R. Mugabe	48	Yes	Yes
Rezende North (Parkade)	Rezende North	Terminus	No	Yes

Source: Study findings 2024

The bus termini have been vandalized especially in high and middle density areas. Some of the ablutions facilities in these areas are no longer working and those that are working are overwhelmed. Bus Termini in the Central Business District are no longer able to cope with volume of buses and commuter omnibuses. The operators are now parking their buses and Kombis around the ranks, blocking passing traffic and causing congestion. There are no clearly marked dropping off zones in the CBD bus termini. On some ranks there are multiple entry and exit points and this makes it difficult to control traffic in the termini.

9.5.9 Bus Termini and Routes

1. Charge office terminus

- i. Round route to be plied: **(City - Hatfield Maruta) Charge Office Bus Terminus** – Robson Manyika Avenue – Julius Nyerere Way – Seke Road – **Maruta Shop**.
- ii. Round route to be plied: **(City - Hatfield Kilwinning Shops – Glenwood - Maruwa) Charge Office Bus Terminus** – Robson Manyika Avenue – Julius Nyerere Way - Seke Road – Dieppe Road - Airport Road - George Road – Twentydales Road – Kilwinning Road - **Kilwinning Shops**).
- iii. Round route to be plied: **(City - Chitungwiza) Charge Office Bus Terminus** – Robson Manyika Avenue – Julius Nyerere Way – Seke Road – **Makoni Shopping Centre**.
- iv. Round route to be plied: **(City - Manyame Air Base) Charge Office Bus Terminus** – Robson Manyika Avenue - Julius Nyerere Way – Seke Road – Dieppe Road – Airport Road - **Manyame Airbase**.
- v. Round route to be plied: **(City - Sunningdale) Charge Office Bus Terminus** - Robson Manyika Avenue – Julius Nyerere Way – Boshoff Drive – Second Crescent – **Sunningdale Shopping Centre**.

2. Fourth Street Rank

- i. Round route to be plied: **(City – Damofalls) Fourth Street Bus Terminus** – Robert Mugabe – Mutare Road – Damofalls Park Township.
- ii. Round route to be plied: **(City - Chikurubi) Fourth Street Bus Terminus** – Fourth Street – Samora Machel Avenue- Rhodesville Avenue – Arcturus Road - Pangula Road - **Chikurubi Main Gate**.
- vi. Round route to be plied: **(City - Epworth) Fourth Street Bus Terminus** – Robert Mugabe – Chiremba Road – **Overspill**.
- vii. Round route to be plied: **(City Greendale/Msasa) Fourth Street Bus Terminus** – Robert Mugabe Road – Mutare Road – Wilson Drive – Greendale Avenue – Greengroove Road – **Athlone Shopping Centre**.
- viii. Round route to be plied: **(City - Greystone Park) Fourth Street Bus Terminus** – Fifth Street – Nelson Mandela Avenue - Enterprise Road – Drew Road – Harare Drive – Gaydon Road – **Brooke Drive**.
- ix. Round route to be plied: **(City - Hatcliff) Fourth Street Bus Terminus** – Samora Machel Avenue – Seventh Street – Borrowdale Road – **Hatcliff Shops**.
- x. Round route to be plied: **(City - Highlands) Fourth Street Bus Terminus** – Robert Mugabe Road – Enterprise Road – **Highlands Shops**.

- xi. Round route to be plied: **(City - Mandara) Fourth Street Bus Terminus** - Fourth Street - Samora Machel Avenue – Rhodesville Avenue – Arcturus Road – Pringle Road – **Riverton**.
- xii. Round route to be plied: **(City - Mount Pleasant) Fourth Street Bus Terminus** - Fourth Street – Josiah Tongogara Avenue Sam Nujoma Street – Upper East Road – The Chase Road – Pendennis Road – **Pendennis Shops**.
- xiii. Round route to be plied: **(City - Ruwa) Fourth Street Bus Terminus** – Robert Mugabe – Mutare Road – **Ruwa Township**.
- xiv. Round route to be plied: **(City - Mabvuku/Tafara) Fourth Street Bus Terminus** - Robert Mugabe Road – Mutare Road - Donnybrook Road – Mabvuku Drive – Tafara Way – **Right into Mabvuku Drive - GAZEBO**.
- xv. Round route to be plied: **(City - Umwinsidale) Fourth Street Bus Terminus** – Fifth Street – Nelson Mandela Avenue – Enterprise Road – **Umwinsidale Filling Station**.

3. Market Square Rank

- i. Round route to be plied: **(City - Budiro 1 & 2) Market Square Bus Terminus** – Mbuya Nehanda Street – Charter Road – Simon Mazorodze Road – Willowvale Road - Second Road – Patrenda Way – Nzou Drive – **Budiro 2 Bus Terminus**.
- ii. Round route to be plied:**(City - Canaan Western) Market Square Bus Terminus** – **Mbuya Nehanda Street – Charter Road – Simon Mazorodze Road – Willowvale – Mangwende Drive West – 210 Street – Western Triangle Bus Terminus**.
- iii. Round route to be plied:**(City - Glen Norah) Market Square Bus Terminus** – Mbuya Nehanda Street – Charter Road – Simon Mazorodze Road – Highglen Road – Sebakwe Road – **Glen Norah B Shops**.
- iv. Round route to be plied:**(City - Glen View) Market Square Bus Terminus** – Mbuya Nehanda Street - Charter Road – Simon Mazorodze Road – Willowvale Road – **Glen View**.
- v. Round route to be plied:**(City - Hopley) Market Square Bus Terminus** – Mbuya Nehanda Street – Charter Road – Simon Mazorodze Road – Stonebridge Road -**Hopley**.
- vi. Round route to be plied:**(City - Inkomo) Market Square Bus Terminus** - Bute Street - Harare Street – Jason Moyo Avenue – Rotten Row - Prince Edward Street - Connaught Road – King George Road – Lomagundi Road – **Inkomo Barracks**.

- vii. Round route to be plied: **(City Kambuzuma) Market Square Bus Terminus** – Chinhoyi Street – Lytton Road – Kambuzuma Road – Kambuzuma Drive – **Kambuzuma Section 6 Bus Terminus.**
- viii. Round route to be plied: **City - Machipisa - Lusaka** Mbuya Nehanda Street - Charter Road - Willowvale Road - Nyandoro Road - Main Street – Borombo Road – 134th Street - **Lusaka Bus Terminus.** /Back either Willowvale Road or Harare Drive – Highfield Road – Manchester Road – back into Simon Mazorodze Road.
- ix. Round route to be plied: **(City - Mbare - National) Fourth Street Bus Terminus** – Fourth Street – Kenneth Kaunda Avenue – Charter Road – Cameron Street - Remembrance Drive – Ardbennie Road – Chatima Road – Daniel Street – **Stodart Shops.**
- x. Round route to be plied: **(City - Mufakose) Market Square Bus Terminus** – Chinhoyi Street – Lytton Road – Mupani Avenue – Muriranyenze Street – Musasa Avenue – **Crowborough Way Bus Terminus.**
- xi. Round route to be plied: **(City - Norton) Market Square Bus Terminus** – Bute Street – Harare West – Jason Moyo Avenue – Prince Edward Street – Samora Machel Avenue West / Bulawayo Road - **NORTON).**
- xii. Round route to be plied: **(City - Southerton) Market square Bus Terminus** – Chinhoyi Street – Lytton Road – Paisley Road – Highfield Road – Southerton Shops – Fleming Road – London more Road- Boyd Way - Cooper Chadwick Rd – **Vice Versa.**
- xvi. Round route to be plied: **(City - Southlea Park) Market Square Bus Terminus** – **Market Square Bus Terminus** – Mbuya Nehanda Street – Charter Road – Simon Mazorodze Road – Stoneridge Road – **Southlea Park.**
- xvii. Round route to be plied: **(City - Waterfalls) Market Square Bus Terminus** - Harare Street - Bank Street – Chinhoyi - Street – Charter Road – St. George Street – Waterfalls Avenue – Strachan Road – First Street – Cheviot Road – **Malvern Shops.**

4. Speke Avenue Rank

- i. Round route to be plied: **(City - Belvedere) - Speke Avenue Bus Terminus** – Cameron Street - Jason Moyo Avenue – Rotten Row – Bishop Gaul Avenue – Hudson Road – Harvard Road - **Belvedere (Harare Institute of Technology).**

- ii. Round route to be plied: **(City – Crowborough North) Speke Avenue Bus Terminus** – Cameron Street – Jason Moyo Avenue- Rotten Row – Samora Machel Avenue – Bulawayo Road – High Glen Road – Fourth Street – Heaney Road – **(CROWBOROUGH NORTH) Vice Versa.**
- iii. Round route to be plied: **(City - Dzivarasekwa) Speke Avenue Bus Terminus** – Cameron Street – Jason Moyo Avenue - Rotten Row -Prince Edward Avenue – Josiah Tongogara Street – Kirkman Road – Dzivarasekwa Road – **Dzivarasekwa Extension.**
- iv. Round route to be plied: **(City - Granary) Speke Avenue Bus Terminus** – Cameron Street - Jason Moyo Avenue- Rotten Row – Samora Machel – Bulawayo Road – **GRANARY.**
- v. Round route to be plied: **(City - Greencroft) Speke Avenue Bus Terminus** – Cameron Street - Jason Moyo Avenue - Rotten Row - Samora Machel Avenue - Leopold Takawira Street - King George Road-Lomagundi Road - **Greencroft Shopping Centre.**
- vi. Round route to be plied:**(City - Kuwadzana) Speke Avenue Bus Terminus** – Cameron Street -Jason Moyo Avenue Rotten Row –Samora Machel Avenue – Bulawayo Road – Highglen Road – First Street – **Kuwadzana.**
- vii. Round route to be plied: **(City - Kuwadzana Extension) Speke Avenue Bus Terminus** – Cameron Street –Jason Moyo Avenue Rotten Row –Samora Machel Avenue – Bulawayo Road – **Kuwadzana Extension.**
- viii. Round route to be plied: **(City - Marlborough) Speke Avenue Bus Terminus** – Cameron Street - Jason Moyo Avenue- Rotten Row – Argyle Road – West Road – Suffolk Road – Lomagundi Road – **Marlborough Civic Centre.**
- ix. Round route to be plied: **(City – Warren Park D) Speke Avenue Bus Terminus** – Cameron Street – Jason Moyo Avenue – Rotten Row – Samora Machel Avenue – Bulawayo Road- Crowborough Road – **Warren Park D.**
- x. Round route to be plied: **(City - Westgate) Speke Avenue Bus Terminus** - Cameron Street – Jason Moyo Avenue-Samora Machel Avenue –Rekayi Tangwena Avenue – Princess Road – Sherwood Drive - Stanstead Road - Harare Drive – Lorraine Drive - **Westgate Area ‘D’.**
- xi. Round route to be plied: **(City - Westlea) Speke Avenue Bus Terminus** – Cameron Street - Jason Moyo Avenue - Rotten Row Avenue - Samora Machel - Avenue- Bulawayo Road – 11th Avenue – **Westlea Shops.**

5. Rezende Street Rank

- i. Round route to be plied: **(City - University College) Rezende Street Bus Terminus**– Nelson Mandela –Avenue - Sam Nujoma Street – Upper East Road – Mount Pleasant Drive - **University College**.

9.5.10 Holding Bays in Harare

Currently there are two (2) holding bays in Harare namely, Coventry Road Holding Bay and Seke Road Holding Bay. These holding bays were meant to provide temporary parking for buses and commuter omnibuses during off peak periods. As of now these facilities are being under-utilized, hence not serving their purpose.

9.5.11 Pedestrian Traffic

During peak periods that is morning peak (7-9 AM) and evening peak (4-6 PM), the CBD sidewalks and crosswalks crowded as people are going to and from their work places. The overcrowding is worsened by vendors who have invaded sidewalks. On weekends, pedestrian traffic is generally lighter, though there is still a good amount of foot traffic from people visiting shops, restaurants, and other attractions in the city centre. Pedestrian safety is an ongoing concern and there is need for more pedestrian bridges, crosswalks, and traffic calming measures in some parts of the CBD to improve safety. Overall, the Harare CBD remains a vibrant, walkable area, though congestion and crowding can be issues at peak times. Pedestrian crossings are not clearly marked and some of the Traffic lights especially in high density areas do not work properly.

