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f o r t o m o r r o w

Infrastructure Provision and Development in Keiskammahoek.

By

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DECLARATION

I, Bayathokozisa Shweni, 212420852, hereby declare the dissertation for Masters in Development Studies to be awarded is my own work and that it has not previously been submitted for assessment or completion of any postgraduate qualification University or for another qualification.

Bayathokozisa Shweni

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ABSTRACT

The aim of this research is to assess what kind of infrastructure provision hinders development in Keiskammahoek. The objective is to determine whether there is a contribution from government departments and the local development agency and how infrastructure development enhances economic activity in the area.

The research findings suggest that the various spheres of government do not co-ordinate well when it comes to planning in the Keiskammahoek area. Funding is there through Municipal Infrastructure Grant Programmes and other funds, but it is not always used. There is potential for this small town to be a tourist destination, but more infrastructure development for this area need to be prioritised. The research findings also suggest that there are capacity issues within the municipality that slow down the implementation of infrastructure plans for Keiskammahoek. Various recommendations and suggestions for further research are made based on the research findings.

The study has shown that Keiskammahoek's infrastructure provision is insufficient to attract investors to stimulate economic growth in the area. The infrastructure funds the municipality can access are underused.

The study used qualitative research approach that used purposive sampling through a semi-structured interview as a data collection tool. The researcher was able to get valuable information on informants who have worked with infrastructure programmes in various institutions.

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CHAPTER 1: INTRODUCTION

Background

The South African government recognises infrastructure as one of the critical drivers for economic growth and development. Similarly, infrastructure planning has been identified as a catalyst to the transformation of the development landscape of the province by the Eastern Cape government. In order to grow its economy, improve livelihoods and redress economic disparities, the province has to expand and maintain infrastructure in the long term.

After a long decline in public investment in infrastructure between 1976 and 2002, in which annual public sector infrastructure investment fell from 8.1% to 2.6% of GDP, the government has reprioritised infrastructure investment as an enabler of economic growth and development. The Eastern Cape has continued to lose investment opportunities and therefore job opportunities, with the result that Eastern Cape inhabitants have streamed into other provinces for work – in particular the Western Cape, Gauteng and KwaZulu-Natal. Partly as a response to this chronic underinvestment, the national government has prioritised the province under the South-Eastern node and corridor development (Strategic Integrated Project SIP 3) under the Presidential Infrastructure Commission (PICC).

The current challenge of planning for the provision of infrastructure in the Eastern Cape is that it focuses not only on the current situation but, perhaps more importantly, on the future. In many respects it is easier to plan for a growing population with access to bulk infrastructure as opposed to a province like the Eastern Cape where a declining or stable population is showing changing characteristics and bulk services such as water and electricity are not in place. Policies and strategies have been in place to deal with infrastructure backlogs in the province. The main question is the planning sufficient to produce change, or has the province prioritised enough implementation measures to speed up service delivery?

Understanding the concepts:

Economic Infrastructure

“Economic Infrastructure is understood as infrastructure that supports internal facilities of a country that make business activity possible, such as communication, transportation and distribution networks, financial institutions and markets, and energy supply systems”.(Business Dictionary.Com, 2014).

Social Infrastructure

Social Infrastructure is a “subset of the infrastructure sector and typically includes assets that accommodate social services. Social infrastructure assets include schools, universities, hospitals, prisons and community housing. Social infrastructure does not typically extend to the provision of social services, such as the provision of teachers at a school or custodial services at a prison”(Business Dictionary.Com, 2014).

The research problem

The objective of the research report is to investigate whether infrastructure development challenges hinder development in Keiskammahoek. The study seeks to identify whether the infrastructure in the study area has deteriorated, and whether there has been significant infrastructure development that attracts investors and promotes economic development for the community of Keiskammahoek.

Hypothesis

The research will test whether the lack of infrastructure provision and development in Keiskammahoek hinders development in the area.

Research aim and Objectives

The aim of this research is to assess what kind of infrastructure provision hinders development in Keiskammahoek. The research also intends to discover what kind of contri-

bution is provided by government departments to assist the Amahlathi Municipality with infrastructure projects. It will also attempt to discover the niche specialty of the area that could attract investors to the area. The breakdown of the chapters is:

- 1.) Chapter 1 introduces the research problem and its setting and differentiates between economic and social infrastructure. The research aims and objectives are discussed.
- 2.) Chapter 2 gives an overview of the policy frameworks concerned with infrastructure planning in South Africa.
- 3.) Chapter 3 outlines the research methodology used by the researcher for data collection.
- 4.) Chapter 4 outlines the research findings and data analysis of the research.
- 5.) Chapter 5 concludes the research and recommends certain pointers that could assist the municipality with infrastructure provision and development of Keiskammahoek.

Objectives of the research problem:

- 1.) Assess whether government has made any contribution to infrastructure development in the area
- 2.) Assess the effect of infrastructure development that can enhance economic development in Keiskammahoek

Conclusion

This chapter introduces the research problem and its setting and differentiates between economic and social infrastructure. The research aims and objectives are discussed.

CHAPTER 2: LITERATURE REVIEW

Introduction

The aim of this chapter is to analyse existing literature and research on infrastructure policy frameworks and the role of infrastructure in development. This chapter seeks to give the reader an understanding on the arguments and policy frameworks in existence which encourages infrastructure development to enable to economic growth in a state. This chapter will uncover the necessary frameworks, strategies and financial models used to enhance infrastructure development. It also reveals the types of institutional arrangements that are used in South Africa to support infrastructure development, and whether they have made a contribution towards the implementation of impact infrastructure strategies. This type of analysis will be measured with the type of findings that are analysed in chapter four.

The role of infrastructure in development

Many studies of the role of infrastructure in development in developing countries have shown positive effects, while negative returns have been observed in some studies examining developed countries. This last can be explained in terms of diminishing returns in view of relatively high outlays (Brienceno, Estache, & Shafik, 2004). Its role has also been described as “multiple and complex” (Raychaudhur & De, 2010, p. 3). On the one hand infrastructure services form part of final consumption, affecting social outcomes directly, while on the other hand they form intermediate consumption in the production process. These researchers also argue that infrastructure in development is not uncontested, specifically that the 102 studies they reviewed, the 53% of the studies found that infrastructure had a positive influence on productivity and growth, 42% show no significant effect and 5% show a negative influence (Brienceno, Estache, & Shafik, 2004). In most cases in developing countries studies have shown a positive effect of infrastructure on development while the negative returns in developed countries can be explained as the diminishing returns of ‘white elephant’ infrastructures and negative externalities. Researchers (Perkins, Fedderke, & Luiz, 2005) argue that infrastructure development sometimes tends to take place in phases. It takes place in response to changes in the

structure of the economy. So there are positives and negatives on the effect of infrastructure in development. The Development Bank of Southern Africa (DBSA, 2012, p. 6) summarises the role of infrastructure in development in this way:

- Infrastructure contributes to economic growth by (i) reducing the costs of production, and (ii) providing access to the application of modern technology.
- Infrastructure raises the quality of life by creating amenities, providing consumption goods (transport and communication services), and contributing to macro-economic stability.
- Infrastructure does not create economic potential; it only develops it where appropriate conditions (i.e. other inputs such as labour and private capital) exist.

