



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Draft Traffic Calming Policy

EXECUTIVE SUMMARY

Transport Planning & Network Management Department

Urban Mobility Directorate

EXECUTIVE SUMMARY

Prior and Current Policies:

Policies governing the approval and implementation of traffic calming measures in the Cape Town metropolitan area have existed since the mid-1990s. Application of former policies lead to numerous approvals and large backlogs of unfunded traffic calming projects. The CCT Traffic Calming Policy was consequently subject to extensive amendment in 2016 in order to address the mismatch between the backlog of approved projects (in excess of 500 sites) and the available resources to effect these projects. The policy was revised to focus CCT departmental resources on schools, with a minimum of 50 schools receiving traffic calming interventions per annum and with the intention that walking routes to schools and other public facilities would be prioritised thereafter.

The 2016 policy provided for approval of calming measures on residential roads adjacent to public facilities as well as approval of measures on residential roads at other locations with a proven history of crashes. A certain number of these projects would be implemented from the departmental budget once the minimum of 50 school projects had been funded. The remainder would need to be funded from ward allocation budgets.

The Current Context:

The road safety context has not improved, with poor driver behaviour seemingly escalating based on the nature and volume of complaints received. Despite the successful implementation of approximately 1450 traffic calming projects since early 2016, residents continue to inundate the City with requests for calming measures. This points to the difficulty in solving what should effectively be regarded as a social behavioural problem. It seems clear that any amendments to the current (2016) policy that permit the approval of significantly more applications will again lead to an unsustainable situation in which the backlog of approved projects exceeds the City's ability to implement them.

Certain limitations have, however, been identified in the current policy, such as the need for greater flexibility in responding to less formal housing areas where environmental differences require a different approach. In less formal areas, roadways are used for recreation given the lack of off-street space. Furthermore, informal housing structures often encroach well into the road reserve and the road itself becomes a shared space for vehicles and pedestrians. The most vulnerable road users are then placed at notable risk, as motorists do not necessarily adjust their speeds to cater for children walking or playing in or alongside the roadways. In some instances, this occurs on roads that are classified as arterials on the City's public right-of-way plan, on which physical traffic calming measures would not normally be appropriate. Under these conditions, the roads do not fulfil their higher-order mobility function and can be treated differently until such time that they do fulfil the function. This limitation of the policy was identified both through experience and from submissions during the 2024 Road Safety Call for Ideas Campaign where calming in less formal areas was raised.

Slightly more than half of the three thousand (3 000) submissions to the 2024 Call for Ideas campaign were specific requests for traffic calming measures. This is a clear indication

that the number of requests for traffic calming is not likely to reduce in the near future and that the policy needs create a sustainable way forward for calming.

Key Changes to the 2025 Draft Traffic Calming Policy:

The 2025 draft Traffic Calming Policy is largely similar to the 2016 version, with the exception of the following key enhancements:

- 1) Abovementioned limitations have been addressed, allowing for greater flexibility to implement traffic calming in exceptional circumstances, typically involving high volumes of vulnerable road users.
- 2) Potential partners in the provision of traffic calming have been identified and their roles clarified.
- 3) Clear provision has been made for private parties to fund traffic calming measures, subject to all other provisions of the policy.
- 4) The number of school traffic calming projects implemented annually by the department is increased from 50 to 60.

Please note, the aim of this consultation is to gather feedback on the proposed policy revision – it is not a call for residents to submit new traffic calming requests.



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Konsepbeleid oor verkeersmatiging

BEKNOPTTE OPSOMMING

Departement vervoerbeplanning en netwerkbestuur

Direktoraat stedelike mobiliteit

BEKNOPTE OPSOMMING

Vorige en huidige beleid:

Daar bestaan sedert die middel-1990's beleide wat die goedkeuring en implementering van verkeersmatigingsmaatreëls in die Kaapstadse metropolitaanse gebied beheer. Die toepassing van vorige beleide het tot talle goedkeurings en groot agterstande in onbefondsde verkeersmatigingsprojekte gelei. Die Stad Kaapstad se verkeersmatigingsbeleid is gevolglik in 2016 omvattend gewysig om die wanbalans tussen die agterstand in goedgekeurde projekte (op meer as 500 plekke) en die beskikbare hulpbronne om hierdie projekte in werking te stel, te hanteer. Die beleid is hersien om die Stad Kaapstad se departementele hulpbronne op skole toe te spits, met 'n minimum van 50 skole wat verkeersmatigingsingrypings per jaar ontvang en met die bedoeling om daarna die staproetes na skole en ander openbare fasiliteite te prioritiseer.

Die 2016-beleid het voorsiening gemaak vir verkeersmatigingsmaatreëls op residensiële paaie langs openbare fasiliteite asook goedkeuring van maatreëls op residensiële paaie by ander plekke met 'n bewese geskiedenis van botsings. 'n Sekere aantal van hierdie projekte sou in werking gestel word uit die departementele begroting sodra die minimum van 50 skoolprojekte befonds is. Die res sou uit wykstoeuwysingsbegrotings befonds moes word.

Die huidige konteks:

Die padveiligheidskonteks het nie verbeter nie, en swak bestuurdersgedrag het oënskynlik toegeneem soos blyk uit die aard en volume van klagtes wat ontvang is. Ondanks die suksesvolle implementering van ongeveer 1 450 verkeersmatigingsprojekte sedert die begin van 2016, oorval inwoners die Stad steeds met versoeke vir verkeersmatigingsmaatreëls. Dit wys hoe moeilik dit is om wat inderwaarheid as 'n probleem van sosiale gedrag beskou moet word, op te los. Dit blyk duidelik dat enige wysiging van die huidige (2016-)beleid wat die goedkeuring van beduidend meer aansoeke toelaat, weer tot 'n onhoudbare situasie sal lei waar die agterstand met goedgekeurde projekte die Stad se vermoë om dit te implementeer, sal oorskry.

Sekere beperkings is egter in die huidige beleid geïdentifiseer, soos die noodsaaklikheid van groter buigzaamheid in die reaksie in minder formele behuisingsgebiede waar omgewingsverskille 'n ander benadering vereis. In minder formele gebiede word paaie vir ontspanning gebruik weens die gebrek aan ruimte weg van die straat. Verder oorskry informele behuisingsstrukture dikwels ver oor die padreserwe en die pad self word 'n gedeelde ruimte vir voertuie en voetgangers. Die mees weerbare padgebruikers loop dan 'n merkbare risiko, aangesien motoriste nie noodwendig hulle snelheid aanpas om ag te slaan op kinders wat in of langs die paaie stap of speel nie. In sommige gevalle vind dit plaas op paaie wat as hoofweë in die Stad se openbaredeurgangsregplan geklassifiseer word, waar fisiese verkeersmatigingsmaatreëls normaalweg nie gepas sou wees nie. In hierdie toestand vervul die paaie nie hulle hoërde-mobiliteitsfunksie nie en kan anders behandel word totdat hulle daardie funksie vervul. Hierdie beperking van die beleid is geïdentifiseer deur ondervinding en uit voorleggings tydens die 2024-veldtog vir die aanvra van padveiligheidsidees waar verkeersmatiging in minder formele gebiede geopper is.

Net meer as die helfte van die drieduisend (3 000) voorleggings in die 2024-veldtog vir die aanvra van idees was spesifieke versoeke vir verkeersmatigingsmaatreëls. Dit is 'n duidelike aanduiding dat dit onwaarskynlik is dat die aantal versoeke vir verkeersmatiging in die nabye toekoms sal afneem en dat die beleid vorentoe 'n volhoubare pad vir verkeersmatiging moet skep.

Sleutelveranderings aan die 2025-konsepbeleid oor verkeersmatiging:

Die 2025-konsepbeleid oor verkeersmatiging is grootliks soortgelyk aan die 2016-weergawe, met die uitsondering van die volgende sleutelverbeterings:

- 1) Die bogenoemde beperkings is hanteer, wat groter buigsaamheid moontlik maak om verkeersmatiging in buitengewone omstandighede, wat tipies hoë volumes weerbare padgebruikers behels, te implementeer.
- 2) Potensiële vennote in die voorsiening van verkeersmatiging is geïdentifiseer en hulle rolle is duidelik gestel.
- 3) Duidelike voorsiening is gemaak vir private partye om verkeersmatigingsmaatreëls te befonds, onderworpe aan alle ander bepalings van die beleid.
- 4) Die aantal skoolverkeersmatigingsprojekte wat jaarliks deur die departement geïmplementeer word, is van 50 tot 60 verhoog.