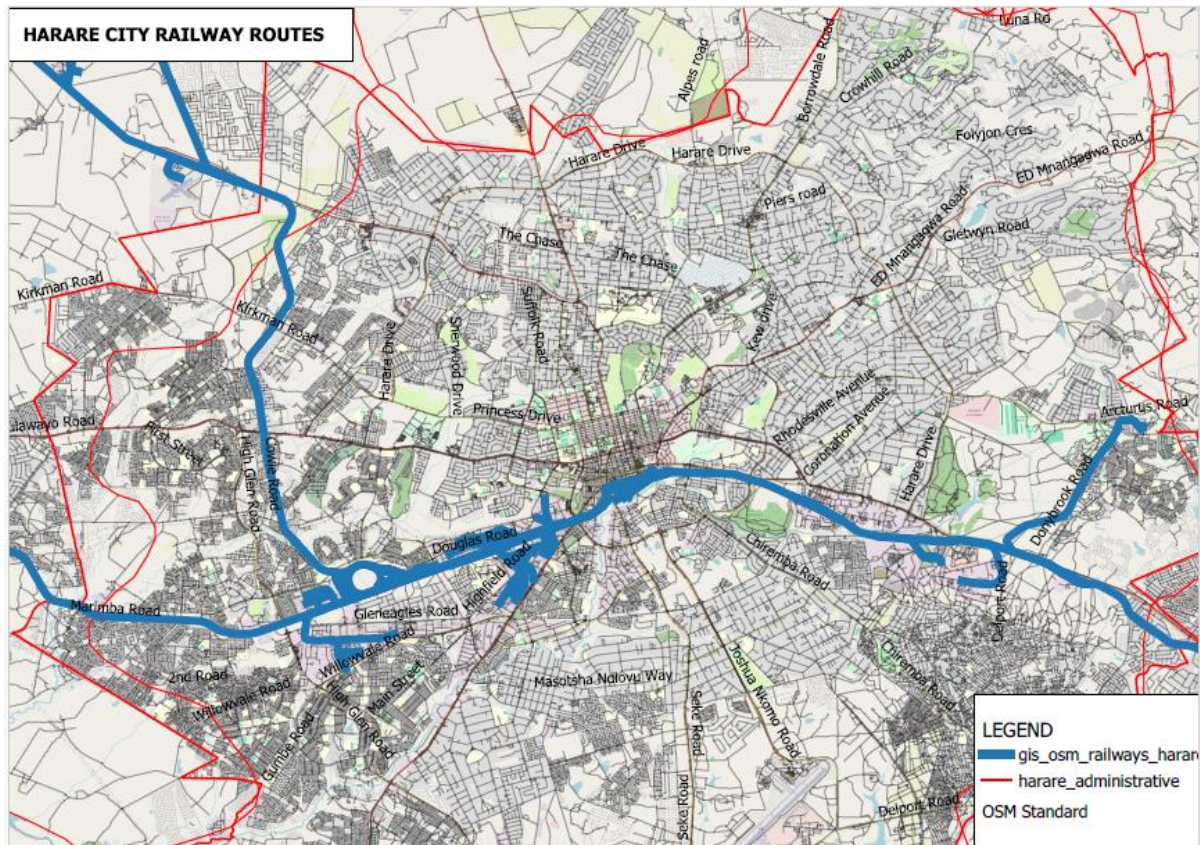
9.5.12 Cycle Tracks

In 2022, the Harare City Council announced plans to establish dedicated cycle lanes and infrastructure in the CBD to promote cycling and ease traffic congestion. This was part of the city's broader efforts to improve urban mobility. The cycle track in Harare have not been maintained for years. Current road rehabilitation programs are also neglecting cycle tracks. New suburbs do not have cycle tracks planned for. Cycling has become very dangerous and the number of cyclist has reduced over the years due to the dangers associated with cycling. Drivers disregard cyclist and this requires driver awareness and enforcement to ensure the cycle tracks are used properly. The few cycle track available are sometimes illegally used by Kombi drivers in peak hours as a way to avoid congestion and this endangers cyclist.

9.6 HARARE RAILWAY NETWORK SYSTEM

National Railways of Zimbabwe operates both freight and passenger services into the planning area. The total length of railway tracks in Harare currently spans around 71km, stretching from Ruwa at 256.72km to Harare at 278km, Harare to Whitehouse at 305km, and Lochinvar to Mt. Hampden covering 21km. The "proposed routes" have not been included as of now, as the route alignment surveys are still in progress.

Map 9.4: Harare Railway route



The major station is situated south of the Central Business District (CBD) along Kenneth Kaunda bounded on the south by the Mukuvisi public open space belt. This is where all the railway operations facilities are located, and this includes the present railway station buildings and tracks related to it. Just south of the Avenue, shunting lines and goods sheds further to the south, some railway staff houses, and lines leading East to Msasa and West to Lochinvar. The international container terminal at Rugare handles 80 containers a day (500 a week) and this is expected to increase. Access to the container depot would be enhanced by the completion of Harare drive link between Bulawayo road and Highfield road. A number of private sidings serve the industrial

areas of greater Harare. The 300 existing siding are located in the Willowvale area 29, Mabvuku area 14 and generally in Harare 216.

9.6.1 Future Projection

NRZ has plans to introduce metro rail system around the CBD and the residential areas. Metro Rail Transportation also known as Mass Rapid Transit (MRT) is a type of high capacity public transport that is generally built in urban areas. It is a fully segregated rail based mass transit system which could be at grade, elevated or underground. Due to its physical segregation and system technology, metro rail can have a very high capacity of 40 000 to 80 000 passengers per hour per direction.

9.6.2 Short and Long-Term Development Plans

The Harare – Chitungwiza railway line project aims to provide an efficient, safe and reliable means of transport for passengers from Seke, Chitungwiza, Manyame, Sunningdale, Prospect, Mbare and Graniteside commuting to and from Harare CBD. The corridor is currently served by buses and private minibuses and the proposed commuter train service is expected to provide a lasting solution to problems of traffic congestion and other safety issues along Seke road.

The Government of Zimbabwe through the Ministry of Local Government engaged the French joint venture SOFRETU and BCEOM to carry out a detailed design of the Chitungwiza railway line project. The detailed engineering design was completed in 1991 and the project was however not implemented due to lack of finance because of the sheer size of the scope of the design. In 2004 the Government reconvened the project committee for the Chitungwiza railway line project with the aim of minimizing the scope to the basic essentials to reduce cost whilst maintaining high standards of safety. One of the major recommendations from this committee was a deviation from the SOFRETU adopted route after the Manyame River going towards Chitungwiza. The SOFRETU route alignment after Manyame River ran a South East direction towards Seke road up to Makoni Shopping centre. The 2004 committee recommended that the commuter rail line should run in a south west direction after Manyame River and then westwards as it passes through St Mary's, Zengeza 3 &4, Units C, D, J, K, and finally to Makoni.

Also in the long term the NRZ plans to establish a fully-fledged metro rail to service all surrounding Harare settlements such as Ruwa, Norton, Domboshava, Nyabira and Cyber City. The short-term plans for developments on NRZ owned land country wide that is the servitude along the mainline (90m) on all corridors which increases on sidings and stations currently reserved for railway development be zoned for mixed land use which entails commercial, residential, agricultural and institutional on lease basis. The NRZ Board may grant authority to lease out on temporary basis the land that may be excess to requirements and the leases will be managed through Real Estate Portfolio. NRZ is committed to comply with local authority regulations.

9.6.3 Challenges

- i. Obsolete and aged equipment
- ii. Vandalism of infrastructure
- iii. Funding constraints
- iv. Encroachment into NRZ servitude.

CHAPTER TEN: SECURITY AND MISCELLANIOUS

10.0 INTRODUCTION

The theme of ‘urban safety and security’ encompasses a wide range of concerns and issues. These range from basic needs such as food, shelter and health, through impacts of natural disasters, such as those triggered by earthquakes and cyclones, to collective security needs, such as protection from urban terrorism or war. However, these concerns and issues can be addressed from a human settlements perspective through appropriate urban policy, planning, design and governance.

10.1 ENHANCING URBAN SAFETY AND SECURITY

Three major threats to the safety and security of cities:

1. Crime and violence;
2. Insecurity of tenure
3. Natural and human-made disasters.

Combined, these three threats to the safety and security of urban residents currently pose a huge challenge to both city and national governments, as well as to the international community. Poverty exacerbates the impacts on cities of the three threats to urban safety and security by influencing the levels of vulnerability and resilience of urban-poor communities. The poor are disproportionately victimized by the three threats to safety and security. The urban poor are generally more exposed to risky events (such as crime, forced eviction or disasters) than the rich, partly because of their geographical location within the city.

The urban poor are more vulnerable to the outcomes of natural and human-made hazards than the rich because they are often located on sites prone to floods, landslides and pollution. The urban poor also have limited access to assets, thus limiting their ability to respond to hazards or to manage risk – for example, through insurance. Because the poor are politically powerless, it is unlikely that they will receive the social services that they need during disasters.

The unequal distribution of risk and vulnerability is an important and growing component of daily urban life. It is often linked to the presence of millions of urban residents in slums, which are environments in which much crime and violence occur, where tenure is least secure, and which are prone to disasters of many kinds. These slums, which are presently home to about 1 billion urban dwellers worldwide, represent one part of what has been termed ‘the geography of misery’.

10.2 CRIME AND VIOLENCE

Key findings and global trends indicate that crime rates have been on the increase. For instance, over the period of 1980 to 2000, total recorded crimes increased from 2300 to 3000 crimes for every 100,000 people. Crime and violence are typically more severe in urban areas and are compounded by their rapid growth. A recent study has shown that 60 per cent of urban dwellers in developing and transitional countries have been victims of crime, over a five-year period, with victimization rates reaching 70 per cent in parts of Africa

In Africa, cities such as Lagos, Johannesburg, Cape Town, Durban and Zimbabwe account for a sizeable proportion of their nation's crime. Urban areas in Africa also have the highest reported levels of burglary, with victimization rates of over 8 per cent of the population. Although a non-violent crime, burglary is a serious offence in developing regions such as Africa. Here, burglary tends to be partly motivated by poverty, even though material possessions are fewer. Robbery also poses a major threat to urban areas in many developing countries. This is because it not only results in injury and property loss, but also increases the general fear of crime and feeling of insecurity. In South Africa, the police in 2000 recorded 460 robberies for every 100,000 people, with 30 per cent of residents in Johannesburg reporting to have been victims of robbery.

In addition to the above, residents of cities in developing, transitional and developed countries have to contend with increasing levels of domestic violence, child abuse, proliferation of youth gangs, corruption and various forms of organized crime. Cities are increasingly becoming targets of terrorist. Other factors associated with urban crime and violence include poverty; unemployment; inequality; inter-generational transmission of violence as reflected in the continuous witnessing of parental abuse during childhood; the rapid pace of urbanization; poor urban planning, design and management; growth in youthful population; and the concentration of political power, which facilitates corruption.

The impacts of crime and violence are multidimensional. Apart from injury and death, victims of crime and violence suffer long-lasting psychological trauma and continuously live with the fear of crime. At the national level, crime and violence are impediments to foreign investment, contribute to capital flight and brain drain, and hinder international tourism. In Jamaica, for instance, high levels of homicide have adversely affected tourism and contributed to brain drain. At the local level, crime and violence result in the stigmatization of neighbourhoods or

even entire sections of the city. Such areas become ‘no-go’ zones and eventually lose out in terms of investment or provision of infrastructure and public services.

10.2.1 Policies designed to reduce crime and violence

Policies designed to reduce crime and violence fall into several broad categories. At the local level, these include:

- Effective urban planning,
- Design and governance;
- Community-based approaches, in which communities take ownership of the various initiatives; reduction of risk factors by focusing on groups that are likely to be perpetrators and victims of crime;
- Strengthening of social capital through initiatives that seek to develop the ability of individuals and communities to respond to problems of crime and violence.

Local communities need to be as fully involved as possible in these processes, not only in terms of consultation, but also as generators and implementers of such initiatives. At the national level, there is a need to strengthen the formal criminal justice and policing systems. It is important that the police and the criminal justice systems are ‘fit for purpose’ in the modern world and are seen as key contributors to the fight against crime. A vital issue is the need for public confidence that the police and criminal justice system.

10.3 THE ZIMBABWEAN SCENARIO

The Zimbabwean community has of late experienced more incidences of crime that include theft, robbery, sexual offences, drug-related crimes and murder. Such vices leave society entangled with emotional, psychological and physical damage. In addition, acts of crime may result in tensions within families, financial losses, and expenditures on private deterrence, mental disorders and loss of life.

At Government level, expenditures associated with law enforcement and criminal justice are incurred at the expense of social service delivery. The police (ZRP) recorded 182,427 offences over the period from July to September 2023. This represents a 2.5 percent increase from 178,031 offences recorded in the second quarter. The national crime rate was 1,201.8 crimes per 100,000 people, an uptick from 1,172.9 per 100,000 observed in the previous quarter. This implies that for every 100,000 people, 1,202 crimes were recorded. The crime rate for offences

committed against public order and state security was 429.4 per 100,000 population, and this was an increase from 373.8 per 100,000 recorded in the second quarter of 2023.

Vulnerability to crime varies by province. In Bulawayo, Harare and Midlands Provinces, vulnerability to crime was above the national average. The crime rate in Harare Province almost doubled the national crime rate, at 2,224.6 per 100,000 people against the national average of 1,201.8. According to the 2022 ZISTATS report Harare had the second highest crime rate of 2,116.9 whilst Bulawayo had the highest at 3, 134.5. These statistics shows that crime is a very big threat to urban security. Moreover given the fact that most emerging residential areas do not have police post resulting in crime taking long to be reported.

10.4 SECURITY OF TENURE AND FORCED EVICTIONS

Urban tenure insecurity is the extent of informal settlements and other slums. Insecure tenure is, in fact, used as one of the indicators defining what constitutes a slum. Today, there are about 1 billion slum dwellers in the world. The vast majority of these, more than 930 million, are living in developing countries, where they constitute 42 per cent of the urban population. In the urban areas of the least developed countries, slum dwellers account for 78 per cent of the population. The proportion of slum dwellers is particularly high in sub-Saharan Africa (72 per cent of the urban population) and in Southern Asia (59 per cent). The most visible outcome of tenure insecurity is the practice of forced evictions

The main causes of large-scale forced evictions are:

- i. Public infrastructure development,
- ii. International mega events (including global conferences and international sporting events, such as the Olympic Games)
- iii. Urban beautification projects.

