

REPORT TO: TRANSPORT PORTFOLIO COMMITTEE

1. ITEM NUMBER TRNS 13/06/21

2. SUBJECT

REPORT ON THE INVESTIGATION OF ROAD SAFETY ISSUES ON OLD PAARL ROAD BETWEEN LINK ROAD AND HADLEY STREET, STIKLAND AND OAK GLEN

ONDERWERP

VERSLAG OOR DIE ONDERSOEK NA PADVEILIGHEIDSKWESSIES IN OU PAARLWEG TUSSEN LINKWEG EN HADLEYSTRAAT, STIKLAND EN OAK GLEN

ISIHLOKO

INGXELO EMALUNGA NOPHANDO OLUNGEMIBANDELA YEZOKHUSELEKO ENDLELENI KWI- OLD PAARL ROAD EPHAKATHI KWE-LINK AVENUE NE-HADLEY STREET, E-STIKLAND NASE-OAK GLEN

L1798

3. DELEGATED AUTHORITY

In terms of delegation

This report is FOR NOTING BY

- Committee name** : Transport Portfolio Committee
- The Executive Mayor together with the Mayoral Committee (MAYCO)
- Council

4. DISCUSSION

Serious concerns have been expressed by the public of the De La Haye, Blommendal, Chrismar, Bellair, Old Oak and La Rochelle residential areas regarding safety along Old Paarl Road between Link Avenue and Hadley Street. The motion submitted by the Ward 3 Councillor, recommends specific actions to be taken. The Transport Directorate

proposed to address the recommendations through a number of initiatives underway within the directorate over the past twelve months. These are listed and discussed below.

Recommendation 1: “A traffic impact assessment is carried out to do a traffic count and risk analysis of this area at all times and specifically at peak times along the Old Paarl Road. This should cover both pedestrian, non-motorised transport and vehicle movements along De La Haye Avenue and the Old Paarl Road”

Traffic Engineering consultants have reviewed a previous impact assessment, reviewed the crash history of the Old Paarl Road and prepared a feedback report on the basis thereof. The report found the section of roadway to be a high risk area from a traffic safety perspective. The provision of facilities for non-motorised transport (NMT) users was furthermore recommended.

Recommendation 2: “An assessment be carried out to investigate the need for the implementation of Non-Motorised Transport routes along De La Haye Avenue and the Old Paarl Road”

The need for NMT facilities along Old Paarl Road is accepted and substantial work was undertaken to plan these. Preliminary design of the ultimate cross-section of Old Paarl Road (including NMT facilities) was partially completed utilizing available Grant funding but had to be halted due to funding constraints that developed in recent months. It remains likely that the project will need to be broken up into standalone phases which could be rolled out as capital budget permits. The cost of the NMT facilities alone is estimated to be R48mil (from Voortrekker Road to Kruispad). It should be noted that there are concerns that NMT facilities constructed without the full road upgrade project would:

- 1) result in wasteful expenditure since experience shows that it is highly unlikely that the future road construction could be successfully tied into an existing footway, or
- 2) be located a significant distance from the existing road edge in order to align with the future road cross-section and therefore not be used by pedestrians.

An additional R65mil would be required to construct the ultimate cross-section of the road between De La Haye Avenue and Harrod Drive.

The COVID-19 pandemic has impacted the national fiscus negatively, leading to a substantial reduction in the level of Grant funding expected to be received over the MTREF period. An allocation of R20m has been made for the Old Paarl Road NMT project on the draft budget for the 2023/24 financial year which will be considered by Council in May. This amount will not be adequate to cover the full costs of the proposed NMT facilities and will certainly not cover the cost of constructing the ultimate cross-section of Old Paarl Road between De La Haye Avenue and Harrod Drive. There are no other sources of complementary funding available at this time.

Recommendation 5: “That this barrier be large enough to act to prohibit right turns into the Old Paarl Road from the Stikland Hospital North campus entrance road”

The proposed median barrier would prevent these right turns. In the interim, flexible bollards will be used to prevent these turns. The work has been issued to a contractor for completion by no later than the end of May 2021.

- 4.1. Financial Implications None Opex Capex
- Capex: New Projects
 - Capex: Existing projects requiring additional funding
 - Capex: Existing projects with no additional funding requirements

4.2. Legal Compliance

4.3. Staff Implications Yes No

4.4. Risk Implications Yes No

5. RECOMMENDATIONS

It is recommended that the Transport Portfolio Committee notes the contents of this report.

AANBEVELINGS

Daar word aanbeveel dat die portefeuljekomitee oor vervoer van die inhoud van hierdie verslag kennis neem.


IZINDULULO

Kundululwe ukuba iKomiti yeMicimbi yeSebe lezoThutho mayiqwasele okuqulathwe yile ngxelo.

ANNEXURES**NONE****FOR FURTHER DETAILS CONTACT****Sean Glass**Digitally signed by
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EXECUTIVE DIRECTOR

NAME	Dalene Campbell	COMMENT:
DATE		
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LEGAL COMPLIANCE

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

NAME		COMMENT:
DATE		For information
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