

KOMMETJIE ROAD UPGRADE PROJECT: FREQUENTLY ASKED QUESTIONS (FAQS)¹

1. What is the extent of the Kommetjie Road/Ou Kaapse Weg Upgrade Project?

The project entails the upgrade of Kommetjie Road to a four lane dual carriageway facility between Capri Drive and Corsair Way including the rehabilitation of the existing roadway. Ou Kaapse Weg will also be upgraded to a four lane dual carriageway between Noordhoek Road and Kommetjie Road and the existing road rehabilitated. Furthermore, the intersection at Ou Kaapse Weg and Silvermine Road will be upgraded to improve the sight distance for road users.

To improve the capacity and flow of traffic, four signalised intersections will be upgraded with additional turning lanes. These are:

- 1) Kommetjie Road and Capri Drive;
- 2) Kommetjie Road and Ou Kaapse Weg;
- 3) Ou Kaapse Weg and Buller Louw Boulevard; and
- 4) Ou Kaapse Weg and Noordhoek Main Road

The extent of the current road upgrade contract is depicted in red in Figure 1 below.

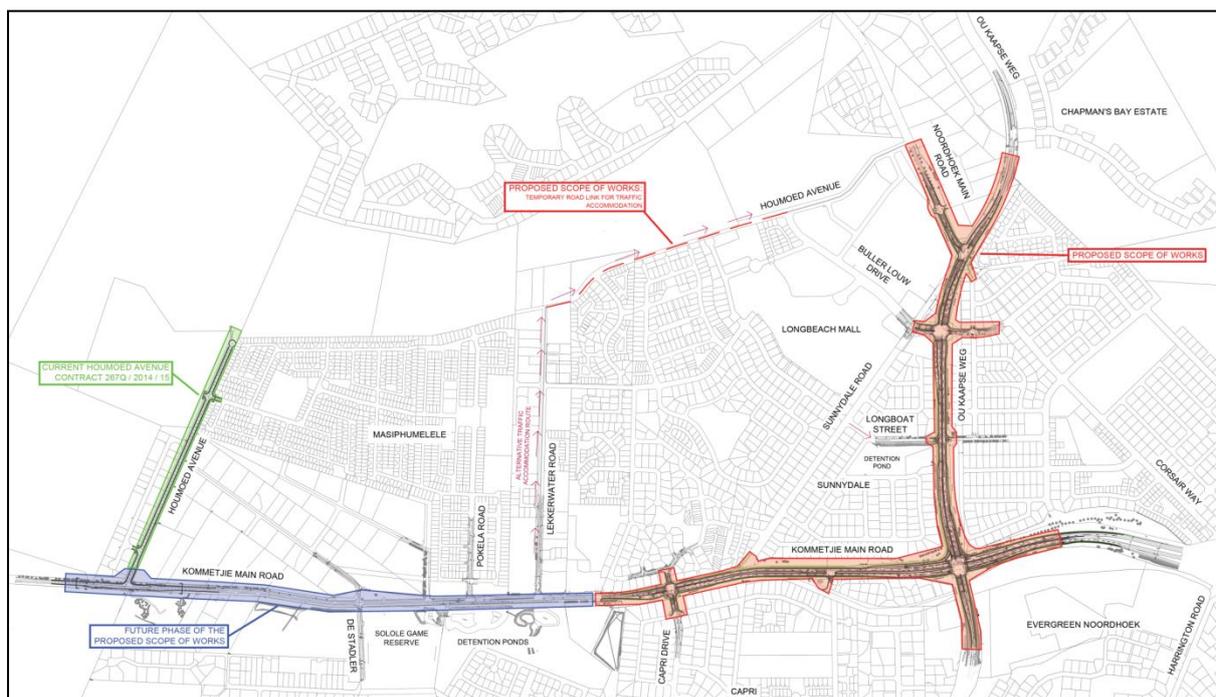


Figure 1: Kommetjie Road and Ou Kaapse Weg upgrade scope of works

Shoulders, cycle lanes and sidewalks will be provided along each roadway. Public transport queue jump lanes as well public transport embayments will be provided on Kommetjie Road at the intersection with Ou Kaapse Weg. Public transport embayments will also be provided on Ou Kaapse Weg at the Buller Louw Boulevard/ Frigate Crescent intersection as well as at the Noordhoek Road intersection.

¹ This document is subject to updates

Apart from road building activities, the project also affords the opportunity for:

- Upgrading of several potable water mains;
- Upgrading of existing and construction of new stormwater infrastructure;
- Upgrading of existing street lighting along Kommetjie Road and provision of new street lighting along Ou Kaapse Weg and Noordhoek Road as far as Houmoed Avenue intersection;
- Relocation of existing underground electrical cables;
- Ducting for the future use by telecommunication services;
- Soft and hard landscaping; and
- Reconstruction of the informal trading area on Ou Kaapse Weg south of Longboat Street.

2. When will the road be completed?

The contract end date for the project is March 2020. This date is however subject to change given the nature of construction works which often entails unanticipated issues which cause delays. Allowing for known public holidays and with an allowance for possible rain days, the end date could move out to April 2020.

3. Where can more information on the project be obtained?

Chand Environmental Consultants have been appointed to manage all public liaison related to the project. Chand's role is to act as a conduit between the public and the project team through which information is channelled.

