

**DRAFT POLICY  
FOR THE CONSTRUCTION OF  
UNMADE ROADS IN THE  
CITY OF CAPE TOWN**

[Approved by Council : C 53/10/03]

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## DRAFT POLICY FOR CONSTRUCTION OF UNMADE ROADS IN THE CITY OF CAPE TOWN

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### 1. INTRODUCTION

Approximately, 400 km unmade roads exists in the City. 280 km (70%) falls within the Urban Environment and 120 km (30%) in the Rural Environment.

This policy does not include the following conditions:

1. Roads for new development applications (provided by developer)
2. Rural roads
3. Roads that have been proclaimed, but which have never functioned as roads (the road through Newlands Forest, as an example) (A process of de-proclaiming these roads must be initiated.)
4. Roads in informal settlements, which are the subject of a separate policy.

This policy therefore deals with unmade roads in an urban context. Excluding the conditions indicated above. The policy provides a mechanism to prioritise the upgrading (construction) of unmade roads per financial year.

For the purposes of this policy, an unmade road, is defined as a road without a paved surface (that is asphalt, concrete, cobbles or paving).

### 2. BACKGROUND

Unmade roads have a relatively short life expectancy and carry high maintenance costs. The deterioration of unmade roads can be accelerated by various factors such as increased traffic volumes, environmental conditions (wet weather), poor drainage and lack of regular maintenance.

The long-term goal is to upgrade all unmade roads to full standard with a paved surface and adequate stormwater drainage.

As the City's Capital Budget does not provide sufficient funding to upgrade all unmade roads to the required standards in the immediate future, a policy is required in order to prioritise the large backlog of roads, which already exist. The policy should also allow for the priority ranking of any specific road to be elevated by a contribution from the private sector.

# DRAFT

2

The priority ranking attained through the application of this policy may then be used to allocate funds available in a particular financial year, or to motivate for the provision of funds in subsequent financial years.

## 3. STRATEGY DEVELOPMENT

### 3.1 Policy Objectives

- To provide a mechanism for determining the priorities for the upgrading of unmade roads in the City of Cape Town.
- To provide an mechanism whereby private sector funding can be used to accelerate implementation.

### 3.2 Values

- Community and public involvement is key to success.
- Proper communication to all levels.
- Application of the appropriate technical solution.
- Implementation on a priority basis.
- Increase livability of the environment.

## 4. METHODOLOGY

- Step 1:** Identify all unmade roads in the urban context.
- Step 2:** Determine the percentage development of properties adjacent to each road
- Step 3:** Identify any private sector funding that has been offered as a contribution towards the construction of any particular unmade road.
- Step 4:** Applying the ranking criteria.
- Step 5:** Rank roads in order of priority.
- Step 6:** Attach a cost estimate to the top ranked roads.
- Step 7:** Consult with affected communities (some may wish to waive their 'right' to a made road, preferring the rural atmosphere created by the unmade road. Ultimately however, all unmade roads will be upgraded)
- Step 8:** Allocate available funding to the construction of unmade roads in order of priority, or motivate for funding in the following financial year.

**NOTE:** 100% private sector funding will qualify a particular road for immediate implementation.

# DRAFT

## 5. RANKING PROCEDURE

Percentage development (that is, the percentage of properties that have been developed adjacent to a length of unmade road) will be applied as a screen prior to proceeding with the ranking process. A property is defined as being developed when an approved permanent structure has been built thereon, or the construction thereof has commenced.

If the percentage development is equal to, or greater than 50%, the ranking process will be applied. Unmade roads with a percentage development of less than 50% will not be considered further in the current ranking process.

The ranking criteria are divided into 4 categories as follows -

Category	Description	Weighting	Points
A	Financial Contribution	20%	20
B	Erven Developed	20%	20
C	Social and Developmental Objectives	40%	40
D	Traffic and Safety	20%	20
<b>Total</b>		<b>100%</b>	<b>100</b>

### Category A: Financial Contribution – Maximum of 20 points

This relates to the % contribution from the private sector towards the cost of constructing the road in question. Category A has a weighting of 20%.

#### Principles applied:

1. Private sector funding contributions can accelerate implementation.
2. The percentage contribution will influence the number of points earned.
3. A maximum of 20 points can be achieved in this category.

**Formula:** To calculate points scored based on the financial contribution.  
(Maximum of 20 points)

$$\frac{\% \text{ Private Sector Contribution}}{100} \times 20 = \text{Number of points scored}$$

# DRAFT

## Category B: Erven Developed – Maximum of 20 points

This relates to the % erven developed for the portion under consideration. Category B has a weighting of 20%.