Such evictions are undertaken with bulldozers, supported by heavy police presence, and the targets of such forced evictions are nearly always the residents of poor informal settlements or slums. In addition to the millions of people subjected to force evictions, perhaps an even higher number of people are subject to market-based evictions. This is a phenomenon directly linked to increased globalization and commercialization of land and housing. Through a process commonly known as gentrification, individuals, households or even whole neighbourhoods – most of them urban poor are forced out of their homes, due primarily to their inability to pay higher rents.

Furthermore, when evictions do occur, it is always the poor who are evicted. Furthermore, women, children, ethnic and other minorities, and other vulnerable and disadvantaged groups are most negatively affected by evictions. Invariably, evictions increase, rather than reduce, the problems they were aimed at ‘solving’. Just as particular groups are more exposed to tenure insecurity, particular events are also major factors affecting tenure security.

Natural and human-made disasters, as well as armed conflict and civil strife, are major factors threatening the security of tenure of a large number of people every year. The groups most vulnerable to tenure insecurity in the aftermath of such events are, again, the poor, women, children, ethnic and other minorities, and other vulnerable and disadvantaged groups. Lack of security of tenure is not only a problem in itself. It is part of a vicious cycle since it is often accompanied by poor or deteriorating dwellings and infrastructure, which, in turn, may lead to increased exposure to crime and violence, as well as to natural and human-made disasters.

10.5 NATURAL AND HUMAN- MADE DISASTERS

The number of natural disasters recorded globally has increased dramatically (fourfold), especially in Africa. Moreover, losses during disaster and reconstruction deepen existing socio-economic inequalities, thus creating vicious cycles of loss and vulnerability. Especially in poorer countries, women and children tend to be most affected by disasters, as observed in the aftermath of the 2005 Indian Ocean Tsunami. The elderly and those with disabilities are often among the most vulnerable to natural and human-made hazards. Economic losses associated with disasters have increased fourteen-fold since the 1950s and, during the last decade alone, disasters caused damage worth US\$67 billion per year, on average. Wealthier countries incur higher economic costs due to disasters, while poorer countries face greater loss of human life. By destroying critical urban infrastructure, disasters can set back development gains and undermine progress in meeting the Millennium Development Goals (MDGs).

Additional factors rendering cities particularly vulnerable include rapid and chaotic urbanization; the concentration of economic wealth in cities; environmental modifications through human actions; the expansion of slums (often into hazardous locations); and the failure of urban authorities to enforce building codes and land-use planning. The urban landscape, which is characterized by close proximity of residential, commercial and industrial land uses, generates new cocktails of hazard that require multi- risk management. The rapid supply of housing to meet rising demand without compliance with safe building codes is a principal cause of disaster loss in urban areas.

Lack of resources and human skills – compounded by institutional cultures that allow corruption – distort regulation and enforcement of building codes. Small-scale hazards, while less dramatic than major hazards, have serious aggregate impacts. This is illustrated by the incidence and impacts of road traffic accidents, which result in more deaths worldwide each year than any large natural or human-made disaster type. Harare faces a number of biological hazards almost every year ranging from cholera, typhoid and HIV/AIDS and also including infectious diseases such as swine flu and COVID-19. Environmental degradation also poses great security risk to residents of Harare and these risk are caused by sand poaching.

Technological hazards such as chemical spill, air pollution, and explosions also poses a great security risks in Harare. Fire in Harare is a perennial problem as property and human lives are lost due to fire mainly caused by electrical faults. Harare fire brigade operates just 4 fire stations for the whole city but it require at least 10 fire stations to successfully cover the city of Harare. Harare Fire Brigade operate fire stations in the City Centre, Kuwadzana, Greendale and Waterfalls and they have plans to establish other stations in Marlborough, Park Meadowlands and a training centre in Kuwadzana. However a fire stations should be established after every fire kilometre fire radius in order to ensure the safety of residence as well as property.

Traffic accidents cause extensive loss of human lives and livelihoods in urban areas, killing over 1 million people globally every year. At least 90 per cent of the deaths from traffic accidents occur in low- and middle-income countries. Young males and unprotected road users are particularly vulnerable to injury or death from traffic accidents. Traffic accidents cause substantial economic costs, amounting to an estimated US\$518 billion worldwide every year. The Traffic Safety Council of Zimbabwe (TSCZ) report show that 141 road accidents occur per day and 5.89 per hour or one accident every 10 minutes. TSCZ`s reports show that Zimbabwe had the highest road accident peak in 2018, when 58738 incidents were recorded followed by 51924 recorded in 2023 and 45791 in 2021.2099 deaths were recorded in 2023 showing that road traffic accidents pose a great risk to lives in Zimbabwe. The table below show a summary of accidents from 2020 to 2023 in Zimbabwe. Deaths and injuries from accidents are increasing each year showing that road traffic accidents pose a greater risk and security threat to residents.

Table 10.1: Deaths and injuries from accidents per year

Year	Accidents	Deaths	Injuries
2020	35560	1520	6920
2021	45791	1902	8711
2022	51107	2064	9561
2023	51924	2099	9955

Source: Study findings: 2024

10.6 SUMMARY OF ISSUES

1. There is need to design policies to reduce crime and violence and these fall into several categories. At the local level, these include effective urban planning, design and governance; community-based approaches, in which communities take ownership of the various initiatives; reduction of risk factors by focusing on groups that are likely to be perpetrators and victims of crime; and strengthening of social capital through initiatives that seek to develop the ability of individuals and communities to respond to problems of crime and violence.
2. There is a need to strengthen the formal criminal justice and policing systems. It is important that the police and the criminal justice systems are ‘fit for purpose’ and more police post are established especially in the new emerging suburbs of Harare. When evictions are being considered, it is essential that all alternatives to evictions are considered – in collaboration with the potential evictees themselves. Interventions addressing the issue of security of tenure should always ensure that the requirements of all groups are adequately addressed, For example, land titles should be issued equally to both men and women.
3. Land-use planning is a particularly effective instrument that city authorities can employ to reduce disaster risk by regulating the expansion of human settlements and infrastructure. The design of disaster-resistant buildings and infrastructure can save many lives and assets in urban areas from natural and human-made disasters.
4. The city of Harare need to improve risk, hazard and vulnerability assessment and monitoring capacity through increased investment and producing a risk and disaster management policy. Moreover there is need to establish more police stations and fire stations in suburbs that lack such critical services in order to enhance the security of Harare residents. Traffic polices should also be enhance in order to improve traffic

circulation through establishing relevant policies order to curb the ever increasing incidences of road traffic accidents in Harare

CHAPTER ELEVEN: ADMINISTRATION AND FINANCE

11.0 INTRODUCTION

Administratively Harare City Councils is Regional Town and Country Planning Act). The provisions of the Act are currently under review within the ambit of Government's intention to institute administrative reform. All of the preceding enjoys relative autonomy through delegated powers conferred by the Minister of Local Government. The interests of the Minister are overseen in each of the three Provinces of Mashonaland encompassed by the Combination Authority by a Provincial Administrator, as noted in the introduction to this report the historical growth of Harare has required progressive administrative changes as City growth has consumed land beyond the original City core. The present City boundaries and administration are based largely on the 1970 Greater Salisbury Local Authority Commission.

While it is perhaps the broad parameters of the Master Plan to advocate a future system of administration, expansion of Harare will inevitably consume land adjacent to the City presently administered by the Councils cited previously. Thus, conceivably, and related possibly to Master Plan proposals a new system of administration may require to be devised for the City and its environments.

While Harare City Council has in the past recorded overall budget surplus, however, over the last years (and this is likely to worsen with the recent price freeze and loss of the Electricity Account to ZESA) deficits have been recorded. Harare financial position tends to exhibit a structural imbalance between tax base and expenditure. The recent Commission of Inquiry into Taxation has noted "the town has no rateables revenue and has to rely on other business units (City Park) profits, supplementary charges and general subvention. Most of its revenue is spent on administration loan charges and a water Chemicals. It is clear that the separation from Harare City was a fiscal mistake". In this regard it is notable that Harare has never recorded a budgetary surplus.

11.1 CITY OF HARARE OVERALL FUNCTIONS

The Harare City Council is an administrative body tasked with providing services for residents of Harare, the capital city of Zimbabwe. City of Harare core functions are derived from the terms of reference and provide clarity on the activities that the organisation must undertake as detailed below:

- i. To provide potable water and wastewater management services.
- ii. To provide trafficable roads.
- iii. To provide an efficient and effective public transport system.
- iv. To provide an efficient and effective solid waste management system.
- v. To provide decent and affordable accommodation.
- vi. To provide comprehensive and accessible health services.
- vii. To provide comprehensive and accessible social services.
- viii. To provide efficient public safety and emergency services.
- ix. To promote sound local governance.
- x. To promote sound environmental management systems
- xi. To provide coordinated and orderly spatial development.
- xii. To mobilise and ensure efficient utilisation of resources.

11.2 CITY DEPARTMENTS AND THEIR FUNCTIONS:

To fulfil its core functions and mandate of service delivery to the citizens and stakeholders, the COH has seven key departments supervised by the Town Clerk's Office.

Table11.1: City of Harare Departmental Functions

DEPARTMENT	FUNCTIONS
OFFICE OF THE TOWN CLERK	<ul style="list-style-type: none"> • The Town Clerk's Office provides overall leadership in the delivery of services, stakeholder management, Policy formulation, coordination and promotion of good corporate governance in line with stakeholder expectations. • Coordinating strategic planning processes, Monitoring and Evaluation, • Manages and coordinates Procurement Processes, • Corporate Communications and ICT services • Administrative supervision of Internal Audit Services and Environmental Management Unit
FINANCE DEPARTMENT	<ul style="list-style-type: none"> • The Department of Finance is comprised of 4 main sections working together to fulfil and support the Department's core functions in carrying out its mandate. The Department is also responsible: • Revenue collection • Treasury Management, budgeting and asset management

	<ul style="list-style-type: none"> • Management of the Land Bank, Property portfolio and General Valuations Roll. • Risk management.
CHAMBER SECRETARY DEPARTMENT	<ul style="list-style-type: none"> • The Chamber Secretary’s Department is established in terms of the Urban Councils’ Act (Chapter 29:15). • The Department is responsible for central administration and secretarial services. • Manages and coordinates council interface with external stakeholders. • Coordinates public safety and emergency services. • Provides corporate services and ensuring sound local governance. • Coordinates the transport function.
HUMAN CAPITAL DEPARTMENT	<ul style="list-style-type: none"> • The Human Capital Department is responsible for the overall provision of Human Capital Services, Programs and Policies for the entire council, whilst fostering strong organizational culture that supports council’s strategic plans. • Recruits, deploy and develop human capital skills to ensure efficient and effective utilisation of human resources. • Coordinates the manpower planning, design processes and optimization of business processes through implementation of standard operating procedures • Coordinates safety, health welfare and wellness function. • Manages the organization’s performance management system • Maintains some harmonious employee relations that is focussed on productivity.
HARARE WATER	<ul style="list-style-type: none"> • Harare Water is mandated to supply potable water to Harare and the surrounding local authorities of Chitungwiza, Epworth, Ruwa and Norton Town Councils. The department also provides sewerage services to Harare Municipality. • Formulation and implementation of the Water and Sanitation strategy and the management of related infrastructure and service delivery in the City through: <ul style="list-style-type: none"> • Water Production, distribution and water quality assurance. • Wastewater management and integrated water and wastewater infrastructure planning, construction and maintenance.

DEPARTMENT OF WORKS	<ul style="list-style-type: none"> • Roads and roads infrastructure Design, construction and maintenance • Waste - liquid and solid waste collection and management. • Construction maintenance and regulation of built environment and infrastructure • Mechanical and electrical services provision • Projects management
DEPARTMENT OF PLANNING	<ul style="list-style-type: none"> • Master Plan and Local Development Plans • Spatial planning, • Land use, survey and development control. • Maintaining GIS and LIS. • Architectural designs, building inspectorate and regulation • Forward planning
DEPARTMENT OF HEALTH	<ul style="list-style-type: none"> • The City Health Department is comprised of 9 main divisions working together to fulfil and support the Department’s core functions in carrying out its mandate of providing health services and ensuring health compliance. • Manages the overall provision of a variety of primary healthcare services to the residents of Harare in line with Public Health Act, By-Laws and WHO standards through: <ul style="list-style-type: none"> • Medical Services. • Nursing Services. • Environmental Health Services & Licensing. • Pharmaceutical Services. • Laboratory Services. • Health promotion, epidemiology and disease control
DEPARTMENT OF HOUSING AND COMMUNITY SERVICES	<ul style="list-style-type: none"> • The Department of Housing and Community Services is comprised of 5 main Divisions working together to fulfil and deliver the Department’s core functions in carrying out its mandate with the responsibility for housing and social services infrastructure development and maintenance, • Social service development and sound local governance. • It is also responsible for the management of housing matters • Maintenance of the Housing Waiting List; allocation of rented accommodation and residential stands and planning of new housing projects. • Coordination of service delivery issues at district and ward level.

