CITY OF CAPE TOWN
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STAD KAAPSTAD

URBAN MOBILITY DIRECTORATE

Local Area Management Investigation on Old Strandfontein Road, between Makro and SAB, Ottery
TNDS7350

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

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DOCUMENT APPROVAL

Name of Official	Capacity	Signature and Date
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HHO Consulting Engineers

This document was prepared as per the scope of contract number 288C/2021/22 for the Provision of Professional Services: Transport Engineering, Planning & Management.

TABLE OF CONTENT

1. Introduction

1.1. Background

HHO Consulting Engineers was appointed by the City of Cape Town to investigate traffic management improvements, between the Makro access and The South African Breweries Limited Company (SAB), in Ottery. The purpose of this report is to evaluate the existing traffic conditions along Strandfontein Road (service road), between New Ottery Road and Ottery Road, and to determine whether the portion of road, between the Makro access and SAB access should be converted into a one-way roadway in the northbound direction. The locality map of the road section is illustrated in Figure 1.

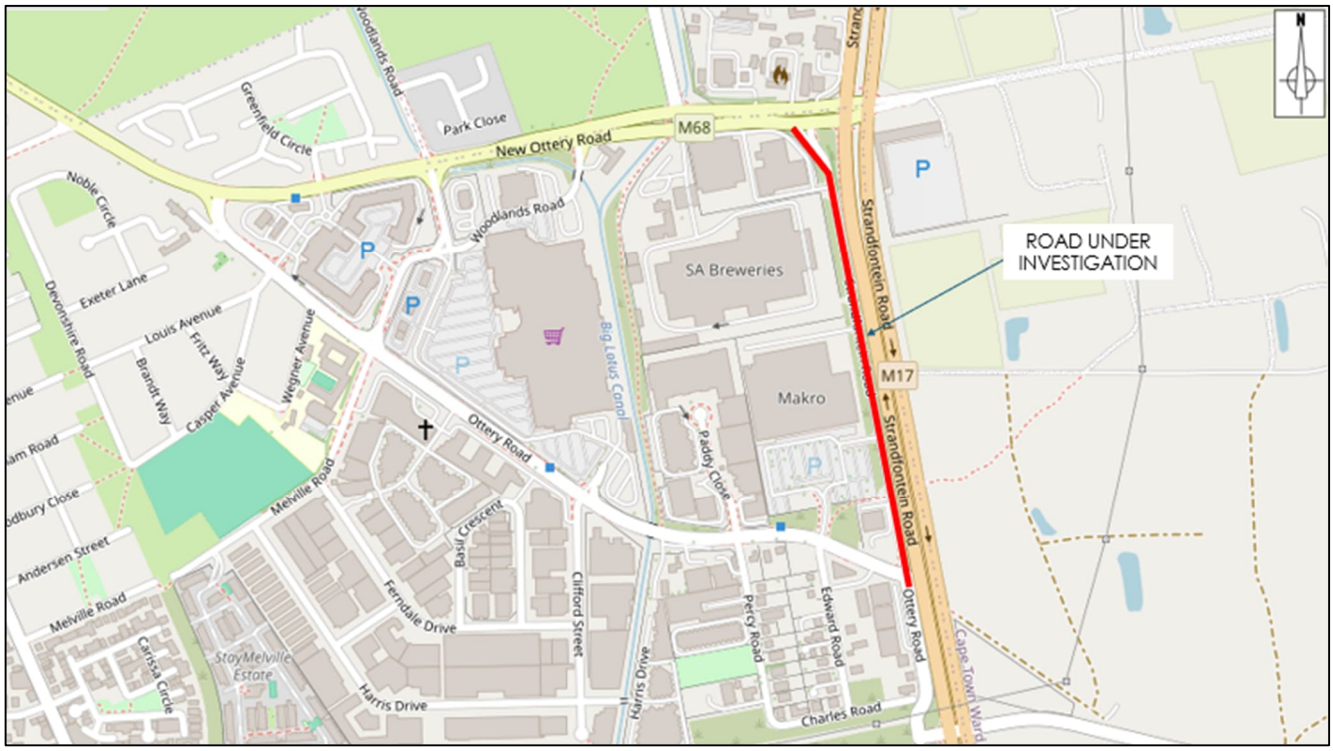


Figure 1: Locality Map

2. Status Quo

2.1. Existing Land Use

The land use in the study area in the vicinity of Makro

to SAB, is predominantly general business, mixed uses and industrial land uses. The Zoning Scheme from the City of Cape Town Map Viewer is illustrated in Figure 2.

