

FISH HOEK VALLEY RATEPAYERS & RESIDENTS ASSOCIATION

(Incorporating Fish Hoek, Clovelly and Sun Valley)

P.O. Box 22125, Fish Hoek 7974

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**TO: WARD 64 COUNCILLOR AIMEE KUHL, aimee.kuhl@capetown.gov.za
SUB-COUNCIL CHAIR: ALDERMAN FELICITY PURCHASE**

SUBJECT: NEW MAIN ROAD CROSSING, FISH HOEK

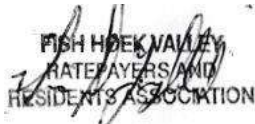
1. DISCUSSION

Thank you for installing the new pedestrian crossing on Fish Hoek's Main Road between the Fish Hoek Arcade Centre and Videorite Store. However, we have some concerns with the design and execution. We have three architects on our Departures Sub-Exco Team who would like to meet with the designer to suggest alternatives from their collective experience including the storm-water gutter safety issue. One architect also does extensive Project Management work and has some suggestions for the bricks that are already loose or have sunk into the substrate. This is partially a contractual issue. If possible, we would also suggest a raised speed bump for traffic calming. In general, there is a real need to have further visual indications to alert vehicle drivers that a pedestrian crossing is ahead. Our main concern here is that paint fades over time and due to wear and tear on the road surface which removes the paint. We originally suggested that the pedestrian signal light with push button be moved from the Central Road / Main Road intersection opposite The Town Square to this pedestrian crossing as opposed to just erecting yet another pedestrian light. We further suggest a maximum of 30 minutes parking be enforced on Main Road.

2. RECOMMENDATIONS

Therefore, for the reasons set out in this report, we put forward the following ideas for discussion:

- Request to meet with the designer and contractor;
- Install a raised speed bump;
- Move the Central Road pedestrian light to the new pedestrian crosswalk; and
- Enforcement of maximum 30 minutes parking on Main Road.

NAME & SURNAME	<i>Brian Youngblood, Chair: Fish Hoek Valley Residents and Ratepayers Association (FHVRRA)</i>
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SIGNATURE	
DATE	19 October 2018

Annexure

Annexure A: One_Way_Motivation_FH_V7.docx

Annexure B: One_Way_Signatory_Page.jpg

Annexure C: SubCouncil_19_Infrastructure_Upgrade_One-Way.docx

**FROM: FISH HOEK IMPROVEMENT PROJECT
FISH HOEK CENTRAL IMPROVEMENT DISTRICT
FISH HOEK VALLEY RATEPAYERS' AND RESIDENTS' ASSOCIATION**

TO: SUBCOUNCIL 19

SUBJECT: REQUEST PROJECT INITIATION FOR UPGRADE OF INFRASTRUCTURE SERVICES AND TRAFFIC IMPACT ASSESSMENT FOR THE POSSIBLE CONVERSIONS OF FISH HOEK'S MAIN ROAD AND BEACH ROAD COUPLET TO ONE-WAY TRAFFIC FLOW

1. EXECUTIVE SUMMARY

The Fish Hoek Improvement Project (FHIP), Fish Hoek Central Improvement District (FH CID) and Fish Hoek Valley Ratepayers' and Residents' Association (FHVRRRA) request the following:

- a. Upgrade and rehabilitation of Roads and services along Main Road from Clovelly to Sunnycove. This should include pedestrian improvements together with hard and soft landscaping; and
- b. A traffic impact feasibility assessment for the possible permanent conversion of Fish Hoek's Main Road to one-way traffic starting from the Kommetjie Road / Simon's Town Road / Main Road circle, continuing until the current Beach Road turnoff and making Beach Road a concurrent, but opposite one-way traffic starting from the Main Road turnoff to Simon's Town Road.
- c. A study as part of the Integrated Zoning Scheme for an integrated rehabilitation to include all services and improved hard and soft landscaping together with pedestrian improvements for the construction of the Fish Hoek Interim Northern Bypass.

