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SOUTH PENINSULA MUNICIPALITY

MANAGEMENT PLAN FOR VICTORIA AVENUE, HOUT BAY : OXFORD STREET TO PRINCESS STREET

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VICTORIA AVENUE MANAGEMENT PLAN

EXECUTIVE SUMMARY

1. THE NEED FOR A MANAGEMENT PLAN

The identification of the need for a Management Plan by the South Peninsula Municipality has resulted from the traffic-related problems and increasing effects of these problems experienced in the Victoria Avenue precinct. These problems have been initiated primarily by a change in land use as made evident in an increase in commercial activity from residential activity. The process of land use transformation has occurred on an ad hoc or individual basis, without an overall coordinated framework for addressing this transformation in land use, together with the associated traffic implications.

There is a continuing increase in demand for the transformation of land use from residential to commercial, as made evident in the number of rezoning applications lodged with the South Peninsula Municipality. This highlights the need for a Management Plan which addresses the traffic safety issues, and the short term changes in land use, as well as an overall long term vision for the development and related access way rationalisation for the Victoria Avenue Precinct.

The purpose of this report is therefore, to submit a proposal for a portion of Victoria Avenue between Oxford Street and Princess Street, which coordinates the traffic control, access, parking and urban design issues in an overall Management Plan.

2. THE STRUCTURE OF THE REPORT

The report outlines the process of developing the Management Plan, from the collection of data by the planning team, an analysis of the existing situation and the identification of problems and issues. The initial proposal was exposed to a process of review by the South Peninsula Municipality, Metropolitan and Provincial traffic authorities. A Management Plan which provides an overall framework for management which is detailed through the project policies and priorities, is presented. The associated cost estimates are also provided.

The report is essentially divided into five major parts :

- Existing Situation Assessment
- Identification of Problems and Issues
- Proposals and Policies
- The Long Term Vision
- Findings & Recommendations

3. THE IDENTIFICATION OF PROBLEMS AND ISSUES - A BRIEF OVERVIEW

An existing situation assessment was carried out by the Planning Team once the existing situation in terms of traffic, urban design & planning and landscaping criteria had been assessed. This process, together with the public meeting held on the 30 July 1997, has informed the identification of the substantial problems and issues.

The following problems and issues are highlighted and discussed in more detail in Section 4 of this Executive Summary : 'Related Findings' :

- *Traffic Flows*

Traffic flows along Victoria Avenue are not excessive.

- *Speeding*

Speeding is a problem along Victoria Avenue.

- *Accidents*

There is a high incidence of accidents in the area, especially in the vicinity of the Earl Street intersection

- *Parking and Access*

There is significant parking and traffic congestion along Victoria Avenue in the vicinity of the Spar Commercial Centre to the north of Earl Street, as well as between Earl and Brighton Streets along the West side of Victoria Avenue.

- *Pedestrians*

The lack of pedestrian crossings results in an unsafe situation at intersections.

- *Urban Design and Landscaping*

There is a fragmented framework for on-going development with no consideration for the quality of the precinct as a whole.

4. RELATED FINDINGS

4.2 *Traffic Flows*

Traffic flows along Victoria Avenue exhibit normal commuter peaks on weekdays, and shopping and recreational peaks over weekends.

Two way flows along Victoria Avenue during peak hours are presently 50%-60% of capacity.

4.2 *Speeding*

Average daytime speeds along Victoria Avenue between just South of Oxford Street are 45km/hr on weekdays and 55km/hr on weekends.

Average nighttime speeds are 65km/hr on weekdays and 75km/hr on weekends. $\pm 33\%$ of all vehicles exceed the current speed limit of 60km/hr.

Side friction as a result of cars parked in Victoria Avenue, tends to reduce speeding.

4.3 *Accidents*

The number of recorded accidents in the study area was $\pm$ one per month during the period July 1994 - October 1996.

Access driveways to individual erven along Victoria Avenue accounts for $\pm$ 25% of the pavement edge. Rationalisation of access would lead to a reduction of accidents and increased space for on-street parking.

Advertising signs within the road reserve are visually intrusive and obstruct sight distance for vehicles exiting driveways, as well as views along Victoria Avenue.

4.4 *Parking and Access*

There is significant taxi activity along Victoria Avenue with the major pick up and drop off point being outside the Spar Commercial Centre.

A shortage of parking in the vicinity of the Spar leads to the occurrence of illegal on-street parking to the North of Earl Street.

The current provision of off-street parking on the west side of Victoria Avenue between Earl Street and Brighton Street is haphazard and leads to unsafe traffic operations (such as vehicles reversing into Victoria Avenue).

4.5 *Pedestrians*

The lack of formal pedestrian pathways and crossings within the study area leads to an unsafe situation for pedestrians and motorists.

4.6 *Urban Design & Landscaping*

A fundamental issue is the process of uncoordinated transformation in land use within the study area. This has effects not only on the problematic patterns of traffic, parking and pedestrian access, but also in the spatial quality of the Victoria Avenue study area.

5. THE CONCEPTUAL FRAMEWORK

The central principle of the proposals and policies for the management of the Victoria Avenue precinct is to provide an overall structure for an integrated traffic and development management framework. The proposal occurs within the existing 25,4 metre roadway width and is formed by :

- A major sense of entry or gateway into the precinct at the Oxford Street/Victoria Avenue intersection.
- A sequence of intersections at Oxford, Earl, Brighton and Princess Streets which reduce speeds and provide safe areas for pedestrians to cross.
- The rationalisation of driveway access through a development process which seeks to significantly reduce driveway access onto Victoria Avenue. A safer system of exit and entry is considered for erven adjacent to Victoria Avenue and for corner erven.
- A sequence of parallel areas which define the on-street and off-street parking, the public transport stops and uninterrupted pedestrian routes.

- A strong sense of imageability where the street as a whole is given the quality of a streetscape with appropriate landscaping. This would also include more specific requirements such as the location and nature of signage.

6. RECOMMENDATIONS AND RELATED PRIORITIES

6.1 *Speeding*

The current speed limit should be reduced to 50km/hr.

The approaches to all four major intersections along Victoria Avenue should be narrowed down from 10,4m to 7,4m and brick paving surfacing should be introduced within the intersections.

A traffic mini-circle should be introduced at the Earl Road intersection, and a full traffic circle at the Princess Street intersection.

6.2 *Accidents*

Off-street parking layouts should be designed so as to eliminate the need to reverse into Victoria Avenue in order to exit the parking area.

Taxi stops should be provided in the vicinity of Earl Street.

6.3 *Parking and Access*

All parking supply for new commercial developments should satisfy the recommended parking requirement of 4 bays/100m² for office and single shops. This recommendation is subject to review for the particular activities which would generate a requirement for the provision additional bays over and above the standard recommendation.

Access along both sides of Victoria Avenue should be rationalised to facilitate the proposed off-street parking model.

On-street parking should be allowed along both sides of Victoria Avenue.

Future access spacing should comply with the road authority's access spacing requirements (where possible).

Commercial activity should be restricted to the half block along Victoria Avenue and also to the side streets. This would be encouraged by allowing access to commercial properties only off Victoria Avenue and the side streets i.e. Oxford, Earl & Brighton Streets. No access would be allowed off Albert Road and Royal Avenue. Corner properties should, where possible, obtain access off the side streets.

6.4 *Pedestrians*

Uninterrupted pedestrian sidewalks along Victoria Avenue and safe crossings at intersections should be provided.

6.5 *Urban design and landscaping*

The four major intersections along Victoria Avenue should include urban design features of low walls, surface textures, landscaping and pedestrian crossings.

The current proliferation of advertising signage should be restricted, with an indication of the location and format of signage. It is recommended that signage should not transgress the current 5m building line.

7. CONSTRUCTION COST ESTIMATE

A summary of construction costs is given below :

• Intersection Upgrades	:	R1 013 250-00
• Linear Parking Strips & Sidewalks	:	R1 053 060-00
• Side Street Upgrades	:	R 27 020-00
• Ancillary Items including Walking Landscaping	:	<u>R 170 000-00</u>
SUBTOTAL		R2 263 330-00
P&G's and Contingencies	:	R 565 832-50
VAT	:	<u>R 396 082-75</u>
TOTAL CONSTRUCTION COST	:	<u>R3 225 245-25</u>

It should be noted that the proposed linear parking strips on either side of Victoria Avenue are likely to be constructed in sections as properties are redeveloped over time. An approximate cost per parking bay is ±R11 000/bay inclusive of P&G's, Contingencies and VAT. This unit cost includes the cost of sidewalks in the vicinity of the parking strips.

8. IMPLEMENTATION POLICY

It should be noted that successful rationalisation of access, to facilitate the proposed off-street angled parking model along both sides of Victoria Avenue within the public road reserve, depends on a process which is guided by a long term plan. The long term plan is implemented through the mechanism of a development agreement where the developer potentially registers an access way servitude in favour of the public in exchange for the benefit of parking bays within the public road reserve.

The long term end-state success of this model depends on implementing an entire portion from intersection to intersection. However, the interim plan shows that this rationalisation model can occur immediately if two or more properties to be developed are adjacent to one another.

In the instance where it is impossible in the short term to rationalise access driveways, the development application must take into account the long term management plan. This

accommodates an interim scenario of commercial rezoning applications occurring alongside existing residential erven. All rezonings must occur within the framework of the long term plan. This explicitly requires that no structure/built form can be built within the current 5m building line.

9. THE REVIEW PROCESS

9.1 *Presentation to public officials*

The consultants from Hawkins Hawkins and Osborn and Mike Smuts Urban Designers presented the initial Management Plan Proposal to Officials of the South Peninsula Municipality and the Provincial Administration : Western Cape (Chief Directorate Transport) on 5 March 1998. Comments were noted in the minutes. The same proposal was presented to the Cape Metropolitan Council (Chief Directorate Transport) on 24 March 1998. Comments were noted in the minutes.

The meetings highlighted the need to establish priorities for the process of implementation, while regarding the most cost effective way of realising these priorities. (This is reflected in the plans for a priority, medium term and long term management proposal.)

The meetings highlighted the need to consider the tools necessary for the short term and long term implementation of the proposal.

A final meeting was held on 30 April 1998 with Officials from all three affected Authorities where the amended Conceptual Management Plan was presented and approved in principle.

9.2 *Development plans - rezoning applications*

Prior to and during the period of the study, rezoning applications (and development plans) were submitted to the Local Authority for a number of erven along Victoria Avenue. These included adjacent erven 191, 195 & 198, 8179, 8180 & 8245, and individual erven 2051 (corner), 4815 & 287. These submissions provided the opportunity to test the proposals and the process of implementing the proposals. (Refer to Section 6.3 of this Executive Summary.)

These submissions also indicated the possible need to have a different set of access criteria for corner erven. Corner erven can be accessed off side streets. The access driveways for corner erven should always occur as far from the intersection with Victoria Avenue as possible. The parking model should be adhered to if possible, but exceptions may occur and should be dealt with on an individual basis.

10. THE LONG TERM VISION

10.1 *The Process of Growth and Change*

It is important to consider that the current range of problems and issues that have been identified in the Victoria Avenue study area, essentially relate to the urban process of growth and change. Development patterns, and the current proliferation of rezoning applications, tend to indicate that an ongoing process of change should inform a plan of action. Therefore an appropriate management plan should accommodate growth and

change over time.

10.2 *The Framework for Growth and Change*

The Management Plan Proposal relates to an overall structure, which provides a framework for the co-ordination of traffic activity and land use activities over time. This has spatial implications for the overall development of Victoria Avenue.

The 'first phase' of the Management Plan deals explicitly with priorities i.e. what can and should be put in place in the near future. However, the Management Plan also deals with the need to establish a framework which provides the basic rules and tools for achieving a long term vision. The process of implementation is briefly described in Section 6 of this Executive Summary : 'Recommendations and Related Priorities'.

10.3 *Implications of the Management Framework*

The essential aspects of the long term implementation of the Management Plan relate firstly, to the observation of the 5m building line, secondly, to the public right of way established between the building line and the road reserve boundary while still on private erven, and thirdly, to the on-site parking strip established within the public road reserve.

A number of possible implications are associated with the guiding framework of the Management Plan. Two of the primary development implications are briefly described below :

10.3.1 *The Optimisation of Strategic Land*

The developers of erven along Victoria Avenue have the opportunity to maximise bulk due to the additional space provided for parking within the public road reserve. This has implications for the intense optimisation of opportunities that tend to associate with strategic location of land alongside important local, sub-metropolitan and metropolitan routes. Further, greater coverage and higher density may develop alongside significant routes, thereby promoting intensity along such routes. The fabric, one layer or block back from major routes, can still retain a residential nature.

10.3.2 *The Formation of Streetscape*

The developer may build right up to the building line without a major concern for parking or vehicular access within this frontage area. This could have valuable implications for the formation of a substantial 'streetscape' associated with developments where parking is adjacent to the site.

11. THE WAY FORWARD

At the meeting held on 30 April 1998, with the representatives from the South Peninsula Municipality, Cape Metropolitan Council and Provincial Administration, the following decisions were taken :

☐ *The Street Cross Section : Implications for the Short Term Plan*

The decision to use the existing boundaries of the street cross section was approved as a prerequisite for the cost effective implementation of the Phase One traffic calming measures (treatment at intersections).

☐ *The Long Term Vision*

The principles of the long term plan show a possible rationalisation of driveway access by 50%. The principles were agreed to in principle, together with the possible mechanisms for realising this long term vision.(See Section 6.3)

☐ *Approval*

The plan and executive summary should be submitted to South Peninsula Municipality for final comment, after which the plan should be pinned up for public comment. The budget for the implementation of the phase one plan needs to be established. Implementation costs established by Hawkins Hawkins and Osborn are included in the report.

1.0 INTRODUCTION

1.1 BACKGROUND

In 1986, the Draft Structure Plan for Hout Bay proposed a policy for the promotion of commercial activity in Victoria Avenue, south of Oxford Street. As a result, a number of properties in the area have been rezoned for commercial use. However, an overall management plan with regard to urban design, parking, access and traffic control is lacking.

As a result of the increase in commercial activity, various traffic related problems are being experienced. A petition dealing with concerns about speeding, congestion and lack of parking was submitted to the local authority at the beginning of 1996.

Officials of the Chief Directorate of Transport of the Provincial Administration Western Cape (PAWC), have also expressed their concerns with the present traffic and parking situation. As a result, Hawkins Hawkins & Osborn and Mike Smuts Urban Planners, in association with Tanya Daitz Landscape Architect have been appointed by South Peninsula Municipality to formulate a management plan for Victoria Avenue between Oxford Street and Princess Street.

The brief from the client included the following:

- The study area is confined to the section of Victoria Avenue between Oxford Street in the north and Princess Street in the south and includes the areas on both sides of Victoria Avenue up to Albert Road on the west side and Royal Avenue on the east side.
- The aim in preparing a management plan is to identify various traffic and land use related problems and propose actions for dealing with them. A management programme is to be formulated, which must comprise of project policies and priorities, and also cost estimates.
- Traffic issues that should be considered include parking, speed control, access and traffic circulation.
- Urban design issues that should be addressed include landscaping and development parameters in the redevelopment of sites, and the overall redevelopment of this precinct as a whole.

1.2 SCOPE OF THIS REPORT

This report outlines the collection of data, an analysis of the existing situation, and the identification of problems and issues. A management plan is presented, and finally the project policies priorities and cost estimates are provided.

2.0 EXISTING SITUATION ASSESSMENT

2.1 INTRODUCTION

Generally, peak periods of traffic operations along Victoria Avenue occur on weekdays, during the commuter peak periods, on Saturdays during the shopping peak period and, Sundays, during the afternoon recreational peak periods. Traffic flows during the Saturday recreational peak are about 20% lower than traffic flows during the weekday and Sunday peak periods.

2.2 COLLECTION OF DATA

2.2.1 *Traffic Data*

☐ Traffic Flows

An automatic traffic counter was placed in Victoria Avenue just south of Oxford Street for the period 7 - 18 March 1997. Histograms indicating the hourly distribution of flows on an average weekday Friday, Saturday and Sunday are shown in Figure 2.1 (a) - (d).

In addition, 12 hour intersection counts were obtained from the Cape Metropolitan Council (CMC) for the following intersections:

- Victoria Avenue / Brighton Street (1988)
- Victoria Avenue / Princess Street (1992 - 1996)

☐ Traffic Growth

Traffic growth for the period 1993 to 1996 was calculated from the 12 hour counts at the Victoria Avenue / Princess Street intersection.

☐ Public Transport Data

No formal investigation into public transport was undertaken, but the movement of buses and minibus taxis was noted during the surveys undertaken as part of the study.

☐ Vehicle Speeds

Vehicle speeds were measured as part of the data collected by the automatic traffic counter referred to above.

☐ Parking Data

A comprehensive parking study was undertaken by Hawkins Hawkins & Osborn during shopping peak periods on Friday 28 February 1997 and Saturday 1 March 1997.

☐ Accident Data

Accident data was obtained from the Cape Metropolitan Council for Victoria

Avenue south of Oxford Street for the period July 1994 - October 1996.

□ **Access and Driveway Inventory**

An inventory of all driveways, as well as significant trees and vegetation and street furniture was compiled by the planning team for the purpose of the study.

2.2.2 *Land use, Urban Design & Landscaping Data*

□ **Zoning, Land Use, Height and Bulk**

A basic exercise was undertaken, in mapping all rezoning applications in the study area. This indicated a significant trend away from residential use to commercial use. The impact of the transformation in land use is clearly indicated in the following Section 2.3. The trend towards commercial use and rezoning applications over the 1995, 1996 and 1997 periods, indicates an increase in bulk and floor area space.

□ **Views**

The Victoria Avenue focuses towards a magnificent view of the ocean and the mountains, where the experience of the view is enhanced by the slope of the Avenue in the direction of the harbour.

It was noted both on site, and in public comments that individual views from individual driveways out onto the Victoria Avenue have in parts been disrupted by commercial signage.

□ **Public Place and Landscaping**

The overall quality of the precinct has been undermined by ad hoc individual development as made evident in both site visits, and an overview of individual rezoning applications over the past few years.

