

**THE REHABILITATION OF MAIN ROAD  
(ATLANTIC ROAD, MUIZENBERG TO CLOVELLY ROAD, FISH HOEK),**

**PHASE 3**

**KEY NOTES OF COMMUNITY LIAISON MEETING #5**

**9<sup>th</sup> March 2015**

**VENUE:** Holy Trinity Anglican Church Hall, Main Road, Kalk Bay

**TIME:** 17h30 – 19h00

**FACILITATOR:** Sadia Chand, Chand Environmental Consultants

**1. ATTENDEES**

FULL NAME	INITIAL	ORGANISATION
<b>PROJECT TEAM</b>		
Paul Booth	PB	City of Cape Town
Ian Mc Donald	IM	City of Cape Town
Mark Doubell	MD	City of Cape Town
Brian Simpson	BS	Kayad Knight Piesold
John Craig	JC	Kayad Knight Piesold
Jean Coetzee	JP	Kayad Knight Piesold
Andrew Rush	AR	Kayad Knight Piesold
Handre Roux	HR	Martin & East
Sadia Chand	SC	Chand Environmental Consultants (Facilitator)
Kim Diedericks	KD	Chand Environmental Consultants (Community Liaison Officer)
Kim Wyngaardt	KW	Chand Environmental Consultants (Administrative Assistant)
<b>KEY INTERESTED AND AFFECTED PARTIES</b>		
Louis Scholey	LS	Antique Warehouse
Simon Liell-cock	SL	Fish Hoek Simons Town Ward 61 Councillor
Allen Rose-Innes	ARI	Fish Hoek Valley Ratepayers and Residents Association
Neville Rubin	NR	Interested party
Muriel Rubin	MR	Interested party
Brian Goodman	BG	Interested party
Lorraine Goodman	LG	Interested party
Kim Kruyshaar	KK	Interested party
Peter Liddell	PL	Interested party

David Just	DJ	Interested party
Barrie Gasson	BG	Interested party
Nigel Stokes	NS	Interested party
Julian Bamford	JB	Interested party
Terry Rothwell	TR	Interested Party
Yvonne Rothwell	YR	Interested party
Aimee Khul	AK	Interested party
Ann Donald	AD	Interested party
Revel Donald	RD	Interested party
Terry Bell	TB	Interested party
Barbara Bell	BB	Interested party
Dorothy Johaadien	DJ	Interested party
Helen Bamford	HB	Journalist, Weekend Argus
Alan Espey	AE	Kalk Bay and St James Ratepayers & Residents Association
Bert Stafford	BS	Kalk Bay and St James Ratepayers & Residents Association
Tony Popplestone	TP	Kalk Bay Trading Post
George Hill	GH	Muizenberg Historical Conservation Society
Cheri Scholtz	CS	PET Recycling Company (Pty) Ltd
Geoff Davies	GD	Southern African Faith Communities, Environment Institute
Saddick Johaadien	SJ	The Cinnabar Trust
Tim Heffer	TH	Village Services Station (BP Fish Hoek)
Dave Dalton	DD	Ward Councillor

## 2. OTHERS INVITED

The extensive list of registered I&APs invited to this meeting is available from Chand Environmental upon request.

## 3. INTRODUCTION

SC welcomed attendees to Community Liaison Meeting (CLM) #5 and noted that this was the first Community Liaison Meeting for 2015. SC acknowledged and expressed gratitude to Martin and East for their assistance in preventing the spread of the recent fires that occurred across the south peninsula mountain range.

SC introduced herself as the facilitator of the meeting and introduced the project team to attendees.

## 4. THE PRESENTATION

SC outlined the agenda as follows:

- Welcome & Introduction - S Chand
- Public Information Process - S Chand
- Phase 2 – Project Update – A. Rush
- Phase 3 – Project Update – A. Rush
- Issues Raised – P Booth
- Discussion – All
- Closure – S Chand

SC handed over to AR who updated attendees on the project's progress. Refer to Annexure A for a copy of the full presentation.

