



REPORT TO [COUNCIL]

DATE

1. ITEM NUMBER : **C 29D/05/16**

2. SUBJECT: APPROVAL TO DEVIATE FROM THE CITY OF CAPE TOWN'S TRAFFIC CALMING POLICY (C26/01/16), IN ORDER TO IMPLEMENT TRAFFIC CALMING MEASURES ALONG ONVERWACHT ROAD IN STRAND AND LUCULLUS STREET IN JOOSTENBERG VLAKTE

ONDERWERP: GOEDKEURING VIR AFWYKING VAN DIE STAD KAAPSTAD SE BELEID OOR VERKEERMATIGING (C26/01/16) VIR DIE IMPLEMENTERING VAN VERKEERSMATIGINGSMAATREËLS IN ONVERWACHTWEG IN DIE STRAND EN LUCULLUSWEG IN JOOSTENBERGVLAKTE

ISIHLOKO: ISIPHUMEZO SOPHAMBUKO OLUSUSELA KUMGAQO-NKQUBO WESIXEKO SASEKAPA ONGOKUCUTHWA KOGXALATHELWANO LWEZITHUTHI (C26/01/16), UKUZE KUMISELWE AMANYATHELO ONGCUTHO LOGXALATHELWANO LWEZITHUTHI KWI- ONVERWACHT ROAD E-STRAND, NE-LUCULLUS ROAD E-JOOSTENBERG VLAKTE

3. STRATEGIC INTENT

- Opportunity City
- Safe City
- Caring City
- Inclusive City
- Well-run City

Making progress possible. Together.

4. PURPOSE

14

This report seeks to obtain approval from Council to deviate from clauses 7(1)(a) and 7(1)(c) of the City of Cape Town (CoCT) Traffic Calming Policy (C26/01/16), to allow Transport for Cape Town (TCT) to implement traffic calming measures along sections of two class 2 Primary Arterial roads namely, Onverwacht Road and Lucullus Road, in order to remedy critical road safety problems currently experienced by the residents of the affected areas in Strand and Joostenberg Vlakte respectively.

5. FOR NOTING BY / FOR DECISION BY

This report is for noting only/information only.

This report is for consideration/decision by:

- The Portfolio Committee
- The Executive Mayor
- The Executive Mayor together with the Mayoral Committee
- Council

6. EXECUTIVE SUMMARY

Serious concerns around road safety were received from the public and via the Mayor's office along the following two roads, namely,

- a) Onverwacht Road: Safety concerns regarding the high number and frequency of accidents that occur along Onverwacht Road, between Michael Street and Broadlands Road, in Strand.
- b) Lucullus Road: Safety concerns regarding increasing freight traffic violations and unsafe crossing conditions along Lucullus Road, between Bokmakierie Road and Suikerbekkie Road.

According to clauses 7(1)(a) and 7(1)(c) within the CoCT Traffic Calming Policy (C26/01/16 – as approved by Council on 28 January 2016), traffic calming measures are not permitted along Class 1 to 3 roads. The implementation of traffic calming measures along Onverwacht Road and Lucullus Road would therefore require deviation from policy directives 7(1)(a) and 7(1)(c), as both roads are classified as Class 2 arterial roads.

TCT is in agreement that the safety concerns raised justify a temporary deviation from the aforementioned policy directives, in order to facilitate the implementation of raised calming measures along Onverwacht Road and Lucullus Road. These would be interim measures and it is proposed that the approval for the implementation of traffic calming would expire upon commencement of detailed planning relating to road upgrade activities along each respective route, at which point the requirements of the Traffic Calming Policy would be applied.

7. RECOMMENDATIONS

Not delegated: for decision by Council:

It is recommended that a temporary deviation from clauses 7(1)(a) and 7(1)(c) of the City of Cape Town's Traffic Calming Policy C26/01/16 be approved in the following instances:

- a) Along Onverwacht Road between Michael Street and Broadlands Road in Strand
- b) Along Lucullus Street between Bokmakierie Road and Suikerbekkie Road in Joostenberg Vlake.

