



CITY OF CAPE TOWN
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URBAN MOBILITY DIRECTORATE

Local Area Management Investigation for the Traffic
Management around Sun Valley Primary School, Sun
Valley
TND57416

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

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 Making progress possible. Together.

DOCUMENT APPROVAL

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1. Introduction

1.1. Background

HHO Consulting Engineers was appointed by the City of Cape Town to investigate the traffic behaviour around Sun Valley Primary and to potentially add an additional gate or relocate existing gate, to manage traffic around school.

1.2. Site Location

The roads under investigation (Corvette Avenue, Coracle Street and Brigantine Avenue) in Sun Valley form a network around Sun Valley Primary School. The location under investigation has been shown in Figure 1.

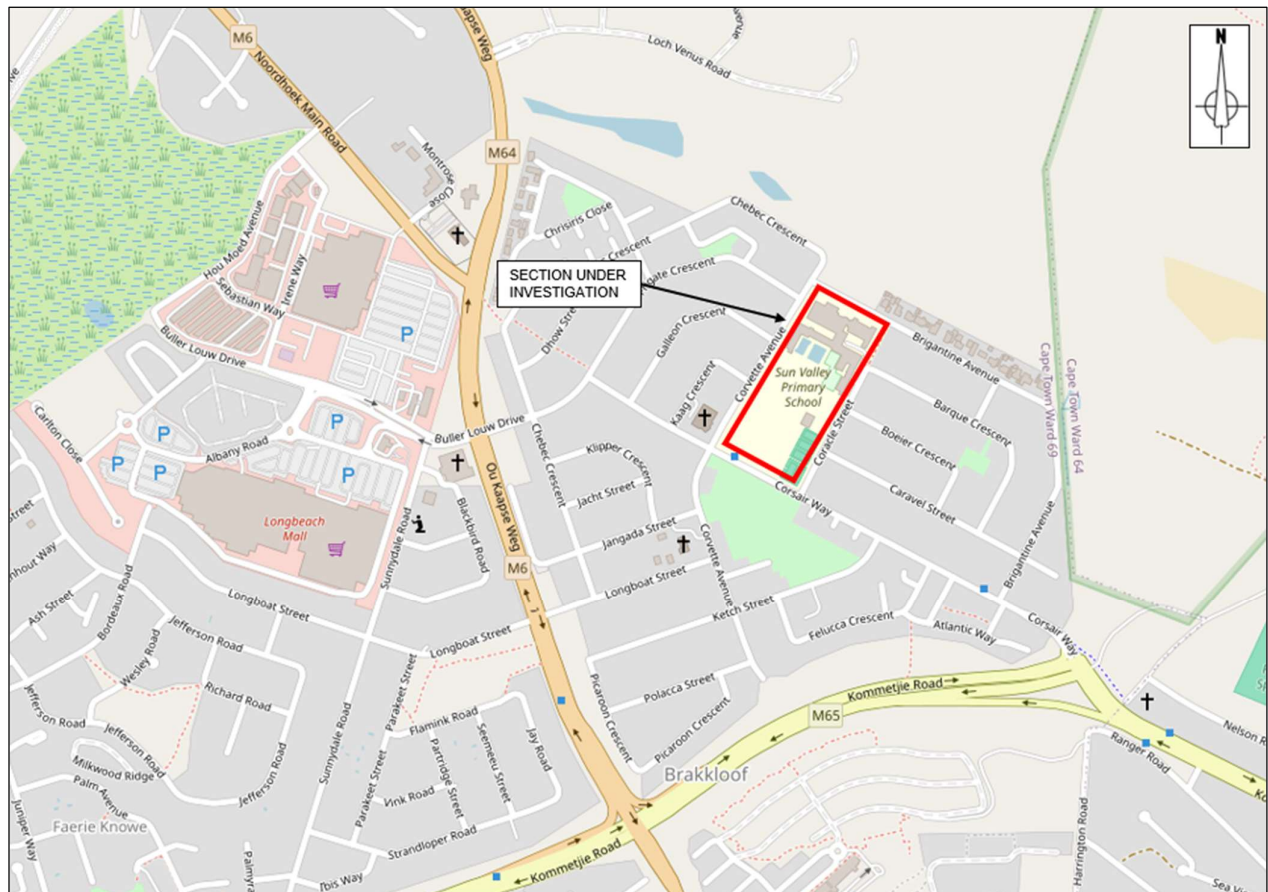


Figure 1: Locality Map

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). Therefore, it can be classified as a suburban area.



