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GladAfrica Consulting Engineers (Pty) Ltd
Hertford Office Park
90 Bekker Street
Vorna Valley
Midrand
1686

Date: 07 September 2020

Email: adrianb@gladafrika.com

Attention: Mr Adrian Brislin

Sir,

TRAFFIC IMPACT ASSESSMENT: ERVEN 5445 AND 5446 ENNERDALE EXTENSION 9

Reference is made to the above-mentioned Traffic Impact Assessment dated January 2020, received by the JRA on the 11th of March 2020. The report was assessed by the JRA's Traffic Engineering & Analysis Department and the following comments are offered:

The above-mentioned report is supported by Traffic Engineering & Analysis Department subject to the conditions stated in their memorandum dated 18 August 2020, received by Development Control-Public on the 7th of September 2020. The aforesaid memorandum is attached hereto for your attention.

Should you have any further queries regarding the above-mentioned conditions, please contact Ms. Sidony Ellapen on sellapen@jra.org.za or 011 298 5009.

Yours sincerely

Senior Engineer: Development Control - Public

WS



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INTERNAL MEMO

To: KUMBIRAI GUSHA
ACTING MANAGER: DEVELOPMENT CONTROL (PUBLIC)

Ref: 14/3/2/1/E09-9

From: SIDONY ELLAPEN
MANAGER: TRAFFIC IMPACT ASSESSMENTS

Date: 18 AUGUST 2020

RE: **TRAFFIC IMPACT ASSESSMENT: ENNERDALE EXTENSION 9, ERF 5445 AND ERF 5446 NEW MIXED TOWNSHIP DEVELOPMENT**

Reference is made to the abovementioned Traffic Impact Assessment (TIA) that was prepared by Glad Africa Consulting Engineers and submitted to this department in 11 March 2020. The delay in response is sincerely regretted. This department has assessed the contents of the TIA, and confirms the following in support of the report:

- The TIA in question was undertaken for the proposed Rapid Land Release Programme (RLRP) for a mixed township development in Ennerdale Extension 9.
- The proposed social housing development will consist of 4155 "Res 3" dwelling units, 2 small business nodes, a Creche and a Primary School.
- This TIA only addresses the capacity that the development will have on the affected intersections and does not address the internal links, access and related developments controls.
- Site Traffic Assessments (STA) must be prepared individually according to COTO manual TMH 16 Vol 1, Table 1 and must be submitted to this department for assessment. Aspects such as NMT, public transportation refuse removal, emergency vehicle circulation etc. must be addressed. The STA must be prepared prior to the approval of the SDP.
- The proposed Erf 5445 and 5446 Ennerdale Extension 9 is expected to generate a total of **2 745** vph during the combined AM and PM peak periods. The following total trip generation is summarized for each component of the proposed development:
 - "Residential 3" @ 4155 units: 2296 vph
 - Public Primary School @ 1000 learners: 196 vph
 - Pre-school @ 200 learners: 61 vph
 - Business Centre @ 107.11 GLA: 192 vph

- The relevant trip reduction factors considered for the study is acceptable to this department.
- The following road/intersection upgrades will be undertaken at the cost of the developer:

R558 (K158) and Katz Road

- Stop control to be upgraded to a signalised control and the eastern approach lane configuration will be upgraded to two right turn lane northbound instead of one lane.

R558 (K158) and Aqaat Road

- Stop control to be upgraded to a signalised control.

R558 (K158) and Sonickson Street

- Stop control to be upgraded to a signalised control.

R558 (K15) and Town Road

- Optimization of signals

Samuel Road and Town Road

- Stop control to be upgraded to a signalised control. No geometry upgrade required.
- The signal design must be undertaken in accordance with SARTSM standards and is subject to warrant investigations. Signal designs should be submitted to the Traffic Signals department for assessment.
- The developer will be required to illustrate how the proposed NMT facilities will tie in with the Complete Street Policy. This must be superimposed on a large scaled drawing and submitted to this department for assessment or discussion.
- Parking must be provided in accordance with the prescribed CoJ Land Use Scheme of 2018.
- Public transportation facilities must be clearly addressed at STA stage.
- ***These comments only pertain to traffic engineering aspects. The issues of Land Use, the Site Layout and the SDP must be confirmed by CoJ LUM and Development Planning and Control.***

All road upgrades to be undertaken by the developer or his representatives, the cost thereof, will not be refunded back to the developer by the Johannesburg Roads Agency (JRA) or the City of Johannesburg (CoJ) unless these upgrades were discussed and agreed upon in writing by both parties upfront, before any construction commences. The mere fact that the detail design

drawings or Traffic Impact Studies have been approved, does not bind the JRA or the CoJ to any agreement. It is the responsibility of the developer or his representative to always stay up to date with the latest guidelines and Standards. This is especially applicable to Universal Design (UD) principals. JRA Development Control references the following national and municipal standards for minimum compliance, and will require developments conform to them in planning, design and construction, whether included in the original approved drawings or not. These are:

- *Minimum requirements for the preparation of integrated transport plans: 29 July 2016 (CoJ CITP) Published under the NLTA. Act No.5 of 2009. Requires the application of minimum standards on UD to transport and public space.*
- *Building Regulations and Building Standards Act 1977, as amended 2008*
- *SANS 10400 Part S: 2011 - Facilities for Persons with Disabilities*
- *National Technical Requirements 1 (NTR1) – Pedestrian Crossings, 2016 (Specification of Tactiles SANS 784: 2008)*
- *JRA standard book of Drawings – 2015 including 2017 UA Update*

Failing to eliminate obstacles that unfairly limit or restrict persons with disabilities from enjoying equal opportunities or failing to take steps to accommodate the needs of such persons can result in litigation.

All road upgrades to be undertaken by the developer or his representatives, the cost thereof, will not be refunded back to the developer by the Johannesburg Roads Agency (JRA) or the City of Johannesburg (CoJ) unless these upgrades were discussed and agreed upon in writing by both parties upfront, before any construction commences. The mere fact that the detail design drawings or Traffic Impact Studies have been approved, does not bind the JRA or the CoJ to any agreement.

It should also be noted that if any upgrades are undertaken by the developer to any roads or storm-water on behalf of CoJ or the JRA, the developer will be entitled to an off-set against their external engineering services contributions as per section 49(4) of SPLUMA, provided these services are required to be upgraded to resolve background capacity problems, and not as a result of his/her impact of the development. These upgrades are to be discussed with the officials of the JRA and agreement in writing is to be obtained from the JRA to the off-set of such contributions, before any construction commences on site.

If the amount for the upgrade/construction exceeds the contributions payable, the balance thereof will not be refunded to the developer and the construction is then carried out at the developers own cost.

Regards,



SIDONY ELLAPEN
MANAGER: TRAFFIC IMPACT ASSESSMENT