

ONTRACK



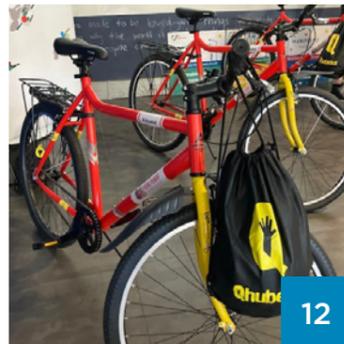
Property
Efficiency Report

Bicycle project

Updates on
infrastructure projects

Blue Dot

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Please send us your feedback and suggestions.

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VISION:

Enabled communities leading dignified lives.
#JUSTdignity.

MISSION:

To tirelessly pursue the delivery of infrastructure and transport services that is: inclusive, safe and technologically relevant, seeking to heal, skill, integrate, connect, link and empower every citizen in the Western Cape, driven by passion, ethics and a steadfast commitment to the environment and people as our cornerstone.

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FOREWORD FROM THE HEAD OF DEPARTMENT



The Department of Transport and Public Works is committed to continue to share progress made in the maintenance of roads and infrastructure projects in the Western Cape during the National State of Disaster.

Infrastructure development is critical for transforming the provincial economy and for stimulating economic growth and creating jobs. In this edition, we feature the good work being done by our Provincial Public Works branch to provide top-quality health, education and general infrastructure to residents of the Western Cape.

After regulations under the Disaster Management Act to contain the spread of COVID-19 came into effect in March 2020, many of DTPW's built-environment activities had to be delayed. However, many have come back on stream under Alert Level 1. Construction, refurbishment and repair works continue on roads, schools, clinics, hospitals and general infrastructure. Of course, we have all had to adapt the way we work so that the wearing of masks, social distancing, washing and sanitising of hands have become a part of life. This will be the case for the foreseeable future.

In partnership with the Bicycle Consortium (Qhubeka, Pedal Power Association and Ben Bikes), the Department launched the first round of bicycle distribution in November 2020. This is a flagship project of the Provincial Sustainable Transport Programme. The goal was to distribute up to 400 bicycles to community-based organisations (CBOs) in the six Western and Southern hotspot areas: Atlantis, Dunoon, Langa, Grassy Park and surroundings,

Masiphumelele, and Retreat.

In April, and in every other month of the year, traffic and road safety officers of the Department of Transport and Public Works will be hard at work making our roads safer. But road safety is everyone's responsibility. Whether we use the road as drivers, passengers, cyclists, motorcyclists or pedestrians, every one of us should take personal responsibility for our behaviour as road users. Let us all strive to #BeTheChange we want to see on Western Cape roads.

By doing their important work, all our staff help to enable citizens to lead dignified lives. As a Department, we are continually striving to improve what we do. I know that we are moving in the right direction and are actually achieving something which others appreciate and acknowledge.

Jacqui Gooch,
Head of Department



Improvements to our road network



in each direction. There will be two closures for 3 km in each direction, with a gap of 3 km between closures. At least one lane in each direction will remain open at all times. To ensure the safety of the travelling public and the construction workers, the speed limit will be reduced to 60 km/h. The closures will be clearly signposted and pre-warning signs will also be erected.

Wellington to Windmeul and Bainskloof Pass roadworks

The contract for repairing and resurfacing Bainskloof Pass was awarded to Base-Line Civils Pty. Ltd in September 2020. The work is expected to be complete in January 2022. The project includes repairing areas where the road has failed, and the provision of a new asphalt surfacing. Work will also include the general improvement of the drainage in the pass. The project will also address the stabilisation of unstable slopes in the pass as well as the upgrading of certain existing rest areas.

The Department builds, repairs and upgrades provincial and national roads in the Western Cape to meet its vision of enabled communities leading dignified lives #JUSTdignity. Well-maintained roads are important social goods that support the economic growth of the Western Cape by enabling the rapid movement of people and goods. They also provide access to opportunities for residents. The Department understands that roadworks are frustrating for motorists, but the result will be a better and safer road for the benefit of all residents of the province.