The purpose of which is to form a safe and efficient transport network within the Fish Hoek Valley as part of the ongoing planning process and spatial implications of sustainable growth and changes for maximising the environmental qualities and urban opportunities. Also to replace the crumbling infrastructure services before resulting disasters occur noting that relining the sewerage pipes did not result in significantly lower E. coli counts requisite, inter alia, for Blue Flag status of our beach.

2. RECOMMENDATIONS

It is recommended that, for the reasons set out in this report:

This sub-council gets a project identified to motivate for sufficient funding and source appropriate professional skills from all the relevant directorates and departments to:

- Upgrade and rehabilitation of Roads and services along Main Road from Clovelly to Sunnycove. This should include pedestrian improvements together with hard and soft landscaping; and
- Conduct a feasibility assessment trial for the possible permanent conversions of Fish Hoek's Main Road and Beach Road couplet to one-way traffic in opposite directions by the Commission of Transport during the infrastructure upgrade.
- Construct the Interim Northern Bypass by the Spatial Planning and Urban Design Department drafting a local development plan for Fish Hoek for an integrated rehabilitation as part of the Integrated Zoning Scheme to include all services and improved hard and soft landscaping together with pedestrian improvements for

the construction of the Fish Hoek Interim Northern Bypass Programme and Landscape Framework.

3. DISCUSSION

The services infrastructure is starting to fall apart. The frequency of our 50 year old plus burst water mains has been increasing. If a major water mains break occurs that cannot be fixed within 24 hours in the summer or 48 hours in the winter, Fish Hoek's water reservoirs will be completely depleted and unable to further supply backup reserves. Fish Hoek Beach cannot obtain blue flag status in part due to the high levels of *Escherichia coli* (*E. coli*) bacteria most likely from our 100 year old plus sewerage system, which is cracked and leaking. Fibre-optic cables are being laid in secondary roads and will require trenching on the main roads for connections. The capacity of the electricity cables needs to be upgraded.

Fish Hoek is an important commuter corridor for people accessing the public transport interchange: train station, the bus station and the taxi rank from surrounding areas such as Ocean View, Masiphumelele, Noordhoek, Sunnyside, Scarborough, Kommetjie and Simon's Town. It is an important business node which serves the same people and at the same time creates much needed employment; it is a vital part of the Cape Peninsula scenic tourist route serving the world famous and popular Fish Hoek beach and popular Boulders Penguin Colony and Cape Point, which is visited by people from all over South African and overseas. Specifically, Fish Hoek Main and Beach Roads serve the critical function as mobility corridors, tourism routes and activity corridors for commercial uses of the Fish Hoek Central Business District.

The Fish Hoek central business district (CBD) is an aesthetic eyesore in need of a cost effective rehabilitation afforded by the infrastructure services upgrade and topping with bricks and trees.

We are concerned with the trends of neighbouring suburbs' traffic flows, such as the overcrowded Main Road in Wynberg, Kenilworth and Claremont areas. We have to do something different as just continuing that trend from there to us will result in the same chaotic mess.

a. Existing Traffic Flow

Currently Main Road has two-way traffic. Beach Road is one-way in two sections, otherwise it also has two-way traffic. Peak hour traffic flow capacity was reached in 1989 and has been the cause of lengthening the peak period ever since. See Annexure A.

The current usage by local traffic to Simon's Town often uses Beach Road anyway due to the perceived shorter distance and time, the latter due to avoiding three, possibly unsynchronised, traffic lights. Currently Beach Road is one-way in two sections anyway, but the taxis often ignore the one-way sign painted in the road near the Taxi Rank in order to use Caltex, gain access to their parking area or to enter Main Road.

