

# ONTRACK



**BOOSTING ECONOMIC GROWTH**

## Freight routes linking Saldanha Bay to the N1, N2

**ROAD INFRASTRUCTURE**  
Three major projects in Langeberg area

**#ROADWORKSWC**  
Projects under construction

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### VISION:

To lead in the delivery of government infrastructure and related services.

### MISSION:

The Department of Transport and Public Works delivers infrastructure and services to promote socio-economic outcomes and safe, empowered and connected communities.

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Please send us your feedback and suggestions.

## Construction of new pedestrian bridge, Somerset West

Earlier this year, the Department started the construction of a pedestrian bridge on the N2 at Garden Village, Somerset West, just before the intersection with De Beers Avenue. This R22 million project is expected to be completed towards the end of 2020. Pedestrians, including learners at Gordon High School and Danie Ackermann Primary School, cross the road at peak traffic times. Because there is no safe place to cross, a number of pedestrians have been killed here. The completion of the new bridge will be a major safety improvement for pedestrians and motorists travelling on the N2. Construction activities will have a limited impact on commuters using the N2. The road closure necessary to put the steel arch in place will be done at night. The project will create a number of short-term employment and skills training opportunities for people from the area.

*Foot bridge artist's impression*



## EDITOR'S NOTE



The Department of Transport and Public Works is committed to delivering high-quality provincial roads in the Western Cape. Roads are a critical part of the transport system. Our provincial roads network is a critical asset of the Western Cape Government. So important is this asset that, just in this financial year alone, the Department has allocated R3.66 billion to the construction and maintenance of transport infrastructure. This forms a significant portion of the Department's spending, and supports the achievement of Provincial Strategic Goal 1: to create opportunities for growth and jobs.

A number of our current road infrastructure projects are featured in this edition. These projects are specifically planned and executed in a way that advances important socio-economic objectives, including spending specified proportions of contract budgets on targeted contractors, on local labour, and on the training of local labour.

One of the projects featured in this edition is the greenfields link between the R45 and R27 near Saldanha. The development of the Saldanha Bay Industrial Development Zone (IDZ) and the expansion of the deep-water port is expected to contribute to increasing demand for road freight. Freight routes linking Saldanha Bay to the N1 and the N2 will facilitate the transportation of commodities to and from the port and the IDZ. Safe road infrastructure is an important contributor to the development of the province and the West Coast region in particular.

Other notable projects include those in the Langeberg area, the N7 between Bosmansdam and Melkbos, and the R102 between Hartenbos and Great Brak River. We understand how frustrating it is for motorists having to navigate their way through road construction sites. However, delays are inevitable. The end result is always a better and safer travelling experience for all.



## Newly upgraded R487 million N1 Old Oak project



The long-awaited N1 Old Oak upgrade project, which took three years and cost R487 million, was completed in May 2019. When this project commenced in February 2016, the Department boldly set out to add an extra lane to parts of the N1 that previously had two lanes, thereby significantly decreasing congestion on one of Cape Town's busiest roads.

*For months now, motorists have experienced a smoother flow of traffic on both the inbound and the outbound lanes.*

Work was carried out over a 9 km stretch of the N1 from Platteklouf Road to just beyond the Old Oak Interchange. This stretch of the N1 has been known to experience severe levels of congestion – approximately 120 000 vehicles per day – during the morning and afternoon peak periods. In the past, congestion on this major route lasted up to four hours in both directions. Since the project was completed, motorists have experienced a smoother flow of traffic on both the inbound and the outbound lanes of this stretch of the N1.



**The scope of the work spanning four phases included:**

- adding lanes to the freeway to improve traffic safety and capacity;
- adding auxiliary lanes to improve weaving conditions;
- extending the existing concrete median barrier to prevent head-on collisions;
- improving intersections at various points on the freeway;
- demolishing and rebuilding the Old Oak West bridge;
- repairing other bridges along the freeway; and
- work on the existing water pipeline in the N1 median.