Pedestrian movement along public sidewalks has been compromised. It was noted both on site, and in public comments that pedestrians crossing at intersection areas are unsafe.

An inventory of significant landscaping features was conducted by Tanya Daitz.

2.3 **EXISTING SITUATION ASSESSMENT**

2.3.1 *Traffic Assessment*

□ **Traffic Flows**

Histograms of existing hourly flows along Victoria Avenue for an average weekday, Friday, Saturday and Sunday are indicated in Figures 2.1 (a) - (d) overleaf, and are summarised in Table 2.1.

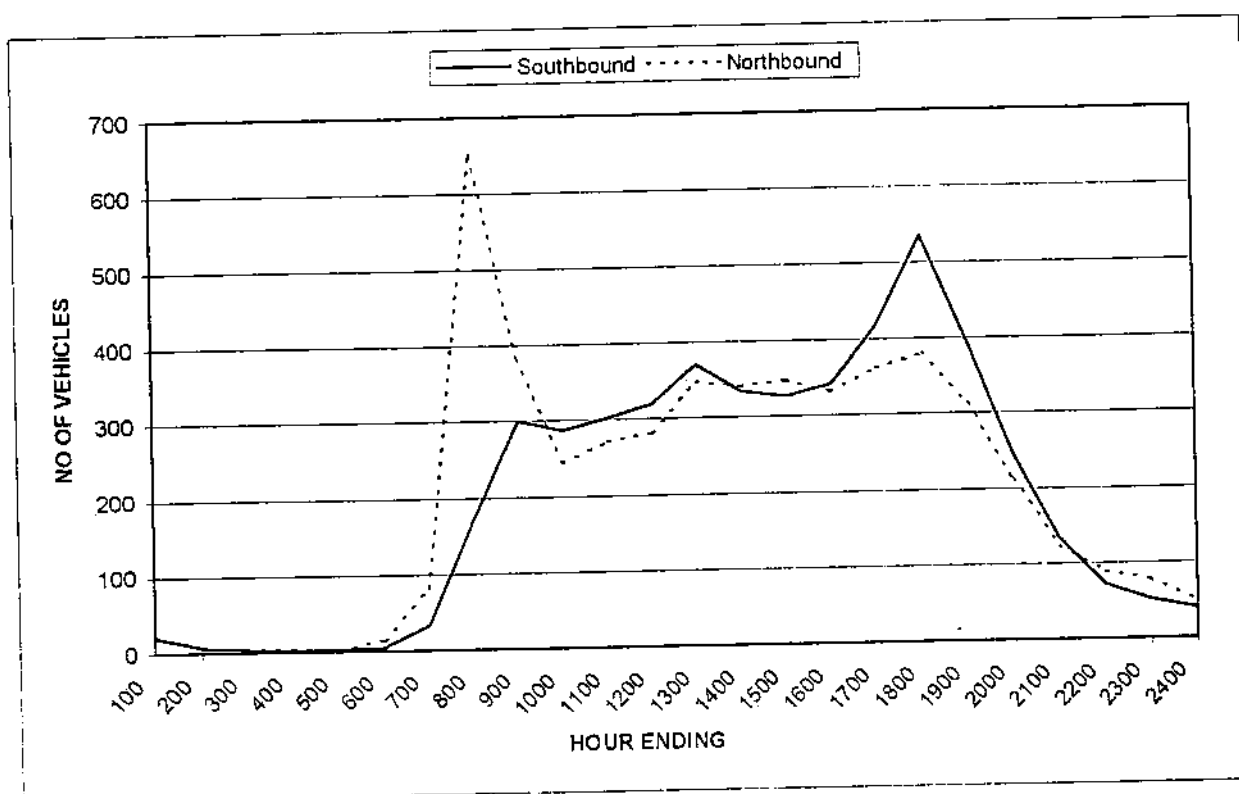


FIGURE 2.1 (a) : HOURLY DISTRIBUTION OF FLOWS : AVERAGE WEEKDAY

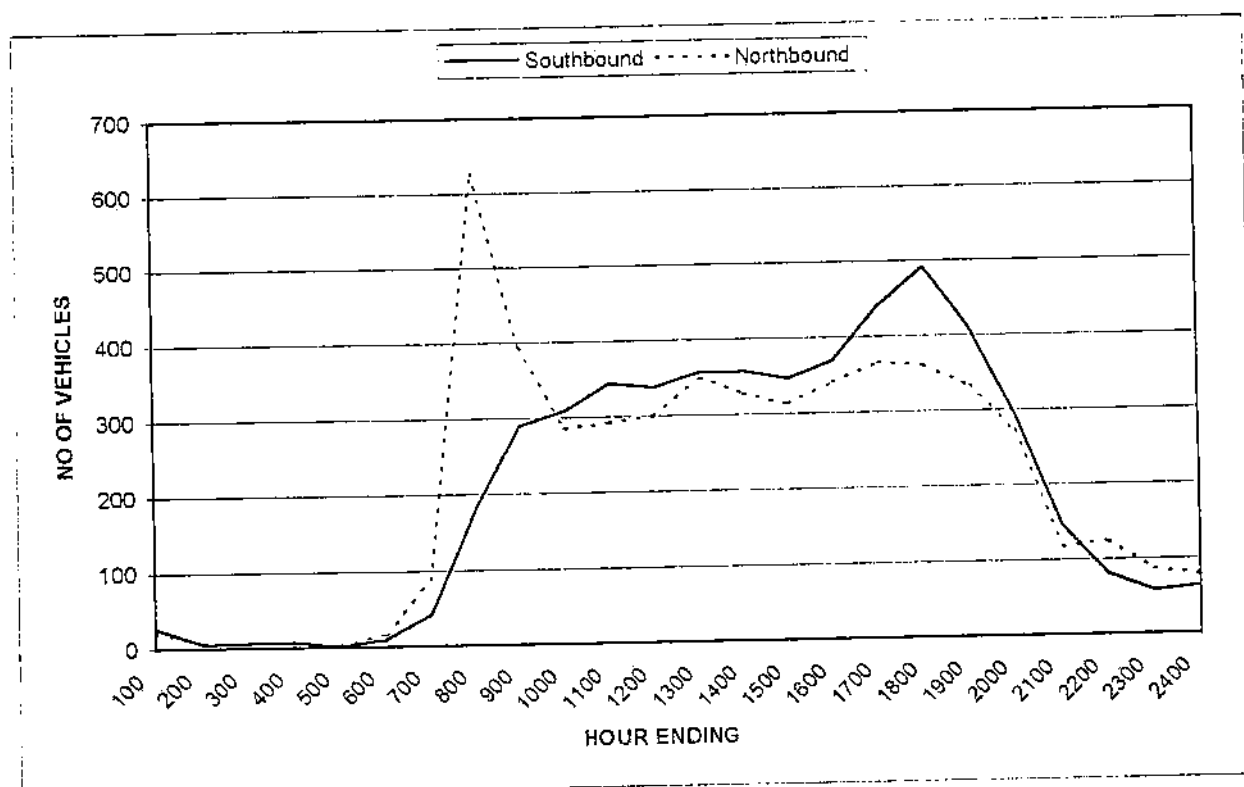


FIGURE 2.1 (b) : HOURLY DISTRIBUTION OF FLOWS : FRIDAY

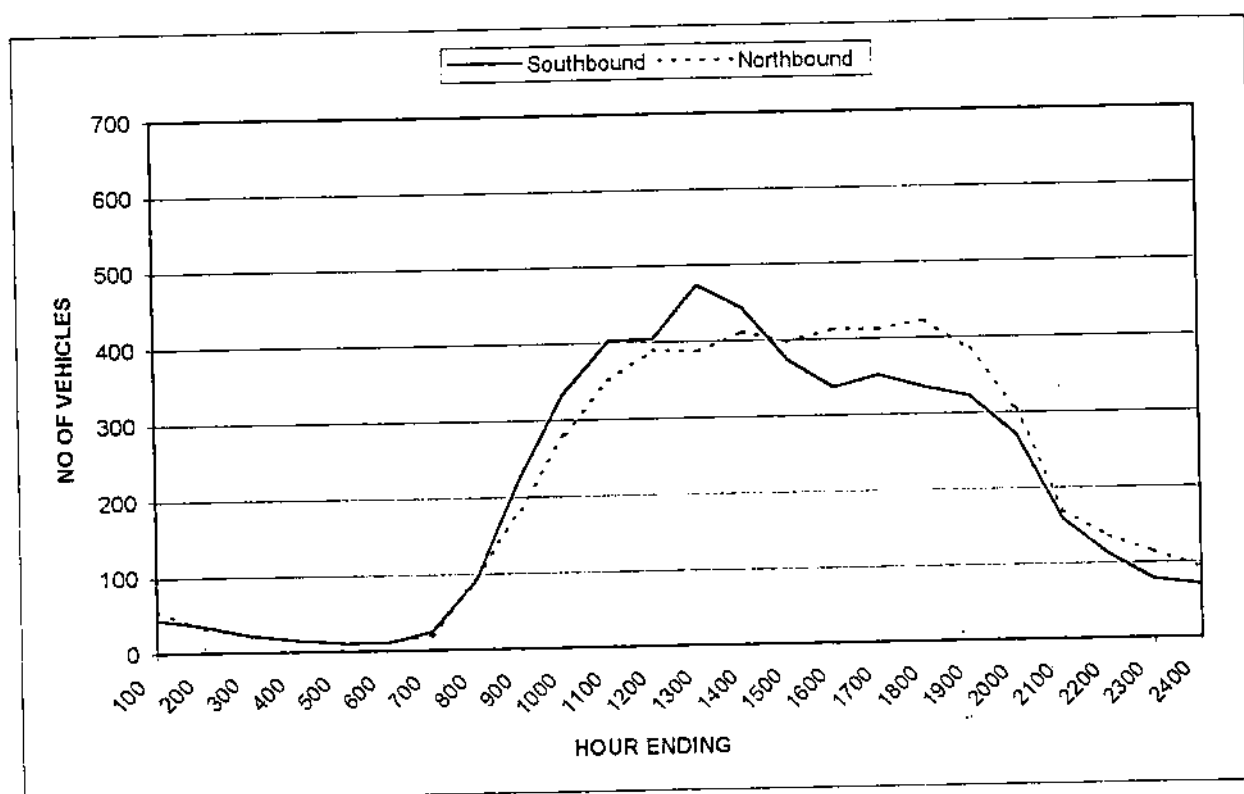


FIGURE 2.1 (c) : HOURLY DISTRIBUTION OF FLOWS : SATURDAY

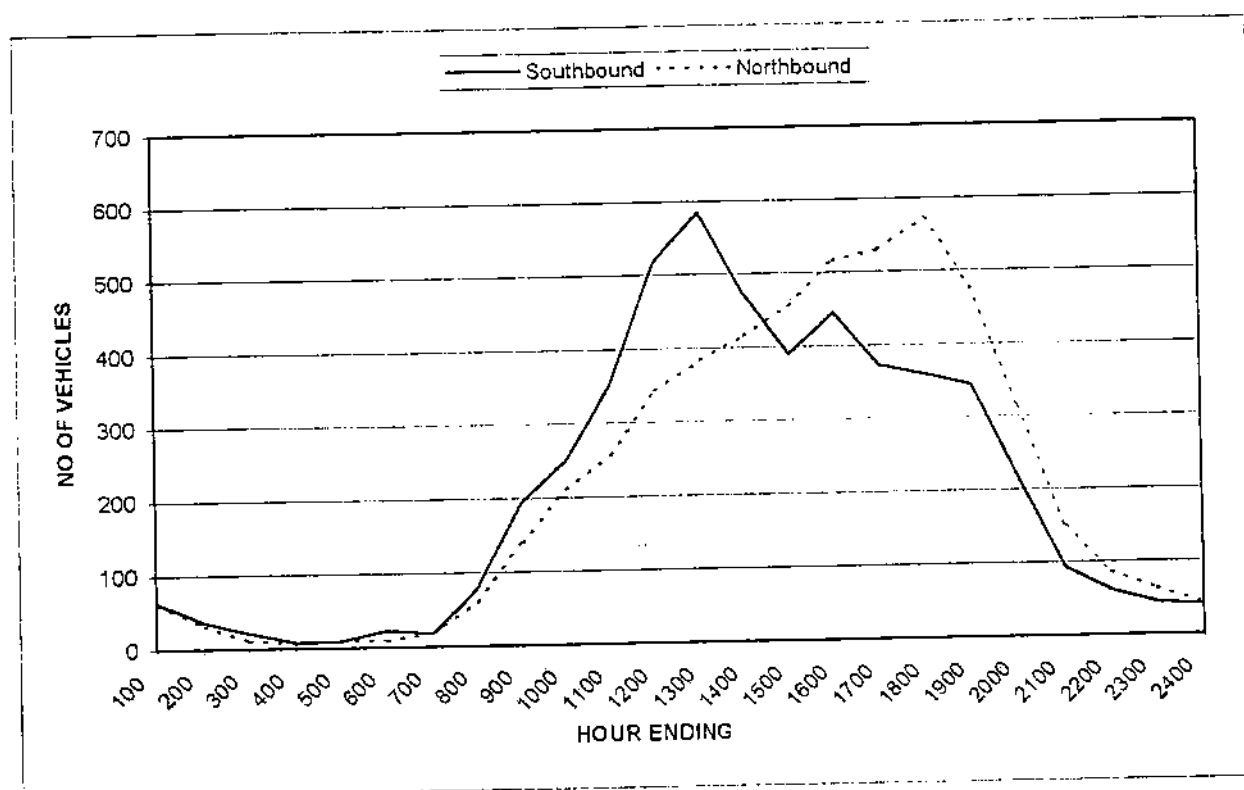


FIGURE 2.1 (d) : HOURLY DISTRIBUTION OF FLOWS : SUNDAY

TABLE 2.1 : SUMMARY OF PEAK HOUR & 24 HOUR FLOWS ALONG VICTORIA AVENUE

DAY	PEAK PERIOD	TRAFFIC FLOWS ALONG VICTORIA AVENUE					
		SOUTHBOUND		NORTHBOUND		TWO WAY	
		PEAK HOUR	24 HOUR	PEAK HOUR	24 HOUR	PEAK HOUR	24 HOUR
Weekday	AM	310	4715	670	4943	980	9658
	MID	370		350		720	
	PM	570		450		1020	
Friday	AM	310	4696	660	5114	970	10083
	MID	360		350		710	
	PM	560		440		1000	
Saturday	AM	230	4404	180	4346	410	8750
	MID	470		390		860	
	PM	340		420		760	
Sunday	AM	200	4995	140	5170	340	10165
	MID	590		380		970	
	PM	360		570		930	

The following comments should be noted :

- Traffic flows along Victoria Avenue exhibit normal commuter peaks on weekdays and Fridays, as well as shopping peaks on Saturdays and recreational peaks on Sundays.
- Generally 24 hour flows are higher on weekdays and Sundays than on Saturdays.
- Highest peak hour flows are experienced during the weekday PM peak hour.

As indicated in Table 2.1, the peak hour flows are well below traffic capacity of Victoria Avenue during the weekday commuter, and weekend shopping and recreational peaks (1500 veh/hr for a two lane facility with on street parking).



Traffic Growth

The 12 hour counts at Victoria Avenue / Princess Street, obtained from the Cape Metropolitan Council, were used to calculate traffic growth along Victoria Avenue during the period 1993 to 1996. A summary of the traffic growth on Victoria Avenue north of Princess Street is indicated in Table 2.2.

TABLE 2.2: TRAFFIC GROWTH ON VICTORIA AVENUE

YEAR	TWO WAY FLOW (VEH/12 HR)	AVERAGE ANNUAL GROWTH RATE (%)
1993	4517	N/A
1994	4623	2.3%
1995	5566	11.0%
1996	6179	11.0%

As indicated in Table 2.2, the average traffic growth on Victoria Avenue north of Princess Street was 11.0% per annum during the period 1994 to 1996.

□ Public Transport

Victoria Avenue is currently a designated bus route with bus stops, but few buses were observed during the surveys conducted by the planning team.

A number of minibus taxis were observed picking up and dropping off passengers in the vicinity of the Spar Supermarket just north of Earl Street. A significant proportion of taxis performed u-turns in Victoria Avenue at the Earl Street Intersection.

□ Vehicle Speeds

Figures 2.2 (a) - (d) overleaf indicate the relationship between average speed and two-way flows along Victoria Avenue for a weekday, Friday, Saturday and Sunday. The following comments should be noted :

- Average speeds tend to drop as traffic flows along Victoria Avenue increase. This is due primarily to the side friction effect of cars parked on street during daytime hours.
- Average daytime speeds on weekdays are approximately 45km/hour, increasing to a maximum of 65km/hour at night as flows decrease.
- Average daytime speeds on Saturdays and Sundays are approximately 50km/hour increasing to a maximum of 75km/hour at night.

Table 2.3 indicates the speed distribution of all vehicles observed during the period 7-18 March 1997 for all hours of the day.

TABLE 2.3: SPEED CLASSIFICATION OF VEHICLES ON VICTORIA AVENUE

	SPEED (km/h)					
	20	40	60	80	100	110
% of Vehicles Exceeding	97.6%	80.5%	32.6%	8.2%	1.3%	0.5%

As indicated, 32,6% of all vehicles exceed the current speed limit of 60km/hour, while 8,2% exceed 80km/hour.

It should be noted, that a more appropriate speed limit for the section of Victoria Avenue under consideration should be 50km/hour.