The average social rate of return on World Bank-funded infrastructure projects between 1960 and 2000 on globally referenced data on the poverty reduction of infrastructure investments shows relatively high rates of return for information communication technology (ICT) and transport, energy and mining. Social rates of return are much lower for water and sanitation projects (Brienceno, Estache, & Shafik, 2004). Researchers (Perkins, Fedderke, & Luiz, 2005) state that the need for investment in economic infrastructure never goes away. It will until such time as existing infrastructure becomes outdated it needs to be maintained, and as certain infrastructure programmes reach maturity new ones should be implemented, always in response to the economy's changing needs and cost/benefit analyses. The constant need for appropriate infrastructure investment should be recognised in public sector budgets from the national to the municipal level, and public sector agents need to be accountable for spending their capital allocations effectively. While some degree of fluctuation in the level of infrastructure investment may be harmless or even appropriate, a long-term decline in infrastructure investment, such as that experienced by South Africa between the mid-1970s and 2002, would probably be undesirable.

Policy frameworks in South Africa

The development of long-term plans in South Africa occurs on the basis of acknowledging the complex history that this country has. Its legacy has shaped and systematically fractured society during the long years of apartheid and colonialism. South Africa's main mandate going forward is to plan against the backdrop of resultant legacy against race, class, regional cleavages and unevenness that will persist from time to time. Planning also occurs in the context of an intricate set of policies aimed at restructuring the faults and the intolerable legacy, through guide planning and other actions at each of the three spheres of governance and public life. This research draws from a number of policies that speak boldly to addressing our present condition of want as well as a reconfiguration of the structural scaffoldings of the country's inherited legacy. The underpinning policies when it comes to the developmental agenda for the country are:

The Reconstruction and Development Programme

The Reconstruction and Development Programme (RDP), shares the vision of the Constitution which was only formalised after the RDP, as well as furthering the vision of the 1952 Freedom Charter from which it derived its original inspiration, formed the programme of action for the ANC-led government immediately following the 1994 elections. When it was developed the main inputs were from the grassroots activists and trade unions, and aimed to connect the energies of all classes of a highly mobilised civil society. The RDP had five key components: meeting basic needs, developing human resources, building an inclusive economy, democratising the state and society, and building the necessary institutional framework for implementing the RDP itself (ANC, 1994). Some would later argue that the RDP's primacy as a key referential compass for South Africa's socio-economic transformation came in the later years to be superseded by a Growth, Employment and Redistribution Strategy (GEAR) that shared some ideals with the RDP. GEAR was more focused towards macroeconomic policies which to a certain extent marginalised the poor in terms of access to economic growth (ANC, 1994). The RDP still remains a critical base document whose priorities remains relevant and continues to find expression in many policy and planning documents. It could also be

argued that a cautious approach towards maintaining macro-economic balance even when a just development is pursued as a goal and also manifest in process.

The New Growth Path

The New Growth Path (NGP) (RSA, 2010) speaks more specifically to the economy and aids the NDP in its elaboration of detail on this subject. The NGP was developed in recognition of the major changes required in South Africa to create decent work, reduce inequality and defeat poverty. The NGP is a bold and creative strategy to restructure the economy to improve its productivity as well as its labour-absorptive capacity, transform participation patterns as well as the composition of the drivers of the economy, and accelerate the rate of economic growth in the medium to long term. The priorities are for job creation and economic growth, and also suggest changes in production that can generate a more inclusive and greener economy in the medium to long term. The NGP prioritises employment creation through these sectors: (i) infrastructure, (ii) the agricultural value chain, (iii) the mining value chain, (iv) the green economy, (v) manufacturing sectors, as well as (vi) tourism and certain high-level services (ECSECC, 2010). For the Eastern Cape Province, the NGP provides for strategic direction to address the structural limitations associated with the locality of the province and to increase the contribution to the formal economy of South Africa.

The Vision 2030 National Development Plan

The National Development Plan (NDP) aims to eliminate poverty and reduce inequality by 2030 to address the eight challenges of the country: unemployment, the quality of school education experienced by poor black people; the inadequate and under-maintained infrastructure; spatial segregation which hinders proper development, the economy which is unsustainably resource-intensive; the public health system which cannot meet the demands or sustain quality health care; public services that are uneven and often of poor quality; and the corruption levels which are very high in South Africa (NPC, 2011). The NDP acknowledges that there has been remarkable progress in the development of the country despite its history of violent conflict and dispossession (NPC, 2011, p. 14).

The Plan represents the most recent iteration of an overall vision as well as a long-term planning framework for the country in the wake of the Constitution and the RDP as well as the GEAR macro-policy documents. The NDP sets out six interlinked priorities: (i) uniting all South Africans around a common programme to achieve prosperity and equity (ii) promoting active citizenry to strengthen development, democracy and accountability, (iii) bringing about faster economic growth, higher investment and greater labour absorption, (iv) focusing on key capabilities of people and the state, (v) building a capable and developmental state, and (vi) encouraging strong leadership throughout society to work together to solve problems (NPC, 2011).

The NDP has emphasised the role of infrastructure development and how it should be improved to better the lives of our people. It states that infrastructure is not just essential for faster economic growth and higher employment. It also promotes inclusive growth, providing citizens with means to improve their own lives and boost their incomes (NPC, 2011, p. 34). The plan reflects the on the country's investment spending ratings, which fell from an average of almost 30% of gross domestic product (GDP) in the early 1980s to about 16% of GDP by the early 2000s (NPC, 2011, p. 34). It also reveals that public infrastructure spending has been low by historical standards, in other words to improve that the country needs to grow faster in a more inclusive manner by having a higher level of capital spending. The targets of the gross fixed capital formation needs to reach about 30% of GDP by 2030, with public sector investment going up to 10% of GDP, to realise a sustained effect on growth and household services. The plan is clear on the line functions of each sphere of government in improving infrastructure delivery. It does acknowledge that local government still faces challenges with regard to service delivery. Some of the issues include poor capacity, weak administrative systems and undue political interference in technical and administrative decision-making and uneven fiscal capacity. The Plan has listed the infrastructure investment that should be prioritised. It has also set strategic objectives for economic and social infrastructure and indicates how all spheres of government should align themselves to address infrastructure backlogs and boost the country's economy. The Plan provides a futuristic developmental agenda for the country. Everyone needs to acquaint themselves with it to inform their developmental decisions within their respective area of work.

National Infrastructure Plan

The National Infrastructure Plan was adopted 2012 by the South African government, it aims to transform our economic landscape while simultaneously creating significant numbers of new jobs, and to strengthen the delivery of basic services (Presidential Infrastructure Coordination Commission, 2012, p. 6). It sets out the challenges and enablers that South Africa needs to respond to in planning and developing enabling infrastructure that fosters economic growth. A structure was formed called the Presidential Infrastructure Coordination Commission (PICC) to integrate and coordinate the long term infrastructure build. The plan projects the important spatial infrastructure gaps analyses future population growth, projected economic growth and areas of the country which are not served with water, electricity, roads, sanitation and communication (Presidential Infrastructure Coordination Commission, 2012, p. 6). The projects are called Strategic Infrastructure Projects (SIPs) and have been developed and approved to support economic development and address service delivery in the poorest provinces. The Eastern Cape has been prioritised among the geographic SIPs to speed up the service delivery of infrastructure since it has historical backlogs in terms of lack of investment in the homeland areas. The national government is to integrate its projects with provincial as well as local government. Here are the SIPs categories for the implementation of the Infrastructure Plan:

- Geographic SIPs, energy SIPs, spatial SIPs, social infrastructure SIPs, knowledge, regional SIP and water and sanitation SIPs. The province has been prioritised through some SIPs

Eastern Cape Provincial Growth Development Plan (2004-2014)

Provincial Growth and Development Plan (PGDP) was aligned with the national policy framework for socio-economic planning at provincial level. The PGDP provided the strategic framework, sectoral strategies and programmes aimed at improving the quality of life for the poorest people in the Province. The PGDP vision was clear in the areas of economic growth, employment creation, poverty eradication and income redistribution

for the 10-year period 2004-14. The document was designed to capture the following (PGDP, 2004, p. 7):

- A 10-year vision of sustainable growth and human development in the province.
- A strategy plan, a set of feasible programmes and a fiscal framework designed to expedite achievement of the national goal of “a better life for all” and the province’s then vision of an “Eastern Cape devoid of the imbalances and inequities of the past, with integrated and balanced development”.
- Growth and poverty reduction targets that inform a set of feasible and affordable programmes underpinned by broad-based consensus on the human development path to be followed by the province.
- Programmes to address the short-term needs and crises of the province, as well as community-based human and income poverty reduction initiatives.

