



## REPORT TO SUB COUNCIL 4

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**1 ITEM NUMBER: 04SUB 03/19**

**2 SUBJECT**

**WARRANTED TRAFFIC CALMING REQUEST IN DINGLE ROAD, TOWNSEND STREET, CALEDON STREET, MERRIMAN AND KIMBERLEY STREET GOODWOOD, REFERENCE NUMBER: TNDN2333 AND TNDN2338 – WARD 27**

**ONDERWERP**

**GEREGVERDIGDE VERKEERSMATIGINGSVERSOEK IN DINGLEWEG, TOWNSENDSTRAAT, CALEDONSTRAAT, MERRIMANSTRAAT EN KIMBERLEYSTRAAT GOODWOOD, VERWYSINGSNOMMER: TNDN2333 EN TNDN2338 – WYK 27 K3486**

**ISIHLOKO**

**ISICELO SOGUNYAZISO LOKUTHONYALALISWA KOGXALATHELWANO LWEZITHUTHI KWINDLELA I-DINGLE ROAD, TOWNSEND STREET, CALEDON STREET, MERRIMAN STREET NE-KIMBERLY STREET E-GOODWOOD, INOMBOLO YESALATHISO: TNDN2333 AND TNDN2338 – WARD 27 K3486**

**3 PURPOSE**

The purpose of the report is to inform the Subcouncil of feedback received from the Traffic Engineers on traffic calming requests which were warranted.

**4 FOR DECISION BY**

Subcouncil 4 to note the content of the report.

Delegation Part 24: 9(1): To decide within its area of jurisdiction where traffic calming measures are to be applied within the relevant legislation and policy after considering a report from the Transport and Development Authority.

**5 EXECUTIVE SUMMARY**

A number of traffic calming requests were submitted to the Transport for Cape Town Department by Subcouncil 4 for assessment. The requests that were

submitted were the result of complaints from members of the public as well as the relevant Ward Councillors. Requests of this nature take time to be implemented as each application has to be assessed by Transport for Cape Town according to the Traffic Calming Policy and requires impact studies and/or the appointment of a consultant.

On 25 February 2019 the Traffic Engineers summarised the recommendation to implement:

- A single speed hump in Townsend Street, Merriman Road and Kimberley Street in the vicinity of the park.
- An all-way stop at the intersection of Dingle Road and Caledon Street. (See Annexure A).

## 6 RECOMMENDATION

That the Sub Council **NOTE** the outcome of the technical assessment for traffic calming measures.

### AANBEVELING

Dat die subraad **KENNIS NEEM** van die uitslag van die tegniese assessering dat verkeersmatigingsmaatreëls.

### IZINDULULO

Ukuba iBhungana **MALIQWALASELE** isiphumo sovavanyo lezobuchwepheshe esijoliswe kumanyathelo okucuthwa kogxalathelwano lwezithuthi

## 7 DISCUSSION/CONTENTS

See Executive Summary above.

## 8 CONSTITUTIONAL AND POLICY IMPLICATIONS

The specific issues to which Delegation Part 24: 9(1) refers are as follow:

- Calming Residential Streets for Communities – the safety of vulnerable road users in residential streets has been threatened by excessive extraneous traffic, speeding, high accident rates and reckless driver behaviour.
- To improve road safety on residential streets for all road users with special focus on vulnerable road users.
- Objectives:
  - (i) the reduction of inappropriate vehicle speeds;
  - (ii) the removal of excessive extraneous traffic;
  - (iii) the enhancement of facilities for pedestrians, cyclists and vulnerable road users;
  - (iv) a uniform traffic management approach across the City of Cape Town;
  - (v) create a safer and liveable environment.

## 8.1 FINANCIAL IMPLICATIONS

Nil

## 8.2 LEGAL IMPLICATIONS

Nil

**ANNEXURE A: WARRANTED TRAFFIC CALMING REQUEST IN DINGLE ROAD, TOWNSEND STREET, CALEDON STREET, MERRIMEN AND KIMBERLEY STREET GOODWOOD, REFERENCE NUMBER: TNDN2333 AND TNDN2338 – WARD 27**

**FOR FURTHER DETAILS, CONTACT**

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**MANAGER: SUBCOUNCIL 4  
ARDELA VAN NIEKERK**

Comment:

DATE 05 MARCH 2019

<b>NAME</b>	Councillor Chris Jordaan Chairperson – Subcouncil 4
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**CHAIRPERSON: SUBCOUNCIL 4  
COUNCILLOR CHRIS JORDAAN**

Comment:

DATE



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STAD KAAPSTAD

Making progress possible. Together.