Turning right onto Main Road from the Central Road stop sign intersection is often difficult due to being roughly equidistant between two possibly unsynchronised traffic lights. Just as the flow subsides from the one light, the other direction's traffic is now reaching this intersection. Making Main Road a left turn only at this intersection would mean that an additional traffic light decision can be postponed, possibly indefinitely.

b. Proposed Traffic Flow

The proposed one-way flows of Fish Hoek's Main Road to one-way traffic starting from the Kommetjie Road / Simon's Town Road / Main Road circle to the current Beach Road turnoff and making Beach Road a concurrent, but opposite one-way traffic starting from the Main Road turnoff to Simon's Town Road, are needed to address a number of issues, as stated below. We request a temporary trial period of changing to the proposed one-way traffic flows in order for a traffic impact assessment to be done, give the residents an opportunity to formulate an informed opinion on making these changes permanent based upon first-hand experience and to give some peace of mind to the shopkeepers that the traffic flow bringing them customers will not be too disrupted like they were for the Kalk Bay retailers. The much needed infrastructure services upgrade (storm-water, sewers, water reticulation, electricity and fibre-optic supply) will probably disrupt traffic anyway during this time and the proposed

one-way section design may actually ease the traffic stop-go delays. This would be an ideal time to conduct this trial.

The intersection of Recreation Road and Main Road needs to be converted to two-way stop signs with this current traffic light / robot moved to Beach Road and Simon's Town Road to allow the one-way traffic a chance of cutting across the traffic coming from Kommetjie Road. This intersection was identified in the Hawkins, Hawkins and Osborne traffic analysis of 1989 as the cause of the Kommetjie Road / Simon's Town Road / Main Road circle queue backup blocking this circle during the peak "rush" hours.

The traffic robot at the Station Road intersection with Main Road may be moved to the eastern end of the Northern Bypass. Due to the nature of one-way traffic facilitating egress and ingress to the station along Main Road, a robot will no longer required at Station Road. The volume of traffic through this intersection should substantially decrease as taxis will then leave Fish Hoek by Beach Road instead of going through the village on Main Road looking for even more passengers with associated double parking stops that disrupt the traffic flow. The traffic calming effects of the speed humps behind the used car dealership (old OK Bazaar) and stop sign at Station Road and Beach Road should remain.

The pedestrian light at De Waal Road and Main Road should remain to allow Shoprite / Checkers' customers access to the Railway Station.

The proposed Fish Hoek Interim Northern Bypass would ease traffic on Ou Kappse Weg, upgrade the dirt road to provide legitimate access for the City's Electricity vehicles to their municipal buildings and provide cycle paths for school children. All of the traffic between Kalk Bay and Scarborough, Kommetjie and Masiphumelele would then be able to bypass Fish Hoek as their destination wasn't Fish Hoek anyway. See dotted line in Annexure B.

c. Issues Addressed

From adverts placed in both local newspapers, the Fish Hoek Community Collective requested responses to a survey on what residents felt was wrong with Fish Hoek. From subsequent meetings, FHIP was formed to address those complaints and problems. These issues were translated into opportunities for creative problem solving. The following issues can be addressed with this proposal while still maintaining the village's character.

i. Fish Hoek has a Beach

Some tourists have complained saying that they were not aware that Fish Hoek had a beach. With one of the two proposed one-way roads being Beach Road, which offers almost unobstructed views of the beach, this complaint and missed tourism opportunity with open space amenity value would be addressed.

ii. Create Second Store Front Area

Although it is understood that landlords want their properties fully leased, there were many complaints about the current mix of businesses as landlords have dropped their requirements allowing "lower quality" tenants to temporarily occupy their premises. Many of these businesses fail as low barriers to entry are easy to replicate and attract a price war to the bottom harming sustainable profits. By creating a second "main road" in Fish Hoek, it is hoped that this will attract property developers that see the opportunity for creating a second "upscale" store front area, especially a tourist centric development due to the sea view, and hopefully, improve the mix of tenants. Additional commercial space beyond that currently provided, including the Long Beach / Sun Valley Mall areas, is needed based upon the accepted South African standard of 2 m² of commercial floor space per head of population to service the greater Fish Hoek area.

iii. Increase Parking (angled / diagonal)

