

March 2013

CITY OF CAPE TOWN'S
REHABILITATION OF MAIN ROAD FROM ATLANTIC ROAD,
MUIZENBERG TO CLOVELLY ROAD, CLOVELLY, CAPE TOWN
PHASE 2 - NEWSLETTER #28
March 2013

Dear Registered Interested and Affected Party

1. PURPOSE OF THE NEWSLETTER

As you are aware, the rehabilitation of a 4.5 km portion of the Main Road from Atlantic Road in Muizenberg to Clovelly Road, Clovelly has been underway since March 2008.

The purpose of this newsletter is to provide users of the road with relevant information concerning project activities currently underway.

The newsletter is structured as follows:

- 2. PHASE 1 (Labia to Leighton Road)**
- 3. PHASE 2 - (Leighton Road to Clairvaux)**
- 4. PHASE 3 (Bible Institute to Clovelly Road and York Road to the Labia)**
- 5. PUBLIC PARTICIPATION**
- 6. CITY OF CAPE TOWN'S WEBSITE**
- 7. PROJECT TEAM**
- 8. EMERGENCY CONTACTS**
- 9. FOLLOW UP**

2. PHASE 1 (Labia to Leighton Road)

Phase 1 has been completed with the exception of a few outstanding snags still to be undertaken by the Contractor.

3. PHASE 2 (Leighton Road to Clairvaux Road)

3.1. TRAFFIC MANAGEMENT DURING CONSTRUCTION

The stop-go traffic control system was reinstated on 4th February 2013. The reinstatement was delayed until 4th February 2013 at the request of the Kalk Bay Business Forum.

Although it was intended to operate the stop/go system on an automatic configuration with a manual override to cope with emergencies. Traffic flow has been identified as extremely variable with no distinct pattern. As a result, the system is operated almost exclusively on manual mode.

Since re-implementation there have been several complaints of "longer than usual" delays from the general public. The section below provides factual details pertaining to the operation of the stop-go system and the contributing factors which can cause delays.

3.1.1. Operation and Management of the stop-go system

The queue lengths are monitored by monitors on bicycles equipped with two-way radio communication to relay queue length information to the control room. Based on the information from the traffic controller, adjustments are made to the "green-time" in an attempt to balance each direction.

The **maximum** time allowed for each queue and the sequence in which the cycle must operate is as follows:

- 1) Traffic from Muizenberg towards Fish Hoek (Southbound) – 7 minutes
- 2) Traffic from Clairvaux Road (Boyes Drive) – 5 minutes
- 3) Traffic from the harbour travelling south, is fitted in at the end of the cycle, or where gaps appear in the traffic flow.
- 4) Traffic from Fish Hoek towards Muizenberg (Northbound) – 7minutes
- 5) Traffic from the harbour travelling north, is accommodated at the end of the cycle, or where gaps appear in the traffic flow.

The maximum time illustrated above is reduced during off peak times and when one of the queue lengths is cleared completely within the 7 minute period.

Sequence 1 to 5 is repeated on an on-going basis. No deviation from this sequence is allowed. The maximum cycle times should never be exceeded on any one approach to prevent the queue lengths becoming too long on the other two approaches.

The harbour parking availability is being carefully monitored and the VMS signs are activated to read "FULL" whenever necessary. We are aware of the issues related to the harbour parking and are considering the best possible solution to prevent gridlocks which can occur. As part of this project, a right turn lane into the harbour will be provided. This by-pass will be complete by the end of Phase 2 (May 2013).

If any change to the system as set out above is noticed, this should be reported to Chand. Please provide a detailed account of what you have experienced i.e. direction, time of day, date etc. so that we can relay constructive complaints/comments to the engineers and project team on site.

Your assistance in this regard is highly appreciated and we value your 'on the ground' feedback.

