

Infrastructure Investment Prospectus



Western Cape
Government
FOR YOU

**WINGFIELD
INTERCHANGE**

EXECUTIVE SUMMARY

High-level project overview; Unique value proposition and competitive advantage; Strategic significance and impact; Key stakeholders; Investment opportunity.

PROJECT DESCRIPTION & STRATEGIC CASE

Project scope and objectives; Justification; Sector-specific analysis; Market size and demand analysis.

PROJECT STATUS & IMPLEMENTATION READINESS

Current phase of development; Readiness for procurement; Regulatory and environmental approvals; Community and stakeholder engagement.

GOVERNANCE, POLICY & ENABLING ENVIRONMENT

Legal and regulatory framework; Government policies; Governance role; Investment needs and policy incentives.

ECONOMIC & COMMERCIAL VIABILITY

Value-for-money assessment; Cost-benefit analysis; Risk evaluation; Economic multipliers and macroeconomic benefits.

FINANCIAL REQUIREMENTS & FUNDING STRATEGIES

Total project cost breakdown; Funding sources; Revenue models; Innovative financing mechanisms.

PROJECT FEASIBILITY, APPROVALS & INFRASTRUCTURE PLANNING

Feasibility study findings; Master plan integration; Alternative evaluation; Infrastructure planning and prioritisation.

DELIVERY MECHANISM & PROCUREMENT STRATEGY

Phased implementation; Procurement methods; Bidding process; Supplier selection; Risk-sharing mechanisms.

PROJECT COMMUNICATION & STAKEHOLDER ENGAGEMENT

Investor engagement strategies; Community participation; Government and regulatory interactions.

SPECIAL (E.G. GENDER) PROCUREMENT ACTIONS & SOCIAL IMPACT

Gender-responsive procurement; Social benefits; Sustainability and environmental compliance.

OPERATIONS & MAINTENANCE STRATEGY

Long-term asset management; Performance monitoring; Digital technology leverage; Resilience planning and climate adaptation.

CONCLUSION & CALL TO ACTION

Summary of investment benefits; Next steps; Contact details and proposal submission.

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The Wingfield Interchange Project is a flagship infrastructure initiative within the Cape Town Infrastructure Programme, led by the Western Cape Government's Department of Infrastructure. Strategically located where the N1 and N7 national routes converge, the interchange is a critical node in both regional and national mobility networks, linking Cape Town to Gauteng, the Northern Cape and Namibia.

Driven by urgent capacity constraints, high accident rates and increasing congestion, the project aims to improve road safety, reduce travel times and unlock economic potential by upgrading interchanges, adding collector-distributor roads and refurbishing ageing infrastructure. These improvements will integrate with public transport corridors in the City of Cape Town's Integrated Public Transport Network plan. By doing this, it ensures a sustainable and inclusive transport system that supports spatial justice in line with the Western Cape Infrastructure Framework 2050's Panoptic Principles..

Cape Town's population has grown by over 2.1 million since 2000, with no major freeway upgrades in two decades. Without intervention peak hour speeds at Wingfield could fall to 14 km/h, effectively gridlocking the system. The economic case is strong: the project's net present value is R1.96 billion, with a benefit-cost ratio of 1.36 and an internal rate of return of nearly 14%. Low and middle-income commuters are projected to receive over half of the travel time savings.

EXECUTIVE SUMMARY

Implementation follows a phased 12-package “Design by Employer” model, enabling procurement readiness and flexibility in delivery. Early works, such as the R255 million Refinery Interchange upgrade, are already complete. Total funding needs are R8.7 billion over the next decade, requiring external investment to realise the full benefits.

By easing congestion, improving safety and opening underutilised land for mixed use development, the Wingfield Interchange Project will catalyse economic growth, create jobs and enhance connectivity for historically marginalised communities. It will cement its role as a cornerstone of Cape Town’s long-term transport and development strategy.

PROJECT DESCRIPTION & STRATEGIC CASE

Project scope and objectives; Justification; Sector-specific analysis; Market size and demand analysis.

Project Scope and Objectives:

Situated just east of Cape Town, the Wingfield Interchange is the point where the National Route N1 from the north-east and the National Route N7 from the north converge. The Western Cape Government's Department of Infrastructure, as the road authority for provincially proclaimed roads, has prioritised this project due to its strategic location within a vital transport corridor.

