

Executive Summary Report

1] Project Description & Strategic Case

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

National Level	Provincial And Local Levels	Other Relevant Entities
• Department of Forestry, Fisheries and the Environment (DFFE): Responsible for environmental management, conservation, and protection in South Africa • South African National Biodiversity Institute (SANBI): Plays a leading role in biodiversity management and research • 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) • Environmental Management Frameworks (EMFs): Strategic planning tools for land-use and environmental management decisions	• 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	• Environmental Assessment Practitioners Association of South Africa (EAPASA): Voluntary certification body for Environmental Assessment Practitioners • Councils for the Built Environment Professions (CBEP): Regulates professions involved in the built environment • Wildlife and Environment Society of South Africa (WESSA): Non-profit organization involved in environmental conservation and education

Identify Key Stakeholders

Government

Name	Engagement Strategy
Department of Agriculture	
Department of Health	
Department of Education	
Department Of Infrastructure	
Provincial Treasury	
Local Government	
Department of Mobility	
Government Motor Transport	
Department of Premier	
Tourism, Environmental Affairs & Development Planning	
Department of Social Development	
Department of Human Settlements	
Western Cape Liquor Authority	
Department of Police Oversight & Community Safety	
Department of Cultural Affairs and Sport	

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
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.

Name	Engagement Strategy
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
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.

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

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)

Investment Needs

Sr	Name	Description
1	Infrastructure Development	• Roads, bridges, and public transport systems. • Upgrades to water and sanitation infrastructure. • Renewable energy installations and grid improvements.
2	Human Settlements	• Affordable housing projects. • Informal settlement upgrades. • Mixed-use urban development.
3	Healthcare	• Expansion and modernization of clinics and hospitals. • Digital health systems and telemedicine. • Medical equipment and pharmaceutical supply chains.
4	Education	• School infrastructure and maintenance. • Digital learning platforms and connectivity. • Teacher training and curriculum development.
5	Agriculture and Agri-processing	• Investment in climate-resilient farming. • Agro-logistics and cold chain infrastructure. • Support for emerging farmers and cooperatives.

Sr	Name	Description
6	Green Economy	- Renewable energy (solar, wind, bioenergy). - Waste-to-energy and recycling initiatives. - Water conservation and efficiency technologies.
7	SMME and Entrepreneurship Support	- Business incubators and innovation hubs. - Access to finance and market linkages. - Skills development and mentorship programs.
8	Tourism and Cultural Investment	- Infrastructure for eco-tourism and heritage sites. - Hospitality training and development. - Event hosting and destination marketing.

4] Financial Requirements & Funding Strategies

Cost-Effectiveness Analysis (CEA)

Project Component	Intervention Type	Estimated Cost (ZAR)	Expected Outcome	Effectiveness Metric	Timeframe
Water systems	Upgrade	R 5,438,549	Households connected to water	Cost per km	9 month

Cost-Benefit Analysis (CBA)

Estimated Duration	5 Year(s) & 8 Month(s)							
Item 1	Cost	Operational	Year 1	Technical Feasibility: Constructability, engineering complexity, and durability. Financial Implications: Capital and operating costs, funding requirements, and lifecycle costs. Environmental and Social Impact: Compliance with environmental regulations, community disruption, and socio-economic benefits.	R 387,563,285	R 98,567	R 587,439,865	R 587,341,298

Risk Evaluation

Start Date	26 Dec 2025			
Sector / Scenario	GDP Impact	Employment Impact	Key Drivers	Notes
Primary Sector	0.60%	0.15%	Construction, manufacturing	High demand for materials and labor
Utilities Focus (Scenario 1)	Highest	Moderate	Services, retail	Indirect impact via consumption

Macro-Economic Benefits

Benefit Category	Estimated Impact	Sectoral Relevance	Policy Alignment
Employment Creation	0.6% GDP	Social Infrastructure	Economic Reconstruction and Recovery Plan (ERRP)

