



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

URBAN MOBILITY DIRECTORATE

Local Area Management Investigation: One-Way
Conversion of Cheddar Road between Ottery Road and
Kent Road, Wynberg
TND\$6448

Department: Urban Mobility Directorate - Transport Planning and Network
Management (South Region)

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Making progress possible. Together.

DOCUMENT APPROVAL

Name of Official	Capacity	Signature and Date
Tim de Villiers	Project Manager	

Prepared for and on behalf of the Urban Mobility Directorate – Transport Planning and Network Management (South Region) by:

HHO Consulting Engineers

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1. Introduction

1.1. Background

HHO Consulting Engineers was appointed by the City of Cape Town to investigate the feasibility and impacts of implementing a one-way on Cheddar Road westbound, from Ottery Road to Kent Road. The study area is located immediately north of Wynberg High School and illustrated in Figure 1.

1.2. Site Location

Cheddar Road is in the residential area of Wynberg, west of the M5. The road under investigation is adjacent to Wynberg High School and thus vehicles parking in the roadway, to drop off scholars, is expected to be high. Depending on the width of the roadway, and if vehicles are parked on both sides of the roadway, traffic along Cheddar Road could be impeded by the stationary vehicles during school's morning and midday periods.

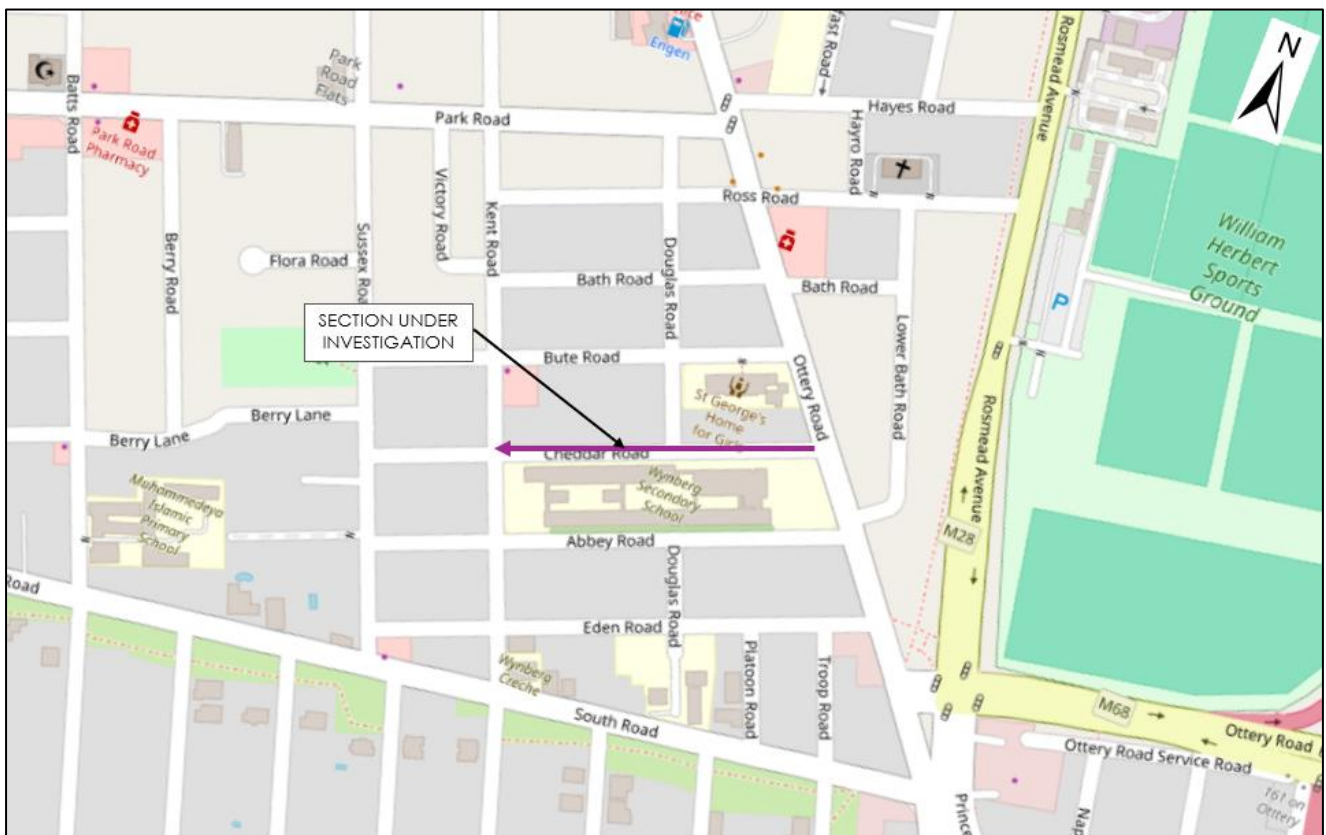


Figure 1: Locality Map

2. Status Quo

2.1 Existing Land Use

The land use in the study area is predominantly single residential as illustrated in the Zoning Scheme from the City of Cape Town Map Viewer (refer to Figure 2). Some general business land use is present on Ottery Road and Sussex Road.

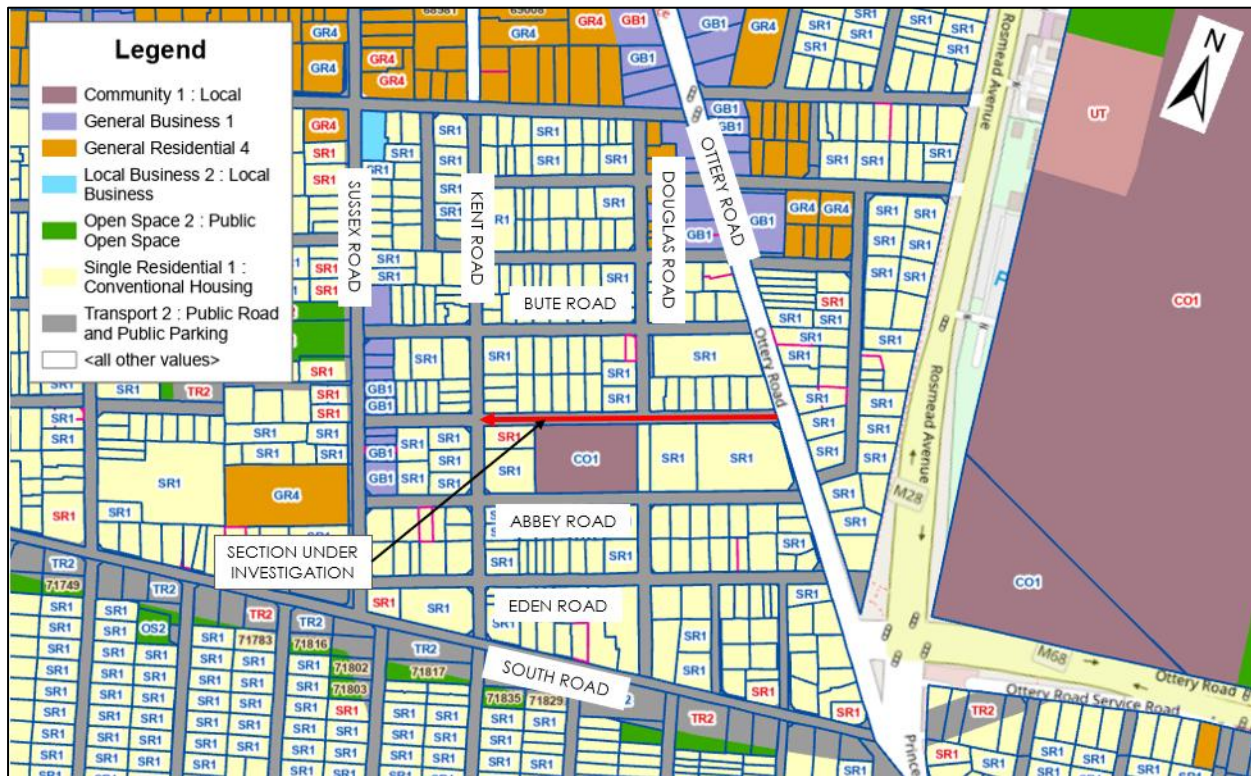


Figure 2: Land Use Schematic

2.2 Existing Road Network

The road classification, as per the City of Cape Town's City Maps GIS information (2023), is shown in Figure 3.

