

CITY OF CAPE TOWN  
ISIXEKO SASEKAPA  
STAD KAAPSTAD

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## REPORT TO SUBCOUNCIL 6

1. ITEM NUMBER: **06SUB47/08/19**

2. SUBJECT

REMEDIAL ENGINEERING MEASURES PROGRAMME: TRAFFIC CALMING  
REQUESTS: SUBCOUNCIL 6

ONDERWERP

PROGRAM VIR REMEDIËRENDE INGENIEURSMATREËLS:  
VERKEERSMATIGINGSVERSOEKE: SUBRAAD 6

ISIHLOKO

INKQUBO YAMANYATHELO OLUNGISO OBUNJINELI IZICELO  
ZOTHAMALALISO LOGXALATHELWANO LWEZITHUTHI KWIBHUNGANA 6

3. PURPOSE

To recommend that the requests received for traffic calming in Subcouncil 6 be forwarded to Transport, Roads and Stormwater Department: Traffic Engineering to undertake a screening exercise to establish the need for such requests.

4. STRATEGIC INTENT

- Sustainable Urban Infrastructure and Services
- Public Transport Systems
- Safety and Security
- Good Governance and Regulatory Reform

## 5. FOR DECISION BY

Subcouncil 6: **TO RECOMMEND**

**Delegation number 11(1):** To decide within its area of jurisdiction where traffic calming measures are to be applied within the relevant legislation and policy and, after considering a report from the Transport Roads and Major Projects Directorate.

## 6. EXECUTIVE SUMMARY

The Council of the City of Cape Town adopted the Traffic Calming Policy on 28 May 2008 (vide C11/05/08) and amended on 22 July 2011 to ensure the safety of all road users on residential streets through a multidisciplinary approach. The programme of management of the Traffic Calming Policy identifies the role, responsibilities and procedure to be followed by Councillors and the Manager of a Subcouncil.

This report specifically deals with a request for traffic calming measures in a residential street from a member of the public submitted to the Subcouncil office or directly to the Transport, Roads and Stormwater Department. Once recommended by the Subcouncil, the request will be submitted to the Transport, Roads and Stormwater Department for assessment and approval. Three requests, as per **Annexure A**, were received. The respective Ward Councillor completed the Annexure E forms, attached as **Annexure B**.

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## 7. RECOMMENDATIONS

*That Subcouncil 6 **RECOMMEND** that the applications for traffic calming as per Annexure A of the report be submitted for technical assessments to be undertaken by the Traffic Engineering Department.*

### **AANBEVELINGS**

*Dat subraad 6 **AANBEVEEL** dat die aansoeke om verkeersmatiging soos volgens bylae A by die verslag, ingedien word vir tegniese beoordelings deur die departement verkeersingenieurswese.*

### **IZINDULULO**

*Ukuba iBhungana 6 **MALINDULULE** ukuba makungeniswe isicelo sothomalaliso logxalathelwano lwezithuthi ngokwesihlomelo A sengxelo seemvavanyo zobugcisa eziza kwenziwa liSebe zoBunjinieli bezoThutho.*

## **8. DISCUSSION/CONTENTS**

The Traffic Calming Policy of the Council of the City of Cape Town describes actions that should be taken cognizance of in respect of remedial engineering measures in order to improve safety of road users on existing residential streets (Class 5) and, under certain circumstances, local distributors (Class 4) as well as the method of management of these actions.

In regard to the programme of management of the Traffic Calming Policy, a four step process is identified for managing the Remedial Engineering measures focusing on the role, responsibilities and procedure to be followed by Councillors and the Manager of a Subcouncil.

This report specifically deals with requests for traffic calming measures received within Subcouncil 6 as per Annexure A.

The remedial engineering measures programme screening guidelines are submitted to Subcouncil 6 for recommendation and onward submission to the Transport, Roads and Stormwater Department: Traffic Engineering to undertake the actual technical assessments.

### **8.1. Constitutional and Policy Implications**

TRAFFIC CALMING POLICY: ENGINEERING – approved by Council on 28 May 2008, C11/05/08 as amended on 22 July 2012.

The Policy endeavours to ensure that the City use remedial engineering measures where appropriate to improve safety for all road users, with special focus on vulnerable road users, on residential street (Class 5) and local distributors (Class 4). The policy highlights that the improvement of road safety on residential streets can be accomplished through the attainment of the following objectives:

- The reduction of vehicle speeds to appropriate levels;
- The removal of excessive extraneous traffic;
- The enhancement of facilities for vulnerable road users; and
- A uniform traffic management approach across the City.