5] Financial Requirements & Funding Strategies

Project Guestimate

Estimated Cost	R 150,100,676
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Total Project Cost Breakdown

1] Cost Category : Capital Expenditure (CAPEX)

Description	Estimated Cost (ZAR)	Notes
Land Acquisition & Site Prep	R 250,000	Includes land purchase, site clearing, grading, and minor earthworks. Assumes average rural land cost.
Design & Engineering	R 21,390	Covers detailed design, structural engineering, geotechnical studies, environmental assessments, and project management fees.
Construction & Civil Works	R 4,300	Includes bridge construction, access roads, culverts, drainage, and safety infrastructure. Cost assumes modular bridge type and average rural site conditions.
Equipment & Materials	R 6,700	Covers procurement of construction machinery, tools, materials (cement, steel, aggregates), and temporary site facilities.
Utility Connections	R 12,900	Labour and local SMME participation included in civil works estimates. Environmental mitigation and regulatory compliance costs included under design & engineering.
Contingency	R 0	

2] Cost Category : Development Costs

Description	Estimated Cost (ZAR)	Notes
Feasibility Studies	R 12,000	Includes site surveys, geotechnical investigations, environmental impact assessments, and technical feasibility reports.
Legal & Regulatory Compliance	R 2,300	Covers permits, environmental approvals, land acquisition legal costs, and compliance with municipal and provincial regulations.
Stakeholder Engagement	R 232,400	Public participation meetings, community consultations, reporting, and documentation. Assumes multiple engagement sessions across municipalities.
Project Management	R 654,600	Includes overall project coordination, scheduling, financial monitoring, risk management, and quality assurance. Assumes dedicated project management team for the duration of the development phase.

3] Cost Category : Operational Expenditure (OPEX)

Description	Estimated Cost (ZAR)	Notes
Staffing & Operations	R 65,450	Salaries for operational staff, site supervisors, administrative personnel, and security. Assumes a small dedicated rural operations team.

Description	Estimated Cost (ZAR)	Notes
Maintenance & Repairs	R 9,700	Routine inspections, minor repairs, resurfacing, and structural maintenance for bridges and access roads. Assumes annual maintenance schedule.
Utilities & Consumables	R 43,500	Fuel, electricity, water, office supplies, and minor equipment consumables required for ongoing operations.
Insurance & Monitoring	R 12,300	Property, liability, and construction risk insurance. Includes monitoring systems, safety audits, and compliance checks.

4] Cost Category : Financing Costs

Description	Estimated Cost (ZAR)	Notes
Interest During Construction	R 49,238	Estimated interest on loans or financing drawn during the construction phase. Assumes blended financing from DFIs and commercial institutions.
Financial Fees	R 957,650	Covers loan arrangement fees, banking charges, guarantee fees, and financial advisory services. Assumes standard commercial rates and moderate transaction complexity.

5] Cost Category : Lifecycle & Decommissioning

Description	Estimated Cost (ZAR)	Notes
Asset Replacement	R 3,857,470	Costs for replacing major components of bridges, access roads, or associated infrastructure after the asset reaches the end of its useful life. Assumes typical lifespan of 20–25 years for rural bridges and roads.
Decommissioning	R 78,000	Costs for safe removal, disposal, or recycling of infrastructure elements when decommissioned. Includes environmental remediation and site restoration.

6] Cost Category : Inflation & Escalation

Description	Estimated Cost (ZAR)	Notes
Adjustments based on Treasury guidelines	R 9,589	Inflation adjustments and escalation factors for multi-year projects Contingency allowances for unforeseen risks Alignment with approved budget frameworks and public sector procurement regulations Compliance with fiscal responsibility and reporting requirements

Funding Sources

[Funding Strategy Guide for Infrastructure Projects](#)

Innovative Financing Mechanisms

[Innovative Financing Mechanisms for Infrastructure Projects](#)

6] Project Feasibility, Approvals & Infrastructure Planning

Technical Feasibility

Assesses the engineering and operational viability of the project, including:

- Site suitability and geotechnical conditions
 - Bridge and road design options (materials, span, load capacity)
 - Constructability considering rural terrain and accessibility
 - Availability of required equipment, technology, and skilled labour
 - Integration with existing infrastructure networks
- This ensures that proposed solutions are practical, safe, and sustainable.