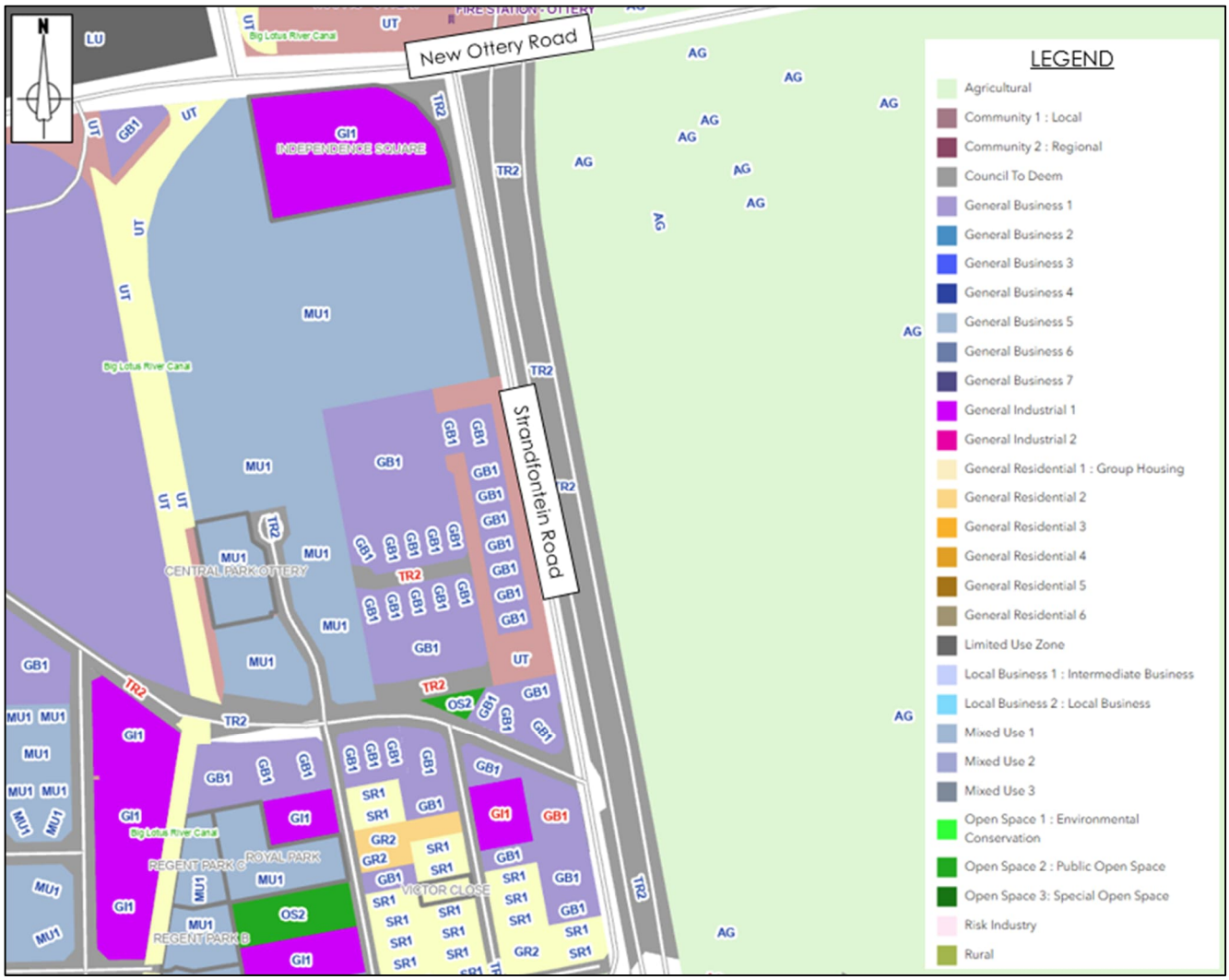


Figure 2: Land Use Schematic

2.2. Existing Road Network

The existing road network in the study area as per the City of Cape Town's Public Right of Way map (2023) is illustrated in Figure 3. According to road classification, New Ottery Road is classified as a Class 3 minor arterial and Strandfontein Road (service road), is classified as a Class 5 local street.

Figure 3: Road Classification

2.3. Existing Geometry

The existing geometry of the Strandfontein Road (service road) between Ottery Road and New Ottery Road is shown in Figure 4.

Strandfontein Road (service road) is a two-way roadway with one lane in each direction (northbound and southbound). The geometry of the road varies as noted below (starting from north to south):

- Between New Ottery Road and the business park access (approximately 80m), the road contains kerbs on both sides of the road with a sidewalk and guardrail along the western edge of the road behind the sidewalk. There is a partially paved portion of sidewalk on the eastern side of the road.

- Between the business park access and midway between Makro's receiving goods access and the Makro's shopping centre access (approximately 285m), the road contains kerbs and a non-continuous sidewalk along the western edge of the road, with guardrails along either side of the road. The guardrail along the western edge is positioned in front of the sidewalk.

- Midway between Makro's receiving goods access and the Makro's shopping centre access, and Global's parking area (approximately 140m), there are kerbs and a sidewalk along the western edge of the road and a guardrail along the eastern edge of the road.

- Between Global's parking area and Ottery Road (approximately 100m), there is a guardrail along the eastern edge of the road with no kerbs along either side of the road.

Figure 4: Existing Road Geometry

2.4. Traffic Flows

A traffic count survey was conducted at the New Ottery Road/ Strandfontein Road (service road) intersection on Tuesday 26 August 2025 in the PM peak period from 16h00 to 18h00 and on Thursday 11 September 2025 during the AM peak period from 06h30 to 08h30, respectively. The AM peak hour was between 07h00 - 08h00 and the PM peak hour was between 16h15 - 17h15. The AM and PM peak hour flows at the intersection are shown in Figure 5.

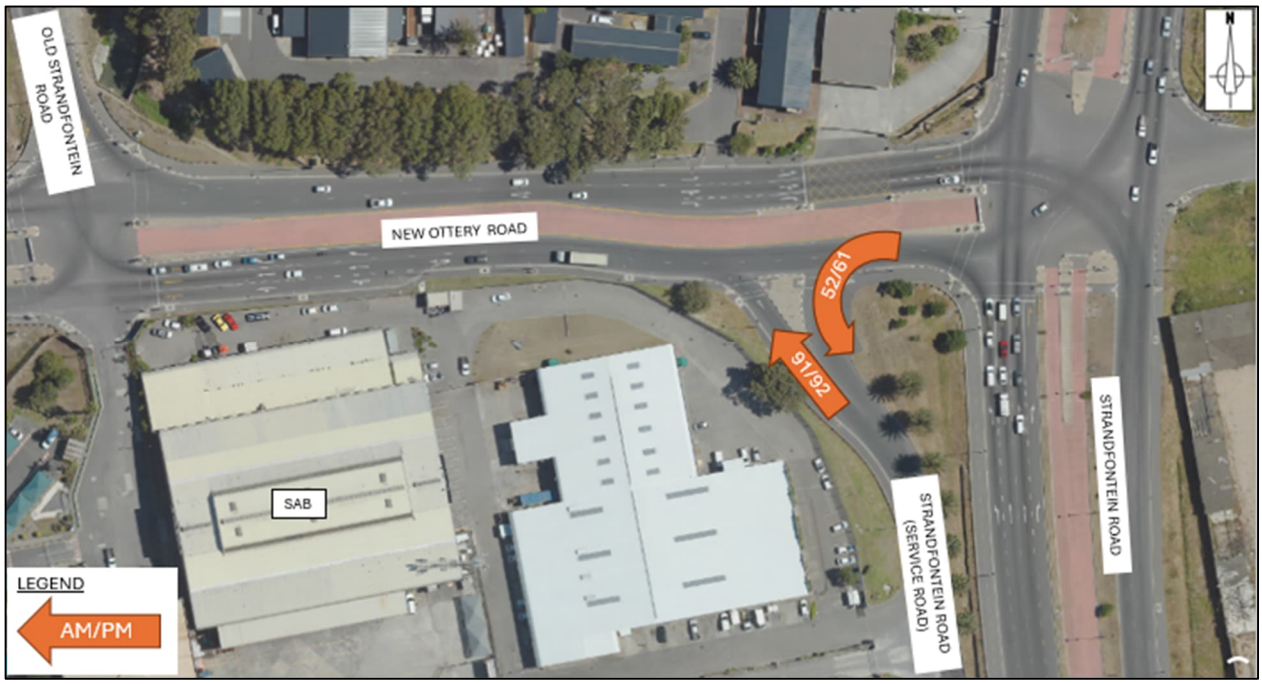


Figure 5: AM and PM Peak Hour Flows

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

- The highest traffic volumes travel northbound during the AM and PM peak hours.
- There was a fairly equal volume of traffic observed in the northbound direction during the AM and PM peak hours.
- The southbound volume of traffic is fairly low.

2.5. Site Observations

A site survey was undertaken along Strandfontein Road (service road) on Tuesday 26 August 2025 in the PM peak period (16h00 to 18h00), on Thursday 11 September 2025 during the AM peak period (06h30 to 08h30) and on Tuesday 11 November 2025 during the AM period (08h30 to 09h30) to observe the current traffic operations and behaviour along the road. Images from the site observations are attached under Annexure A.