	<ul style="list-style-type: none"> • Management of social amenities. • Informal sector development and management.
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Source: Study Findings 2024

11.3 FINANCE

Harare Council revenue bases rely heavily on grants in aid from Government without which they could not hope to be financially self-sustaining. On their own, therefore, the financial position of Harare City Council is **RED LIGHT**. Similarly given the comments of the Tax Commission and its proximity to the City of Harare. Mitigating against such factors the Commission of Inquiry into Taxation has suggested radical reforms in local authority revenue generation and accounting which, if implemented could alleviate present and recurrent deficit accounting. For the present however, financial resources within the Harare City Council remain limited.

Harare City Council in Serious financial crisis for the collected money is being over stretched due to many requirements needed by the City Council to run. The collected money is being used to finance other non-productive activates like sports which do not give anything return to increase the Harare City Council pocket. There is also a debated between City of Harare and the ordinary people where City Council says the people should give the money and we offer the service mean while the citizens say the City Council should provide the services, they pay the money, hence this crisis has greatly made the Harare City Council budget to over stretch. The Smaller town like Chitungwiza and Norton only to mention a few are benefiting from the services being provide by Harare and re not able to pay for those services like water supply thus leading to a financial crisis in Harare as it is managing many local authorizes with its own resources.

The Government also took other ways Harare city council was generating money from like the Vehicle Licensing which was one of the biggest ways the City Council was generating its income in order to sustainable the city. There is also the collapse of Rufaro Market led to a decline of revenue generation in Harare City Council Finances.

TABLE 11.2: Bodies and Agency under the City of Harare and Their Functions:

Body	Function
Harare Municipal Medical Aid Society (HMMAS)	<ul style="list-style-type: none">• Responsible for providing medical aid cover and funeral assistance to City of Harare employees under the contributory benefit fund
Harare Quarry	<ul style="list-style-type: none">• A private company wholly owned by City of Harare. Stones crushing premix manufacturing, asphalt, bitumen and concrete products for Roads and other operations.
Harare Sunshine Holdings	<ul style="list-style-type: none">• 100% owned by City of Harare. Provide administrative services mainly for investment incubation and carry out no business transaction.
City Parking	<ul style="list-style-type: none">• 100% owned by City of Harare, Manage all City of Harare Parking Infrastructure. Generate Revenue from City Parking Infrastructure and explore other parking opportunities in other cities.

Source: Study Findings 2024

PART II:

WRITTEN STATEMENT

CHAPTER TWELVE: SUMMARY OF ISSUES

12.0 INTRODUCTION

This chapter gives a summary of issues as they were identified and put down in Part One of the Master Plan, that is, the Report of study. The issues have been summarized and are specific to:- Statutes and Statutory Plans, Population, Housing and Tourism, Industry and Commerce, Spatial Land use, Traffic and Transportation, Environment, Infrastructure provision and development, Finance and Administration.

12.1 SUMMARY OF ISSUES ON STATUTES AND STATUTORY PLANS

1. Harare is governed by the Harare Combination Master Plan which has been operative for the last twenty-eight (28) years. Some of its proposals have been implemented which encompass the preparation of Local Development Plans and the implementation of other proposals contained in the Written Statement of the Combination Master Plan.
2. It is estimated that 35% of the Plan has been implemented.
3. There is need to import some of the Proposals from the operative HCMP and incorporate them in the Harare Master Plan as well update and adopt global trends and propose for the best home grown solutions.

12.2 SUMMARY OF ISSUES ON POPULATION

1. The population of Harare (Harare Urban and Harare Rural) was 1 581 889, males comprising 48 % of the total population and female 52 % according to the 2012 census. In 2022 census the population of Harare was 1 849 617 with male constituting 48% of the total population whilst women at 52%. The population ratio of men to women has remained unchanged. The annual growth rate in the period 2012-2022 was 16 % with an annual growth rate of 1.7 % calculated using Zimstat census results. There has been a change in the size of population of Harare.
2. The current population of Harare using 2% annual growth rate per annum is around 2 million in 2024 and projected population will be 2 210 459 in 2032. The Geometric Curve formal was used to make the calculations. However, the projected population in 2032 will be 5 698 725 as stated according to the 2012 census Population projections. Due to the huge discrepancy we recommend that a population of 4 million be used for the purposes of this report.

3. 48% of the population in the Harare province is the age below 17 years indicating a youthful population (2022 Zimstat census).
4. It is recommended that the Master Plan comes up with policies and proposals that generate inclusive education and employment opportunities to reduce poverty.

12.3 SUMMARY OF ISSUES ON HEALTH

1. The health sector is facing funding challenges, there is not enough coming from the parent ministry and neither can the city fully fund its own envisaged activities, this budgetary tightness has a trickle-down effect when it comes to sourcing medical supplies and equipment.
2. Brain drain has affected the staffing levels at all local health institutions.
3. There is inadequate health infrastructure leading to unequal distribution of medical facilities resulting in difficulties in accessing such facilities, residents have to drive or walk long distances to access medical help.
4. Layout plans being created are not sticking to the basics of ensuring that certain social services including health are incorporated at plan formulation stage.

12.4 SUMMARY OF ISSUES ON INDUSTRY AND COMMERCE

1. There is a shortage of industrial space for SMEs and the informal sectors.
2. Light and service industrial activities are taking place within residential and other undesignated areas.
3. There is illegal disposal (including burning) of waste from industrial activities.
4. Informal commercial activities are taking place in the CBD, on residential properties, open spaces and road servitudes.
5. There is a shortage of space for commercial activities especially for SMES.
6. The levels of poverty and unemployment are very high as a result of the harsh macro-economic environment that has adversely affected industry, commerce and household incomes.
7. Poverty and unemployment has resulted in, among other negatives, social stress, crime and immorality.

12.5 SUMMARY OF ISSUES ON HOUSING, SOCIAL SERVICES AND RECREATION

1. The city has experienced a rapid influx of informal settlements, leading to a significant increase in population density and strain on the city's resources.
2. Residents of informal settlements lack access to basic services like clean water, sanitation, and healthcare.
3. Informal settlements are characterized by overcrowding, poor ventilation, and inadequate housing. They also often lack access to reliable public transportation and community facilities.
4. The demand for housing in the city is skyrocketing, driven by a growing population and urbanization.
5. Housing rental prices in the city have outpaced wage growth, making it difficult for people to find affordable housing.
6. Housing densification strategy in the city has sparked debates about the impact on community character and quality of life.
7. The scarcity of Housing land in the city has driven up property prices and rents.
8. The city's Housing Provision models has failed to address the needs of the vulnerable populations, such as the homeless and low income families.
9. Best Practices in terms of standards for the provision of Community / Social and Recreational facilities.
10. The city's provision of social facilities is inadequate as the recreational facilities are poorly maintained and lack modern amenities.
11. The city's lack of investment in community facilities has led to a shortage of safe and accessible public spaces.

12.6.1 SUMMARY OF ISSUES ON ENVIRONMENT

12.6.1 Water Pollution

Water pollution is one of the main issues in Harare. The main causes of water pollution in Harare may include, Sewage and waste water, Industrial activities, Agricultural runoff, solid waste and aging infrastructure. Subsequently the effects of water pollution also include, health risks and diseases such as cholera and typhoid, Environmental impacts such as harming the aquatic life and affecting the food chain And economic

consequences such as impacts on agriculture, industry and tourism leading to economic losses.

12.6.2 Waste Management

Waste management is a significant problem in Harare as the city is currently producing waste at a faster rate than the city council can manage. In July 2023, a state of disaster was declared in the Harare Metropolitan Province due to illegal dumping of solid waste, liquid waste and burning garbage which was causing serious health hazards in the capital city.

12.6.3 Land Degradation

Land degradation is another major issue in the Capital city. Most of the degradation is being caused by various factors that may include, poor irrigation methods, mining activities, droughts and dry spells, and soil erosion due to deforestation. This degradation is causing a quite a number of negative effects that may include, desertification and reduced crop yields, loss of bio-diversity and decreased quality of life as well as food security for the residents.

12.6.4 Land Invasions

There's been a high rise in issues involving land invasions in the Capital City. This is a result of an increase in urbanization, rural to urban migration, high demand of housing facilities and political interference in urban planning. This has seen people settling in wetlands, open spaces and in land reserved for future development causing havoc in the proper planning of the city.

12.6.5 Traffic Congestion and Road Accidents

Traffic congestion and road accidents have been a headache in the Harare. Several factors like the city's population growth and increase in car ownership, poor road infrastructure and lack of effective transport systems have largely contributed to everyday traffic jam issues. Moreover road accidents have also increased because of this traffic congestion, poor road infrastructure and poor maintenance of the traffic lights in the city as the majority of the traffic lights in the city are often not working.

12.6.6 Street Vending

Due to the economic clamp down being faced worldwide, Zimbabwe has been no exception. As a result, the city has seen the number of vendors rising to unprecedented

levels in the past few years. The vendors put up shop anywhere on the city pavements in the CBD and the numbers increase after hours with most streets lined up causing serious traffic jam and congestion.

12.7 SUMMARY OF ISSUES ON SPATIAL LAND USE

1. Since independence Harare has moved from a strict zoning and development of land with an introduction of the Harare combination master plan as well as local developments plans that are more permissible and flexible as the city tries to align itself with regional and international development trends.
2. Most of the operative statutes are under operational pressure as evidenced by the high numbers of application being made to the city through section 26(3) of the Regional and Town Planning Act 1996. Therefore there is need to take cognizance of this as this Master Plan is crafted.

12.8 SUMMARY OF ISSUES ON INFRASTRUCTURE

1. Delivering portable water is one of the most basic of the City of Harare's responsibilities and it is important to state that over the years, water supply has depreciated.
2. The City of Harare relies on four dams within the Manyame Catchment for its raw water supply namely Seke, Harava, Chivero and Manyame Dams.
3. The major raw water storage areas are Prince Edward, Lake Chivero and Dawendale, all of these are supplying water to the City of Harare and surrounding areas Norton, Epworth, Chitungwiza and Ruwa.
4. The Local Authority is facing water quantity and quality problems which results in most of the suburbs experiencing water cuts.
5. Harare and its dormitory towns have a demand of 800 mega litres a day but the Local Authority has a capacity to produce only 295 mega- litres of water per day.
6. Water shortages in the planning area are mostly attributed to rapid population growth, inadequate maintenance of wastewater treatment plants,

7. Suburbs affected by water supply shortages include most of Harare's high density suburbs (Glen View, Chitungwiza, Tafara, Mabvuku) Zimre Park, Greendale, Chadcombe, Mainway Meadows, Greencroft, Mabelreign and Waterfalls amongst other suburbs.
8. City of Harare has five Sewage Treatment Works namely Firlle works, Crowborough, Donnybrook ponds, Marlborough and Hatcliff works with Firlle works being the biggest.
9. There is a mismatch between the current sewerage demand and sewerage infrastructure, where supply is way less than the current sewerage infrastructure provision.
10. Causes of inadequate sewerage infrastructure provision is mainly attributed to dilapidated sewerage system network that was laid out over 40 years ago.
11. There are three major telecommunication mobile network providers serving the planning area, namely Econet Wireless, being the biggest, Netone Cellular and Telecel.
12. Internet service providers covering the planning area are PowerTel, Telone, Utande and ZOL Zimbabwe.
13. Mobile tele-density stands at 64.85% and all mobile operators are 100% digitized.
14. The planning area is served by one airport, the RGM International, located 15 kilometers south of the city and serves as a primary gateway into Zimbabwe and a natural gateway into Southern Africa.
15. There is need to improve aviation infrastructure in line with international standards which will also drive economic growth.
16. Railways and rail infrastructure in the planning area is owned, managed and operated by the National Railways of Zimbabwe (NRZ). The NRZ operates both Intercity and Commuter locomotives within and around the planning area which transport both passengers and freight. The main depot for Harare is located at the south of the City along Kenneth Kaunda Avenue

17. The total length of railway tracks in Harare currently spans around 71km, stretching from Ruwa at 256.72km to Harare at 278km, Harare to Whitehouse at 305km, and Lochinvar to Mt. Hampden covering 21km.

12.9 SUMMARY OF ISSUES ON TRAFFIC AND TRANSPORTATION

1. Poor road networks which have reached capacity resulting in congestion.
2. Inadequate public transport characterized by conventional buses, kombis and mushika shika.
3. Freeway reservations are not fully defined and some have been built on.
4. Poor traffic enforcement due to limited personnel.
5. Intersections that have reached capacity as well as traffic signals that are not working worsening the situation.
6. Poorly maintained public transport termini in and around the City.
7. Poor and inadequate cycle and pedestrian infrastructure.
8. Old and dilapidated railway network.

12.10 SUMMARY OF ISSUES ON SECURITY AND MISCELLANIOUS

1. High crime rates: Harare faces significant problems with violent crime, property theft, gang activity, and other forms of lawlessness that undermine public safety.
2. Poor emergency response: The city's emergency services and disaster management capabilities are often overwhelmed and lack the resources to effectively respond to crises. There is need to improve risk, hazard and vulnerability assessment and monitoring capacity through increased investment and producing a risk and disaster management policy.
3. Lack of community policing: There is insufficient community engagement and trust-building between police and residents, hindering effective crime prevention.
4. Informal and illegal settlements: A large portion of Harare's population lives in unplanned, insecure informal settlements with poor access to basic services.
5. Unclear land ownership: Many residents especially in low-income areas lack secure legal tenure over the land and housing they occupy.
6. Inclusive urban planning, design and governance: Community-based approaches, in which communities take ownership of various initiatives; reduction of risk

factors by focusing on groups that are likely to be perpetrators and victims of crime; and strengthening of social capital through initiatives that seek to develop the ability of individuals and communities to respond to problems of crime and violence.