## Transport Directorate

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## Internal Memorandum

**From :** Sipehelele Mehlo  
Traffic Engineering Technician  
**Subject:** Traffic Intervention in Goodwood  
**Date :** 25 February 2019  
**Refs :** TNDN2333  
: TNDN2338

### REQUEST FOR TRAFFIC INTERVENTION IN DINGLE ROAD, TOWNSEND STREET, CALEDON STREET MERRIMEN STREET AND KIMBERLEY STREET IN GOODWOOD

TND was requested to investigate safety concerns and traffic interventions in the above-mentioned roads as supported by a Sub-Council decision

### REGULATORY CONTEXT

Speeding is a universal issue, particularly in the Cape Town metropolitan area, and therefore cannot be used in its entirety to justify the need for traffic calming. The CoCT currently uses land use activity and crash history as an objective, quantifiable means of determining the risk potential for the traffic calming applications that are received.

The implementation of traffic calming measures is governed by the City of Cape Town Traffic Calming Policy (2016 Revision) which aims to protect the most vulnerable road users, where they occur in the large numbers. Traffic calming measures must not constitute a hazard to any road user. Only those measures that are reasonably considered safe and are technically feasible and affordable may be used.

### ASSESSMENT

#### City of Cape Town Traffic Calming Policy:

- Traffic calming measures should first and foremost be provided to protect the most vulnerable road users where they occur in the largest numbers. The roads adjacent to and leading to schools should therefore be the primary focus of the TND traffic calming programme.
- According to Section 7(1) (d), Traffic calming measures may be implemented on a Class 5 Local Street in a residential area in the vicinity of public facilities.

### Desktop Study:

**Civic Centre**  
Cnr Voortrekker & Tallent Street,  
PO Box 11, Parow, 7500  
[www.capetown.gov.za](http://www.capetown.gov.za)

**Izinkiko loLuuntu**  
Kona: Voortrekker & Tallent Str,  
PO Box 11, Parow, 7500

**Burgersentrum**  
H/V Voortrekker & Tallent Straat,  
PO Box 11, Parow, 7500





- Dingle Road, Townsend Street, Caledon Street, Merriman Road and Kimberley Street are Class 5 Local Streets in a residential neighbourhood.
- Townsend Road is used as a North-South rat run from Voortrekker Road to Frans Conradie Drive, in order to avoid congestion on Jakes Gerwel Drive (N7). Because the portion of Townsend Street between Voortrekker Road and Dingle Road is a one-way, traffic southbound traffic from Frans Conradie Drive is diverted from Townsend Street onto Dingle Road, then down Caledon Street
- Dingle Road is highly trafficked by vehicles and pedestrians because it is parallel to Voortrekker Road and Dingle Road provides access to two school, two churches, the Goodwood Civic Centre, Goodwood library and Goodwood Mall.
- There is a play park bordered by Townsend Road, Merriman Road and Kimberley Street, and there is a school on the corner of Townsend Road and Dingle Road.
- At the intersection of Dingle Road and Townsend Street, Dingle Road leads west into Wallace Street which is a Northbound one-way road
- All of these intersections, rat run routes and one-way configured roads are within less than 100m of each other and directly adjacent to the Emmanuel Christian Academy, located on the corner of Townsend Street and Dingle Road.

#### TRAFFIC SAFETY

In order to determine the "Risk" profile of this road, historic collision data from 2012 to 2016 was obtained from the City of Cape Town for the intersection of Dingle Road and Caledon Street, and is summarised in Table 1 below. All of the reported accidents involved vehicle collisions where one or both motorists were at fault. This is possibly due to the lack of intersection controls (stop / yield) at this intersection. With respect to the SARF RSK Matrix the intersection can be considered a "Medium" Risk

Table 1: Summary of Accident History

Date	Alleged Cause	Person Types Involved			Injury Types Involved			
		Drivers	Pax	Peds	Fatal	Serious	Slight	Damage
2012	Driver Error / Other	2	0	0	0	0	0	1
2015	Entered traffic while unsafe	2	0	0	0	0	0	1
2015	Entered traffic while unsafe	2	0	0	0	0	0	1
2015	Failing to keep left	2	0	0	0	0	0	1
2016	Did not yield	2	0	0	0	0	0	1
2016	Entered traffic while unsafe	2	2	0	0	0	1	1
TOTAL		12	2	0	0	0	1	6



Table 2: SARF Risk Matrix

	Frequency of Accident			
	More than one per year	One every 1 to 4 years	One every 5 to 10 years	Less than one in 10 years
Fatal	Very high	High	High	Medium
Serious	High	High	Medium	Medium
Slight	High	Medium	Medium	Low
Damage Only	Medium	Medium	Low	Low

## CONCLUSIONS AND RECOMMENDATIONS

The request for traffic interventions in and around Dingle Road **is supported**. There is sufficient evidence of large volumes of vulnerable road users and a road and intersection configuration that is demonstrably unsafe.

The following is recommended:

- A single speedhump in Townsend Street, Merriman Road and Kimberley Street in the vicinity of the park.
- An all-way stop at the intersection of Dingle Road and Caledon Street

Refer to **Annexure A** for layout

Yours faithfully

**Siphelele Mehlo**

Traffic Engineering Technician  
City of Cape Town