### Principles applied:

1. The percentage of erven developed will determine the number of points earned.
2. A maximum of 20 points can be achieved in this category.

**Formula:** To calculate points scored based on the percentage erven developed.

$$\frac{\% \text{ Erven Developed}}{100} \times 20 \text{ points} = \text{Value}$$

## Category C: Social and Developmental Objectives – Maximum of 40 points

This relates to the impact on the Environmental and Social conditions, or the developmental potential, of the areas in question (enhancement of livability), in line with Council's strategic priorities.

No		Points
1	High Income Areas	10 points
2	Middle Income or Industrial Areas	20 points
3	Low Income Areas	40 points

Category C has a weighting of 40%.

# DRAFT

These group income distinctions are classified for reference purposes as follows:

<b>HIGH</b>	:	Groups	:	A and B
	:	Car ownership	:	> 2.0 per family
	:	Larger erven	:	> 800m <sup>2</sup>
	:	House size	:	> 250m <sup>2</sup>
<b>MEDIUM</b>	:	Groups	:	C and D
	:	Car ownership	:	1.0 - 1.2 per family
	:	Medium Sized erven	:	400 - 800m <sup>2</sup>
	:	House size	:	100-250m <sup>2</sup>
<b>LOW</b>	:	Groups	:	< D
	:	Economic/Sub-economic housing:	:	
	:	Car ownership	:	< 0.8 per family
	:	Larger erven	:	< 400m <sup>2</sup>
	:	House size	:	< 100m <sup>2</sup>
<b>STATE</b>	:	Groups	:	< D
<b>SUBSIDISED</b>	:	Car Ownership	:	Mostly reliant on taxi/public transport
<b>HOUSING</b>	:	Small erven	:	< 250m <sup>2</sup>
	:	House size	:	< 40m <sup>2</sup>

The issues related to this category includes:

- Poverty alleviation
- Indigency alleviation
- Access to opportunities
- The incidence of flooding

### Category D: Traffic and Safety – maximum of 20 points

This relates to traffic volume and the impact thereof on both maintenance costs, and the safety of the road users (both vehicular and pedestrian).

No		Yes	No
1	Public Transport Route	5	0
2	High Pedestrian Volumes (>200 p/p/hr)	5	0
3	Schools or amenities en-route	5	0
4	High Traffic Volumes (>200 vehicles p/hr)	5	0
<b>Total: No points Scored</b>		<b>20</b>	<b>0</b>

Category D has a weighting of 20%.

# DRAFT

As an example the gradient of the road will also contribute to a higher maintenance cost. This situation will be aggravated by higher traffic volumes and number of heavy transport vehicles.

Category D has a weighting of 20%.

## 6. SCORING GRID

A	<b>Financial Contribution</b>	<b>Calculation</b>	<b>Points</b>
	X = % Private contribution	$\frac{X}{100} \times 20 =$	
B	<b>Erven Developed</b>	<b>Calculation</b>	
	Y = % Erven Developed	$\frac{Y}{100} \times 20 =$	
C	<b>Social and Developmental Objectives</b>	Select Category	✓
	High Income	10 points	
	Middle Income / Industrial Areas	20 points	
	Low Income	40 points	
D	<b>Traffic and Safety</b>	Select Category	✓
	Public Transport Route	5 points	
	High Pedestrian Volumes	5 points	
	Schools or amenities en-route	5 points	
	High Traffic Volumes	5 points	
<b>TOTAL: Points scored</b>			

### Overriding Priorities

- 100% private sector funding will qualify a road for immediate implementation.

## 7. PROTOCOLS

1. Prepare and annual inventory of all unmade roads. Apply the scoring mechanism to prioritize projects.
  - Start assessment in September 2003
  - Complete assessment in October 2003
  - Prepare list and cost requirements for the next budget cycle.

# DRAFT

2. The Infrastructure Management Branch will maintain a list of all unmade roads within the City's boundaries and will coordinate the priority ranking of these roads for upgrading on an annual basis. It will be the responsibility of the Infrastructure Management Branch to motivate for funding to at least upgrade some of the unmade roads each financial year and to allocate funding to the District Offices in accordance with the rankings attained.
3. District Offices will be responsible for:
  - Feeding offers of private sector funding received, through to the Infrastructure Management Branch
  - The implementation of upgrading projects, including:
    - Public participation
    - Detail design and documentation
    - Contracts administration

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