



CITY OF CAPE TOWN
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**Traffic Calming Status:
Presentation to the May 2021 meeting of the Transport
Portfolio Committee**

TRANSPORT DIRECTORATE
Network Management Department
Transport Network Development Branch
6 May 201

Making progress possible. **Together.**

Policy History

- Traffic Calming (TC) Policy originally developed in 2008
 - Subsequently revisions:
 - 2011
 - 2016

- Experience via former TC Policies;
 - neither practically nor financially sustainable to address all roads where problems exist.
 - The waiting list for implementation of projects exceeds 500 at an estimated cost of R30million

- Aim of 2016 policy revision:
 - Focus calming efforts to address mismatch between:
 - backlog of approved projects and
 - resources available to implement same.



Status Quo & Legislative context

- Metropolitan higher-order Mobility Road Network is typically where:
 - majority of deaths and injuries occur (as opposed to residential streets)
 - There are greater safety impacts to be gained by treating locations with a proven & serious crash history
 - Limited Resources are best redirected to lead to fewer deaths and injuries in the future.

- Great demands are placed on the City to provide traffic calming measures on residential streets:
 - This has led to the allocation of substantial & costly resources
 - The human resources available to address safety at major hazardous locations is consequently inadequate
 - There is need for balance between engineering, education and enforcement
 - To achieve balance of engineering resources, a substantial reduction in the allocation to traffic calming in residential streets is required.



Legislative context:

- Constitution, National Land Transport Act and court rulings:
 - No inherent right for City to implement calming, even where approved in terms of Policy.



2016 Policy Approach

- 2016 Traffic Calming Policy **focuses on educational facilities**;
 - Typically highest concentrations of vulnerable road users
- Focus of Transport Department's limited resources:
 - Construct TC measures at all qualifying educational facilities Citywide.
 - Rate of 50 schools p.a.
- Systematic program for educational facilities citywide :
 - Phase 1: Install TC at main pedestrian access points
 - Phase 2: Address the busiest routes to/from (in close proximity).



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What about problematic roads that are not at a school?

- The Traffic Calming Policy makes for provision for
 - The following **EXCEPTIONAL** circumstances, subject to other policy criteria:
 - A site with a proven crash history or,
 - the site of a recent & very serious incident
 - @ Public facilities, with high ped. vols.



- Funding for investigation and implementation would however NOT be available from the Transport Departmental budgets.
- Possible funding options therefore include:
 - Private funding
 - Ward allocation funding – (very limited!)

NB – site must meet policy criteria!

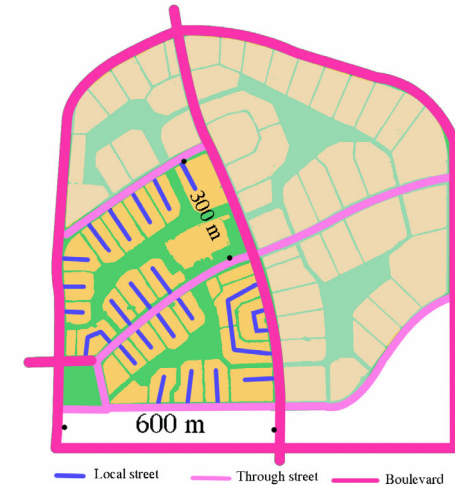


Which roads could be considered for Traffic Calming (TC)?

POLICY DIRECTIVE 7(1):

- Subject to other TC policy criteria, Traffic calming may be implemented on:
 - **lower order roads within residential areas** viz:
 - Class 4 Collector Streets and Class 5 Local Access Streets.
 - **Class 5 Local Residential Streets** in **vicinity of public facilities**.
 - As an exception, Class 5 **Local Street** in a **commercial area** that carries **low volumes** of vehicular traffic and is used or crossed by large numbers of vulnerable road users.
 - At **intersections** or locations where significant numbers of vulnerable road users cross a **Class 4 Collector Street** in a residential area in the vicinity of public facilities.