## 5. KEY ISSUES PRESENTED AND THE PROJECT TEAM'S RESPONSES THERETO:

- **Request for CCT to consider options to upgrade the garden area outside Cinnabar on Atlantic Road to enhance the aesthetic and environmental aspects.**
  - A landscape plan has been developed by the City of Cape Town's (CCT) landscape architect Ancunel Steyn and upgrades to the area and York Road are planned.
- **Concerns regarding the drop in water pressure Muizenberg, St James and Boyes Drive households.**
  - Fluctuations in water pressure are not related to the construction works and falls outside the scope of this project. Water pressure concerns have been directed to the CCT-Water and Sanitation Department. Future issues should be reported to - 0860 103 089.
- **Request for short-term or permanent solution for dangerous exit onto Main Road from Quarry Road – request for mirror.**
  - Mirrors placed at this intersection were vandalised. Additional delineators were put along the edge as a temporary measure to try and reduce speeds in this section. The speed limit in this section is 50km and the section through road works is 40km. Law enforcement is needed to penalise speeding. The project team will consider the best solution and will replace the mirror. Warning signage with regards to obscured access will also be erected.
- **Concerns regarding traffic congestion and request that traffic signals located immediately before or after a level crossing be deactivated for the duration of the road works which will allow for better traffic flow.**
  - A request has been put through to the City of Cape Town's (CCT) Signals Department to increase the green time of the traffic signals at Albertyn Road which has seemed to alleviate this problem.
- **Concerns regarding available space in Muizenberg parking areas used by construction vehicles and equipment.**
  - Every effort will be made by the Contractor to clear out space from the parking area as works progress.
- **Concern regarding safety of footways within the northern section of works.**
  - The Contractor will as far as possible provide safe access for pedestrians.
- **Request from Muizenberg business owner for assistance from the CCT to promote Muizenberg businesses once construction is complete.**
  - The CCT offered to support businesses in Kalk Bay Main Road with an "opening" once that section of road was completed. Local businesses however failed to agree and submit a proposal or a plan of action and as such nothing was implemented.
  - The CCT would be willing to support an "opening" of the Muizenberg section of the rehabilitation, once the section is completed. However, a properly motivated proposal must be provided to the project team and the initiative should be led by local businesses.
- **Request for stop-go to be removed during emergency situations to allow two-way traffic on Main Road.**
  - The need for a stop-go is because one half of the road is dug up to lay pipes etc. It would take approximately 5 days to reinstate the road so that the full width could be used to allow two-way traffic on Main Road. As such, it would not be feasible to remove the stop-go, for short term emergencies.

- **Request from emergency services for a co-ordinated plan and contact numbers to facilitate emergency vehicles through the stop-go.**
  - A direct contact number for the Contractor's Site Agent (Handre Roux) has been provided to Fire and Rescue Command and Control. Furthermore, emergency contact numbers for this project are distributed through Dale Hillebrand (Transport for Cape Town's - Transport Network Co-ordinator) to all relevant emergency services.
- **Concern that there is not enough space for cyclists on the roadway between Kalk Bay and Clovelly.**
  - There have been several requests in the past to try to accommodate cyclists along this section of the road despite the fact that this has not been possible through Kalk Bay and northern section because of physical constraints (buildings, walls and columns). The project team was advised by experts and their recommendations have been implemented (a consistent road width, reduced camber, flatter storm water channel, cycle friendly gully grids and improved horizontal and vertical sight distance). The alignment of the road between Clovelly Corner and Woolley's Pool has been adjusted to create a wider space between the southbound kerb line and the new retaining structure. This would allow occasional parking and a wider footway which could handle both pedestrians and cyclists in the same zone. The road is currently very narrow and there was a fatality recently. Motorists cannot pass a cyclist safely when other vehicles are approaching, and must wait until it is safe to pass.
- **Details regarding future parking in the section between Woolleys Pool and Clovelly.**
  - Parking will be provided on both the seaside and mountain side in this section. *Refer to the attached presentation for a layout of the parking to be provided (slides 16 and 17).*
- **Requests regarding details of aesthetics of wall above the new retaining structure.**
  - There will be a 500mm wall from the back of the footway with a stainless steel handrail.
- **Request for temporary lights to be installed at the pedestrian crossings between Woolleys Pool and Clovelly to reduce pedestrian risk (flashing red lights, or with push buttons for on-demand red light crossings).**
  - The number of people using the crossing does not meet the SARTSM warrants.
- **Complaint that the Contractor's park their vehicles in private driveways in southern section.**
  - It was incorrect that Martin & East vehicles were parking in private driveways. PRASA vehicles were responsible and this was communicated to the affected resident.
- **Request for repainting of road markings and additional reflective markings on bollards between Kalk Bay and Clovelly to increase safety.**
  - Road markings will be repainted.
- **Request for a dedicated turning lane into Clovelly Road as one approaches from Fish Hoek driving north for the duration of construction.**
  - The project team will review road standards to see what can be done.
- **Clarity on whether it would be possible to create a traffic circle replacing the traffic lights at the Clovelly & Main Road intersection.**
  - This will not be possible as the bridge would need to be rebuilt and the newly built pump station would need to be moved.
- **Request for an adjustment of the traffic signal and railway boom at Kalk Bay Harbour to allow better traffic flow on Main Road, especially for vehicles coming down from Boyes Drive.**