## 8.2. Environmental implications

Does your report result in any of the following:

No ☒

Yes (if yes, please select from list below by clicking on the relevant tick box)

Loss of or negative impact on natural space and/or natural vegetation, rivers, vleis or wetlands? ☐ Loss of or negative impact on the city's heritage, cultural and scenic resources? ☐

An increase in waste production or concentration, pollution or water usage? ☐ Development or any construction within 500m of the coastline? ☐

Does your activity comply with the National Environmental Management Act (NEMA)?  
(mark by clicking on the tick box)

Yes ☐

No ☒

Does your report complement and support the City's approved IMEP strategies?  
(if yes, please select from list below by clicking on the relevant tick box)

Biodiversity Strategy and Biodiversity Network	<input type="checkbox"/>	Coastal Zone Management Strategy	<input type="checkbox"/>	Energy and Climate Change Strategy	<input type="checkbox"/>
Environmental Education and Training Strategy	<input type="checkbox"/>	Heritage Management Strategy	<input type="checkbox"/>	Air Quality Management Plan	<input type="checkbox"/>
Integrated Waste Management Strategy	<input type="checkbox"/>	Invasive Species Strategy	<input type="checkbox"/>		

Do the activities/actions arising from your report:  
(if yes, please select from list below by clicking on the relevant tick box)

Enhance Cape Town's unique environmental assets? ☐ Negatively impact on Cape Town's unique environmental assets? ☐

## 8.3. Legal Implications

None

## 8.4. Staff Implications

Does your report impact on staff resources or result in any additional staffing resources being required?

No ☒

Yes ☐

## ANNEXURES

**Annexure A:** Request for Traffic Calming Measures – Subcouncil 6

**Annexure B:** Completed Annexure E form by the respective Ward Councillor

### FOR FURTHER DETAILS CONTACT:

<b>NAME</b>	<b>Nadine Hermanus</b>
<b>CONTACT NUMBERS</b>	<b>021 4443718</b>
<b>E-MAIL ADDRESS</b>	<b><u>nadene.hermanus@capetown.gov.za</u></b>
<b>DIRECTORATE</b>	<b>Urban Management</b>
<b>FILE REF No</b>	<b>SC 6 20/3/1/5 2013/14</b>

Comment:

  
\_\_\_\_\_  
**MANAGER: SUBCOUNCIL 6**  
Pat Jansen

DATE 15/08/2019

Comment:

  
\_\_\_\_\_  
**CHAIRPERSON: SUBCOUNCIL 6**  
Cllr Mercia Kleinsmith

DATE 15/08/19

## **ANNEXURE A: TRAFFIC CALMING REQUESTS**

### **SUBCOUNCIL MEETING: 16 AUGUST 2019**

<b>Ward</b>	<b>Date received</b>	<b>Applicant</b>	<b>Road Name, Intersection or Location</b>	<b>Area/Suburb</b>	<b>Type of Traffic calming</b>
3	13 August 2019	Cllr B van der Merwe	Chrismar, Feinhauer & Belmont Streets	Chrismar, Bellville	Request for Traffic Calming Measures – Annexure E from and Map attached  A petition was handed in for Traffic Calming in Chrismar Street.

## ANNEXURE E

### REMEDIAL ENGINEERING MEASURES PROGRAMME SCREENING GUIDELINE

IF ASSISTANCE IS REQUIRED TO COMPLETE THIS SCREENING GUIDELINE, PLEASE REQUEST FROM YOUR SUBCOUNCIL MANAGER THE NAME AND CONTACT DETAILS OF THE LOCAL TRANSPORT DEPARTMENT OFFICIAL

SUBURB CHRISMAR  
SUBCOUNCIL 6  
WARD 3  
NAME OF COUNCILLOR BRENDAN VAN DER MERWE

LOCATION 1. CHRISMAR STREET  
2. FEINHAEUER STREET  
STREET NAME 3. BELMONT STREET  
STREET SECTION(S) SEE ATTACHMENT  
INTERSECTION \* .....  
(DESCRIBE EXACTLY WHERE YOU WISH TO SEE REMEDIAL ENGINEERING MEASURES IMPLEMENTED)  
CLASS OF ROAD RESIDENTIAL ROADS