Neem asseblief kennis dat die doel van hierdie konsultasie die inwin van terugvoering oor die voorgestelde beleidshersiening is – dit is nie 'n beroep op inwoners om nuwe verkeersmatigingsversoeke in te dien nie.



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Umgaqonkqubo oSayilwayo woThothisosantya kwiZithuthi

ISISHWANKATHELO

Isebe loLawulo loCwangciso noThungelwano lweZothutho

Icandelo loLungiselelo lokuHambeka eziDolophini

ISISHWANKATHELO

Imigaqonkqubo yaNgaphambili neyaNgoku:

Imigaqonkqubo elawula ulwamkelo nomiselo lwamanyathelo othothisosantya kwizithuthi kummandla wenqila yeKapa ibekho ukususela kwiminyaka yoo1990. Ukusetyenziswa kwemigaqonkqubo yangaphambili kukhokelela ekubeni kumane kunikezwa iimvume ezininzi, nto leyo ecothisa umsebenzi weeprojekthi ezingenankxaso yamali zothothisosantya kwizithuthi. Umgaqonkqubo wothothisosantya kwizithuthi weCCT waye wenziwa izilungiso ezininzi ngo2016 ukuze kulungiswe ukungalungelelani okuphakathi kwemisebenzi emininzi eyayingekenziwa yeeprojekthi esele zivunyiwe (ngaphezu kweesayithi ezingama500) kunye nezibonelelo ezazikhona zokuphumeza ezo projekthi. Umgaqonkqubo wahlaziywa ukuze ujolise izibonelelo zamasebe eCCT kwizikolo, ukuze ubuncinane ibe zizikolo ezingama50 ezinikezwa inkqubo yongenelelo kuthothisosantya kwizithuthi ngonyaka yaye bekukho nenjongo yokuba kuya kulandelwa ngeendledlana zabo bahamba ngeenyawo emva kokuba kuqalwe ngeendlela zezithuthi.

Umgaqonkqubo wango2016 waye wabonelela ngokwamkelwa kwamanyathelo othothisosantya kwiindlela zabahlali ezikufuphi nezibonelelo zoluntu kunye nokwamkelwa kwamanyathelo kwiindlela zoluntu ezikwezinye iindawo apho kuye kwakho imbali yeengozi enobungqina bezo ngozi. Inani elithile lezi projekthi liya kumiselwa kusetyenziswa ibhajethi yesebe emva kokuba iiprojekthi zezikolo ezingama50 ubuncinane zithe zaxhaswa ngezimali. Intsalela yazo kuya kufuneka ukuba imali yazo ivele kwiibhajethi ezabelwe iiwadi.

Imeko yangoku:

Imeko yokhuseleko lweendlela ayikaphucuki, kananjalo nokuqhuba kakubi kwabaqhubi kuya kusenyukela ngokwenani nangobunjani bezikhalazo ezifunyenweyo. Noxa kumiselwe ngempumelelo malunga neeprojekthi eziyi1450 zothothisosantya kwizithuthi ukususela *ekuqaleni kuka2016*, abahlali basaqhubeka bethumela inqwaba yezicelo kwiSixeko zokuba kumiselwe amanyathelo othothisosantya kwizithuthi. Oku kubonisa ubunzima bokusombulula ingxaki yokuziphatha koluntu. Kubonakala kucacile ukuba naluphi utshintsho olwenziwe kumgaqonkqubo okhoyo ngoku (ka2016) onika imvume yokuba kumiselwe eminye imigaqo, luza kuphinde lukhokele ekubeni kubekho ubambezeleko lweeprojekthi esele zamkelwe yaye oko kwenze ukuba iSixeko singakwazi ukuzenza ezo projekthi.