Our work on roads is focused on preserving surfaced roads, gravel roads, and bridges. Spending priorities are determined by, among other things, road condition, date of last refurbishment, the nature and volume of traffic, safety considerations, the number of people a road serves, the economic importance of a road, and the availability of alternative routes. For the citizen, this means better access to work opportunities, economic opportunities, and social amenities.

The Western Cape Minister of Transport and Public Works

announced in March 2021 that 41% (R3.7 billion) of the budget for the 2021/22 financial year had been allocated to building, upgrading and maintaining our provincial roads. The Provincial Minister also emphasised that 7 500 job opportunities would be created through road and other infrastructure projects.

The R22 million De Beers Avenue bridge over the N2 at Somerset West was completed and officially opened in February 2021. Despite the challenge of the COVID-19 pandemic and associated safety restrictions, our team has persevered and made tremendous progress

on all our ongoing projects from periodic maintenance on the N1, to upgrading roads in the Cape Winelands, West Coast and Overberg, and rehabilitation and repairs on Bainskloof Pass.

Construction works on 11 km of the N1 begin

Work on the R71 million Department of Transport and Public Works periodic maintenance project to repair and resurface the N1 between the Black River bridge interchange and the Platteklouf Road interchange commenced on 20 January 2021, with the expected completion date being the end of July 2021. The project



involves removing existing asphalt surfacing, undertaking repairs, patching and sealing cracks where this is necessary, and resurfacing the pavement with an ultra-thin friction course (UTFC) top layer. The contract with Triamic Construction (a division of Haw & Inglis) and consulting engineers SMEC South Africa also includes work on some of the ramps and service road intersections along the route.

Easing high traffic volumes between Stellenbosch and Somerset West

A R61 million periodic maintenance project on the high-volume, dual carriageway R44 between Somerset

West and Stellenbosch commenced on 31 August 2020. The completion date is expected to be March 2021. Structural works include the maintenance of the Steynsrust Bridge over MR27, concrete lining of an Armco culvert near Corboda, and maintenance to the crib wall near Somerset West.

R33 between Vredenburg and Saldanha to be resealed

The R33 between Vredenburg and Saldanha is due to be resealed soon. The work is expected to be completed at the end of June 2021. To enable resealing to take place, lane closures of one lane will be required

Upgrading the road between Stanford and Hermanus

The TR28/2 trunk road which provides a direct 43 km link between the towns of Hermanus and Stanford is being upgraded, including work on the Klein River Bridge. Although there were delays due to Alert Level 5 restrictions under the National State of Disaster, the project is still expected to be complete in October 2021.

Resealing the road between Hermon and Malmesbury

The R46 is a provincial route in South Africa that connects Malmesbury with Touws River, via Riebeeck-Kasteel, Tulbagh and Ceres. This road also links with the R44 between Gouda and Hermon. Resealing the road between Hermon and Malmesbury started in March 2021, and this project is expected to be complete in June 2021.

Helderberg Hospital upgrade and additions



Helderberg Hospital, located on the corner of Lourensford Road and Irene Avenue, Somerset West, provides a comprehensive Level 1 service package of care. Demands on the hospital have surpassed the capacity of the existing facility, primarily due to the changes of demography and disease profile of the hospital catchment area. The original Emergency Centre carried the bulk of this service pressure. While it is due for replacement in the next 10 years, the Emergency Centre Upgrade and Additions project set out to alleviate these capacity constraints on the current infrastructure and services.

The project scope comprised of extensive upgrades and additions to the Emergency Centre with a new main public entrance, waiting, reception and triage areas, as well as extensions to the existing maternity ward to include a 12-bed mother kangaroo unit. Non-clinical components of the project scope included new fencing along the eastern boundary to address recurring security concerns, increasing the secure parking area by 91 bays, and improvements to vehicular and pedestrian circulation on the property. The domestic water supply was also upgraded, and the hot water system of the entire facility replaced.

The design was conceived as a partially prefabricated model using lightweight steel-framed and -cladded construction. This makes it possible to disassemble the structure and potentially reuse it in another location if required. This design also maximises space efficiency by utilising less floor area than traditional masonry construction. A phased approach to construction was adopted so that the hospital could get the benefit of early occupation of completed sections.