Document	Link
national_policy_framework	https://gov-api.qadoi.platform.org.za/uploads/project_documents/147/national_policy_framework.pdf

Master Plan Integration

Ensures alignment with broader municipal, provincial, and national development plans:

- Incorporation into local Spatial Development Frameworks (SDFs) and IDPs
 - Compliance with regional transport and rural access strategies
 - Integration with future infrastructure projects (water, energy, digital networks)
 - Coordination with emergency services, schools, and health facilities
- Aligning with master plans optimizes resource allocation and long-term community benefit.

Document	Link
Framework for Managing Programme Performance Information	https://gov-api.qadoi.platform.org.za/uploads/project_documents/147/Framework for Managing Programme Performance Information.pdf

Alternative Evaluation

Systematic assessment of different project delivery options, including:

- Alternative bridge types and alignments
 - Temporary vs permanent access solutions
 - Construction techniques and materials
 - Maintenance and operational models
- Evaluation considers technical feasibility, cost, risk, environmental impact, and stakeholder needs, ensuring the selection of the most effective and sustainable option.

Document	Link
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Infrastructure Planning Prioritization

Provides a comprehensive blueprint for project implementation, including:

- Detailed design drawings, specifications, and construction sequences
- Phasing of works and timeline management
- Resource allocation (labour, equipment, materials)
- Maintenance and lifecycle planning
- Monitoring, evaluation, and reporting mechanisms

Document	Link
national_policy_framework	https://gov-api.qadoi.platform.org.za/uploads/project_documents/147/national_policy_framework.pdf

7] 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

Community Participation

- **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

Procurement Methods

1. Procurement Strategy

The procurement strategy outlines how the project's goods, services, and works will be acquired efficiently, transparently, and in compliance with government regulations:

- **Objectives:** Ensure value for money, fairness, transparency, and alignment with socio-economic objectives such as local content, B-BBEE compliance, and youth/women-owned business participation.
- **Framework:** Based on National Treasury guidelines, Preferential Procurement Regulations (2022), and Sustainable Public Procurement principles.
- **Tools:** Use of E-Procurement Solution (ePS) for digital tender management and Western Cape Supplier Evidence Bank (WCSEB) for supplier verification.

2. Municipalities

3. Communities

Risk Sharing Mechanisms

Risk sharing defines how responsibilities and exposures are distributed among project stakeholders:

- **Government / Municipality:** Typically bears regulatory, political, and strategic risks.
- **Contractors & Suppliers:** Accountable for construction quality, timelines, and compliance with safety standards.
- **Financial Institutions / DFIs:** Share financial risks via structured loans, guarantees, or blended finance arrangements.
- **Community & Civil Society:** Participate in monitoring, feedback, and social compliance to reduce reputational and operational risks.

8] Special (eg. Gender) Procurement Actions And Social Impact

Social Benefits

1] Department of Social Development Policies

- Focus on child protection, substance abuse prevention, disability inclusion, and older persons' welfare
- Promotes community-based care and support systems

2] Inclusive Economic Development

- Supports SMMEs, women- and youth-owned enterprises
- Encourages job creation through public procurement and infrastructure projects

3] Public Participation and Equity

- Ensures community involvement in planning and decision-making
- Promotes equitable access to services and opportunities

4] Expanded Public Works Programme (EPWP)

- Provides short-term employment and skills development
- Targets vulnerable groups including youth, women, and persons with disabilities