- The lights and booms are synchronised with the trains. This is a PRASA requirement to ensure that the railway line is clear of any vehicles before the booms come down when trains approach.

## 6. DISCUSSION

		Comments		Responses
1.	SJ	The Cinnabar Trust would like to review any plans to upgrade the garden area outside the Cinnabar? Please bear in mind that litter, vermin and vagrants are an issue in this area. The area needs to be more secure and less susceptible to litter.	AR	A landscape plan has been compiled. The trust is welcome to review the plan. The current plan however, does not include the section up to the bridge. Widening of the road is planned up until the intersection but the project team will engage further with the Cinnabar Trust to finalise the plan.
2.	BS	Has the water pressure in Muizenberg been affected by anything related to the construction.	AR	An air valve developed a leak but this was reported to the CCT's Water and Sanitation Department. If water pressure is affected by the construction the project team will notify the CCT: Water and Sanitation who in turn should notify affected residents. If there are any water cut-offs and residents do not receive any notice, please notify us.
3.	SLC	Temporary speed humps could be installed to reduce speeds along Main Road especially in the section between Clovelly and Woolleys Pool where a cyclist was fatally run over recently.	AR	Speed humps would cause a noise disturbance to surrounding residents. A traffic camera could be installed to deter speeding and record incidents.
4.	AR	A proposal has been submitted by the CCT to upgrade York Road and the parking area as part of this project.	SJ	York Road and the parking area are in need of an upgrade.
5.	BS	Will improvements to York Road including paving?	AR	Yes.
6.			PB	Improvements to York Road will include upgrades to the section at the level crossing, the parking area, a link to the park across Main Road by linking the two sections together.
7.	LS	Customers complain about the conditions of parking areas and access for pedestrians to businesses in the vicinity of the construction. The stop-go does not allow enough time for customers to access parking areas. Businesses are suffering as a result.	HR	I will be happy to meet LS on site tomorrow morning to see how the situation can be improved. Please note that a temporary parking area was constructed to provide additional parking during the works.
8.	LS	Vehicles that would usually park in the parking area at the Blue Bottle Store are using the new parking area.	-	-
9.	LS	Dust is also a huge issue.	AR	The section of footway that is problematic is between Bay Road and Peppermint Palace. The paving was removed and has not yet been replaced. There was an electrical issue and the paving had to be dug up. The

				footway will be paved prior to completion of this section.
10.	DJ	Why is this section taking so long to complete.	HR	This section is anticipated to be complete by end of June 2015. This is an onerous section of work. Once all of the services are installed the layer works and surfacing will be done.
11.			AR	It has been difficult to undertake the required works while managing and accommodating the huge traffic volumes. Works in this northern section are being done in much shorter sections than in Phase 2. Longer sections of stop-go were in place during Phase 2 and this had a negative effect on businesses.
12.	SJ	Would emergency services have been able to gain access if the fire had spread down to Muizenberg Park?	AR	The stop-go was in operation during the recent fires and emergency services were able to get through. Managing the traffic was however very difficult because of the disruption caused by gawkers.
13.	AE	Is there a breakdown service readily available to assist with any breakdowns impeding the stop-go, as was the case in Phase 2?	AR	Yes, but the service is not exactly the same as with Phase 2.
14.	KK	A retired engineer advised me about a study undertaken which showed that there is enough space to provide a cycle lane along Main Road utilising PRASA land. Pedestrians get angry when cyclists ride on the sidewalks. A cycle lane should be provided.	PB	The widening scheme report being referred to was done by Hawkins and Hawkins and was prepared many years ago.  The project team considered all aspects and concluded at the outset of this project that it would not be physically possible to provide a cycle lane all the way between Muizenberg and Clovelly due to space constraints and the proximity to railway lines. The project team undertook a site inspection with cyclists who acknowledged that it would not be possible due to space constraints. Louis De Waal an expert on cycling lanes was also in agreement of this.
15.	KK	Will the space be a shared facility for cyclists and pedestrians?	PB	Yes a 3m wide space will be shared for pedestrians and cyclists. As much space as possible has been used between private properties and the railway property.
16.			PB	As soon as cyclists get to the bridge, they will have to get back on to the road. A holistic approach must be applied to the whole idea. A footway will be provided on the mountain side at Clovelly which was not there before.
17.	SJ	What is the purpose of the handrail proposed for the retaining wall at Clovelly?	AR	PRASA requires that a solid structure is erected in certain sections to prevent public access for safety reasons. Armoured plate glass will be used.

