

COMMENTS AND RESPONSES REPORT:

THE KOMMETJIE ROAD PROJECT

This Issues Trail contains a summary of the comments received to date. Comments raised in response to the Interested and Affected Party (I&AP) Registration and the Public Information Session event are captured in Table 2. Where a common theme was evident in issues or concerns raised, these were grouped together. The parties that raised the issues were referenced in all instances. Responses from the project team are provided in response to the common and specific issues raised by commenting parties. Copies of the original comments are included as Appendix A.

Comments received have been categorized in terms of the nature of the issue raised, noting that there may be an element of overlap between the subjects.

- Design considerations
- Other considerations
- Safety considerations
- Temporary road link from Lekkerwater Road
- Contractors camp
- Schools
- Support for the project
- Job opportunities

TABLE 1: REFERENCE OF COMMENTING PARTIES

ASSIGNED NUMBER	COMMENTATOR	ORGANISATION
1	Beattie Nelson	Resident and Sun Valley Eco Watch
2	Clare and Tony Lindeque	Residents
3	Richard Healy	Resident
4	Navesh Sookdeo	Resident
5	Clinton Hall	Resident
6	Lulu van Rooy	Resident
7	J.A. Arnott	Resident
8	Dudley de Vaux	Resident
9	Janet Holwill	Resident
10	Tobani Christopher Sojaku	Resident
11	Philip Mac Geoghegan	Resident
12	Denver Skippers	Sun Valley Group of Schools

13	Chris Dodson & Enid Shepard	Residents
14	Pat Furno	Resident
15	Russell and Teresa Dennis	Residents
16	Emma & John Reid	Residents and Sun Valley Eco Watch
17	John Thomas	King of Kings Baptist Church
18	Edward Beesley	Resident
19	Gerald Dorrington	Resident
20	Vumnkosi Mamphundile, Zukisa Gxono; Thembela Mydi; Zolani Manuya, Samantha Njovane, Thulani Rwaqa, Phelokazi Mtingane, Luzuko Velapi, Zimaso Gxono, Nozakuthini Bretania Sokaya, Lineka Tayi, Lumka Mtinzane, Nolwandle Mtingane	Masiphumelele Residents
21	Ride Your City	Private
22	Brett Petzer	Private
23	Eva van Belle	Resident
24	Ria Greyling	Resident
25	Ryan Slater	Private
26	Sonja Ballenden	Property Consultant
27	Haydn Lockhart-Barker	Fish Hoek Valley Residents and Ratepayers Association
28	Neil Smith	King of Kings

TABLE 2: SUMMARY ISSUES RAISED DURING I&AP REGISTRATION & PUBLIC INFORMATION SESSION: 21 SEPTEMBER 2016

SUMMARY OF ISSUE:	COMMENTATORS THAT RAISED THIS ISSUE:	RESPONSE:
DESIGN CONSIDERATIONS:		
<p>Palisade fencing Oukaapse Weg and Sun Valley Replace the 3 metre wide pedestrian walkway between Oukaapse Weg and Sun Valley with a palisade fence along this stretch (Ketch, Polacca, Picaroon Roads). This would prevent the children and animals from running into the road. This is a request that the Sun Valley community have been actively requesting. Also, this area is not well used by pedestrians. (Refer to Ladies Mile as an example).</p>	1, 2, 16	This request relates to public community safety issues and not the scope of works which encompasses traffic road upgrades. We will forward the request to the relevant City of Cape Town department.
<p>Congestion at Buller Louw and Oukaapse Weg Traffic from Sunnydale, now forced to use Buller Louw to exit the suburb will add to the already congested right turn problem from Sunnydale Road which</p>	3	Intersection spacing along Oukaapse Weg between Buller Louw and Kommetjie Road is not sufficient to accommodate an additional signalised intersection (or median break) at Longboat