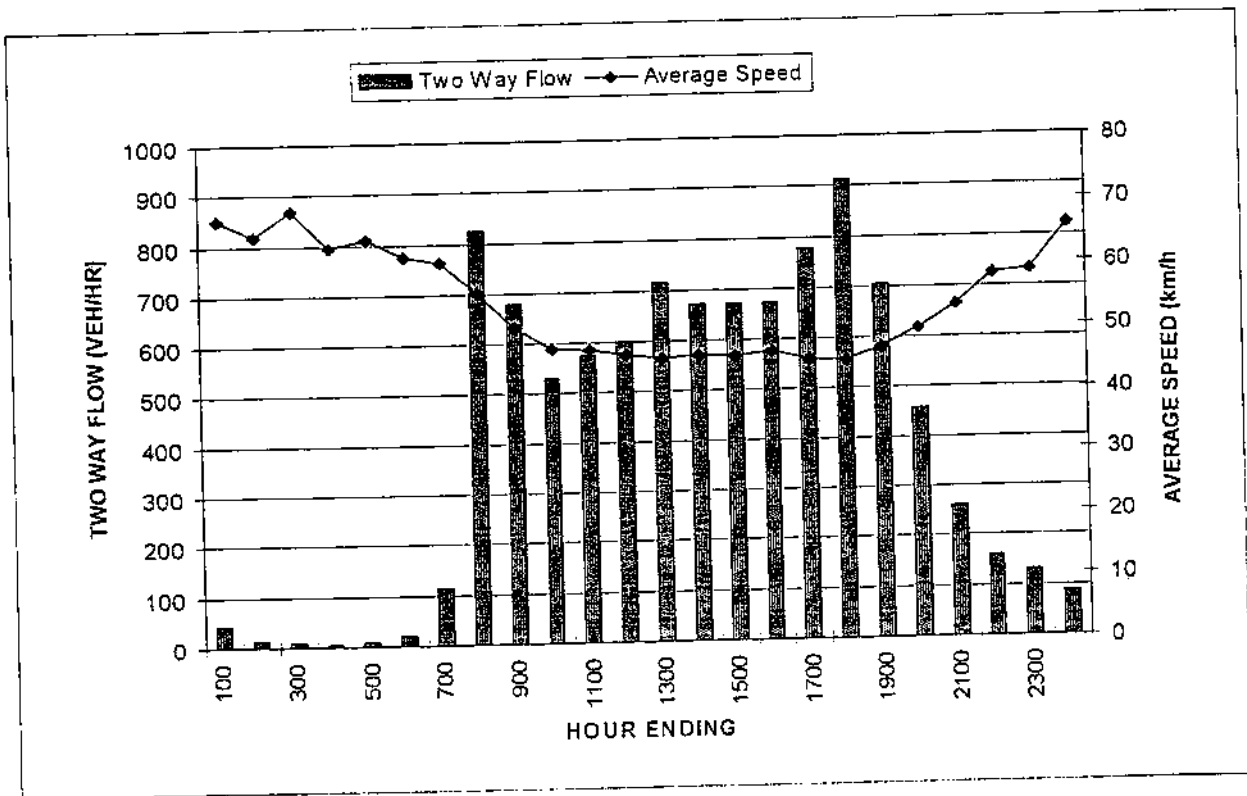


FIGURE 2.2 (a) : HOURLY TWO WAY FLOW AND AVERAGE SPEED : AVERAGE WEEKDAY

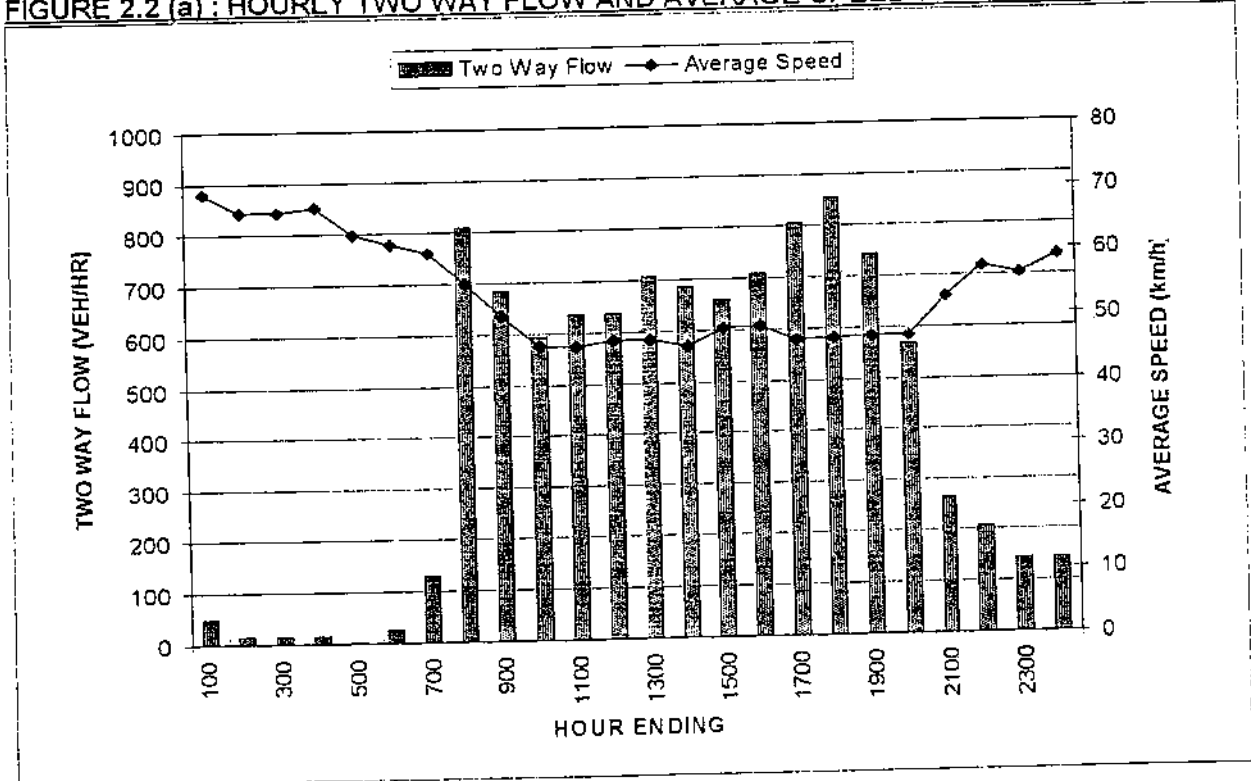


FIGURE 2.2 (b) : HOURLY TWO WAY FLOW AND AVERAGE SPEED : FRIDAY

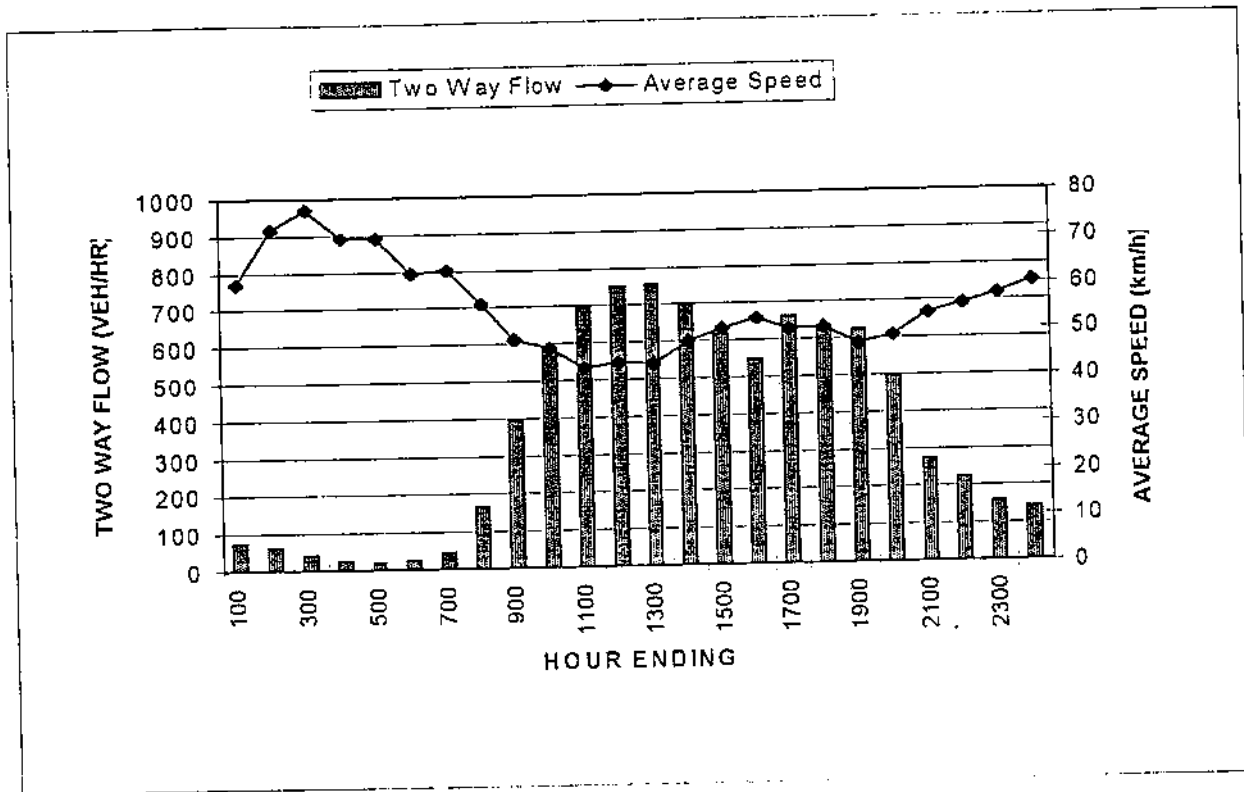


FIGURE 2.2 (c): HOURLY TWO WAY FLOW AND AVERAGE SPEED : SATURDAY

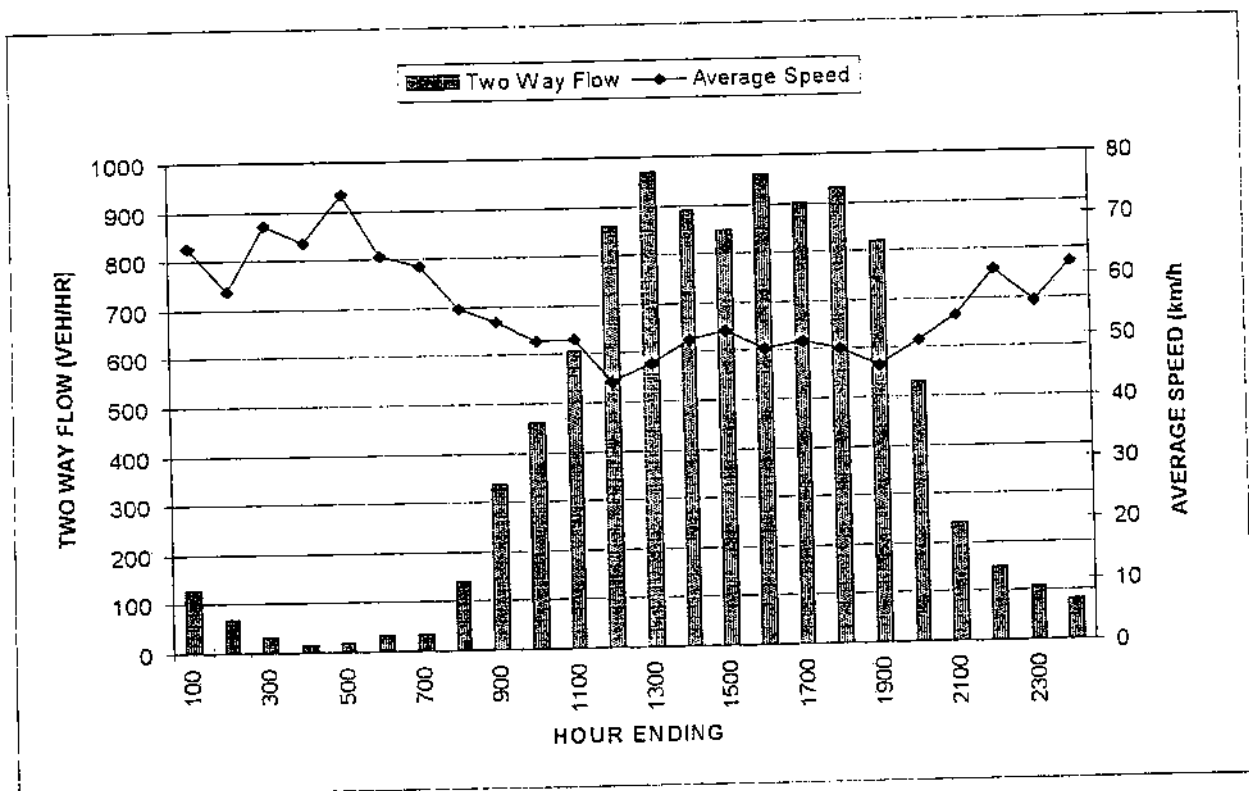


FIGURE 2.2 (d) : HOURLY TWO WAY FLOW AND AVERAGE SPEED : SUNDAY



Parking

The number of parked vehicles on Victoria Avenue between Oxford Street and Princess Street, as well as on Earl Street and Brighton Street between Royal Avenue and Albert Road, was counted on Friday 28 February 1997 during the period 16h00 to 18h00, and on Saturday 1 March 1997 during the period 10h00 to 13h00. The distribution of parked vehicles for these periods is indicated in Figures 2.3 (a) - (b).

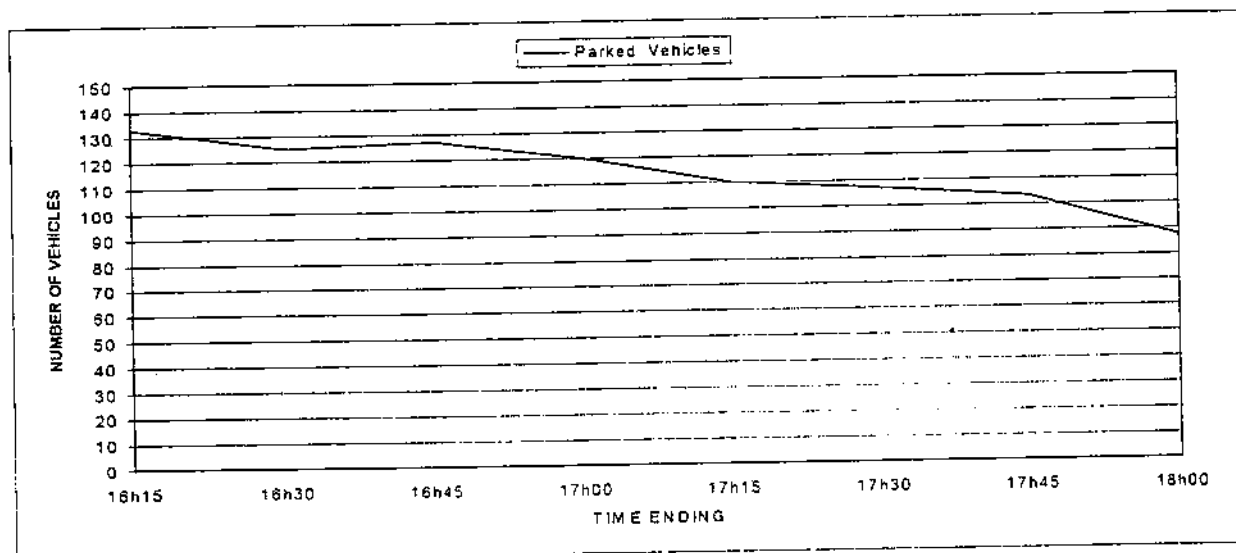


FIGURE 2.3 (a) : NUMBER OF PARKED VEHICLES IN THE STUDY AREA : FRIDAY PM

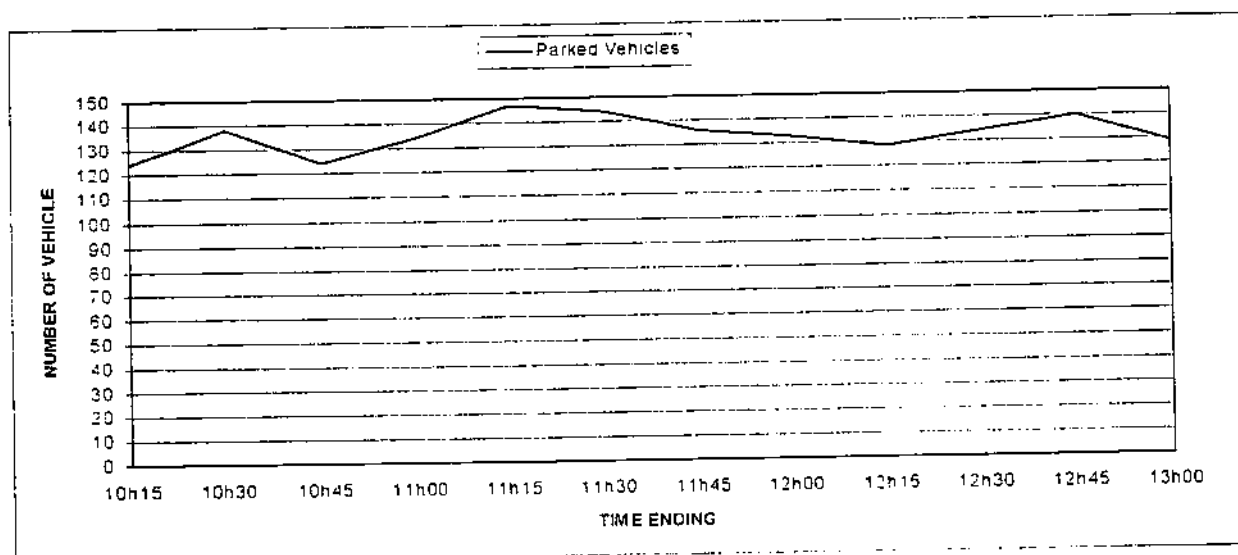


FIGURE 2.3 (b) : NUMBER OF VEHICLES PARKED IN THE STUDY AREA : SATURDAY AM

As indicated in Figures 2.3 (a) & (b), the maximum number of parked vehicles observed was 133 cars on Friday and 147 cars on Saturday. Figure 2.4 at the back of this section indicates the location of all observed parking. The occurrence of illegally parked cars illustrated in Figure 2.4 is an indication that there is insufficient accessible short term parking in the vicinity of the Spar to the north of Earl Street. A further point to highlight is the haphazard & sometimes unsafe parking on the west of Victoria Avenue between Earl Street & Brighton Street.

On the positive side, an example of well organised off-street parking in the area is found on even numbers 267 and 4416 (street numbers 34 to 38), and is shown in Figure 2.5. The proposed conceptual parking model is based on the above example.

□ Accidents

The total number of reported accidents on Victoria Avenue south of Oxford Street during the period July 1994 - October 1996 is indicated in Table 2.4.