The programme's objectives are to improve road user safety, address severe congestion and unlock economic opportunities by refurbishing ageing infrastructure, adding collector-distributor roads, upgrading interchanges and enhancing access. By doing so, the project supports integrated, sustainable transport systems that advance spatial justice and contribute to the six capitals approach, in line with the Western Cape Infrastructure Framework 2050 principles.

Justification:

The Wingfield Interchange has been identified as the most hazardous junction in the metropolitan area and is constrained by limited capacity, creating bottlenecks that inhibit regional development. Without intervention, transport modelling indicates morning peak speeds could fall to 14 km/h, effectively gridlocking the system.

The interchange is more than a traffic node. From a systems thinking perspective, it is a catalyst for broader economic and social transformation. Investments here can influence development patterns, reduce travel costs and open underutilised land to mixed-use and housing developments, directly addressing inequalities in access shaped by apartheid-era spatial planning.

The systems diagram (figure 1) shows the Wingfield Interchange Project as a central node in a wider transport and development system. Blue nodes are the system components it connects with (local areas,

regional and national corridors, public transport, land use and governance structures), green nodes are the intended outcomes (economic growth, social inclusion, environmental sustainability and resilience) and red nodes mark external influences such as funding and policy, which both shape and are shaped by the project's results.

Sector-Specific Analysis:

In the transport sector, the Wingfield Interchange sits at the heart of a network linking Cape Town to Gauteng and the Northern Cape, as well as Namibia via the N7. The upgrades will integrate with planned public transport corridors in the City of Cape Town's Integrated Public Transport Network plan, including BRT trunk routes and future commuter rail connections. This aligns with the mission-oriented approach by coordinating actors across road, rail and public transport systems to deliver resilient, sustainable mobility.

Market Size and Demand Analysis:

In 2017, daily traffic on the N1 between Koeberg and Sable Road reached 143,000 vehicles, up 41% from 2000. The surrounding economic hubs, such as Century City and Montague Gardens, are constrained by limited freeway access, locking in economic potential. Demand modelling shows that even with high public transport conversion, road upgrades are essential to prevent severe congestion.

By addressing these capacity and safety challenges, the Wingfield Interchange Project is positioned to generate long-term economic returns, strengthen regional integration, and deliver sustainable value to multiple stakeholders. ■



SYSTEMS DIAGRAM

Figure 1: Systems Diagram

The interchange is more than a traffic node. From a systems thinking perspective, it is a catalyst for broader economic and social transformation.

PROJECT STATUS & IMPLEMENTATION READINESS

Current phase of development; Readiness for procurement; Regulatory and environmental approvals; Community and stakeholder engagement.

Current Phase of Development:

The Wingfield Interchange Project is progressing as part of the broader Cape Town Infrastructure Programme (CTIP). Given the scale and complexity of the scheme, it has been divided into 12 standalone packages that can be funded and implemented either concurrently or in sequence, depending on available resources. Several packages are already advanced. For example, the upgrade of the Refinery Interchange (Package 2) has been completed at R255 million over 30 months, while other early electrical relocation packages have either been completed or are in the Documentation and Procurement Stage. Remaining packages are at varying stages within the Preliminary or Detail Design phases, with all major design work aimed at achieving “shovel-ready” status.

Readiness for PPP or Procurement:

The Department of Infrastructure adopted a “Design by Employer” procurement strategy, which means that the Department of Infrastructure, as the project owner, ensures that design and specifications are fully developed upfront before construction tenders are issued. This approach limits scope changes and delivery risks while allowing competitive bidding for individual packages. Procurement follows the Western Cape Provincial Treasury (PT) Instructions and aligns with the Construction Industry Development Board standards, enabling multiple contractors to participate and creating opportunities for local labour, emerging contractors and targeted enterprises. The readiness of packages for tender is dependent on the timing of confirmed funding approvals.

Regulatory and Environmental Approvals:

Planning and design activities have been carried out in compliance with applicable legislative frameworks, including environmental and technical requirements. The Department has ensured that all processes align with the Infrastructure Delivery Management System and other relevant procurement and governance regulations. Environmental and social considerations, including

impacts on surrounding communities, wetlands and existing infrastructure, have been factored into the planning process to meet compliance and mitigate risks.