In partnership with local authorities, the project team made every effort to minimise traffic disruption during construction. Periodic road closures were necessary at times. No work was permitted during the morning and the afternoon peak times of 06:00 to 09:00 inbound, and 15:00 to 19:00 outbound. One of the highlights of the project has been spending 4% of the contract value (R12.68 million) on the Emerging Contractor Development Programme (ECDP), which is part of the Expanded Public Works Programme (EPWP). Beneficiaries included contractors with a Construction Industry Development Board (CIDB) Grading of 3CE -5CE (Civil Engineering), particularly youth and women.

A total of R41.6 million was committed to black business enterprises. The target of 33 600-person days for labour sourced from the local area was exceeded. A total of 39 247 person-days had been worked at project completion. The contractor also employed six National Youth Service (NYS) learners for six months as part of the project. These learners received invaluable practical skills training and mentorship during the period that they were employed.

# Road projects in the Langeberg area

A major road upgrade project (Contract C818) from Ashton to Montagu through Cogmanskloof has been underway for over three years. Another road construction project at Bonnievale (Contract C820) has recently been completed. Two other road maintenance projects have recently commenced on adjoining road sections.

Contract C1089 entails the repair and resealing of the R60 from the Nuy Valley, just east of Worcester, to Ashton. The project also includes the maintenance of 11,8 km of the R317 from Robertson to the Cogmanskloof Bridge, halfway between Robertson and Bonnievale.

Contract C1091 entails the resealing of the R60 from the turnoff to Swellendam, just east of Ashton, for 31,2 km. The project also includes the resealing of Provincial Main Road 287, as well as the resealing of 6 km of Provincial Main Road 288 (a link road to the R60).

## Location of the three road construction projects



The road authority for all three projects is the Western Cape Department of Transport and Public Works. Consulting engineering firms were appointed to design and administer the three projects. After a tendering process, contracting firms were appointed to implement the projects.

The individual teams on the three projects are in contact with each

other and will endeavour to minimise the impact on the travelling public whenever possible.

To report any traffic problems due to the construction work, the public can contact the individual traffic safety officers (TSOs) operating on the projects. Their contact details are contained in the project summary table.

## Summary of the three projects

Contract	Description of affected roads	Western Cape Government road sections	Client	Consulting engineers	Contractor & TSO details	Period
C1089	Resealing of portions of:		Dept. of Transport and Public Works	BVi	WBHO Construction  TSO: Cola Lebaje 063 366 5574	Oct 2018 to Jan 2020
	• the R60 (east of Worcester to Robertson)	• TR31/1 km 13.58 to km 45.67				
	• the R60 (Robertson to Ashton)	• TR31/2 km 0.00 to km 15.68				
	• the R317 (Robertson towards Bonnievale)	• MR287 km 2.69 to km 14.50				
C818	Rehabilitation of:		Dept. of Transport and Public Works	AECOM	Haw & Inglis Civil Engineering (previously Basil Read)  TSO: Zavior Fourie 071 855 8669	Aug 2015 to Mar 2021
	• Ashton Main Road (R60)	• TR31/2 km 15.00 to km 19.7				
	• R62 through Cogmanskloof	• TR31/2 km 19.7 to km 27.22				
	• Long Street, Montagu (R62)	• TR31/3 km 0.00 to km 1.4				
	• a portion of Van Riebeeck Street, Montagu	• DR1373 km 0.00 to km 0.98				
C1091	Resealing of portions of:		Dept. of Transport and Public Works	Element	WTW Civil  TSO: Drey Msini 073 961 6276	Nov 2018 to Mar 2020
	• the R60 (Ashton towards Swellendam)	• TR32/1 km 0.00 to km 31.20				
	• the "MR287"	• MR287 km 32.00 to km 45.31				
	• the road linking "MR287" to the R60.	• MR288 km 0.00 to km 6.00				

# Roadworks between Ashton and Montagu

The R60 and R62 from Ashton to Montagu through Cogmanskloof are under construction. This project entails the reconstruction of the R60 from a point west of Ashton (km 15.4 of TR31/2) through Ashton, and the R62 through Cogmanskloof and Montagu to a point east of Montagu (km 1.4 of TR31/3).

