



REPORT TO SUB COUNCIL 22

19 OCTOBER 2020

1. ITEM NUMBER: 22SUB27/10/20

2. SUBJECT

**REMEDIAL ENGINEERING MEASURES PROGRAMME: TRAFFIC
CALMING REQUESTS: OCTOBER 2020**

*INKQUBO YAMANYATHELO OBUNJINELI BOLUNGISO: IZICELO
ZOTHOMALALISO LOGXALATHELWANO LWEZITHUTHI: EYEDWARHA
2020*

**PROGRAM VIR REMEDIËRENDE INGENIEURSMATREËLS:
VERKEERSMATIGINGSVERSOEKE: OKTOBER 2020**

3. PURPOSE

To take note of the feedback received for traffic calming submitted by public and forwarded to the ward councillors to undertake screening exercises to establish the need for such requests and future funding.

4. FOR DECISION BY

By Subcouncil.

Delegation 24 (9)(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 Transport and Urban Development Authority.

5. 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 requests for traffic calming measures in a residential street from members of public submitted to their respective Ward Councillor who undertook a screening exercise at his/her discretion, to give credence to the request. Once noted by the Subcouncil, the request will be submitted to the Transport, Roads and Stormwater Department for assessment and approval.

The following assessments were undertaken by the Transport Network Development: Transport Directorate in terms of the City of Cape Town's Traffic Calming Policy and the outcome thereof are as follows:

Cllr J Fitz - Ward 16

Stow Way, Eersteriver

Given the above and considered the CCT's Traffic Calming Policy, we recommend the implementation of one raised intersection in Stow Way/Centaurus Street and four speed humps, two at each play park.

6. RECOMMENDATIONS

The following assessments were undertaken by the Transport Network Development: Transport Directorate in terms of the City of Cape Town's Traffic Calming Policy and the outcome thereof are as follows:

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IZINDULULO

Olu vavanyo olulandelayo lwaye lwaqhutywa ngaboPhuculo loThungelwano lweZothutho: kwiCandelo lezoThutho ngokungqinelana noMgaqo-nkqubo ongokuCuthwa koGxalathelwano lweZithuthi weSixeko saseKapa kwaye iziphumo zoko zihambe ngale ndlela ilandelayo:

UCeba J Fitz - iWadi 16

Stow Way, Eersterivier

Ngenxa yoku kungentla kunye nokuthathela ingqalelo uMgaqo-nkqubo ongokuThomalalisa uGxalathelwano lweziThuthi weSixeko saseKapa senza isindululo sokumiselwa komdibanisela wendlela owonyukileyo eStow Way/Centaurus

Street kunye neendulana ezine
zokuthomalalisa isantya, zibembini
kwipaki yokudlala nganye.

AANBEVELINGS

Vervoernetwerkontwikkeling: direktoraat vervoer het die volgende assesserings ingevolge die Stad Kaapstad se beleid oor verkeersmatiging gedoen, met die volgende uitslag:

Rdl. J Fitz - wyk 16

Stowweg, Eersterivier

In die lig van die bogenoemde en met inagneming van die Stad Kaapstad se beleid oor verkeersmatiging, beveel ons aan dat een verhewe kruising in Stowweg/Centaurusstraat en vier speedwalle, twee by elke speelplek, aangebring word.

Constitutional and Policy Implications

TRAFFIC CALMING POLICY – approved by Council on 28 May 2008, C11/05/08

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 50 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.

6.1. Sustainability implications

Does the activity in this report have any sustainability implications for the City?	No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
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6.2. Legal Implications

To adhere to Legal requirements in terms of City's Traffic Calming Policy.

Staff Implications

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

No ☒

Yes ☐

6.3. Other Services Consulted

Transport for Cape Town: Network Management Department

Siphelele Mehlo

FOR FURTHER DETAILS CONTACT:

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DIRECTORATE	<i>Urban Management</i>
FILE REF NO	

Mzuvukile Nikelo

CHAIRPERSON: SUBCOUNCIL 22

NAME **MZUVUKILE NIKELO**

DATE 15.10.2020

Comment:

- ☐ REPORT COMPLIANT WITH THE PROVISIONS OF COUNCIL'S DELEGATIONS, POLICIES, BY-LAWS AND ALL LEGISLATION RELATING TO THE MATTER UNDER CONSIDERATION.

Roxanne M Moses

MANAGER: SUBCOUNCIL 22

NAME **ROXANNE MOSES**

DATE 15.10.2020

Comment:

- ☐ REPORT COMPLIANT WITH THE PROVISIONS OF COUNCIL'S DELEGATIONS, POLICIES, BY-LAWS AND ALL LEGISLATION RELATING TO THE MATTER UNDER CONSIDERATION.