The following observations were noted:

- There is an access to a small business park (Independence Square) at the northern end of Strandfontein Road (service road).
- The accesses to the facilities along Strandfontein Road (service road) are illustrated in Figure 6.
- From the illustration in Figure 6, there is a long queue of heavy vehicles close to the entrance of Makro's goods area.

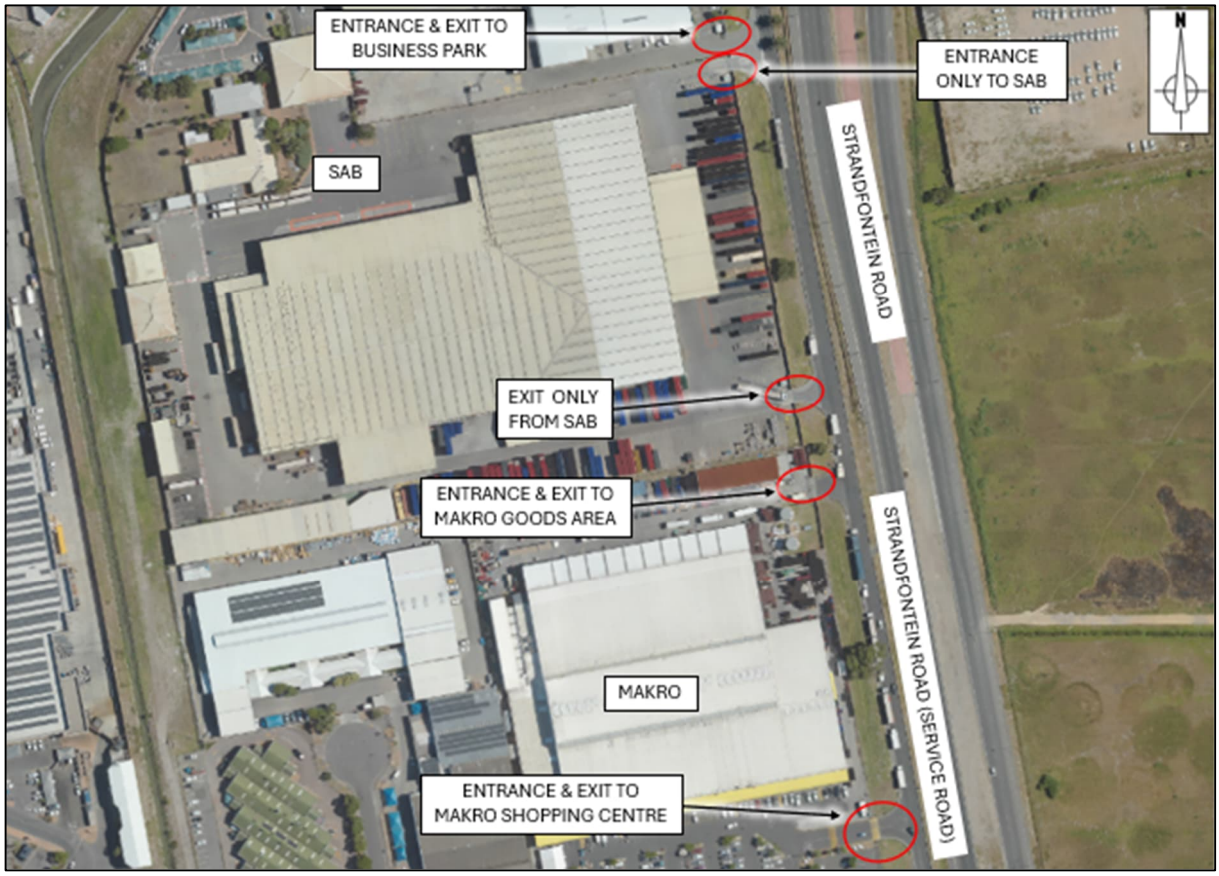


Figure 6: Accesses to Facilities along Strandfontein Road (service road)

- There was a long queue of heavy vehicles parked along the western edge of the road, which completely obstructs traffic flow in the northbound lane (refer to Figure A1 and Figure A2). These heavy vehicles park along the roadway waiting to enter the SAB facility.

- Due to this obstruction, northbound traffic has to travel along the southbound lane which causes conflict between the northbound and southbound traffic (refer to Figure A3 and Figure A4).

- There is a gap in the guardrails along the eastern edge of Strandfontein Road (service road) as shown in Figure 7. This gap connects a pathway to the existing sidewalk along New Strandfontein Road to Strandfontein Road (service road). However, there are no sidewalks along the eastern edge of Strandfontein Road (service road).