is especially busy during Saturday shopping and morning exits from Sunnydale Road. A traffic light at Longboat would fix that.		Road, hence the introduction of the median island along Oukaapse Weg through the Longboat Road intersection. The impact of the median closure on the Buller Louw/Sunnydale Rds intersection will be investigated.
Sunnydale Road into Kommetjie Road Open the Sunnydale Road at south end to left turn only into Kommetjie Road.	3	This proposal i.e. a southbound “left out only” lane out of Kommetjie Road has merit and could be considered in order to relieve the current traffic problems at the Sunnydale Road/Buller Louw intersection.
Entering Kommetjie Road from Old Kommetjie Road (Wingate Heights) Entering Kommetjie Road from Old Kommetjie Road is already dangerous across a single lane. With a double carriageway this intersection will need a safety solution. The area has houses and businesses which generate traffic	4, 5, 6, 15	Agreed. Exiting from this access is currently a problem. However, the flows from Wingate Heights do not warrant traffic signals at this location. With the introduction of the 5m wide median along Kommetjie Road, cars turning right out of the access will have refuge after crossing the westbound traffic stream before entering the eastbound traffic stream. An alternative access arrangement whereby residents of Wingate Heights get access to the Capri Drive intersection via Sardinia Drive is currently being explored. Additional access points onto the Glencairn Expressway are not likely to be approved by the Road Authorities due to its status as a higher order facility.
Possible solution for Wingate Heights I propose that a pressurised traffic light, like at Riverside Road in Fish Hoek be set up to help us cross 4 lanes of traffic. As it is, we take our lives in our hands to cross the road. An exit only slip-lane from Zandwijk Close onto Blackhill Glencairn expressway, opposite the Stonehaven access. Joining old Kommetjie Road to Capri Drive. Motion sensitive traffic light to enable cars to exit safely.	6	See response above.
Scope of works: Inclusion of Pokela Road Please include the Masiphumelele intersection (Pokela Road)/ Chasmay Road (at least) in this phase – failing to include this section runs the risk of polarising communities. Pokela Road is its own congestion area. It creates its own traffic issues in the direction of Kommetjie. The entrance to Pokela is often clocked up by socialising and traffic congestion making a right turn, temporarily impossible. This congestion builds up at any time of the day when people are trying to get into Pokela Road. It can back up at times to Living Hope gate (certainly Lekkerwater Road). The road needs to go to Chasmay to facilitate the flow for the new taxi rank. The fire station/security hub medium free flow as far as possible and dual-carriageway in this phase is also preferable for quicker access and egress.	1, 17	The section of Kommetjie Road between Capri Drive and Pokela Road forms part of the next phase of this project and is currently being designed (all the way to Houmoed Avenue). The construction of the next phase however is dependent on funding being available.
Silvermine Road and Oukaapse Weg	7, 23	The initial study carried out for this intersection indicated that

<p>The right turn from Silvermine Road into Oukaapse Weg will be even more dangerous with an increase in lanes. It is suggested that traffic lights programmed by volume of traffic be installed here.</p> <p>Creating extra turning lanes and flattening the “koppie” certainly will help, except for vehicles turning right from Silvermine Road towards Fish Hoek, which is so frustrating and dangerous that most people go the longer way round and use Noordhoek Road. With a turning lane, the traffic continuing to go straight on Oukaapse Weg will be faster, making it even harder to turn. A traffic circle will allow easy access from Silvermine Road and Sunbird Centre, slow Oukaapse Weg traffic down to safe speeds without obstructing it and be easy to maintain. It will mean that the “koppie” will not need to be flattened, as with a circle it is not necessary to have a distant view of the road and therefore it could also be less costly to build.</p>		<p>traffic signals were not warranted and that the eastbound right turn movement out of Silvermine Road was extremely low i.e. <50vph during AM and PM peak hours of operation. The proposed design essentially provides space for the southbound right turn vehicles to stack while waiting to turn right into Silvermine Road thereby not impeding the southbound through vehicles. It does not improve the situation for the eastbound right turn movement. The warrants for signals at this intersection area will be re-evaluated with the latest traffic counts and accidents statistics. A traffic circle/roundabout option was considered during the initial study but was not favoured due to safety concerns regarding off peak traffic operations.</p>
<p>Amenities Provide toilets, shelters, and drinking taps for the pedestrians and cyclists in appropriate locations and for the trading area.</p>	8, 14	<p>This request will be followed up with our Economic Development and Parks & Forest Department In terms of what is feasible at this informal trading area and compare it to other informal trading areas for consistency.</p>
<p>Slip lane from Capri to Oukaapse Weg The slip lane that runs from Capri onto Oukaapse Weg should be continued as a 3 lane on Oukaapse Weg so that all the traffic turning into the 2 malls is accommodated. The slip lane would terminate at Buller Louw.</p>	9	<p>The left slip lane from Kommetjie Road into Oukaapse Weg will form a continuous through lane up to the Buller Louw Road intersection where it will widen into a through lane and two left turn lanes. The westbound double right turn lanes from Kommetjie Road into Oukaapse Weg will narrow down from two lanes to one lane at a point 150m from Kommetjie Road to form the second lane of the northbound carriageway and will widen at the Buller Louw intersection into a through lane and a right turn lane.</p>
<p>Oukaapse Weg tunnel option Oukaapse Weg is an extremely dangerous narrow 2 lane road which carries a lot of traffic. It should be replaced by building a tunnel to connect the end of the M3 to the southern peninsula.</p>	13, 18	<p>Road tunnels are extremely expensive. Other options for upgrading Oukaapse Weg to a more appropriate cross section for all users are being considered by the City in a broader study for the Far South area which is currently in progress.</p>
<p>Fencing Option Consider fencing for other residential areas fronting onto the road instead of bollards. A double gate could be included which can be opened on Argus Day. This would promote safety of children as there are a number of play schools and young families in the area.</p>	16	<p>This will be explored and feedback will be given at the Community Liaison Meeting.</p>
<p>Dispersal of traffic options Proposed improvements to Kommetjie Road will not alleviate increasing volume of traffic in medium/long term. Need to:</p> <ul style="list-style-type: none"> • Feed traffic off Kommetjie Road left through new road past Fish 	18	<p>Investigations into the Houmoed Road link between Kommetjie Road and Noordhoek Road have already started. This will provide traffic relief to the Oukaapse Weg/Kommetjie Road intersection in the future as well as a future non-motorised transport (NMT) route between Kommetjie Road and Noordhoek Road.</p>

