

# WATERKLOOF TRAFFIC MANAGEMENT PLAN

## PROPOSED NEW MEASURES TO MANAGE TRAFFIC IN THE WATERKLOOF TOWNSHIP

### 1. ROAD CLOSURES AND IMPROVEMENTS (TASKS A - F)

*i.       **TASK A.** Close Lawley east of Rigel Avenue*

The main motivation for this closure is traffic safety. The intersection of Rigel Avenue and Lawley Street is located near to the intersection of Rigel and Kloof while gradients are very steep. Some traffic intrusion also occurs on Lawley Street. The main motivation for the street closure is traffic safety.

*ii       **TASK B.** Close Milner directly east of Florence Ribeiro*

The purpose is to eliminate external traffic from making use of local residential streets and to eliminate dangerous turning manoeuvres into Florence Ribeiro.

*iii      **TASK C.** Convert existing T-junction of Kloof Avenue and Rigel Avenue to a partial intersection that excludes right turn manoeuvres from Kloof Avenue to Rigel Avenue*

The intersection provides access to facilities such as Laerskool Anton van Wouw and churches in the area and could not be recommended to be closed. The right turn manoeuvre is dangerous and causes delay to other vehicles and should be diverted to other routes, such as Main Street where they have the benefit of a signalised intersection. Median closure at Rigel/Kloof might be considered in future

*iv      **TASK D.** Construct exclusive protected right turn lane in Rigel Avenue south of Main Street*

The traffic signal at the intersection of Main Street and Florence Ribeiro Drive is located on a steep downhill a protected and exclusive right turn lane should be constructed to provide a refuge area for right turn vehicles out of the way of through traffic.

*v       **TASK E.** Close Albert Street west of Crown Avenue*

Several options were assessed to restrict the increasing volume of external vehicles that make use of Albert Street through Waterkloof, particularly the section west of Crown Avenue where the road network has a local residential character.

The benefit of this proposal is that through traffic in Albert Street is blocked, while through traffic on Crown Avenue will not be affected. Residents west of Crown Avenue will have to make slight detours, but the additional travel distance is offset by the greater benefit of reduced traffic volumes.

vi **TASK F.** *Close Heloma Street north of Albert Street*

The purpose of this intervention is to preserve the local residential character of Heloma Street by eliminating the increasing volume of vehicles that make use of Heloma Street to avoid congestion on other streets.

Vii **TASK G.** *Close Rautenbach Avenue south of Main Street*

Local streets are used as short cut to Laerskool Anton van Wouw. Traffic should rather use routes where traffic management measures have been introduced. The short stagger in Main Street between Lange Street and Rautenbach Avenue adds to the motivation to close Rautenbach Avenue.

**2. ONE-WAY CIRCULATION SYSTEM AT WATERKLOOF PRIMARY SCHOOL (TASK H)**

The purpose of the proposed counter-clockwise circulation around the school is to ensure that learners can be dropped-off or picked-up on the left hand side of the vehicle, i.e. eliminate pedestrian-vehicle conflict. The Municipality has already constructed roundabouts in Crown Avenue at both Julius Jeppe Street and Milner Street to accommodate traffic to and from the school.

**3. DIAGONAL CLOSURES (TASKS I-L)**

Diagonal closures are used to direct unwanted external through traffic on local streets to routes that are more suitable, with the minimum impact on local residents. The purpose is to restrict through traffic to streets that can accommodate more traffic, while protecting streets with an exclusive local residential character.

Diagonal closures are recommended at the following intersections:

- i. **TASK I.** *Premier Street and Edward Street*
- ii. **TASK J.** *Sydney Street and Julius Jeppe Street (also additional TRT traffic)*
- iii. **TASK K.** *Long Street and Main Street*
- iv. **TASK L.** *Silver Oak Avenue and Julius Jeppe Street.*

**4. MINI CIRCLES (TASKS M-R)**

Mini circles play an important role in the traffic calming strategy for Waterkloof and with the assistance of the Municipality, mini circles have been constructed at numerous intersections with great effect. Some mini circles on busy routes cannot accommodate peak hour traffic demand and it is recommended that they should be improved, namely:

- i. **TASK M** *Silver Oak Avenue and Main Street*
- ii. **TASK N.** *Main Street and Kloof Avenue.*
- iii. **TASK O** *Sydney and Albert*

Additional mini circles are required at intersections where two-way stop streets are unable to efficiently accommodate the traffic demand. Mini circles have the added advantage as traffic calming measures.

- iv. **TASK P.** *Main Street and Dey Street.*
- v. **TASK Q.** *Moore Avenue and Albert Street*

vi. **TASK R.** *Premier Street and Main Street.*

**5. SPEED HUMPS (TASKS S-T)**

Speed humps contribute to slow down traffic and additional speed humps are proposed at the following locations:

i. **TASK S.** *At the new mini circle in Main Street at Dey Street.*

ii. **TASK T1, T2 AND T3** *in Clark Street.*

**6. ADDITIONAL MEASURES IN ALBERT STREET EAST (TASK U)**

Through traffic in Albert Street is the primary cause for the deteriorating residential quality in Waterkloof. In order to mitigate the impact of new developments east of Dely Road, additional traffic calming and traffic management measures are required.

The Municipality has designed a chicane with speed humps at the eastern end of Albert Street. Additional speed humps will be required to deter diverting traffic as a result of the TRT.