Community and Stakeholder Engagement:

Stakeholder involvement has been embedded from the outset. Key public-sector stakeholders include Transnet, PRASA, the National Department of Public Works and Infrastructure, the South African Defence Force and the City of Cape Town. Private-sector stakeholders are also engaged. Public participation processes, required by legislation, are already underway for certain packages and will continue to identify and incorporate additional interested parties. This ongoing engagement is essential to building trust, ensuring transparency and aligning the project’s benefits with community and regional development priorities.

When exploring interdependencies from a governance, funding, social and environmental perspective, the Wingfield Interchange Project relies on close coordination between the Department of Infrastructure and National Treasury Infrastructure South Africa, as funding approvals directly shape construction sequencing. Delays risk prolonging congestion and diminishing economic returns. A “Design by Employer” procurement approach enables competitive bidding and targeted enterprise participation, fostering local contractor growth and economic inclusion.

Socially, the project has the potential to advance spatial justice by improving access for historically marginalised communities, but this depends on integration with local mobility plans. Environmentally, construction must be managed to protect wetlands, ecosystems and existing infrastructure, avoiding long-term costs. Transparent community engagement is essential to building trust and securing public support, which in turn influences the smooth delivery of each package. ●

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GOVERNANCE, POLICY & ENABLING ENVIRONMENT

Legal and regulatory framework; Government policies; Governance role; Investment needs and policy incentives.

Legal and Regulatory Framework:

The Wingfield Interchange Project is implemented under the mandate of the Western Cape Department of Infrastructure, as provided for in the Constitution of the Republic of South Africa, Schedule 5: Functional areas of exclusive provincial legislative competence, and in the Western Cape Road Ordinance No. 21 of 1976. Procurement is governed by the Western Cape Provincial Treasury Instructions, issued in terms of the Provincial Finance Management Act, alongside compliance with National Treasury Regulations and the Framework for Infrastructure Delivery and Procurement Management. All construction packages follow competitive bid processes in line with the the Construction Industry Development Board's standards.

Government Policies:

The project supports national and provincial policy priorities, including the National Development Plan 2030 and the New Growth Path 2010, both of which identify infrastructure investment as a key driver of inclusive growth, job creation, and skills development. It also aligns with the City of Cape Town's Integrated Public Transport Network plan for 2032, integrating road upgrades with planned Bus Rapid Transit and rail corridors. By addressing spatial and economic imbalances, the project reflects the Western Cape Infrastructure Framework 2050's Panoptic Principles of infrastructure-led transformation and sustainable value creation.

Governance Role:

The Western Cape Department of Infrastructure's Transport Infrastructure Branch is the sponsoring entity and implementing institution, managing the project through the Infrastructure Delivery Management System. This framework defines roles, responsibilities and stage-gate controls, ensuring accountability and transparency at all stages.

Coordination with national and municipal entities, including Transnet, PRASA and the National Department of Public Works, is essential given the project's location at a strategic transport junction. Public participation processes are embedded to ensure alignment with community needs and to strengthen trust between stakeholders.

Investment Needs and Policy Incentives:

The total estimated cost of the programme exceeds the current provincial funding capacity. The Department of Infrastructure has already invested R400 million, alongside a committed developer contribution of R280 million, but requires R8.7 billion from the BFI over the next decade to complete implementation. Without external funding, delivery would extend over decades, reducing the economic benefits and prolonging congestion.

The project's structure allows for multiple, independently tendered packages, enabling phased delivery as funding becomes available. This approach creates opportunities for local contractors, targeted enterprises, and emerging CIDB firms, contributing to black economic empowerment. Policy incentives supporting catalytic infrastructure, such as streamlined approvals, blended finance mechanisms and developer co-funding, will be critical to achieving the intended outcomes on time and at scale. ●

This Framework defines roles, responsibilities and stage-gate controls, ensuring accountability and transparency at all stages. Coordination with national and municipal entities, including Transnet, PRASA and the National Department of Public Works, is essential given the project's location at a strategic transport junction.

ECONOMIC & COMMERCIAL VIABILITY

Value-for-money assessment; Cost-benefit analysis; Risk evaluation; Economic multipliers and macroeconomic benefits.

Value-for-Money Assessment:

The Wingfield Interchange Project is structured to deliver measurable socio-economic returns while aligning with prudent financial management principles. By using a “Design by Employer” approach and competitive tendering for multiple packages, the Department of Infrastructure ensures that procurement drives cost efficiency, quality and local economic participation. The programme’s catalytic nature, unlocking access to strategic economic nodes and enabling complementary development, positions it as a high-impact, long-term value generator in line with the Western Cape Infrastructure Framework 2050’s focus on sustainable stakeholder value.

