

Facts about Traffic and Infrastructure in the Far South

1. There are only 3 entrance and exit roads to and from the Far South Peninsula.
2. It is estimated that Ou Kaapse Weg (OKW) services in excess of 85% of traffic even when Main Road and Chapman's Peak Drive are functioning normally.
3. OKW, a single-lane, winding, steep road, is unsuited to overtaking and the increasing number of heavy vehicles that are using it.
4. OKW has been acknowledged by the City to already be operating at or over capacity. (Cllr Brett Herron, FSPCF meeting with the Mayor, 6 May, 2013)
5. Due to inadequate public transport OKW is a main private vehicle commuter route with morning and evening congestion (even before any additional traffic load from already approved new developments).
6. Most of the schools in the Far South are already at, or over, capacity, necessitating commuting to schools over OKW for many.
7. Tourism, requiring easy road access, is a key driver of the Far South economy.
8. Currently clinics and other social services in the Far South are over-stressed. There is only one hospital with limited facilities, requiring emergency travel out of the Far South.
9. The Road Transport Impact Assessment (RTIA) being used by officials considers traffic only from a limited study area ignoring traffic generated by developments outside the study area, e.g. Simon's Town, Glencairn and Noordhoek.
10. The RTIA significantly discounted trip rates of 30 to 50% from traffic within the study area resulting in the ludicrous and empirically unjustifiable finding that there were fewer vehicular trips in 2013 than in 2005.
11. An RTIA traffic count was conducted on an 'abnormal' day leading to the consequently under-stated findings of the TIA.
12. Traffic growth of 30% to 50% has been predicted for 2018 and 2023 respectively.
13. The City has announced limited road upgrades on Kommetjie Road and OKW within the Fish Hoek Valley area. These are desperately needed to alleviate current congestion and improve mobility within the Valley. New development proposals cite these short road upgrades to promote and justify approval of their developments.
14. The planned short stretches of road upgrades are limited to the central area of the Valley and will only displace the current congestion onto OKW and further along Kommetjie Road (both single lanes).
15. There are already in excess of 3750 single residential units already approved in the South, some of which like Chapman's Bay, Silverglades and Bodensee, are already under construction.