The project started two years before the COVID-19 National State of Disaster came into effect. The regulations closed

the site for a period in 2020. As work recommenced under less severe Disaster Management Act regulations, there were additional occupational health and safety compliance requirements, e.g. the provision of personal protective equipment and other infection control measures, including fewer labourers on site at one time. Other hindrances to the completion of critical portions of the work included pandemic-induced material supply shortages.

Quality control is managed by the Department, the professional team and the contractor through comprehensive quality management plans.

Project Information

Contractor:	Buildaway
Tender acceptance (Letter of Award):	26 March 2018
Site handover:	25 April 2018
Original construction period:	20 Months
Initial practical completion date:	26 November 2019
Revised practical completion date:	21 October 2020*
Anticipated practical completion date:	January 2021*
Approved project budget:	R53,180,400
Contract Participation Goal (CPG) Targets	Black economic empowerment subcontractors 30%

New emergency facilities for the Overberg District

A R9 million Department of Transport and Public Works project to build a new Emergency Communication Centre (ECC) and Disaster Management Centre in Caledon has been completed. The facilities are housed in a new extension to the Emergency Medical Services (EMS) unit of

Caledon Hospital. By enabling the coordination and dispatch of rescue, police and fire services in the Overberg District, the ECC facilitates an effective pre-hospital emergency service to residents. The design and construction teams had to overcome two constraints to successfully complete the project. The first was that no interruptions to ambulance services operating

from the existing EMS centre were permitted. The second was that there was minimal allowance for personnel to be decanted during construction. The teams had extensive engagement with end users to establish an approach that would work for all parties. The project started on 3 June 2019 and was completed on 27 October 2020.

New satellite clinic at Abbotsdale

A new satellite clinic has been built in the growing community of Abbotsdale, just outside Malmesbury in the Swartland Municipality, West Coast District. This fully fledged clinic facility is supplementing the primary healthcare service delivered from the community hall. The project was opened by Provincial Minister of Health Dr Nomafrench Mbombo on 21 October 2020.

A community meeting was held in August 2018 to inform local stakeholders about the pending development, tender processes, and Expanded Public Works Programme (EPWP) targets and processes. Although the COVID-19 National State of Disaster caused unexpected delays, the project was successfully completed in August 2020 and a significant amount of money was spent on providing short-term jobs for local labourers and work for contractors while construction was underway.

The clinic is comprised of three consultation rooms and a prep room (with external sputum

booth) accessed directly from the main waiting area. A medicine store, which will operate as a medicine dispensary, as well as reception area and records room, are located next to the main entrance on the western side of the clinic. A staff area, which includes auxiliary space for equipment and cleaning storage, is situated in a controlled access portion of the clinic. Public ablutions (including universally accessible ablutions) can be accessed directly from the waiting area.

The outside waiting area includes built-in seating and was intentionally developed to make the best use of the northern aspect and views along the main road. The aim was to encourage patients to use the well-established practice of sitting outside to reduce the risk of infection. Encouraging the use of external spaces has become even more appropriate since the outbreak of COVID-19. The position of the building on the site ensures the most effective usage of area, easy access for the public,

as well as secure parking for staff. The alignment of the building ensures that existing pedestrian paths are not significantly disturbed, and that the facility fits into the existing community.

The gable end roofs acknowledge the style of the surrounding domestic historical architecture whilst providing a contemporary feel to the facility as a whole. The double volume space above the waiting area promotes the healthy principles related to ventilation and allows light to be brought into the deeper parts of the building courtesy of glass bricks which are located at high level and require no maintenance. This ensures that even the consulting rooms on the south of the building receive natural light, resulting in a more salutogenic (health-promoting) space for both clinicians and patients.

The service currently operates three days a week, and it has the capacity to expand working hours as the need increases.

Replacement satellite clinic at Chatsworth

The new replacement satellite clinic at Chatsworth was based on the design template developed for rural satellite clinics and implemented in Abbotsdale only 25 km away. Lessons learned from building the satellite clinic at Abbotsdale enabled contractors to complete the Chatsworth Satellite Clinic more quickly. Challenges like delays in securing electricity connections in rural areas were anticipated and mitigated. Even though the project in Chatsworth began three months later than the one in Abbotsdale, both facilities were completed at the same time and both were opened by the Provincial Minister of Health on 21

October 2020.

