



31 May 2010

Att: Arthur Fotui

Transport Impact Assessments
& Development Control
Transport Planning
Transport Directorate
City of Cape Town

Dear Arthur,

Re: Rondebosch Boys' High School – Traffic Master Plan

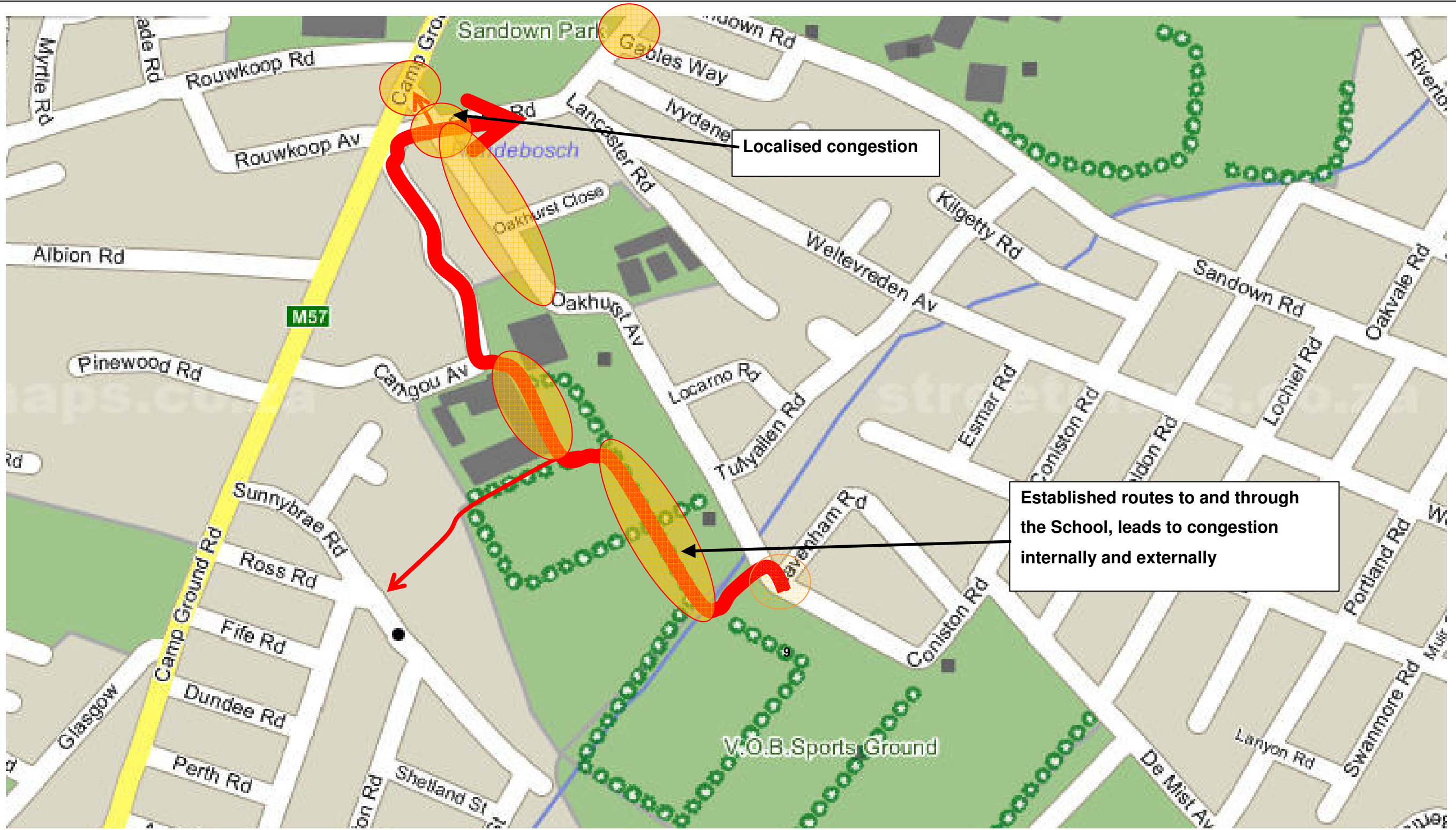
This letter has been prepared on behalf of Rondebosch Boys' High School, who has been requested to prepare a Traffic Master Plan in light of concerns regarding traffic congestion in the immediate vicinity. Hence, the purpose of such a plan is to manage the AM and PM peak traffic demands arising from the school in an appropriate manner, in such a way as to improve the current traffic operations for the school and minimize external congestion for this brief period.