The PGDP was a decadal development plan, 2004-14, focusing on six core objectives: agricultural transformation, poverty eradication, manufacturing diversification, infrastructure development, transforming the public sector and developing human resources. This document was seen as a first attempt at comprehensive long-term planning managed at the provincial level. Among criticisms directed towards the PGDP was that its implementation was compromised by the lack of a strong driving and monitoring centre, an inability to programme and budget carefully for implementation actions, and a continuing integration of government actions across departments and between the three spheres of government, including misaligned planning cycles and budget priorities (Premier, 2009). Furthermore, the PGDP was largely a government-driven programme and can be said not to have sufficiently mobilised and committed other stakeholders to a shared implementation process.

The main challenges revealed in the plan about the socio-economic status of the province and which the plan had to address were (Premier, 2009):

- Total backlogs estimated to R192 billion.
- Roadwork backlogs
- Lack of maintenance plan for economic and social infrastructure

- Backlogs of “new investments” required for strategic economic infrastructure which can improve
- Insufficient infrastructure budgets and MIG funds
- Constraints on provincial expenditure, with some 83% being allocated to social services and only 17% to economic programmes and infrastructure, compounded by an extremely weak revenue base at municipal level

There many criticisms on the implementation of the PGDP and some concerns to the development of the Eastern Cape Vision 2030 Provincial Development Plan and how its implementation will to be cascaded to the different spheres of government (Eastern Cape Planning Commission, 2014).

The implementation of infrastructure strategies at local level

Integrated development planning

The Municipal Systems Act states: “. . . the planning undertaken by a municipality must be aligned with, and complement, the development plans and strategies of other affected municipalities and other organs of state”(Kitchin, 2009, p. 15).The main purpose of IDPs is to enhance service delivery and fight poverty through an integrated and aligned approach between different role players and stakeholders (Befile, 2009).The four key developmental outcomes include the provision of household infrastructure and services and the creation of liveable, integrated urban and rural areas, local economic development, and community empowerment and redistribution. Toward the provision of household infrastructure and services, municipalities need to ensure good basic services, the extension of basic services to all, and the provision of affordable and sustainable levels of service. To achieve this councillors and officials need to assess the organisation’s ability to deliver services and determine its shortfalls i.e. put strategies into place to engage in comprehensive planning processes, funding identification and the transformation of their service delivery mechanisms etc. With the introduction of developmental local government, the importance of an organisation following a strategic and integrated approach to service delivery has become imperative.

IDPs are a statutory requirement of the Municipal Systems Act and the key tool of developmental local government. The strategic and integrated planning also involves the production of others plans Spatial Development Framework (SDF), Land Use Management System (LUMS), and sector plans such as water services development plans, a solid waste management plan, environmental management.

Some IDPs are misleading to development because they do not really address the socio-economic challenges of a local area. Some municipalities do these IDPs for only compliance and sometimes the municipal budget is not aligned to the list of projects that need to be implemented. Due to some challenges within these municipalities, most of these projects are not executed. Sector departments (Roads and Public Works Department, Education Department and so on) also have a mandate to support municipalities in other infrastructure projects.

The role of local economic development agencies

In the second term of local government post 2006, South Africa established development agencies that handle local economic development. In the Eastern Cape a few development agencies were established at metropolitan level (Mandela Bay Development Agency), district level (Amathole Economic Agency [Aspire]) and local level (Nkomo Development Agency). The global principle of development agencies includes the promotion of public/private sector partnerships (PPPs), thus institutionally linking the public and private sectors. There are more than 30 local economic development agencies (LEDAs) across South Africa, operating at the district and local municipality level. Research has indicated that they have had very different levels of success, and there is not always agreement among the various LED role-players as to exactly how these agencies should operate and how their mandate should differ from and be integrated with the LED responsibilities of the local authorities (Cohen, 2010). Because of this, agencies are advised to provide a more focused forum for building strategic partnerships with the private sector and to have a more logical spatial component to their strategies since they are not bound to a local area. They are generally in a better position to leverage LED funding than individual local authorities. Past experience with these agencies shows that they work if there is a clear strategy in place, strong leadership, political

and private support, and driven and highly competent experts(Cohen, 2010). It was rational to position the LEDA at district rather than local level. This also appears to be a factor in leveraging more effective and practical spatial development strategies.

Some of these agencies to are supported by foreign donors who focus specifically on LED projects. The most important country in this regard is Germany, whose main focal sectors are local government and good governance. According to Cohen(Cohen, 2010), the European Union (EU) has focused LED support on KwaZulu-Natal, the Eastern Cape and Limpopo. All three of these regional programmes have a strong focus on increasing the capacity required for more effective LED. Research has revealed that these agencies and government institutions lack proper alignment with the local government planning cycle. For example IDP document infrastructure programmes and the agency are not aligned to each other. Each institution has its own budget and its determined time frames. Currently there is no alignment and integration between these institutions.

Municipal infrastructure grant

The aim of the municipal infrastructure grant (MIG) programme was to provide all South Africans with at least a basic level of service through the provision of grant finance aimed at covering the capital cost of basic infrastructure for the poor (Josie, 2008). The main purpose of the MIG programme is to provide a catalyst for the building of public infrastructure necessary for local governments to provide key public services to which communities, households and individuals are entitled.

According to the Local Government Department (Josie, 2008) the main objectives of the MIG programme are:

1. To subsidise fully the capital costs of providing basic services to disadvantaged and poor households;
2. To allocate funds equitably, transparently and efficiently in support of socio-economic development;
3. To strengthen municipal development capacity through encouraging multi-year planning and budgeting systems and;

4. To act as a catalyst for municipalities to synchronise local objectives with national priorities.

The MIG is a conditional grant from the national government's equitable share of total nationally collected revenue and is allocated to local government through the national Budget. It combines all the existing capital grants for municipal infrastructure into a single consolidated grant. Here are some of the consolidated programmes (DLGT, 2004-2007):

1. Consolidated Municipal Infrastructure Programme
2. Water services projects
3. Community-based public works programme
4. Local economic development funds
5. Urban Transport Fund
6. Building for Sport and Recreation Programme
7. National Electrification Programme

According to Josie (2008) the long term vision of the inter-governmental system is one where national government, in consultation and co-operation with sub-national spheres, sets standards for basic public services. Ideally, these standards should be transparent and should be provided for in national legislation. Sub-national spheres such as local municipalities are supposed to use resources available to them, and have the responsibility to design and deliver programmes within their jurisdictions that satisfy these national standards (Josie, 2008).