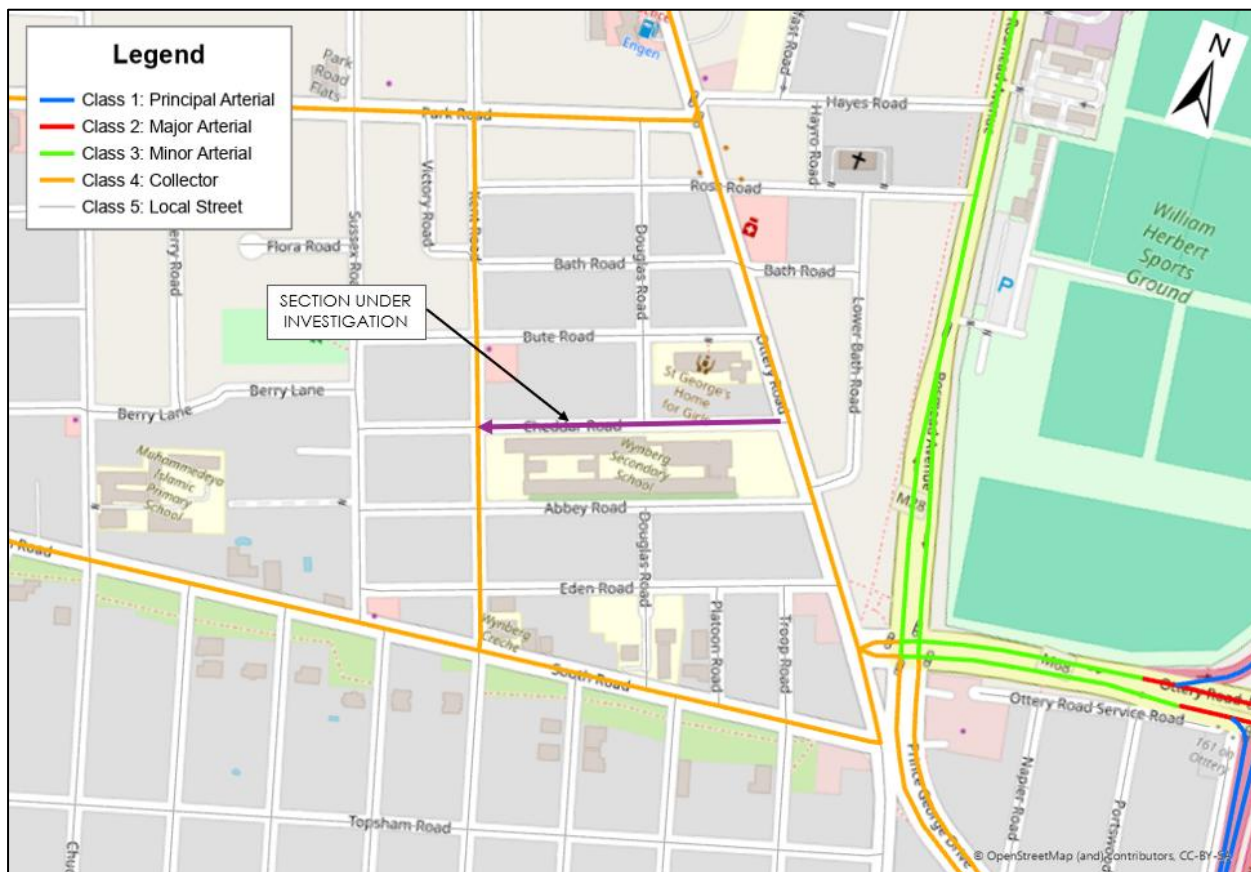


Figure 3: Road Classification Schematic

The road classification is highlighted as follows:

- Cheddar Road is a Class 5 local street.
- Ottery Road and Kent Road, which bound the study area of Cheddar Road, are Class 4 collectors streets.

2.3 Existing Geometries

The existing geometry for the roads in the vicinity of Cheddar Road between Kent Road and Ottery Road has been illustrated in Figure 4. The intersection of Cheddar Road/ Kent Road is a priority controlled intersection, with stop controls on Cheddar Road. Cheddar Road/ Douglas Road is a priority-controlled T- junction with the stop control on Douglas Road. The intersection of Cheddar Road/ Ottery Road is a priority controlled raised intersection with a stop control on Cheddar Road. All roads at the aforementioned intersections currently have two (2) lanes - one (1) lane in each direction. Turning radii at these intersections are small and speed humps are provided on Cheddar Road, providing traffic calming in the residential area.