<p>Eagle Park around Masiphumelele into Buller Louw.</p> <ul style="list-style-type: none"> • Need to grant access to Faerie Knowe to Long Boat Road and/or Buller Louw. • A traffic circle at Capri robots. • Access onto Blackhill from Capri. 		<p>Traffic circles on dual carriageway roads require additional space which is not available at this Capri Drive intersection. Also, traffic circles and signalised intersections do not mix well when considering progression along arterials.</p> <p>The Glencairn Expressway (Black Hill Road) is a limited access, higher order road. An additional access to Capri Road onto this facility is not likely to be approved by the Road Authorities (CoCT/PGWC) due to the status of the Glencairn Expressway as a higher order facility, and would also require the agreement/support of the majority of residents of Capri.</p>
<p>Pedestrian traffic from Masiphumelele</p> <p>The residents of Faerie Knowe and Sunnydale have always been opposed to Masiphumelele residents transiting through their suburb to get to and from Longbeach Mall. There were initially objections to the use of Sunnydale Road, with many residents wanting the pedestrian to walk along the Oukaapse Weg. Taxi traffic was avoided by insulating Faerie Knowe from Sunnydale-you cannot drive from one to another without using Oukaapse Weg & Kommetjie Roads. Severe socio-political factors are involved. Should Houmoed be opened and used as a temporary link for traffic accommodation, it will automatically become the new footpath to the mall because it is only half the walking distance. The contractors will not be able to keep the pedestrian away.</p> <p>Bordeaux Road is ideally aligned and reserved to create the link between Masiphumelele and the malls. This is also only half the distance. But the Faerie Knowe and Sunnydale residents are careful to keep it unpassable for pedestrians.</p> <p>Houmoed and Bordeaux Roads. Should feature in the long term plans (for non-vehicular traffic at minimum). Masiphumelele residents (labour) needing foot/cycle access to Noordhoek, tourists driving between Noordhoek and Kommetjie (+coaches), big cycle tours, etc. can be kept off Oukaapse Weg.</p>	21	<p>Investigations into the Houmoed Road link between Kommetjie Road and Noordhoek Road have already started. This will provide traffic relief to the Oukaapse Weg/Kommetjie Road intersection in the future as well as a future non-motorised transport (NMT) route between Kommetjie Road and Noordhoek Road.</p> <p>The comments regarding the separation of Faerie Knowe from Sunnydale, and also the potential of Bordeaux Road to provide a direct link between Lekkerwater Road (and Masiphumelele) and Longboat Road (and the shopping malls) are noted. Any change to the current internal road configuration within the Faerie Knowe / Sunnydale residential areas would have to be part of a road / traffic management plan for these areas which would be driven by the relevant City departments and would involve the participation of all relevant stakeholders.</p>
<p>King of Kings property</p> <p>The Piazza extends into King of Kings land but something appropriate could be negotiated on the actual boundary. King of Kings land up against Oukaapse Weg with the height of the road and pavement will need some form of relief for stormwater discharge as the King of Kings building is below road level.</p> <p>The Piazza encroaches over the King of Kings property line. Request for</p>	17, 28	<p>The Piazza indicated on the drawing is incorrect. The proposed road widening will be contained within existing cadastral / boundary lines. If there are major levels differences, retaining structures are built to the cost of the project. Any additional stormwater will be accommodated within the road reserve.</p>

