

**From:** Rob Tarboton [mailto:rbt@sai.co.za]  
**Sent:** 05 April 2016 06:54 AM  
**To:** Phillipa Harrison  
**Cc:** Pierre Berrange; Alan Fourie  
**Subject:** PROPOSED MOTHER AND CHILD CENTRE: VCC ESTATE

Good day Phillipa

Following the attendance of your display on 18 February 2016 at the VCC that gave some information on the proposed development of the mother and child centre on the estate, I attended a presentation by the developers on 23 March 2016 and have also read the traffic impact assessment (TIA) report for the development.

At this stage I am concerned that the matters that I raised as an interested and affected party have to date not been adequately addressed.

I am a resident in Village 2 of the VCC Estate and will therefore be directly affected by the proposed development.

While the proposed development of a mother and child hospital and boutique hotel on this site can be supported, it will have a significant impact on traffic on Peter Brown Drive, both during the construction phase and following the opening of the hospital. There are certain improvements to the road infrastructure that are considered essential in the proximity of the proposed development that are not adequately addressed in the TIA.

## **BACKGROUND**

The road through Queen Elizabeth Park and the section of Peter Brown Drive past the proposed development form part of a popular route for runners, walkers and cyclists, at times in groups of 10 or more persons. This is due to the attractiveness of the park environment and the present relatively low traffic volumes on this section of Peter Brown Drive.

Other pedestrians that walk on Peter Brown Drive past the proposed development on a daily basis include Ezemvelo employees, domestic workers from VCC Estate Village 2 and others from nearby houses. The Ezemvelo office is large and generates significant traffic volumes going past the site of the proposed mother and child facility.

The pedestrians, runners, walkers and cyclists presently all utilise the road itself, due to the absence of foot-walks or cycle paths adjacent to Peter Brown Drive. Peter Brown Drive is only 5,7 metres wide past the proposed hospital site and vehicles have to use the opposing traffic lane to pass the non-motorised users. Even with current traffic volumes there are times when vehicles have to wait for opposing traffic before overtaking the non-motorised road users.

From the access to the Victoria Country Club through to Link Road the roadway is 6,8 metres wide, but still does not have surfaced foot-walks. This again results in all vehicular and non-motorised users having to share the surfaced roadway.

During the presentation on the mother and child centre mention was made of the ambience of the area as being conducive to the healing process for patients, with the boutique hotel catering for visiting family members. The proximity of Queen Elizabeth Park could make the park an attractive

destination that is within walking distance for recuperating patients and visiting family members. Use of pushchairs in this area can be anticipated.

### **Traffic Impact Assessment**

The TIA projects substantial volumes of traffic turning right into the development, as well as going past the development from and to Queen Elizabeth Park. The entrance to the mother and child centre is projected to be busy and activity at the entrance will include public transport that can be expected to be turning around and parking in Peter Brown Drive.

In respect of pedestrians the TIA states the following:

*“Currently there are very few pedestrians walking along Peter Brown Drive. Although the developments will generate additional pedestrian traffic it’s expected they will use public transport and thus lay-bys should be installed in close proximity to the intersections with Peter Brown Drive. No sidewalks are needed along Peter Brown Drive at Present.*

*Pedestrian traffic along Peter Brown Road should remain low provided that lay-bys are installed in the vicinity of the accesses to the developments. Pedestrian movements should however be monitored and sidewalks installed if warranted at a later stage.”*

The TIA gives insufficient consideration to the safety of existing non-motorised users in the area. With the increase in traffic volumes during the construction phase of this development, as well when the facility becomes operational, it is considered essential to provide facilities for the non-motorised users.

### **ROAD IMPROVEMENTS**

The following road improvements are considered necessary as a minimum in the vicinity of the development:

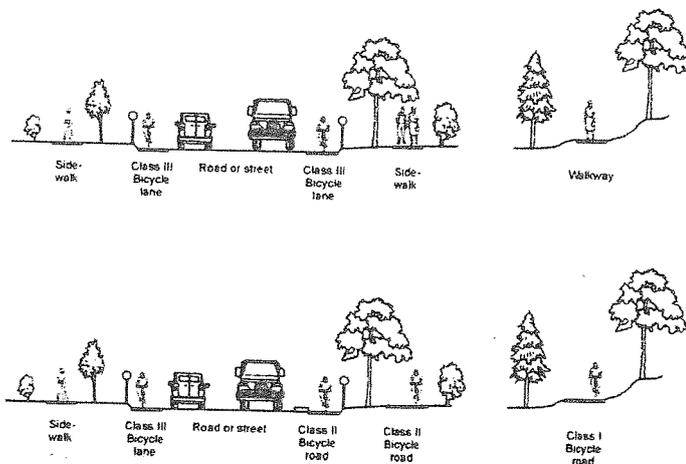
1. Construct a right turn refuge at the access or accesses into the development area (at the presentation on the development it was mentioned that this would be done, but this is not included in the TIA).
2. Provide off-street facilities for turning and parking public transport vehicles (standard lay-bys will not be adequate).
3. Widen the Peter Brown Drive roadway to provide for two 3 metre wide traffic lanes and surfaced shoulders at least 1 metre wide adjacent to the development boundary (this shoulder is required for the safety of cyclists and this width is narrower than normal guidelines indicate as a requirement).
4. Provide a surfaced foot-walk on one side of Peter Brown Drive from Link Road through to the Ezemvelo entrance gate to separate the runners, walkers and other pedestrians from the vehicular traffic.