TABLE 2.4: NUMBER OF ACCIDENTS ON VICTORIA AVENUE SOUTH OF OXFORD STREET (1 JULY 1994 - 31 OCTOBER 1996)

LOCATION	EXTENT OF ACCIDENT			TOTAL
	DAMAGE ONLY	SLIGHT INJURY	SERIOUS INJURY	
Oxford Street	2		1	3
Oxford to Earl	4		1	5
Earl Street	12			12
Brighton Street	4	1		5
Brighton to Princess	2			2
Princess Street	5	2		7
TOTAL	29	3	2	34

The most common causes of the accidents were as follows:

- Vehicle reversing (9 N°)
- Following too closely (6 N°)
- Entering the road while unsafe (4 N°)
- Drunk driving (3 N°)
- Swerving (2 N°)
- Driving into parked vehicle (2 N°)

Thus, 34 reported accidents occurred in a total of 28 months i.e. just more than one per month.

□ Accesses and Driveways

There are numerous access driveways on Victoria Avenue between Oxford Street and Princess Street, which account for approximately 25% of the pavement edge. Rationalisation of these accesses would lead to a reduction in accidents and increased space for convenient on-street parking.

2.3.2 *Land use, Urban Design and Landscaping Assessment*

□ **Zoning, Land Use, Height and Bulk**

The overall trend towards a rezoning for commercial use, is related to :

- An ad hoc mix of commercial, retail and residential activity, where commercial land use is gradually replacing residential land use.
- An overall increase in bulk of building mass off Victoria Avenue, where individual erven are developed on an individual basis without regard for the overall quality of streetscape.
- An increase in demand for both on street and off street parking.

While recent rezoning applications show that there is appropriation of sufficient parking bays on site in terms of commercial area to parking bay ratios, entry and exit patterns onto Victoria Avenue will continue to be a problem. In addition, random on street parking patterns will continue with the increase in demand for parking space.

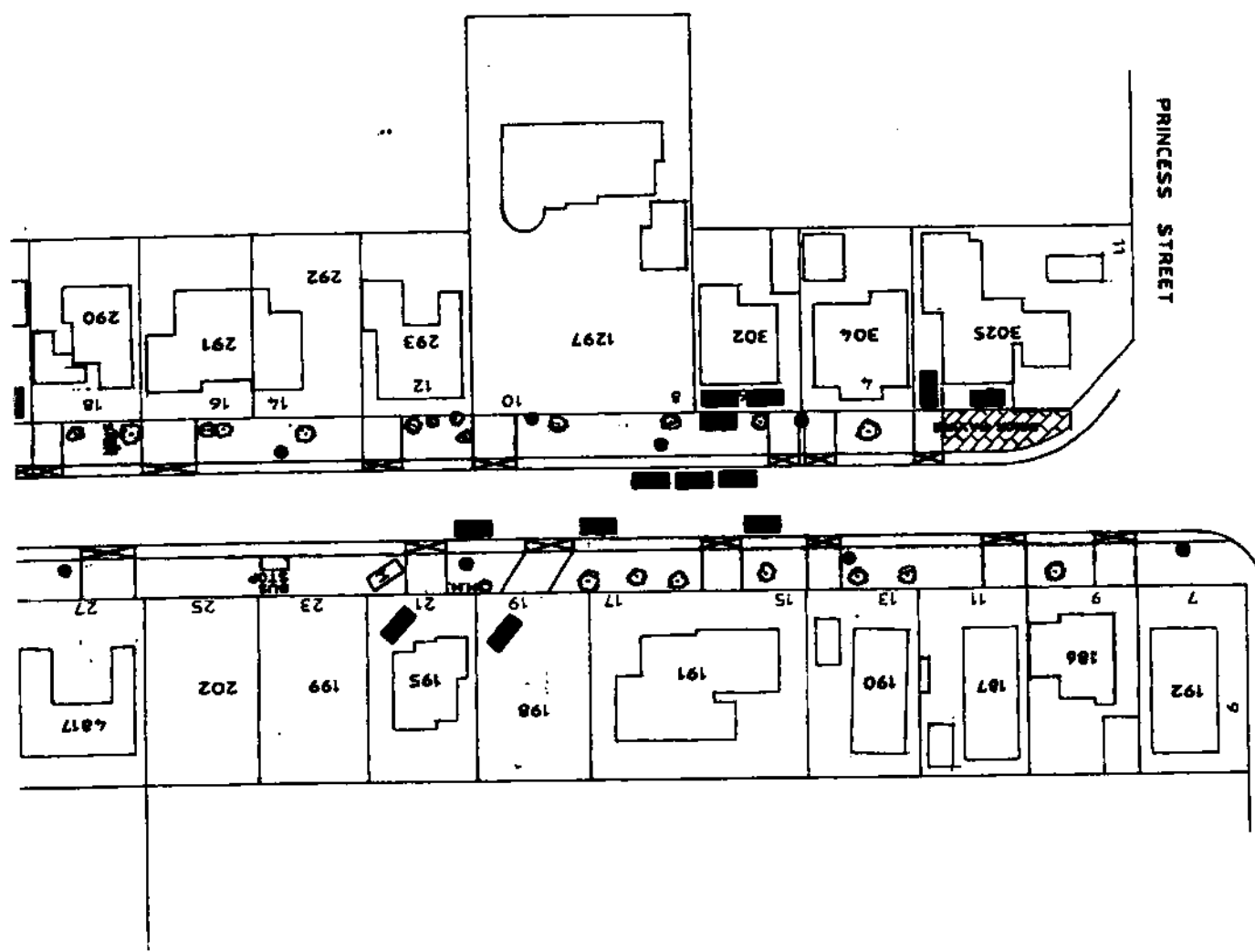
□ **Views**

The trend towards advertising the particular commercial activities which are taking place along Victoria Avenue has disrupted the view of motorists exiting from private erven into Victoria Avenue. This trend is an additional indication of dis-coordinated individual patterns of use occurring in the absence of a safe and cohesive set of rules for the greater whole.

□ **Public Place and Landscaping**

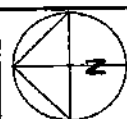
Victoria Avenue acts as a major spatial channel to the Hout Bay Harbour area. The trend towards piecemeal development needs to be redefined, such that the high level of activity, high use thresholds, and demand for transformation in land use, is co-ordinated to reinforce the quality of an important spatial precinct. Spatial measures, including landscaping, surfacing, uniformity in entry to individual erven, and clearly defined areas for intersections, can assist in expressively the overall quality of the precinct.

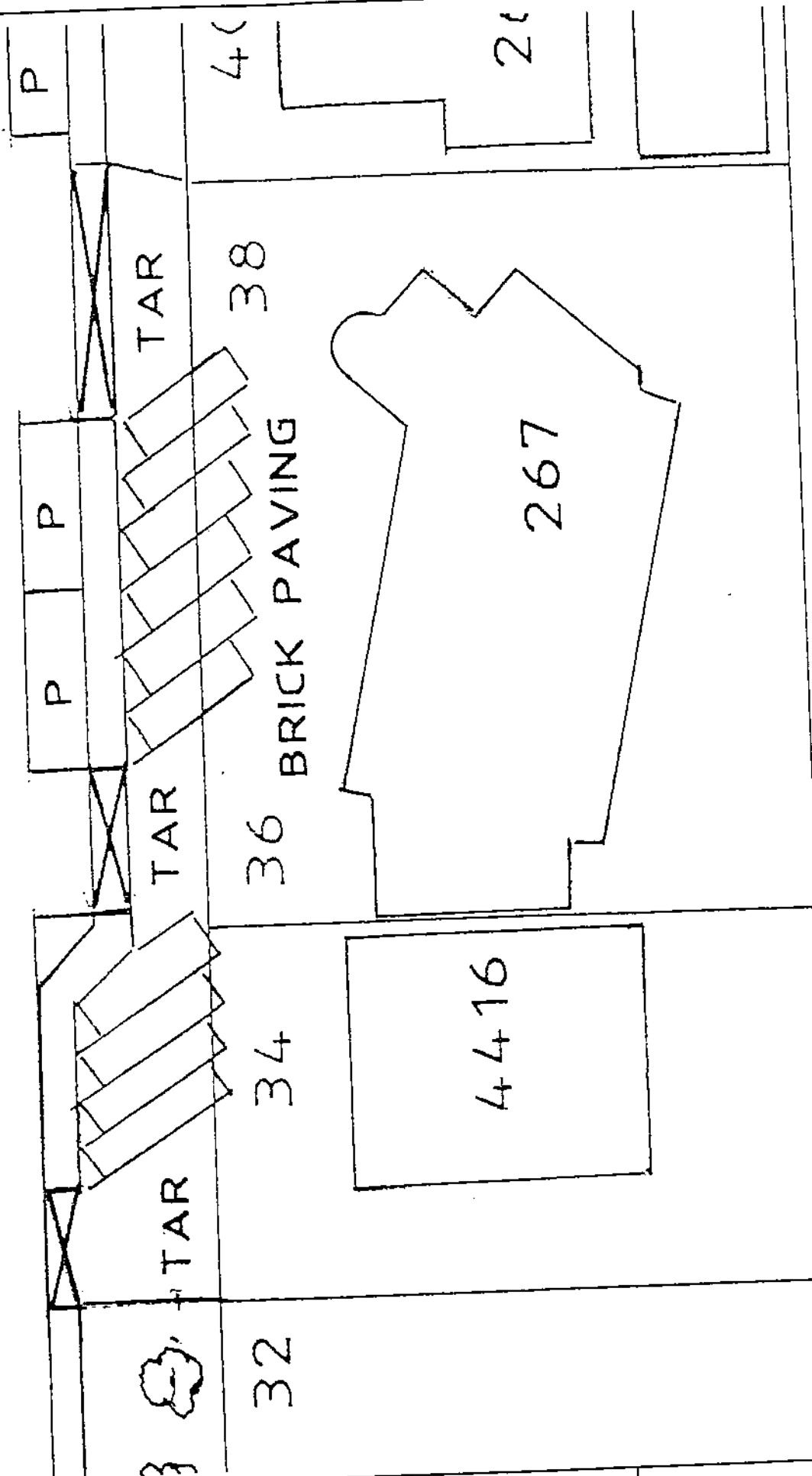
There is a need for the definition of clearly expressed pedestrian routes, both in the areas parallel to Victoria Avenue, and in the major intersection areas. Appropriate surfacing and landscaping measures can contribute to a safe and pleasurable pedestrian world within the Victoria Avenue precinct.



**LOCATION OF CARS PARKED IN
THE STUDY AREA
SCALE 1 : 1 000**

FIGURE 2.4





WELL ORGANISED PARKING IN
THE STUDY AREA
SCALE 1 : 250

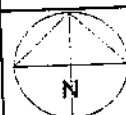


FIGURE 2.5



3.0

IDENTIFICATION OF PROBLEMS AND ISSUES

3.1

INTRODUCTION

A public meeting was held on 30 July 1997 in the Hout Bay Municipal Library, where a presentation was given by the planning team on the findings of the study to date. At this meeting, preliminary proposals were presented, and the public were given the opportunity to raise problems and issues and to comment on the proposals. These comments have been included in the discussion below. A copy of the minutes of this meeting is included in the Appendices.

The major problems experienced on Victoria Avenue, as identified through the planning process to date, can be examined under the following headings :

- Speeding
- Accidents
- Pedestrians
- Parking and access
- Urban design and landscaping

The following sections provide a summary of the problems and issues identified to date.

3.2

PROBLEMS AND ISSUES

3.2.1

Speeding

Speeding is a problem along Victoria Avenue

As noted in Section 2.3.1, speeding does occur on Victoria Avenue. This is due primarily to the gradient and the generous width of the road. Due to the commercial environment, and the associated vehicle and pedestrian flows, this constitutes a problem. Action is required to slow down the vehicles to safe speeds before they reach the conflict areas. Higher speeds are experienced after peak hours as indicated in Section 2.3.1.

3.2.2

Accidents

There is a high incidence of accidents in the area, especially at the Earl Street intersection

The average number of recorded accidents per month is relatively low by normal standards i.e. Fish Hoek Main Road has on average 6 accidents/month over a 1 kilometre section. At the public meeting, the perception was that the incidence of accidents was in fact even higher than that recorded.

3.2.3 *Pedestrians*

The lack of pedestrian crossings results in an unsafe situation

At present, there are no formal pedestrian crossings within the study area, while there are a significant number of pedestrians crossing Victoria Avenue during peak periods, particularly in the vicinity of the Spar Commercial Centre.

3.2.4 *Parking and Access*

There is significant parking and traffic congestion along Victoria Avenue in the vicinity of the Spar Commercial Centre to the north of Earl Street, as well as between Earl & Brighton Streets along the west side of Victoria Avenue

At the Spar Commercial Centre existing problems are caused mainly by sub-standard geometrics in the existing off street parking area, with the aisle in the parking area being approximately 5m wide instead of the normal 7.0m. This leads to ingress and egress difficulties, and encourages illegal parking on-street in the vicinity of the centre. This in turn reduces the sight distance for vehicles exiting the parking area and exacerbates the problems already being experienced. Other problems in this vicinity are insufficient parking bays and the embayed kerbline at the access, which also restricts sight distance.

There is limited space on existing properties along Victoria Avenue for rational off-street parking, leading to haphazard parking arrangements, particularly on the west side of Victoria Avenue, between Earl Street and Brighton Street. The results thereof, are unsafe conditions caused by vehicles reversing into the road from right angled parking, and untidy treatment of the parking areas and verges.

Advertising signs and cars parked on-street reduce the sight distance for vehicles entering Victoria Avenue from the side streets and driveways

The presence of advertising signs further reduce the area available for off-street parking, as well as sight distance for vehicles exiting from existing driveways. In addition, the occurrence of on-street parking on both sides of Victoria Avenue besides affecting sight distance, results in an inadequate road for through traffic along Victoria Avenue.

3.2.5 *Other Traffic Related Issues raised by the Public*

The development of other areas of Hout Bay would increase the traffic flows along Victoria Avenue

In this regard, it was suggested that the study area should be enlarged to include the current development outside the original area, or an overall plan for a much wider area and a specific plan for the Spar area should be formulated. Also, it was noted that developments along Main Road will affect traffic on Victoria Avenue, and vice versa.

There was concern that if traffic calming measures are applied, along Victoria Avenue traffic might divert to Royal Avenue or Albert Road

Traffic calming measures should be considered in Royal Avenue, or Royal Avenue could be closed at Princess Street (See below).

Royal Avenue/Princess Street intersection is dangerous due to poor sight distance

Royal Avenue could be closed at Princess Street without unduly impacting on local traffic circulation.

3.2.6

Urban Design and Landscaping

Fragmented framework for on-going development

A fundamental issue is the process of uncoordinated transformation in land use within the study area. This has effects not only on the problematic patterns of traffic, parking and pedestrian access, but also in the spatial quality of the Victoria Avenue study area. The current result is a fragmental strip with an extensive mix of urban form. The variety of height and bulk and a basic disregard for overall spatial quality has generated a relatively poor quality strip. This highlights the need for an overall spatial framework which contributes to the on-going transformation of Victoria Avenue.

4.0 CONCEPTUAL FRAMEWORK : PROPOSALS & POLICIES

4.1 INTRODUCTION

The central principle of the proposals and policies for the management of Victoria Avenue is to provide an overall structure for a traffic and development framework. Individual actions and transformation over time will be guided by the overall spatial proposal and associated policies. The structure is formed by :

- A major sense of entry or 'gateway' into the precinct
- A spatial sequence of layers within the precinct. These layers define on-street and off-street parking, a distinct uninterrupted pedestrian route, and a system of entry and exit points from public property to private property.
- A sequence of significant intersections which slow fast moving traffic, and provide safe areas for pedestrians to cross Victoria Avenue.
- A strong sense of imageability where the street as a whole is given the quality of a significant 'streetscape' with appropriate landscaping.
- Increase in the off-street parking potential along Victoria Avenue to facilitate commercial development of the appropriate form and scale.

Initial conceptual framework plans for Victoria Avenue dealing with zones of use, traffic calming and safety measures and landscaping treatments are included in the Appendices.

4.2 CONCEPTUAL FRAMEWORK PLAN

A draft conceptual framework plan for Victoria Avenue was prepared by the planning team and presented at the public meeting held on 30 July 1997. The conceptual framework plan contained the following proposals :

- Treatment at intersections for traffic calming and pedestrian safety, including traffic circles at Earl and Princess Streets.
- Improved on-street and off-street parking supply, based on the parking model indicated in Figure 2.5 (where possible).
- Rationalisation of accesses, with adjacent erven sharing driveways (where possible).
- Provision of pedestrian walkways and crossings.
- Provision of taxi stops.
- Creation of shared pedestrian/parking areas on the side streets.
- Landscaping and urban design proposals and features

The draft conceptual framework plan was approved in principle at the public meeting held on 30 July 1997 and the proposals have been refined to take into account a number of physical constraints which exist along Victoria Avenue. The

amended plan containing the above proposals is included at the back of this report as the final conceptual framework plan which must be submitted to the Authorities for endorsement before final presentation to the public.

4.3 **TRAFFIC & PARKING PROPOSALS & POLICIES (Refer to attached conceptual framework plan and proposed cross-section indicated in Figure 4.1 overleaf)**

4.3.1 *Proposals at Intersections*

It is proposed that the approaches to all four major intersections along Victoria Avenue be narrowed down from 10,4m to 7,4m, and that the surfacing within the intersections be brick paved. This will include the existing road surface as well as the areas between the existing kerbline and the road reserve boundary. Urban design details at each intersection include the provision of low walls to frame the intersection space. Landscaping proposals include planting of trees at significant positions. Earl Street Intersection will have a traffic mini circle as the proposed form of traffic control, while Oxford and Brighton Street Intersections will remain stop controlled intersections. It is proposed that the existing Princess Street Intersection be replaced by a full traffic circle. Pedestrian crossings at each intersection will be clearly demarcated with a different surface treatment.

4.3.2 *Proposals along Victoria Avenue*

☐ **On-street Parking**

On-street parking will be allowed along both sides of Victoria Avenue between major intersections. The amount of on-street parking will be increased as driveways are rationalised over time (Refer to next section).