Researchers have analysed that the MIG formula used does not pay serious attention to the distinguishable cost factors of the inputs required for delivering municipal service infrastructure. According to Josie (2008, p.12) the grant allocation based on a formula that does not take account of all input cost factors is likely to place increased budgetary pressures on municipalities. On the other hand municipalities, when it comes to infrastructure budgets reveal a trend of over-spending and under-spending and there is no way of showing how this may be associated with the attainment of planned output targets for the delivery of basic services. There is a lack of proper project planning; in-

effective project management; a lack of capacity for managing MIG funds and, the late approval of projects and budgets by council officials. Some of these challenges associated with the MIG may be attributed to the inadequate capacity and capabilities of some municipalities. Other problems and challenges are inherent in the design of the equitable sharing mechanisms of the transfers system in general and the MIG grant in particular. Josie (2008) identifies a typical example: the merging of the Consolidated Municipal Infrastructure Programme (CMIP) with the MIG carried over the design defects of the CMIP into the MIG.

Institutional arrangements often cause a disjunction in the implementation of the MIG programme. According to (DLGT, 2004-2007; DPLG, 2006) the conditions attached to the MIG are intended to ensure that municipalities meet national priorities, norms and standards. Josie (2008) states that the institutional policy instruments and arrangements for the implementation of the MIG programme reside with both the local and provincial government spheres. The MIG manual (published by the DPLG) affirms the primary role of municipalities in the planning, budgeting, financial management and operational arrangements for the grant (DPLG, 2006). The municipal manager is responsible for the effective management of the programme. At the provincial level, relevant departments are expected to integrate their sectoral (e.g. water, roads and housing) plans with the MIG programme and provide planning support to municipalities (Josie, 2008, p. 22). The key challenge in this regard is effective coordination, as some of the functions have to be provided concurrently by both province and municipality. Research clearly reveals that while municipalities may have the capacity to raise their own revenues for funding high infrastructure costs, provinces do not have a matching capacity. The ensuing tensions from such discrepancies have been the basis of growing discrepancies between national, provincial and local governments in South Africa. According to Josie (2008) an additional consideration arises specifically in the local government context. It concerns the relationship of local governments to national and provincial governments. In most countries, the relationship between governments is strictly hierarchical. National governments deal with the provinces, while provinces alone deal with their municipalities. The situation in South Africa is more complex, where there are three spheres of government required under the Constitution to govern co-operatively.

Despite the existence of this principle, in practice the local government sphere operates within policy and funding parameters set primarily by the national government (DPLG, 2006)(DLGT, 2004-2007).

Conclusion

The purpose of this chapter was to summarise and analyse the existing infrastructure policy frameworks and the role of infrastructure in development. It introduced the existing policy frameworks which encourage infrastructure development to enable economic growth in a state. The chapter clearly revealed that infrastructure is an enabler for development. The South African development agenda is focused on dedicating funds to infrastructure projects. The President has also formed a committee which will coordinate these mega-projects in various parts of the country.

Many national, provincial and local government strategies have been devised to ensure alignment with planning for infrastructure. The main challenge the country is facing is the coordination, maintenance, financing and implementation of infrastructure projects.

This chapter also revealed a need for MIG programmes to speed up service delivery. There have been serious concerns about MIG expenditure patterns in local municipalities which have translated into under expenditure patterns. In turn the national Treasury's budget allocations for infrastructure have been reduced.

The development of LEDAs has been an eye opener for South Africa, locating these at provincial and local level to speed up local economic development. Over the years that these development agencies have been running have been misalignments or gaps in development plans and strategies, for example IDP documents totally different for each agency, each institution having its own programmes, with its own budget on its own time frame. There is no alignment or integration between these institutions. Chapter 4, my findings, will either support or disprove this literature review.

CHAPTER 3: RESEARCH METHODOLOGY

Introduction

This chapter discusses how the research will be conducted and which data tool method will be used. In this chapter, the researcher reports the research design and methodology applied in data collection. This chapter will also depict ethical considerations that were taken into consideration.

Research objectives and questions

This research is based on the following objectives:

1. Assess whether government has made any contribution to infrastructure development in the area
2. Assess the effect of infrastructure development that could enhance economic development in Keiskammahoek.

The researcher used the questions below as guidelines for the study:

1. Is there capacity within the municipality for implementing the projects?
2. How is the municipal infrastructure grant spent to address infrastructure backlogs?

Research approach and data collection tool

The research will be done through a qualitative research approach. According to Gerber (Gerber, 2014) this takes the position that an interpretive understanding is only possible by way of uncovering or deconstructing the meanings of a phenomenon. The quantitative research approach is not suitable for this research, because there will not be depth in terms of understanding the phenomenon. The qualitative approach will be able to obtain the data needed to answer the research questions. The types of data tools that will inform the approach will be conducting interviews with government and municipal

officials and with public entities that assist municipalities with local economic development.

Primary and secondary research will also be used to gather data and assisting in analysis to substantiate the arguments. Interactive primary research methods and tools will be used, such as semi-structured interviews and also direct observations – a field trip into the town to observe the current trends and patterns. Secondary research material such as a literature review of books, historical documents, policy documents, photographs, maps and other literature was examined to contextualise the problem and understand the current debates and discourse.

Purposive Sampling

The data collection design that will assist the researcher is purposive sampling. This type of approach uses key informants: a selection of people to be interviewed. According to Tongco (Unknown), the purposive sampling technique is a type of non-probability sampling that is most effective when one needs to know about a specific issue and ask stakeholders with knowledgeable expertise. A few people from government departments will be chosen to respond to the semi-structured interview.

Semi-structured Interviews

Semi-structured interviews provide the opportunity to generate rich data from individuals about a phenomenon (Newton, 2010); enables the interviewee to be free during the interview; emphasises and seeks to understand lived experiences; prompts the desire to understand the social world based on the understanding that societal realities are dynamic and are always being reconstructed through interaction between cultural, economic, social and political processes.

The semi-structured interviews were conducted with ten officials from various institutions. The key informants represented the main custodians of infrastructure development. The researcher interviewed representatives from the Amahlathi Local Municipality, the provincial Roads and Public Works Department and of Human Settlements, as well as the local development agency Aspire, which works closely with the municipality.

The data will be interpreted on the basis of the semi- structured interview questions asked of the key informants. The researcher will also interpret some of the data through graphs and tables.

Limitation of the study

The limitation of this study is that only one area is studied, and may not necessarily represent other areas. The other limitation is that there is no way of checking whether the interviewees are being honest or are necessarily the people with the best information.

Ethics consideration

Semi-structured interviews allow individuals to disclose private thoughts and feelings. When the research is undertaken, confidentiality and respondents' permission will be considered. It is vital that all of the people who will be interviewed feel confident that whatever question they respond to will not be disseminated to hinder their careers. The transcripts and any recordings will be kept confidential. All the respondents to be interviewed will be sent formal letters before the interview so that we clarify the dates.

Data validation

Data validation will be done through keeping records of interview transcripts, visual maps, photographs and questionnaires. Interpretive validation was used to allow for participants' viewpoints, thoughts, intentions and experiences to be accurately understood and reported by the researcher while descriptive validation was used to show and verify the need for the proposed intervention or findings (Neumans, 2003).

Conclusion

The chapter has presented the research methodology adopted to address the research question through qualitative research methods. It has outlined and explained the re-

search approach; methods and data collection procedure used and justified the research approach. Proper methods of data collection and data validation tools were used to validate research findings as a true reflection of the situation. Field experiences are noted for lesson purposes and to understand field dynamics that might influence the research outcomes. The research adopted a qualitative research approach through a case study, and data is analysed and interpreted in a narrative way recording the respondents' views.