Works include: 1) widening the R60 through Ashton; 2) adding 1.5 m shoulders to the R62 through Cogmanskloof; 3) rebuilding almost 1 km of Van Riebeeck Street in Montagu; 4) replacing the Ashton, Boy Retief and Voortrekker river bridges; 5) installing erosion and scour protection at Billy Loftus Bridge and Van der Merwe Bridge; 6)

upgrading storm water systems and street lighting in Montagu and Ashton; 7) relocating and protecting existing services; and 8) installing new services.

The project began in July 2015 with Basil Read as the contractor. The contract was terminated after Basil Read entered business rescue proceedings in June 2018. An interim contractor was appointed to oversee the completion of essential work at the Ashton Bridge and elsewhere whilst the process of appointing a new contractor was underway. In May 2019, Haw & Inglis Civil Engineering was appointed to complete the project. Work is expected to be complete in March 2021, if everything goes according to plan.



Road through Montagu

## Traffic accommodation

The road through Ashton will be constructed in half-widths, allowing two-way traffic during construction. However, the road construction in Cogmanskloof requires two semi-permanent stop/go controls of up to 2.5 km each until 2020. The average total delay in travelling time through Cogmanskloof is 15 minutes but, in peak traffic periods, the delay could be as long as 40 minutes.



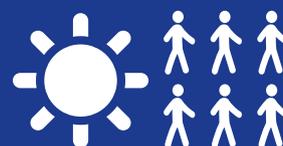
Ashton Bridge

The Department of Transport and Public Works is undertaking rehabilitation of Main Road 240 between Vredenburg and Paternoster. During weekends and holidays, this road carries high volumes of traffic.

**PROJECT VALUE** R104 million



**COMPLETION DATE**  
MID-2020



**15 000 person-days of work\*** will be created for local labour from Vredenburg and Paternoster.

*\*An ideal amount of work done by one person in one working day.*



## THE PROJECT INCLUDES:



Rehabilitating pavement layers;



Improving drainage systems;



Improving road signs and marking; and



Replacing all culverts.

R23,7 million

is expected to be spent on targeted businesses in the Western Cape during the course of this project.



The Department maintains and upgrades provincial roads. Please exercise caution during the construction period. Working towards a safer traveling experience **BETTER TOGETHER**



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The Department of Transport and Public Works is undertaking flood damage repairs to road structures in Seweweekspoort.

PROJECT VALUE  
R32 million



COMPLETION DATE  
END OF 2021



12 000 person-days of work\* will be created for local labour from the Kannaland and Laingsburg municipal areas.

*\*An ideal amount of work done by one person in one working day.*

## THE PROJECT INCLUDES:



Clearing existing gravel side drains near to the river structures and channelling these into the river to prevent future erosion.



Upgrading 24 causeway structures crossing the Seweweekspoort River with associated bank protection work to protect the road batters from erosion during flooding.



Erecting road signage consisting of four danger plates and two river crossing signs at each causeway to improve road safety.



Constructing erosion protection works on the downstream side of road batters.



Improving the existing road in three places by adding gabion protection walls and raising the road surface above the river bank to reduce the risk of flooding, and to mitigate the impact of any flooding that may occur.

R5 million

is expected to be spent on targeted businesses in the Western Cape.



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# Periodic maintenance on the N7

Two roadworks projects spanning 16 km of the N7 have been under way for a couple of months: one between the Bosmansdam and Potsdam interchanges (6.4 km); and the other between the Potsdam and Melkbosstrand interchanges (9.6 km). The entire section between Bosmansdam and Melkbos Interchange was due for periodic maintenance. The condition of the road between Refinery and Potsdam Interchange was particularly poor, which required urgent intervention to ensure the road remained safe for road users. New bridges at Dumani and Barnsley Roads will enable a future link across the N7. In order to construct these bridges, it is necessary to raise a portion of the N7 and reconstruct the entire road pavement structure.

The project for the stretch between Bosmansdam and Potsdam is expected to be completed in April 2021. Work includes building two new bridge underpasses across the N7, the reconstruction of 2.9 km of the highway, and resurfacing from Bosmansdam to Platteklouf. The project for the stretch between Potsdam and Melkbosstrand is expected to be completed in July 2020 and entails the rehabilitation of the left lane, and the resurfacing of the right lane. Up to 2 km of single lane closures can be expected on this stretch of the N7.