Daar word aanbeveel dat 'n tydelike afwyking van klousule 7(1)(a) en 7(1)(c) van die Stad Kaapstad se beleid oor verkeersmatiging (28 Januarie 2016 - C 08/06/11) in die volgende gevalle goedgekeur word:

- a) In Onverwachtweg tussen Michaelstraat en Broadlandsweg in die Strand;
- b) In Lucullusstraat tussen Bokmakierieweg en Suikerbekkieweg in Joostenbergvlakte.

Kundululwe ukuba makuphunyezwe uphambuko lwexeshana ukususela kwisolotya-7(1)(a) ne-7(1)(c) loMgaqo-nkqubo ongokuCuthwa koGxalathelwano lweZithuthi obhalwe owama- 20 Janyuwari 2016 08/06/1, ngokwezi meko zilandelayo:

- a) Kwi- Onverwacht Road phakathi kwe-Michael Street ne-Broadlands Road e-Strand,
- b) Kwi- Lucullus Street phakathi kwe- Bokmakierie Road ne-Broadlands Road e-Joostenberg Vlake. (G5814)

8. DISCUSSION/CONTENTS

TCT conducted two isolated road safety investigations along both Onverwacht Road and Lucullus Road. The investigations revealed that, although both roads are classified as Class 2 Primary Arterial Roads intended to enhance mobility as per the City of Cape Town's road network hierarchy classification (August 2013), neither is currently operating according to this classification resulting in unsafe operating conditions for typical road users on both roads. The investigations are discussed further.

a) Onverwacht Rd:

The section of Onverwacht Road between Michael Street and Broadlands Road consists of a single lane carriageway (3.7 meter lanes), yellow shoulders (2.0 meters) and a surfaced sidewalk (2.0 meters) along the northern side of the road.

Site investigations revealed that despite being classified as a higher order road which is intended to enhance mobility, Onverwacht Road is currently

not fulfilling this function. The main reason for the deviation in road function is due to the roadside development environment between Michael Street and the canal located approximately 450m north-east of Broadway Boulevard. Informal structures abut Onverwacht Road and there are numerous uncontrolled vehicular and pedestrian access and crossing points located along this 800m stretch of roadway. There is therefore a high potential for pedestrian / vehicular conflict. Crash statistics confirm this situation to be unsafe for vulnerable road users.

b) Lucullus Road:

The road is a single carriageway road with 3.5m wide lanes in either direction. The road has generous verges (approximately 3m wide) along the length of the road. Lucullus Road links directly onto the N1 which means that it generally would be considered as a higher order road. The road is however located within a low density residential area with pockets of agricultural and industrial land uses and therefore does not function a high mobility route within the community of Joostenberg Vlakte. The future mobility link northwards is currently only surfaced for 3.7km with 3.5km of the remaining distance to the R312 at Fisantekraal only accessible via minor graveled roads. The surfaced section of Lucullus Road currently performs the function of a local distributor and is expected to continue with its current function for the next 5-10 years.

Site investigations have revealed that freight traffic utilises Lucullus Road on a daily basis in order to avoid traffic congestion at the N1 / Brighton interchange. There are numerous accounts of freight traffic violations which are resulting in unsafe crossing conditions along Lucullus Road for all users of the road.

Given the above, it is clear that neither road is currently performing the mobility function of an arterial. Both roads currently perform the function of a class 4 local distributor, and therefore raised calming measures should be considered to improve the safety of all users. Allowing for future changes, the above approval would expire upon commencement of detailed planning of road upgrades along both or either route/s, at which point the requirements of the Traffic Calming Policy should be applied.

8.1. Policy Implications

The City of Cape Town's (CoCT) Traffic Calming Policy (C26/01/16), clauses 7(1)(a) and 7(1)(b), state that remedial engineering measures are only permitted along Class 5 residential roads, Class 4 local collector/distributor roads and minor commercial streets with high pedestrian activity. Clauses 7(1)(c) further iterates that fact that Traffic calming measures are not permitted along Class 1 to 3 roads.

Both Onverwacht Road and Lucullus Road are classified as Class 2 Primary Arterials according to the CoCT's road network hierarchy classification (August 2013). The implementation of Traffic Calming measures along the

mentioned roads would be in direct contravention of directives 7(1)(a) and 7(1)(c) within the CoCT's Traffic Calming Policy (C26/01/16), but is presently justified in order to fulfill two of the IDP Strategic Focus Areas (Safe and Caring city).

