



MEMORANDUM

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DATE	2020-04-03
TO	Goodman Rorwana, Subcouncil Manager, Area East, Urban Management

TRAFFIC CALMING REQUEST, HAUMANN STREET, SOMERSET WEST

Background and Regulatory context

I refer to your request for re-assessment of traffic calming along Haumann street, Somerset West. The City of Cape Town Traffic Calming Policy (CoCT) (revision 45396 adopted on 28th January 2016) aims to protect the most vulnerable road users, where they occur in the largest numbers on Class 4 Collector Streets and Class 5 Local Streets within residential areas and in the vicinity of public facilities. Roads adjacent to and leading to schools will therefore be the primary focus over the next few years.

According to Sections 7(4)(a) and 7(4)(b) of the 2016 Traffic Calming Policy, ward councillors may identify and motivate the implementation of traffic calming measures at any point on a Class 5 Local Street and at intersections or other locations where significant numbers of vulnerable road users cross a Class 4 Collector Street. Ward Councillors must motivate **such** traffic calming measures by demonstrating a proven crash history on the road in question or by identifying a recent and very serious incident on the road that demands immediate intervention and which can reasonably be prevented by traffic calming measures.

INVESTIGATION METHODOLOGY

Risk is defined as the exposure to danger. Based on this definition, practically every road that carries vehicular traffic has risk. While there is a direct relationship between vehicle speeds and injury severity, it is necessary to determine the probability of such an occurrence. The likelihood of vulnerable pedestrian activity and the ability of road users to understand the risks within a road environment is a key determinant of risk. Even if a road is quantified as low risk, this does not mean that there will never be an accident on the road, but rather that we do not expect an accident on the road based on the way that the road operates.

INVESTIGATION FINDINGS

Site assessment

- Haumann street forms part of a residential class 5 collector/distributor network serving a low density area. The street is approximately 400m long; it makes a bend towards the east direction and changes to school street.
- There are about 21 driveways exiting directly onto this road
- The street is situated inside a neighbourhood between Island street and school street and to the south of it is Hottentots-Holland high school situated about 100m away.
- According to the request, Motorists particularly the taxis rat-run through Haumann street at a high speeds and there have been near misses.
- According to the CoCT Traffic calming policy:
 - Section 7 (1) (d) states that "traffic calming measures may be implemented on Class 5 Local streets within a residential area in the vicinity of public facilities". There are no public facilities that are directly accessed from Haumann street.

- During site visit, there was no evidence of large volumes of pedestrians from the area nor from the nearby school that crossed Haumann street. For the hour that was spent observing the pedestrian movements on site, only 3 pedestrians were noticed crossing Haumann street to get into their pickup cars. No pedestrians were observed walking along the street.
 - Pedestrian activity associated with Hottentos-Holland high school is ONLY concentrated on Island street and school street where accesses to the school are located.
 - Motorists who drive in this street are expected to be those that live in the area as there is no reason to use this road as a thoroughfare through the area.
- There is already traffic calming in place along school street which is the major road that leads to the main entrance of the school.
 - It can be concluded that Haumann street is a reasonable low risk road that does not need immediate interventions.

Accident History

There are several streets within the City of Cape Town that have recorded numerous serious pedestrian accidents over the last 5 years; therefore, High accident locations are prioritised. Crash history can provide indication of a problem that cannot be easily determined from a site inspection. Analysis of the crash statistics over the last 5 years indicates that there haven't been any accidents involving pedestrians along Haumann street.

It can be concluded that additional calming is NOT necessary along Haumann street. this request will impact negatively on the desired outcomes of the traffic calming policy, which is to be more responsive to critical road safety issues.

CONCLUSION

Given the above, the recommendation is that traffic calming is **NOT** supported along Haumann street.

Yours sincerely



Siphelele Mehlo
Principal Technician: East Region

Cc: Senior Traffic Engineer : Solomzi Mdlangaso
Ward Councillor : Ald. Stuart Pringle