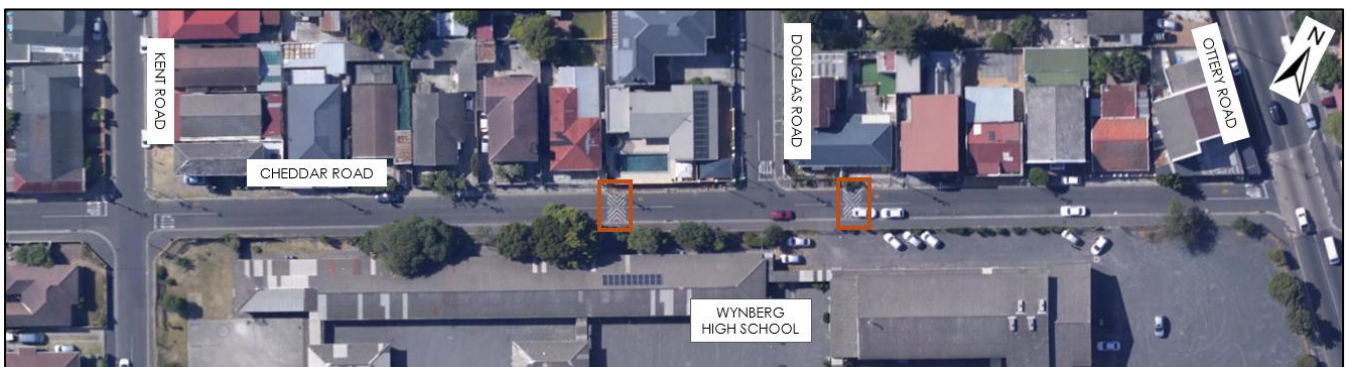


Figure 4: Existing Road Geometry

The notable geometric features of the study area are summarised as follows:

- Cheddar Road is a two-way road of $\pm 6.0\text{m}$ width ($\pm 3.0\text{m}$ lane in each direction). No formal parking embayments are provided to facilitate school drop-off operations. Two (2) speed humps are provided on either side of the Cheddar Road/ Douglas Road intersection. A $\pm 2.0\text{m}$ sidewalk is provided on the southern edge adjacent to Wynberg High School. No pedestrian crossings are provided along the road. Two vehicle access gates to the school exist along Cheddar Road between Ottery Road and Douglas Road.
- Kent Road is a two-way road of $\pm 6.2\text{m}$ width ($\pm 3.1\text{m}$ lane in each direction). Speed humps are provided on Kent Road. A $\pm 1.2\text{m}$ sidewalk is present on the eastern side of Kent Road, and a $\pm 1.8\text{m}$ sidewalk on the western side.
- Douglas Road is a two-way road of $\pm 6.0\text{m}$ ($\pm 3.0\text{m}$ lane in each direction). A $\pm 1.5\text{m}$ sidewalk is provided on both sides of Douglas Road.
- Ottery Road is a is a two-way road of $\pm 8.2\text{m}$ width ($\pm 4.1\text{m}$ lane in each direction). Embayments are provided on the eastern side of Ottery Road.

2.4 Existing Traffic Operations

Traffic count surveys were conducted at the intersection of Cheddar Road / Douglas Road on Tuesday, 26 August 2025 from 06h15 to 08h15 and 13h00 to 15h00 during the AM and midday peak periods, respectively. The traffic counts were analysed and the peak hours determined for the intersection. The AM peak hour is from 07h00 to 08h00, and the midday peak hour is from 13h45 to 14h45. The peak hour flows are illustrated in Figure 5.



Figure 5: AM / midday Peak Hour Flows

The following observations are highlighted with respect to the traffic counts:

- Traffic volumes from the traffic count show that volumes are very low along Cheddar Road and Douglas Road. As such any redistribution within the road network is expected to have minimal impact on local traffic operations.
- The total traffic volumes during the peak hours are very similar at 103 veh/hr and 105 veh/hr during the AM peak hour and midday peak hour respectively.
- Traffic flows are dominantly in the westbound direction along Cheddar Road, however, not to a significant degree especially during the midday peak hour.