Figure 2: Land Use Schematic

2.2. Existing Road Network

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



Figure 3: Road Classification Schematic

The road classification is highlighted as follows:

- Corsair Way is classified as a Class 4 collector road.
- Barque Crescent is classified as a Class 5 local street.
- Coracle Street is classified as a Class 5 local street.
- Corvette Avenue is classified as a Class 5 local street.
- Brigantine Avenue is classified as a Class 5 local street.

2.3. Existing Geometries

The existing geometry for the roads in the vicinity of Sun Valley Primary School has been illustrated in Figure 4.



Figure 4: Existing Road Geometry

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

- Corsair Way is two-lane, two-way roadway (approximately 8.1m wide) south of the school and serves as a link between Ou Kaapse Weg via Buller Louw Drive and Kommetjie Road.
- Coracle Street is two-lane, two-way roadway, approximately 5.8m wide. This roadway is located east of the school and has a drop-and-go facility at the Sunbird Pre-primary and Sports access gates. It serves as a link between Corsair Way to Barque Crescent. The roadway has a sidewalk along the western edge and a footpath that leads to Brigantine Avenue. There are driveways on the eastern side of the road along with RM13 "NO PARKING LINES".
- Barque Crescent is two-lane, two-way roadway (approximately 7.1m wide) that connects Coracle Street into Barque Crescent. The roadway has driveways on both sides with RM13 "NO PARKING LINES" in certain areas. There are no sidewalks along either side of the road.
- Corvette Avenue is two-lane, two-way roadway, approximately 7.1m wide. The roadway is located west of the school with existing traffic calming in the form of a speed hump and a raised pedestrian crossing at student gate 1.
- Brigantine Avenue is two-lane, two-way roadway (approximately 6.8m wide) located to the north of the school, with existing traffic calming, road markings and pedestrian crossings with road signs in place. The road has a parking area close to the office block and two more access gates to the school. Another school in Brigantine Road, Silvermine Academy, has a parking area in front of the school.

2.4. Site Observations

A site survey was undertaken on Friday 17 October 2025 during the midday peak period (12h15 to 13h30) to observe the current traffic operations when traffic flows are highest and vehicles are likely to be parked in the road collecting scholars. Images from the site investigation have been included in Appendix A. The following observations were noted:

- Vehicles parking in Coracle Street, alongside of the road next to the school by entering the road at Corsair Way (refer to Figure A1), and parents leave their cars alongside the road to collect their kids (refer to Figure A2).
- Traffic, along Coracle Street into Barque Crescent, were very congested. The parking areas at the sports gate access and Sunbird Pre-Primary access were full (refer to Figure A3). There were vehicles blocking the middle of the parking area, to collect Pre-Primary school kids.
- There are two side roads that connect to Coracle Street which vehicles use for parking (refer to Figure A4) and exit out of (refer to Figure A5).
- From the observations, approximately 90% of vehicles travel northbound on Coracle Street to make it easier for vehicles to collect their kids and approximately 10% of vehicles comes southbound which causes obstruction to the traffic flow. Some vehicles drive slow in the queue and stops without pulling to the side of the road to pick up learners (refer to Figure A6). There were vehicles parked the RM13 "NO PARKING LINES" and opposite driveways.
- Vehicles were observed parking and stopping along Barque Crescent to pick up learners from the school (refer to Figure A7), which also adds to the congestion experienced along Coracle Street. Vehicles then exit onto Schooner Road after collecting their kids along Coracle Street and/or Barque Crescent (refer to Figure A8).
- Traffic volumes along Brigantine Avenue in the vicinity of the school and parking area very were congested. It was observed that vehicles were parking along the street $\pm 270\text{m}$ from Corvette Avenue (refer to Figure A9). Traffic safety cones were placed along the road to keep the pedestrian crossing clear from vehicles parking on it. The parking area in front of Silvermine Academy and the parking area opposite the school was also fully parked (refer to Figure A10).
- The parking area opposite the school has a one-way in and one-way out for traffic to flow easier, but it was observed that vehicle would enter and exit at both accesses impeding the flow of traffic.
- Brigantine Avenue has two pedestrian crossings close to each other – one is a midblock pedestrian crossing, close to Corvette Avenue/ Brigantine Avenue intersection (refer to Figure A11), and the other is a raised pedestrian crossing. The raised pedestrian crossing has all necessary road signs and road markings in place except the R2.1 YIELD TO PEDESTRIANS" sign. The midblock pedestrian crossing lacks the necessary road signs and universal access.
- There were vehicles observed parking very close to the intersection of Corvette Avenue and Brigantine Avenue (refer to Figure A12). Traffic cones were placed at the intersection to prevent cars of parking in the intersection.
- Corvette Avenue provides access to student gate 1 and has traffic calming in the road in the form of a speed hump and a raised pedestrian crossing at the gate (refer to Figure A13). It was observed that vehicles park along Corvette Avenue, from Brigantine Avenue to Kaag Crescent along the side of the school to collect their kids (refer to Figure A14). Vehicles were also observed parking along roads perpendicular to Corvette Avenue, such as Galleon Crescent (refer to Figure A15).
- Corvette Avenue has an existing RM12 "NO STOPPING LINE" along the western edge of the road, between Frigate Crescent and Kaag Crescent to prevent vehicles from parking along the road.