3.1.2. Factors contributing to the delays

There are a number of factors that have a considerable negative effect on the smooth flow of traffic which include *inter alia*:

- The good weather experienced recently is believed to have encouraged an influx of visitors to the area;

- The area is also believed to be experiencing an increase in the number of tourists this time of year and most likely due to the recent Argus Cycle Tour;
- Kalk Harbour entrance is extremely difficult to manage due to the railway level crossing. Limited queuing space and the fact that the general public tend to ignore the VMS signboards and the flagmen advising them that the harbour is full, all contribute to the tailbacks which have been experienced;
- Regular vehicle breaking downs occur and these have to be removed.
- Vehicles stalling in the queue;
- Access for emergency service vehicles causes delays as these vehicles must be given priority;
- Domestic and commercial refuse removal vehicles are a contributing factor to the obstruction of traffic on Main Road. The project team has made several unsuccessful appeals to the Solid Waste Department to schedule these collections in off peak periods.
- Regular incidents of drivers falling asleep whilst waiting for the signals to turn green; and
- General tendency of motorists not keeping up with the vehicles in front of them thereby reducing the number of vehicles passing through each green phase.

Please know that the project team is very much aware of the issues and is continually monitoring the traffic system via CCTV recordings and other means and are trying their best to manage the traffic while undertaking the much needed road rehabilitation and infrastructure upgrading. The project team have requested the support and presence of law enforcement/traffic services. The principal traffic inspector for the area has pledged his support as far as possible within their available resources.

3.2. HOW YOU CAN ASSIST

- If possible use alternative routes (Ou Kaapse Weg, Chapmans Peak) to avoid delays on Main Road
- If possible, use public transport.
- Factor in delays to your travelling time. Allow for additional travelling time.
- If possible, travel at off peak times.
- Be ready and move off as soon as the signal changes so that a sufficient number of vehicles clear through each green phase.
- Do not block the access and exits of parking areas, driveways when standing in queues
- Check the VMS boards to see if the harbour parking is full before trying to access the harbour
- Try to be patient while waiting in the queues.
- Do not be abusive, be considerate of other road users and construction staff
- Be mindful that this is a temporary situation.
- Be mindful that the construction work is necessary to replace the degraded water main and services required to serve the far south community.
- Be vigilant, lock your doors while waiting in the queue.
- Consider switching your engine off to save fuels and reduce carbon emissions.

3.3. CONSTRUCTION PROGRESS - SECTION G AND H (CLAIRVAUX TO BIBLE INSTITUTE)

Road Construction

The Main Road is open to two-way traffic up to Clairvaux Road. On the completed sections, A to F, there are a few items of remedial work outstanding which will be fixed after the completion of Section H.

Footways

The section of footway in front of the Haven is only partially complete and the ramp access to the public toilets is under construction. The footway in Section G will be complete by the end of February 2013.

Underground Services

The sewerage system from the Haven is being combined with the adjacent public toilets. A new external pump station is being installed to serve both facilities. This work is taking longer than expected due to the confined space and presence of hard rock. This work will reduce the possibility of the harbour beach being polluted with sewage.

Main Road and Clairvaux Road Intersection

Work on the Clairvaux Road tie-in to Main Road will be constructed on completion of Section H. There is sufficient space in this section to accommodate traffic while undertaking the construction work.

3.3.1. Section G

- Section G was completed to BTB level and opened to traffic on 11 December 2012.
- The stormwater drainage for this section is incomplete and unable to function at present. Stormwater manholes and catch pits have been constructed on the existing 450 water main, and this pressure pipe will be converted to a gravity system once the new 700 water main has been connected and tested in Section H. This operation will be accomplished via the new manholes already installed on the pipe.
- The new 700 valve chamber was originally located in Section H, but due to unforeseen space constraints the chamber was redesigned and constructed ahead of programme at the end of Section G.

