



Prefeasibility Executive Summary Report

Project Details

Project Name	Test Project for R010
Location	City of Cape Town
Sector	Economic
Department	Department of Agriculture
Project Owner	Poonam Yawalkar
Project Manager	Poonam Yawalkar

Project Scope

The Scope of Work for the Rural Bridges & Access Connectivity Programme covers all activities required to plan, design, assess, and deliver rural bridge structures and access connectivity improvements across the Breede Valley Local Municipality.

Justification

Rural communities within the Breede Valley Local Municipality continue to face significant mobility challenges due to inadequate crossing infrastructure, unsafe footpaths, and limited road connectivity. Many households rely on makeshift or seasonal river crossings that are frequently rendered unusable during periods of heavy rainfall or flooding. This lack of reliable access not only isolates communities but also impedes the delivery of essential social and economic services.

The Department of Infrastructure has identified the need for improved rural mobility to support inclusive development, reduce safety risks, and strengthen service delivery networks. The Rural Bridges & Access Connectivity Programme forms part of broader provincial efforts aimed at enhancing rural resilience, promoting equitable infrastructure access, and improving living conditions across underserved areas.

Sector Specific Analysis

- **Lack of access to water**

Many rural communities experience limited access to clean and reliable water sources. Poor infrastructure, such as damaged river crossings or impassable roads, often restricts the transportation of water tankers and maintenance teams. Improved bridge and access connectivity supports safer delivery of water services and enhances community resilience

- **Inadequate transportation infrastructure**

Rural areas frequently face poor road conditions, unsafe river crossings, and insufficient bridge structures. These constraints limit access to schools, clinics, markets, and emergency services. The project directly addresses this by improving mobility, reducing travel times, and enhancing rural connectivity

- **Limited digital connectivity**

Poor physical infrastructure often affects the extension of broadband and digital networks in rural regions. Better access roads and crossings can facilitate expansion of telecom infrastructure, enabling digital services such as online education, e-governance, and mobile banking

- Additional sector-specific needs that may influence the project, such as inadequate health facility access, weak disaster response systems, energy insecurity, or lack of economic infrastructure. This can be tailored to specific municipal or community contexts

Market Size And Demand Analysis

1] Total Addressable Market (TAM)

- **Population served by a transport corridor**

Population Served by a Transport Corridor

This refers to the number of people who rely on the identified transport route for daily mobility. The analysis includes:

- Commuters traveling to schools, clinics, workplaces, and markets
- Farmers and traders transporting goods
- Vulnerable groups such as elderly, disabled, and school children
- Service providers (health, emergency, municipal teams) needing safe access

Understanding the population served helps prioritise investment and assess socio-economic impact.

- **Households needing water access**

This identifies households that lack reliable or sufficient access to potable water. Key considerations include:

- Households dependent on river crossings to reach water points
- Communities relying on water trucks that may be affected by poor road access
- Areas experiencing seasonal disruptions due to floods or damaged crossings
- Vulnerable communities with high demand for safe drinking water

- **Data sources**

- **Demographic**

Covers population size, age distribution, household composition, and vulnerable groups. Sources may include:

- Statistics South Africa (Stats SA) Census
- Municipal Integrated Development Plans (IDPs)
- Local ward profiles

- **Geographic**

Used to understand the physical environment and infrastructure layout. Sources may include:

- GIS mapping
- Municipal spatial development frameworks (SDFs)
- Satellite imagery and topographic surveys

- **Economic**

Provides insights into income levels, employment trends, and economic activity. Sources may include:

- Municipal economic reports
- Local labour market data
- Provincial development indicators
- Agriculture and trade activity records for rural areas

2] Served Available Market (SAM)

- **Location**

This identifies the specific geographic area where the project will be implemented. It includes:

- Municipality, ward, or village
- GPS coordinates or mapped location of bridges and access routes
- Proximity to key services (schools, clinics, markets)
- Alignment with district or provincial development planning frameworks

A clear location profile ensures accurate planning, budgeting, and stakeholder coordination.