discussing a solution around this.		
<p>Sidewalks for pedestrians and cyclists</p> <p>The City plans 'advisory' cycling lanes for Kommetjie Rd with no physical separation. This design assumes a road culture entirely different from what happens on the ground. I know that local cyclists were not consulted because they have formally asked for physical protection since at least 2011.</p>	22	The proposed design includes both shoulders/cycle lanes within the road way itself as well as 3m wide shared facilities (sidewalks) along Oukaapse Weg (both sides) and a 4m wide facility along the north side of Kommetjie Road between Sunnysdale Road and Pokela Road. (3m wide facility between Sunnysdale Road and Oukaapse Weg). Thus all types of cyclists are accommodated along both routes.
<p>Capri Drive & Kommetjie Road</p> <p>The Capri robots are the major cause of congestion, especially in the morning and evening peak. In terms of the phasing of the project, it would be of most benefit to start the construction at this intersection.</p> <ol style="list-style-type: none"> Is it possible to prioritise the Capri intersection? If not first, can it be brought on the programme? In the interim, is it possible to consider a left turn slipway from Kommetjie Road into Capri Drive? This will immediately alleviate traffic by facilitating residents of Capri to turn easily into the neighbourhood. 	24	The tender phasing plans have prioritised this intersection. During the first phase of construction after the relocation of services, an additional westbound through lane along Kommetjie Road will be provided at the intersection in order to alleviate current congestion during the PM peak period. When construction is complete, there will be 3 lanes on Kommetjie Road at the eastbound approach to the intersection, and 4 lanes at the westbound approach, including an exclusive left turn lane into Capri Drive. Please note that it will take 6-12 months to relocate the services and construct layerworks in this area before any relief will be experienced.
<p>Atlantic Drive and Kommetjie Road</p> <p>Would this road upgrade include installation of traffic lights on the corner of Atlantic Drive and Kommetjie Mai Road (Bluewater Estate area).</p>	25	This intersection is outside the scope of work for our current appointment. The intersection has however been identified as a future signalised intersection in the concept planning for Kommetjie Road.
OTHER CONSIDERATIONS:		
<p>Kommetjie Road and Corsair Way intersection</p> <p>Could the traffic light on the Fish Hoek side of Sun Valley, where Kommetjie road intersects Corsair Way, default to red for cars entering the suburb, as a speed reduction technique? The city has indicated a lack of interest in installing speed bumps at this end of Corsair way. If the traffic light could only change from red to green when a vehicle arrives, it would prevent the current situation of cars coming from Kommetjie road into Sun Valley at speeds in excess of 100 km/h.</p>	2	The proposal to set the traffic signals at the Corsair Way/Kommetjie Road intersection to a default red phase for traffic along Corsair Road will be taken up with the relevant City Department.
<p>Lake Michelle entrance</p> <p>Please look at the width of the road at both entrances to Lake Michelle especially at Northshore Drive with speeding vehicles. There is danger when turning into and out of the estate. A double lane section is recommended to reduce chances of rear ending and a speed calming device would also assist.</p>	8, 14	This proposal is outside the scope of the current contract and the consultants' appointment. However, the proposal will be forwarded to the relevant City Department for investigation.
<p>Roads in Masiphumelele</p> <p>The roads in Masiphumelele need to be widened to accommodate fire trucks since there is not sufficient space for them and there is a fire every year.</p>	10	This concern will be referred to our Roads District office as well as to our Fire department for investigation.
Internal Road Network	26	The comments regarding the separation of Faerie Knowe from