Cost-Benefit Analysis:

A high-level engineering economic evaluation, based on peak-period macro flow statistics, found the project to be economically viable. The net present value (NPV) was calculated at approximately R1.96 billion, with a benefit-cost ratio (BCR) of 1.36 and an internal rate of return (IRR) of 13.97%. These results are conservative, as the analysis only considered five peak hours per day and excluded wider multiplier effects. The largest direct benefit is the value of time savings due to improved system capacity. Low to middle-income commuters stand to benefit most, receiving over half of the total travel time savings.

Risk Evaluation:

Risk management is embedded in the project’s planning through the Infrastructure Delivery Management System and a detailed Project Risk Matrix. Sensitivity analysis indicates that the project remains viable even with significant cost or demand fluctuations. To illustrate, capital costs could rise by up to 36.38%, traffic demand could drop by 26.29%, or the social discount rate could increase by 61.63% before the BCR would fall to 1.0. Environmental and social risks, such as impacts

on wetlands or disruptions to communities, are addressed through mitigation measures and stakeholder engagement processes.

Economic Multipliers and Macroeconomic Benefits: Beyond direct user benefits, the project is expected to stimulate regional economic growth by unlocking land that can be developed, reducing transport costs, and improving freight efficiency along the N1/ N7 corridors. The “do nothing” scenario projects an annual economic loss of R1.3 billion by 2034 due to congestion alone, alongside missed opportunities for R20.3 billion in new business sales, R7.2 billion in additional gross geographic product (GGP), and nearly 47,800 once-off employment opportunities. The phased, multi-package delivery model also supports local contractor development and black economic empowerment, embedding economic gains across the construction value chain. ■

The programme's catalytic nature, unlocking access to strategic economic nodes and enabling complementary development, positions it as a high-impact, long-term value generator in line with the Western Cape Infrastructure Framework 2050's focus on sustainable stakeholder value.

FINANCIAL REQUIREMENTS & FUNDING STRATEGIES

Total project cost breakdown; Funding sources; Revenue models; Innovative financing mechanisms.

Total Project Cost Breakdown:

The Wingfield Interchange Project is a large-scale, multi-package programme with an estimated total cost exceeding current provincial funding capacity. The Department of Infrastructure has already invested approximately R400 million to advance early works and design readiness. A committed developer contribution of R280 million adds to this base. The total remaining requirement is R8.7 billion over the next ten years, assuming a phased delivery model. Cost estimates account for the complex nature of the works, including major concrete structures, large fills for interchange ramps, relocation of high-voltage power lines and interchange reconfigurations, which make simple per-kilometre costing inappropriate.

Funding Sources:

Primary funding is sought through the national Budget Facility for Infrastructure (BFI). The Department's current baseline allocation to transport infrastructure, averaging R300 million per annum, is insufficient to cover a project of this scale without compromising the maintenance and rehabilitation of the 32,000 km provincial road network. Flood damage from 2023 has further diverted resources towards emergency works, increasing the urgency for external funding support.

Revenue Models:

The project is not designed as a toll scheme and will not generate direct revenue streams from road users. Instead, its value proposition lies in economic upliftment, improved land values, increased business activity and job creation, which indirectly benefit the fiscus through higher tax revenues and reduced economic losses from congestion. The absence of tolling aligns with the project's spatial justice objectives, ensuring equitable access without additional user costs.

Innovative Financing Mechanisms:

Given the scale of the funding gap, innovative approaches are required. The multi-package structure allows for flexibility where packages can be implemented as funding becomes available, enabling partnerships with private developers, targeted co-funding for specific infrastructure elements and the use of blended finance models. This opens opportunities for leveraging public-sector commitments to attract private capital, particularly in areas where infrastructure improvements directly support adjacent land development.

The project's classification as catalytic infrastructure strengthens the case for special policy incentives, such as streamlined regulatory approvals and prioritisation in infrastructure investment frameworks, to accelerate funding flows. Aligning funding strategies with the Western Cape Infrastructure Framework 2050's Panoptic Principles ensure that financial planning not only secures construction delivery but also embeds long-term value creation, resilience and sustainable returns for both public and private stakeholders. ●

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PROJECT FEASIBILITY, APPROVALS & INFRASTRUCTURE PLANNING

Feasibility study findings; Master plan integration; Alternative evaluation; Infrastructure planning and prioritisation.