Fish Hoek has a parking problem. Often all parking bays along the southern section of Main Road, First Avenue and parking lots between First and Second Avenue are completely full. This does not always translate into increased footfall for the retailers as many are used for all-day parking by shop staff or commuters. By changing from parallel to 45° angled / diagonal parking on Main Road, it is hoped that the promised 30% to 40% increase in number of parking bay / stalls can be achieved. This offers another advantage in providing a distinct

feeling of a rural shopping area where parking is available either directly in front or nearby, their favourite store. This would revive Fish Hoek Main Road for pedestrians due to more pedestrians entering and exiting their vehicles out of the traffic flow and only having to navigate the one-direction flow from one traffic light. This could possibly decrease the total number of accidents that have been unacceptably high since the 1998 study. Many shoppers have trouble parallel parking and will just bypass Fish Hoek's retailers entirely as a result.

iv. Be More Pedestrian Friendly

Current traffic flow on Main Road is hazardous to pedestrians. Fish Hoek has many elderly citizens and mothers with prams, which we call "sticks and prams". Due to the long walking distance, when exiting Fish Hoek Arcade after parking on First Avenue or the adjacent parking areas, pedestrians typically do not walk to the traffic light / robot or pedestrian light. They attempt to cross Main Road about midway between robots in front of the Fish Hoek Arcade heading towards Standard Bank, VideoRite, the beach alleyway and railway station, but due to the timing of the two traffic lights, pedestrians often clear the closest side of traffic then stand in the centre of Main Road until they can walk the rest of the way across after the traffic has subsided coming from the other direction.

This area needs to rather be a wide, raised pedestrian zebra crossing / speed bump for traffic calming with the existing pedestrian light moved from the Fish Hoek Town Square to this crossing. Also, the light should ideally be timed with the traffic robots to automatically stop traffic for the pedestrians as the current pedestrian light does not function usually until after the pedestrians have "taken the gap" anyway.

v. Paved Walkways (pavement / sidewalk)

With the anticipated infrastructure services upgrade along Main Road, it is our wish to have the pavements laid with bricks like those from Woolley's Pool to Muizenberg, rather than the current asphalt / cold mix.

vi. Centralise Services for Trees

Apparently Fish Hoek cannot plant trees as the current services run too close for tree roots. If the hard and soft landscape findings propose trees, then Parks and Forests' involvement for advice and funding assistance for trees along Main Road should be sought. Besides the improved aesthetics, trees will also provide relief from strong summer sunlight and inclement weather, at least initially. It is our wish that the trees be surrounded by a circle of bricks with a gap for earth / sand to be level with the brick tops up to the tree base as can be seen on Atlantic Road in Muizenberg so as to not collect wind-blown rubbish.

The ultimate goal here would be to make Fish Hoek a more attractive shopping and commercial precinct, which would be more accessible during the day and at weekends.

vii. Improve Traffic Flow (rush hour: robots)

Fish Hoek has definite rush hours in the morning and afternoons to and from Cape Town and Simon's Town. We feel that one-way traffic with fewer robots will greater reduce the robot waiting times and improve traffic flow, especially the traffic circle which reached capacity in 1989. Fewer robots should also help with synchronised "green light corridor" timing.

viii. No need for Taxis to stop along Main Road

Any pedestrian that has already managed to get to the Main Road will most probably not be willing to pay a taxi for the short distance to the railway station. Thus, we cannot foresee the need for any taxi to dangerously swerve to pick-up a pedestrian along Main Road, which will also help the traffic flow.

ix. MyCiti Bus / Railway Station / Taxi Public Transport Interchange

Including Fish Hoek in the MyCiti Bus route system will require a new MyCiti Bus terminus in Fish Hoek. This new station could occupy Station Road by converting it to a terminus with an elevated, (overhead vs subway) wheelchair friendly routes for pedestrians to link to the train station and the beach with public toilet amenities. The beach has underutilised parking. This

would allow a rethink of the allocated informal trading area which has become an eyesore, possibly even including elevated shops.

d. Communications / Public Participation

With any services upgrade, it is our hope that the relevant tender caters for public communications as provided by Chand in the services upgrade from Muizenberg to Woolley's Pool.

We request initial and ongoing meetings with the relevant line departments.

As creating a Northern Bypass and converting Main Road permanently to one-way should require public participation, the various groups already established in Fish Hoek can be very instrumental in including this topic on their respective agenda during their set and ad-hoc meetings.

