

REPORT TO SUB-COUNCIL 16:

1. **ITEM NUMBER:** 16 SUB 37/01/20

2. **SUBJECT**

**RESPONSE FROM TRANSPORT DEPARTMENT TO REQUEST FOR
TRAFFIC CALMING MEASURES: HORAK AVENUE, CAMPS BAY**

3. **PURPOSE**

To consider the recommendations from the Transport Department as to a request for traffic calming measures at Horak Avenue, Camps Bay.

4. **STRATEGIC INTENT**

- *Safety and Security*

5. **FOR DECISION BY**

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 and after considering a report from the Transport and Urban Development Authority.

6. **EXECUTIVE SUMMARY**

An application for implementing traffic calming measures at Ravensteyn Road, Camps Bay, was referred to the Transport Department for a technical assessment and report to Subcouncil 16 in terms of Council's Traffic Calming policy.

The road in question is located at a grade which is exceeding the 5,5% slope required grade as indicated on South Africa Road Traffic Sign Manual (SARTSM). Therefore, traffic calming measures are not compliant with the Traffic Calming Policy Directives in terms of Section 7(3).

The attached letter dated 18 November 2019 to the Subcouncil (Annexure A) reflects the recommendations of the Director: Transport.

7. RECOMMENDATION

Having considered the City of Cape Town Traffic Calming Policy, Transport Department therefor indicates that circumstances do not exist to justify the implementation of traffic calming measures along Horak Avenue, Camps Bay.

8 DISCUSSION/CONTENTS

The Ward Councillor, N Jowell, Ward 54, received a request for traffic calming measures. The application was dealt with in terms of Council's Traffic Calming Policy.

8.1 Constitutional and Policy Implications

In terms of Council's traffic calming policy, the Transport and Urban Development Authority will assess the application and make a recommendation to the Subcouncil for decision.

8.2 Environmental implications

Does your report have any environmental implications:

No ☒

Yes ☐

8.3 Staff implications

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

No ☒


Yes ☐

8.4 Other Services Consulted

Transport and Urban Development Authority – Deon Manuel

ANNEXURES:**A: Memo from Transport Urban Development Authority dated 18 November 2019.****FOR FURTHER DETAILS CONTACT:**

NAME	Lucille Muller
CONTACT NUMBERS	021 487 2759
E-MAIL ADDRESS	Lucille.muller@capetown.gov.za
DIRECTORATE	Urban Management
FILE REF NO	



Johannes Brand (Acting)
Manager: Sub council 16

Date

16/1/2020



Network Management Department
Network Facilitation & Development

T +27 21 444 7131 F +27 86 588 8337 M +27 73 385 7771
E Thulani.Makibi@capetown.gov.za

Internal Memorandum

To : Subcouncil 16

From : Thulani Makibi
Traffic Engineering Technician

Subject: Traffic Calming Request: Horak Avenue, Camp Bay

Date : 18 November 2019

The City of Cape Town Traffic Calming Policy (CoCT) aims to protect the most vulnerable road users, where they occur in the largest numbers on a **Class 4 Collector Street** and/or **Class 5 Local Street** in a residential area in the vicinity of **public facilities**, with roads adjacent to and leading to schools **being the primary focus of attention**. This being the case, a systematic program is in place for the treatment of all educational facilities over the next few years as a priority, which will not permit Transport and Urban Development Authority (TDA) to investigate and implement calming measures at other locations.

Speeding is a universal issue throughout 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 a quantifiable objective in determining risk potential over the numerous traffic calming applications, which are currently being received on a daily basis. The desired outcome of this approach is to ensure a sustainable programme for the provision of traffic calming measures that is more responsive to critical road safety problems that arise from time to time on residential roads.

Horak Avenue is a local Class 5 residential road serving a low density residential area, where pedestrian and traffic volumes are considered low. Our assessment indicates that Horak Avenue is measured to be 346m in length and 7m in width from kerb to kerb. As the City of Cape Town, Traffic Calming policy addresses schools, recorded hazardous locations and public facilities, No notable schools or such facilities were identified along the length of Horak Avenue and, therefore, the road is considered non-compliant with the Traffic Calming Policy Directives Section 7(3). Unless proven otherwise, Traffic Calming will not be considered further along Horak Avenue.

Furthermore, the road in question is located at a grade which is exceeding the maximum required grade of 5, 5% slope as indicated on South Africa Road Traffic Signs Manual (SARTSM). Therefore traffic calming measures are not compliant with the Traffic Calming Policy Directives in terms of Section 7(3). Traffic volumes and pedestrian volumes were considered low along this road.

Therefore considering all of the above we therefore do not believe that circumstances exist to justify the implementation of traffic calming measures are along Horak Avenue.

Yours faithfully

Thulani Makibi
Principal Traffic Engineering Technician