#### GUIDELINES

1. IS THE STREET OR INTERSECTION USED BY PUBLIC TRANSPORT?.....YES ~~NO~~
2. ARE YOU AWARE OF ANY ACCIDENTS AT THE LOCATION IN THE PRECEDING  
TWELVE MONTHS?.....~~YES~~ NO
3. DOES A HIGH VOLUME OF TRAFFIC USE THE ROAD?.....~~YES~~ NO
4. DOES A HIGH VOLUME OF "RAT RUN" TRAFFIC USE THE ROAD?.....~~YES~~ NO
5. IS A SURFACED SIDEWALK PROVIDED ALONG THE ROAD? ATTACHMENT.....~~YES~~ NO
6. ARE THERE MANY ACCESSES (DRIVEWAYS) ON THE ROAD?.....~~YES~~ NO
7. DO RESIDENTS OR OTHER DRIVERS PARK VEHICLES ON THE ROAD?.....~~YES~~ NO
8. DO MANY PEDESTRIANS OR CYCLISTS USE THE ROAD?.....~~YES~~ NO
9. DO ANY PUBLIC AMENITIES ABUT THE ROAD?.....YES ~~NO~~
10. ARE VEHICLE SPEEDS ACCEPTABLE OR UNACCEPTABLE?.....YES NO
11. IF REMEDIAL ENGINEERING MEASURES ARE IMPLEMENTED, COULD THROUGH  
TRAFFIC BE TRANSFERRED TO ANOTHER PARALLEL RESIDENTIAL STREET?.....~~YES~~ NO

### OTHER COMMENTS

RECORD OTHER LOCAL INSIGHTS INTO TRAFFIC PATTERNS AND / OR DRIVER BEHAVIOUR THAT MIGHT ASSIST THE TRANSPORT DEPARTMENT IN ASSESSING THIS REQUEST

As per attached

### PUBLIC CONSULTATION

HAS THE PUBLIC BEEN CONSULTED ON THIS REQUEST TO DATE?.....YES NO

IF YES, PLEASE EXPAND.....

See attached flyer giving notice of a Hubway Public Meeting held on 20 May 2019 to inform and obtain residents views on the intention of traffic calming speed bumps

### SKETCH

A SKETCH OF THE ROAD AND / OR PICTORIAL DESCRIPTION OF A PROBLEM

Map indicating the various speed bumps in Christmas area.

See attached.

### FUNDING

IS FUNDING AVAILABLE FROM THE WARD ALLOCATION OR OTHER SOURCES OR IS FUNDING TO BE SOUGHT ON THE DEPARTMENTAL CAPITAL BUDGET?

To be discussed - locations near schools

Ward allocations may also be applied.

### WARD COUNCILLOR'S ENDORSEMENT

I HAVE VISITED THE AREA, SPOKEN TO THE APPLICANT AND RESIDENTS OF THE AFFECTED STREET, AND AM SATISFIED THAT THE REQUEST IS JUSTIFIED / NOT JUSTIFIED. I DO / DO NOT RECOMMEND THAT THIS REQUEST FOR REMEDIAL ENGINEERING MEASURES BE TRANSMITTED TO THE TRANSPORT DEPARTMENT FOR TECHNICAL ASSESSMENT.

Brenda Mene

PRINT NAME

SIGNATURE

DATE

20/08/13



**LOCATION:**

Street Sections:

- A. Speed bump no. 1 in Chrismar Street between Bill Bezuidenhout- and Barberton-/Pocock Street
- B. Speed bump no. 2 in Chrismar Street between Barberton-/Pocock Street and Belmont Street
- C. Speed bump no. 3 in Feinhauer Street between Old Paarl Road and Mellish Street
- D. Speed bump no. 4 in Feinhauer Street between Mellish- and Betsy Street
- E. Speed bump no. 5 in Belmont Street between Betsy- and Felicia Street
- F. Speed bump no. 6 in Belmont Street between Glanville – and Ingrid Street