A similar process was followed for establishing community participation and local stakeholder involvement before the project began. A tender clarification meeting was held in Chatsworth. A local community liaison officer (CLO) was appointed in line with Expanded Public Works Programme requirements and targets established in terms of the Empowerment Impact Assessment (EmplA) were outlined. This process helped to ensure that the project had a positive impact on the local community both during implementation, and after the facility was opened. A total of 23 local people including eight youths benefited from short-term

employment on the project as well as skills training and on-the-job training in construction.

While the design template used the Chatsworth Satellite Clinic is the same as the one used in Abbotsdale, the design was optimised for local conditions and constraints. This necessitated placing the parking area and some services in different places, but ensuring that existing pedestrian access routes were not disturbed.

The service at Chatsworth clinic also runs three days a week and has provided community members with a facility they can be proud of.



Property Efficiency Report 2019/2020 Executive Summary

An annual publication that demonstrates the Western Cape Government's commitment to managing and improving the efficiency, effectiveness and sustainability of its property holdings.

Issue No. 9.

39 = 208 658 m²
buildings



Total electricity consumption per kWh/m²/pa decreased by 2.6% from 150 to 146 kWh/m²/pa over the 2019/2020 reporting period.



Water consumption decreased from 0.63 to 0.54 kL/m²/pa, a 14% decrease, during the 2019/2020 reporting period.



The portfolio achieved an average desk space of 19m², an increase from 17m² compared to the same period last year.



Extensive analysis has been done on the portfolio's total occupancy cost per square metre, and we are delighted to report that **the total cost has decreased by nearly 25% over the 2019/2020 reporting period from R3 097 to R2 319/m².**



Although the final portfolio target of 139.7 kWh/m²/pa was not met, we remain committed to reducing our energy consumption.

Leased buildings showed a reduction of 55% over the last four years from 1.46 kL/m²/pa to 0.65 kL/m²/pa. This is a remarkable achievement.



For the fourth successive year, the WCG portfolio outperformed the private sector's electricity consumption benchmark of 222 kWh/m²/pa, and this year by approximately 34%.



The operating cost for the portfolio under review is R70/m², which is 6% higher than the SAPOA benchmark of R66/m². Leased buildings in the portfolio outperform the SAPOA benchmark by 6% for the same period.



The solar energy yield has increased from 26 MWh in 2016/2017 to 3 201 MWh in 2019/2020, and the cost savings increased over the corresponding period from R32 000 to R4 252 626pa.

	2018/2019						2019/2020					
	All WCG offices	All leased buildings	All owned buildings	CBD offices	Non-CBD offices	Private sector	All WCG offices	All leased buildings	All owned buildings	CBD offices	Non-CBD offices	Public sector
WC portfolio net area	214 506	69 580	144 926	148 118	66 388	-	208 658	69 468	139 190	144 571	64 087	-
WC portfolio performance data	211 037	69 580	141 457	144 649	66 388	-	205 388	69 468	135 920	143 203	62 185	-
Accommodated office staff	11 168	3 633	7 535	7 902	3 266	-	9 139	3 070	6 069	6 633	2 506	-
Cost/m ²	3 037	2 842	3 222	3 205	2 861	2 907	2 319	2 692	2 129	2 653	1 550	2 127
Cost/FTE	59 716	55 187	61 921	58 669	62 437	-	52 119	60 915	47 669	57 283	38 451	-
m ² /FTE	19	19	19	18	22	-	22	23	22	21	25	-
m ² /Desk	17	17	17	16	20	15	19	20	19	18	22	16
Energy kWh consumed per FTE/pa	2 893	3 619	2 520	3 237	1 647	-	2 749	3 988	2 940	3 809	1 923	-
Water kL consumed per FTE/pa	11	14	9	10	14	-	12	13	11	11	12	-
Energy kWh/m ² /pa	150	186	131	177	90	231	146	176	131	176	77	222
Water kL/m ² /pa	0.63	0.73	0.47	0.54	0.76	0.94	0.54	0.64	0.50	0.53	0.56	0.84

