



PROJECT PREFEASIBILITY 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

BACKGROUND & 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.

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.

OBJECTIVES & KEY FOCUS AREAS

OBJECTIVE	KEY FOCUS AREA
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Infrastructure linked to 5yr plans & their respective APPs, AOP's & AR's	• Prioritising Infrastructure for Maximum Impact • Enhancing Private Sector Partnerships • Addressing Climate Change & Sustainability
Infrastructure Monitoring & Evaluation	• Enhancing Private Sector Partnerships • Innovation & Futures Planning • Addressing Climate Change & Sustainability

PROJECT TIMELINE & COST

Estimated Duration	5 Year(s) & 8 Month(s)
Estimated Start Date	26 Dec 2025
Estimated Cost	R 150,100,676

PROJECT STAGE-0 SUBMISSION & APPROVAL

Self Approved By: **Poonam Yawalkar**
Self Approved On: **06 Dec 2025 01:56:13 PM**

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ENVIRONMENTAL & SOCIAL CONSIDERATIONS

ENVIRONMENTAL CONSIDERATIONS	SOCIAL CONSIDERATIONS
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• Air, water, and soil pollution from industrial and agricultural activities • Greenhouse gas emissions and deforestation contributing to climate change • Overuse of natural resources leading to scarcity and degradation • Loss of biodiversity due to habitat destruction and fragmentation • Deforestation causing habitat loss, soil erosion, and climate impacts • Proper waste management to reduce pollution and health risks • Sustainable water management to protect quality and prevent scarcity • Preservation of ecosystem services like clean air, water, and climate regulation •	• Respect for human rights including labor, land, and indigenous rights • • Assessment of community impacts such as displacement and livelihood loss • Protection of health and safety from environmental hazards • Preservation of cultural heritage sites and artifacts • Promotion of social equity and fair distribution of development benefits • Engagement with stakeholders throughout the project lifecycle • Fair labor practices including wages, hours, and working conditions • Support and compensation for involuntary resettlement • Other_1
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REGULATORY & ENVIRONMENTAL APPROVALS

NATIONAL LEVEL	PROVINCIAL AND LOCAL LEVELS	OTHER RELEVANT ENTITIES
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• 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
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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	

NAME	ENGAGEMENT STRATEGY
Government Motor Transport	
Department of Premier	
Tourism, Environmental Affairs & Development Planning	

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

WCG SECTOR PRIORITIES

OUTCOMES	SOCIAL	ENERGY & WATER	ECONOMIC	TECHNOLOGY	ECOLOGICAL
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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

INFRASTRUCTURE TYPE

• Hard

Hard infrastructure refers to the physical, tangible assets required to support essential services and economic activity.

For the Rural Bridges & Access Connectivity Programme, this includes:

- Bridge structures (concrete, steel, modular, or timber)
- Access roads and pathways
- Culverts, drainage systems, and retaining structures
- Signage, guardrails, and safety barriers
- Associated civil engineering works

Hard infrastructure is the core physical component enabling rural mobility, connectivity, and access to services.

• Soft

Soft infrastructure refers to the systems, institutions, and services that support the effective use, management, and sustainability of physical assets.

Relevant elements include:

- Project management, governance, and operational frameworks
- Community engagement and training programmes
- Maintenance plans and asset management systems
- Capacity building for local municipalities
- Institutional coordination mechanisms

Soft infrastructure ensures that the physical (hard) infrastructure is utilised, maintained, and sustained effectively over time.

- **Critical**

Critical infrastructure refers to assets and systems essential for safety, security, and socio-economic stability.

Within this programme, critical infrastructure includes:

- Bridges and access routes crucial for emergency services, disaster response, and daily mobility
- Infrastructure supporting school access, healthcare connectivity, and essential public services
- Routes enabling food supply, transport of goods, and rural economic activity
- Structures supporting climate resilience, flood mitigation, and safe evacuation

Critical infrastructure is vital for maintaining community safety, economic participation, and resilience.

PROJECT STAGE-1 SUBMISSION & APPROVAL

Self Approved By: **Poonam Yawalkar**

Self Approved On: **06 Dec 2025 02:09:08 PM**

Submitted By	
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GEO LOCATION

Geo Location	
Latitude	

PROCUREMENT PLANNING

- **Decentralized Preference Criteria**

- 1] ["Municipalities"]

Decentralized preference criteria ensure that project benefits are distributed fairly across local municipalities and communities. These criteria help promote local empowerment, economic participation, and inclusive development.