CHAPTER 4: RESEARCH FINDINGS

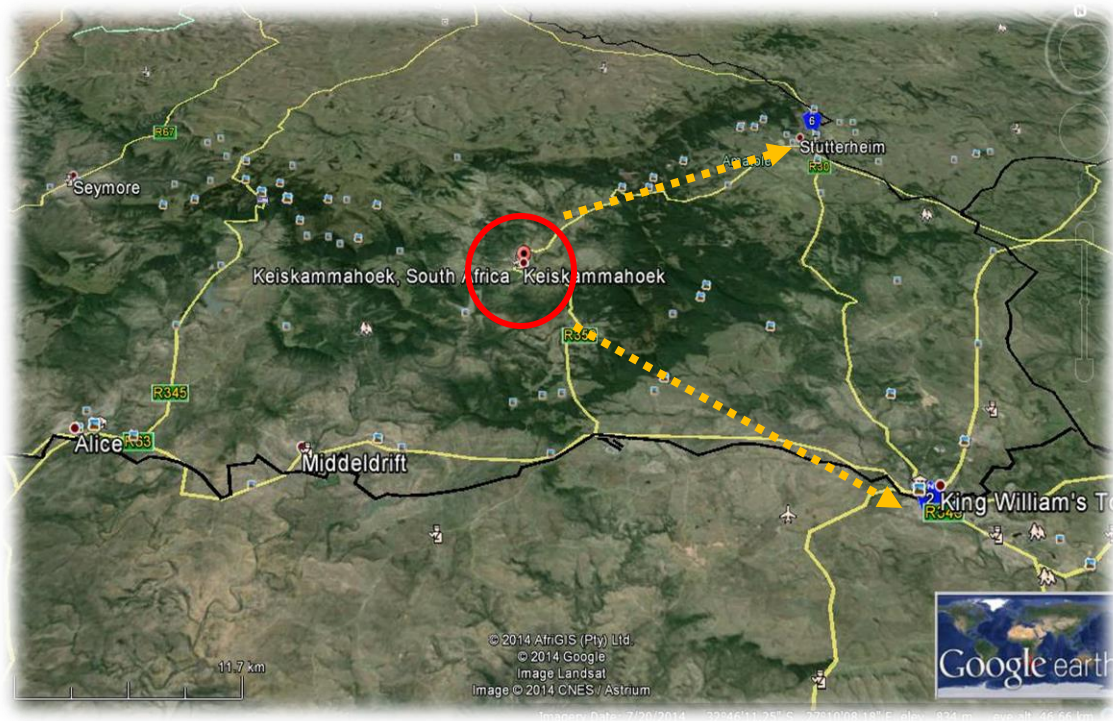
Introduction

The purpose of this chapter will be to address the research question. This will be linked to how the methodology was adapted to the outcomes of the research. The methodology section was designed to guide the researcher on finding answers, contextualising findings substantiating the arguments. It also seeks to answer what hinders infrastructure provision and development in Keiskammahoek. This is achieved firstly by providing a detailed historical background of the town of Keiskammahoek from its establishment, as well as the status quo of infrastructure in the area. It further interprets field research from various people who work with infrastructure development for the Keiskammahoek area.

Background of Keiskammahoek

The name Keiskamma is of Khoekhoen origin, meaning either “Puffadder River” or “glittering water”. The town was established as one of a chain of 38 British military outposts and played an important role in the Frontier Wars between 1846 and 1853 (Qayi S., 2010). The local plan shows the location of Keiskammahoek along the R352, 38km. from Stutterheim and 43km from King William’s Town along the R63.

Locality Plan



Source: Google Earth

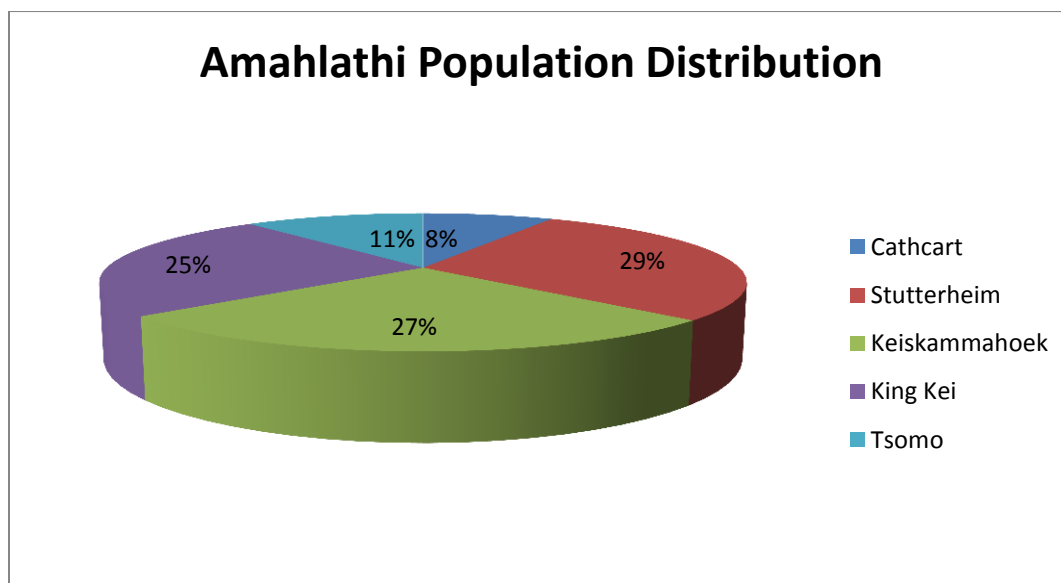
During the apartheid era Keiskammahoek fell under the jurisdiction of Ciskei, which was established as a homeland in 1961. Like other communities in South Africa, it has suffered deeply and on many levels from the apartheid system, but unlike many marginalised communities in South Africa, Keiskammahoek was never a dumping ground for victims.

The population of the small town is 25 430, divided into three wards (1,2 and 3) of the Amahlathi Local Municipality (Amahlathi Municipality, 2013) See Table 1 below, which indicates the wards and villages. Graph 1 below shows the distribution of population within the municipality.

Table 1: Wards Villages

Wards	Villages within Wards
Ward 1	Upper Gxulu, Lower Gxululzingcuka, Lower Wolfandlzingcuka
Ward 2	Tshoxa, Keiskammahoek Kom,Ngxhalawe,Khayelitsha, Ngqudela and Bumbane
Ward 3	Upper Mnyameni, Lower Mnyameni, Mqukwana, Ngqolongqolo, Cata, Ngobozana, Ndlovini, Keiskammahoek, DontsaandNothenga

Graph 1: Amahlathi Population Distribution



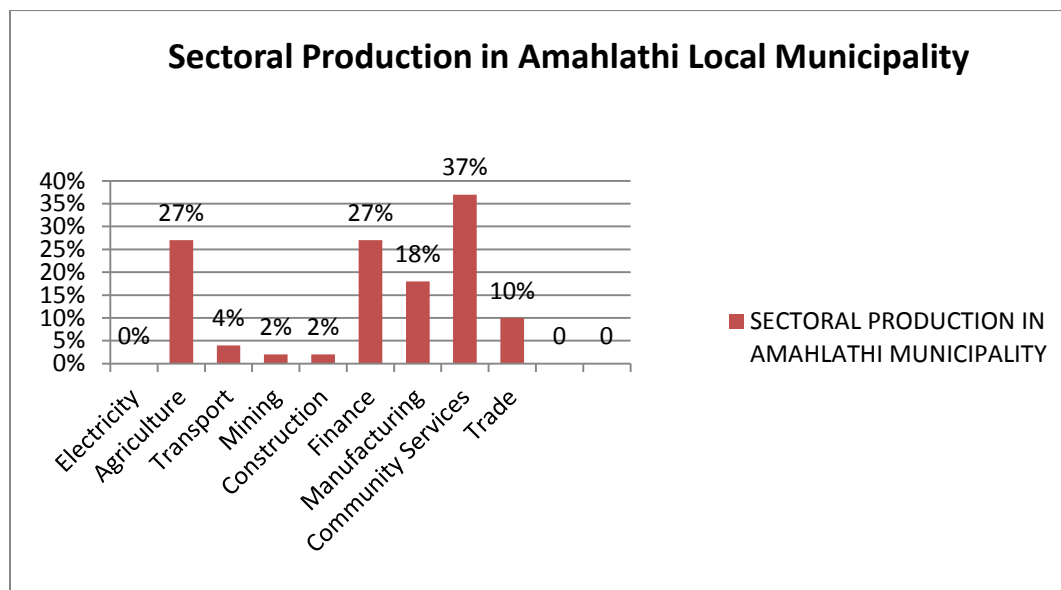
Source: (Municipality, Amahlathi, 2012-2017, p. 25)