It will be appreciated if a response to the above can be received.

Regards,

Rob Tarboton

## Classification of pedestrian ways



## Need for sidewalks and walkways

- **The sidewalk and walkway is one of the most important facilities that can be provided for pedestrians** (together with pedestrian crossings, kerb ramps and refuge islands). Sidewalks are often associated with significant reductions in pedestrian accidents and the improvement of mobility for pedestrians (Ogden, 1994). Sidewalks (and walkways) should therefore be part of every street and road, except those on which pedestrians are not allowed or which are not used by pedestrians. In urban areas, particularly, sidewalks should be installed even if pedestrian traffic may be light (Otak, 1997).
- In areas where sidewalks and walkways have not been provided, programmes should be put in place to gradually construct sidewalks and walkways. Priority can be given to streets and roads on which sidewalks are most urgently required, but the intention should be, in urban areas, to provide a sidewalk on every street used by pedestrians. Even in rural areas, sidewalks should be provided on roads used by significant number of pedestrians.

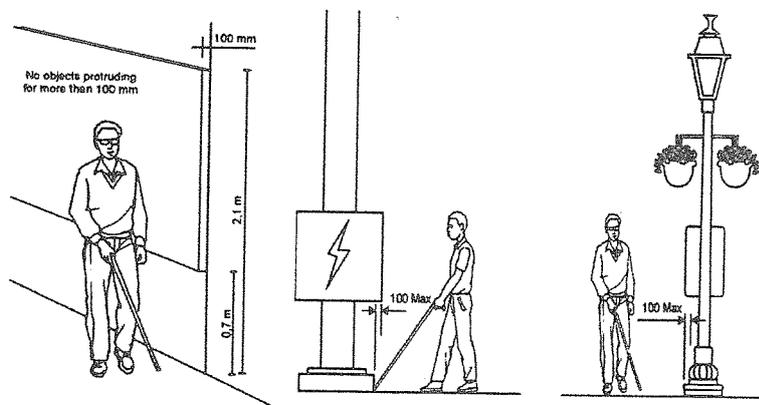


## Design elements for pedestrian ways

- **Minimum width**
  - Sidewalks/walkways with buffer strip
    - Minimum width: 1,5
    - Desirable width: 1,8
    - Buffer strip width: 0,6
  - Sidewalks/walkways without buffer strip: 1,8 m
  - Sidewalks in Business Centres 2,5 – 3,5 m
- **Protruding objects and obstructions**
  - Protruding objects are potentially hazardous, and can cause bodily harm to persons, particularly to persons that have visual impairments. A vertical clearance interval of 2,1 m should be provided below all elements that overhang a sidewalk or walkway, such as awnings, banners, tree branches, and road signs.
  - No object (except handrails) should protrude more than 100mm horizontally into the sidewalk or walkway space if such object is located between 0,7 m and 2,1 m from the pavement surface.



## Design elements for pedestrian ways



# Part 1. Design Controls

## Standards

The Guidelines for Bicycle Facilities have classified 4 types of bicycle paths as indicated below.

2 way gded = 3 m  
Minimum = 2,5 m.

Cycle lane width  
1,2 absolute min  
1,5 m desirable

9,3 |  
1,5 m |

Quiet streets  
only 30-40 km/h



	<p><b>CLASS 1</b> Path on independent alignment and reserved for either cyclists, or cyclists and pedestrians, only.</p>
	<p><b>CLASS 2</b> Path which is located within a road reserve and separated from other traffic and for the use of cyclists, or cyclists and pedestrians, only.</p>
	<p><b>CLASS 3</b> Path forming part of a street or carriageway and marked accordingly. This path is also known as a cycle lane.</p>
	<p><b>CLASS 4</b> Path located on a low volume street to serve as a link in a network of bicycle paths. The path is indicated by signs and markings.</p>

On commuter routes  
separate cycles of  
pedestrians

Intersections of accesses  
can be a problem  
- class 2 has to be  
done very carefully.

Cycle symbol + colour  
differentiation

no lane, but put  
up cycle signs.



Roadmarkings signs and traffic signals have all been standardised. Route markers are encouraged for continuity and information for cyclists.