2.5 Site Observations

A site survey was undertaken at Cheddar Road / Douglas Road on Tuesday, 26 August 2025 during the AM peak period (06h30 to 08h30) to observe the current traffic operations. Traffic volumes during the AM peak hour were highly similar to volumes during the midday peak hour, and operations assumed similar. Images from the site investigation have been included in Appendix A.

The following observations were noted:

- There were no signs of congestion along Cheddar Road.
- Parking along Cheddar Road was minimal and unobstructive during the observed period.
- Google Street imagery from October 2024 of the site shows that parking behaviour can occur in Cheddar Road, with vehicles facing westbound. However, this street imagery also shows that vehicles park in the school grounds. This behaviour was not observed during the physical site visit.
- Residents along Cheddar Road typically park on the northern verge, narrowing the usable road width of Cheddar Road.

2.6 Crash Data

Crash data for the period of 2019 to October 2024 (5 years and 10 months) was received from City of Cape Town for the section of Cheddar Road between Kent Road and Ottery Road. The summary of the crash data by location and injury severity is provided in Table 1.

Table 1: Number of Crashes by Location and Severity

Location	No. of Crashes	No. Pedestrians	Fatal	Serious	Slight	No Injuries
Cheddar Road/ Kent Road	3	0	0	0	1	4
Cheddar Road/ Douglas Road	1	0	0	0	0	2
Cheddar Road/ Ottery Road	2	0	0	0	0	4
Total	6	0	0	0	1	10

There is a low frequency of crashes within the study area, with six (6) crashes occurring over a period of 5 years and 10 months. Majority (50%) of these crashes occurred at the Cheddar Road/ Kent Road intersection resulting in one (1) slight injury. There is no singular significant cause/ too few crashes to determine a statistically significant cause of the crashes at any of the intersections.

Majority of the crash types within the study area are approach at angle crashes (one or both turning / both travelling straight) and sideswipe type crashes. No pedestrian related crashes were recorded. Crash types by intersection are provided in Table 2.

Table 2: Number of Crashes by Crash Type

Location	Crash Type	No. of Crashes
Cheddar Road/ Kent Road	Sideswipe – same direction	1
	Accident with fixed/ other object	1
	Approach at angle – both travelling straight	1
Cheddar Road/ Douglas Road	Sideswipe – opposite direction	1
Cheddar Road/ Ottery Road	Approach at angle – one or both turning	1
	Turn right in face of oncoming traffic	1
Total	-	6

3 Future Traffic Operations

3.1 Alternative Route

Vehicles that approach Cheddar Road from the west will have to be redistributed on the local road network as they would no longer be able to access Cheddar Road via Kent Road. The redistributed traffic will likely have to continue on the higher order roads of Ottery Road from Park Road or South Road. Traffic approaching from Park Road have the alternative route along Douglas road to minimise the detour required to arrive at the western end of the one-way conversion.