3.3.2. Section H

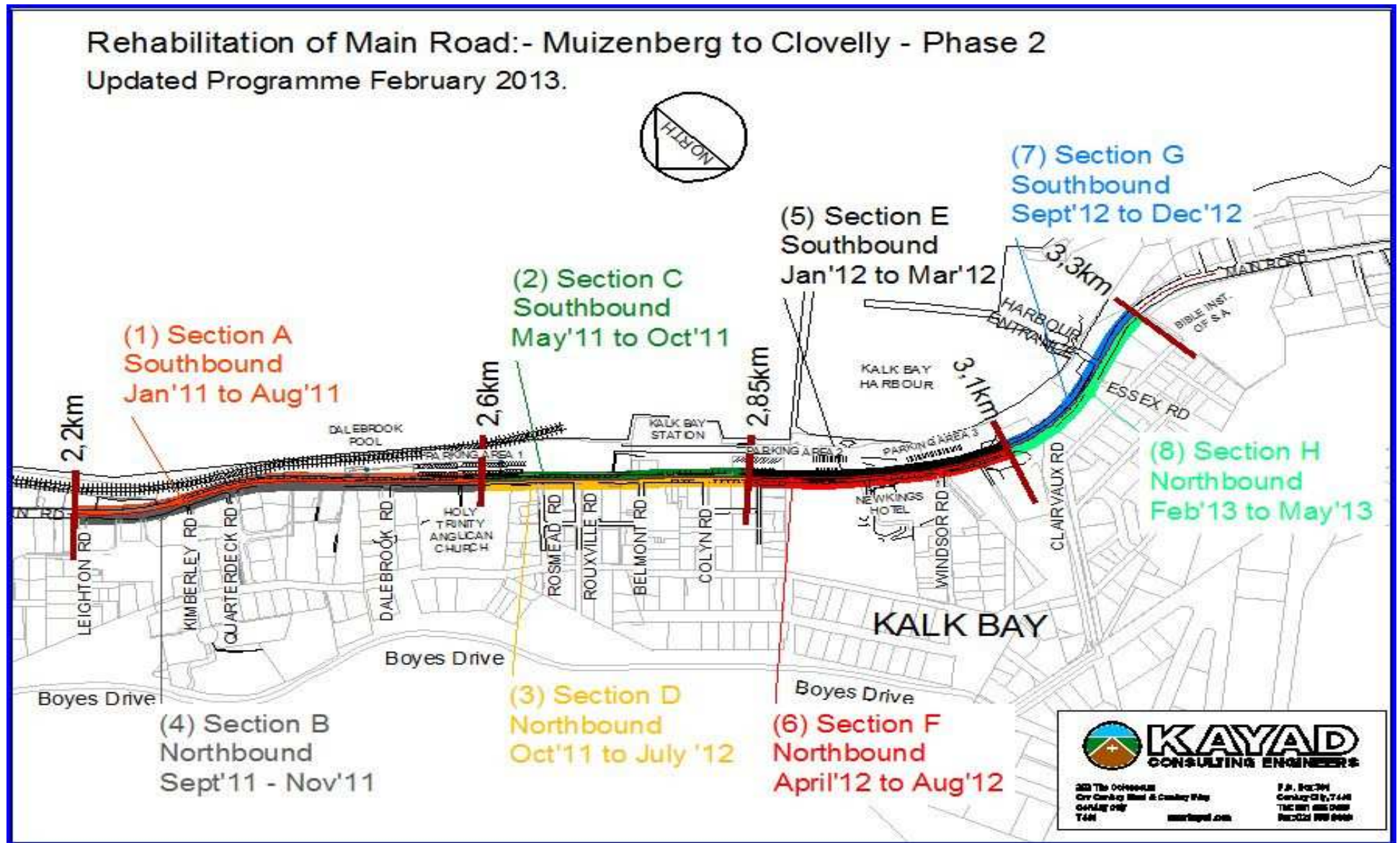
- The temporary traffic lights were reinstated when the Stop/Go system reactivated on 4th February 2013.
- The start of the milling operation was delayed by a week due to a logistical problem with the availability of the milling machine.
- The 700 and 300 water mains, an auxiliary sewer and a section of stormwater pipe must be accommodated in Section H.
- The location of two uncharted 66kv electricity cables in the position of the proposed 750mm diameter water main cause a delay of 7 days.

