CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Landeshauptstadt
München

Terms of Reference

Conceptual Design for the provision of Non-Motorised Transport (NMT) facilities along the Kuilsrivier River Corridor

For the City of Cape Town under the Cape Town – Munich climate partnership

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1. Conceptual Design for the provision of Non-Motorised Transport (NMT) facilities along the Kuilsrivier River Corridor

The City of Cape Town is seeking quotes for a Conceptual Design for the provision of Non-Motorised Transport (NMT) facilities along the Kuilsrivier River Corridor. This project is aligned to the Joint Programme of Action under the City of Cape Town – City of Munich Climate Partnership and is funded by the German Federal Ministry for Economic Cooperation and Development (BMZ) as part of the Climate Facility programme.

2. Potential for the Kuilsrivier Corridor as a NMT Corridor

While Cape Town's coastline and mountains offer educational, recreational, tourist and business opportunities, many of its river courses have become negative open spaces – little more than "crime and grime" storm water conduits, often carrying high pollution loads, invaded by aquatic exotic vegetation and having a significant adverse impact on adjacent property values.

The Kuilsrivier originates as a small stream in the Durbanville area north of the N1 Freeway after which it has been canalized from the Bottelary Road to Stellenbosch Arterial. The Kuilsrivier runs in a southerly direction parallel to the alignment of the R300 Freeway. South of the N2 Freeway the Kuilsrivier joins the Eerste River where after it runs into False Bay. The Kuilsrivier runs through high, middle and low income areas, connecting residential areas, businesses areas, schools and recreational areas. The Kuilsrivier is characterized in many areas by open area along the river which is already used by pedestrians and cyclists for recreational and commuting purposes. The Kuilsrivier corridor provides a major opportunity as a Non-Motorised Transport (NMT) corridor considering the open space adjacent to the river, the existing pedestrian and cycle movement, employment opportunities in close proximity to the river corridor and potential recreational use.

3. Need for a Conceptual Design for the provision of NMT facilities along the Kuilsrivier

An aerial overview of the Kuilsrivier Corridor on the City of Cape Town GIS Viewer, reflects the following:

- Presence of informal footpaths along and towards the river which reflects strong desire lines.
- Short sections of NMT facilities have been provided along the river, but this is not continuous.
- Tree planting has been undertaken along the river corridor but this has been localized.

- Construction of major new developments in close proximity to the river corridor (extension of Stikland Industrial area, development of the Stikland Triangle Site, development of the Morgen land and intensification of urban development in the Brackenfell area). These developments include light industrial complexes with commercial and residential developments located somewhat further from the river corridor.
- Existence of major attractors in close proximity to the river corridor e.g. Kuilsrivier CBD area (employment and retail area) and Kuilsrivier Station (transport interchange)).
- Recreational use of the river corridor north of the N1: walking, dog walking and mountain biking.
- Unfortunately many of the major east-west road connections across the river obstructs north-south NMT movement e.g. R300 interchange area and require at grade pedestrian crossings e.g. Van Riebeeck Road.

Considering the potential of the Kuilsrivier Corridor as a NMT corridor, a Conceptual Design for the provision of NMT facilities is required to inform the further detailed design and implementation of NMT improvements, inclusive of landscaping, overhead lighting and universal access improvements.

4. Terms of Reference for the Concept Design

The Concept Design must, as a minimum, include the following aspects:

- Concept Design for the provision of NMT facilities from De Villiers Rd in the Durbanville area to Stellenbosch Arterial in the Blue Downs area. South of Stellenbosch Arterial the Kuilsrivier opens up in a wide floodplain.
- Information gathering of past feasibility studies and concept designs for NMT improvements along the Kuilsrivier as well as studies related to the Kuilsrivier. This must include the latest design proposals for the Kuilsrivier parallel to the extension of the Stikland Industrial area (north of R300/ Van Riebeeck Road interchange).
- Past feasibility studies and concept designs may be used to inform this Concept Design process.
- Engagement with relevant City Departments and officials such as City Parks, Sport and Recreation, Environment, Safety and Security, Universal Access & Non-Motorised Transport and other relevant stakeholders such as the local CID's and SAPS offices for information, input and comment on the final Concept Design.
- Identification of major land-use attractors along the Kuilsrivier Corridor e.g. employment areas, public facilities (schools, hospitals, clinics), public transport services/ stops/ stations, retail areas and access from the Kuilsrivier Corridor to these locations.
- Identification of existing NMT facilities provided, inclusive of overhead lighting. The existence of facilities and the condition thereof must be verified e.g. whether street lighting provided in the past is in working condition.
- Identification of existing recreational use areas e.g. walking, running, mountain biking trails and possible path improvement and route extension.
- Identification of existing landscaping areas and possible new landscaping areas. New landscaping proposals must comply with the City's requirements for water scarce future.
- Identification of potential activity locations e.g. gym.