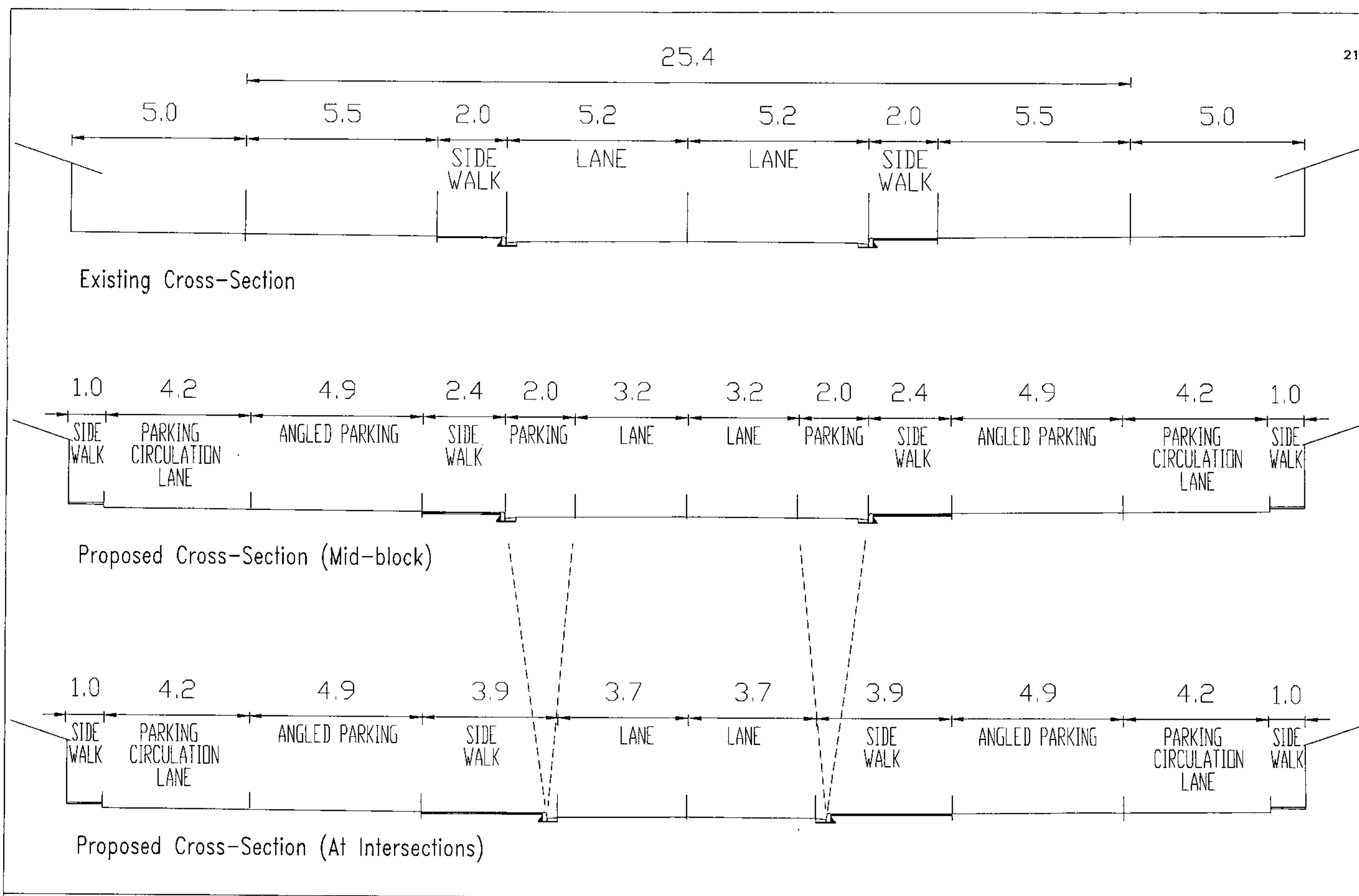
☐ **Off-street Parking**

As discussed in Section 2.3.1, a proposal for a parking model has been suggested which utilises part of the existing road reserve and part of existing erven to provide a linear strip of angled parking along each side of Victoria Avenue. The proposal involves the rationalisation of certain existing driveways to access the proposed parking strips. This will result of the sharing of future access driveways by adjacent properties.

In certain cases, existing structures preclude the provision of the proposed parking strip, and in other cases, the position of existing driveways and trees affect the application of the parking model. In these instances, alternative proposals for off-street parking layouts have been suggested.

☐ **Speed Limit**

As indicated in Section 2.3.1, a more appropriate speed limit for Victoria Avenue would be 50km/hour, particularly in the light of the traffic calming proposals put forward at key intersections.



EXISTING AND PROPOSED CROSS-SECTIONS

FIGURE 4.1



□ **Pedestrian Routes**

As indicated in the conceptual framework plan, pedestrian sidewalks have been proposed along both sides of Victoria Avenue between the edge of the proposed parking embayments and the line of the proposed off-street parking strip. Each sidewalk will be $\pm 2,0\text{m}$ wide and will have a premix surface broken at regular interval with brick paving bands to improve the visual quality of the facility.

□ **Taxi Embayments**

In order to accommodate the current taxi operations in Victoria Avenue, two taxi stops have been proposed in the vicinity of the Earl Street Intersection (Refer to conceptual framework plan).

□ **Urban Design & Landscaping Proposals**

Urban design & landscaping proposals for Victoria Avenue include the following detailed design treatment at intersections :

- The intersection is given visual prominence through the location of walls which are located normal to the direction of traffic. The purpose of these walls is to create a sense of crossing. The 750mm high x 340mm wide wall is established alongside the placement of a prominent tree. The walls are positioned so as to allow for continuity of pedestrian access.
- Intersection surfaces should be given detailed design consideration. In principle, the surface texture will be changed to signify a threshold area. The spatial features of walls, landscaping and surface texture at intersections should be viewed as a priority for first phase implementation.

The above proposals are dealt with in more detail in Section 4.4.

4.3.3 *Proposals along Earl Street*

The section of Earl Street between Victoria Avenue & Royal Avenue will be provided with parking embayments on both sides of the road. The embayments will be brick paved with surface boxes provided for trees. In addition, it is proposed that a brick paved turning circle be provided at the Earl Street/Royal Avenue intersection with the northbound approach being narrowed down to allow only cars to utilise Royal Avenue in the northbound direction to the south of Earl Street. A further proposal for preventing Royal Avenue being used as an alternative route to Victoria Avenue, is to close Royal Avenue at the intersection with Princess Street.

4.3.4

Parking Policy

In order to establish an appropriate parking policy for new commercial developments along Victoria Avenue particularly in the light of current parking problems identified in Section 2.3, it is useful to examine the current zoning scheme parking requirements, as well as other relevant parking ratios generally applied by Road Authorities in assessing development applications. In this regard the relevant parking requirements from Department of Transport (DOT) Parking Guidelines (Ref 1) and Draft Road Access Policy prepared by consultants for Chief Directorate Transport (Ref 2), as well as the current zoning scheme requirement are indicated in Table 4.1.

TABLE 4.1 : PARKING REQUIREMENTS FOR VICTORIA AVENUE

SOURCE	PARKING RATIO (bays/100m ²)	
	RETAIL	OFFICE
Zoning Scheme	2,0	4,44
DOT Guidelines	6,0	2,5
Road Access Policy	6,0 ¹ /4,0 ²	4,0
Recommended	4,0	4,0

- Notes : 1. Single shops
2. Shopping Centre

It is proposed that any new development should provide a minimum of 4,0 bays/100m² of commercial floor space. This will primarily be accommodated on site, but can also make use of the relevant portion of the parking strip in the vicinity of the property, as proposed in the conceptual plan.

This recommendation is subject to review for the particular activities which would generate a requirement for the provision additional bays over and above the standard recommendation i.e. pubs & restaurants.

4.3.5

Access Spacing Policy

In terms of the Draft Road Access Policy (See Ref 2), the section of Victoria Avenue between Oxford Street and Princess Street can be considered a Class 3 facility in a development environment which is currently transforming from 'suburban' to 'intermediate'. The relevant access spacings for these two development environments are indicated in Table 4.2.

TABLE 4.2 : ACCESS SPACINGS FOR VICTORIA AVENUE

DEVELOPMENT ENVIRONMENT	CLASS 3 : DISTRICT DISTRIBUTOR		
	NORMAL ¹ SIDE STREET	HIGH VOLUME ² DRIVEWAY	LOW VOLUME ³ DRIVEWAY
Intermediate	120m	75m	45m
Suburban	180m	N/A	N/A

- Notes : 1. Flows > 150 veh/hr
2. Flows < 150 but > 50 veh/hr
3. Flows < 50 veh/hr

As development takes place along Victoria Avenue, the development environment will tend to be 'intermediate' rather than 'suburban'. Thus the spacing criteria for an 'intermediate' development environment could be considered appropriate when assessing rezoning applications for properties on Victoria Avenue i.e. 45m for low volume driveways. However, due to the current close spacing of driveways along Victoria Avenue, a spacing of 45m may be too stringent in many cases and should be applied with caution.

4.4 LAND USE & URBAN DESIGN PROPOSALS AND POLICIES

4.4.1 *Zoning, Land-Use, Height and Bulk*

All rezoning applications must be evaluated in terms of the limited capacity of Victoria Avenue. Limited capacity relates to the effect of change in land use on traffic patterns and available space for on-street and off-street parking. Rezoning applications and change in land use must therefore concur with :

- A limit of height and bulk must be considered where the application for a change in land use and related square meterage exceeds the average square meterage per erven along Victoria Avenue. The limit must be considered in order to avoid a change in land use and building types which generate an excessively high demand for on-street and off-street parking.
- The development proposal should accommodate the relevant portion of the parking layout indicated in the conceptual plan particularly with respect to position of access.
- The number of bays required for the proposed development can include those off-street bays indicated in the conceptual plan directly opposite the development, with the balance being provided on site. Alternatively all bays must be provided on site.

The proposal for parking should correspond with the recommended parking requirements for Victoria Avenue as indicated in Table 4.1. In addition, the spacing between proposed driveways should comply with the spacing requirements indicated in Table 4.2.

4.4.2 *Views & Signage*

A limit must be imposed as to the location and size of signage which occurs in front of the building line of each erf i.e. within the current road reserve. As Victoria Avenue is a Proclaimed Main Road (PMR), no signage is allowed within the public road reserve. The Management Plan seeks to establish a public right of way between the current 5m building line and the road reserve boundary. Signage is therefore restricted to the area within the 5m building line. While it is unlikely that a signage format can be enforced, it is recommended that a standard format and size sign be established to attempt to minimise the proliferation of signage along Victoria Avenue in the study area.

4.4.3 *Public Place and Landscaping (Refer to Diagram B2 in Appendix B)*

All noteworthy landscaping features as indicated in the landscaping survey, must be retained. Additional trees included in the concept plan proposal at the gateways to private erven, must not be interfered with by new development. An uninterrupted, surfaced route for pedestrians must in no way be disrupted by new development.

4.4.4 *Limit on Extent of New Development*

Commercial activity should be restricted to the half block along Victoria Avenue and also to the side streets. This would be encouraged by allowing access to commercial properties only off Victoria Avenue and the side streets i.e. Oxford, Earl and Brighton Streets. No access would be allowed off Albert Road and Royal Avenue. Corner properties should, where possible, obtain access off the side streets.

The current situation in Royal Avenue, where commercial properties either have frontage or have access to loading areas (Spar Commercial Centre), should not be allowed to repeat itself.

4.5 IMPLEMENTATION POLICY

It should be noted that successful rationalisation of access to facilitate the proposed off-street angled parking model along both sides of Victoria Avenue within the public road reserve, depends on a process which is guided by a long term plan. The long term plan is implemented through the mechanism of a development agreement where the developer potentially registers an access way servitude in favour of the public in exchange for the benefit of parking bays within the public road reserve.

The long term end-state success of this model depends on implementing an entire portion from intersection to intersection. However the interim plan shows that this rationalisation model can occur immediately if two or more properties to be developed are adjacent to one another.

In the instance where it is impossible in the short term to rationalise access driveways, the development application must take into account the long term management plan. This accommodates an interim scenario of commercial rezoning applications occurring alongside existing residential erven. All rezonings must occur within the framework of the long term plan. This explicitly requires that no structure/built form can be built within the current 5m building line.

5.0 THE LONG TERM VISION

5.1 THE PROCESS OF GROWTH AND CHANGE

It is important to consider that the current range of problems and issues that have been identified in the Victoria Avenue study area, essentially relate to the urban process of growth and change. Development patterns and the current proliferation of rezoning applications tend to indicate that an ongoing process of change should inform a plan of action. Therefore an appropriate management plan should accommodate growth and change over time.

5.2 THE FRAMEWORK FOR GROWTH AND CHANGE

The Management Plan Proposal relates to an overall structure, which provides a framework for the co-ordination of traffic activity and land use activities over time. This has spatial implications for the overall development of Victoria Avenue.

The 'first phase' of the Management Plan deals explicitly with priorities i.e. what can and should be put in place in the near future. However, the Management Plan also deals with the need to establish a framework which provides the basic rules and tools for achieving a long term vision.

5.3 IMPLICATIONS OF THE MANAGEMENT FRAMEWORK

The essential aspects of the long term implementation of the Management Plan relate firstly, to the observation of the current 5m building line, secondly, to the public right of way established between the building line and the road reserve boundary while still on private erven, and thirdly, to the on-site parking strip established within the public road reserve.

A number of possible implications are associated with the guiding framework of the Management Plan. Two of the primary development implications are briefly described below :

5.3.1 *The Optimisation of Strategic Land*

The developers of erven along Victoria Avenue have the opportunity to maximise bulk due to the additional space provided for parking within the public road reserve. This has implications for the intense optimisation of opportunities that tend to associate with strategic location of land alongside important local, sub-metropolitan and metropolitan routes. Further, greater coverage and higher density may develop alongside significant routes, thereby promoting intensity along such routes. The fabric, one layer or block back from major routes, can still retain a residential nature.

5.3.2 *The Formation of Streetscape*

The developer may build right up to the building line without a major concern for parking or vehicular access within this frontage area. This could have valuable implications for the formation of a substantial 'streetscape' associated with developments, where parking is adjacent to the site.

6.0 CONSTRUCTION COST ESTIMATE

A preliminary estimate of the cost of constructing the physical elements of the conceptual plan has been prepared as part of the study (Refer to Appendix B). These costs are summarised below :

A. INTERSECTION UPGRADES

• Oxford Street Intersection	R 128 530-00
• Earl Street Intersection (mini circle)	R 147 350-00
• Brighton Street Intersection	R 128 530-00
• Princess Street Intersection (full circle)	<u>R 608 840-00</u>
Subtotal	R1 013 250-00

B. LINEAR PARKING STRIPS & SIDEWALKS

• East Side (62 bays)	R 475 105-00
• West Side (75 bays)	<u>R 577 955-00</u>
Subtotal	R1 053 060-00

C. SIDE STREET UPGRADES

• Earl Street	<u>R 27 020-00</u>
Subtotal	R 27 020-00

D. ANCILLARY ITEMS

• Accommodation of Traffic & Signage	R 70 000-00
• Low walls, landscaping & urban design features at intersections	<u>R 100 000-00</u>
Subtotal	R 170 000-00

TOTAL CONSTRUCTION COST	R2 263 330-00
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Add 25% P&G's and Contingencies	<u>R 565 832-50</u>
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Total including P&G's and Contingencies	R2 829 162-50
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14% VAT	<u>R 396 082-75</u>
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TOTAL INCLUDING P&G's, CONTINGENCIES & VAT	<u>R3 225 245-25</u>
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The above costs are based on current (1998) rates. It should be noted that the construction for the linear parking strips cannot be carried out as one contract but will have to be done in sections as properties redevelop over time. The approximate cost per bay is ± R11 000 inclusive of P&G's, Contingencies & VAT. This unit cost includes the cost of sidewalks in the vicinity of the parking strip.

7.0

SUMMARY OF FINDINGS AND RECOMMENDATIONS

This study has investigated a number of traffic and land use related problems and issues along Victoria Avenue in Hout Bay on the section between Oxford Street and Princess Street. The following findings and recommendations are highlighted :

Findings

- Traffic flows along Victoria Avenue exhibit normal commuter peaks on weekdays and shopping and recreational peaks over weekends.
- Two way flows along Victoria Avenue during peak hours are presently 50% - 60% of capacity.
- Average daytime speeds along Victoria Avenue between just south of Oxford Street are 45km/h on weekdays and 55km/h on weekends.
- Average nighttime speeds are 65km/h on weekdays and 75km/h on weekends.
- $\pm$ 33% of all vehicles exceed the current speed limit of 60km/hr.
- There is significant taxi activity along Victoria Avenue with the major pick up and drop off point being outside the Spar Commercial Centre.
- A shortage of parking in the vicinity of the Spar leads to the occurrence of illegal on-street parking to the north of Earl Street.
- The current provision of off-street parking on the west side of Victoria Avenue between Earl Street and Brighton Street is haphazard and leads to unsafe traffic operations (existing vehicles reversing into Victoria Avenue).
- The number of recorded accidents in the study area was $\pm$ one per month during the period July 1994 - October 1996.
- Access driveways to individual erven along Victoria Avenue accounts for $\pm$ 25% of the pavement edge. Rationalisation of access would lead to a reduction of accidents and increased space for on-street parking.
- Advertising signs within the road reserve are visually intrusive and obstruct sight distance for vehicles exiting driveways, as well as views along Victoria Avenue.
- The lack of formal pedestrian crossings within the study area leads to an unsafe situation for pedestrians and for motorists.