Environmental performance

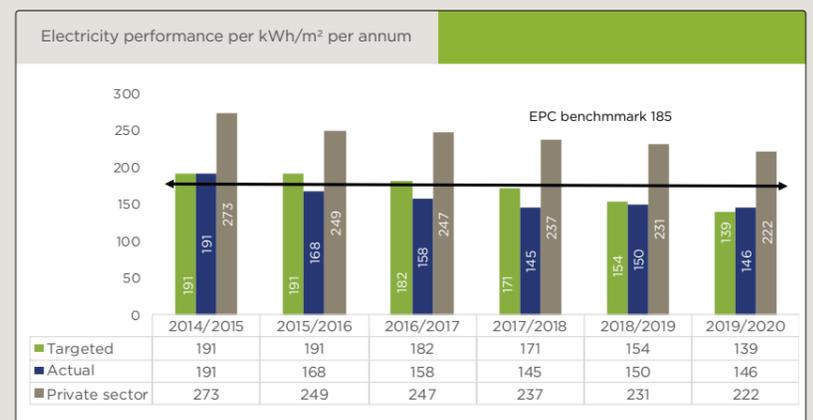
64% of the water consumption analysis is from the portfolio's remote meters, 28% is from the monthly bills received from the local municipalities, and 8% of the portfolio was excluded due to inaccurate or unavailable data.



The owned buildings' consumption of 131 kWh/m²/pa is 25% better than the leased buildings' consumption of 176 kWh/m²/pa.

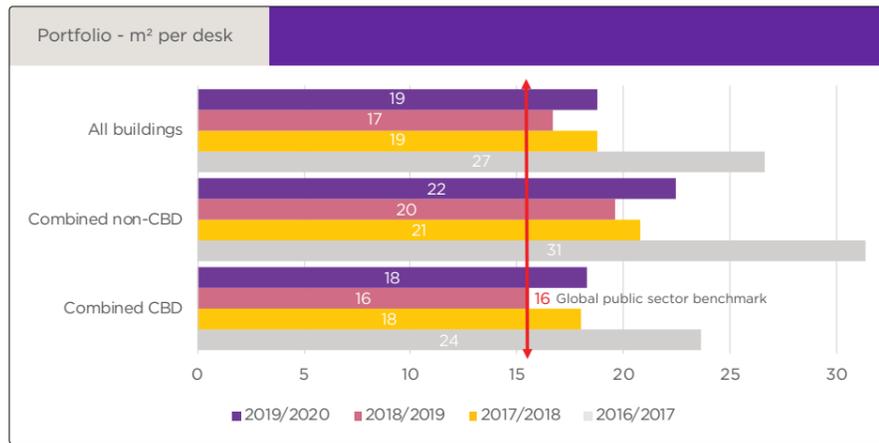


The CBD portfolio (176 kWh/m²/pa) outperformed the private sector benchmark (220 kWh/m²/pa) by more than 20%.



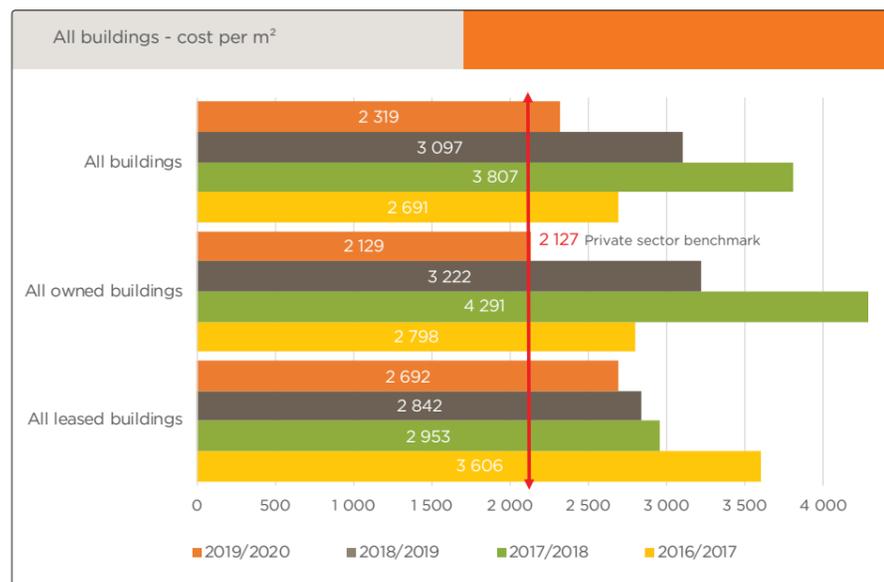
Space utilisation

Space efficiency of the CBD buildings is 12% less efficient than the public sector benchmark of 16 m²/desk.



Performance measurement cost

The total cost has decreased by nearly 25% over the reporting period from R3 097 to R2 319/m².



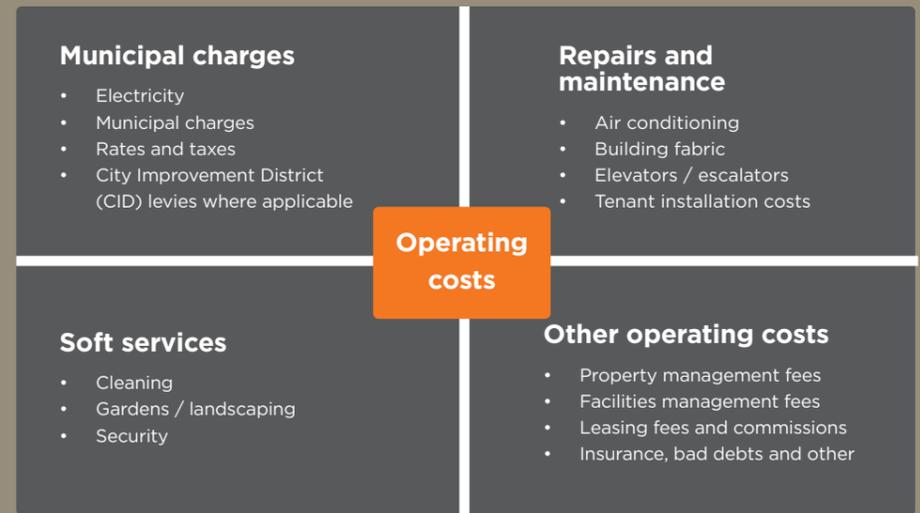
Spending on all CBD properties dropped from R3 205 to R2 653/m² in 2019/2020.



Non-CBD combined properties reduced their costs from R2 861 to R1 550/m² in 2019/2020.

Operating cost analysis

Operating costs have become a crucial concern for commercial property owners and tenants throughout the world. Analysing the various components that make up operating costs assists both tenants and landlords to identify those components that have the most influence on the cost of occupying a space.

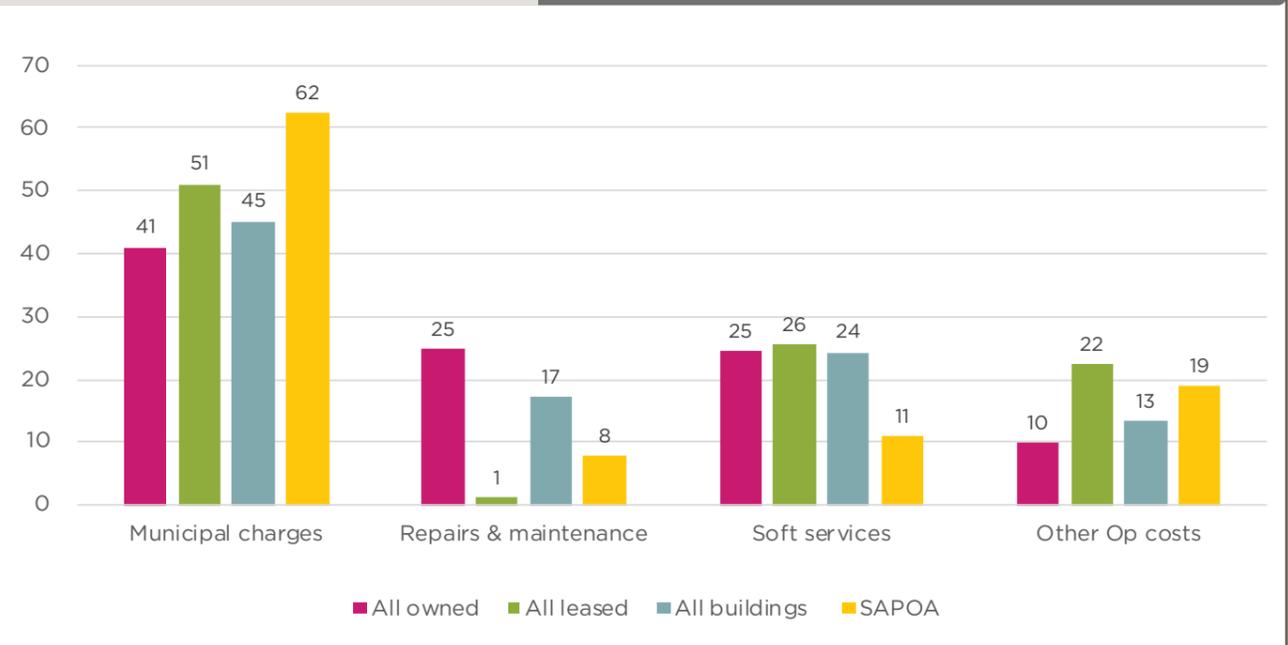


Non-CBD combined properties reduced their costs from R2 861 to R1 550/m² in 2019/2020.



Spending on all CBD properties dropped from R3 205 to R2 653/m² in 2019/2020.

Operating cost by cost category (%)



9 Dorp Street

The building showed a reduction of approximately 41% in its use of municipal water over the three-year period 2017/2018 to 2019/2020, from 0.34 kL/m²/pa to 0.20 kL/m²/pa.

9 Dorp Street municipal vs. basement water (kL/m²/pa)



Department hands over bicycles for use by CBOs

The Western Cape Department of Transport and Public Works (DTPW) launched the first round of bicycle distributions as part of the flagship Provincial Sustainable Transport Programme (PSTP). So far, 265 bicycles have been handed over and another 130 are still to be delivered.

The bicycle distribution project will distribute almost 400 bicycles to community-based organisations (CBOs) in hotspot areas.

The project aims to remove the transport barrier to help local community organisations maximise their reach and meet the needs of their beneficiaries more effectively. In communities where most of the population can barely afford to use taxis, bicycles are a more efficient way than walking to deliver services that are essential to the community.

This initiative helps to give effect to the PSTP's citizen-centric promotion of non-motorised, environmentally friendly transport. The PSTP also assists municipalities to plan infrastructure improvements such as sidewalks, bicycle lanes, traffic calming and safe crossings to better protect vulnerable road users.

On 14 and 15 April DTPW in partnership with the Bicycle Consortium (Qhubeka, Pedal Power Association and Ben Bikes) handed over 27 bikes to two CBOs: Inspire Life in Langa, and



the Red Zone Neighbourhood Watch in Grassy Park.

This neighbourhood watch helps to fight crime in the area through the work of 17 active patrollers, ten of which will be using bicycles. The bicycles will reduce personal costs and allow speedy assistance to be rendered.

Twelve bicycles were delivered to Inspire Life, a training organisation equipping the youth with film production skills to tell their stories and have a positive impact on their communities. They also have programmes that are dedicated to feeding the community and helping alcohol and drug addicts learn new habits.

Inspire Life has 21 volunteers with 12 currently active. The bicycles will increase the group's capacity to deliver supplies to the soup kitchens and hold motivational sessions for at-risk youth.

DTPW also handed 20 bicycles over to the Open Streets organisation in March 2021. Open Streets, a non-profit organisation

based in Woodstock whose goal is to increase the use of public and non-motorised transport, distributed the bicycles to local community-based organisations.

Providing a bicycle to each of 20 CBOs will reduce the transport barriers they face so that they can maximise their reach and better meet the needs of the people they serve. Bicycles are a more efficient of travelling than walking to deliver essential community services. Bicycles and other forms of non-motorised transport also have the environmental benefit of travel without carbon emissions.

Open Streets will distribute one bicycle to a CBO volunteer engaged in delivering services in each of 20 different communities. This person will be a champion for people using bicycles. These volunteers will be tracked and will have to keep a bicycle diary to capture their experiences. The data from these diaries will be collected and used to promote cycling in urban environments.