7. Strengthening the formal criminal justice and policing systems: It is important that the police and the criminal justice systems are fit for purpose and more police posts are established especially in the new emerging suburbs of Harare.
8. Land-use planning is a particularly effective instrument that city authorities can employ to reduce disaster risk by regulating the expansion of human settlements and infrastructure. The design of disaster-resistant buildings and infrastructure can save many lives and assets in urban areas from natural and human-made disasters.

12.11 SUMMARY OF ISSUES ON ADMINISTRATION AND FINANCE

1. Council has insufficient funds to fulfil its obligations such as paying salaries timeously, purchase materials for water treatment, stocking its medical facilities, repair and maintenance of roads and attending to community's needs.
2. The revenue that the Local Authority collects is not enough to enable it to meet all its obligations.
3. It has been established that there are revenue collection loopholes within Council.
4. The study revealed that there is misappropriation of funds by the Local Authority. Priority.
5. There is a lot of bureaucracy and red tape in some functions of administration.
6. Systems and operating procedures are outdated in most council departments and divisions which stalls service delivery.

CHAPTER THIRTEEN: GOALS AND OBJECTIVES

13.0 INTRODUCTION

Goals and objectives are planning intentions to resolve the issues identified in the Report of Study. Goals point the way to which planning activity should be directed, focusing on the broader sector issues. The objectives are specific quantifiable intentions to achieve the goals. They also serve as the basis for creating policy and evaluating performance. The goals and objectives have been identified for each thematic area or issues and are as follows;

13.1 STATUTES AND STATUTORY PLANS GOALS

GOAL

TO COMPLY WITH THE REQUIREMENTS OF PART III OF THE REGIONAL, TOWN AND COUNTRY PLANNING ACT, REVISED EDITION 1996.

Objective 1

The Local Authority shall prepare Local, Subject or Priority Plans in areas of the Local Authority which are still under control by Town Planning Schemes.

Objective 2

The Local Authority to keep under review of all Development Plans

13.2 POPULATION

GOAL A

TO REGULATE THE POPULATION WITHIN THE MASTER PLAN AREA WITH ANTICIPATED ECONOMIC OPPORTUNITIES AND GROWTH DURING THE PLAN PERIOD IN LINE WITH NATIONAL POPULATION POLICY.

Objective 1

Improve provision of centres matched to population densities for the provision of birth control facilities on demand in the Master Plan area.

Objective 2

Improve sustainable standards of living and provision of a spatial environment conducive to the creation of inclusive employment /Work spaces.

GOAL B

IDENTIFY AND PUT INTO EFFECT POPULATION RESETTLEMENT STRATEGIES FOR THE HOMELESS PEOPLE.

Objective 1

To create self-sustaining institutions for the displaced, aging population, physically and mentally challenged, orphans and drug addicts within the planning area.

13.3 HEALTH

GOAL A

DERIVE APPROPRIATE STANDARDS OF HEALTH FACILITIES SO THAT THE POPULATION'S WELFARE AND WELL – BEING IS TAKEN CARE OF:

Objective 1

To establish the current public health facility distribution in the City with the intention to formulate the health facility needs of the City based on gender, age, and socio – economic capabilities of the population.

Objective 2

To identify and map existing public hospitals in the City and their distribution within the five administrative regions of the City, with the intention of providing adequate space for referral hospitals in all regions.

Objective 3

To identify and map existing public and private health institutions which offer specialized care in orthopaedics, oncology, specialist physicians, ear nose and throat specialists, heart and neuron surgeons, dentistry, radiology, radiography, eye care and other specialized services in the City, with the intention to distribute these services to the five regions of the City.

Objective 4

To map and regulate private hospitals and medical facilities within the City, with the intention of monitoring and evaluating their performance and benchmarking these against the country's (Ministry of Health) and City's (City Health Department) health standards.

Objective 5

To map and regulate NGO's, private hospitals, and medical facilities, as well as donor organizations and religious and spiritual initiatives in health including homeopathic centres, herbalists, spiritual leaders, and other non - main stream methods in health care, within the City, with the intention of monitoring and evaluating their performance and benchmarking these against the country's (Ministry of Health) and City's (City Health) health standards.

GOAL B

TO FORMULATE A STRATEGIC DOCUMENT TO GUIDE DEVELOPMENT WITHIN THE CITY WITH TARGETED OUTCOMES WHICH ARE TIME SPECIFIC AND SENSITIVE TO THE PHYSICAL, SOCIAL AND ECONOMIC ENVIRONMENT, ESPECIALLY IN THE PROVISION OF EMERGENCY SERVICES AND DISASTER /CRISIS MANAGEMENT.

Objective 1

To propose sites for disaster management centres and emergency facilities.

Objective 2

To map out and earmark / demarcate land space within each region for a district hospital and ancillary services such as mortuaries, ambulance services and fire and rescue facilities.

Objective 3

To provide policy framework that is encouraging to the establishment of new medical facilities which are affordable within the residential areas of the city to improve accessibility of emergency health facilities within a short space of time.

13.4 INDUSTRY AND COMMERCE

GOAL A

TO PROMOTE INDUSTRIAL GROWTH AND DEVELOPMENT BY PROVIDING ADEQUATE AND SUITABLY SERVICED LAND BY 2035.

Objective 1

Set aside advantageously located large tracts of land consistent with exploitable existing service infrastructure resources for industrial development.

Objective 2

To provide meaningful incentives in order to attract investment.

Objective 3

Suitably zone land for different types of industrial activities.

GOAL B

EQUATE POPULATION WITH THE INDUSTRIAL BASE IN THE PLANNING AREA IN ORDER TO ENCOURAGE DIVERSIFICATION AND THE CREATION OF MORE EMPLOYMENT OPPORTUNITIES.

Objective 1

Encourage the full exploitation of the existing potential for industrial expansion offered by the floor area capacity in the major industrial areas.

Objective 2

Develop for industrial uptake any exploitable gaps within the established industrial areas.

Objective 3

Identify some sites within the built up area and in some peripheral areas for the development of office and high technology industrial parks in strategic places.

13.4.1 COMMERCIAL DEVELOPMENT

GOAL A

TO FACILITATE THE GROWTH AND DEVELOPMENT OF COMPATIBLE, COMPACT, BALANCED AND EFFICIENT COMMERCIAL CENTRES IN THE MASTER PLAN AREA BY 2035.

Objective 1

To provide more sites for commercial development in the master plan area.

Objective 2

To provide convenient and accessible commercial services with adequate public utilities.

Objective 3

To encourage infill development and redevelopment of the city's commercial centres to realise permitted bulk factor and heights in order to induce more dense development in the city.

Objective 4

To provide appropriate structures in strategic locations for use by the informal business sector whilst ensuring that development control and public health is maintained.

GOAL B

ENSURE THAT THE POPULATION THROUGHOUT THE MASTER PLAN AREA IS WITHIN EASY ACCESS TO COMPETITIVE COMMERCIAL OUTLETS FOR ORDINARY DAY-TO-DAY SHOPPING NEEDS OF HOUSEHOLDS.

Objective 1

Provide a balanced supply and hierarchy of commercial outlets commensurate with population densities throughout the master plan area.

Objective 2

Identify areas for the development of new commercial outlets to supplement existing ones in cases where a considerable size of the population has to travel long distances for shopping purposes.

Objective 3

Encourage the upgrading of existing peripheral shopping centres by creating a conducive environment for the establishment of departmental stores and service facilities e.g. banks and post offices.

GOAL C

ENCOURAGE AND SUPPORT AGRICULTURAL MARKET GARDENING ACTIVITIES.

Objective 1

Identify sites throughout the planning area in close proximity to markets that can be used for the wholesale sale of horticultural produce.

Objective 2

Set aside throughout residential suburbs and commercial areas market places for the sale of farm produce.

13.4.2 EMPLOYMENT

GOAL A

ENCOURAGE THE FULL REALISATION OF SMES AS AN ALTERNATIVE FOR JOB CREATION AND UTILISATION OF THE EXISTING ABUNDANT WELL-EDUCATED LABOUR RESOURCES.

Objective 1

Identify areas/sites in the planning area where self-initiative industrial activities can be permitted e.g. designated enterprise zones and/or planning zones with minimum development restrictions.

13.5 HOUSING

GOAL 1

AFFORDABLE HOUSING OPTIONS FOR ALL INCOME LEVELS

Objectives

1. Increasing of Affordable Housing Stock through acquiring and rehabilitating existing housing stock.
2. Ensuring a mix of housing types and affordability levels to cater to different income groups.
3. Setting rent levels at not more than 30% of gross income for eligible households.
4. Development of affordable homeownership programs with flexible financing options e.g., offering down payment assistance and closing cost support.
5. Establishment of community land trusts to preserve affordable housing and promote community control.
6. Implementation of inclusive zoning policies to require affordable housing in new developments.
7. Forging partnerships with non-profits, private developers, and government agencies to leverage resources.

8. Incorporation of sustainable design principles and energy-efficient features in affordable housing developments.
9. Regular monitoring and evaluation for effectiveness of affordable housing programs and making adjustments as needed.

GOAL 2

PROVISION OF HOUSING THAT IS ACCESSIBLE AND INCLUSIVE FOR VULNERABLE POPULATIONS

Objectives

1. Setting rent levels at or below 30% of gross income for eligible households.
2. Offering subsidies or vouchers to vulnerable populations.
3. Reserving a percentage of units for specific vulnerable populations (e.g., homeless, seniors, and people with disabilities).
4. Designing of housing that respects and reflects the cultural backgrounds of residents.
5. Offering rapid rehousing programs and emergency assistance to prevent homelessness.
6. Partnering with organizations serving vulnerable populations to provide tailored support.

GOAL 3

INCREASING THE SUPPLY OF HOUSING UNITS TO MEET DEMAND

Objectives

1. Acquiring and rehabilitation of existing housing stock to add to the supply.
2. Implementation of an online application and tracking system.
3. Provide tax incentives for developers building in high-demand areas.
4. Collaborating with private developers to leverage resources and expertise.
5. Identification and acquisition of strategic parcels of land for development.
6. Updating zoning regulations to allow for more density and mixed-use development.
7. Encouragement of the use of modular construction and innovative building techniques.
8. Developing housing specifically for workforce households (e.g., teachers, nurses, Police).
9. Identification of underutilized areas, develop plans to revitalize them and offer incentives for developers to invest in these areas.

GOAL 4

IMPROVING THE CONDITION AND MAINTENANCE OF HOUSING STOCK

Objectives

1. Establishing a routine maintenance schedule for all housing units through performing timely repairs and replacements of fixtures, appliances, and systems.
2. Investing in major upgrades and modernizations, such as energy-efficient systems and accessibility features.
3. Ensuring all Housing units meet safety standards and accessibility guidelines.
4. Implementation of energy-efficient upgrades, such as LED lighting and insulation.
5. Regular inspection for pests and mold.
6. Educating residents on maintenance responsibilities and reporting procedures.
7. Regular assessment of the effectiveness of maintenance programs and making adjustments as needed.

GOAL 5

PROMOTION OF ENERGY-EFFICIENT AND ENVIRONMENTALLY SUSTAINABLE HOUSING

Objectives

1. Establishment of minimum energy efficiency standards for new construction and renovations.
2. Promotion of use of sustainable, recycled, and locally sourced materials.
3. Promotion of natural ventilation and air purification systems.
4. Implementation of recycling programs and composting facilities.
5. Provision of workshops and resources on sustainable living practices.
6. Encouraging public-private partnerships for sustainable housing projects.

GOAL 6

REGULARIZATION OF INFORMAL SETTLEMENTS THROUGH UPGRADING AND FORMALIZATION OF LAND TENURE.

Objectives

1. Provision of secure tenure to residents through legalization of land ownership or rental agreements.

2. Establishment of clear land use regulations to prevent future informal Housing developments.
3. Engaging with residents to ensure their participation in the regularization process.
4. Incorporation of environmental sustainability measures in upgrading and regularization efforts.
5. Regular monitoring and evaluation of the regularization process to ensure its effectiveness.

GOAL 7

EFFECTIVE MANAGEMENT OF LAND USE TO PREVENT FURTHER INFORMAL DEVELOPMENT OF SETTLEMENTS

Objectives

1. Development and implementation of comprehensive land use plans that prioritize orderly Housing development.
2. Establishment and enforcing clear zoning regulations to guide land use.
3. Strategic acquisition and assembling of land parcels for planned Housing development.
4. Ensuring of adequate infrastructure provision to support planned Housing development.
5. Effective control of development through permitting and inspection processes.
6. Strengthening enforcement and compliance mechanisms to prevent illegal Housing development.
7. Regular monitoring and surveying land use changes to detect potential informal Housing development.
8. Educating communities on the importance of planned Housing development and involve them in the planning process.

GOAL 8

CAPACITY BUILDING AMONG THE CITY OF HARARE OFFICIALS AND STAKEHOLDERS TO ADDRESS INFORMAL RESIDENTIAL DEVELOPMENT

Objectives

1. Provision of regular training and workshops on informal settlement upgrading, land use planning, and housing development.