<p>As an estate agent, I need to provide clarity to potential buyers. Will Juniper Road ever be opened as a road to Bordeaux? Will Bordeaux ever open up as a road to Lekkerwater?</p>		<p>Sunnydale, and also the potential of Bordeaux Road to provide a direct link between Lekkerwater Road (and Masiphumelele) and Longboat Road (and the shopping malls) are noted. Any change to the current internal road configuration within the Faerie Knowe / Sunnydale residential areas would have to be part of a road / traffic management plan for these areas which would be driven by the relevant City departments and would involve the participation of all relevant stakeholders.</p>
<p>Additional; construction causing congestion The documentation presented thus far does not acknowledge the following:</p> <ol style="list-style-type: none"> a. The construction of 600 housing units on Imhoff Farm b. The construction of a new shopping centre/office park/medical centre at Imhoff Farm c. The construction of the new senior school for Imhoff Waldorf <p>All three developments are planned for construction during the same timeframe as the road development which will further increase heavy traffic in terms of the construction vehicles required during a mega developmental process such as above. How will this affect the roadwork traffic?</p>	<p>27</p>	<p>It is acknowledged that congestion will occur. However, it should be noted that every effort will be made to maintain the same number of lanes along Oukaapse Weg and Kommetjie Road during construction as there are at present.</p> <p>(See also responses in section regarding Capri Drive / Kommetjie Road intersection).</p>
<p>SAFETY CONSIDERATIONS:</p>		
<p>Please paint yellow “keep clear” lines across the intersection at Oukaapse Weg, Buller Louw and Frigate.</p>	<p>1</p>	<p>The queue back up through signalised intersections is a direct result of downstream bottlenecks and also poor driver behaviour. “Keep Clear” zones are generally painted at unsignalised (and not signalised) intersections i.e. the Buller Louw/Sunnydale Road intersection.</p> <p>Currently, the queue back up from Capri Drive intersection during the PM peak period results in both Oukaapse Weg/Kommetjie Road and Oukaapse Weg/Buller Louw intersections being blocked. The proposed dualling of both Kommetjie Road and Oukaapse Weg will provide the necessary traffic relief to avoid this situation occurring to the extent it is at the moment.</p>
<p>The yellow paint used at intersections to indicate areas to be kept clear is slippery when wet and dangerous for bikes and motorbikes. Consider the use of a contrasting asphalt colour to demarcate the area instead.</p>	<p>3</p>	<p>Agreed. Large areas of yellow paint at signalised intersections will be dangerous during wet conditions to motorists, motorcycles and cyclists.</p>
<p>By increasing the flow of traffic, cars will speed up making it dangerous for pedestrians walking in the Sun Valley area.</p>	<p>16</p>	<p>Pedestrians (and cyclists) will be accommodated safely in much enhanced non-motorised transport (NMT) facilities which are part of the upgrading plans.</p>
<p>TEMPORARY ROAD LINK FROM LEKKERWATER ROAD:</p>		
<p>The following items need to be addressed with regards to the realization of this temporary link:</p>	<p>11</p>	<p>Investigations into the Houmoed Road link between Kommetjie Road and Noordhoek Road have already started. This will provide</p>

<ul style="list-style-type: none"> a. Milkwood Trees b. Legal action preventing the link c. Neighbouring properties opposing the link 		traffic relief to the Oukaapse Weg/Kommetjie Road intersection in the future as well as a future non-motorised transport (NMT) route between Kommetjie Road and Noordhoek Road.
When will the Houmoed Avenue and Lekkerwater Road alternate traffic route occur? Does it still need approval and funding?	26	The timing depends on the input received from the public during the basic assessment process. If there is overwhelming support for the link and funds were available, it could be completed within the timeframe of the current contract.
CONTRACTOR'S CAMP		
The location of the Contractors camp next to a residential area will mean more noise and workers wondering in the area.	16	The contractor will mitigate walkers by ensuring that all workers wear proper identification. Unfortunately noise is part of the construction phase. However it will be limited to safe levels.
SCHOOLS:		
Schools will be impacted by the congestion. Please keep us updated.	12	Noted.
SUPPORT FOR THE PROJECT:		
This project will help relieve traffic congestion in this area.	20	Noted.
JOB OPPORTUNITIES:		
The road project will bring many job opportunities to the area which are needed by the local community.	20	Noted.