18.	YR	Please consider providing a permanent pedestrian crossing at Woolleys Pool as it is very difficult for residents to cross.	IM	The project team will investigate whether a pedestrian crossing would be possible or allowed at Clovelly.
19.	KK	Why not use the space between the bridge wall and sidewalk to provide a dedicated turning lane into Clovelly Road. Has this been considered in detail?	PB	Yes. The project team have looked at this but need to adhere to road standards during normal operations.
20.	KK	Normal standards should not apply during construction because of its effect on traffic flow. A dedicated turning lane should be provided temporarily until construction is complete.	AR	The project team will review and discuss this issue.
21.	SP	A sign should be erected before the harbour to indicate when the car park is full.	AR	Signs have been provided however drivers ignore these signs and still enter the harbour when the parking area is full.
22.	LS	The standard of waste management and cleansing in the Muizenberg business area needs to be addressed. Rubbish bins are overflowing.	JC	We will request Martin and East to dedicate labour to clean the surrounds to assist with this issue.
23.	SJ	I agree. Litter is a problem and regular waste removal is needed.	HR	Martin and East are willing to assist, however the rubbish needs to be put in a rubbish bin or skip and local rubbish bins are overflowing.
24.	SLC	The City of Cape Town's Solid Waste Department is responsible for cleansing.	IM	I will take this issue up with CCT: Solid Waste.
25.	BG	When will construction commence between Kalk Bay Harbour and Woolleys Pool?	AR	Works will commence at the Kalk Bay Harbour, only once the Muizenberg section is complete and Main Road open to two-way traffic.
26.	HR	Please be aware that most of the work on the retaining wall has been off-road thus far but as works progress there will be a lot more concrete trucks and activity which could disrupt traffic in the section between Woolleys Pool and Clovelly.	-	-
27.	JH	What is the possibility of imposing restrictions for heavy vehicles to use certain roads at certain times? Large trucks could be restricted to use Main Road only between 9pm and 5am. This is done internationally and should be easy to enforce here and could be beneficial given the effect of traffic flow caused by the construction and stop-go.	AR	Such restrictions would be difficult to enforce. People should be encouraged to use alternative routes.
28.	SLC	Imposing such restrictions on Main Road could cause huge traffic jams on Ou Kaapse Weg or Boyes Drive. Perhaps limit the road to 10ton vehicles.	PB	We have had similar requests for weight restrictions on OKW as well. It is impractical.
29.	PB	What benefit would restrictions have on Main Road? What disruption do heavy vehicles cause on the Main Road? Bear in mind that the current speed limit on Main		During the morning and evening peaks heavy vehicles slow down traffic. It could be a traffic calming measure.

		Road is 50km and during construction it is 40km. Placing such restrictions would cause disruption to a whole range of operations that take place.		
30.	RD	Trucks using Main Road between 9pm and 5am would cause a major noise disturbance to residents.	SC	The issue has to be considered from a holistic perspective. There are a lot of different aspects to consider.
31.	AR	How long will a stop-go need to be in place during works between Kalk Bay Harbour and Woolleys Pool.	AR	The section between Kalk Bay Harbour and Woolleys Pool will require a stop-go because of space constraints. The stop-go will need to be in place for approximately 4 to 6 months.
32.	DJ	Can the subway between Baileys Cottage and Main Road please be improved as part of this project?	AR	The project team reviewed this subway during Phase 1 and the biggest issue was sewage. We will however look at it again to see what can be done.
33.	YR	Thank you to the project team and KD for your transparency and the continuous updates. The public information process really helps the public understand the issues and the construction activities.		

## 7. CONCLUSION

SC thanked the team and everyone present for their attendance and wished everyone a safe and peaceful journey home.