Sub-types may include:

- **Municipal-Level Prioritization:** Preference for local contractors, labour, and service providers from the project municipality.
- **Rural and Underserved Areas:** Prioritizing regions with limited existing infrastructure or high mobility constraints.
- **Community Economic Participation:** Encouraging locally based SMMEs for supply, transport, and support services.
- **Local Job Creation Targets:** Minimum thresholds for hiring workers from surrounding communities.

- **Designated Groups**

- 1] ["Youth-owned businesses"]

Designated groups represent historically disadvantaged and priority populations that should benefit from project opportunities.

Sub-types may include:

- **Youth-Owned Businesses:** Supporting procurement, subcontracting, and skills development for youth entrepreneurs.
- **Women-Owned Businesses:** Ensuring participation in construction, supply chains, and professional services.
- **People with Disabilities:** Inclusive procurement opportunities and accessible employment pathways.
- **Rural SMMEs:** Special preference for emerging and community-based enterprises.

- **Local Content and Production**

- 1] []

This criterion ensures that economic value stays within South Africa by promoting local manufacturing, sourcing, and workforce utilisation.

Key elements include:

- **Use of Locally Produced Materials:** Cement, steel, aggregates, and precast components sourced from local suppliers.
- **Local Manufacturing:** Encouraging South African-made bridge components, machinery, and construction inputs.
- **Local Workforce Utilisation:** Prioritising hiring and upskilling individuals from surrounding rural communities.
- **SMME Development:** Supporting local small businesses through subcontracting and supply-chain integration.
- **Compliance with National Localisation Policies:** Aligning with government frameworks such as the Preferential Procurement Regulations.

PROCUREMENT ACTION

- **E-Procurement Solution (ePS)**
A digital platform used to manage and automate procurement processes. It streamlines supplier registration, tender publication, bid submission, evaluation, and contract management. Enhances transparency, efficiency, and auditability of procurement activities.
- **Western Cape Supplier Evidence Bank (WCSEB)**
A structured approach to identifying goods, services, and works required for the project. Involves forecasting needs, defining timelines, budgeting, determining procurement methods, and ensuring alignment with regulatory and operational requirements.
- **Procurement Planning**
National regulations guiding how government entities must apply preference points to promote inclusivity and empowerment (B-BBEE, designated groups, local content). Ensures fair competition while advancing socio-economic transformation through procurement decisions.
- **Preferential Procurement Regulations (2022)**
Aligned : Yes
National regulations guiding how government entities must apply preference points to promote inclusivity and empowerment (B-BBEE, designated groups, local content). Ensures fair competition while advancing socio-economic transformation through procurement decisions.
- **Sustainable Public Procurement (SPP)**
Aligned : No
National regulations guiding how government entities must apply preference points to promote inclusivity and empowerment (B-BBEE, designated groups, local content). Ensures fair competition while advancing socio-economic transformation through procurement decisions.

SOCIAL IMPACT

SOCIAL IMPACT	REMARKS
Inclusive Economic Participation	Ensures that economic benefits of the project—such as employment, procurement opportunities, and local business involvement—are accessible to diverse groups including youth, women, and rural SMMEs. Promotes equitable growth and local empowerment
Environmental Sustainability	Incorporates practices that protect natural resources, reduce carbon emissions, and enhance climate resilience. Includes responsible sourcing of materials, environmental safeguards, and designs that minimise ecological impacts
Skills Development and Job Creation	Provides training, apprenticeships, and employment opportunities for local community members. Builds long-term capacity and enhances economic resilience by upskilling the workforce for future infrastructure projects
Community Empowerment	Engages local communities in planning, decision-making, and monitoring. Enhances ownership, strengthens social cohesion, and ensures that infrastructure responds to real community needs
Ethical and Transparent Governance	Promotes transparency, accountability, and fair processes in project implementation. Ensures compliance with procurement regulations, anti-corruption standards, and responsible stakeholder conduct
A flexible category for additional social impacts relevant to the project (e.g., gender equality initiatives, improved access to public services, safety enhancements). Can be customised based on project-specific priorities.	

PROPERTY AVAILABILITY

Has the land for the site been identified?	Yes
Remarks	Builds long-term capacity and enhances economic resilience by upskilling the workforce for future infrastructure projects.

PROJECT STAGE-2 SUBMISSION & APPROVAL

Submitted By	
Submitted On	
Signed By	
Approved On	

BACKGROUND & 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.