2. Conducting of capacity assessments to identify strengths and weaknesses among City of Harare officials and stakeholders.
3. Fostering collaboration and partnership among Government Agencies, NGOs, and private sector stakeholders.

GOAL 9

INCORPORATION OF GREEN BUILDING PRACTICES AND SUSTAINABLE DESIGN PRINCIPLES IN NEW HOUSING DEVELOPMENTS

Objectives

1. Implementation of natural ventilation, air filtration systems, and non-toxic materials to improve indoor air quality.
2. Incorporation of green spaces, rain gardens, and permeable pavements to reduce storm water runoff and improve site sustainability.
3. Design of Houses to withstand extreme weather events and incorporate adaptive reuse strategies.
4. Encouraging the use of innovative sustainable technologies like green roofs, solar panels, and energy storage systems.
5. Provision of education and training for developers, architects, and builders on sustainable design and green building practices.

GOAL 10

ENSURING RECREATIONAL FACILITIES ARE ACCESSIBLE AND INCLUSIVE FOR ALL RESIDENTS REGARDLESS OF AGE, ABILITY OR SOCIO-ECONOMIC STATUS

Objectives

1. Designing Recreational facilities with universal design principles to accommodate diverse ages and abilities.
2. Ensuring Recreational facilities that have accessible entrances, parking, ramps, elevators, and restrooms.
3. Provision of adaptive equipment and technology to facilitate participation for residents with disabilities.
4. Designing of Recreational facilities and programs that reflect and celebrate the diversity of the community.

5. Ensuring Recreational facilities are safe and secure, with adequate lighting, surveillance, and staff supervision.
6. Provision of staff training on accessibility, inclusivity, and cultural sensitivity.

13.6 ENVIRONMENT

13.6.1 AIR POLLUTION GOAL

ENSURE THAT THE AIR WITHIN THE PLANNING AREA OF HIGH QUALITY WITH LITTLE PARTICLES

Objective

To reduce the amount of air pollution within the city.

13.6.2 SEWARAGE GOAL

ENSURE THAT THE SEWERAGE WORKS AND THE SEWER TRUNK CHANNELS ARE MODERNIZED SO AS TO CURB DISEASES AND OTHER ELEMENTS.

Objective

To avoid raw water spillage into water bodies and contaminating underground water.

13.6.3 DEFORESTATION AND LAND DEGRADATION GOAL

ENSURE CONSERVATION AND PROTECTION OF WOODLANDS, NATURAL AND MANMADE ENVIRONMENT.

Objective

To regenerate and re-establish forest, wetlands and natural habitats.

13.6.4 CLEAN WATER /DISEASE ERADICATION GOAL

ENSURE WHOLE PLANNING AREA HAS ENOUGH SAFE PORTABLE WATER.

Objective

To purify the city water to levels agreeable with the world health standards.

13.6.5 URBAN FORM GOAL

HARARE TO ACHIEVE A WORLD CLASS STATUS BY 2025- AND BECOME UP MARKET MIDDLE-INCOME CITY STATUS BY 2030

Objective

Beautify the city by way of preserving, maintaining and enhancing the existing environment.

13.6.6 VENDING GOAL

PROVIDE AND DEVELOP STRATEGICALLY LOCATED MARKET PLACES OR SITES FOR THE CITY AT LARGE

Objective

The heed is to provide space for vendors and SMEs at large.

13.7 LANDUSE

GOAL

TO COMPLY WITH THE REQUIREMENTS OF THE REGIONAL, TOWN AND COUNTRY PLANNING ACT, REVISED EDITION 1996, CHAPTER 29:12.

Objective

Allow, wherever feasible, greater social and economic mix to break segregation by income and stand size and achieve more efficient utilization of finite land.

13.8 INFRASTRUCTURE

GOAL

TO PROVIDE AND UPGRADE THE NECESSARY BULK INFRASTRUCTURE INORDER TO ACCOMMODATE EXISTING AND FUTURE DEVELOPMENTS THROUGHT THE PLANNING AREA.

GOAL A- WATER SUPPLY

TO PROVIDE PORTABLE WATER TO ALL RESIDENTS IN THE AREA

Objective 1

To repair and replacement of dilapidated pipes to cater for spillages, water bursts and water loses.

Objective 2

To reduce waste water spillage into water tributaries.

GOAL B- ROAD INFRASTRUCTURE

TO DEVELOP ROADS THAT MEET THE SADC STANDARDS AND REQUIREMENTS.

Objective 1

Use other sustainable sources of energy on traffic lights and street lights such as solar power.

Objective 2

To adopt to modern road infrastructure standards (e.g cameras on roads, automated bus stops)

GOAL C – SEWER INFRASTRUCTURE

WHERE FEASIBLE, EXTEND AND UPGRADE SEWERAGE RETICULATION CAPACITY IN CERTAIN BUILT-UP AREA IN ORDER TO ENCOURAGE INTENSIFIED USE OF LAND.

Objective 1

Increased capacity of treatment plants, repair of and maintain existing sewerage treatment plants to suit increasing population growth.

Objective 2

To increase sources of funds to purchase treatment chemicals and improve infrastructure

Objective 3

To carry out feasibility studies for sewerage disposal system to service areas with potential for urban development.

GOAL D- TELECOMMUNICATIONS

TO EXPAND THE TELECOMMUNICATION SERVICES TO A POINT WHERE INTENDING SUBSCRIBERS CAN BE CONNECTED ON DEMAND.

Objective 1

Increase connectivity in all areas and expand network coverage infrastructure in Harare.

Objective 2

Increase capacities of telecoms infrastructure and upgrade infrastructure of telecoms (boosters on streets or buildings).

GOAL E- AIR INFRASTRUCTURE

IMPROVE AVIATION INFRASTRUCTURE TO MEET INTERNATIONAL STANDARDS

Objective 1

To expand existing airport infrastructure.

Objective 2

To identify land for the other airports outside the city

Objective 3

To regularly maintain air infrastructure (water, power and telecommunications).

GOAL F- RAIL INFRASTRUCTURE

PROMOTE THE TRANSFORMATION OF THE REGIONAL ECONOMY THROUGH PROVISION OF INNOVATIVE, SEAMLESS, RELIABLE AND COST EFFECTIVE LOGISTICS SOLUTIONS FOR GOODS AND PASSENGERS.

Objective 1

To resuscitate rail transport and infrastructure in the planning.

Objective 2

To develop and adopt to modern rail infrastructure systems

Objective 3

To develop rail infrastructure on land already set aside for it rail development.

GOAL G- POWER SUPPLY

TO ENSURE THE RELIABLE AND EFFICIENT SUPPLY OF ELECTRICITY TO CONSUMERS ACROSS THE CITY.

Objective 1

To replace aged electrical infrastructure with modern infrastructure.

Objective 2

To ensure efficient coordinated development, operation and maintenance of the electricity distribution system in Zimbabwe

13.9 TRAFFIC AND TRANSPORTATION

GOAL A

DEVELOP AN INTEGRATED TRANSPORT SYSTEM THAT ENCOURAGES USE OF VARIOUS MODES OF TRANSPORT AND FOSTERS ENHANCED CONNECTIVITY OF ALL PLANNED LAND USES OF THE CITY.

Objective 1

Develop urban mass transit system which is:

- a. Efficient
- b. Reliable
- c. Affordable
- d. Safe
- e. Convenient
- f. Universally accessible

Objective 2

Develop transport system that integrates all modes of transport including active mobility i.e. walking and cycling.

Objective 3

Provide integrated transport interchanges and a single ticketing system for the convenience of the commuting public.

Objective 4

Develop road based mass transit i.e. Bus Rapid Transit System (BRT)

GOAL B

MANAGE TRAFFIC FLOWS BY APPLICATION OF NEW AND TESTED INTELLIGENT TRAFFIC MANAGEMENT SYSTEMS (ITMS).

Objective 1

Provide inner and outer ring roads to divert heavy vehicles and rural buses from the CBD.

Objective 2

Plan and provide for a central traffic management centre which is interlinked to different government organizations such as ZRP, CVR, VED and C.O.H.

Objective 3

Increase capacity for major arteries and upgrade existing intersection to improve traffic flow.

Objective 4

Implement travel demand management strategies such as e-toiling, parking management to reduce traffic in the CBD.

Objective 5

Reduce traffic accidents within the planning area by reducing conflict areas between vehicle/pedestrian movements and incorporating intelligent traffic management system.

GOAL C

PROMOTE USE OF SMART ENERGY RATHER THAN FOSSIL FUEL SO AS TO COMBAT EFFECTS OF CLIMATE CHANGE.

Objective 1

Promote the use of electric vehicles.

Objective 2

Replace urban transport that have outlived their usefulness with modern electric powered vehicles.

GOAL D

IMPLEMENT ACTIVE MOBILITY THROUGH USE NON-MOTORIZED MODES OF TRANSPORT- CYCLING AND WALKING.

Objective 1

Promote active mobility by providing cycling and walking infrastructure and awareness programs.

Objective 2

Maintain existing non-motorised infrastructure.

Objective 3

Promote open street events and activities along existing the roads.

13.10 SECURITY AND MISCELENOUS

GOAL A

ENHANCE PUBLIC SAFETY AND REDUCE CRIME RATES ACROSS HARARE BY 30% WITHIN THE NEXT 5 YEARS.

Objective 1

To enhance Urban Safety and Security in Harare.

Objective 2

To reduce Harare crime rate and violence.

Objective 3

To improve on security of tenure in Harare.

GOAL B

Strengthen police-community relations and increase public trust in law enforcement.

Objective 1

To improve police – community liaison and information sharing.

Objective 2

To improve police response times and quality of service delivery.

Objective 3

To increase police accountability and transparency measures.

GOAL C

IMPROVE SECURITY OF TENURE IN HARARE.

Objective 1

To conduct a comprehensive land tenure assessment in the City.

Objective 2

To promote secure and equitable access to land for housing and economic development.

Objective 3

To strengthen the City’s land administration and management system.

Objective 4

To empower local communities, I land governance and decision making.

GOAL D

DEVELOP AND IMPLEMENT A COMPREHENSIVE MANAGEMENT PLAN AND MODERNISE THE CITY’S EMERGENCY RESPONSE CAPABILITIES.

Objective 1

Improving the disaster response and recovery capabilities of the City.

Objective 2

To strengthen early warning and emergency communication systems.

Objective 3

Conducting a comprehensive risk assessment and vulnerability analysis.

Objective 4

To establish a centralised emergency operations centre to coordinate and manage response activities around the city.

13.11 ADMINISTRATION AND FINANCE

GOAL A

FINANCIAL MANAGEMENT SYSTEMS THAT ACCOUNT FOR INCOME AND UTILIZATION OF RESOURCES.

Objective 1

Promotion of good governance and administration.

GOAL B

BUDGETING AND COST CONTROL SYSTEM THAT HAS CHECKS AND BALANCES FOR SUSTAINABLE IMPLEMENTATION OF PROJECTS.

Objective 1

Promoting accountability

Objective 2

Stabilising the City Operations for improved service delivery in all programmes.

Objective 3

Promotion of Infrastructure Development for sustainable growth

Objective 4

Transforming the Informal Sector into small to medium business enterprises

Objective 5

Promotion of good health and improve health service delivery in Harare

Objective 6

Achievement of sustainable, inclusive and equitable growth

Objective 7

Improving housing service delivery and bringing sanity and order in the social service sector.

CHAPTER FOURTEEN: POLICIES AND PROPOSALS

14.0 INTRODUCTION

Policies and proposals explain how the goals and objectives stated in PART 11 above will be achieved. These policies and proposals whilst being derived from, give detailed substance to the summary of issues, goals and objectives of the Written Statement. A proposal may be viewed as a specific activity, detailed in time and place, which is measurable and has an associated, explicit cost. The implementation of these proposals will lead to the attainment of the goals and objectives of the Master Plan.

14.1 STATUTORY PLANS

POLICY

THE LOCAL AUTHORITY SHOULD DEVELOP A DEVELOPMENT CONTROL POLICY IN LINE WITH THE POLICIES AND PROPOSALS OF THE HARARE MASTER PLAN IN ORDER TO CHANNEL AND GUIDE DEVELOPMENT AND EFFECTIVELY CONTROL ADVERTISEMENTS AND MISUSE OF LAND WHILE ENHANCING AND PROTECTING THE GENERAL AMENITY OF THE PLANNING AREA.

Proposal 1

The Local Authority shall keep under constant review the approved and operative Harare Master Plan as prescribed by the Regional, Town, and Country Planning Act, Revised Edition 1996.

Proposal 2

The Local Authority shall prepare local development plans for all areas which still make use of Town Planning Schemes for Town Planning Schemes.

Proposal 3

Detailed Subject Plans must be prepared for:

- i. The Traffic and Transport Sector;
- ii. Natural environment;
- iii. Health;
- iv. Infrastructure and public works;

Proposal 4

Update and rationalize all operative Local Plans where necessary so that they conform to the Harare Master Plan policies and proposals. The Local Authority shall adopt a uniform use Classification and development control system.

14.2 POPULATION

Policy 1

Resolve the competing claims on land by attempting to balance population growth with existing resources and anticipated economic performance of the country.

Policy 2

Discourage the rapid expansion of population through birth control, wealth redistribution and effective control of birthrates.