Indeed, we welcome any dialogue directly with the Ctiy.

4. CONSULTATIONS

Councillor: Felicity Purchase

Fish Hoek – as the three main public groups, we feel that we represent the interests of greater Fish Hoek area

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SIGNATURE	
NAME & SURNAME	Allen Rose-Innes, Fish Hoek Valley Ratepayers' and Residents' Association (FHVRRA)
SIGNATURE	

ANNEXURE:

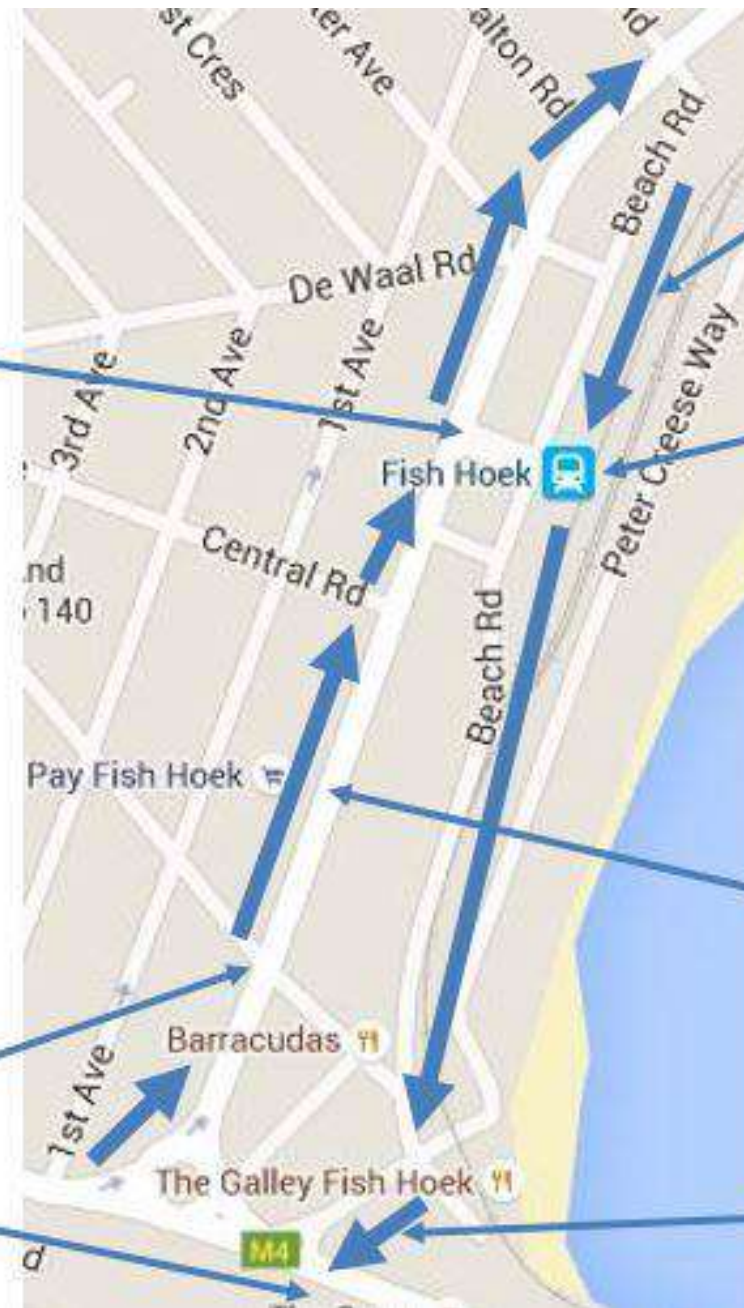
Annexure A

Proposed Main & Beach Roads Map

Annexure A

**Move
Existing
Robot to
Eastern end
of Northern
Bypass**

**Move
Robot
From Here
To Here**



**Existing
One-way**

**New bus / train
terminus /
overhead
pathway**

**New Traffic
Calming Speed
Bump /
Pedestrian
Crossing**

**Existing
One-way**

Annexure B