3.4. PHASE 2: PROJECT PROGRAMME

The official contract period for the Phase 2 project including special non-working days, and approved extensions of time, is from January 2011 to **8th May 2013**. The phasing is now as follows:

1. Section A: Southbound (400m) – January to August 2011
2. Section C: Southbound (250m) – May to October 2011
3. Section D: Northbound (250m) – October to July 2012
4. Section B: Northbound (400m) – September to November 2011
5. Section E: Southbound (250m) – January to March 2012
6. Section F: Northbound (250m) – April to August 2012
7. Section G: Southbound (200m) – September to December 2012
8. Section H: Northbound (200m) – February 2013 to **May 2013**

Figure 2: Revised completion programme for Phase 2

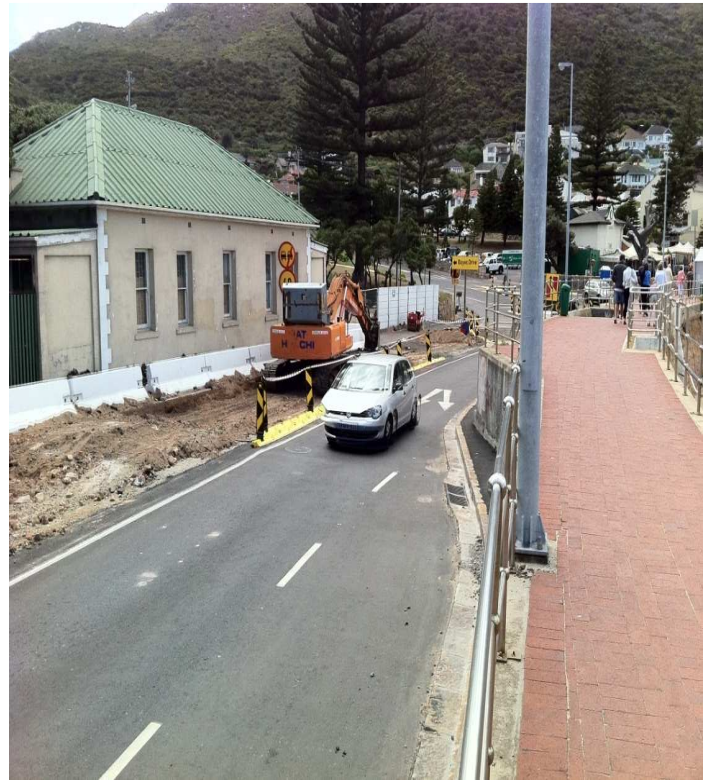


3.5. PHASE 2: PHOTOGRAPHIC RECORD OF PROGRESS (December to March 2013)

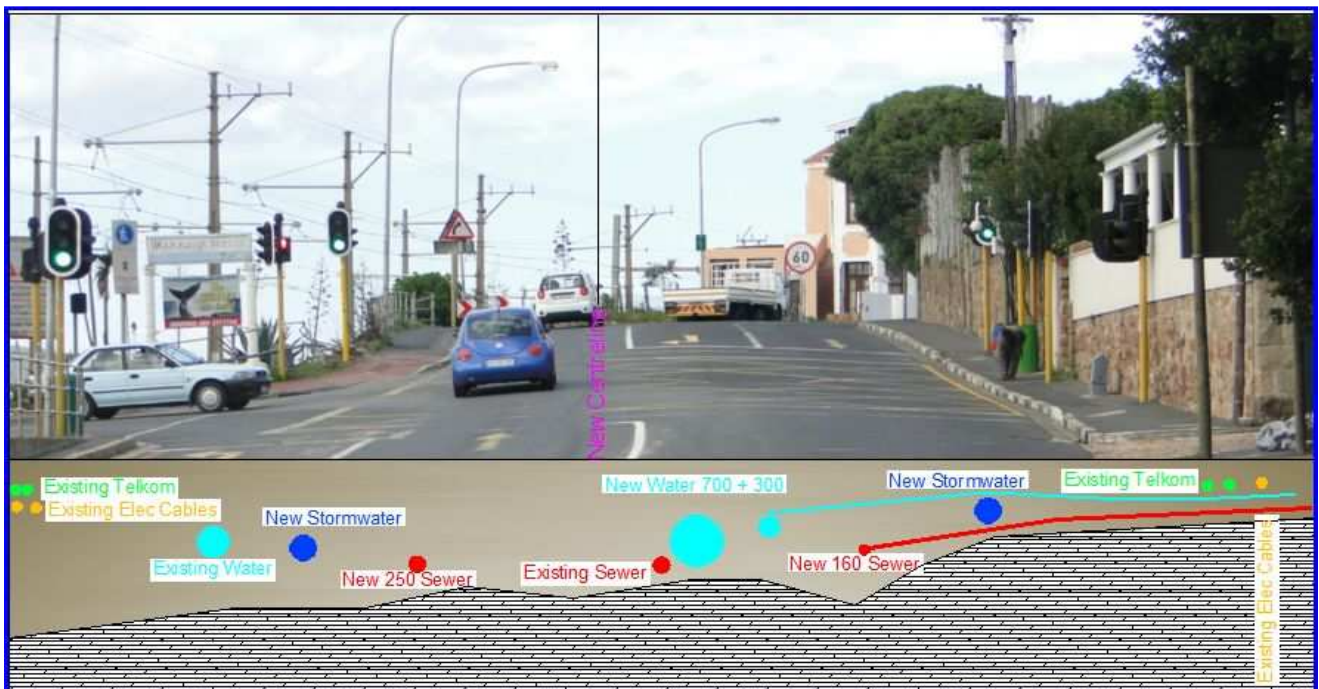
PLUMBING AND ACCESS RAMP AT HAVEN NIGHT SHELTER



EXCAVATION SECTION H



EXISTING AND PROPOSED SERVICES TO BE INSTALLED IN SECTION G AND H



4. PHASE 3 - (Bible Institute to Clovelly Road and York Road to the Labia)

4.1. DESIGN AND COMMENCEMENT

- Phase 3 includes two sections comprising the Bible Institute to Clovelly and the section from York Road to the Labia along with reconstruction of the Clovelly Promenade.
- A shared use cycle/pedestrian facility has been considered and will be incorporated into the design, to be situated on top of the proposed retaining structure.
- The funding for Phase 3 has been allocated and Kayad Knight Piesold has been confirmed as the consulting engineers.
- The basic design for Phase 3 has been completed and the contract documentation and concept design are currently being drafted. It is hoped that the construction contract will go out to open tender in April 2013. The tender will be awarded to the successful bidder (a grade 8 or 9 contractor).
- A public information process will be put in place for Phase 3 with emphasis on the proposed retaining structure above Clovelly station.

4.2. PROGRAMME

- It is hoped that a contractor could be on site to commence with Phase 3 in July 2013. However, the City's procurement and appeal process could delay the commencement.