- **Capacity**

Capacity refers to the scale and capability of the infrastructure to support anticipated demand. For the Rural Bridges & Access Connectivity Programme, this may include:

- Estimated traffic volumes (pedestrian, livestock, bicycles, vehicles)
- Load-bearing capacity of bridges
- Width and durability of access roads

- **Are there any envisaged Operational constraints?**

- **Which of the following criteria is being used to support this analysis in terms of Segmentation?**

- **Income**

These are potential limitations that could affect the long-term functioning of the infrastructure, such as:

- Seasonal flooding affecting bridge approaches
- Limited maintenance budgets for rural areas
- High wear and tear due to heavy agricultural or service vehicles
- Geotechnical issues (unstable soils, erosion, steep slopes)
- Security or vandalism risks
- Weather-related disruptions

Identifying constraints early supports better design, mitigation strategies, and lifecycle planning.

- **Region**

Categorises analysis based on geographic regions such as:

- Districts or local municipalities
- Rural versus semi-urban areas
- Mountainous, riverine, or flood-prone zones
- Areas with historical infrastructure backlogs

This helps tailor solutions to local environmental and spatial conditions.

- **Service level**

Segments communities based on their current access to essential services, including:

- Access to water, transport, clinics, schools, and markets
- Frequency and reliability of service provision
- Travel time and connectivity
- Level of existing infrastructure (none, basic, intermediate, advanced)

This ensures prioritisation of areas with the greatest service gaps.

3] Demand Forecasting

- **Projections of usage over time**

- **traffic volumes**

Traffic volume analysis measures the number and type of users relying on the transport route. It includes:

- Pedestrian counts (schoolchildren, residents walking to services)
- Livestock crossings
- Bicycles and informal transport
- Light and heavy vehicle movements (agricultural vehicles, taxis, delivery vehicles)
- Peak and off-peak usage patterns
- Seasonal variations (e.g., during harvest or rainy seasons)

Understanding traffic volumes helps determine bridge size, road design, and safety measures.

- **energy consumption**

Energy consumption considerations relate to how improved access may impact or support energy infrastructure and service delivery:

- Improved access for Eskom maintenance teams and equipment
- Easier transport of fuel and energy supplies to off-grid communities
- Potential for renewable energy installation and maintenance (solar, mini-grids)
- Reduced fuel consumption for households due to shorter, safer travel routes
- Lighting or signalling requirements for bridge safety (if applicable)

This indicator helps align the project with energy needs and operational efficiencies.

- **housing uptake**

Housing uptake refers to the rate at which residential developments grow in the area. This includes:

- New housing projects supported by municipalities or developers
- Rural settlement expansion due to improved accessibility
- Increased demand for social services (schools, clinics, transport)
- Changes in population density and land-use patterns
- Effects on housing market value and household mobility

Housing uptake helps forecast long-term transport demand and community growth.

- This category can include any additional indicators relevant to the project context, such as:

- Agricultural production volumes
- Economic activity levels
- Public transport usage
- Service delivery performance (water, waste, emergency services)
- Climate impact factors (flood frequency, soil erosion)

- **Informed by**

- **historical data**

Refers to past records and performance indicators used to understand long-term patterns affecting rural mobility and infrastructure needs. This may include past traffic counts, flood events, maintenance logs, service-delivery records, and socio-economic data. Historical data helps validate assumptions and identify recurring challenges.

- **growth trends**

Examines how population, economic activity, land use, and service demand are expected to change over time. Includes trends in settlement expansion, agricultural production, transport usage, school enrolments, and household growth. Growth trends help forecast future infrastructure capacity requirements

- **policy targets**

National, provincial, and municipal policy goals that the project must align with. These may include goals for rural development, connectivity improvement, poverty reduction, resilience, climate adaptation, and local economic participation. Policy targets ensure the project contributes to broader government priorities

- Additional data or trend categories relevant to the project, such as climate projections, disaster risk assessments, environmental sensitivity analysis, migration patterns, or technological change.