- Physical traffic calming measures **will not be used** to regulate speed on the following mobility-focused roads:
 - On Minor Arterials (Class 3), Major Arterials (Class 2) and Principal Arterials (Class 1);
 - Mobility is their primary function,
 - Lower Pedestrian activity - pedestrians generally prohibited on Class 1 routes.
 - **Effective law enforcement** is the appropriate means to regulate speed on mobility routes.



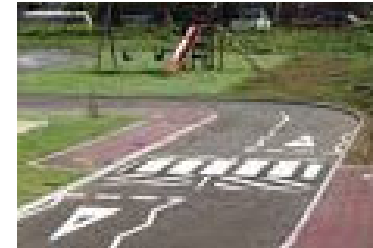
Traffic Calming Measures

Commonly used physical measures & typical costs:

- Speed humps (appropriately spaced) R20k to R30k



- Raised pedestrian crossings R30k to R40k



- Raised intersections R120k to R200k (size dependant)



- Mini-circles (painted / constructed) R30k to R120k

- Chicanes R30k to R50k



Budgets

- Annual Budget Allocations:
 - Transport: R4.5mil citywide = R1.125mil / region - typically covers 20 sites:
 - 13 schools @ R60k per site = R780k
 - R345k left for backlog = 6 sites.
 - Planned ahead; i.e. not a “quick fix”
 - Ward Allocations: R1mil per ward Cllr
 - Many other needs to be catered for eg Parks, Recreational facilities, Safety & Security, Fencing, Area beautification, Grants in Aid etc.
 - Planned a few years in advance



Progress Update

Financial Year:	Implemented at Schools		Implemented at Other Locations besides schools (number of sites)			Comments
	Transport funded	Ward Allocation / Other funded	Transport funded Backlog (pre 2016 TC Policy)	Ward Allocation / Other funded Backlog	Ward Allocation / Other funded @ Public Facilities	
	(No. of Schools)	(No. of Schools)				
2017/18:	84	17	19	0	38	
2018/19:	70	17	40	5	30	
2019/20:	51	14	12	6	34	
2020/21:	67	62	13	0	26	
Totals:	272	110	84	11		Total All Sites:
	382		95		128	605

Status Quo:

Description	No of sites	Estimated Total Cost (R)	Comments
Total approved School Sites Pending Implementation	218	22.691.000.00	All approved pending work - excluding 2020/21 work already issued and under construction.
Approved Backlog Sites pending implementation	372	27.755.000.00	Site list to be reviewed
No of TC requests Received Avg./Month	132		
No. of TC requests Approved Avg./Month	32		
Total Schools still to be calmed Citywide:	376	39.000.000.00	Rounded up total (current day cost - escalation not factored in)
		12	Number of years to complete assuming current funding levels

Way forward

- Completion of phase 1 :
 - Provide calming at main pedestrian access point for all Schools citywide
 - Backlog elimination
- Followed by phase 2:
 - Implement calming on surrounding routes typically used by learners to/from schools
 - Continue with backlog elimination programme.

Conclusion

- Current Council-approved policy focus:
 - Priority 1: qualifying **Educational Facilities** (50 schools p.a.)
 - Priority 2: backlog of previously approved site - as funding permits
 - Public facilities – provided funding other than Transport's is provided
- Policy aims:
 - Reduction of resources allocated to requests for calming in residential streets.
 - Rather, seeks to focus limited resources for maximum impact, by addressing:
 - Qualifying educational facilities,
 - where highest volumes of vulnerable road users are typically encountered
 - Hazardous locations on the higher-order road network
 - with proven crash history.
 - Backlog as funds permit.
 - Public facilities
- Ultimately, responsible driver behaviour is the key to the eradication of safety problems in residential streets.





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Thank You

For queries contact (sean.glass@capetown.gov.za)

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