- It is anticipated that Phase 3 would be a three-year project.

4.3. IMPLEMENTATION

4.3.1. York Road to Labia:

- Works to the York Road section will include the rehabilitation of the road and underground services. It is anticipated that this work will take approximately a year to complete.
- Short stop-go sections, similar to Phase 1 would need to be in place whilst undertaking this work.

4.3.2. Reconstruction of Clovelly Structure

- The reconstruction of the Clovelly Promenade will be undertaken simultaneously with work from York Road to the Labia.
- The Clovelly structure will be demolished and replaced with a new retaining wall positioned as close as possible to the railway line. It is hoped that this will enable all the services to be placed behind the wall and thus allow Main Road to be kept open to two-way traffic from Wooley's pool to Clovelly. This will also enable the road to be re-aligned slightly further away from the mountain and allow for driveways and a sidewalk to be provided on this side. However, all of this is dependent on the final design.

4.3.3. Bible Institute to Wooley's Pool

- The section from the Bible Institute to Wooley's Pool will need to operate a stop-go system while work is undertaken in this section. This work will be undertaken in two half widths. However, it is hoped that it would be possible to close only very short sections (50m to 100m) at a time, backfill and provide a temporary surface to minimise traffic disruption.

4.4. PHASE 3 PUBLIC INFORMATION PROCESS (PIP)

- A public information process will be undertaken for Phase 3.
- The PIP will provide information about the design and implementation and would entail on-going liaison and communication with I&APs throughout the construction phase.

5. PUBLIC PARTICIPATION PROCESS

Chand Environmental Consultants are the appointed Public Information Consultants for the Main Road Rehabilitation Project. Since the Main Road Rehabilitation project began several years ago an extensive public communication process has been on-going through Chand's database of Interested and Affected Parties (I&AP). I&APs include community representatives, business owners, the media, local NGO's, schools, emergency services and anyone who has requested to be registered.