Lane closures have been avoided as far as possible, particularly in the morning peak traffic period (before 09:00) and the afternoon peak (after 15:00). Closures are permitted between the Bosmansdam and Refinery interchanges between 09:00 and 15:00. There are also lane closures between Bosmansdam and Potsdam interchanges between 09:00 and 15:00.

A combined total of 70 000 person-days of work will be created as a result of these projects, while up R64 million will be spent on targeted enterprises and suppliers.





## Upgrade of R43 between Hermanus and Stanford

Earlier this year, the Department started upgrading the R43 between Hermanus and Stanford. The anticipated completion date for this R270 million project is mid-2021.

The current road consists of a single carriageway with 6.8 m surfaced lanes and unsurfaced shoulders of varying widths. During this project, the R43 will be upgraded to a Class 1 cross-section road, with a surfaced width of 11.4 m. Significant vertical realignment will be done in places and revised horizontal alignments will be implemented at the two bridges (Klein River Bridge and Vogelgat Bridge). In addition, an access road with a total length of 5.8 km will be constructed to Maanskynbaai. This new road will serve as a bypass during construction and provide access to affected properties.

No stop/ go controls will be used in the construction of the Maanskynbaai access road and those parts of the R43 where the road is being horizontally realigned. Half-width construction (involving the closure of one lane) will be undertaken along the rest of the R43 using stop/ go controls. No more than two closures will be allowed at a time,



each a maximum of 4 km long, with no less than 3 km between closures. Motorists can expect to wait approximately 15 minutes at these controls.

During the three-year course of this project, a total of 30% of the budget will be spent on targeted enterprises, and approximately 50 000 targeted person-days of work will be created for people from the Overstrand municipal area.

# Projects in progress

## REHABILITATION OF ANNANDALE ROAD

A project to rehabilitate a 7 km section of Annandale Road between the R44 and R310 near Stellenbosch is expected to be completed in September 2019. This project, which started in November 2016, includes rehabilitating the road and widening surfaced shoulders. In addition, a new bridge has been constructed, improvements made to pedestrian areas near intersections, and stormwater infrastructure installed. A total of R12.4 million has been spent on targeted contractor businesses and 48 167 person-days of work have been created for people from the Stellenbosch municipal area.



## MAINTENANCE BETWEEN LANGHOOGTE AND VILLIERSDORP

Periodic maintenance of Trunk Road 30 section 1 (the R43) from Langhoogte to Villiersdorp and section 2 from Villiersdorp to Worcester is expected to be completed in December 2019. The project, which started in October 2018, includes repairs to potholes, base patching, asphalt surface patching, and improvements to rest areas. Improvements are also being made to gravel shoulders, intersections and accesses. A total of R5 million has been spent on targeted contractor businesses and 9 174 person-days of work have been created for people from the Theewaterskloof municipal area.