**GUIDELINES:**

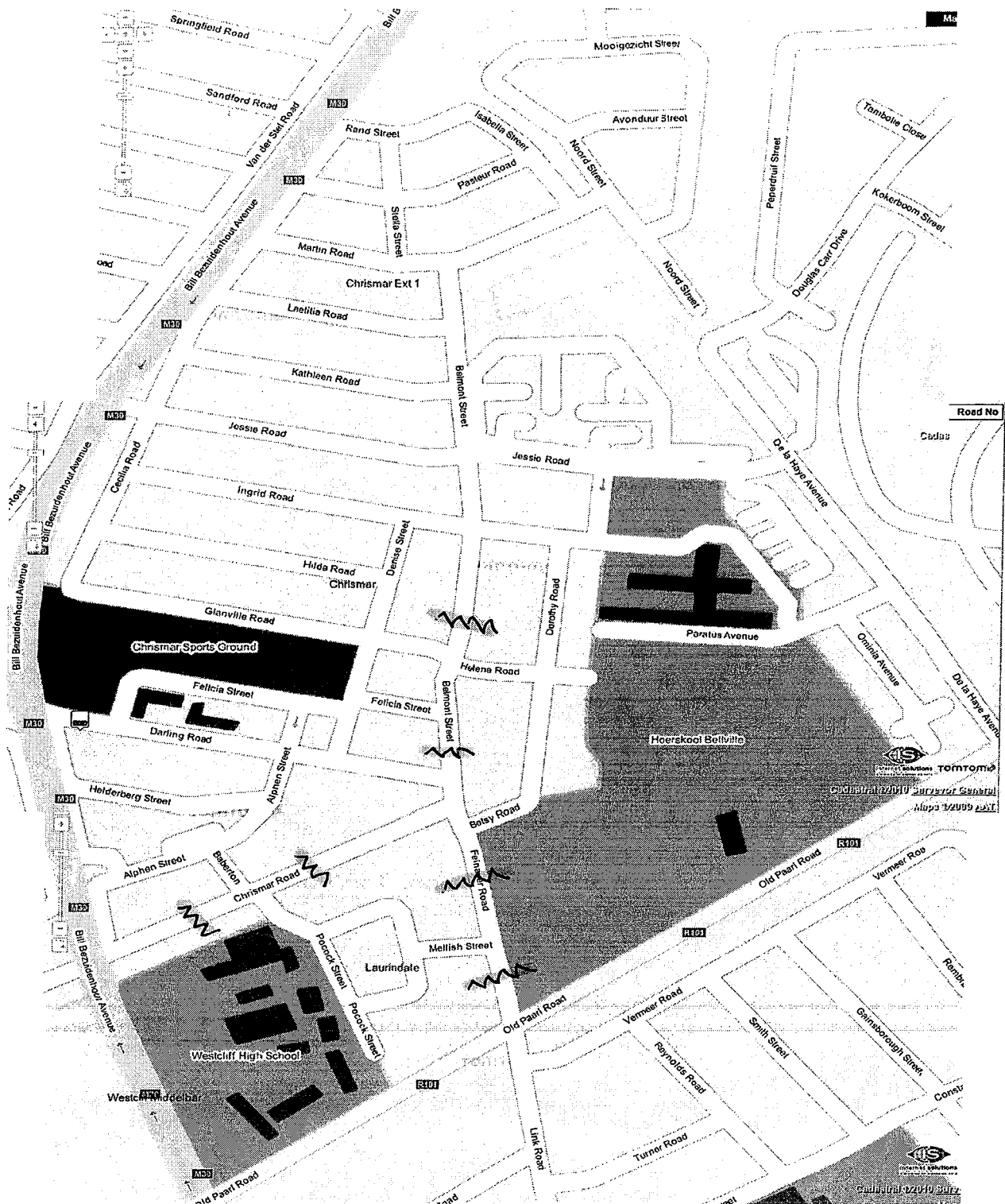
- 5. Cars are parked on pavements.

Uneven surface of sidewalks due to roots of trees.

**OTHER COMMENTS:**

Speeding vehicles all day in Chrismar Street and Belmont Street. Drivers skips the 4-Way STOP's in Belmont Street regularly, not taking in to account pedestrians and other road users coming out of the side streets. There is exceptionally heavy traffic in the morning from 6h00 to 8h00 before school starts and young children need to be dropped off at the Creche in Belmont Street. Traffic in general is heavy from 14h00 onwards when schools come out with a lot of children using bicycles. Again traffic peak from 16h00 until about 19h00.

[illegible]



~ Traffic Calming Speed bumps.