



CITY OF CAPE TOWN  
ISIXEKO SASEKAPA  
STAD KAAPSTAD

Making progress possible. Together.

## REPORT TO SUB-COUNCIL 16:

---

1. **ITEM NUMBER:** 16 SUB 48/10/19

2. **SUBJECT**

**RESPONSE FROM TRANSPORT DEPARTMENT TO REQUEST FOR TRAFFIC CALMING MEASURES: DURBAN ROAD AND LIESBEEK ROAD, MOWBRAY.**

3. **PURPOSE**

To consider the recommendations from the Transport Department as to a request for traffic calming measures at Durban Road and Liesbeek Road, Mowbray.

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 Durban Road and Liesbeek Road, Mowbray, was referred to the Transport Department for a technical assessment and report to Subcouncil 16 in terms of Council's Traffic Calming policy.

The attached letter dated 16 September 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, given the assessment explained on the attached letter, the department does not believe that the circumstances exist, to

Making progress possible. Together.

justify the implementation of traffic calming measures at the intersection of Durban Road and Liesbeek Road

## 8. DISCUSSION/CONTENTS

The Ward Councillor, Ward 57, P Chapple 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 <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
---	--	------------------------------

### 8.3 Staff implications

Does your report impact on staff resources or result in any additional staffing resources being required?	No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
---	--	------------------------------

### 8.4 Other Services Consulted

Transport and Urban Development Authority – Mr Tim de Villiers.

**ANNEXURES:****A: Letter from Transport Urban Development Authority dated 16 September 2019****FOR FURTHER DETAILS CONTACT:**

<b>NAME</b>	Vivienne Sasman
<b>CONTACT NUMBERS</b>	021 487 2055
<b>E-MAIL ADDRESS</b>	Vivienne.Sasman@capetown.gov.za
<b>DIRECTORATE</b>	Urban Management
<b>FILE REF NO</b>	



**Lucille Muller (Acting)**  
**Manager: Sub council 16**

Date

15/10/19



**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: Durban Road & Liesbeek Road, Mowbray  
**Date** : 16 September 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.

Durban Road and Liesbeek Road are Class 4 Collector Streets which provides access to areas such as Salt River, Observatory, Mowbray, Rosebank and Rondebosch. There are a large number of public transport vehicles which use these roads to access the highway or other interconnecting roads (such as Klipfontein Road and the Main Road) to transport people from one area to another. Durban Road is approximately 665m long (before it connects into Klipfontein Road) and Liesbeek Road is approximately 3.4km long with a number of traffic signal intersections along the route. The Liesbeek Park is located along Liesbeek Road and is mostly populated on weekends. There are no schools or other public facilities located at the intersection of Durban Road and Liesbeek Road.

Given the above assessment and after reviewing the Traffic Calming policy, in terms of section 7(1)(d), 7(1)(f), 7(1)(g) and 7(3) we do not believe that circumstances exist to justify the implementation of traffic calming measures at the intersection of Durban Road and Liesbeek Road.

Yours faithfully

Thulani Makibi  
Principal Traffic Engineering Technician

\\cbd-civic-fs01\apps\gis\tct\stmc\tct\traffeng\Tmad\Traffic Calming\Central\Mowbray\Durban & Liesbeek Road\Traffic Calming- Durban & Liesbeek Road.doc