Chand hosts a Community Liaison Meeting (CLM) approximately every two months which serves to inform the community of project progress and provides a forum for Interested & Affected Parties (I&APs) to raise concerns regarding the construction works. While only key Interested & Affected Parties are invited (ratepayers associations, neighbourhood watches, taxi associations etc.) anyone is welcome to attend. The project team is present at these meetings to jointly explore possible solutions to issues identified by the community.

The presentations and minutes of the latest CLMs are also available on the Chand website www.chand.co.za

Other public liaison activities include the distribution of regular notifications regarding construction works to a public database as well as the availability of a Public Liaison Officer for day to day communications.

If you would like to be registered on the database or have any questions related to the project, please contact Claudette Muller at 021 762 3050 or support@chand.co.za

4. Has the opening of Sunnydale Road to relieve traffic congestion been considered?

The possibility of opening the left turn down Sunnydale Road off Kommetjie Road in order to bypass the Four-Way Stop was considered by the project team at the start of the project. This proposal was not supported by Sunnydale residents. The link will not be implemented as part of the contract.

5. Has the opening of Corfu Avenue to Kommetjie Road in order to relieve traffic congestion been considered?

In order to address the Wingate Heights residents' concerns with regards to existing access to and from Corfu Avenue onto the upgraded Kommetjie Road, a proposal was developed to extend Corfu Avenue to Sardinia Drive, thereby offering Wingate Height residents the opportunity to detour via Sardinia Drive to the upgraded and signalised Capri Drive intersection. This proposal was approved for implementation by the City of Cape Town.

A temporary road was constructed in the unmade portion of Corfu Avenue road reserve to accommodate traffic into and out of Capri Village when Capri Drive was reconstructed between 15th & 17th March 2019. It was agreed with Wingate Heights and Capri residents that the road would be closed once Capri Drive was re-opened following the upgrade of the intersection.

This roadway will be constructed to full residential standards towards the end of the current construction contract once the dual carriageway on Kommetjie Road and the upgraded Capri Drive intersection are operational.

6. Does the extension of Houmoed Avenue form part of the scope of works and will it provide traffic relief during the construction period?

The Proposed Extension of Houmoed Avenue (Phase 1 & Phase 2) does not form part of the scope of works of the current Kommetjie Road/Ou Kaapse Weg construction contract and requires Environmental Authorisation by means of a Basic Assessment (BA) process. A BA process for each phase is currently underway. It is anticipated that these applications will be submitted to the environmental authorities for decision-making mid-2019.

It was proposed that Houmoed Phase 1 (up to Lekkerwater Road) be built as a temporarily link prior to permanent road construction to provide traffic relief during the Kommetjie Road construction works. Due to the timing of the possible Environmental Authorisation, it no longer appears practical to construct the temporary link as the current Kommetjie Road construction contract will be completed before the temporary link can be commissioned. Should a positive Environmental Authorisation be issued, the extension of Houmoed Avenue would be constructed as a permanent road and as a separate construction contract.

7. Why are traffic officers not on site to assist with traffic management during peak hour periods?

It is apparent that there is a marked improvement in traffic conditions and driver behaviour when traffic enforcement is visible. Unfortunately, the responsibility of managing the traffic does not lie with the contract but with the City's traffic management department.

The project team has approached traffic law enforcement to provide traffic pointsmen to assist at affected intersections. Internal processes to allow for this is underway where after pointsmen will receive the necessary training and be assigned to the site on a double-shift basis. It is believed that traffic pointsmen would ensure smoother flow at congested intersections during peak times as well as assist the contractors with traffic accommodation.

8. Why isn't more being done to address the traffic congestion caused by the construction works?

It should be noted that it is conditional to the contract that lanes may not be closed during the construction period. The carrying capacity of the road network has thus remained the same as before construction commenced with the same number of lanes available.

It must be remembered that normal traffic growth has continued since 2016 when construction began and will continue. This has also lead to increased traffic and congestion which is not related to the construction process. The poor state of the Metrorail train service has further aggravated the situation.

9. What is being done to address the congestion at the Capri Drive intersection?

Road users can expect some relief at the intersection of Kommetjie Road and Capri Drive with the addition of a dedicated left-turn lane for those travelling in a westerly direction towards Kommetjie. This occurred in early April 2019 when the traffic was switched onto the new roadway that was recently completed.

The dated signalling infrastructure at this intersection will also be replaced with new signalling technology. This technology will replace some of the magnetic loops with cameras to do vehicle detection and change the phasing of the traffic signals in accordance with the traffic volume. The time allocated to the green phase for traffic to cross the intersection will therefore be determined by the number of vehicles. This means the traffic light will only change to red if there is traffic coming from another direction which needs to cross the intersection.

10. Why does it appear as if there is no construction taking place most of the time?

The perception that there is low productivity by construction workers relates to the size of the site and the nature of the construction works which does not only include road building activities.

There are over a hundred people on site daily, including workers and supervision, spread across a twenty hectare site. A lot of the work is being completed in trenches and excavations and as such workers are not visible from the road. It should further be noted that workers take two breaks to split the day equally into three; tea time from 10:30 – 11:00 and lunch time from 14:30 to 15: 00. Since these are not typical break times the public may perceive workers to be inactive when driving past the site.