14.3 HEALTH

POLICY 1

ENSURE AN ADEQUATE DISTRIBUTION OF SPECIALIZED HOSPITAL FACILITIES AS DICTATED BY THE POPULATION GROWTH RATE AND DISTRIBUTION THROUGH CARRYING OUT SOCIO – ECONOMIC POPULATION SURVEYS, AND MAINTAIN THE WORLD HEALTH ORGANIZATION GUIDELINE OF A CLINIC FOR EVERY 5KM RADIUS. (MINISTRY OF HEALTH, ZIMSTATS, WHO).

POLICY 2

ENSURE AN ADEQUATE DISTRIBUTION OF PRIMARY HEALTH CARE FACILITIES THROUGHOUT THE FIVE REGIONS OF THE CITY AS DICTATED BY THE POPULATION GROWTH RATE AND DISTRIBUTION THROUGH PRIMARY DATA COLLECTION THROUGH OBSERVATION, SINCE COUNCIL REGULATIONS STIPULATE THAT A POLYCLINIC TARGET POPULATION SHOULD BE BETWEEN 120 000 – 150 000 (PATIENT ATTENDANCE REGISTERS), INTERVIEWS AND QUESTIONNAIRES. (CITY HEALTH DEPARTMENT).

POLICY 3

ENSURE AN ADEQUATE DISTRIBUTION OF EMERGENCY / DISASTER HEALTH CARE FACILITIES AS DICTATED BY THE POPULATION GROWTH RATE AND DISTRIBUTION THROUGH SECONDARY DATA COLLECTION THROUGH REVIEWING EXISTING POLICIES WITH REGARDS TO EMERGENCY SERVICE PROVISION

POLICY 3

ENCOURAGE EFFORTS BY PRIVATE HEALTH INSTITUTIONS AND ORGANIZATIONS TO SET UP MEDICAL FACILITIES WITHIN EASY REACH OF THE RESIDENTS IN COMMUNITIES BUT ADHERING TO GOVERNMENT AND COUNCIL STANDARDS IN TERMS OF SAFETY AND MEDICAL WASTE DISPOSAL THROUGH REVIEWING CURRENT POLICY AND CAPACITATING THE MEDICAL STANDARDS ASSOCIATION BOARDS APPROPRIATELY.

POLICY 4

MONITOR AND EVALUATE EXISTING MEDICAL HEALTH SERVICE PROVIDERS TO ENSURE THEY ADHERE TO A CODE OF ETHICS AND STANDARDS AS DEFINED BY THE MINISTRY OF HEALTH AND COUNCIL BY – LAWS AND ENACTMENTS THROUGH MAINTAINING A REGISTER OF ALL MEDICAL PRACTITIONERS AND MONITORING THEIR ACTIVITIES TIMEOUSLY.

POLICY 5

ENGAGE THE PUBLIC AND ACADEMIC FRATERNITY AS WELL AS THE BUSINESS COMMUNITY ON PRIVATE PUBLIC PARTNERSHIPS IN THE PROVISION OF INFRASTRUCTURE AND RESEARCH INTO THE MEDICAL HEALTH FIELD THROUGH HOSTING SEMINARS AND WORKSHOPS AND HAVING A VISIBLE IT/ DIGITAL FOOTPRINT TO ENCOURAGE ENGAGEMENT.

HEALTH PROPOSALS

Proposal 1: To establish City Regional hospitals

- Five hospitals shall be established in the five regions of the city with a capacity to provide surgical, pre and antenatal services, laboratory facilities and other facilities.

- Upgrade all existing health facilities in the city.

Proposal 2: Data Capturing / Desk Surveys

Carry out socio – economic researches relevant to health systems so as to identify the existing deficiencies in Harare. This should cover the following but not restricted to:-

- Identification of the city limits boundary
- Population studies of the City and demographic distribution
- Identification and mapping of Government Health Institutions
- Identification and mapping of City Health Institutions
- Identification and mapping of private health institutions
- Land use patterns
- Regional linkages
- Environmental issues
- Traffic flows
- Disaster management centres / infectious disease control measures
- Existing and planned health infrastructure.

Proposal 3: Stakeholder Engagement / Public Consultation

Follow all due consultation processes with relevant stakeholders as required by applicable laws of Zimbabwe.

Proposal 4: Data Analysis

Develop action programs / plans that will improve public health management

RECOMMENDATIONS:

Prepare health goals and visions for the City (Short, medium and long term) these should dovetail with the Master Plan and should talk to the National Health Policy and any other Central Government Strategic Plans.

- Demarcate the City into 5 Regions and map existing health facilities.
- Identify gaps in health facilities distribution based on size, eg. Primary healthcare clinic, polyclinic, maternity hospital, general hospital, specialized hospital

- Create space / land for the establishment of public (Government / Council) district / referral health institutions in the five regions.
- Review Government and council policy on healthcare and disaster management policies
- Review international health care standards policies and adopt where necessary
- Create an active monitoring and evaluation vehicle to be used to mainstream health institutions to be compliant with laws and regulations.
- Provide an enabling environment where technically feasible for the participation of the private sector in healthcare provision and research.
- Provide budget recommendations for funding and sustainable maintenance of health care facilities within the City.

14.4 INDUSTRY AND COMMERCE- POLICIES

14.4.1 Industrial Policies

POLICY 1

CREATE EMPLOYMENT OPPORTUNITIES BY PROVIDING AND BANKING LAND FOR INDUSTRIAL UPTAKE AND EXPANSION WITH SUBSEQUENT RECOVERY OF OUTLAY FROM SALES.

POLICY 2

CREATE EMPLOYMENT OPPORTUNITIES IN THE PERIPHERAL OF THE CBD BY DESIGNATING SELECTED AREAS AND BY ENCOURAGING DECENTRALISATION TO SUCH CENTRES THROUGH A RANGE OF INCENTIVES.

POLICY 3

DESIGNATE SIMPLIFIED PLANNING ZONES, ENTERPRISE ZONES, OFFICE PARKS, AND HIGH TECHNOLOGY PARKS (MIXED USE ZONES) WHERE DEVELOPMENT OF A RANGE OF ACTIVITIES IS PERMITTED WITHOUT COMPLEX APPROVAL PROCEDURES.

POLICY 4

CREATE CONDUCIVE CONDITIONS AND PROVIDE ACCESSIBLE SITES FOR USE BY SMALL SCALE EMERGING BUSINESSPERSONS, AND DESIGNATE AREAS

WHERE INCOME-GENERATING ACTIVITIES CAN BE COMBINED WITH RESIDENTIAL USE ON INDIVIDUAL STANDS IN ORDER TO MOP UP THE EXISTING ABUNDANT MARGINAL LABOUR RESOURCE AND AS A MEANS TO ENCOURAGE AND TAP SELF-INITIATIVE OF INDIVIDUALS WITHIN THE POPULATION.

14.4.2 Industrial Proposals

Proposal 1

Designate some sites within the planning area as high technology and office park, commercial, industrial and free port development zones.

Proposal 2

Insist that building plans and/or proposals make use of full development potential factors.

Proposal 3

Incorporate sites and service/light industrial areas in proximity to existing and new residential areas for local and overseas investors.

Proposal 4

Provide employment corridors along major roads e.g. Bulawayo Road, Seke Road, Masvingo Road and other suitable sites close to new settlements such as Southly Park and Hatcliff.

Proposal 5

Resuscitate existing industrial zones that are currently blighted.

14.4.3 COMMERCIAL POLICIES

Policy 1

Provide hierarchical commercial outlets with supporting service facilities in order to enable the population to purchase both high and low order goods within short distances.

Policy 2

Encourage further development of existing commercial centres by judiciously adjusting the floor area factor.

Policy 3

Realise and encourage the role played by the informal sector by providing built facilities supported by the necessary public infrastructure needed by emerging small scale business people in this sector.

COMMERCIAL PROPOSALS

Proposal 1

Remove conflict between the informal and formal sectors. Designate sites from where SMEs can operate hygienically throughout the planning area.

Proposal 2

The Local Authority and land developers must develop shopping centres and industrial sites simultaneously with development of housing estates.

Proposal 3

Provide local neighbourhood shopping centres within walking distance.

Proposal 4

Building plans that do not provide for full development potential of the commercial or industrial site should be refused.

Proposal 5

Develop fresh farm produce wholesale markets at major trunk road intersections at the periphery of the Central Business Districts.

NB: POLICIES AND PROPOSALS TO DEAL WITH EMPLOYMENT CREATION ARE DEALT WITH UNDER INDUSTRY AND COMMERCE,

14.5 HOUSING

POLICY 1: HOUSING SUSTAINABILITY POLICY

Proposal 1

Affordable housing program: Governments and NGOs can offer subsidies, low-interest loans, and other incentives to make housing more accessible to low-income families.

Proposal 2

Sustainable building materials: Using locally sourced, eco-friendly materials like mud bricks, bamboo, and recycled materials where technically feasible can reduce construction costs and environmental impact.

Proposal 3

Disaster-resistant design: Building homes that can withstand natural disasters like earthquakes and cyclones can save lives and reduce displacement.

Proposal 4

Innovative technologies: Leveraging technologies like 3D printing, modular construction, and green building can improve efficiency, affordability, and sustainability.

Proposal 5

Increase densities in existing low density housing areas to technically unobtrusive minimum subdivision densities following provision of sewerage reticulation or use on-site sewage treatment methods such as septic tank/soak away and bio digesters after satisfactory porosity tests.

Proposal 6

Designate areas identified as having high potential for integrated urban development as new housing areas with incorporated employment centers.

Proposal 7

Empower the City of Harare to participate in social housing delivery to cater for the very low-income groups who cannot afford to build their own houses.

PUBLIC LANDUSE POLICY

Proposal 1

Community Land Trusts: Establish trusts that hold land for the benefit of a community, rather than private individuals.

Proposal 2

Transparency and Public Disclosure: Require landowners to disclose their holdings and interests, making it easier to identify and address land concentration.

Proposal 3

Public Land Management: Establish public land management agencies to oversee and manage public land, ensuring it serves the greater good.

AFFORDABLE HOUSING ACCESS POLIY

Proposal 1

Subsidies: Government subsidies or vouchers to help low-income families pay rent or mortgages.

Proposal 2

Inclusionary zoning: Requiring developers to include affordable units in new construction projects.

Proposal 3

Community land trusts: Non-profit organizations holding land for affordable housing, leasing it to homeowners and renters.

Proposal 4

Factory-built housing: Prefabricated homes, reducing construction costs and time.

Proposal 4

Rent control: Regulating rent increases to prevent rapid gentrification.

Proposal 5

Sustainable building: Using eco-friendly materials, reducing construction and maintenance costs.

Proposal 6

Government-backed mortgages: Insured mortgages with favorable terms, like lower interest rates or smaller down payments.

Proposal 7

Co-housing: Shared living spaces, reducing individual housing costs.

Proposal 8

Modular homes: Prefabricated modules assembled on-site, reducing construction costs.

Proposal

Government-funded housing projects: Publicly funded developments, offering affordable housing options.

RECREATION AND TOURISM DEVELOPMENT POLICY

Proposal 1

Develop nature reserves and parks: Create protected areas (preservation of ecological sensitive areas) for outdoor activities like camping, and wildlife watching.

Proposal 2

Invest in cultural heritage sites: Restore and promote historical sites and museums.

Proposal 3

Water sports and activities: Develop infrastructure for swimming and other water sports.

Proposal 4

Adventure tourism: Offer activities like zip lining and paragliding in areas like Mukuvisi River Open Space Corridor.

Proposal 5

Community-based tourism: Support local communities in developing and managing tourism initiatives.

Proposal 6

Food and wine tourism: Promote indigenous foods, local cuisine, wine, and craft beer. Create areas meant for selling of traditional foods.

Proposal 7

Festivals and events: Host cultural, music, and art festivals to attract visitors.

Proposal 8

Outdoor recreation infrastructure: Build bike trails, skate parks, and outdoor fitness facilities.

Proposal 9

Tourism education and training: Provide skills development for tourism industry professionals.

Proposal 10

Digital tourism platforms: Create online platforms for booking, information, and guides in appropriately positioned stations.

Resuscitate public relations and help office in unity square gardens.

Proposal 11

Accessibility and inclusivity: Improve infrastructure and services for visitors with disabilities.

Proposal 12

Create areas meant for exhibition of craftwork.

Proposal 13

Repair and upgrade existing and build new stadia in areas like Ventersburg, Budiro and Mabvuku.

14.6 ENVIRONMENT: POLICIES

14.6.1 AIR POLLUTION POLICY

ENSURE THAT MEASURES AND BY-LAWS ARE PUT IN PLACE IN ORDER TO CURB ALL FORMS OF POLLUTION.

Proposal 1

Guard against veld fires, dump fires etc.

Proposal 2

Put in place measures to deal with perpetrators of unwanted practices.

Proposal 3

Tree planting programs a must for the city as a whole.

DEFORESTATION AND LAND DEGRADATION

POLICY 1

Safeguard and enhance the existing woodland, naturals and manmade.

POLICY 2

Create an environmental statement which formulates the planning, management and protection of environmentally sensitive areas.

Proposal 1

Put in place enforcement measures and by laws to protect forests, wetlands and natural habitats.

Proposal 2

Enforce by-laws pertaining to protect wetlands, slope, and sensitive areas cultivation.

Proposal 3

Engage in re afforestation programmes.