This field is customizable based on project needs

2] Project Status & Implementation

Regulatory & Environmental Approvals

Project Type	Routine Project
Project Size	Small to Medium - Below 30 Mill

State-Owned Entities

Name	Engagement Strategy
Development Bank of Southern Africa (DBSA)	The DBSA plays a central role in financing and supporting infrastructure development across South Africa. For the Rural Bridges & Access Connectivity Programme, DBSA may: • Provide long-term development financing for bridge construction and access roads. • Offer technical assistance and project preparation support. • Ensure alignment with national infrastructure priorities and socio-economic development goals. • Support sustainability, climate resilience, and inclusive development outcomes
Industrial Development Corporation (IDC)	IDC supports industrial and infrastructure projects that promote economic growth and job creation. Their role may include: • Financing construction materials, equipment manufacturing, or local production required for the project. • Encouraging participation of local contractors, SMMEs, and youth-owned enterprises. • Supporting value-chain development linked to transport, logistics, and rural economic activity.

Name	Engagement Strategy
Eskom	Eskom's involvement may be required where bridge or access projects intersect with existing or planned energy infrastructure. They may: • Provide permissions and oversight for works near transmission lines or servitudes. • Coordinate relocation or protection of electrical services affected by construction activities. • Ensure safety compliance and uninterrupted power supply during project execution.

Private Entities

Name	Engagement Strategy
Construction Companies	Construction companies will play a central role in delivering the physical infrastructure required for the Rural Bridges & Access Connectivity Programme. Their responsibilities typically include: • Executing bridge construction, access routes, culverts, and related civil works. • Ensuring compliance with engineering designs, safety standards, and environmental requirements. • Managing labour, equipment, site supervision, and subcontractors. • Supporting local employment by recruiting community labour where feasible

Name	Engagement Strategy
Engineering Firms	Engineering firms provide the technical backbone of the project, offering design, planning, and oversight services, including: • Conducting feasibility studies, technical assessments, and detailed engineering designs. • Supporting environmental, hydrological, and geotechnical evaluations. • Providing construction supervision, quality assurance, and compliance monitoring. • Ensuring that designs are climate-resilient and suitable for rural conditions.
Financial Institutions	Financial institutions may support the programme through various funding and investment mechanisms. Their role may include: • Providing loans, guarantees, or blended finance solutions for construction and infrastructure development. • Supporting project structuring, risk assessment, and financial sustainability modelling. • Partnering with development finance institutions (DFIs) to co-fund or manage long-term infrastructure financing. • Enabling access to capital markets or specialised infrastructure investment funds.

Civil Entities

Name	Engagement Strategy
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Civil society organizations advocating for community needs	Civil society groups play an important role in ensuring that the project reflects local priorities and delivers fair, sustainable outcomes. Their involvement may include: • Representing community interests during planning, design, and implementation. • Monitoring transparency, accountability, and fair allocation of project benefits. • Supporting social mobilisation, public awareness campaigns, and community feedback mechanisms. • Advocating for the inclusion of vulnerable groups such as women, youth, elderly, and persons with disabilities. • Helping ensure that environmental and social safeguards are respected throughout the project lifecycle.
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Other Stakeholders

Name	Engagement Strategy
Local Development Finance Institutions (DFIs)	Local DFIs provide essential financial and technical support for infrastructure projects. Their potential roles in the Rural Bridges & Access Connectivity Programme include: • Offering long-term concessional loans, grants, or blended finance facilities. • Supporting project preparation, feasibility studies, and due-diligence processes. • Facilitating partnerships with private investors, municipalities, and national programmes. • Ensuring that infrastructure delivery aligns with inclusive growth, local economic development, and sustainability objectives. Examples may include provincial DFIs, municipal development agencies, or regional development funds.

Name	Engagement Strategy
Sustainable Infrastructure Development Symposium - South Africa (SIDSSA)	SIDSSA serves as a strategic platform that brings together government, investors, and infrastructure stakeholders. Its relevance to the programme includes: • Providing national-level visibility and alignment with South Africa's Strategic Integrated Projects (SIPs). • Enabling partnerships with public and private investors for infrastructure delivery. • Facilitating policy guidance, project prioritisation, and investment pipeline development. • Supporting innovation and best practices in sustainable and climate-resilient infrastructure. SIDSSA participation can help position the project for potential investment and strategic recognition.
Other	This category can include additional stakeholders or institutions relevant to the programme, such as: • Regional planning councils or district development agencies • Research institutions and universities • Private sector associations (e.g., construction, transport, logistics) • International development partners supporting climate or rural access programmes

3] Governance, Policy & Enabling Environment

Legal And Regulatory Framework

- 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
- Other
 - Rural areas frequently face poor road conditions, unsafe river crossings, and insufficient bridge structures. These constraints limit access to schools, clinics, markets, and emergency services. The project directly addresses this by improving mobility, reducing travel times, and enhancing rural connectivity.
- Environmental and Land Use Planning
 - Western Cape Land Use Planning Act (LUPA)
 - Environmental Impact Assessment (EIA)
 - Other
- Public Finance and Governance
 - Public Finance Management Act (PFMA)
 - Provincial Treasury Instructions and Budget Guidelines
 - Other

Poor physical infrastructure often affects the extension of broadband and digital networks in rural regions. Better access roads and crossings can facilitate expansion of telecom infrastructure, enabling digital services such as online education, e-governance, and mobile banking.
- Health and Social Services
 - National Health Act
 - Provincial health regulations
 - Other
- Education
 - South African Schools Act
 - Provincial education policies
 - Other
- Transport and Infrastructure

- Western Cape Road Traffic Act
- Related transport regulations
- Human Settlements and Housing
 - Housing Act
 - Provincial housing frameworks
- Economic Development
 - Tourism
 - Agriculture
 - Enterprise development
 - Green Economy Strategy
- Environmental Compliance
 - Requires Environmental Impact Assessments (EIAs) for certain developments
 - Must comply with waste management and biodiversity regulations

Governance Policies

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

Current Planning Phase

Sr	Phase Name	Description
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1	Initiation • Identify project objectives, scope, and feasibility. • Conduct preliminary site assessments, stakeholder mapping, and needs analysis. • Prepare the project initiation document (PID) including budget, timelines, and governance framework. • Secure approvals, funding commitments, and regulatory clearances.	• Initiation
2	Design • Develop detailed engineering designs, drawings, and technical specifications. • Conduct geotechnical, hydrological, and environmental assessments. • Integrate stakeholder feedback and regulatory requirements into the design. • Prepare tender documents and procurement plans for construction.	• Design

3	Develop • Issue tenders and select contractors through competitive procurement. • Finalise construction planning, schedules, and logistics. • Mobilise resources, equipment, and personnel for site preparation. • Ensure all environmental and safety management plans are in place.	• Develop
4	Implement • Execute construction of bridges, access roads, culverts, and associated infrastructure. • Monitor quality, progress, and compliance with design specifications. • Conduct regular site inspections and stakeholder engagement. • Address technical, financial, and operational challenges promptly.	• Implement

5	Handover • Complete final inspections and quality assurance tests. • Transfer ownership and operational responsibility to the local municipality or designated authority. • Provide as-built documentation, training for maintenance personnel, and operational manuals. • Ensure all regulatory and contractual obligations are fulfilled.	• Handover
6	Monitor & Evaluate • Track performance, usage, and condition of infrastructure over time. • Assess socio-economic, environmental, and community impact. • Identify lessons learned and areas for improvement. • Update maintenance plans and prepare for long-term sustainability.	• Monitor & Evaluate

Policy Incentives

1. Sector-Focused Incentives

- a. Agri-processing: Support for infrastructure, logistics, and export readiness.
- b. Green Economy: Incentives for renewable energy, water efficiency, and waste-to-energy projects.
- c. Technology and Innovation: Support for ICT hubs, fintech, and digital startups.
- d. Tourism and Film: Rebates and grants for film production and tourism infrastructure.