Feasibility Study Findings:

An engineering economic evaluation was undertaken to determine the viability of the Wingfield Interchange Project. A detailed review of peak travel patterns shows the project offers solid value for money. The expected economic return is about R1.96 billion, with benefits outweighing costs by around one third, and the rate of return well above typical investment benchmarks (NPV of R1.96 billion, a BCR of 1.36 and an IRR of 13.97%). The time saved for road users, particularly low- and middle-income commuters, represents the largest share of direct benefits. Sensitivity tests showed the project remains viable even under significant cost escalation, traffic demand reduction or changes in the social discount rate.

Master Plan Integration:

The project forms a core part of the Cape Town Infrastructure Programme, which integrates road, rail and public transport planning to address capacity constraints and improve mobility. Its location at the convergence of the N1 and N7 positions it as a strategic hub in both regional and national transport networks. The design is fully aligned with the City of Cape Town's Integrated Public Transport Network Plan for 2032, ensuring that freeway upgrades are coordinated with future BRT and rail services.

Alternative Evaluation:

Alternative solutions were assessed to address congestion and capacity limitations. A "do nothing" scenario was rejected as it would result in annual economic losses of R1.3 billion by 2034, along with missed opportunities for business growth, employment creation and land development. Incremental upgrades were also considered but found insufficient to address long-term demand or unlock catalytic benefits. The selected approach, a comprehensive, multi-package upgrade, offers the best balance of cost, scalability and system-wide impact.

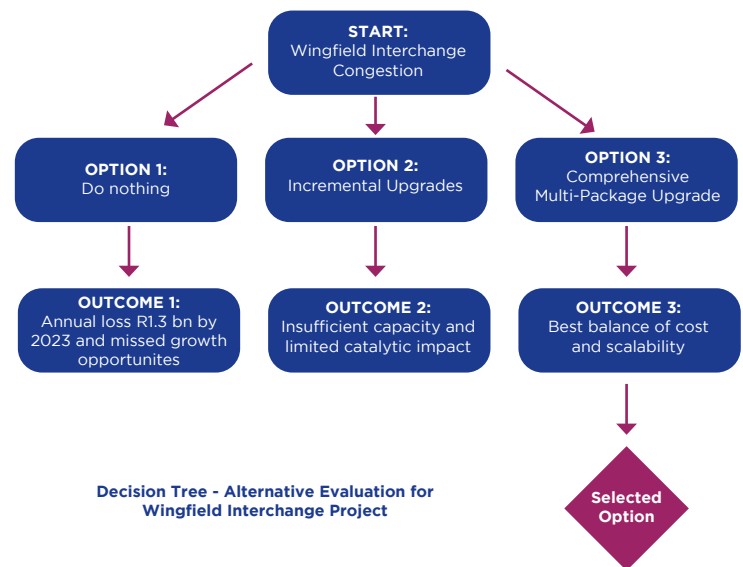


Figure 2: Decision Tree – Alternative Evaluation for Wingfield Interchange Project

Infrastructure Planning and Prioritisation:

Planning has been guided by the Infrastructure Delivery Management System (IDMS), ensuring compliance with national and provincial regulatory frameworks. The programme has been divided into 12 standalone packages, enabling phased implementation based on funding availability. Early packages, such as the Refinery Interchange upgrade and electrical relocations, have already been completed or advanced to the tender stage, demonstrating readiness to deliver. Coordination with national entities, municipal departments and private developers ensures that the sequencing of works aligns with broader infrastructure priorities, including land development, environmental mitigation and integration with public transport corridors.

This strategic, phased approach balances immediate mobility needs with long-term system resilience, supporting the Western Cape Infrastructure Framework 2050's Panoptic Principles of equitable, sustainable and innovation-driven infrastructure delivery. ●

The project forms a core part of the Cape Town Infrastructure Programme, which integrates road, rail and public transport planning to address capacity constraints and improve mobility.

DELIVERY MECHANISM & PROCUREMENT STRATEGY

Phased implementation; Procurement methods; Bidding process; Supplier selection; Risk-sharing mechanisms.