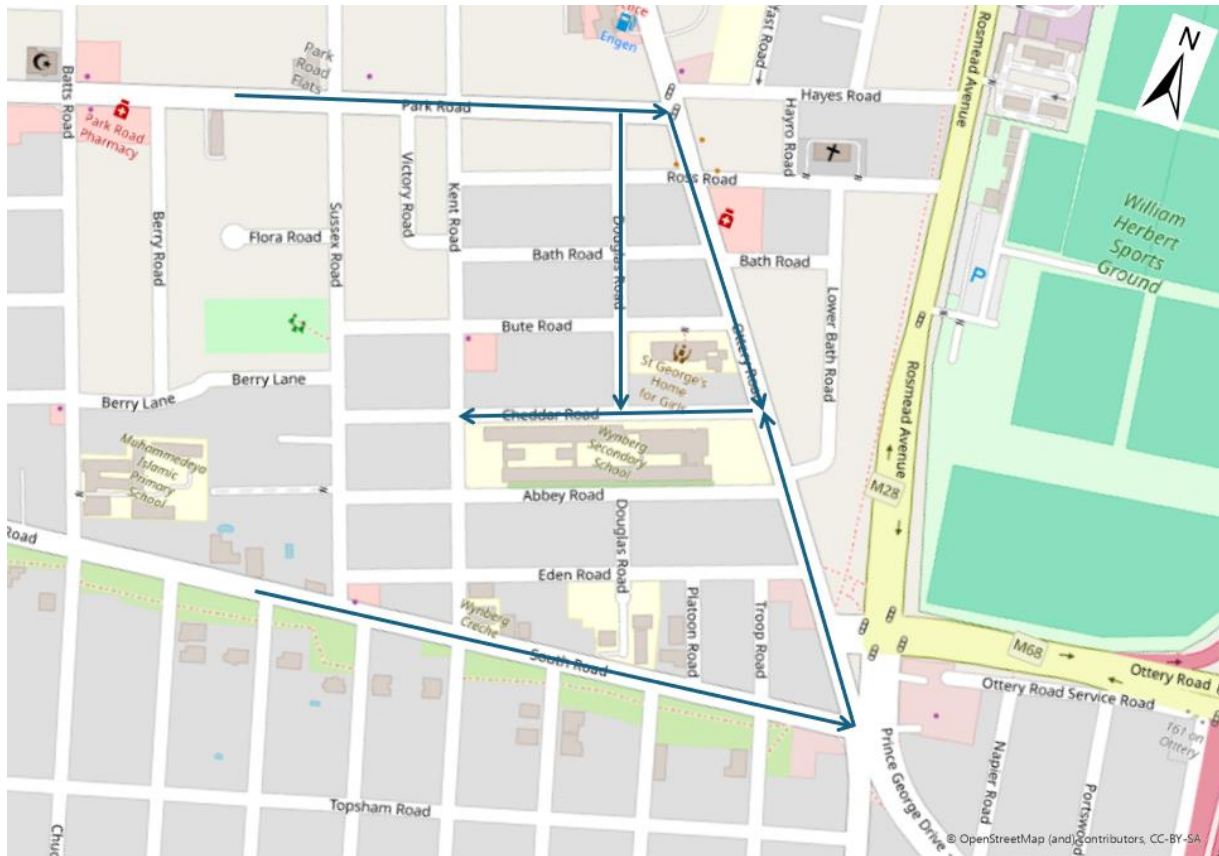


Figure 6: Alternative Route - Future Traffic Operations

4 Findings and Recommendations

The following key factors to consider in the conversions of the section of Cheddar Road, between Ottery Road and Kent Road, to a westbound one-way are as follows:

- Traffic volumes at the intersection of Cheddar Road/ Douglas Road were minimal. Therefore, any redistribution of traffic on the surrounding road network by converting Cheddar Road into a one-way road is unlikely to pose significant impact.
- The AM and midday peak hours have similar traffic volumes at the intersection of Cheddar Road/ Douglas Road, with 103 veh/hr and 105 veh/hr using the intersection for the AM and midday peak hours respectively.
- Traffic flow was generally in the westbound direction but not to a significant degree, particularly during the midday peak hour.
- Minimal parking behaviour was observed adjacent to the school along Cheddar Road during the site visit, although due to the area being a school it is likely that parking in Cheddar Road can become excessive during school end times. Furthermore, resident along Cheddar Road park in the street facing the eastbound direction.

Based on the low traffic volumes and the likelihood of high volumes of parked vehicles adjacent to Wynberg High School, it is recommended that Cheddar Road be converted into a one-way road westbound. This should pose minimal impact on the surrounding road network while increasing the parking capacity of Cheddar Road. Traffic calming measures are already present along the roadway to control vehicle speed along the wider Cheddar Road under one-way circulation.

A sketch of the proposed one-way circulation with relevant signage and road markings has been provided in Annexure B, drawing number HHO-220040-206-4332 RevA.

