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REPORT TO SUB-COUNCIL 16:

1. ITEM NUMBER: 1 16 SUB 51/06/19

2. SUBJECT

**RESPONSE FROM TRANSPORT DEPARTMENT TO REQUEST FOR
TRAFFIC CALMING MEASURES: CNR MAIN & HILL ROAD, GREEN POINT**

3. PURPOSE

To consider the recommendations from the Transport Department as to a request for traffic calming measures at Cnr Main & Hill Road, Green Point.

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

7.

An application for implementing traffic calming measures at Cnr Main & Hill Road 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 12 March 2019 to the Subcouncil (Annexure A), reflects the recommendations of the Director: Transport.

8. RECOMMENDATION

Having considered the City of Cape Town Traffic Calming Policy, Transport Department therefor indicates that;

A public participation process be conducted to change Hill Road into a one-way

June 2019

DISCUSSION/CONTENTS

The Ward Councillor, D Bryant, Ward 115, 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"/>
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8.3 Staff implications

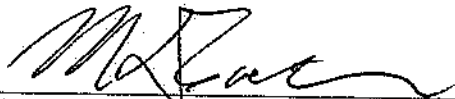
Does your report impact on staff resources or result in any additional staffing resources being required?	No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
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8.4 Other Services Consulted

Transport and Urban Development Authority – Deon Manuel.

ANNEXURES:**A: Letter from Transport Urban Development Authority dated 12 March 2019****FOR FURTHER DETAILS CONTACT:**

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DIRECTORATE	Urban Management
FILE REF NO	



Marius Coetsee
Manager: Sub council 16

Date

6/6/2019



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Internal Memorandum

To : Subcouncil 16

From : Deon Manuel
Senior Traffic Engineer

Subject: Traffic Calming Request: Cnr Main & Hill Road, Green Point

Date : 12 March 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 Directorate 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.

Hill Road, Green Point is a class 5 Local Street with an approximate total road length of 255m. Main Road (at Hill Road) is a Class 3 secondary arterial, where traffic calming is not permitted due to high levels of mobility that must be maintained. Traffic signals are warranted when the queue lengths in the side road exceeds the limits stipulated in the Roads Traffic Signs Manual. Traffic signals are not warranted based on the volume survey i.e. it does not meet the minimum requirement for volume split as well as a minimum queue length as stipulated within the SADC, RTSM and SARTSM.

A study was conducted to eliminate the safety concerns currently being experienced at High Level Road/ Hill Road intersection. This would be achieved by a proposal to change Hill Road into a one-way away from High Level Road. It was further suggested that this proposed one-way should be discontinuous i.e. not run towards Main Road itself but rather that this would be a one-way away from High Level Road and a one-way from Main Road towards Antrim Road in order to combat the rat-running activity. This proposal will however require a Public Participation Process (PPP) to be conducted in order to poll support from the local community interested and affected parties. A PPP has a minimum timeline of 90 days to completion.

Yours faithfully

For **DIRECTOR: TRANSPORT**

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