Recommendations

- The approaches to all four major intersections along Victoria Avenue should be narrowed down from 10,4m to 7,4m and brick paving surfacing should be introduced within the intersections.
- Urban design features at intersections should include low walls, surface textures, landscaping and pedestrian crossings
- A traffic mini-circle should be introduced at the Earl Road intersection, and a full traffic circle at the Princess Street intersection.
- The current speed limit should be reduced to 50km/hour.
- On-street parking should be allowed along both sides of Victoria Avenue.
- Access along both sides of Victoria Avenue should be rationalised to facilitate the proposed off-street parking model.
- The current proliferation of advertising signage should be restricted.
- A format and location for signage along Victoria Avenue should be established. Signage should not transgress the 5m building line.
- All parking supply for new commercial developments should satisfy the recommended parking requirement of 4 bays/100m² for office and single shops. This recommendation is subject to review for the particular activities which would generate a requirement for the provision additional bays over and above the standard recommendation.
- Off-street parking area layouts should be designed so as to eliminate the need to reverse into Victoria Avenue in order to exit the parking area.
- Commercial activity should be restricted to the half block along Victoria Avenue and also to the side streets. This would be encouraged by allowing access to commercial properties only off Victoria Avenue and the side streets i.e. Oxford, Earl & Brighton Streets. No access would be allowed off Albert Road and Royal Avenue.
- Corner properties should where possible obtain access off the side streets i.e. Oxford, Earl & Brighton Streets.
- Future access spacing should comply with the road authority's access spacing requirements (where possible).
- Uninterrupted pedestrian sidewalks should be provided along Victoria Avenue, and safe crossings should be provided at intersections.
- Taxi stops should be provided in the vicinity of Earl Street.

The final conceptual framework plan indicating the proposals for Victoria Avenue is included at the back of this report.

8.0 REFERENCES

1. *"Parking Standards"*. National Transport Commission. Department of Transport. Land Transport Directorate. Urban Transport Branch. Report No U12/7/4/18. Pretoria 1980.
2. *"Road Access Policy"*. Final Draft Report prepared for Provincial Administration : Western Cape by Ninham Shand. April 1996.
3. *"Guidelines for the provision of engineering services and amenities in residential township development"*. The Department of National Housing. Pretoria 1994.

APPENDICES

- A. STUDY BRIEF AND LETTER OF APPOINTMENT
- B. CONSTRUCTION COST ESTIMATES
- C. COMMENTS FROM LOCAL AUTHORITIES
- D. MINUTES OF MEETINGS

APPENDIX A

A1 : STUDY BRIEF

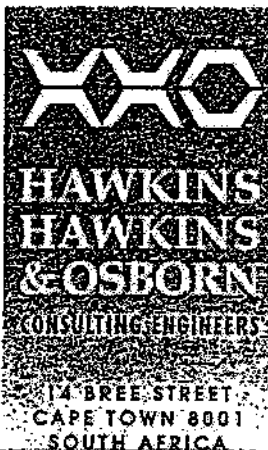
A2 : LETTER OF APPOINTMENT

ENQUIRIES: J R JONES
OUR REF: 5511
YOUR REF:

25 February 1997

Chief Executive Officer
Southern Substructure
c/o Cape Metropolitan Council
P O Box 16548
VLAEBERG
8018

FOR ATTENTION : MR E PIENAAR



P O BOX 6503
ROGGEBAAL 8012

TEL (021) 25 2870
FAX (021) 419 4689

E-MAIL hawks2@afrika.com

Dear Sir,

MANAGEMENT PLAN FOR VICTORIA AVENUE, HOUT BAY : STUDY PROPOSAL

We refer to the meeting held in your offices on 12 December 1996, regarding the above project. Herewith please find our study proposal for the project, which has been formulated in conjunction with the Urban Design and Landscaping Consultants.

Our estimate of fees for the study is as follows :

• Transportation Input : HHO	R 40 000-00
• Urban Design : Mike Smuts Architects	R 20 000-00
• Landscape Architect : Tania Daitz Landscape Architects	R 10 000-00
• Coordination : All	R 10 000-00
• Public Meetings : All	R 10 000-00
• Disbursements : All	R 10 000-00

TOTAL (Excluding VAT)

R100 000-00

A preliminary program is attached. Please note that we would welcome your comments on the study proposal and program prior to commencing with the study.

We trust you will find the above in order and look forward to your response.

Yours faithfully

J R JONES Pr Eng
HAWKINS HAWKINS & OSBORN

cc. Mike Smuts Architects - Fax No 419 8339
FOR ATTENTION : MR M SMUTS

Tania Daitz Landscape Architect - Fax No 762 9616
FOR ATTENTION : MS T DAITZ

HAWKINS HAWKINS
& OSBORN (SOUTH) (PTY) LIMITED
REG NO 95/11806/07

OFFICES IN
PORT ELIZABETH UMTATA
BISHO EAST LONDON
V&A WATERFRONT SANDTON
NELSPRUIT RUSTENBURG
PIETERMARITZBURG

MATERIALS LABORATORIES IN
CAPE TOWN UMTATA
JOHANNESBURG

DIRECTORS
I De Waal Pr Eng B Sc(Eng) MSc(UCB)
MSAICE MITE PTEA MCEP (Chairman)
TA Craak Pr Eng B Sc(Eng)(Hons) M Sc(Eng)
MSAICE MICE MRE (Joint Managing Director)
GE Happe Pr Eng B Sc(Eng)(Hons) M Sc(Eng)
MSAICE MICE (Joint Managing Director)
SGK Beyer Pr Eng B Sc(Eng) MSAICE MICE
RAE Brown Pr Eng B Sc(Eng) MSAICE
JP Gijbels Pr Eng B Sc(Eng) GDE MSAICE

JP Jones Pr Eng B Sc(Eng) MSc(UCB) B Conditions
MSAICE MITE MOROSA MISA
MS Whitlatch Pr Eng B Sc(Eng) MSAICE
MAE Whitlatch Pr Eng B Sc(Eng)
MSAICE MIMA(MSA)

ASSOCIATES
CA Avenant Pr Eng B Sc(Eng) GDE MSAICE
T Bergman Pr Eng B Sc(Eng) GDE
MSAICE MICE
S Daries Pr Eng B Sc(Eng) MSAICE
MSAICE
A De Villiers Pr Eng B Sc(Eng) MSAICE
RA Fainlight Pr Eng B Sc(Eng) MSAICE
TE Hyde Pr Eng B Sc(Eng) MICE
DRC(Eng Psychology)

D Joubert B Sc(Eng) MSAICE
A Loure Pr Eng B Sc(Eng)(Hons) MSAICE
GPD Loring Pr Eng B Sc(Eng) B Com MSA
MSAICE
A Ruchland Pr Eng Dett Civ Eng(Rome)
MSAICE
UN Thomson Pr Eng B Sc(Eng) MSAICE
MN Thomson Pr Eng B Sc(Eng) MSAICE

STUDY PURPOSE

The aim in preparing a Management Plan is to identify and to propose prioritised actions for dealing with the various traffic and land-use related problems experienced in the area and to formulate a management programme for the implementation of these priorities. The programme is to comprise project priorities and the establishment of cost estimates.

STUDY METHOD

TASK	TRAFFIC	URBAN DESIGN	LANDSCAPING
<i>Collection of Data</i>	• Peak hour traffic counts • 24 Hour counts • Speed Survey • Parking utilisation survey • Buses/Taxis Survey • Access and driveway inventory • Parking supply inventory • Pedestrian Movement	• Existing zoning/uses • Existing height/bulk • Existing views/vistas • Buildings/areas of note • Historical evaluation • Public spaces/places • Environmental assessment	• Existing trees • Existing services • Existing street furniture and light positions
<i>Existing Situation Assessment</i>	• Traffic flows • Level of Service • Speed profile • Parking demand and supply • Buses/taxi • Access spacing and control	• Assessment of above as for current trends/possible future trends	• Using all relevant collected data, assess landscaping possibilities
<i>Identification of Problems & Issues</i>	• Level of Service • Speeding • Parking • Buses/taxis • Access Control	• Model of possible height/bulk and resultant impact on views/ vistas/public places and spaces/areas of notes and environmental impact	• Sufficient space allocation of tree avenue • Installation of irrigation system (specification by specialist)
<i>Formulation and Evaluation of Alternative Proposals</i>	• Intersection improvements & rationalisation • Speed Control Measures • Parking rationalisation and supply proposals - on-street - off-street • Bus and Taxi provision • Access rationalisation • Geometric improvements • Signage	• Evaluate current station • Evaluate proposed future and current trends • Proposals for development	• Landscape proposals in conjunction with traffic & urban design proposals • Graphic rendering of proposals for public presentation
<i>Finalise preferred Proposals and Formulate Management Plan</i>	• Overall layout plan incorporating integrated transport, urban design and landscaping proposals • Management plan for implementing proposals		
<i>Costing and Prioritisation</i>	• Cost estimates for individual projects and prioritisation of projects		

PUBLIC PARTICIPATION

Two public meetings will be held i.e. presentation of draft proposals and presentation of management plan. Initial communication will be in writing.

STUDY REPORT

The findings and recommendations of the study will be summarised in a brief report and depicted in an overall concept plan.



CAPE METROPOLITAN COUNCIL
KAAPSE METROPOLITAANSE RAAD
IBHUNGA LOLAWULO LWENQILA YEKAPA



44 Wale Street
Cape Town 8001
P O Box 16543
Vlaeberg 8018
Republic of South Africa

Waalstraat 44
Kaapstad, 8001
Posbus 16543
Vlaeberg 8018
Republiek van Suid-Afrika

44 Wale Street
eKapa 8001
IBhoxis: 16543
Vlaeberg 8018
IRipabliki Yomzantsi Afrika

OFFICE / KANTOOR / IOFISI
Directorate Transport

ENQUIRIES / NAVRAE / IMIBUZO
Mr Atkins

TELEPHONE / TELEFOON / IFONH
(021)418-6830

OUR REF / ONS VERW / ISALATHISO SETHU
15/3/2/1 CGA/ls

YOUR REF / U VERW / ISALATHISO SAKHO
5511

FAX / ISAKS / IISAKH
(021)419-5249

DATE / DATUM / UMHLA

EMAIL

11 SEP 1997

Messrs Hawkins, Hawkins & Osborn
P O Box 6503
ROGGEBAAI
8012

Attention : Mr Jones

Sir,

HOUT BAY : MANAGEMENT PLAN FOR VICTORIA AVENUE

I wish to inform you, rather belatedly, that the Council of the South Peninsula Municipality, at its meeting held on 28 October 1996 resolved to recommend that your firm be appointed to investigate and prepare a management plan for the section of Victoria Avenue, Hout Bay, between Oxford Street and Princess Street.

The project will be managed jointly by the Cape Metropolitan Council and South Peninsula Municipality. No Steering Committee will be formed, but Client- Consultant meetings should be arranged whenever a need arises.

I wish to confirm that your study proposal, submitted under cover of your letter dated 25 February 1997, is acceptable. It is not considered necessary to enter into a formal agreement between Council and yourselves, but it can be assumed that the terms and conditions based on the SAACE Form of Agreement for Consulting Services (1 March 1995), will apply. Please likewise note the requirements of my Council with respect to the Special Provisions (Annexure 2) and Remuneration of Consultant APPENDIX B, Specific Remuneration Terms (Annexure 3).

I trust that you are in a position to accept the commission on the above terms and look forward to your confirmation.

C. B. Atkins

for **CHIEF EXECUTIVE OFFICER**

hbyvicav.wpd

APPENDIX B

B1 : CONSTRUCTION COST ESTIMATES

VICTORIA ROAD - HOUT BAY ROAD IMPROVEMENT COSTS

item	description	quantity	unit	rate	total
1.0	<u>Victoria Road</u>				
1.1	<u>Intersections Upgrade - 2 No</u>				
	<i>Roadworks</i>				
	-Brickpaving -Roadway-type 'a'	545	m ²	R140	R76,300.00
	-Brickpaving -Sidewalk-type 'b'	280	m ²	R120	R33,600.00
	Kerb and Channel (new)	95	m	R70	R6,650.00
	Imported fill	20	m ³	R40	R800.00
	Kerb and Channel (removal)	90	m	R12	R1,080.00
	Scarify Existing Surface & Road Prep	610	m ²	R10	R6,100.00
	Relocate Stormwater Catchpits	1	No	R4,000	R4,000.00
					R128,530.00
				<i>Subtotal</i>	R257,060.00
1.2	<u>Intersections Upgrade - Traffic Circle</u>				
	<i>Roadworks</i>				
	-Brickpaving -Roadway-type 'a'	310	m ²	R140	R43,400.00
	-Brickpaving -Roadway-type 'c'	20	m ²	R310	R6,200.00
	-Brickpaving -Roadway-type 'd'	270	m ²	R140	R37,800.00
	-Brickpaving -Sidewalk-type 'b'	265	m ²	R120	R31,800.00
	Kerb and Channel (new)	110	m	R70	R7,700.00
	Kerb and Channel (removal)	105	m	R70	R7,350.00
	Imported fill	45	m ³	R40	R1,800.00
	Scarify Existing Surface & Road Prep	730	m ²	R10	R7,300.00
	Relocate Stormwater Catchpits	1	No	R4,000	R4,000.00
					R147,350.00
1.3	<u>Traffic Circle</u>				
	<i>New Construction</i>				
	-Premix - Roadway	1390	m ²	R180	R250,200.00
	-Brickpaving -Roadway-type 'd'	695	m ²	R250	R173,750.00
	-Brickpaving -Roadway-type 'c'	150	m ²	R140	R21,000.00
	Sidewalk-premix	680	m ²	R120	R81,600.00
	Kerb and Channel (new)	275	m	R70	R19,250.00
	Kerb (new)	175	m	R50	R8,750.00
	Kerb and Channel (removal)	260	m	R12	R3,120.00
	Kerb (removal)	90	m	R8	R720.00
	Imported fill	90	m ³	R40	R3,600.00
	Cut -Spoil	195	m ³	R70	R13,650.00
	Scarify Existing Surface & Road Prep	2520	m ²	R10	R25,200.00
	Relocate Stormwater Catchpits	2	No	R4,000	R8,000.00
				<i>Subtotal</i>	R608,840.00
1.4	<u>East Side</u>				
	-Brick edging -Sidewalk	1060	m	R35	R37,100.00
	-Premix Inset -Sidewalk	410	m	R80	R32,800.00
	-Premix -Parking	1160	m ²	R120	R139,200.00
	-Brick edging -Roadway	345	m	R35	R12,075.00
	-Premix -Roadway	1720	m ²	R120	R206,400.00
	-Premix -Driveways	155	m ²	R120	R18,600.00
	Scariffing existing driveways	250	m ³	R10	R2,500.00
	Imported fill	210	m ³	R40	R8,400.00
	Dropped kerbs (new)	25	m	R90	R2,250.00
	Kerb and Channel (new)	65	m	R70	R4,550.00
	Dropped kerbs (removal)	65	m	R12	R780.00
	Scariffing existing sidewalks	245	m ³	R10	R2,450.00
	Moving Stormwater Catchpits	2	No	R4,000	R8,000.00
				<i>Subtotal</i>	R475,105.00

1.5	<u>West Side</u>				
	-Brick edging -Sidewalk	1085	m	R35	R37,975.00
	-Premix Inset -Sidewalk	395	m	R80	R31,600.00
	-Premix -Parking	1530	m ²	R120	R183,600.00
	-Brick edging -Roadway	420	m	R35	R14,700.00
	-Premix -Roadway	2085	m ²	R120	R250,200.00
	-Premix -Driveways	300	m ²	R120	R36,000.00
	Scarifying existing driveways	230	m ³	R10	R2,300.00
	Imported fill	90	m ³	R40	R3,600.00
	Dropped kerbs (new)	45	m	R90	R4,050.00
	Kerb and Channel (new)	90	m	R70	R6,300.00
	Dropped kerbs (removal)	90	m	R12	R1,080.00
	Scarifying existing sidewalks	255	m ³	R10	R2,550.00
	Moving Stormwater Catchpits	1	No	R4,000	R4,000.00
				Subtotal	R577,955.00
2.0	<u>Earl Street</u>				
	<u>Roadworks</u>				
	-Brickpaving -Roadway-type 'c'	7	m ²	R310	R2,170.00
	-Brickpaving -Roadway-type 'd'	15	m ²	R140	R2,100.00
	Off-street parking embayments-Premix	130	m ²	R120	R15,600.00
	Kerb and Channel (new)	20	m	R70	R1,400.00
	-Brick edging -Parking embayments	55	m ²	R50	R2,750.00
	Cut to spoil existing roadworks	35	m ³	R70	R2,450.00
	Scarify Existing Surface & Road Prep	15	m ²	R10	R150.00
	Imported fill	10	m ³	R40	R400.00
				Subtotal	R27,020.00
				Subtotal	R2,093,330.00
3.0	<u>Ancillary Items</u>				
	<u>Accommodation of Traffic</u>				
	(provisional sum)	1	Item	R50,000	R50,000.00
	<u>Low walls, landscaping & urban design</u>				
	features at intersections	1	Item	R100,000	R100,000.00
	Signage (provisional sum)	1	Item	R20,000	R20,000.00
				Subtotal	R170,000.00
	Total Construction Cost (excluding P&G, Contingency and VAT)				R2,263,330.00
	Add 25% P&G's and Contingencies		%	25%	R565,832.50
					R2,829,162.50
	Add 14% VAT		%	14%	R396,082.75
	Total construction cost including VAT				R3,225,245.25

APPENDIX C

COMMENTS FROM LOCAL AUTHORITIES

- C1 : CAPE METROPOLITAN COUNCIL : DIRECTORATE OF TRANSPORT**
- C2 : PROVINCIAL ADMINISTRATION : WESTERN CAPE
DEPARTMENT OF TRANSPORT**
- C3 : SOUTH PENINSULA MUNICIPALITY : DIRECTORATE OF SPATIAL
AND TRANSPORT PLANNING**

CAPE METROPOLITAN COUNCIL

DIRECTORATE : TRANSPORT

23/04/98

MANAGEMENT PLAN FOR VICTORIA AVENUE, HOUT BAY : OXFORD STREET TO PRINCESS STREET

Comment

1. The resurfacing of the street intersections with Victoria Avenue with brick paving is acceptable and supported. However any form of raised traffic calming elements like raised pedestrian crossings will not be supported for Victoria Avenue.
2. Traffic control.
 - 2.1 No objection to the mini-circle at Earl Street but the final design must have kerbed deflector islands.
 - 2.2 The circle proposed at Princess Street should be of a conventional design (e.g Tokai Road/Steenberg Road).
 - 2.3 It is assumed that the reference to the stop controls at Oxford and Brighton Streets does not relate to stop controls on Victoria Avenue.
3. There is no objection in principle to the on-street parking proposals, but the individual single space embayments should be avoided as they are not cost effective.
4. The proposed off-street parking model is likewise supported, in principle, but as the rationalization of access has only been marginally achieved, it is recommended that this aspect be further addressed. Comments on why this cannot be achieved should be clearly stated. The plan should at least indicate which accesses could be closed in the future.
5. The access off the side streets for the proposed off street parking areas needs to be as far as possible from Victoria Ave.
6. The existing road reserve/property boundary needs to be shown so that the extent of the utilization of private property for public use can be clearly identified. It is generally accepted that in cases like the above, a servitude right-of-way in favour of the general public is taken over the affected portions of land.
7. The reduction of the speed limit to 50km/h, over the relatively short section of road, is considered inappropriate and would in any event most likely be ignored. The traffic calming measures will effectively reduce the operating speed over this section of road.
8. Pedestrian route proposals are acceptable.