Proposal 4

Stringent measures should be put in place for contravening environmental laws and protection measures.

Proposal 5

Land rehabilitation programmes required in order to curb land degradation.

Proposal 6

Engage civic communities and residents in environmental awareness campaigns and protection programs, together with curriculum change on environmental issues.

Proposal 7

Apply new smart technologies in monitoring and protecting the environment i.e use of cameras and drones.

14.7 LANDUSE

POLICY 1

TO MAINTAIN A ROBUST, ACTIVE DEVELOPMENT CONTROL UNIT IN THE CITY.

Proposal 1

Densification and maximum utilization of vertical space wherever it is technically feasible with use of current infrastructure and new technologies through smaller subdivisions, increase floors and bulk factors.

Proposal 2

Create total neighborhoods that are robust, resilient and sustainable.

Proposal 3

Rationalize all illegal settlements and developments in the City where technically feasible.

Proposal 4

Where land has been occupied without following proper payment procedures to the city, occupants shall make good.

Proposal 5

Create strong relationships between public and private sectors, utilizing smart technology and engagements with citizens to create a smart city.

Proposal 6

Compel private actors in the development of the city to address off-site infrastructural requirements.

Proposal 7

Issue abatement orders and enforce where necessary on dilapidated old buildings within the City.

POLICY 2: URBAN FORM POLICY

TO KEEP THE CITY CLEAN WITH ALL THE NECESSARY INFRASTRUCTURE IN PLACE AND INCREASE THE FLOW AREA FACTOR.

Proposal 1

Encourage soft landscaping along road verges and open spaces to encourage underground water capture.

Proposal 3

Engage in renovations and urban renewal of all dilapidated neighbourhoods of the City.

Proposal 4

Repair and maintain CBD pavements and pot holes.

Proposal 5

Put up infrastructure (that is water, sewer, electricity, schools, clinics, hospitals) in new development areas.

Proposal 6

Open up drainage system throughout the City to avoid flooding and potential risk during the rain seasons.

Proposal 7

All new developments to have an E.I.A done before implementation where necessary.

Proposal 8

Adopt smart technologies in energy generation, urban farming, water purification, sewer treatment and waste disposal management.

Proposal 9

Identify, repair and maintain areas of water, sewer, power blackouts (faults), blockages and collapsed pipes.

Proposal 10

Provide programmed grass cutting exercises throughout the planning area.

Proposal 11

Impose punitive charges to those vandalising urban infrastructure

Proposal 12

Prepare, approve and implement layout plans for various land uses before allocation.

Proposal 13

Regulate all developments on wetlands, sensitive areas and slopes.

Proposal 14

Maintain riverine open spaces and other open spaces within the City as buffer and open space provision.

14.8 INFRASTRUCTURE- POLICIES AND PROPOSALS**WATER SUPPLY- POLICY 1**

TO PROVIDE PORTABLE WATER TO ALL RESIDENTS IN THE AREA

Proposal 1

To repair and replace dilapidated pipes to curb spillages, treated water bursts and water loses.

Proposal 2

To reduce waste water spillage into riverine tributaries.

POLICY 2

TO PROVIDE ADEQUATE WATER TO ALL AREAS

Proposal 1

To increase raw water sources through the construction of more dams including Kunzvi, Musami and Mupfure Dams.

Proposal 2

To increase capacity and volume of water treatment plants through installation of new plant.

Proposal 3

Construct new water reservoirs across the planning area and increase holding capacity for all water reservoirs in the city.

Proposal 4

To introduce other water purification methods that are less costly and to resuscitate existing plants to be able to recycle water so as to ease the water supply shortages.

Proposal 5

Rehabilitate Seke and Harava Dams treatment works and put into place a sustainable management system.

Proposal 6

Encourage roof top water harvesting and storage

Proposal 7

Limit the number of new boreholes for water extraction and encourage shared use in new layouts.

POLICY 3**IMPROVED MAINTENANCE OF EXISTING WATER TREATMENT PLANTS.****Proposal 1**

To facilitate for the Local Authority to purchase water treatment chemicals direct from supplier so as to reduce purchasing costs.

Proposal 2

To repair, upgrade and replace existing lines and connect newly developed areas to the reticulation system.

Proposal 4

The Local Authority should encourage residents to pay their bills on time by offering incentives or other measures.

Proposal 8

Encourage roof top water harvesting and storage to augment water challenges in the city.

SEWER SUPPLY AND INFRASTRUCTURE POLICY**EXTEND AND UPGRADE SEWERAGE RETICULATION CAPACITY IN ALL BUILT-UP AREAS.**

Proposal 1

To resuscitate treatment ponds at Firle and Crowborough works and to increase the number of digesters/ sewer treatment plants around the city to match demand.

Proposal 2

To construct new treatment works in areas where there is deficiency preferably making use of bio digester systems where biogas may be harvested for other uses.

Proposal 3

Connect all areas where technically feasible which will gravity feed to the existing sewerage disposal system to utilize existing infrastructure.

Proposal 4

Where feasible, connect in fills and developments in established suburbs into existing sewerage network.

Proposal 5

Connect presently un-sewered and sewerred areas (Waterfalls, Parts of Greendale) into Firle sewage works to create more capacity for densification in those areas.

Proposal 6

Identify limits of the areas to the north and north-west of the city which can be efficiently drained to the existing sewerage works, extend the necessary infrastructure and carry out urban development in these areas.

Proposal 7

To carry out investigations for the laying out of a tunnel to convey sewage waste and storm water from Manyame catchment near the Firle to the Mupfure catchment to the south in order to open up that area for urban development.

RAIL INFRASTRUCTURE POLICY

DEVELOP AND UPGRADE ALL RAIL INFRASTRUCTURE SYSTEM IN THE CITY TO MATCH WORLD CLASS STANDARDS

Proposal 1

NRZ shall prepare a detailed Local Subject Plan and restructure its operations so as to make it more efficient.

Proposal 2

The NRZ should put in place measures to guard against vandalism of rail infrastructure.

POWER SUPPLY POLICY

TO PROVIDE LAND FOR POWER INFRASTRUCTURE ON ALL NEW LAYOUTS

Proposal 1

ZETDC should install anti-theft measures on electricity infrastructure.

Proposal 2

The Local Authority should continuously consult the ZETDC on all developments in the city and vice versa.

Proposal 3

The city shall identify and develop suitable sites for solar farms while encouraging all residents to make use of renewable energy.

Proposal 4

Engage and partner ZETDC in the resuscitation of Harare thermal power station

ROAD INFRASTRUCTURE POLICY

REPAIR AND MAINTAIN ALL ROADS WITH FUNDS FROM PARKING REVENUE

Proposal 1

The city shall channel a certain percentage of the funds collected from fines (e.g parking, clamping, ranks, and termini).

Proposal 2

The Local Authority should seek other sources of funds to develop road infrastructure and resource itself.

TELECOMMUNICATION - POLICY

TO PROVIDE LAND FOR TELECOMMUNICATION INFRASTRUCTURE IN ALL LAYOUTS AND URBAN DEVELOPMENT PROJECTS.

Proposal 1

The Local Authority should save space for telecoms infrastructure during layout planning stages and the telecommunication companies then develop the requisite infrastructure.

Policy 2

In all new developments, telecommunication infrastructure should be put in place first before unlike the current state where development starts and telecommunication infrastructure follows.

14.9. TRAFFIC AND TRANSPORTATION- POLICIES

14.9.1 POLICIES

Policy 1

Preserve all freeways and ensure that they are surveyed and pegged. No permanent developments shall be permitted save for roads related uses that should be permitted on temporary basis only e.g. car sales and spare parts establishments, lorry parking.

Policy 2

To have improved network connectivity that is serviced by BRT running on well planned corridors and wide rapid rail. Kombis and other small passenger service vehicles shall only provide the last mile services so that there is service in the deeper residential areas.

Policy 3

Implement urban tolls on specific routes leading to the Central Business District.

Policy 4

Implement time and location-based parking management system to reduce the appetite to use private vehicles.

Policy 5

Develop more pedestrianized malls in the CBD so as to discourage use of motorized vehicles in the city centre.

Policy 6

Have a well-controlled freight and logistic system for the City so as to reduce the impact of HGVs on congestion.

Policy 7

Improve all intersections so that traffic flow and performance of the intersections is enhanced.

Policy 8

All roads are to be properly sign posted and speed limits reduced to 30km/hr especially at school zones (Safe School Zones).

Policy 9

Traffic impact assessments for major projects such as service stations and shopping centres.

Policy 10

Develop Harare sustainable urban mobility master plan.

Policy 11

Develop a subject plan on Robert Mugabe International Airport and Prince Charles Airport.

14.9.2 PROPOSALS**Proposal 1**

Construct a rapid rail and a Bus Rapid Transport System. These should have dedicated and physically separated lanes and must service the major attraction points of the City.

Proposal 2

Expand the city's road network including completion of the Harare Ring Road as well as constructing a 2nd ring road for the city.

Proposal 3

Widen roads to increase capacity and improve current road network.

Proposal 4

Establish an integrated traffic management system that can be used by ZRP, VED, MOTID, ZIMRA and COH Traffic Enforcement.

Proposal 5

Explore the potential informal para-transit services in view of an absence of a proper public passenger transport.

Proposal 6

Enhance training and capacitation of COH enforcement so as to improve compliance on the roads.

Proposal 7

Public transport routes based on demand as per collected data and frequent researches.

Proposal 8

State of the art integrated bus terminus (Upgrade the existing ones) and build more facilities at peripheral cardinal points emphasizing on vertical zonation.

Proposal 9

To upgrade intersections and where possible replace failing intersections with traffic circles (Roundabouts) and grade separation.

Proposal 10

To introduce shuttle service within CBD.

Proposal 11

Rationalisation of development on Robert Mugabe International airport and Prince Charles airport.

Proposal 12

Consider the feasibility of Harare-Chitungwiza railway line and its realignment.

14.9 SECURITY AND MISCELENEOUS

POLICY 1

DRAFTING APPROPRIATE URBAN POLICIES, PLANNING, DESIGN AND GOVERNANCE TO ENHANCE SECURITY AND SAFETY.

Proposal 1

Enhancing urban safety and security;

- i. The establishment of a comprehensive public safety strategy that integrates law enforcement, community policing, and crime prevention programs.
- ii. Increased investment in modernising and equipping the police with necessary resources and training.
- iii. Redesigning urban spaces and infrastructure to incorporate Crime Prevention through Environmental Design (CPTED) principles.
- iv. Strengthening collaboration between the city government, civil society, and private sector to foster community based safety initiatives.

Proposal 2

Reduce crime and violence through:

- i. Establishment of community-based approaches, in which communities take ownership of the various initiatives; reduction of risk factors by focusing on groups that are likely to be perpetrators and victims of crime;
- ii. Strengthening of social capital through initiatives that seek to develop the ability of individuals and communities to respond to problems of crime and violence.
- iii. Installation of security cameras at crime hot spot areas like road intersections where mugging and theft is common.

- iv. Establish police posts in newly established suburbs to ensure police presence in all residential areas.

Proposal 3

Improve security of tenure in Harare

- i. Conduct a comprehensive land tenure assessment to identify and map out areas with insecure land rights in Harare.
- ii. Establish a clear and transparent process of resolving land disputes and providing legal assistance to residents
- iii. Explore innovative tenure models such as community land trusts, and cooperative housing to provide affordable housing options.
- iv. Prohibit forced evictions and develop comprehensive resettlement policies that protect the rights of residents.

Proposal 4

Natural and Man-made Disasters:

- i. Conduct a comprehensive risk assessment to identify hazards and vulnerabilities across the city.
- ii. Develop and implement disaster risk management plan, integrating prevention, preparedness and response, and recovery measures.
- iii. Integrate disaster risk reduction into urban planning, building codes, and land use regulations to ensure new developments are resilient.
- iv. Provision of fire stations after every five kilometres is critical to enhance responsive times in times of disasters.
- v. Rehabilitate and upgrade the existing fire stations.
- vi. Construction of at least three additional fire stations to the north-east, south-east and north-west parts of the city.
- vii. All fire stations to be serviced with dedicated water reservoirs.

14.10 ADMINISTRATION AND FINANCE

POLICY

INCULCATE GOOD GOVERNANCE AND FINANCIAL STRATEGIES THAT ENHANCE INCOME STREAMS AND SEAL FINANCIAL LEAKAGES.

Proposal 1

The Finance Director to ensure that all the proposed budgets are implemented and perform.

Proposal 2

To foster working PPPs, BOT to carry out and implement proposals of the Master Plan.

Proposal 3

Review the investment policy to make it more attractive to improve revenue collection.

Proposal 4

Increases the Council's streams of income such as improvement of business opportunities such as halls of residents, working spaces.

Proposal 5

To capacitate the city to be able to set up its own bill boards and increase on its revenue base.

Proposal 6

The city should continue to seek ways and means of obtaining or raising finance to fund projects, programs and service delivery.

Proposal 7

The city council in collaboration with other stakeholders shall identify development opportunities in addition to the city's investment policy and market these to potential development Interests.

Proposal 8

There is need to develop flagship projects that will attract interest and linked investment

Proposal 9

Council shall make effort to improve mobilisation of capital resources for the master plan implementation.

PART III: MONITORING

Harare Master Plan will be kept under constant review during its implementation period and should the need arise it may be amended with an intended review after 15 years.