



## REPORT TO SUB-COUNCIL 16:

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1. **ITEM NUMBER: 16SUB 38/09/24**

2. **SUBJECT**

**RESPONSE FROM TRANSPORT DEPARTMENT ON REQUEST FOR TRAFFIC CALMING MEASURES: AVENUE FRANCOISE & AVENUE LE SUEUR, SEA POINT.**

3. **PURPOSE**

To consider the recommendations from the Transport Planning & Network Management Department as to a request for traffic calming measures at Avenue Francoise & Avenue Le Sueur, Sea Point.

4. **STRATEGIC INTENT**

- *Safety and Security*

5. **FOR DECISION BY**

Delegation: Part 25 9(1) To decide within its area of jurisdiction where traffic calming measures are to be applied within the relevant legislation and policy and after considering a report from the Transport Planning & Network Management Department.

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6. **EXECUTIVE SUMMARY**

An application for implementing traffic calming measures at Avenue Francoise & Avenue Le Sueur, Sea Point was referred directly to the Transport Planning & Network Management Department for a technical assessment in terms of Council's Traffic Calming policy.

The attached memo dated 02 September 2024 to the Subcouncil (Annexure A) reflects the recommendations of the Director: Transport.

## 7. RECOMMENDATION

Having considered the City of Cape Town Traffic Calming Policy and the recommendation from Transport Planning & Network Management Department;

- a) Intersection between Avenue Francoise and Avenue Le Suerur, Sea Point. The City of Cape Town Traffic Calming Policy (CoCT) aims to protect the most vulnerable road users, where they occur in the largest numbers on a **Class 4 Collector Street** and/or **Class 5 Local Street** in a residential area near **public facilities**, with roads adjacent to and leading to schools **being the primary focus of attention**. This being the case, a systematic program is in place for the treatment of all educational facilities over the next few years as a priority, which will not permit Transport and Urban Mobility (UM) to investigate and implement calming measures at other locations.
- b) The assessment incorporated a range of factors including speed, accident history, traffic volumes, pedestrian facilities, property access and population density, parking activity, pedestrian/cyclist activity and public amenities. These factors were combined to determine the overall potential for conflict.
- c) Consideration for traffic calming would be given preference where there are high concentrations of vulnerable road users exiting directly onto a Class 4 and Class 5 public residential road from a public facility, such as learners at primary school, developed play parks or where the potential for vehicles/pedestrian conflict may be high.
- d) Speeding is a universal issue throughout the Cape Town metropolitan area and therefore cannot be used in its entirety to justify the need for traffic calming. The CoCT currently uses land use activity and crash history as a quantifiable objective in determining risk potential over the numerous traffic-calming applications, which are currently being received on a daily basis. The desired outcome of this approach is to ensure a sustainable programme for the provision of traffic calming measures that is more responsive to critical road safety problems that arise from time to time on residential roads.
- e) No public amenities found along the length of this road that could potential warrant the traffic calming measures and after considering all of above reasoning and the traffic calming policy, especially Section 7(3).it is therefore deemed unnecessary to place any remedial measures in the form of traffic calming unless we are proven otherwise.
- f) Given the above assessment and having considered the CoCT traffic calming policy Section 7(3) and Section 7(2), we do not believe that circumstances exist to justify the implementation of traffic calming measures at the intersection in

question. Speeding is considered a law enforcement matter and cannot be used entirely to justify the need for traffic calming. We therefore recommend NO remedial measures along Avenue Francoise and Avenue Le Suerur, Sea Point.

## **8 DISCUSSION/CONTENTS**

Transport Planning & Network Management Department, received a request for traffic calming measures. The application was dealt with in terms of Council's Traffic Calming Policy.

### **8.1 Constitutional and Policy Implications**

In terms of Council's traffic calming policy, the Transport Planning & Network Management Department will assess the application and make a recommendation to the Subcouncil for decision.

### **8.2 Environmental implications**

Does your report have any environmental implications:	No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
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### **8.3 Staff implications**

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

Transport Planning & Network Management Department – Deon Manuel/Thulani Makibi

**FOR FURTHER DETAILS CONTACT:**

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<b>FILE REF NO</b>	

**Girshwin**

**Fouldien**

Girshwin Fouldien

Manager: Sub council 16

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Fouldien

Date: 2024.09.09 11:17:26

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Making progress possible. Together.

## Network Management Department

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## Internal Memorandum

**To** : Subcouncil 16

**From** : Thulani Makibi  
Principal Technician

**Subject** : Traffic Calming Request: TNDC 2339 –Avenue Francoise & Avenue Le Sueur, Sea Point,

**Date** : 02 September 2024

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

The assessment incorporated a range of factors including speed, accident history, traffic volumes, pedestrian facilities, property access and population density, parking activity, pedestrian/cyclist activity and public amenities. These factors were combined to determine the overall potential for conflict. Consideration for traffic calming would be given preference where there are high concentrations of vulnerable road users exiting directly onto a Class 4 and Class 5 public residential road from a public facility, such as learners at primary school, developed play parks or where the potential for vehicles/pedestrian conflict may be high.

Speeding is a universal issue throughout the Cape Town metropolitan area and therefore cannot be used in its entirety to justify the need for traffic calming. The CoCT currently uses land use activity and crash history as a quantifiable objective in determining risk potential over the numerous traffic-calming applications, which are currently being received on a daily basis. The desired outcome of this approach is to ensure a sustainable programme for the provision of traffic calming measures that is more responsive to critical road safety problems that arise from time to time on residential roads.

No public amenities found along the length of this road that could potential warrant the traffic calming measures and after considering all of above reasoning and the traffic calming policy, especially Section 7(3).it is therefore deemed unnecessary to place any remedial measures in the form of traffic calming unless we are proven otherwise.

Given the above assessment and having considered the CoCT traffic calming policy Section 7(3) and Section 7(2), we do not believe that circumstances exist to justify the implementation of traffic calming measures at the intersection in question. Speeding is considered a law enforcement matter and cannot be used entirely to justify the need for traffic calming. We therefore recommend NO remedial measures along Avenue Francoise and Avenue Le Suerur, Sea Point.

C:\Users\makibi\Documents\Traffic calming memos\Bay Beach Aven & Dolabella Rd, Langa Memorandum,.doc

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Yours faithfully

A handwritten signature in black ink, appearing to read 'Thulani Makibi', with a long horizontal flourish extending to the right.

Thulani Makibi

**Principal Traffic Engineering Technician**