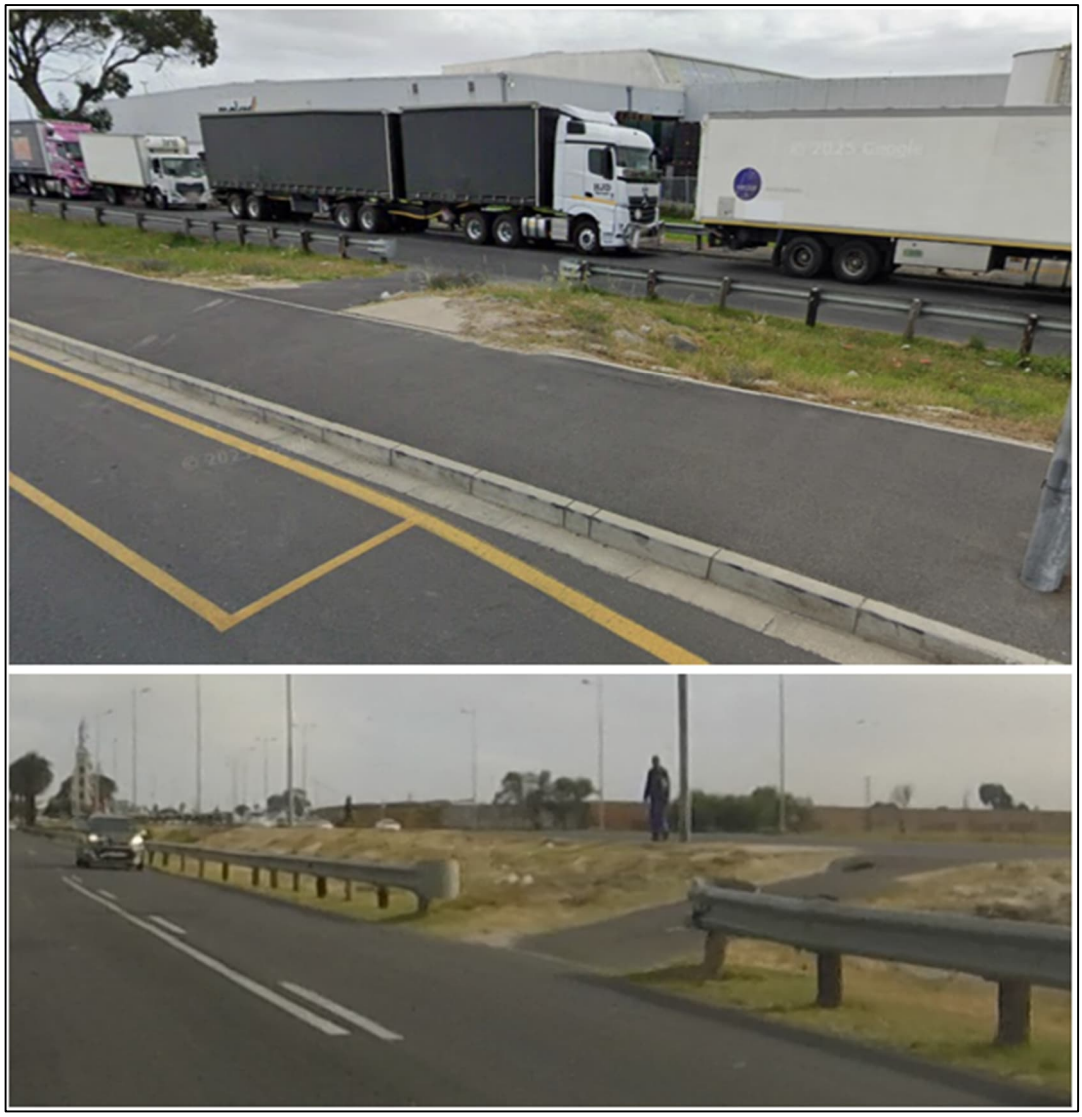


Figure 7: Gap in Guardrail along Eastern Edge of Strandfontein Road (service road)

- There were a few pedestrians observed walking in the roadway along the Strandfontein Road (service road) as shown in Figure A5 and Figure A6.

- There were also some pedestrians observed walking along the sidewalk provided behind the guardrail, and would then have to climb over to continue their journey in their respective direction (refer to Figure A7).

2.6. Crash Data

A summary of the crash data that was received from the City of Cape Town for Strandfontein Road (service road), between New Ottery Road and Ottery Road, between the period of 2020 to April 2025 (5 years and 4 months), is tabulated below in Table 1.

Table 1: Summary of Crash Data by Location and Severity

LOCATION	NO. OF CRASHES	PEDESTRIANS	CRASH SEVERITY			
			FATAL	SERIOUS	SLIGHT	NO INJURIES
STRANDFONTEIN RD X NEW OTTERY RD X RD TO FARM STALL	52	2	0	2	11	93
STRANDFONTEIN RD X OTTERY RD	78	0	0	1	7	150
STRANDFONTEIN RD, LWR OTTERY RD // NEW OTTERY RD	7	0	0	1	0	20
STRANDFONTEIN SVC RD X OTTERY RD, OTTERY	66	1	0	1	19	128
TOTAL	203	3	0	5	37	391

From the crash data received, there was a total of 203 crashes recorded in the 5 year 4 month period along Strandfontein Road, between New Ottery Road and Ottery Road. There were zero fatalities, five (5) serious injuries, 37 slight injuries and 391 no injuries (damage only). There were three (3) pedestrian-related crashes – two (2) at the intersection of Strandfontein Road/ New Ottery Road/ Road to Farm Stall and one (1) at the intersection of Strandfontein Road (service Road)/ Ottery Road.

Most of the crashes occurred between 06h00 – 19h30 which relates to daytime traffic. Additionally, most of the crashes occurred at the intersections with Strandfontein Road with a few crashes occurring between the intersections.

A summary of the crash types are shown in Table 2.

Based on the data, the most frequent crash type was “head/rear end” type crashes at each of the locations listed in Table 2. The alleged cause of most of the “head/rear end” crashes were due to insufficient following distances. Other significant crash types are “approach at angle” (one or both turning/ both travelling straight) and “sideswipe” (same direction/ opposite direction) type crashes. The alleged cause of most of the “approach at angle” type crashes are due to entering traffic while unsafe, ignoring red robots or stop/yield signs and the alleged cause of most of the “sideswipe” type crashes are due to changing lanes while unsafe and entering traffic while unsafe to do so.

Table 2: Summary of Crash Types per Location

LOCATION	CRASH TYPE	NO. OF CRASHES
STRANDFONTEIN RD X NEW OTTERY RD X RD TO FARM STALL	Accident with pedestrian	2
	Approach at angle - one or both turning	9
	Approach at angle - both travel straight	4
	Head on	1
	Head/Rear end	29
	Sideswipe - same direction	5
	Single vehicle overturned	1
	Single vehicle: left the road	1
STRANDFONTEIN RD X OTTERY RD	Accident with animal	1
	Accident with fixed/other object	2
	Approach at angle - one or both turning	5
	Approach at angle - both travel straight	7
	Head on	1
	Head/Rear end	32
	Reversing	4
	Sideswipe - opposite direction	5
	Sideswipe - same direction	19
	Turn right in face of oncoming traffic	2
STRANDFONTEIN RD, LWR OTTERY RD // NEW OTTERY RD	Approach at angle - one or both turning	1
	Head/Rear end	4
	Sideswipe - opposite direction	2
STRANDFONTEIN SVC RD X OTTERY RD, OTTERY	Accident with animal	1
	Accident with fixed/other object	1
	Accident with pedestrian	1
	Approach at angle - one or both turning	5
	Approach at angle - both travel straight	6
	Head/Rear end	30
	Sideswipe - opposite direction	4
	Sideswipe - same direction	13
	Turn right in face of oncoming traffic	3
	Unknown	2
TOTAL		203

3. Future Traffic Operations

3.1. Proposal 1

Based on the site observations, proposal 1 suggests converting the road into a one-way roadway in the northbound direction, between the Makro access and New Ottery Road, as shown in Figure 8. The two-way roadway would be retained between Ottery Road and the access to Makro shopping centre. This proposal will affect the business park access at the northern end of Strandfontein Road (service road). Therefore, the access to the business park would have to operate as a left-in-left out only.

Additionally, the left-in slipway at the intersection of New Ottery Road and Strandfontein Road (service road), would have to be closed off to prohibit access into Strandfontein Road (service road).

The conceptual layout of proposal 1 is attached under Annexure B.