1)The economy of Amahlathi is dominated by the community services sector, which contributed 37% to the gross domestic product (GDP). This is a measure of goods and services that contribute to the economy of an area. This sector is also the major employer in the district, accounting for 42% of all jobs in 2011. **2)** The second most important sector finance, which contributed 27% to the GDP. However this sector is not

labour-intensive as it contributed only 4% of the formal jobs in the municipality in 2011.

3) The third most important contributor to the GDP of the Amahlathi Municipality is the manufacturing sector, which accounted for 18% of the GDP in 2011. This sector is also a major employer as it contributed 14% of the formal jobs in 2011. **4)** The trade sector contributes 10% to the GGP and is second-largest contributor (about 19%) to formal employment inAmahlathi. **5)** The contribution of agriculture is 4%, construction and mining 2 % and transport 4% to the municipal GDP. There is no revenue generated through electricity in this area. (Amahlathi Municipality, 2013). **(See Graph 2 below)**

Graph 2: Sectoral Production in Amahlathi Local Municipality



Source:(Municipality, Amahlathi, 2012-2017)

Spatial analysis

These settlement areas are characterised by dispersed villages that are predominantly residential in nature and vary individually in their density of development. These settlements are normally interspersed by free-range grazing areas and, in certain cases, some arable lands, usually allocated to individual residents.

Land occupied in these settlements is commonly (although not always) held in terms of lesser forms of tenure or is informally occupied.

Current status of infrastructure in the area

The following tables will indicate what kind of infrastructure services exist in Keiskam-mahoek. As mentioned before, the area is divided into three wards; the tables will reflect the different kinds of infrastructure available in those wards.

Table 2: Access to water

Ward number	Water dwelling	Public tap	Tanker	Borehole	On site	Natural	other
1	2.82	6.60	11.62	0.26	0.26	76.85	1.58
2	0.82	29.73	65.75	0.00	0.00	0.00	3.70
3	0.38	2.47	79.37	0.00	3.99	13.23	0.57
Amahlathi LM	8.31	14.32	45.01	0.22	1.73	29.30	11.11

Source: (Municipality, Amahlathi, 2012-2017)

Table 3: Access to Sanitation

Ward number	Flush	Pit latrine	VIP	Toilets:none
1	2.55	77.02	0.26	20.16
2	30.34	63.15	0.82	2 5.68
3	1.33	95.82	0.00	2.85
Amahlathi LM	20.12	61.55	0.44	17.89

Source: (Municipality, Amahlathi, 2012-2017)

Table 4: Access to Electricity

Ward number	Electricity	Other	Gas	Paraffin	Candles	Solar
1	82.92	0.05	0.26	13.73	2.29	3.00
2	55.68	0.06	2.53	35.82	5.41	0.00
3	84.43	0.02	0.00	12.53	2.85	0.00
Amahlathi LM	67.18	0.03	0.37	26.41	5.64	33.00

Source: (Municipality, Amahlathi, 2012-2017)

Table 5: Access to Telephones

Ward number	Telephone in dwelling and cellphone	Telephone in dwelling only	Cell-phone only	At a neighbor nearby	At a public telephone nearby	At another location nearby	At another location; not nearby	No access to a telephone
1	4.75	4.67	8.01	23.68	50.62	3.87	2.02	2.38
2	2.47	4.66	15.62	13.90	34.86	4.04	4.04	8.97
3	3.23	6.90	18.73	29.11	3.16	9.56	9.56	20.76
Amahlathi LM	4.10	5.90	13.29	17.82	28.44	6.68	7.58	16.18

Source: (Municipality, Amahlathi, 2012-2017)

These tables reflect that there is still a lack of potable water in certain areas. Most of the people have access to electricity in these wards. The power supply is inadequate. There is limited access to sanitation. Telecommunications networks are poor.

Road infrastructure

There is no proper road network in Keiskammahoek. The only tarred road network ends in the CBD. The rest of the roads that connect to the CBD, including the one which connects to Stutterheim, are gravel. The municipality has prioritised certain roads, especially the road network that leads to Stutterheim, according to IDP 2012-2017.

See photos below which indicate the state of most of the roads in the area.



Photos: Condition of roads

Housing Infrastructure

The municipality still faces a housing backlog. There is also inappropriate housing for disabled persons. The municipality is working with the Department of Human Settlements, which is responsible for the planning and provision of housing for the low-income sector. Projects are being undertaken according to the IDP (Municipality, Amahlathi, 2012-2017):

- The Amahlathi Municipality, in partnership with the Housing and Local Government departments, is the principal agency responsible. Current projects will (or have already) provide about 2 500 houses.
- No proper accommodation for outside job seekers

Social Infrastructure

There are still backlogs in the education sector. Some of the challenges are (Municipality, Amahlathi, 2012-2017):

- Inadequate number of education facilities (for youth and adult-education)
- Poor condition of school buildings and resources in many areas
- Since the Education and Public Works department are the principal agencies responsible for the construction and management of schools, there are still communication gaps when it comes to indicating needs to them.

Healthcare and welfare

The healthcare and welfare sector is still facing challenges. Among the issues the municipality is dealing with are (Municipality, Amahlathi, 2012-2017):

- Limited access to healthcare
- Insufficient ambulance services
- Insufficient facilities to cater for the elderly and disabled
- Insufficient community halls, libraries, youth centres, crèche/day-care centres
- Lack of fencing around fields and graveyards
- Unidentifiable church sites/insufficient church sites
- Access to post office boxes, banking facilities and government services
- Insufficient cemetery space to meet communities' needs

- Insufficient sports facilities
- Unreliable and expensive public transport

Data analysis: fieldwork

The fieldwork was conducted with 10 officials. These people work under institutions with infrastructure mandates and assist Amahlathi Local Municipality. Between them they represent the Amahlathi Local Municipality, the development agency Aspire and the Roads and Public Works and Human Settlements departments. Here are the responses to questions asked during a semi-structured interview:

What is your experience as an officer as an implementing agent for service delivery?

They have different experiences and have been involved in various infrastructure projects. They love their work, but sometimes become demotivated because of their working environment. Respondents say it is difficult to implement infrastructure strategies that come from policies, because the environment is not conducive. The system is corrupt. Many of the decisions taken by their leaders are to benefit them and not the community at large.

Some were explicit and said it depended on the project that is at hand. Corruption is not a serious problem in smaller projects. The private sector respondents are clear with regard to their mandate and what is expected of them. They execute the projects in terms of agreements with the municipality. Their main concern is the delays in payments for projects. The municipality sometimes does not have qualified person to run payments to the client.