ECONOMIC AND SOCIAL JUSTIFICATION

- **Poverty reduction**
Enhances the living conditions of rural communities by improving mobility, reducing isolation, and enabling access to jobs, markets, healthcare, and education. Infrastructure improvements contribute directly to reducing multi-dimensional poverty
- **Job creation**
Generates employment opportunities during planning, construction, and maintenance phases. Supports local hiring, community labour initiatives, and opportunities for SMMEs and youth-owned businesses
- **Inclusive growth**
Ensures that economic gains from the project are widely shared across communities, especially historically marginalised groups. Promotes equitable participation in procurement, skills development, and service access.
- **Reducing inequality**
Helps bridge gaps between rural and urban areas by improving connectivity and ensuring equitable access to services. Supports targeted benefits for vulnerable groups, promoting balanced socio-economic development
- **Improving access**
Improves access to essential services such as schools, clinics, markets, administrative centres, and emergency response. Reduces travel times, transport costs, and increases mobility for rural households.

- Additional impact areas specific to the project (e.g., gender empowerment, health outcomes, digital connectivity). Can be customised based on programme priorities.

GEOGRAPHIC COVERAGE

- **Regions**

City of Cape Town
Cape Wineland
West Coast
Overberg
Garden Route
Central Karo

- **Municipalities**

District	Municipalities
Cape Winelands District Municipality	Drakenstein
Central Karoo District Municipality	Laingsburg
Garden Route District Municipality	Hessequa
Overberg District Municipality	Overstrand, Theewaterskloof

- **Communities**

District	Municipalities
Cape Winelands District Municipality	Paarl
Central Karoo District Municipality	Laingsburg
Garden Route District Municipality	Mossel Bay
Overberg District Municipality	Baardskeerdersbos

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

APPROVAL BODIES

1] Provincial Government Departments

- 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
- Department of Environmental Affairs and Development Planning

2] Public Entities and Regulatory Bodies

- Western Cape Gambling and Racing Board
- Western Cape Liquor Authority
- Western Cape Provincial Treasury
- Western Cape Education Department
- Western Cape Provincial Parliament

3] Specialized Committees and Boards

- Research Ethics Committees
- Planning Appeals Advisory Committee
- Environmental Appeals Advisory Panel
- 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

ENVIRONMENTAL CONSIDERATIONS

1] 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.

- Other

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)

2] 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
- **Other**
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

SOCIAL CONSIDERATIONS

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

INVESTMENT NEEDS

SR	NAME	DESCRIPTION
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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.
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.

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**

SCALE AND COMPLEXITY

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

4] Size

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

CHALLENGES

- **Technical challenges**

These relate to engineering, design, and physical implementation constraints that may affect the project. Examples include:

- Difficult terrain such as steep gradients, unstable soils, or flood-prone riverbeds
- Limited existing geotechnical data requiring detailed investigations
- Designing climate-resilient bridges that withstand floods and extreme weather
- Access limitations for construction equipment in remote rural areas
- Integration with existing road networks and drainage systems
- Ensuring compliance with engineering standards and safety requirements

Technical challenges must be managed through strong engineering design, site assessments, and quality control.

- **Financial Complexity**

Financial complexity refers to challenges related to budgeting, funding, and cost management. These may include:

- Securing adequate funding from multiple sources (government, DFIs, private partners)
- High upfront capital costs for bridge construction in difficult terrain
- Variability in material prices (cement, steel, fuel) that affects cost estimates
- Managing long-term maintenance funding for rural infrastructure
- Cash flow risks during multi-phase construction
- Ensuring compliance with procurement and financial governance frameworks

Effective financial planning and risk management are essential to ensure cost-efficient delivery.

- **Operational Complexity**

These challenges relate to day-to-day functioning, management, and long-term operational sustainability. Examples include:

- Maintaining access routes and bridges in rural or remote areas
- Ensuring routine inspections and timely repairs
- Managing seasonal disruptions such as flooding or erosion
- Coordinating with municipalities, contractors, and communities
- Capacity constraints within local government for asset management
- Ensuring community awareness and safe usage of new infrastructure

Addressing operational complexity ensures long-term reliability and functionality of the infrastructure.

PHASES

- **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

PROJECT STAGE-3 SUBMISSION & APPROVAL

Self Approved By: **Poonam Yawalkar**

Self Approved On: **06 Dec 2025 02:59:12 PM**

Submitted By	
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