Blue Dot taxi pilot project is launched

The Blue Dot taxi service is a new Department of Transport and Public Works pilot programme to reward improved minibus taxi driving behaviour, reduce the incidence of illegal operations, and bring down the level of violent conflict. This is a first for South Africa and it marks a significant milestone in the empowerment and transformation of the industry. The Department is looking forward to improvements in taxi operations, and passengers can look forward to better safety and comfort.

Minibuses are the country's biggest provider of public transport. The industry delivers an essential service that is vital to the functioning of the economy and the ability of people to access services. Blue Dot services are carefully monitored with onboard vehicle trackers and monitoring in the field. Passengers are able to give feedback from their cellphones using the USSD code *134*3047# or WhatsApp 073 249 2152.

About 1 300 taxis will be participating in the Blue Dot pilot. Eight new companies have been established by the province's regional taxi councils, along with Umanyano Travel Services. Umanyano was established by the Western Cape branch of the South African National Taxi Council (SANTACO) to participate in DTPW's earlier Red Dot taxi initiative.

In October 2020, the National Department of Transport, provincial transport departments and representatives of the taxi industry participated in the National Taxi Lekgotla. The first aim of this long-standing collaboration with the industry was to improve the quality of service and the safety of

travelling by taxi. The second was to curb illegal operations and eradicate taxi violence. Most importantly, these efforts aimed to empower and transform the minibus taxi industry.

During the COVID-19 pandemic, DTPW established the Red Dot and Red Dot Lite transport services in partnership with SANTACO Western Cape. Red Dot provided safe transport to and from quarantine and isolation facilities, and Red Dot Lite provided essential public sector health workers with transport home during the hard lockdown.

Following the success of Red Dot, and to help give effect to the spirit of the National Taxi Lekgotla, the Blue Dot taxi service pilot was launched in Cape Town on 4 March 2021 by Premier Alan Winde, the Provincial Minister of Transport and Public Works, SANTACO Western Cape, and members of the minibus taxi industry.

"Our response throughout COVID-19 has been innovative, agile and responsive and the Red Dot Service has been a shining example of that," said Premier Winde. "The Blue Dot service shows this government's commitment to continuing to deliver services innovatively, and in a way that contributes to the key pillars of our recovery – jobs, safety and dignity, and well-being. This will not only provide safer, more dignified transport, but will also allow people to travel to work and to access economic opportunities while supporting jobs in the taxi industry."

We are striving to fundamentally shift the industry's existing economic drivers which incentivise fare-chasing, competition, recruitment of illegal operators, and route contestation. We have gathered to celebrate a great milestone for public transport and the minibus taxi industry. Our engagements with the industry's provincial and regional structures have been extremely positive, and the enthusiasm expressed for the project has been heartening to witness in these challenging times.



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PARK

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AMENITIES



Access control



CCTV



Pet friendly



Fiber ready



Modern finishes



Access to recreational parks



Close to Crèches & schools



Roof top laundry lines



An unprecedented lifestyle for all, near the CBD!

The precinct includes two schools, various crèches, a business hotel, an urban gym and a collection of pet-friendly parks (Foot and cycling paths are part of an integrated non-motorised transport plan and green technology has been applied to energy, water and waste management).

CONRADIE PARK PROJECT OVERVIEW

22 000m²
linear park

160
hotel beds

15 000m²
shopping centre

63 388m²
commercial

3 500
homes

2
affordable private school
for 1 600 learners

3
crèches/ECD

Please join us on our journey to success --



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All children under three years' old must be strapped into a car seat when travelling in a motor vehicle.

Fact: Studies revealed that child safety seats that are correctly installed for use by children age 0-4 years can reduce the need for hospitalisation by 69% after a road crash. Restraining the children and other passengers in a motor vehicle will:

- Reduce the risk of contact with the interior of the vehicle and reduce the severity of injuries if a crash occurs
- Distribute the force of a crash over the strongest parts of the body
- Prevent the occupant from being ejected from the vehicle on impact
- Prevent injury to other occupants (for example in a front crash, unbelted rear-seated passengers can be thrown forward and hit other occupants).



**Western Cape
Government**

Transport and Public Works

Be alert. Stay alive. 365.