## ROADWORKS BETWEEN MALMESBURY/ MUISHONDRIVIER

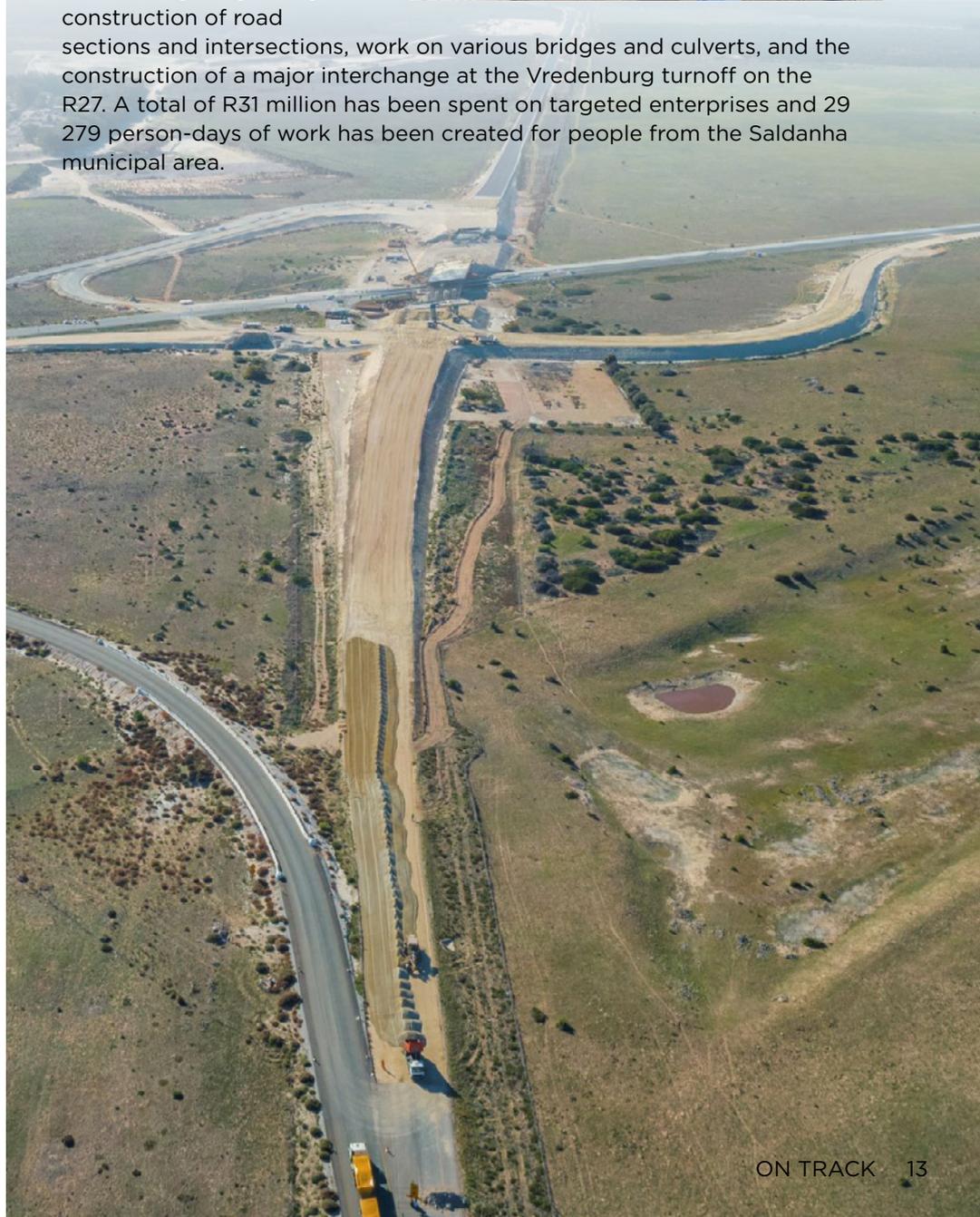
Periodic maintenance of Main Road 174 (MR174) between Malmesbury and Muishondrivier is progressing well. This R47 million project is expected to be complete by September 2019, if everything goes according to plan. MR174 forms part of the R45 that connects Saldanha with Villiersdorp via Vredenburg, Malmesbury and Paarl. Completed work includes the repairing of cracks, patches and potholes, the realignment of guardrails, and shoulder rehabilitation. The project milestone of completing all the resealing works on both the R302 (14 km) and R45 (17 km) routes before the start of the rainy season in April 2019 was achieved. Only ancillary works remain. A total of R3.8 million has been spent on targeted enterprises, and 8 416 person-days of work have been created for people from the Swartland municipal area.





# Major Saldanha roadworks project will boost economic growth

The construction of a greenfields link between the R45 and R27 towards Hopefield (expected completion early in 2020) has been in progress for months. This R280 million project, which started in November 2017, includes the dismantling of the Vredenburg weighbridge, construction of road sections and intersections, work on various bridges and culverts, and the construction of a major interchange at the Vredenburg turnoff on the R27. A total of R31 million has been spent on targeted enterprises and 29 279 person-days of work has been created for people from the Saldanha municipal area.