Phased Implementation:

The Wingfield Interchange Project is designed as a phased, multi-package programme to allow delivery to proceed in alignment with available funding. The works are split into twelve independent yet interlinked packages, ranging from interchange reconfigurations and new collector-distributor roads to the relocation of high voltage power lines and associated supporting roads. This structure allows early start packages to move ahead while funding for later packages is secured, minimising delays in unlocking mobility and economic benefits. Completed and advanced packages, such as the Refinery Interchange upgrade, demonstrate the readiness and flexibility of this approach.

Procurement Methods:

The project will be delivered using a “Design by Employer” approach. In this model, the Department of Infrastructure prepares detailed designs and specifications for each package before going to tender. This ensures clarity of scope, supports competitive pricing and allows the Department to maintain oversight over engineering standards and integration across packages.

Bidding Process:

All procurement processes comply with the Provincial Treasury Instructions issued under the Public Finance Management Act, as well as National Treasury Regulations and the Framework for Infrastructure Delivery and Procurement Management. Competitive tenders are advertised per package, with bid evaluation criteria balancing price, technical capacity, and the ability to meet transformation and local participation targets.

Supplier Selection:

The multi-package structure creates opportunities for a range of contractors, from large, experienced firms handling complex civil works to smaller, targeted enterprises participating in sub-contracts. Supplier selection prioritises compliance with Construction Industry Development Board grading requirements and includes provisions for targeted enterprise participation, supporting black economic empowerment and local contractor growth.

Risk-Sharing Mechanisms:

Risk is managed and shared through clearly defined contract conditions for each package. By retaining design responsibility, the Department of Infrastructure reduces interface risks between contractors, ensuring that work packages align technically and operationally. Financial risk is mitigated through phased delivery, which allows the Department to adjust sequencing based on funding flows and market conditions. Environmental and community-related risks are addressed through upfront planning, integration with regulatory approvals and ongoing stakeholder engagement. This approach balances the need for cost control with the flexibility to adapt to unforeseen challenges during implementation. ●

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PROJECT COMMUNICATION & STAKEHOLDER ENGAGEMENT

Investor engagement strategies; Community participation; Government and regulatory interactions.

Investor Engagement Strategies:

The Wingfield Interchange Project's funding needs and catalytic potential require active engagement with national and provincial investors. The Department of Infrastructure is positioning the project within the Budget Facility for Infrastructure (BFI) framework, by demonstrating clear value-for-money and long-term socio-economic returns. Investor communication focuses on the project's role in unlocking economic activity, enabling land development and improving regional mobility. The multi-package design allows funders to commit to discrete, implementable components, reducing financial risk while maintaining the overall vision.

Community Participation:

Community buy-in is essential for smooth project delivery. The Department of Infrastructure integrates public participation processes at multiple stages, in line with legislative requirements and best practice. Engagement focuses on transparent communication about construction impacts, safety improvements and the project's contribution to local accessibility. Communities within and around the Southern Growth Corridor, including Kensington, Maitland and Thornton, are given opportunities to provide input on access designs, public transport integration and mitigation of potential disruptions. The approach aligns to the Western Cape Infrastructure Framework 2050's Panoptic Principles of spatial justice and inclusive development, ensuring the benefits extend to historically marginalised areas.

Government and Regulatory Interactions:

The project's governance model relies on coordination between multiple spheres of government and regulatory bodies. This includes the Western Cape Government Executive Council, the Provincial Treasury, the National Department of Public Works and Infrastructure South Africa. Regular updates, joint planning sessions, and alignment with the City of Cape Town's Integrated Public Transport Network Plan ensure that the project supports broader transport and economic objectives.

The Department of Infrastructure also works closely with environmental authorities to secure approvals and implement mitigation measures that protect wetlands and surrounding ecosystems. Regulatory engagement is structured to streamline decision-making and avoid delays, while maintaining compliance with all applicable laws and frameworks, including the Provincial Treasury Instructions, National Treasury Regulations and the Infrastructure Delivery Management System.

