



REPORT TO GOOD HOPE SUBCOUNCIL 16

1. **ITEM NUMBER : 16 SUB 19/09/2021**

2. **SUBJECT**

MOTION OF EXIGENCY: REQUEST FOR THE CONSTRUCTION AND IMPLEMENTATION OF THE “HIGH CAPE DEVELOPMENT UNDERPASS”, OR ALTERNATE APPROPRIATE TRAFFIC CALMING MEASURES IN TERMS OF, AND IN ACCORDANCE WITH THE HIGH CAPE 2 REZONING APPROVAL CONDITIONS REFERENCE NUMBER 4025 – 1991

ONDERWERP

DRINGENDE MOSIE: VERSOEK OM DIE KONSTRUKSIE EN IMPLEMENTERING VAN 'N DUIKWEG VIR DIE HIGH CAPE-ONTWIKKELING, OF ALTERNATIEWE GEPASTE VERKEERSMATIGINGSMAATREËLS INGEVOLGE EN OOREENKOMSTIG DIE GOEDKEURINGSVOORWAARDES VIR DIE HIGH CAPE 2-HERSONERING, VERWYSINGSNOMMER 4025 – 1991

ISIHLOKO

ISIPHAKAMISO ESINGXAMISEKILEYO: ISICELO SOKWAKHIWA NOKUMISELWA KWENDLEDLANA ENQUMLAYO KUPHUHLISO LWEHIGH CAPE OKANYE AMANYE AMANYATHELO AFANELEKILEYO OTHOMALALISO LWEZITHUTHI NGOKUHAMBELANA NEMIQATHANGO YOKUPHUNYEZWA KOCANDO NGOKUTSHA LWEHIGH CAPE 2 INOMBOLO YESALATHISO 4025 – 1991

59

3. **PURPOSE**

The purpose of this report is to update the sub council on the outcomes of the investigation of the motion.

4. FOR DECISION BY

For Noting

5. EXECUTIVE SUMMARY

When the High Cape development was rezoned, the De Waal Drive underpass linking Barnham Avenue in Vredehoek and Cauvin Road in District Six was a condition of approval where the developer was to contribute 40% and the City was to Contribute 60% of the cost of the underpass. The City never made provision for their portion and the underpass was never built.

In 2000 a full investigation into the viability of the underpass was done by GIBB Africa for the City and it was found that the construction of the underpass was not economically viable with a Benefit/Cost ratio (B/C) of only 0.64 and a first year rate of return (FYRR) of 7%. For a project to be economically viable it requires a B/C ratio of 2-3 and a FYRR of 15%.

The cost of the Underpass in 2021 Rands is R28million and based on the reduced congestion being experienced during COVID and that the City have higher priorities in other parts of the City, the Transport Directorate cannot justify the programming of the implementation of the underpass at this point in time.

6. RECOMMENDATIONS

It is recommended that:

- a) The Sub Council takes note of the content of this report.

Daar word aanbeveel dat:

- a) Die subraad van die inhoud van die verslag kennis neem.

Kundululwe ukuba:

- a) IBhungana malithathele ingqalelo okuqulathwe yingxelo.

7. DISCUSSION/CONTENTS

When the High Cape development was rezoned, the De Waal Drive underpass linking Barnham Avenue in Vredehoek and Cauvin Road in District Six was a condition of approval where the developer was to contribute 40%

and the City was to Contribute 60% of the cost of the underpass. The City never made provision for their portion and the underpass was never built. The agreement between the City and the Developer was binding for 5 years and expired on 3 April 2001. At that time the District Six Beneficiary Trust did not support the underpass as it was seen as increasing the traffic through District Six. There is an existing pedestrian bridge 440m from the underpass which provides safe access to the mountain for District Six which is well within the acceptable walking distance of 500m.

In 2000 a full investigation into the viability of the underpass was done by GIBB Africa for the City and it was found that the construction of the underpass was not economically viable. Two scenarios were investigated, one where the full cost and full benefits were evaluated and a 2nd where only the City's portion (60% of Cost) and full benefits were evaluated. Two additional cases of Vat included and excluded were also evaluated. The table below summarizes the benefit results.

| Excluding VAT | | |
|----------------------|------------------|-------------|
| Scenario | B/C Ratio | FYRR |
| Full Cost | 0.64 | 7% |
| City's 60% cost only | 1.14 | 13% |
| | | |
| Including VAT | | |
| Full Cost | 0.53 | 5% |
| City's 60% cost only | 0.93 | 10% |

For a project to be economically viable, the practical acceptance is that the project requires a B/C ratio of 2-3 and a FYRR of 15%. It can be seen from the economic analysis results above that even the unrealistic scenario of taking into account only the 60% City cost that the project was found to be unviable.

In 2014 a further investigation of alternative measures to improve the Crassula median opening as well as the Clive/Jutland/Brandweer intersection was conducted where various options were looked and but none were considered viable to implement.

The cost of the Underpass in 2021 Rands is R28million. Based on the reduced congestion being experienced during COVID and that the City has higher priorities in other parts of the City, the Transport Directorate cannot justify the programming of the implementation of the underpass at this point in time. The City is also currently in a cost containment process which makes even more difficult to justify this project.

7.1. Constitutional and Policy Implications

Under this sub-heading, quote or summarise the existing policy/and or constitutional statement.

If applicable, please confirm under this heading whether or not the proposal contained in the report complies with National and / or Provincial Policy. Please be brief.

7.2. Sustainability implications

| | | |
|---|--|------------------------------|
| Does the activity in this report have any sustainability implications for the City? | No <input checked="" type="checkbox"/> | Yes <input type="checkbox"/> |
|---|--|------------------------------|

7.2.2 Not Applicable.

7.3. Legal Implications

None

Staff Implications

Does your report impact on staff resources or result in any additional staffing resources being required?

No ☒

Yes ☐

7.5. POPIA Compliance

☐ It is confirmed that this report has been checked and considered for POPIA Compliance.

7.6 Other Services Consulted

Network Management:

Network Facilitation and Development: (Deon Manuel – 021 400 6537)

ANNEXURES

FOR FURTHER DETAILS CONTACT :

| | |
|------------------------|------------------------------------|
| NAME | <i>Tony Vieira</i> |
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| DIRECTORATE | <i>Transport</i> |
| FILE REF No | |

Comment:

EXECUTIVE DIRECTOR

[Compulsory to Insert name]

NAME DALENE CAMBELL

DATE _____