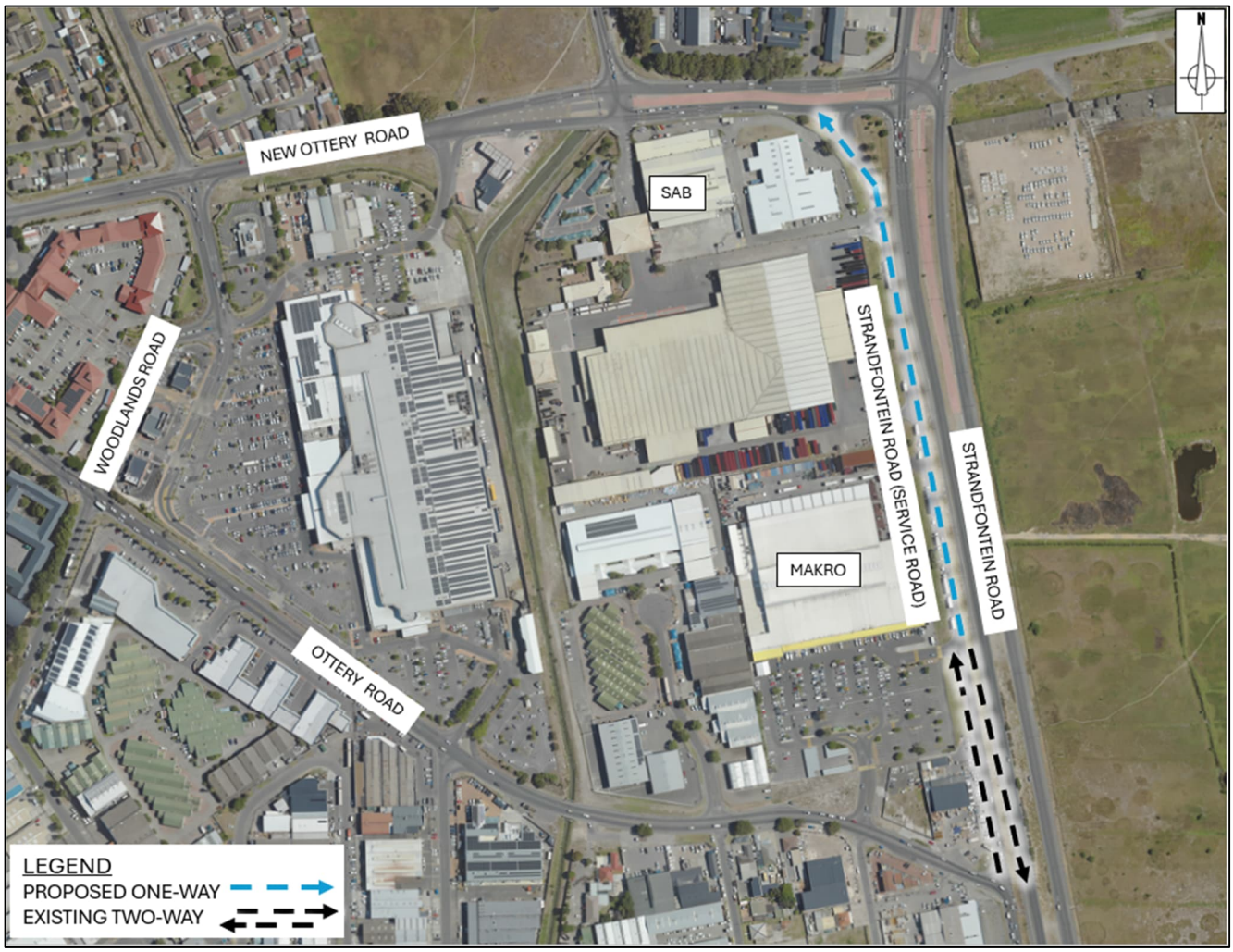


Figure 8: Proposed Northbound One-Way of Strandfontein Road (service road)

Due to the proposal of the one-way conversion, traffic entering at the left-in slipway would have to be re-routed as shown in Figure 9. The proposed alternate route 1 would divert traffic approximately 2.2km and proposed alternate route 2 would divert traffic approximately 1.65km. Also, based on the traffic counts, few vehicles (approximately 60 veh/hr) would be impacted and have to be diverted as per the proposed alternate routes.

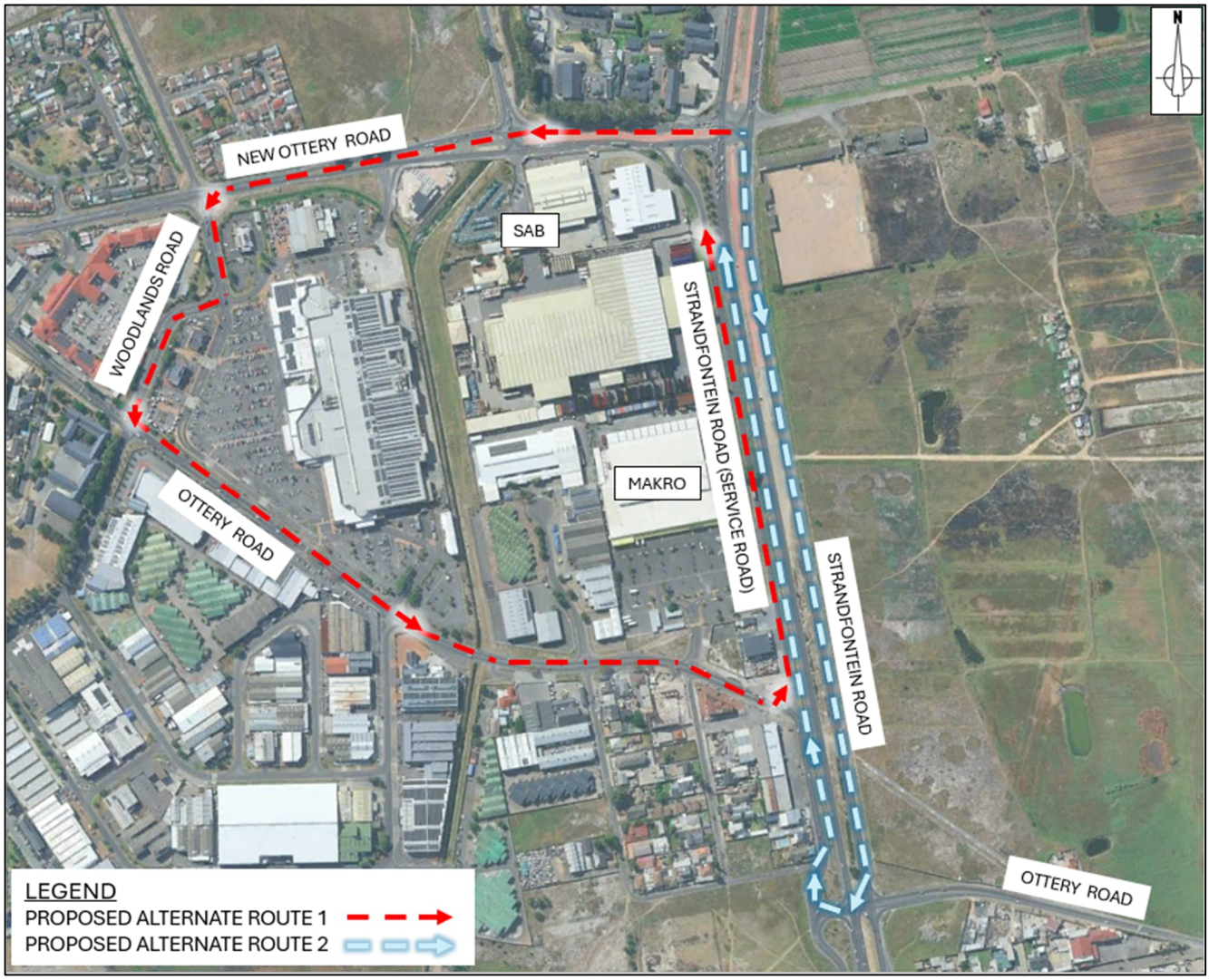


Figure 9: Proposed Alternate Routes

3.2. Proposal 2

Alternatively, it could be recommended to convert the portion of Strandfontein Road (service road), between the access to Makro shopping centre and the business park access into a one-way roadway (in the northbound direction) and retain the two-way roadway between New Ottery Road and the business park access as illustrated in Figure 10.