By maintaining consistent and targeted communication across investors, communities, and government stakeholders, the project builds trust, reduces uncertainty, and strengthens the case for timely funding and delivery. This integrated engagement approach supports both the technical success and the socio-economic impact of the Wingfield Interchange Project. ●

Stakeholders Influence - Interest Matrix: Wingfield Interchange

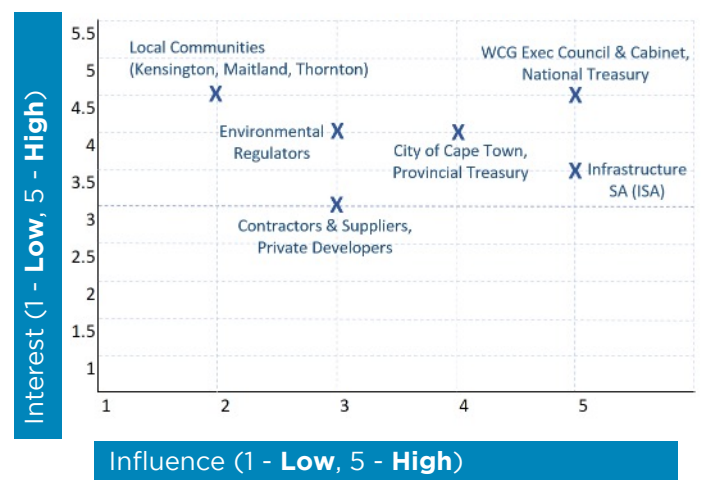


Figure 3: Stakeholder Influence-Interest Matrix

SPECIAL (E.G. GENDER) PROCUREMENT ACTIONS & SOCIAL IMPACT

Gender-responsive procurement; Social benefits; Sustainability and environmental compliance.

Procurement – Supplier Diversity:

The Wingfield Interchange Project's procurement framework has been designed to promote inclusive participation in line with provincial transformation goals. The multi-package structure and "Design by Employer" approach create opportunities for targeted enterprise participation, enabling small and medium contractors, women-owned businesses, and historically disadvantaged enterprises to compete for work. By structuring packages to suit a range of contractor capabilities, the Department of Infrastructure aims to lower entry barriers and actively support supplier diversity. These measures are consistent with the Western Cape Infrastructure Framework 2050's Panoptic Principle of leveraging infrastructure delivery to create equitable economic and social development.

Social Benefits:

The project is situated within the Southern Growth Corridor, an area where improved connectivity can deliver significant social returns. Upgrades to the Wingfield Interchange will reduce congestion, shorten travel times and improve access to employment centres for residents in surrounding communities such as Kensington, Maitland and Thornton. For many households, particularly those from historically marginalised areas, better transport access means greater economic opportunity, improved mobility for education and healthcare, and stronger integration into the wider metropolitan economy.

By stimulating development in adjacent underutilised land parcels, the project is expected to attract mixed-use housing and commercial investment, supporting both job creation during construction and sustained employment growth afterwards. The social dividend extends beyond direct employment: local suppliers, service providers and small businesses are expected to benefit from increased economic activity.

Sustainability and Environmental Compliance:

Environmental considerations have been integrated into the project's planning and procurement stages. Early identification of potential impacts on wetlands, ecosystems, and existing infrastructure has shaped design decisions and sequencing. This ensures compliance with environmental regulations and avoids delays in securing necessary approvals. Where possible, construction activities will incorporate mitigation measures to protect sensitive areas.

Sustainability also informs the engineering solutions, with safety improvements through the replacement of ageing infrastructure, capacity upgrades and access improvements designed to support long-term operational efficiency. By investing in infrastructure that is both resilient and adaptable, the project aligns with broader climate adaptation goals and supports the Western Cape Infrastructure Framework 2050's commitment to regenerative, sustainable systems.

Triple-Bottom Line: Special Procurement Actions & Social Impact

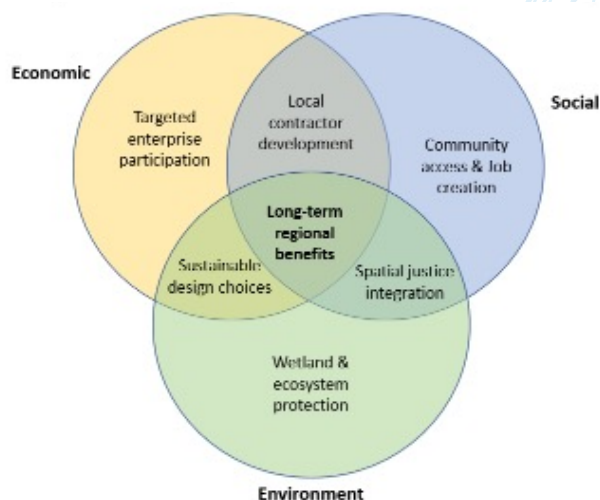


Figure 4: Triple Bottom Line

OPERATIONS & MAINTENANCE STRATEGY

Long-term asset management; Performance monitoring; Digital technology leverage; Resilience planning and climate adaptation.

