



## REPORT TO SUB-COUNCIL 16:

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1. **ITEM NUMBER:** 16 SUB 66/10/2022

2. **SUBJECT**

**RESPONSE FROM TRANSPORT DEPARTMENT TO REQUEST FOR  
TRAFFIC CALMING MEASURES: WARWICK STREET, VREDEHOEK**

3. **PURPOSE**

To consider the recommendations from the Transport Department as to a request for traffic calming measures at Warwick Street, Vredehoek.

4. **STRATEGIC INTENT**

- *Safety and Security*

5. **FOR DECISION BY**

Delegation: Part 24 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 and Urban Development Authority.

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6. **EXECUTIVE SUMMARY**

An application for implementing traffic calming measures at Warwick Street, Vredehoek, was referred to the Transport Department for a technical assessment and report to Subcouncil 16 in terms of Council's Traffic Calming policy.

The attached letter dated 7 October 2022 to the Subcouncil (Annexure A), reflects the recommendations of the Director: Transport.

7. **RECOMMENDATION**

Having considered the City of Cape Town Traffic Calming Policy, Warwick Street is considered non-compliant with the Traffic Calming Directives Section 7(3) and Section 7 (2) and does not warrant the implementation of any traffic calming measures. The request for traffic calming in Warwick Street, Vredehoek is declined.

## 8. DISCUSSION/CONTENTS

The Ward Councillor, F Higham, Ward 77, 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 and Urban Development Authority 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 and Urban Development Authority – Deon Manuel & Thulani Makibi

**ANNEXURES:**

**A: Letter from Transport Urban Development Authority dated 7 October 2022**

**FOR FURTHER DETAILS, CONTACT:**

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**Subcouncil Manager: Subcouncil 16**

Date  
11 October 2022

Making progress possible. Together.



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**Internal Memorandum**

**To** : Subcouncil 16

**From** : Thulani Makibi  
Principal Technician (**Traffic Engineer**)

**Subject** : Traffic Calming Request: Warwick Street, Vredehoek

**Date** : 07 October 2022

We refer to your request for traffic calming at Warwick Street in Vredehoek. 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 **in the vicinity of 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 for Cape Town (TCT) 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.

Warwick Street is a Class 5 residential access road serving the area of Vredehoek. The total road length of the road in question is measured to be approximately 135m. We observed traffic volumes to be in keeping with the environmental capacity of the road, general pedestrian activity is considered medium to high at times. Vehicle speeds were observed to be acceptable no potential for excessive speed along Warwick exist due to its restricted length.

Furthermore, there are no schools or public facilities along the road in question that may attract high volume of pedestrians and therefore is non-compliant with the Traffic Calming Policy Directives Section 7(3). The applicant mentioned that there were several accidents which resulted to damage to boundary wall of general residents. This is clearly a demonstration of bad behaviour and negligence which require the intervention of police, traffic services and law enforcement.

Given the above assessment and having considered the CoCT traffic calming policy, Warwick Street is considered non-compliant with the Traffic Calming Policy Directives Section 7(3) and Section 7(2) and does **not warrant** the implementation of any traffic calming measures. Therefore, the request is **declined**.

Yours faithfully

Thulani Makibi  
**Principal Traffic Engineering Technician**

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