Annexure A

Site Observation Images



Figure A1: Vehicles parking along Cheddar Road during the AM Peak Hour



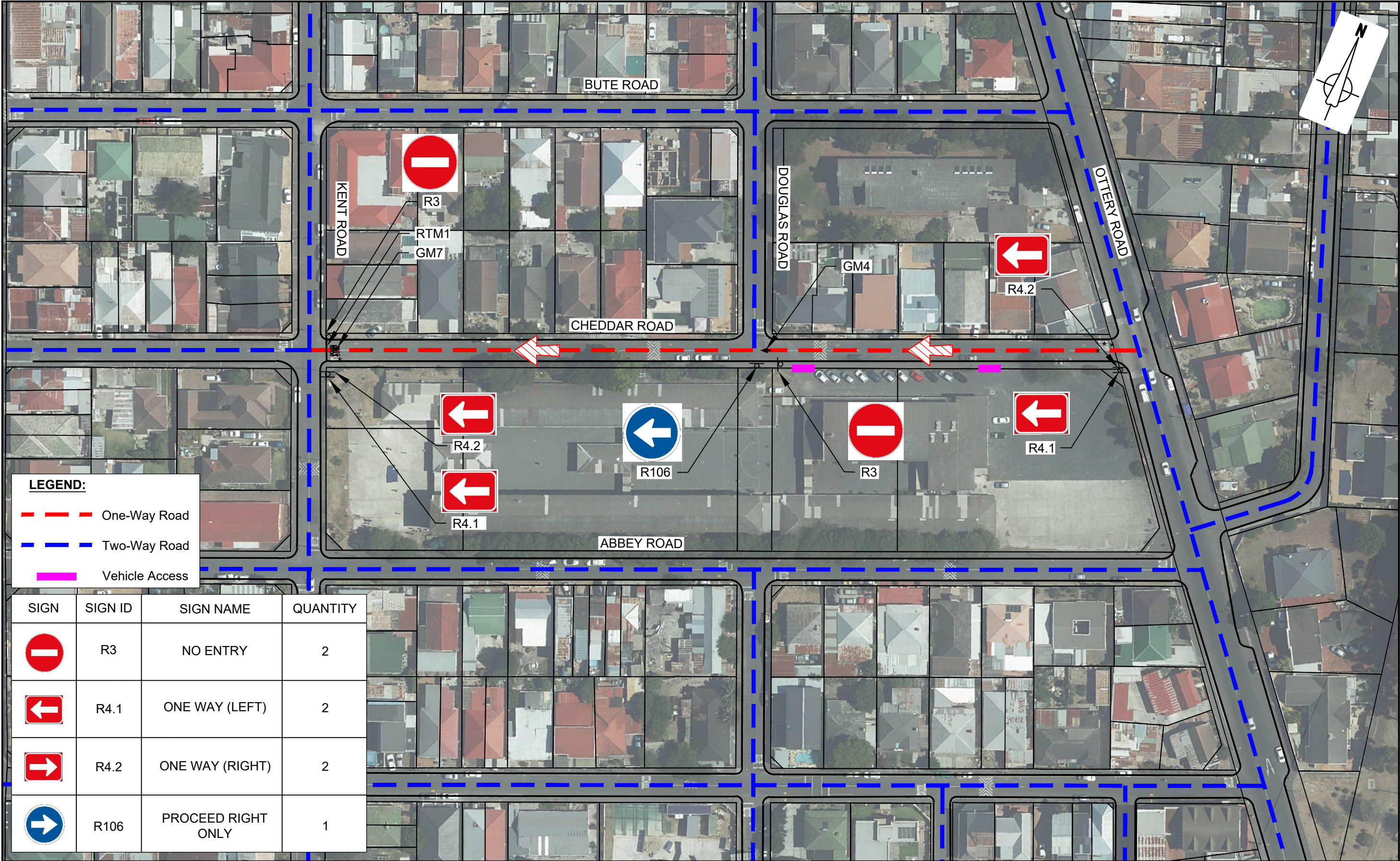
Figure A2: Pedestrian activity along Cheddar Road during the AM Peak Hour.



Figure A1: Parking behaviour along Cheddar Road (Google Maps, Oct 2024)

Annexure B

Concept Drawing



LEGEND:

- One-Way Road
- Two-Way Road
- Vehicle Access

SIGN	SIGN ID	SIGN NAME	QUANTITY
	R3	NO ENTRY	2
	R4.1	ONE WAY (LEFT)	2
	R4.2	ONE WAY (RIGHT)	2
	R106	PROCEED RIGHT ONLY	1



14 FLOOR, THE TOWERS SOUTH,
2 HERTZOG BOULEVARD,
CAPE TOWN, SOUTH AFRICA,
8001

TEL: +27 21 425 2870
WEB: www.hho.co.za
EMAIL: enquiries@hho.co.za

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220040 TRAFFIC SOUTH
TND56448 CHEDDAR ROAD ONE-WAY CONVERSION,
WYNBERG

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