Consequently, this letter firstly describes the current scenario and, using the improved on-site circulation possibilities arising at the school from recent parking upgrades, presents a conceptual circulation system that offers a number of significant benefits to both adjacent residents and the school alike.

Status quo am and pm

Figure 1 below shows the school with its immediate environs and describes the typical operations during this period. Currently, the AM peak congestion occurs after 07:40 and lasts for approximately 15 – 20 minutes. School traffic consists of Rondebosch Junior and High school, plus the Oakhurst Girls' school. There are three accesses to Rondebosch Boys' High: through the memorial gates, via Oakhurst Avenue, through the Main Gate via Canigou and lastly through the side gate at Sunnybrae. The most significant congestion occurs at the four-way intersection of Canigou, Glebe and Oakhurst with traffic movements restricted by the signalised intersection on Campground Road.

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Project

Rondebosch Boys' High
 School – Traffic
 Management Plan

Title

Existing AM Traffic Scenario



Figure 1

The high volumes of traffic along Campground Road permit very little green time at the signalised intersections for the minor roads and this leads to queues and delays for the traffic along these side roads in the short period before 08:00. This situation is compounded by the internal traffic routes currently adopted by Rondebosch Boys' High, as shown in Figure 1. The access route via Canigou and the Main Gate is an important two-way link but the route from Oakhurst, via the Memorial Gates is primarily one-way flow, from Oakhurst, through the school and out at the Main Gate. In effect, this primary flow leads to good entry but poor exit opportunities as there is too much traffic at the Canigou / Glebe / Oakhurst intersection. Hence, this exiting school traffic flow worsens congestion at this point.

Most of this traffic originating from Belvedere Road direction leaves the school towards Sandown Road or the City. This exit route via Canigou sees some of the traffic turning left towards the signals, some heading straight towards Sandown or right back to Oakhurst. With regard to the City destination, external travel times suggest that once the school drop-off is completed, the quicker option is to choose Campground Road, rather than return via Sandown. However, these choices are influenced by congestion at the following intersections i.e. parents believe it is quicker to turn left towards the signals, than straight towards Sandown and struggle to gain access at the intersection of Glebe/Sandown. There is a clear rat-run of traffic along Weltevreden, seeking an alternative to Sandown. Claremont / Wynberg-bound traffic can, and does, exit via Sunnybrae with some traffic returning to Belvedere via Keurboom.

To keep matters in perspective, this congestion last for approximately 15 – 20 minutes during term times, whereafter there is little congestion on the external roads.

In the afternoon, the staggered closing times of the schools and the extra-curricular activities see far less congestion and if queues do occur, they quickly dissipate. Oakhurst Avenue experiences some parallel parking along various sections, where parents of Oakhurst and Rondebosch wait for the children. This can cause some minor inconvenience for through traffic (actually a good thing as speeds are reduced as of necessity) and for local residents who experience some parking adjacent to their homes.

Finally, there is some parking along residential streets on extraordinary Saturdays when the school plays host to rugby and hockey matches. This situation has been improved lately with the extra capacity provided on school premises at the pool, but the subsequent inconvenience is not considered to be unreasonable for short periods and a maximum of 12 Saturdays of the year.

Future Traffic Management

Figure 2 below describes the proposed Traffic Management Plan, made possible by the new parking area adjacent to the pool, with a split entrance and exit onto Oakhurst Avenue. This facilitates ease of entry and better exit options with plenty of parking within the school itself. There are a number of benefits to this arrangement:-

- **Improved internal circulation**

The new arrangement permits entering traffic through the main gate an alternative egress, without having to return through the same main gate. This is true for traffic entering from the Sunnybrae Gate. Furthermore, the entering traffic from Oakhurst has the option to return towards Belvedere Road via Oakhurst or if they wish to exit towards Sandown Road along Tullyallen.

- **Reduced external congestion**

This improved internal circulation has the potential to reduce the traffic demand at Canigou/Glebe/Oakhurst/Campground, and thereby reduce this external congestion.

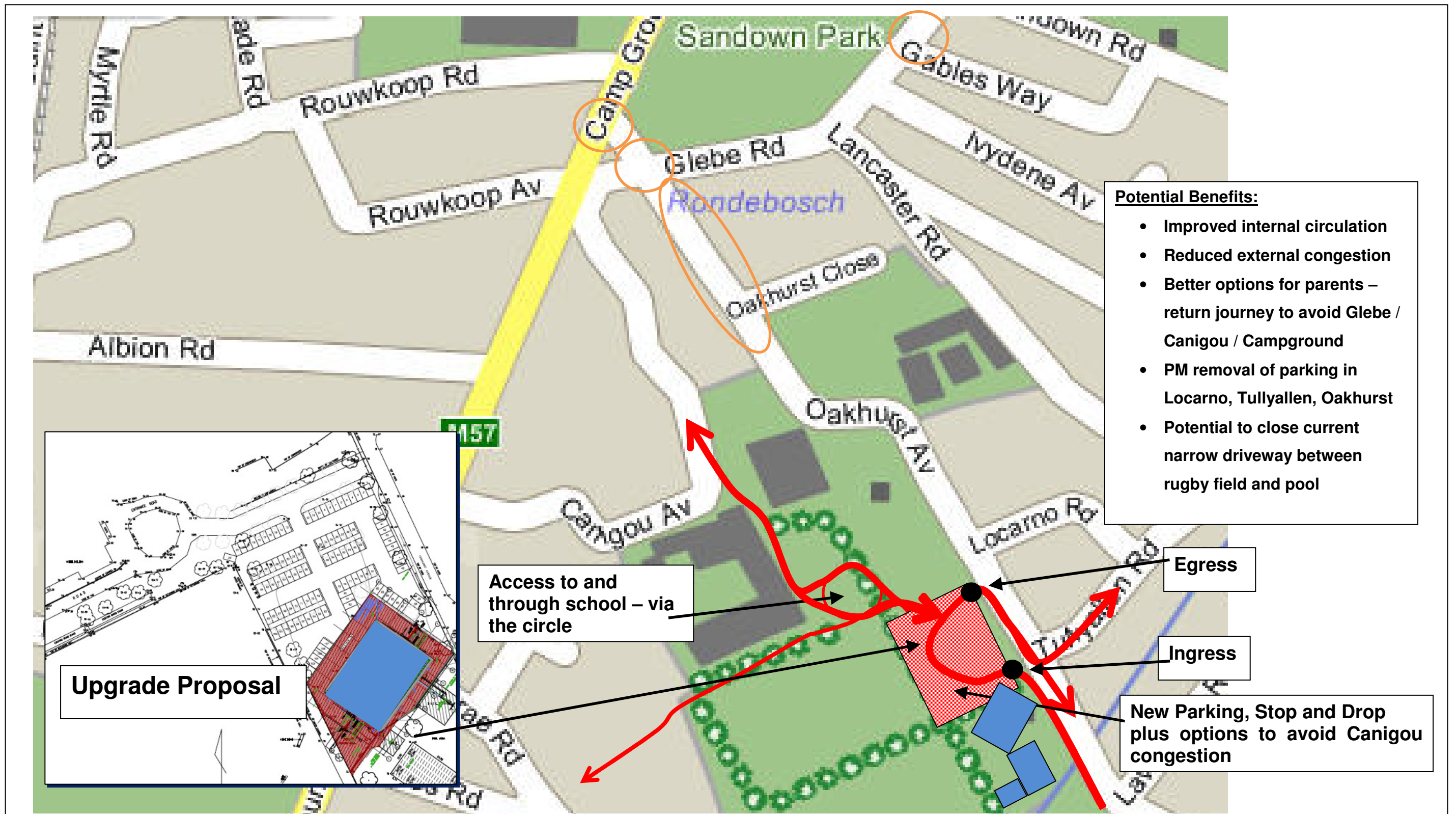
- **PM removal of parking in Locarno, Tullyallen, Oakhurst**

With improved internal parking, there will be no need for parking along Oakhurst and adjacent streets by parents collecting boys in the afternoons.

- **Closure of canal bridge**

The current one-way bridge across the canal can be closed for general vehicular access thus eliminating a dangerous route for both vehicles and pedestrians.

In general, the proposed improvements to the overall circulation are seen as positive in reducing the limited external traffic congestion while improving internal circulation significantly. The stop and drop opportunities at the new parking area are to be encouraged as they reduce the need for such actions externally to the school.



Project

Rondebosch Boys' High School – Traffic Management Plan

Title

Proposed Future Scenario – AM and PM conditions



Figure 2

WAY FORWARD

While the proposed improvements to the school accesses and overall circulation are viewed as positive for the adjacent neighbourhood and RBHS, it is recommended that these changes be introduced and monitored to assess their efficacy, with amendments if required. Hence, the change to operations should be introduced to the parents via the normal school communication channels, and then implemented using teachers and pupils to encourage compliance.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'S R Sutcliffe', with a long horizontal line extending from the end of the signature.

S R Sutcliffe Pr. Eng.