Long-Term Asset Management:

The Wingfield Interchange Project has been designed with a clear focus on durability and long-term functionality. Each package has been scoped to meet current capacity demands, with freeway capacity improvements and upgraded access to support long-term operational needs. Asset management planning will form part of the handover process for each completed package, with the Department of Infrastructure retaining oversight. Maintenance schedules will be based on lifecycle cost analysis, ensuring timely interventions that prevent deterioration and extend the service life of key components.

Adaptability is built into the sequencing of works, allowing future capacity or resilience enhancements to be incorporated with minimal disruption. This approach ensures that the interchange remains functional and safe under a range of operating and environmental conditions.

Performance Monitoring:

The success of the interchange improvements will be measured through a combination of operational and socio-economic indicators. These will include reduced congestion levels, shorter travel times, improved safety performance, and the extent to which the project has facilitated economic activity in surrounding areas. Periodic traffic flow assessments and condition surveys will inform adjustments to maintenance priorities and resource allocation. The use of pre- and post-construction baseline data will provide a clear measure of project impact.

Digital Technology Leverage:

While the primary works involve physical infrastructure, the project's design and sequencing can accommodate future integration of additional systems to enhance operational efficiency.

Resilience Planning and Climate Adaptation:

The project's design phase incorporates environmental considerations from the outset, ensuring that works minimise impacts on wetlands, surrounding ecosystems, and existing infrastructure. These measures are integrated into both the engineering design and construction sequencing to reduce the risk of long-term environmental costs.

CONCLUSION & CALL TO ACTION

Summary of investment benefits; Next steps; Contact details and proposal submission.

Summary of Investment Benefits:

The Wingfield Interchange Project stands as one of the first major components of the Cape Town Infrastructure Programme, strategically located where the N1 and N7 converge in the Southern Growth Corridor. Its benefits extend well beyond reduced congestion. It will improve travel times, enhance safety and unlock significant economic opportunities in adjacent and surrounding areas. The project is expected to stimulate redevelopment of underutilised land parcels, attract mixed-use housing and commercial investment, and improve accessibility for historically marginalised communities.

The economic case is strong, with a projected net present value of R1.96 billion, a benefit-cost ratio of 1.36, and an internal rate of return of nearly 14%. Just as importantly, the social dividend is wide-reaching, offering improved mobility, job creation during and after construction, and the integration of spatially disconnected communities into the broader metropolitan economy.

Next Steps:

- With key technical planning, feasibility assessments, and early works packages completed or underway, the project is well-positioned for the next stage of delivery. The focus now shifts to securing the funding necessary to progress all remaining packages on schedule. This will require close collaboration between the Department of Infrastructure, the Provincial Treasury, National Treasury and Infrastructure South Africa, supported by a clear sequencing plan that aligns available resources with the most impactful works.
- Stakeholder engagement will remain critical, ensuring continued political backing, regulatory alignment and community support. Early confirmation of funding will not only lock in cost efficiencies but also accelerate the project's economic and social benefits. ●

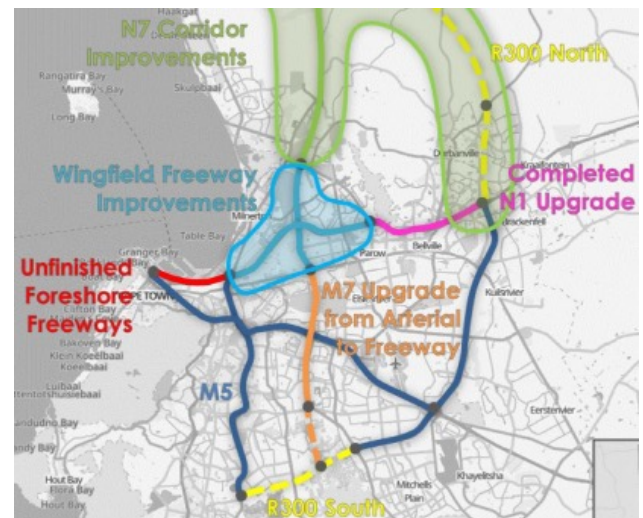


Figure 5: The Wingfield Freeway Improvement Programme as part of the greater CTIP.

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