DRAFT

FAX TO: JOHN JONES
COMPANY: H₂O PAGE 1 OF 2
FAX NO: 419 4689 DATE: 24/4/98
FROM: TONY VIEIRA
COMPANY: CIVIC PHONE NO: 419 6830
FAX NO: 419 5200 Post-It FAX PAD 7551

9. The need to provide taxi embayments is questioned. Will they be used? The taxi's are generally inclined to stop anywhere. Co-operation of the local taxi association must be obtained if the embayment proposal is to succeed. Parking enforcement will be necessary to prevent use thereof for general parking.
10. In principle there is no objection to the low walls at intersections, but no commercial advertising should be attached to these walls.
11. Likewise, there is no objection to the low walls at certain driveways, but again, no commercial advertising should be attached to these.
12. Victoria Avenue is a metropolitan scenic/tourist route and cognisance needs to be taken thereof when addressing the urban design proposals.
13. No objection to the proposals for Earl Street.
14. The closure of Royal Road at Princess Street is supported.
15. The proposed parking policy of 4 bays per 100m² of commercial floor space is supported. This requirement should apply to all new and redevelopment projects not yet approved.
16. Access spacing policy should, wherever possible, be applied in terms of the Draft Road Access Policy, viz 45m spacing for low volume driveways (order 3 district distributor in an intermediate environment). Cases which do not satisfy this requirement should only be considered if special circumstances warrant it.
17. It is present CMC policy not to permit any commercial advertising signage within public road reserves. How advertising signage is to be treated along Victoria Avenue needs further consideration.
18. The recommendations contained in the report are supported except where they are in conflict with the comments made herein, which comments take precedence over the recommendations (viz bullets 4, 6 & 10).
19. The off street parking model nevertheless needs to be "tested" through consultation of the individual affected parties in order to ascertain whether the model is feasible and implementable. The proposed off street parking needs also to be matched to a potential bulk to identify the overall development potential and ensure that no single development takes up all the parking being provided.
20. The on-street parking proposal could very well be a relatively costly exercise in relation to the specific nature of roadworks that are going to be necessary to achieve this, and in the circumstances it is suggested that priority should be given to the traffic calming measures at the intersections and allowing, for the present, longitudinal parallel parking. This would entail narrowing the roadway to not less than 7.4m at the intersections by introducing extended bellmouths.
21. The draft Management Plan for Victoria Avenue is acceptable in principle, but the final report, incorporating the suggested amendments and comments needs to be presented to the Directorate : Transport (as well as to the other authorities) for acceptance.

DRAFT

ENQUIRIES
NAVRAE
INIBUZO

Mr S M Fautley

TELEPHONE
TELEFOON
IFOWUNI

483-2144

REFERENCE
VERWYSING
ISALATHISO

R/P 567/54 (Job 9067)

DATE
DATUM
LAPHLA

5 March 1998

PROVINCIAL ADMINISTRATION: WESTERN CAPE

Department of Transport

PROVINSIALE ADMINISTRASIE: WES-KAAP

Departement van Vervoer

ULAWULO LWEPHONDO: INTSHONA KOLONI

iSebe lezoThutho

Messrs Hawkins Hawkins and Osborn
P.O. Box 6503
ROGGEBAAI
8577

Gentlemen

**MANAGEMENT PLAN FOR VICTORIA AVENUE - MAIN ROAD 164, HOUT BAY:
OXFORD STREET TO PRINCESS STREET**

1. Your letter, Ref. 5511 dated 17 December 1997, has reference.
2. Note is taken of the report that proposes the following:
 - 2.1 a mini-circle at Victoria Road/Earl Street intersection,
 - 2.2 brickpaving the intersections of Oxford, Brighton and Princess Street on Victoria Avenue,
 - 2.3 embayment parking along Victoria Avenue - which entails using the existing roadway along the western edge of Victoria Avenue and widening for embayments along the eastern edge of Victoria Avenue thereby effectively reducing the width of the travelled way by 2,5 metres,
 - 2.4 utilising a part of the existing road reserve to create a linear strip of off-street angled parking along Victoria Avenue,
 - 2.5 provision of 1,75 m wide pedestrian sidewalks,
 - 2.6 rationalising driveway accesses where possible,
 - 2.7 establishing a format for signage along Victoria Avenue, and
 - 2.8 the reduction of the speed limit to 50 km/h.
3. This Department has the following comments on the above-mentioned report:

- 3.1 It is the policy of this Department that, where development occurs alongside proclaimed roads and routes of metropolitan significance, parking is provided on-site in accordance with the parking requirements of this Department.
- 3.2 The proposal to create on-street parking and also use some of the road reserve (10,0 metres thereof) to provide off-street parking could however be accepted in principle due to the following:
- 3.2.1 although the surfaced road width is wide the existing on-street parking permits only one lane of traffic per direction,
- 3.2.2 the narrowing of the travelled way to provide for parking embayments would therefore not change the status quo,
- 3.2.3 it is unlikely that two lanes of traffic per direction would be required in future along this section of Victoria Avenue with Main Road 103 being the mobility route through Hout Bay,
- 3.2.4 the draft structure plan for Hout Bay recommends that commercial activity be encouraged along the subject section of Victoria Avenue,
- 3.2.5 in view of the shortage of available parking space due to existing structures, on-street parking, and the proposed use of part of the road reserve to enable/facilitate angled off-street parking is needed to provide adequate parking. This would facilitate commercial development, as recommended in the draft structure plan for this section of Victoria Avenue,
- 3.2.6 on-street parking would tend to reduce travelled speeds along Victoria Avenue which would benefit pedestrians seeking to cross the road and would enhance the commercial activity along the route,
- 3.3 The proposed parking arrangement is therefore acceptable, in principle, provided that where existing structures are renovated and the gross leaseable area increased or where new structures are erected, on-site parking must be provided in accordance with the requirements of this Department (4 parking bays per 100 m² GLA for single shops and for offices), with the proviso that the portion of road reserve used to provide off-street parking, as proposed in the report, may be incorporated in the parking area and shall be viewed as being part of the site for parking purposes. In other words, in the above mentioned circumstances, on-street parking may not be used to make up for any shortfall in on-site parking.
- 3.4 The proposed cross section is not dimensioned and it is not clear what width is required. It is suggested that ideally the following element widths should be used:
- 4,0 metre wide travelled lane,
 - 2,5 metre wide parking embayment (includes channel),
 - 1,8 metre wide sidewalk is standard, but the 1,75 metres proposed is acceptable,
 - 0,3 metre allowance for dwarf wall,
 - 5,3 metre width for angled parking, and
 - 4,4 metre wide aisle width

The above dimensions require a minimum width of 36,6 metres between structures.

With a road reserve width of 25 metres, a total of 5,8 metres from each property abutting Victoria Avenue is required, with the exception of properties where no angled parking is to be provided.

- 3.5 Another aspect requiring attention is that of public right of way over private property that is necessary to access the angled parking bays. Possibly a 5,8 metre wide servitude Right of Way in favour of the general public needs to be registered, which appears a better solution than registering servitudes in favour of individual properties with each rezoning application. This would seem reasonable and fair in view of the off-street parking being permitted in the road reserve for the development.
- 3.6 The aisle width available for the angled off-street parking on the eastern edge of Victoria Avenue between Princess Street and Brighton Road appears inadequate (scales off at 3,0 m and needs to be approximately 4,4 metres). It appears that the space between the building s/structures is approximately 33 metres, which is inadequate according to the above calculations. Possibly the proposed on-street parking should be removed along this road edge and the aisle width increased.
- 3.7 This Department supports the proposed closure of Royal Street/Princess Road intersection that is considered to be unsafe in view of inadequate shoulder sight distance.
- 3.8 This Department is opposed to the use of advertising within the statutory 5,0 metre building line along Victoria Avenue. Consequently the proposed use of the gateway walls for this purpose will not be permitted.
- 3.9 Accesses should be rationalised wherever possible and it needs to be clearly shown on the plan what access could be closed in the future when residential properties are rezoned. i.e. are the first five accesses on Victoria Avenue eastern edge and south of Brighton Road necessary in the future? Could the affected properties not be adequately served by three accesses?
- 3.10 It is queried whether the access to erf 198 and erf 195 could be consolidated to form a single access on Victoria Avenue?
- 3.11 This Chief Directorate is not in favour of a posted speed limit of 50 km/h along Victoria Avenue. It is however hoped that the provision of on street parking, the proposed mini circle at Earl Street intersection with Victoria Avenue and the proposed brickpaving at the other street intersections with Victoria Avenue would encourage motorists to travel at a lower speed.
4. The draft Management Plan for Victoria Road is acceptable in principle and further attention must be given to the above aspects in the final design, which must be submitted to this Department for approval.
5. This Department requires that the local authority indicate, in writing, their acceptance of the arterial management plan and commit themselves to controlling development in accordance with the said plan.

Yours faithfully

HEAD OF DEPARTMENT

**SOUTH PENINSULA MUNICIPALITY
MUNISIPALITEIT SUIDSKIEREILAND
UMASIPALA WESINGASIQITHI SAMZANTSI**

Directorate of Spatial and Transport Planning

<i>Date/Datum</i>	: 17/03/1998	<i>Victoria Road</i>
<i>Ask for/Vra vir</i>	: Clive Arries	<i>Plumstead</i>
<i>Ref./Verw.</i>	: 16/6/2/1/2/16	<i>Private bag X19</i>
<i>Tel.</i>	: 710 8000	<i>Tokai</i>
<i>Fax/Faks</i>	: 762 5250	<i>7966</i>

Mr J R Jones
Hawkins Hawkins & Osborn
P.O. Box 6503
Roggebaai
8012

Dear Mr Jones

Re: MANAGEMENT PLAN FOR VICTORIA AVENUE- Draft

Comments on the above mentioned report are as follows:

General Comments:

Concept plan very attractive, and, once implemented should be functional, and encourage considerate driving and parking behaviour with improved safety for pedestrians along the street itself. However, concern are as follows:-

- i. Pedestrian safety along the 'service' or parking access roads. (Pedestrian Movement out of buildings, directly into roadways).*
- ii. Implementation of 'shared-driveway' facilities will be difficult to impose with individual rezoning & development proposals being submitted spasmodically.*
- iii. If one or more properties along a block is not rezoned or its use changed to fit in with this scheme then the access/parking plan for that block is rendered ineffective, i.e. access rationalisation is far easier said than done.*
- iv. The whole scheme appears to be very costly to implement, and it would be difficult to motivate for funding in the current financial climate. The business activity in the area is small and relatively low budget, and is unlikely to be able to cover costs.*
- v. A breakdown of costs for various aspects of the proposals should be provided, for possible phased implementation.*
- vi. Advertising and information signs should conform to an approved policy.*

Preferably at the back of the parking strip, on or near buildings.

- vii. *Road reserve edge and definition of private frontage lines would have to be resolved. Would SPM have to purchase land?*
- viii. *Slope and drainage may present problems on some properties.*
- ix. *Happy with 4 bays per 100m² parking ratio.*
- x. *Maps generally not clear and distinct.*
- xi. *A cross section of the street to identify the position/location and type of signage.*

Specific Comments:

- xii. *Section 2.2.1 - Public Transport Data - Drop of points for taxis, buses and tourists should be included.*
- xiii. *Section 2.2.2 - Access and Driveways Inventory - Reference to what map?*
Views - surely it is not only views, but also sight distance and surveillance that is obstructed (particularly from a safety point of view)
- xiv. *Public Place and Landscaping - Last sentence - North worthy vegetation is indicated on plan - which plan?*
- xv. *Table 2.2 - Check figures for 1995 Average Annual Growth rate (%) 20.4 % not 11%.*
- xvi. *Section 2.3.1 - Public Transport - Are bus stops reflected on a map?*
- xvii. *Section 2.3.1 - What is the present parking capacity on Victoria Road? What are the benefits and value of a 2 hour parking restriction.*
- xviii. *Section 2.3.2 - Views - "... in the absence of urban design framework*
- xix. *Below Table 2.4 - The number 9 N°, 6 N°, 4 N°, 3 N°, 2 N° - Relates to what? Is it in any particular order?*
- xx. *Figure 2.5 - "Well Organised Parking in study area." [angled (60° or 45° ?)]*
Manoeuvring distance? Is it adequate?
- xxi. *Point 3.2.5, page 17 should read Other Traffic Related issues...*
- xxii. *Page 18 Royal road could be closed.... What about Albert Road, to prevent rat running.*

- xxiii. Section 4.3.1, page 20, last sentence - *addwith a different surface treatment & appropriate signage.*
- xxiv. Section 4.3.2, page 20, - *addroadway to provide protection for cars parking in embayment. (Min depth of 2.5m).*
- xxv. Section 4.3.2 - off street parking
Does this fall within the road reserve, or is it private?
-
- xxvi. Section 4.3.2 - Speed limit
Speed limit 50km/h - *is this essential? If not → 60km/h. If yes - how will it be done with traffic signage or other measures?*
- xxvii. Section 4.3.2 - Urban design and landscaping proposals
Low walls at intersections and certain intersections - Who will maintain it? (Not SPM!). Beware of location w.r.t possible vehicular damage.
Form and material? Boulders?, face brick?, etc. and could they be designed to be used as planters?

Apart from the above comments, we agree with the rest of the recommendations on page 26 of this report. We are however still awaiting on the cost estimates.


p.p. EXECUTIVE DIRECTOR, URBAN AND ENVIRONMENTAL SERVICES
C SULLIVAN

APPENDIX D

MINUTES OF MEETING

- D1 : PUBLIC MEETING : 30 JULY 1997
- D2 : MEETING WITH AUTHORITIES : 5 MARCH 1998
- D3 : MEETING WITH AUTHORITIES : 24 MARCH 1998
- D4 : MEETING WITH AUTHORITIES : 30 APRIL 1998

VICTORIA AVENUE: PUBLIC MEETING 30 JULY 1997 AT 18H30 AT HOUT BAY
LIBRARY

1. Welcome and Introduction

John Jones (hereafter JRJ) welcomed everyone to the meeting, and introduced the project team. They are as follows:

- Hawkins Hawkins & Osborn - John Jones, Nils Middelkoop
- Mike Smuts Architects - Mike Smuts, Suzi du Toit
- Tania Daitz Landscape Architect - Tania Daitz

The attendees were requested to complete the attendance register.

2. Purpose of the meeting

JRJ gave a brief background of the project.

2.1 The brief from the Cape Metropolitan Council (CMC)

The study area is confined by Victoria Avenue south of Oxford Street and flanked by Albert and Royal Roads.

In 1986 the Draft Structure Plan for Hout Bay proposed a policy for the promotion of commercial activity in the study area. As a result thereof, a number of properties in the area have been rezoned for commercial use. However, an overall management plan, with regard to urban design, parking, access and traffic control is lacking.

The aim of this study is to identify various traffic and land use related problems and propose actions for dealing with them. A management programme is to be formulated, and must comprise project priorities and cost estimates.

2.2 The consultants' response

The study method was outlined as follows:

- Collection of data
 - Vehicle flows
 - Vehicle speeds
 - Accident statistics
 - Parking demand and supply
 - Zoning
 - Flora and street furniture
- Existing situation assessment
- Identification of problems and issues
- Formulation and evaluation of alternative proposals
- Finalise preferred proposals and formulate a management plan
- Costing and prioritisation

The public have been asked to participate in the identification of problems and issues and in the formulation of proposals.

3. Results of the study

3.1 Existing situation assessment

JRJ briefly outlined the findings of the data collection from a traffic point of view:

- Traffic flows

An automatic counter was placed between Oxford and Earl Streets for two weeks during March 1997. The flows obtained exhibit normal commuter peaks on weekdays and recreational peaks over weekends. The two way flows are 50% - 60% of capacity. Delays at the Princess Street intersection should be minimised by the introduction of a traffic circle, which has been approved in principle by the CMC. Concern was raised about the current development of areas outside the study area, which could increase the traffic.

- Speeds

Average speeds during shopping peak periods are 50 - 55 km/h. However, average speeds during off peak periods are 60 - 70 km/h up the hill and 70 - 80 km/h down the hill.

- Accidents

A total of 34 accidents were recorded during the period 1 July 1994 - 31 October 1996, of which 12 were at the Earl Street intersection, and 5 were injury related. Comments from the floor suggested that these statistics are too low and should be confirmed with police records.

- Parking

Surveys were carried out on Friday 28 February 1997 and Saturday 1 March 1997. The parking demand was higher on the Saturday (147 vehicles) than on the Friday (133 vehicles). Approximately 10% of the cars were illegally parked and 25% were haphazardly parked. The parking arrangement outside Erf N° 267 (Street N°s 34 and 36 - the Dentists' and Doctors' rooms) was deemed to be a good model for the rest of the road.

- Pedestrians

A high incidence of pedestrians crossing Victoria Avenue was observed, but no formal crossing places have been provided.

- Public Transport

Few buses were observed. Minibus taxis were observed stopping where they chose and doing U-turns at Earl Street. Comments from the floor indicated that the taxis perform U-turns at Oxford and Brighton Streets as well.

3.2 Identification of problems and issues

JRJ highlighted the problems and issues that have been identified by the consultant

team.