2. Investment Ecosystem Support

- a. Municipal Investment Readiness Programme: Helps municipalities prepare for and attract investment.
- b. Sector IQ: Provides data-driven insights to guide investment decisions.
- c. Film Incentive Scheme: Assesses and supports the impact of film-related investments.

3. Business Support and Facilitation

- a. Site selection assistance
- b. Regulatory guidance
- c. Market intelligence
- d. Access to government incentives
- e. Investment Summits: Hosted by the Premier to connect investors with opportunities and funding partners

4. National Incentives Accessible in the Western Cape Via the Department of Trade, Industry and Competition (DTIC)

- a. 12I Tax Allowance: For industrial projects.
- b. SEZ Incentives: For businesses in Special Economic Zones.
- c. Export Marketing and Investment Assistance (EMIA): Supports international marketing efforts.
- d. Black Industrialists Scheme: Funding and support for black-owned manufacturing businesses.

5. Investment Summits: Hosted by the Premier to connect investors with opportunities and funding partners

4] Financial Requirements & Funding Strategies

Project Guestimate

Estimated Cost	R 150,100,676
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5] Delivery Mechanism & Procurement Strategy

WCG Sector Priorities

Outcomes	Social	Energy & Water	Economic	Technology	Ecological
Households have increased access to basic services and improved shelter	Short Term 1-5 YRS	Short Term 1-5 YRS	Short Term 1-5 YRS	Medium Term 5-15 YRS	Short Term 1-5 YRS
Infrastructure investment drives spatial transformation and improves spatial resilience	Short Term 1-5 YRS	Medium Term 5-15 YRS	Medium Term 5-15 YRS	Short Term 1-5 YRS	Medium Term 5-15 YRS
Investment in social infrastructure improves access to health, education, social development, and recreation opportunities	Medium Term 5-15 YRS		Short Term 1-5 YRS	Short Term 1-5 YRS	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		Short Term 1-5 YRS	Long Term 15-30 YRS	Medium Term 5-15 YRS

Current Planning Phase

• Initiation

- Identify project objectives, scope, and feasibility.
- Conduct preliminary site assessments, stakeholder mapping, and needs analysis.
- Prepare the project initiation document (PID) including budget, timelines, and governance framework.
- Secure approvals, funding commitments, and regulatory clearances.

1] Phase 1
Initiation

• Design

- Develop detailed engineering designs, drawings, and technical specifications.
- Conduct geotechnical, hydrological, and environmental assessments.
- Integrate stakeholder feedback and regulatory requirements into the design.
- Prepare tender documents and procurement plans for construction.

1] Phase 2
Design

- **Develop**

- Issue tenders and select contractors through competitive procurement.
- Finalise construction planning, schedules, and logistics.
- Mobilise resources, equipment, and personnel for site preparation.
- Ensure all environmental and safety management plans are in place.

1] Phase 3
Develop

- **Implement**

- Execute construction of bridges, access roads, culverts, and associated infrastructure.
- Monitor quality, progress, and compliance with design specifications.
- Conduct regular site inspections and stakeholder engagement.
- Address technical, financial, and operational challenges promptly.

1] Phase 4
Implement

- **Handover**

- Complete final inspections and quality assurance tests.
- Transfer ownership and operational responsibility to the local municipality or designated authority.
- Provide as-built documentation, training for maintenance personnel, and operational manuals.
- Ensure all regulatory and contractual obligations are fulfilled.

1] Phase 5
Handover

- **Monitor & Evaluate**

- Track performance, usage, and condition of infrastructure over time.
- Assess socio-economic, environmental, and community impact.
- Identify lessons learned and areas for improvement.
- Update maintenance plans and prepare for long-term sustainability.

1] Phase 6
Monitor & Evaluate