- Identification of major obstacles which prohibit continuous NMT movement and must be addressed in further detail during the concept design e.g. R300 Van Riebeeck Road interchange area. This includes UA improvements at intersections.
- Assessment of the Kuilsrivier Corridor and route identification for concept design purposes must be informed by site visits to all sections along the Kuilsriver Corridor as well as observations during the morning and afternoon peak periods to determine NMT use (surveys not required but may be undertaken).
- Consideration to different user groups and how to prevent user conflict (especially between pedestrians, pedestrians walking dogs and cyclists) along the same route.
- Consideration must be given to the provision of shared NMT facilities where the facility provided is wide enough for use by pedestrians and cyclists.

5. Kuilsrivier Corridor Concept Design Report and Map Requirements

- The Concept Design must provide adequate information to guide the Detail Design process.
- The final report must include the following:
    - List past feasibility studies, concept designs and other reports sourced.
    - List City officials and other stakeholders consulted (name of person, position, Department represented and date required).
    - Report of the investigation, findings and recommendations.
    - Route proposals
    - Maps of the Kuilsrivier Corridor which provides a graphic representation of the investigation, findings and recommendations, including the route proposals.
    - Provide recommendations on path width and materials to be used.
    - Provide a prioritization for implementation of different route sections.
- Mapping must be in GIS (compatible with the GIS of the City of Cape Town).
- At the completion of the project, all the final reports and maps must be handed to the City of Cape Town.
- For the purposes of the Concept Design Report, it is recommended that the Kuilsrivier Corridor be subdivided into functional sections De Villiers Road to N1, N1 to Old Paarl Road, Old Paarl Road to Van Riebeeck Road etc. as the built and natural environment along the corridor changes. While the use of major roads may be used to subdivide the different sections, the potential challenges of such roads for continuity must be addressed.

6. Requirements Key Personnel

The requirements/ criteria for Key Personnel in terms of Qualification, Registration and Experience are set out in Table 6.1 below.

Table 6.1: Key Personnel – Requirements for Qualification, Registration and Experience.

Key Personnel	Qualification / Professional Registration Requirements	Experience
Project Leader: Transport Engineer/ Transport	ECSA/ SACPLAN registration as Pr Eng/ Pr Planner	8 years verifiable experience in respect of 5 completed NMT

Planner		network planning projects.
Secondary Specialist: Transport Engineer/ Planner	Relevant tertiary Qualification	Experience: 5 years verifiable experience in respect of 3 completed NMT network planning projects.
GIS/CAD operator/ technician	Relevant Qualification	5 years verifiable experience with GIS

7. Proposed Workplan: Approach and Methodology

A Proposed Work Plan **must be provided as submission**, which must be of sufficient detail (but preferably not more than 5 pages in length) to indicate that the Terms of Reference/ project brief has been understood. That is, tenderers must show that they have comprehensive knowledge of the nature of the work activities, by addressing the following:

- The approach
- Proposed methodology
- Work breakdown activities

The submission should include an overview of previous project experience as per table 6.1

8. Timeframe and Budget

Quote Due date: 29 June 2018

Please send quotes to: **GreenCape**:
18 Roeland Street
Cape Town
8001.

Contact details: Khanyiselo Kumalo
Tenders@greencape.co.za
Tel: 021 811 0250

The Concept Design for the provision of NMT facilities along the Kuilsrivier Corridor **must be completed within the budget of R250 000.**