The other aspect on which the respondents elaborated is the issue of access to land. Many projects are identified, but are put aside because unresolved issues of land ownership of land in the given area.

How does your institution assist infrastructure development?

Infrastructure development is the core mandate for most institutions, especially municipalities. The mandate of government is to provide basic services to the people. The predominant focus is on economic and social infrastructure. Economic infrastructure covers ICT infrastructure, the transport network and the energy infrastructure. Social infrastructure (housing, water, sanitation, school and health facilities) forms part of the of the service delivery agenda.

What are the expenditure patterns with regard to infrastructure development in your institution?

This varied from institution to institution, depending on its principal mandate. The local development agency is given a budget and provides infrastructure terms of a service level agreement. The municipality has problems with regard to serious underspending of the budget. Among the issues that arise out of that are institutional lack of capacity; lack of infrastructure planning; fraud in the tendering process; procurement issues, lack of decision-making and an inadequate reporting and monitoring system in all stages of the infrastructure delivery cycle. All of these hinder the expenditure patterns of these institutions, especially the municipality and sector departments.

How do you prioritise infrastructure projects?

It depends on what was identified in the municipal IDP process, arising out of community engagement. Private sector institutions do contract work and carry out municipal projects in terms of service level agreements. The most prioritised town is Stutterheim, which receives more funds than Keiskammahoek. The two towns are in distinct areas, but are only 33km apart.

Is there a culture of open and transparent planning of infrastructure projects through broad-based consultation?

The institutions do their utmost to consult with communities, but there always gaps when it comes to reporting back to a community if there are delays in a project. The

private sector has meetings with the municipality, updates officials on the progress of a project and provides a supporting written report.

What are the challenges when it comes to implementation of infrastructure strategies in your institution?

There are many issues that hinder the implementation of infrastructure:

- Non-adherence/application to conditions of contracts and PFMA (for example expiry dates for tender awards)
- Inflexible with regard to alternative construction procurement strategies (forms of contract, delivery mechanisms)
- Institutions contract projects not in the medium-term expenditure framework (MTEF) cycle. This results in budgets being reduced while the contracts are still running, so also prolonging the lifecycle costing of projects.
- Lack of infrastructure planning
- No clear vision for the area.

What are the implications with regard to under-expenditure of municipal infrastructure grants (MIGs)?

If municipalities underspend their budgets, the amount of money is reduced the following financial year when budget allocations are made to the institution. This has implications for the projects listed in the IDP. Most of them are not executed as a result of these budget cuts.

Is there capacity within your institution to implement infrastructure projects?

Institutional arrangements always cause problems when it comes to the implementation stages of plans. There is a lack of consistency in officials' reporting on the progress of projects. There is no flexibility in alternative construction procurement strategies (such as forms of contract or delivery mechanisms). Many officials are not adequately skilled for their positions. Sometimes there is non-adherence or a lack of application of contract procedures in terms of the Public Finance Management Act (PFMA) (such as expiry dates for tender awards),

What kind of economic development potential does Keiskammahoek have?

1. Agriculture and agro-processing

There is great potential for agriculture as the main economic driver in the area due to the availability of arable land and water. There are also opportunities for job creation and skills training in the sector, linked to Fort Cox Agricultural College and the University of Fort Hare.

2. Tourism promotion

- Potential areas for hiking
- Growing interest in bird-watching
- Demand for horse and donkey trails
- Demand for overnight accommodation through chalets and/or home stays
- Trout fishing opportunities in the rivers and dams
- Heritage (St Matthew's High School)(see photo below)



Photo: St Matthew's High School

How can we unleash that economic potential – what needs to be done?

It is important to find the area's niche attractions and to look at ways in which they can be integrated into the municipality's planning. The key sectors in the area include eco-tourism, agriculture and heritage. The question is: How can the municipality and the local development agency play a part in enhancing these sectors so that they can develop Keiskammahoek? One of the most obvious is proper enhancement of the area's existing potential. There should be integrated planning with the sector departments to avoid duplication of projects within the sectors.

The government is prioritising infrastructure development. What is your take on that?

Infrastructure is an enabler for development and must be prioritised. The important question that those in government should ask themselves is: "Infrastructure for what?" It would be terrible if a government prioritized infrastructure that was not aligned to the specific area's developmental trends.

Into which sectors (roads, bulk infrastructure, housing and so on) have you pumped funds? Has that improved development in Keiskammahoek? If not, explain

The main projects are bulk infrastructure and building electricity power lines. Almost everyone in Keiskammahoek is able to gain access to water and can connect to the power supply. There have been improvements in the area of basic services delivery. The main challenges are road infrastructure and uplifting the central business district (CBD).



Photos: Keiskammahoek central business district

Are there any aspects of the current funding model which need to be changed to assist in infrastructure development (such as MIGs) within government?

Funding models are not the issue. Underspending of funds is the main problem. This leads to budget cuts for the following financial year.

How have the projects that have been implemented by your institution benefited the people of Keiskammahoek? If so, how, and if not, why?

The initial plan of a project is to benefit the community, for instance by having a proper road network to attract investors. In that way the community will benefit in various ways, but in reality it is not happening that way. If these are implemented there is some benefit, but most of the inhabitants get nothing out of it. It goes back to proper infrastructure planning, the effect of developmental trends and whether the local municipality is aligning itself to them.

How does the community benefit from the current infrastructure plans (such as jobs and knowledge sharing)?

The community member obtains jobs through EPWP and some of the participating in the CWP. It is difficult to there is proper skill transfers in these short term job or seasonal jobs.

Do the current and planned infrastructure strategies facilitate economic growth and job creation? How?

Currently in the area current infrastructure strategies are taking time to get momentum. The economy of the Keiskammehoek is very low. The sectoral production pie graph for the Amahlathi Municipality showed clearly there should concern in terms of developing the economy of this area.

Has the Expanded Public Works Programme (EPWP) and Community Works Programme (CWP) benefited the community of Keiskammahoek?

Yes to some extent, the EPWP is assisting most families to put food on the table from the income they receive. The crucial factor is that the EPWP supports cyclical employment, while the main challenge in the Eastern Cape is structural unemployment. The EPWP is limited to short-term employment opportunities and training is insufficient to give individuals a set of marketable skills. As a result, the programme's ability to reduce long term unemployment and poverty is very limited. There many community structures that are done through the Community Works Programme.

What change would you want to see when it comes to infrastructure planning with local, provincial and national government?

There should be integrated planning amongst all spheres in terms of implementation of infrastructure. The government should establish centralized infrastructure planning, implementation and monitoring capability to enhance the socio-economic impact of such spending, and increase efficiency gains and job creation. There are still incoherencies when of identifying and packaging strategic infrastructure projects and programmes that can help boost economic growth and attract private investment. The SIPS are there to provide guidance, but that does not mean there should be a more coherent infrastructure plan for the government.

Analysis and Conclusion

Based on the field research findings the secondary node of the Amahlathi Local Municipality of Keiskammahoek was never given priority in terms of infrastructure provision but it is starting to pick up. Prioritization of Stutterheim as the main administrative services centre of the local municipality further disadvantages Keiskammahoek, as people are still forced to go to Stutterheim for better municipal services. Historically Keiskammahoek town was a magisterial town with its own municipality managed by a town manager servicing the urban centre and surrounding townships. The traditional council or municipality had a mandate to service only a small portion of the area, compared to the 38 rural villages and town centre that are now the responsibility of local government for both local economic development and infrastructure development.

Complex land tenure issues and economic spatial planning of government further poses a challenge in the area, as the urban edge for development purposes only focuses on the former White areas. Lack of local leadership and social capital in the area seems to hamper most of the existing development initiatives in two ways. Firstly, there is limited facilitation of a business enabling environment by local government and lack of integration of government infrastructure services. Secondly, social dynamics result in lost hope by the locals to support and benefit from the existing initiatives. Although there are already external players and investors in the area, lack of leadership and social cohesion to integrate, guide and support these initiatives does not result in community beneficiation and growth of the area, and this further marginalizes the rural communities.

Judging from the number of initiatives in the area one can conclude that Keiskammahoek has huge economic development potential, however due to policy issues in terms of local government administration, local economic development and rural development strategies, these initiatives are not integrated properly. In comparison to its historical role as a town one can argue that Keiskammahoek's role as service centre and economic node has not significantly changed, but there is a shift in the level and range of services provided. There is no clear plan for infrastructure development in

the area. That has led to inconsistency in project planning and the life cycle of many infrastructure projects. The municipality does not have a clear maintenance plan towards planned infrastructure projects. This can means there is no clear plan of the projects that will be initiated for this area.

One can argue that the available municipal services and infrastructure influences or determines the commercial and economic role of the town.

CHAPTER 5: CONCLUSION AND RECOMMENDATION

The first chapter gave the reader a brief overview of how the document will flow and how the research will be conducted in order to reveal the research findings.

The second chapter gave the reader a brief overview of policy frameworks of South Africa aimed at improving infrastructure. These policy frameworks give a pathway for the country to focus on to better the lives of the people. This chapter also revealed the many planning documents and institutions that act as drivers for the implementation of strategies. These elements are still struggling to find synergies and integration within themselves before they can offer a better outcome for infrastructure planning.

The third chapter defined the procedures taken to establish the answers to the main questions of the research problem.

The research findings chapter was more direct regarding the infrastructure challenges faced by Keiskammahoek. Judging from the findings the municipality has still has lots of work to do in this area.

Recommendation

Keiskammahoek has potential to be a fully developed town able to attract investors and draw tourists. For the municipality to uplift the town, proper infrastructure needs to be in place as an enabler to attract development. Ideas are put forward that could assist the Amahlathi Local Municipality in planning the town's development. Most of these emerged from the semi-structured interviews and from best practices of other municipalities.

1. Better coordination and integration between all the spheres of government
2. Proper infrastructure planning (budgets, project cycle)
3. The upgrading of roads in rural areas requires immediate focus and increased funding – look at community-based options
4. All infrastructures must have a maintenance plan
5. A proper procurement system is needed for the municipality

6. Proper public participation so that the community can be involved in the development of the area
7. Institutions need to fill all the critical posts in their establishments
8. Committed leadership is needed

Better infrastructure planning and implementation produces better livelihoods for the people and attracts investors to the area.

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ANNEXURE 1: FINAL PERMISSION TO SUBMIT

**PERMISSION TO SUBMIT FINAL COPIES
OF TREATISE/DISSERTATION/THESIS TO THE EXAMINATION OFFICE**

Please type or complete in black ink

FACULTY: FACULTY OF BUSINESS AND ECONOMIC SCIENCES

SCHOOL/DEPARTMENT: SCHOOL OF ECONOMICS, DEVELOPMENT & TOURISM

I, (surname and initials of supervisor), FROISE T.

and (surname and initials of co-supervisor) _____

the supervisor and co-supervisor respectively for (surname and initials of

candidate) SAWENI B.

(student number) 212420852 a candidate for the (full description of qualification)

MASTERS IN DEVELOPMENT STUDIES

with a treatise/dissertation/thesis entitled (full title of treatise/dissertation/thesis):

INFRASTRUCTURE PROVISION AND DEVELOPMENT IN
KEISKAMMERHOEK.

It is hereby certified that the proposed amendments to the treatise/dissertation/thesis have been effected and that **permission is granted to the candidate to submit** the final bound copies of his/her treatise/dissertation/thesis to the examination office.



SUPERVISOR

11/03/2015

DATE

And

CO-SUPERVISOR

DATE

ANNEXURE 2: ETHICS FORM



ETHICS CLEARANCE FOR TREATISES/DISSERTATIONS/THESES

Please type or complete in black ink

FACULTY: FACULTY OF BUSINESS AND ECONOMIC SCIENCE

SCHOOL/DEPARTMENT: SCHOOL OF ECONOMICS, DEVELOPMENT & TOURISM

I, (surname and initials of supervisor) FROISE, T

the supervisor for (surname and initials of candidate) SHWENI, BA

212420852 (student number)

a candidate for the degree of MASTERS IN DEVELOPMENT STUDIES

with a treatise/dissertation/thesis entitled (full title of treatise/dissertation/thesis):

INFRASTRUCTURE PROVISION AND DEVELOPMENT
IN KEISKAMMAHOEK

considered the following ethics criteria (please tick the appropriate block):

	YES	NO
1. Is there any risk of harm, embarrassment or offence, however slight or temporary, to the participant, third parties or to the communities at large?		X
2. Is the study based on a research population defined as 'vulnerable' in terms of age, physical characteristics and/or disease status?		X
2.1 Are subjects/participants/respondents of your study:		X
(a) Children under the age of 18?		X
(b) NMMU staff?		X
(c) NMMU students?		X
(d) The elderly/persons over the age of 60?		X
(e) A sample from an institution (e.g. hospital/school)?		X
(f) Handicapped (e.g. mentally or physically)?		X

ANNEXURE 3: QUESTIONNAIRE

Phase 1

The Interviewee name:	
Title:	
Institution/ department:	
Address:	
E-mail	

Phase 2

QUESTIONNAIRE

Question 1

What is your experience as an officer as an implementing agent for service de-livery?

How does your institution assist infrastructure development?

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Question 2

What are the expenditure patterns with regard to infrastructure development in your institution?

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Question 3

Is there a culture of open and transparent planning of infrastructure projects through broad-based consultation?

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Question 4

What are the challenges when it comes to implementation of infrastructure strategies in your institution?

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Question 5

What are the implications with regard to under-expenditure of municipal infrastructure grants (MIGs)?

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Question 7

Is there capacity within your institution to implement infrastructure projects?

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Question 8

What kind of economic development potential does Keiskammahoek have?

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Question 9

How can we unleash that economic potential – what needs to be done?

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Question 10

The government is prioritising infrastructure development. What is your take on that?

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Question 11

Into which sectors (roads, bulk infrastructure, housing and so on) have you pumped funds? Has that improved development in Keiskammahoek? If not, explain.

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Question 12

Are there any aspects of the current funding model which need to be changed to assist in infrastructure development (such as MIGs) within government?

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Question 13

How have the projects that have been implemented by your institution benefited the people of Keiskammahoek? If so, how, and if not, why?

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Question 14

How does the community benefit from the current infrastructure plans (such as jobs and knowledge sharing)?

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Question 15

Do the current and planned infrastructure strategies facilitate economic growth and job creation? How?

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Question 16

Has the Expanded Public Works Programme (EPWP) and Community Works Programme (CWP) benefited the community of Keiskammahoek?

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Question 17

What change would you want to see when it comes to infrastructure planning with local, provincial and national government?

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Source: Adapted from Krog, N. M. 2007. MBA Dissertation. NMMU. 100-104

Thank you for your assistance in this research project.

ANNEXURE 4: EDITORS CONFIRMATION

From: M E Oettle
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3 November 2014

Examinations Office,
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The thesis submitted by Bayathokozisa Shweni to the Faculty of Business & Economic Sciences has been edited by me with regard to language.

M E Oettle