- **Speeds**

Speeding is a problem, and generally occurs during off peak hours (at night)

- **Accidents**

There is a high incidence of accidents, especially at Earl St.

- **Parking**

There is limited space for rational off-street parking, leading to haphazard parking arrangements, and undesirable 90° parking, which causes vehicles to reverse into the roadway. It was noted by members of the audience that the Spar is a major parking concern, as is the building under construction to the north of it, which does not seem to have sufficient parking. Furthermore, it was noted that employees use customers' parking. It was also commented that advertising signs reduce the area available for off-street parking.

- **Pedestrians**

The lack of pedestrians crossing points results in an unsafe situation.

- **Other traffic issues**

On-street parking on both sides of Victoria Avenue results in an inadequate road width. There are no embayments for taxis, so they hamper flow along Victoria Avenue. Traffic flow on the side streets, especially Earl Street, is hampered by badly parked cars. Numerous accesses limit the possibilities for on-street parking, and increase traffic conflict. It was noted that advertising signs and cars parked on-street reduce the sight distances for vehicles entering Victoria Avenue from the side streets and driveways.

Suzi du Toit (SdT) highlighted the following urban design and landscaping issues:

- **The structure of the area**

Victoria Avenue is an active route with a magnificent view of the ocean and mountains. The landscaping and the street itself should provide inherent levels of order.

- **The transformation process**

The study area has undergone an uncoordinated transformation from residential to commercial use. This has led to an increase in the public use of the road. It has also led to a fragmented strip with a relatively poor quality spatial framework.

3.2 The preliminary proposals

SdT put forward the preliminary proposals, which could include some or all of the following:

- Treatment at intersections for traffic calming and pedestrian safety measures. This could include traffic circles, with raised pedestrian crossings, at Earl and Princess Streets.
- Application of the parking model where applicable (embayed on-street parking, angled off-street parking shared between 2 to 4 erven, and shared accesses).
- Provision of pedestrian walkways and crossings.
- Provision of taxi embayments.
- Creation of shared pedestrian/parking areas on the side streets.
- Landscaping.

4. Problems and issues raised by the public

The following general issues were raised.

- There must have been a lack of planning in the first place, if problems are now being experienced.
- There was a query as to how the Spar could get approval for the substandard parking.
- Could the study area be enlarged to include the current development outside the original area, or could an overall plan for a much wider area be formulated, and a specific plan for the Spar area be investigated using the existing funding?
- There was concern that the impact of the development of other areas of Hout Bay would increase the traffic flows along Victoria Avenue, and that this was not being taken into account.
 - JRJ responded that the increased flows were being taken into account, making the resolution of the parking and safety issues more important.
- There were queries as to who is responsible for the funding of improved parking and landscaping, and who would have the ownership of shared parking/access.
- A suggestion was made to slow the traffic down by having on-street parking on alternative sides of the street, causing change in horizontal alignment.
- The block size is too small for large developments.
- Developments on Main Road will affect traffic on Victoria Avenue, and vice versa.
- The introduction of traffic circles will allow legal U-turns.
- There was concern about the safety of pedestrian crossings at circles.
 - JRJ responded that there are successful pedestrian crossings at a circle in the V&A Waterfront.
- There was concern that the traffic might divert to Royal or Albert Streets to avoid traffic calming measures. To counter this, it was suggested that speed bumps be considered in Royal Street, or that Royal Street be closed at Princess Street.
 - JRJ responded that the possibility of traffic diversion would be taken into account.
- It was further raised that the Royal Street/Princess Street intersection is dangerous.

A few specific problems were also raised:

- Sight distance for vehicles exiting erf 304 is severely restricted due to the

vertical alignment of the road and the presence of vehicles parked on-street.
"No parking" lines were requested to improve safety.

- Petrol tankers go around the block via Brighton Street and Albert Street, to enter the service station from Earl Street.
- Egress from Erf 4391 is impossible when vehicles are parked opposite the driveway in Brighton Street. "No parking" lines were requested.

5. Consensus on the way forward

A vote was taken which showed overwhelming support for the preliminary proposals, and JRJ said a finalised proposal could be ready by the end of August.

The meeting closed at 20h15.

NOTES

No	VICTORIA AVENUE, HOUT BAY Thursday, 05 March 1998 South Peninsula Municipality, Plumbstead
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1.0. Present

Mr R Walton	SPM : Town Planning Branch
Mr D Cupido	SPM : Town Planning Branch
Mr E Pienaar	SPM : Town Planning Branch
Mr D Buerger	SMP : Engineering Services
Mr D Bolliter	SMP : Engineering Services
Mr A Fotiu	SMP : Engineering Services
Mr I Ferreira	PAWC : Chief Directorate : Transport
Mr S Fautley	PAWC : Chief Directorate : Transport
Ms S du Toit	Mike Smuts Architects and Urban Designers cc
Mr J Jones	Hawkins, Hawkins & Osborn

1.1. Apologies

Ms C Postlethwayt	SPM : Town Planning Branch
Mr C Atkins	CMC : Department of Transport
Mr T Vieira	CMC : Department of Transport

1.2. Distribution

Ms C Postlethwayt	SPM : Town Planning Branch	7625250
Mr R Walton	SPM : Town Planning Branch	7625250
Mr D Cupido	SPM : Town Planning Branch	7625250
Mr E Pienaar	SPM : Town Planning Branch	7625250
Mr D Buerger	SMP : Engineering Services	7625250
Mr D Bolliter	SMP : Engineering Services	7625250
Mr A Fotiu	SMP : Engineering Services	7625250
Mr I Ferreira	PAWC : Chief Directorate : Transport	4832261
Mr S Fautley	PAWC : Chief Directorate : Transport	4832261
Ms S du Toit	Mike Smuts Architects and Urban Designers cc	4198339
Mr J Jones	Hawkins, Hawkins & Osborn	4194689
Mr C Atkins	CMC : Department of Transport	4872213
Mr T Vieira	CMC : Department of Transport	4872213

1. Presentation

- 1.1 A presentation was made by John Jones of Hawkins, Hawkins & Osborn, and by Suzi du Toit of Mike Smuts Urban Planners. Essentially the presentation ran through:
 - the analysis of the area
 - the identification of problems and issues
 - the conceptual framework
 - the proposal for management of the area
- 1.2 After the presentation, a range of comments were generated. These minutes record the major issues raised.
- 1.3 Mr Ferreira of PAWC tabled a letter containing his department's comments on the draft report (see attachment)

2. Comments

- 2.1 The extent of the slope of the land on either side of Victoria Avenue and the related drainage issues may require detailed consideration in the application of the proposed plan. The major area of concern is the southern area of Victoria Avenue, towards Princess Street, and areas draining to the east of Victoria Avenue.
- 2.2 Alternative considerations such as the closure of roads, particularly in the instance of Earl Street, were raised. The approach of the consulting team has been to manage the existing pattern of circulation.
- 2.3 The issue of taxi activity emerged, with regards firstly to considering future taxi embayments beyond those already indicated. In addition, it was observed that a degree of taxi activity occurs along Albert Road.
- 2.4 A comment was made regarding the proposed width of the road. The proposed 7m width was regarded as being quite tight.
- 2.5 The issue of rezoning applications and the individual manner in which they tend to occur raised a number of comments;
 - 2.5.1 Building lines for varying land use activities potentially vary. In the range of activities a 4.5, 5m and 8m building line may occur. The issue for the overall conception of the plan, is which building line is most appropriate. Response in this regard related to the scale of development; all future proposals must respond to the 5 metre building line. No structure or built form of any kind can occur within this area as it could jeopardise the future application of the proposal. In the case of layer-scaled development, the 8m building line may be employed in order to generate additional parking bays.
 - 2.5.2 The parking ratio for commercial activity has been set at 4 bays per 100m². In the case of alternative uses, such as restaurants, the parking ratio increases. These alterations to the parking ratio could be used to advantage as parking demand for restaurants is generally after peak periods. In this instance, the restaurant can make use of the benefits of publicly accessible parking. Possibly a levy has to be associated with this benefit, in land uses which require additional bays over and above the given ratio.
- 2.6 The issue of the area for signage and appropriate location of signage emerged as a major area of concern;
 - 2.6.1 Signage could be moved away from entry point, so that advertising occurs further back alongside the buildings. Mr Ferreira indicated that it was their current policy that no signage should occur within the road reserve.
 - 2.6.2 It was acceptable in principle, that the signage walls at the entry to driveways, could contain the number(s) and name(s) of the related buildings. This should be restricted to defining location, and should not become an advertising area.
 - 2.6.3 It was indicated that the current status on advertising is available in new documentation. This may open up new avenues for advertising. This should be looked at for amendments to current policy. A copy of this documentation should be forwarded to John Jones (by Mr Ferreira).
 - 2.6.4 The area indicated for signage could appropriately absorb traffic control signage.
- 2.7 Public seating could be formally provided at the major intersections. This could be indicated in a more detailed version of the intersection design.
- 2.8 Design elements for new rezoning applications ought to be considered. It would be useful to give an indication of what may be useful to forming the precinct as a whole, and equally what may be inappropriate.
- 2.9 The implementation of the proposed plan is a central concern;
 - 2.9.1 The major intersections are the highest level of priority. There must be viewed as the first elements of structure.
 - 2.9.2 A pilot project could be established, between two major intersections. This could be to show the benefits of the proposal as a whole.

3. The Way Forward

- 3.1 John Jones should make the cost estimates information available to the relevant officials.
- 3.2 The South Peninsula Municipality and Metropolitan officials must pass comment on the proposal.
- 3.3 The Chief Directorate Transport's (PAWC) comments were received at the meeting (refer to item 1.3).
- 3.4 After comments have been submitted, these will be consolidated into the report, by the planning consultants.
- 3.5 ~~An Executive Summary must be made available by the planning consultants for the council meeting on 26 March 1998.~~
- 3.6 After comments, the consolidated report and the Executive Summary have been forwarded, a public meeting must be set up.
- 3.7 A report will be resubmitted after the public meeting.

Notes taken by S du Toit of Mike Smuts Architects and Urban Designers cc.

MIKE SMUTS

ARCHITECTS

&

URBAN DESIGNERS

C1:

65 Somerset Road - Green Point

DATE RECEIVED	BOOKED	TELEPHONE	RAZ	011 319 3111	FRONT	011 319 833
2/4/98						
	MNT	LNT	AL	AR	CA	BATD

NOTES

No

VICTORIA AVENUE, HOUT BAY
Tuesday, 24 March 1998 at 2:00pm

1.0. Present

Chris Atkins	Metropolitan Transport
Tony Viera	Metropolitan Transport
Johann Redlinghuis	Metropolitan Transport
John Jones	Hawkins Hawkins and Osborn
Suzi du Toit	Mike Smuts Urban Designers

1.1. Distribution

Chris Atkins	Metropolitan Transport	419 5249
Tony Viera	Metropolitan Transport	419 5249
Johann Redlinghuis	Metropolitan Transport	419 5249
Dave Buerger	SPM : Town Planning Branch	762 5250
Ms C Postlethwayt	SPM : Town Planning Branch	762 5250
Donald Cupido	SPM : Town Planning Branch	762 5250
John Jones	Hawkins Hawkins and Osborn	419 4689
Suzi du Toit	Mike Smuts Urban Designers	419 8339

1. Major Concerns:

- 1.1 Haphazard parking, an un-coordinated framework for development, speeding, difficult pedestrian access and lack of safe pedestrian crossings, and a poorly rationalised system of driveways off a route of metropolitan significance, were identified as the major concerns. This pre-empted the fundamental questions of;

- What should be achieved in principle
- What can be achieved with current physical and fiscal constraints.

2. The Concept and related Implementation Issues:

- 2.1 It was expressed that the concept is good in that it resolves the major concerns dealt with in point one. However the major issue relates to how to implement the concept.

- 2.2 The critical area of concern related to the rationalisation of driveways. It is clear that 'collective' driveway rationalisation depends on a 'collective' implementation strategy;

- 2.2.1 The process of rezoning applications and departure applications and renewals could play a major role in an implementation strategy.
- 2.2.2 The benefits accrued to the developer/ property owner in terms of off street parking bays could be used as a motivation to 'buy in' to a collective, long term rationalisation strategy.
- 2.2.3 In the case of existing residential properties it was noted that there are potential difficulties in getting residents to 'buy in' to driveway rationalisation since additional parking bays may not be sufficient motivation. It was also noted that comparatively few residential properties exist in the Victoria Avenue precinct. This may be a case for land expropriation with compensation.
- 2.2.4 The registration of a servitude or public right of way on individual property could be partnered with the establishment of a parking area within the road reserve.

NOTES

No

VICTORIA AVENUE, HOUT BAY
 Thursday 30 April 1998 at 9:00am

1.0. Present

John Jones	Hawkins Hawkins and Osborn
Nils Middelkop	Hawkins Hawkins and Osborn
Suzi du Toit	Mike Smuts Urban Designers
Ian Ferreira	Provincial Administration
Steven Fautley	Provincial Administration
Chris Atkins	Cape Metropolitan Council
Tony Viera	Cape Metropolitan Council
Donald Cupido	South Peninsula Municipality
Richard Walton	South Peninsula Municipality
Derrick Boliter	South Peninsula Municipality

1.1. Distribution

John Jones	Hawkins Hawkins and Osborn	419 4689
Nils Middelkop	Hawkins Hawkins and Osborn	419 4689
Suzi du Toit	Mike Smuts Urban Designers	419 8339
Ian Ferreira	Provincial Administration	483 2261
Steven Fautley	Provincial Administration	483 2261
Chris Atkins	Cape Metropolitan Council	419 5249
Tony Viera	Cape Metropolitan Council	419 5249
Donald Cupido	South Peninsula Municipality	762 5250
Richard Walton	South Peninsula Municipality	762 5250
Derrick Boliter	South Peninsula Municipality	762 5250
Cindy Postlethwayt	South Peninsula Municipality	762 5250

1. Reception of comments:

- 1.1 A range of comments for the Victoria Avenue management plan proposal have been received from the respective officials for Provincial Administration, Cape Metropolitan Council and South Peninsula Municipality. These comments were generated out of two separate presentations which generated different responses.
- 1.2 In addition comments have been received by different developers who are engaged in rezoning applications for erven alongside Victoria Avenue.
- 1.3 The various comments have effected the refinement of the management proposal. The purpose of this meeting was to obtain general consensus on the approach, and the nature of the cross-section through Victoria Avenue.

2. Re-evaluation of the street cross-section:

- 2.1 John Jones indicated that approval of the cross-section is a prerequisite for the immediate, cost effective implementation of traffic calming measures.

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7/5/98	MNT	LNT	AL	AR	CA	BATD	

3. Funding:

- 3.1 At this point it was reported by Chris Atkins that the consultant's budget had been used up. The submission of the last account submitted would be paid by an alternative source. Further funding can be made available, although this would require a report from the South Peninsula Municipality officials.
- 3.2 With regard to a budget for implementation, the management plans and related reports together with a report must be submitted to council by the South Peninsula Municipality officials.

4. The primary objective of the exercise:

- 4.1 The primary purpose of the plan is to provide traffic calming measures and to rationalise access. This objective can be implemented as a priority through a phase one plan. The plan can be realised by maintaining the existing road reserve of 25,4 meters. The effective roadway as it stands 10,4 meters. If on street parallel parking is permitted, leaving an effective travelled way of 6,4 meters. It was noted that the current parallel parking arrangement in Victoria Avenue serves to produce a side friction effect thereby reducing speeding. It was further noted that should parallel parking hinder effective flow in the long term, that one side of parallel parking can be prohibited.

5. Treatment of the intersections:

- 5.1 The travelled way width at the intersection will be to a 7,4 meter width.
- 5.2 The phase one plan indicates treatment at intersections with change in surfacing, and turning circles and deflector islands where necessary. Details would need to be provided for implementation purposes.

6. Long term rationalization of driveways:

- 6.1 The long term plan for driveway rationalization and off street angled parking cannot be achieved without observing the 5 meter building line. All future developments must observe this building line.
- 6.2 The long term plan indicates rationalization of driveways by 50%.
- 6.3 The rationalization of driveways can only occur through a model for shared driveways. The model offers the benefit of using the road reserve for off street angled parking. This offers the potential developer additional bays in favour of registering a servitude which allows for common access through to common driveways.

7. Treatment of corner properties:

- 7.1 Corner properties owners have the opportunity of taking access off the side streets. This should always occur as far from the intersection as possible.
- 7.2 In some instances, such as the proposed development for a Kentucky drive through on erf 2051, the parking works optimally at the back of the property.
- 7.3 It was noted that driveway rationalization is of greater importance than the location of parking. In corner properties the parking model should be adhered to if possible, but exceptions may occur on corner plots.

8. Costing:

- 8.1 Total costs of implementation must be provided.
- 8.2 A cost of R8000,00 could be attached to each angled parking bay. In the case of immediate development, the cost can be taken up by the developer who should construct the bay.

9. Public Transport:

- 9.1 Appropriate places must be considered for taxi and bus stops.
- 9.2 Current bus traffic largely relates to tourist buses.

10. The issue of restaurants:

- 10.1 In cases where land use does not conform to the recommended 4 bays per 100m², it should be stipulated that specific recommendations for parking will be made.

11. Land use:

- 11.1 Information indicating land use, current rezoning applications and previous rezoning applications should be provided to the consultants by Richard Walton.

12. Change in land use:

- 12.1 A motivation to restrict commercial activity to the half block along Victoria Avenue and also to side streets only could be encouraged by limiting all access to commercial properties along the side streets allowing access only off the side streets and Victoria Avenue i.e. no access would be allowed off Albert and Royal Roads.

13. An agreement on the cross-section:

- 13.1 The cross section was acceptable to all parties, and the management plans can be completed and presented to the public.

14. Time frame:

- 14.1 The consultants should aim to complete the plans as soon as possible and pass the plans on to the South Peninsula Municipality for approval.
- 14.2 On approval the plans should be pinned up for a period at the Hout Bay Library, for public comment.
- 14.3 The plans together with a motivational report should be submitted by the South Peninsula Municipality in order to target implementation.

Suzie du Toit
for MIKE SMUTS Architects & Urban Designers cc

7 May 1998