Ikhona ke imiqobo eye yachongwa kulo migaqonkqubo ukhoyo, efana nesidingo sokuba kubekho unyenyiso olukhulu ekuphenduleni kwizicelo eziphuma kwimimandla yamatyotyombe apho umehluko kwimeko yezokusingqongileyo ifunisa ukuba kusetyenziswe inkqubo eyahlukileyo. Kule mimandla inamatyotyombe, iindlela ezincinci ezikhoyo zisetyenziselwa ukuhambahamba nolonwabo ngenxa yobuncinci bezithuba eziphakathi kwezindlu. Ngaphezu koko, xa kusakhiwa ezi zindlu, kuphunyelwa nangaphaya kwendlela ekufanele ukuba kungakhiwa kuyo, ze indlela leyo ijike ibe sisithuba ekwabelwana ngaso phakathi kwezithuthi noluntu. Oku kubeka abasebenzisi beendlela esichengeni nanjengokuba abaqhubi bezithuthi baye bangasehlisi isantya sokuqhuba ukulungiselela abantwana abahamba okanye abadlala kufutshane nezo ndlela. Kwezinye iimeko, oku kwenzeka kwiindlela ezixelwe njengendlela ezinkulu nezixakekileyo kwisicwangciso sezothutho seSixeko, kodwa kuthi ngenxa yemeko yaloo

mmandla kungakwazeki ukuba kuthathwe amanyathelo othothisosantya kwizithuthi. Phantsi kwezi meko, iindlela azenzi msebenzi wazo ongundoqo wokuhambisa izithuthi yaye ngenxa yoko, kujongwana nazo ngendlela eyahlukileyo de zibe zenza umsebenzi wazo. Esi sithintelo kumgaqonkqubo sachongwa ngokuthi sibonwe ngamehlo kananjalo sabhalwa nakumaxwebhu angenisiweyo kwiKhwelo leZokhuseleko eziNdloleni lango2024 apho kwakusenziwa iPhulo lokuFumana iZimvo malunga nothothiso lwesantya sezithuthi kwimimandla yamatyotyombe.

Ngaphezu kwehafu kumaxwebhu angenisiweyo angamawaka amathathu (3 000) ngo2024 ePhulo lokuFumana iZimvo, ibe zizicelo ezingqalileyo zokuba makuthathwe amanyathelo othothisosantya kwizithuthi. Oku kubonisa ngokucacileyo ukuba inani lezicelo zothothisosantya kwizithuthi alizi kwehla nakwixa elizayo, kananjalo lo mgaqonkqubo kufuneka uze nenkqubo ezinzileyo yothothisosantya kwizithuthi.

Utshintsho olunguNdoqo kuMgaqonkqubo oSayilwayo woThothisosantya kwizithuthi wango2025 :

Umgaqonkqubo oSayilwayo woThothisosantya kwizithuthi wango2025 ubufana kakhulu nowango2016, ngaphandle kwezi nguqu zingundoqo zilandelayo:

- 1) Imiqobo ekhankanywe ngentla apha iye yathathelwa ingqalelo, ze oko kwenza ukuba kukwazeke ukumisela imigaqo yothothisosantya kwizithuthi kwiimeko ezizodwa, ingakumbi kwimithamo emikhulu echaphazela abasebenzisi beendlela abasemngciphekweni wokutshayiswa zizithuthi.
- 2) Kuchongwe amahlakani ekunokusetyenzwa nawo ekuboneleleni ngothothisosantya kwizithuthi kwaze kwacaciswa nendima yawo.
- 3) Kubekwe imiqathango ecacileyo yamaqela abucala okuxhasa ngezimali amanyathelo othothisosantya kwizithuthi, kulandelwa imiqathango yomgaqonkqubo.
- 4) Linyukile inani leeprojekthi zezikolo zothothisosantya kwizithuthi ezimiselwa minyaka yonke lisebe ukusuka ku50 ukuya ku60.

Nceda uqaphele, injongo yoku kubonisana kukuqokelela izimvo ezimalunga nohlaziyo lomgaqonkqubo olundululwayo – asilokhwelo lokuba abahlali bafake izicelo ezintsha zothothisosantya kwizithuthi.