In an effort to keep communities informed, a Community Liaison Meeting (CLM) is held throughout the construction phase with key stakeholders and a newsletter is distributed to registered I&APs approximately every two months. Update notices are sent to I&APs via email and relevant traffic information is sent to local radio stations when necessary. I&APs are also sent emergency SMS notifications when required.

The Community Liaison Officer, Kim Diedericks, is available to the public for on-going engagement and assistance.

Should you wish to register as an interested party and be kept informed, please contact Chand Environmental Consultants to provide your details.

5.1. PUBLIC PARTICIPATION ACTIVITIES (DECEMBER 2012 to MARCH 2013)

- Community Liaison Meeting (CLM) # 27: 12th November 2012
- Newsletter #26: 19th December 2012
- Invitation to CLM #27: 11th February 2013
- CLM #28: 18th February 2013
- Newsletter #27: March 2013

Email notifications sent (October 2012 – December 2012)

Several email notifications were sent out to registered Interested and Affected Parties (I&APs) between December and March 2013, as detailed below:

29th November 2012

Notice regarding emergency night work at Harbour Entrance - Thursday, 29 November 2012.

6th December 2012

Notice that Main Road was opened to two-way traffic for holiday season.

14th December 2012

Notice providing emergency contact numbers for holiday season.

21st January 2013

Notice regarding night work to repair Carisbrook and Star of the Sea pedestrian crossings

1st February 2013

Notice that Main Road from Clairvaux to Bible Institute would revert to a stop-go system on Monday, 4th February 2013

11th February 2013

Notice regarding upcoming Argus Cycle Tour on 10th March 2013

15th February 2013

Notice regarding upcoming Cape Peninsula Marathon on 17 February 2013

18th February 2013

Notice regarding parking along Main Road during the Argus Cycle Tour on 10th March 2013

11th March 2013

Notice regarding traffic delays and operation of the stop-go system, in response to the many recent complaints received.

Issues and Responses

Key issues raised by I&APs from December to March 2013 have been responded to by the project team and are contained in the attached handout as **Annexure A**.

Community Liaison Meeting #28

The first Community Liaison Meeting for the 2013 (#28) was held on 18th February 2013 at the Bay Primary School, Clairvaux Road, Kalk Bay. The minutes of this meeting are attached as **Annexure B**.

6. CITY OF CAPE TOWN'S WEBSITE

The City of Cape Town's website provides details of all major roads currently under construction and specifically information with respect to the Main Road Upgrading project. The website is accessible using Microsoft Internet Explorer version 6 or higher. Go to <http://www.capetown.gov.za/en/roads/Pages/default.aspx>, click on "Main Road Muizenberg".

7. PROJECT TEAM

The project team consists of Paul Booth, Mark Doubell and Ian McDonald (Roads and Storm Water Directorate) of the **City of Cape Town**; John Craig (Engineer), Andrew Rush (Engineers Representative) and Darryl Carver (Specialist Water Services Consultant) of **Kayad Knight Piesold Consulting (Pty) Ltd**; Rob Starke (Director) and Alan Espey, Chris Ford and Morne Blokdyk of **Civils2000**. In order to ensure the safety and wellbeing of the public, the project is overseen by Health and Safety Auditor, Rod de Witt of **Independent Risk Analysis**, and the Environmental Control Officer, Lynda Muller of **Envirowise**.

8. 24 HOUR EMERGENCY CONTACT NUMBERS

For incidents relating to the road works and Main Road:

Phase 2 (from Leighton Road to Kalk Bay Harbour entrance):

Alan Espey – Cell: 082 7091 509

Morne Blokdyk – Cell: 082 569 1856

For incidents relating to crime and security in the area:

Mountain Men - 021 700 3120

For incidents affecting traffic flow:

Traffic Management Centre (TMC) 021 812 4583

9. FOLLOW UP

Should you or your organisation wish to provide us with any related comments, please contact us

Kim Diedericks

Community Liaison Officer

CHAND ENVIRONMENTAL CONSULTANTS

Tel: 021 762 3050 **Fax:** 021 762 3240 **Email:** kim@chand.co.za