# Roadworks near Great Brak River

Good progress is being made with a project to upgrade the MR344 (R102) between Hartenbos and Great Brak River, as well as the DR1578 between Tergniet and Wolwedans. This R182 million project started in January 2018. Construction activities are being undertaken simultaneously in a number of areas, with stop/go controls to manage the flow of traffic where necessary. The project will be completed in April 2020, if everything goes according to plan.

The MR344 (R102) was constructed in the mid-1960s. The area has developed significantly over the recent years, with a concomitant increase in traffic. Another factor which led to the decision to upgrade this road was that high maintenance costs were being incurred due to the poor condition of the pavement. Because many heavy vehicles access the Sandhoogte industrial area via DR1578, it was decided to upgrade the existing gravel road to a surfaced one.

## Stop/ go traffic controls (partial road closures)

- Stop/ go controls will be reintroduced on the R102 between the Long Street intersection at De Dekke in Great Brak River and Tergniet to allow half-width construction. Both lanes will be reopened by mid-March 2020.
- Stop/ go controls will be put in place on the DR1578 between the N2 bridge crossing and the Freimersheim Road intersection. Both lanes will be reopened by mid-March 2020.
- Stop/ go controls will also be necessary when: 1) the upgrading of the link road between Impala Road and the R102 at Tergniet begins; 2) the Impala Road and R102 intersection at Fraaiuitsig is upgraded; and 3) the reconstruction of the R102 between the new culvert at Riverside and the T-junction at Stonehill takes place.
- Final seal surfacing may only take place in warm months between September and April, and the work will take place in two phases. When this process begins, half-width construction with stop/go controls will be necessary. The first phase of resurfacing will take place between 29 January 2019 and mid-April 2019, and the second phase between mid-August 2019 and 13 December 2019.

The project team apologises for the unavoidable inconvenience that these stop/ go closures will cause. Road users are requested to be patient and adhere to applicable

speed limits. The safety of all road users and the construction teams is the contractor's top priority. For public queries during this period, please contact 087 551 1528.



# New strategy for more efficient freight transport

**e** Earlier this year, the Department and industry stakeholders launched the Western Cape Provincial Freight Strategy in Cape Town. Developed in conjunction with national, provincial and local policy makers, the strategy helps to give effect to the relevant parts of the National Land Transport Act. By enabling the efficient movement of goods, an effective freight movement system is a vital enabler of economic activity and economic growth. The strategy is based on five principles: 1) freight transport network efficiency; 2) inclusive economic development, 3) freight transport network safety; 4) environmental sustainability; and 5) cost optimisation.

The effective transportation of goods to market helps to increase investment and increase employment

in South Africa. Freight transportation efficiency affects the cost of the goods we buy, and when and where these goods can be obtained. Greater freight efficiency is likely to lead to lower costs of goods and increased availability, which has a direct benefit for the consumer.

The Department's Directorate: Transport Policies will continue strengthening the coordination of freight planning and delivery between various stakeholders, and enhancing capacity to give effect to the objectives of the Strategy.

The Provincial Freight Strategy can be found at: [https://www.westerncape.gov.za/sites/www.westerncape.gov.za/files/freight\\_strategy\\_report\\_final\\_2019.pdf](https://www.westerncape.gov.za/sites/www.westerncape.gov.za/files/freight_strategy_report_final_2019.pdf)

**a** Vroeër die jaar het die Departement en belanghebbendes van die bedryf die Wes-Kaapse Provinsiale Vragstrategie in Kaapstad van stapel gestuur. Die strategie is in samewerking met nasionale, provinsiale en plaaslike beleidmakers ontwikkel om te help om uitvoering aan tersaaklike dele van die wet op nasionale landvervoer ("National Land Transport Act") te gee. Deur die effektiewe beweging van goedere in staat te stel, is 'n doeltreffende stelsel om vrag te beweeg 'n belangrike faktor in ekonomiese aktiwiteit en ekonomiese groei. Die strategie is op vyf beginsels gebaseer: 1) doeltreffendheid van vragvervoernetwerk; 2) inklusiewe ekonomiese ontwikkeling; 3) veiligheid van vragvervoernetwerk; 4) omgewingsvolhoubaarheid; en 5) koste optimalisasie.



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