The proposal will maintain access to and from the business park for employees and customers, however, vehicles may disregard the one-way regulation and continue to travel in the southbound direction, potentially resulting in traffic conflict and enforcement implications.

The conceptual layout of proposal 2 is attached under Annexure C.

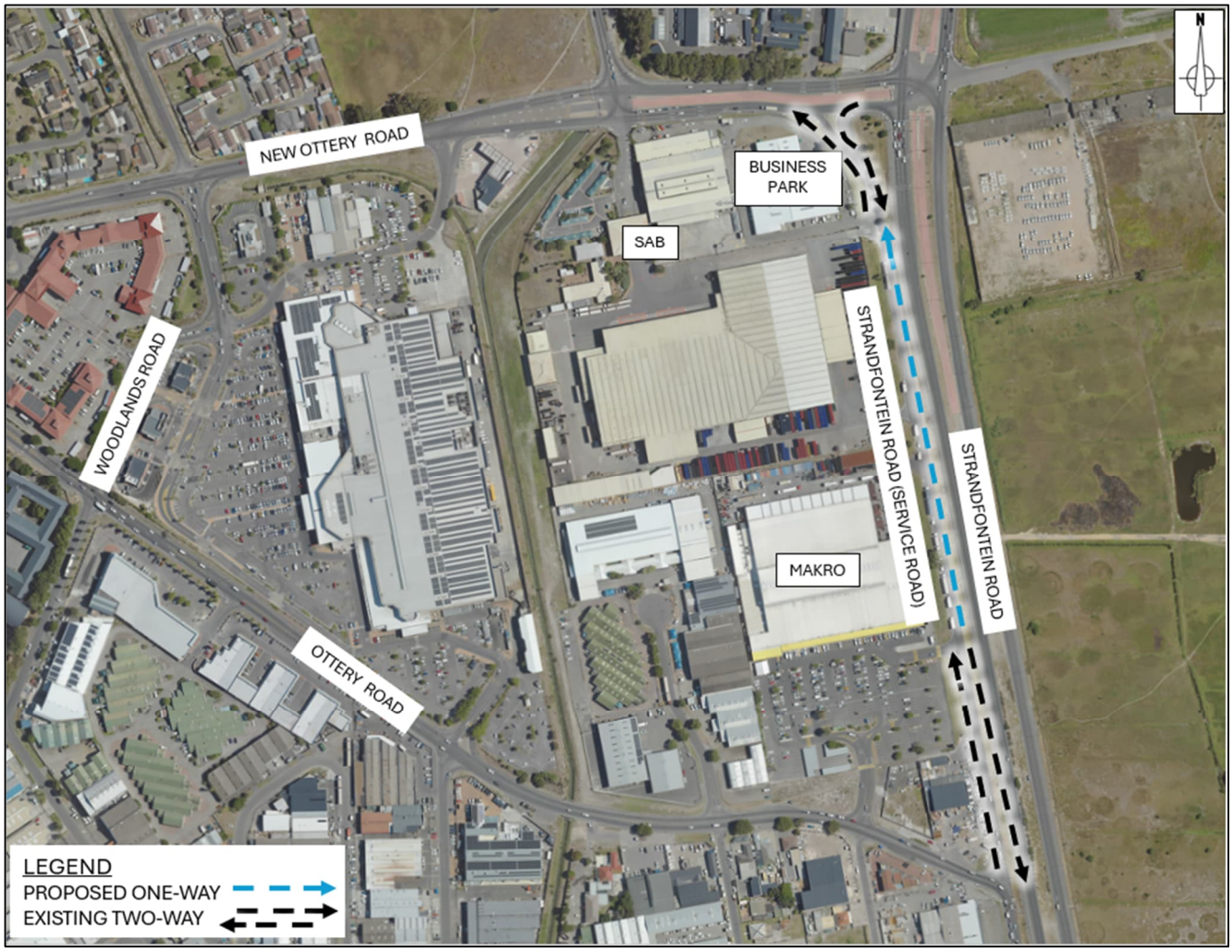


Figure 10: Proposed Northbound One-Way of a Portion of Strandfontein Road (service road)

4. Findings and Recommendations

4.1. Key Findings

The following findings are highlighted below:

- Strandfontein Road (service road) is classified as a Class 5 local street which provides access to a some businesses and industrial facilities.
- The highest traffic volumes travel northbound during the AM and PM peak hours.
- The southbound volume of traffic is fairly low.
- There was a fairly equal volume of traffic observed in the northbound direction during the AM and PM peak hours.
- There is an access to a small business park (Independence Square) at the northern end of Strandfontein Road (service road).
- There are other accesses to the facilities along Strandfontein Road (service road) namely:
    - Makro shopping centre (entrance and exit)
    - Exit gate for SAB facility
    - Makro receiving goods gate (entrance and exit)
    - Entrance gate at SAB facility
- Based on the site observations, there was a long queue of heavy vehicles parked along the western edge of the road, obstructing traffic flow in the northbound lane. These heavy vehicles park along the roadway waiting to enter the SAB facility.
- Due to this obstruction, northbound traffic has to travel along the southbound lane which causes traffic conflict.
- Based on the aerial imagery, there is also a long queue of heavy vehicles close to the entrance of Makro's goods area.
- There is a gap in the guardrails along the eastern edge of Strandfontein Road (service road) which connects a pathway to the existing sidewalk along New Strandfontein Road to Strandfontein Road (service road). However, there are no sidewalks along the eastern edge of Strandfontein Road (service road).
- There were a few pedestrians observed walking in the roadway along the Strandfontein Road (service road). Additionally, pedestrians were observed walking along the sidewalk provided behind the guardrail, and would then have to climb over to continue their journey in their respective direction.
- From the crash data received, there was a total of 203 crashes recorded in the 5 year 4 month period along Strandfontein Road, between New Ottery Road and Ottery Road. There were zero fatalities, five (5) serious injuries, 37 slight injuries and 391 no injuries (damage only).
- There were three (3) pedestrian-related crashes – two (2) at the intersection of Strandfontein Road/ New Ottery Road/ Road to Farm Stall and one (1) at the intersection of Strandfontein Road (service Road)/ Ottery Road.

- Based on the crash data, the most frequent crash type was “head/rear end” type crashes. The alleged cause of most of the “head/rear end” crashes were due to insufficient following distances.