8.2. Sustainability Implications

Does the activity in this report have any sustainability implications for the City? No Yes

Onverwacht Rd: Implementing traffic calming measures along Onverwacht Road (between Michael Street and Broadlands Road) will reduce the number and frequency of crashes improve the lives of the residents of Strand.

Lucullus St: The implementation of traffic calming measures along Lucullus between between Bokmakierie Road and Suikerbekkie Road will ensure that growing freight traffic operations are conducted in a safer manner while creating safe crossing opportunities for local traffic within the area.

8.3. Public Participation

Onverwacht Road:

TCT via the Mayor's office has engaged with community representatives on numerous occasions. The meetings that were held in respect of Onverwacht Road are listed below:

- Initial meeting held on the 22nd April 2016 - formal submission of the request by community representatives with the relevant ward councilors and representatives from the Mayor's office present.
- Site meeting held on the 25th April 2016 between TCT Traffic Services and a representative from the Mayor's office.
- On the 28th April 2016 traffic calming proposals were presented to community representatives for further discussion with the affected community.
- On the 3rd May 2016 the community representatives provided positive feedback from the community, indicating full support for the proposals submitted.

8.4. Staff Implications

No

Yes

8.5. Risk Implications

None.

8.6. Other Services Consulted

Onverwacht Road: Traffic Services - Messrs. Grobbelaar and Schuller.
 Traffic calming supported in this specific environment.

FOR FURTHER DETAILS CONTACT:

NAME	Garth Elliott
CONTACT NUMBERS	021 812 4411
E-MAIL ADDRESS	Garth.Elliott@capetown.gov.za
DIRECTORATE	Transport for Cape Town
FILE REF NO	
SIGNATURE : DIRECTOR NETWORK MANAGEMENT Peter Sole	<i>[Signature]</i> 17/5/16

[Handwritten signature]

[Handwritten signature]
2016-05-17

[Handwritten signature]

Comment:

COMMISSIONER TCT

NAME MELISSA WHITEHEAD

DATE 17/5/2016

Jmhot

REPORT COMPLIANT WITH THE PROVISIONS OF COUNCIL'S DELEGATIONS, POLICIES, BY-LAWS AND ALL LEGISLATION RELATING TO THE MATTER UNDER CONSIDERATION.

LEGAL COMPLIANCE

NON-COMPLIANT

[Compulsory to Insert name]

NAME Joan-Mari Hote

Comment:

TEL 021 400 2753

The report will become compliant

DATE 18/05/2016

upon Council positively resolving
on the recommendations. *JMH*

CRAIG KESSON (STRATEGIC POLICY UNIT)

SUPPORTED FOR ONWARD SUBMISSION TO MAYCO / COUNCIL

PC RECOMMENDATION

RECOMMENDATION AS CONTAINED IN ORIGINAL REPORT

ALTERNATIVE RECOMMENDATION (TO BE REFLECTED IN COMMENTS SECTION BELOW)

NOT SUPPORTED

DATE _____

COMMENT:

A. G. R. -

20

EXECUTIVE DIRECTOR: CORPORATE SERVICES AND COMPLIANCE (ED: CORC)

- SUPPORTED FOR ONWARD SUBMISSION TO MAYOR / MAYCO / COUNCIL
- AUDIT/PERFORMANCE AUDIT
- NOT SUPPORTED
- REFERRED BACK

DATE

23/5/16

COMMENT:

MAYORAL COMMITTEE MEMBER
(Author to obtain signature before submission to Executive Support)

COMMENT:

NAME

BRETT HERRON

DATE

24/05/2016

P. de Lille.

EXECUTIVE MAYOR

SUPPORTED FOR ONWARD SUBMISSION TO MAYCO / COUNCIL

PC RECOMMENDATION

RECOMMENDATION AS CONTAINED IN ORIGINAL REPORT

ALTERNATIVE RECOMMENDATION TO BE REFLECTED BELOW

APPROVED I.T.O. DELEGATED AUTHORITY

NOTED

REFUSED

REFERRED BACK

DATE

24.05.2016

COMMENT:

