



Prefeasibility Executive Summary Report

1. Project Details

Project Name	George Integrated Public Transport Network (GIPTN)
Location	George Local Municipality
Sector	Social
Department	Department of Mobility
Project Owner	Deidre Ribbonaar
Project Manager	Deidre Ribbonaar

1.1 Project Scope

The GIPTN project encompasses the planning, implementation, and operation of an integrated public transport system within the George municipal area. The project involves making gradual improvements based on the GO GEROG "Infrastructure-light" model in line with national and provincial strategic objectives and policies (WCIF 2050). BRT-Lite is an innovative form of BRT that does not require high cost infrastructure, such as dedicated lanes and median stations. The project scope entails:

- **Road rehabilitation:** upgrading existing road facilities to support the bus service
- **Bus stops & shelters:** focus on the improvements to bus stops and shelters, primarily to prepare for Phases 5 & 6
- **Transfer locations:** entails improvement of key transfer facilities based on the observed usage from passengers
- **Sidewalk improvements:** particularly focused on ensuring alignment with Universal Accessibility requirements

1.2 Justification

The GIPTN project encompasses the planning, implementation, and operation of an integrated public transport system within the George municipal area. The project involves making gradual improvements based on the GO GEROG "Infrastructure-light" model in line with national and provincial strategic objectives and policies (WCIF 2050). BRT-Lite is an innovative form of BRT that does not require high cost infrastructure, such as dedicated lanes and median stations.

The GIPTN addresses critical mobility challenges in George and aligns with national and provincial transport policy objectives. Historically, George's public transport system was fragmented, unreliable, and unsafe, forcing many residents to walk long distances to access work, education, and essential services. Approximately 70% of residents do not own private vehicles, making affordable and accessible public transport a socio-economic necessity. The project provides a scheduled, integrated, and universally accessible bus service, replacing the informal minibus-taxi system with a regulated, quality-driven model. The completion of the network rollout for Phase 4A and the expansion component (Phases 5, and 6) are essential to maintain service gains and address infrastructure backlogs. Without sustained investment and operational support, the system risks regression to unsafe, inefficient transport modes, undermining socio-economic progress and spatial transformation goals.

1.3 Sector Specific Analysis

- **Inadequate transportation infrastructure**

1.4 Market Size And Demand Analysis

1.4.1 Total Addressable Market (TAM)

1.4.2 Served Available Market (SAM)

1.4.3 Demand Forecasting

2. Project Status & Implementation

2.1 Regulatory & Environmental Approvals

2.1.1 National Level

- Environmental Management Inspectors (EMIs): Responsible for compliance and enforcement of environmental regulations
- National Environmental Management Act (NEMA): Governs environmental management and authorization processes, including Environmental Authorizations (EAs)

2.1.2 Provincial and Local Levels

- Provincial Environmental Departments: Implement and enforce environmental regulations within provinces
- Municipalities: Play a role in environmental management, especially in land-use planning and development applications

2.1.3 Other Relevant Entities

2.2 Identify Key Stakeholders

2.2.1 Government

- Department Of Infrastructure
- Provincial Treasury
- Local Government
- Department of Mobility

2.2.2 State-Owned Entities

2.2.3 Private Sector

- Construction Companies
- Engineering Firms
- Financial Institutions

2.2.4 Civil Society

- Civil society organizations advocating for community needs

2.2.5 Other Stakeholders

3. Governance, Policy & Enabling environment

3.1 Legal and Regulatory Framework

3.1.1 Procurement and Supply Chain Management

- Preferential Procurement Policy Framework Act (PPPFA)
- Western Cape Procurement Regulations
- Use of the Western Cape Supplier Evidence Bank (WCSEB)
- Compliance with tender procedures and transparency requirements

3.1.2 Environmental and Land Use Planning

- Western Cape Land Use Planning Act (LUPA)
- Environmental Impact Assessment (EIA)

3.1.3 Public Finance and Governance

- Public Finance Management Act (PFMA)
- Provincial Treasury Instructions and Budget Guidelines

3.1.4 Transport and Infrastructure

- Western Cape Road Traffic Act
- Related transport regulations

3.1.5 Economic Development

- Green Economy Strategy
- Enterprise development
- Tourism

3.1.6 Environmental Compliance

- Requires Environmental Impact Assessments (EIAs) for certain developments
- Must comply with waste management and biodiversity regulations

3.2 Governance policies

- National Development Plan (NDP)
- Strategic Infrastructure Projects (SIPs)
- Relevant Integrated Development Plans (IDPs)
- Budget Facility for Infrastructure (BFI)
- Infrastructure South Africa (ISA)

3.3. Investment Needs

3.3.1 Infrastructure Development

- Roads, bridges, and public transport systems.

3.3.2 SMME and Entrepreneurship Support

- Skills development and mentorship programs.

3.4 Policy Incentives

3.4.1 Sector-Focused Incentives

- Inclusive Infrastructure Development
- Gender-Responsive Procurement
- Youth Empowerment
- Public-Private Partnerships (PPP)
- Economic Inclusion

4. Financial requirements & Funding strategies

4.1 Project Guestimate

Estimated Cost	R 818M
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5. Delivery Mechanism & procurement strategy

5.1 WCG Sector Priorities

Outcomes	Social	Energy & Water	Economic	Technology	Ecological
Infrastructure investment drives spatial transformation and improves spatial resilience	Short Term 1-5 YRS				
Investment in social infrastructure improves access to health, education, social development, and recreation opportunities	Short Term 1-5 YRS				
Mobility systems and transportation corridors provide safe and efficient connectivity to opportunities, services, and facilities	Short Term 1-5 YRS				

5.2 Current Planning Phase