- Other significant crash types are “approach at angle” (one or both turning/ both travelling straight) and “sideswipe” (same direction/ opposite direction) type crashes. The alleged cause of most of the “approach at angle” type crashes are due to entering traffic while unsafe, ignoring red robots or stop/yield signs and the alleged cause of most of the “sideswipe” type crashes are due to changing lanes while unsafe and entering traffic while unsafe to do so.

4.2. Recommendations

There are two proposals that have been recommended based on the findings.

Proposal 1 suggests converting Strandfontein Road (service road) into a one-way roadway in the northbound direction, between the access to Makro and New Ottery Road. The two-way roadway would be retained between Ottery Road to the access to Makro shopping centre. This proposal will affect the access to the business park at the northern end of Strandfontein Road (service road). Therefore, the access to the business park would have to operate as a left-in-left out only. Additionally, the left-in slipway at the intersection of New Ottery Road and Strandfontein Road (service road), would have to be closed off to prohibit access into Strandfontein Road (service road).

Due to the proposal of the one-way conversion, traffic entering at the left-in slipway would have to be re-routed. Based on the traffic counts, a small number of vehicles would be impacted and have to be diverted as per the proposed alternate routes. The alternate routes would divert traffic approximately 2.2km and 1.65km, respectively.

The conceptual layout of proposal 1 is attached under Annexure B.

Alternatively, proposal 2 suggests converting a portion of Strandfontein Road (service road), between the access to Makro shopping centre and the business park access into a one-way roadway (in the northbound direction) and retain the two-way roadway between New Ottery Road and the business park access.

The conceptual layout of proposal 2 is attached under Annexure C.

Although proposal 2 will maintain access to and from the business park for employees and customers, vehicles may disregard the one-way regulation and continue to travel in the southbound direction, potentially resulting in traffic conflict and enforcement implications.

Therefore, it would be recommended to opt for proposal 1 along Strandfontein Road (service road).

Annexure A

Site Observation Images

Figure A1: Heavy Vehicles Parked along the Western Edge of Stranfontein Road (service road)

Figure A2: Heavy Vehicles obstruct Northbound Lane of Stranfontein Road (service road)

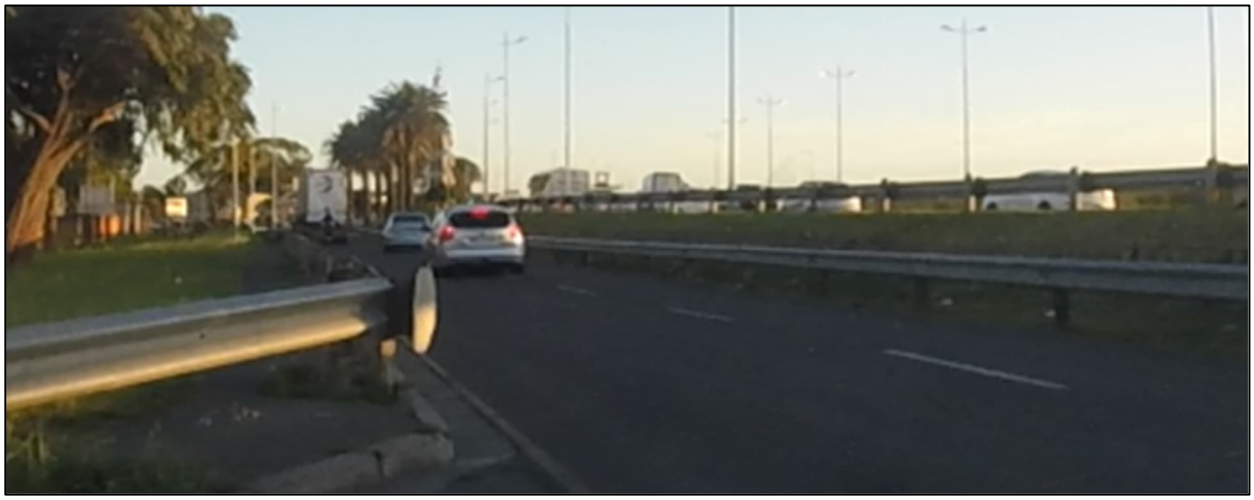


Figure A3: Northbound Traffic Travels in the Southbound Lane due to Obstructed Northbound Lane

Figure A4: Northbound Traffic Travels in the Southbound Lane causing Conflict

Figure A5: Pedestrian Walking in the Roadway along Strandfontein Road (service road)

Figure A6: Pedestrians Observed Walking in the Roadway during AM Peak Period

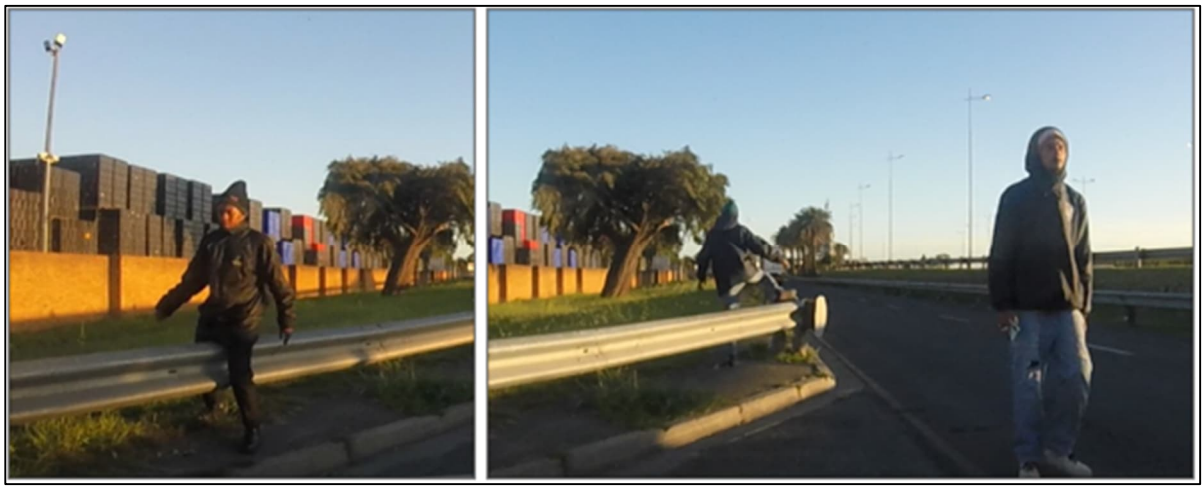
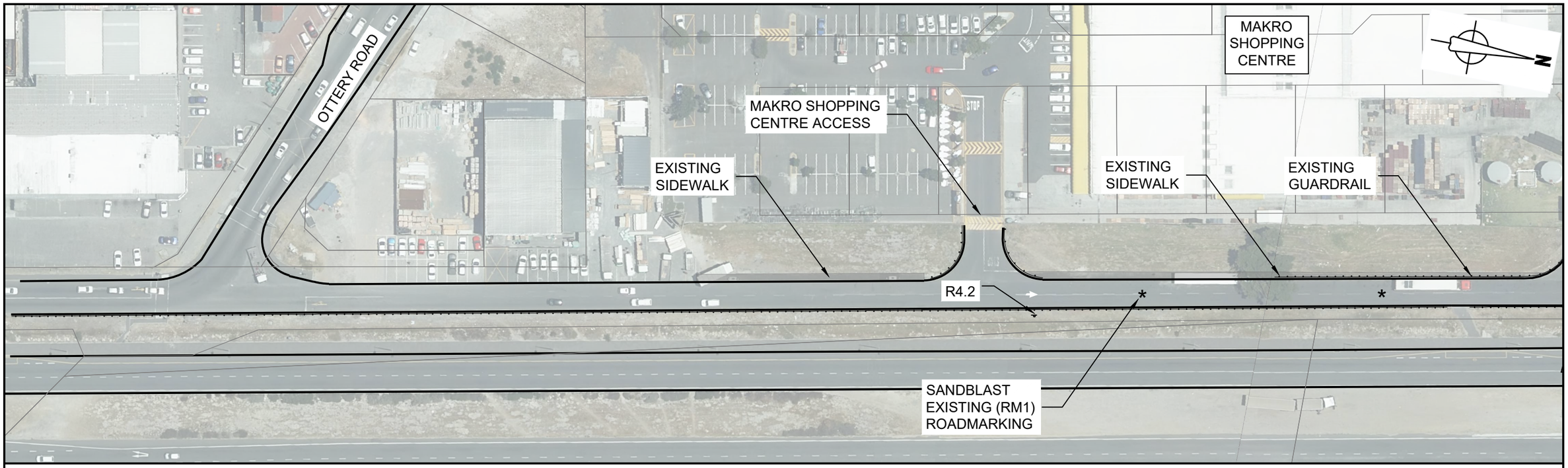


Figure A7: Pedestrians Observed Climbing over Guardrail to Continue Walking along Strandfontein Road (service road)

Annexure B

Conceptual Layout – Proposal 1



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DRAWING TITLE

TNDS7350
STRANDFONTEIN ROAD (SERVICE ROAD)
CONCEPTUAL DESIGN 1

SCALE	DATE	DRAWING NO.	REV
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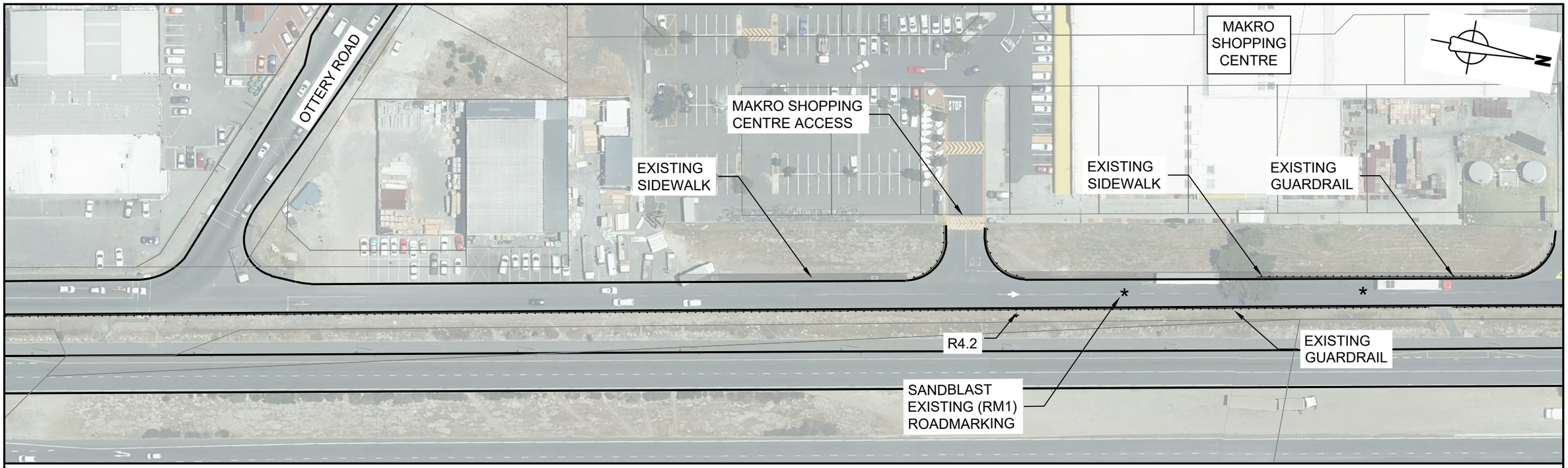
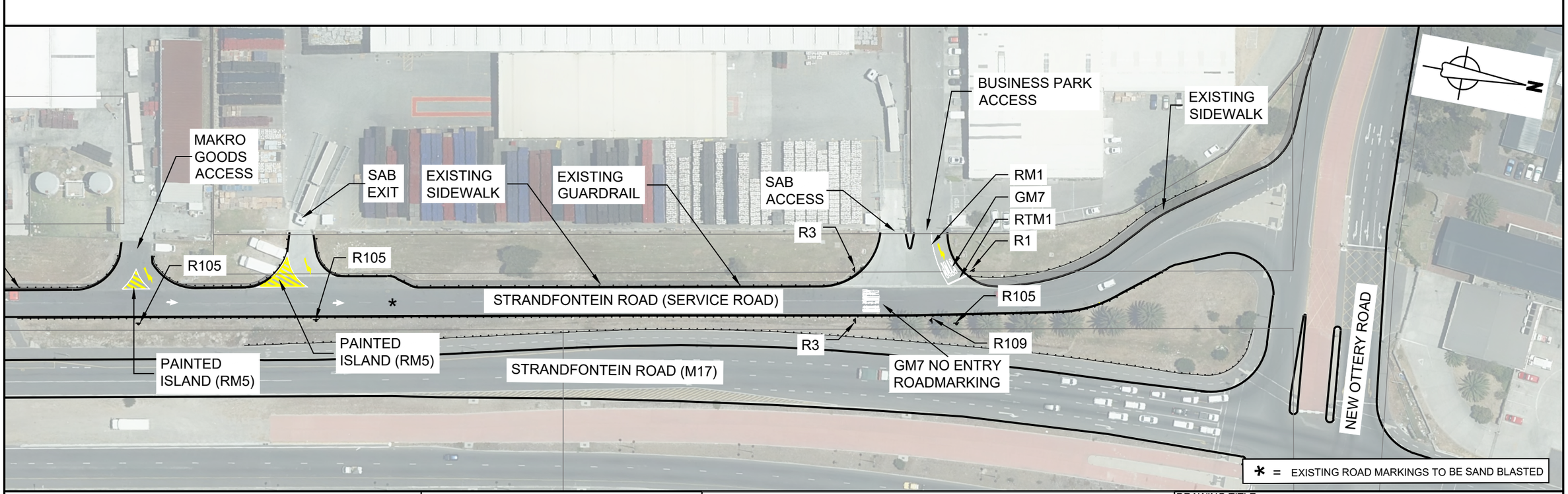
Annexure C

Conceptual Layout – Proposal 2





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