- There was traffic cones placed along Corvette Avenue to avoid vehicles from parking on the pedestrian crossing. There are no proper NMT facilities along Corvette Avenue in the form of sidewalks or universal access at pedestrian crossing (refer to Figure A16).

2.5. Crash Data

Crash data for the period of 2020 to September 2024 (5 years and 9 months) was received from City of Cape Town for the roads around Sun Valley School. 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	Fatal	Serious	Slight	No Injuries
Barque Crescent	3	0	0	0	7
Brigantine Ave	3	0	0	0	6
Brigantine Ave x Corsair Way	2	0	0	0	4
Brigantine Ave x Corvette Ave	1	0	0	0	2
Brigantine Ave x Schooner Rd	1	0	0	0	2
Corsair Way x Coracle Street	2	0	0	0	4
Corvette Ave x Galleon Crescent	1	0	0	0	2
Total	13	0	0	0	27

There were a low number of crashes that occurred within the study area, with a total of 13 crashes occurring over a period of 5 years and 9 months. There were zero (0) fatal injuries, zero (0) serious injuries, zero (0) slight injuries and 27 no injuries (damage only).

Table 2 provides the number of crash types that occurred at each location. These crash types mainly consisted of approach at angle type crashes (one/ both turning and both travelling straight), head/rear end crashes, vehicles reversing and sideswipe crashes (same direction/ opposite direction).

Table 2: Number of Crashes by Crash Type

Location	Crash Type	No. of Crashes
Barque Cres	Reversing	1
	Sideswipe – same direction	2
Brigantine Ave	Approach at angle – one or both turning	1
	Reversing	1
	Sideswipe – same direction	1
Brigantine Ave x Corsair Way	Head/Rear end	1
	Sideswipe – opposite direction	1
Brigantine Ave x Corvette Ave	Sideswipe – same direction	1
Brigantine Ave x Schooner Rd	Head/Rear end	1
	Approach at angle – both travel straight	1
Corsair Way x Coracle Str	Head/Rear end	1
	Reversing	1
Corvette Ave x Galleon Crescent	Reversing	1

3. Future Traffic Operations

3.1. Alternative Route - One-way Circulation

To accommodate the high volume of traffic around the school during peak periods, a section of the roads around the school should be converted into a one-way direction of traffic on a temporary basis during school hours. The traffic should be rerouted around the school from Coracle Street, Barque Crescent, Schooner Road and Brigantine Avenue exiting onto Corvette Avenue to accommodate traffic flows. Embayments should also be implemented to facilitate parking and a drop-and-go system.

The factors to consider in the conversions of the section of Coracle Street/ Barque Crescent, Brigantine Avenue and Corvette Avenue around the school are as follows:

- Coracle Street has a wide enough road reserve on the side of the school to create embayments for a drop-and-go system.
- Sidewalks would be recommended in Barque Crescent and Corvette Avenue due to many kids walking on the grass edging and/or in the busy road.
- Brigantine Avenue's parking area was fully parked but will benefit with formalise painted parking bays to increase capacity.
- Although there are large trees in front of the school in Brigantine Avenue, embayments for a drop-and-go facility can be implemented.
- Corvette Avenue has raised pedestrian crossings at the student gate 1 but requires universal accessibility and sidewalks. It was observed that learners cross the pedestrian crossing and walk in the road towards their cars. The sidewalk could be placed along the school edge, behind the trees, and an embayment could be implemented to accommodate a drop-and-go facility.

The conceptual design is illustrated in Annexure B.

4. Findings and Recommendations

4.1. Findings

The key factors at the location under investigation are listed as follows:

- Corsair Way is classified as a Class 4 collector road.
- Barque Crescent, Coracle Street, Corvette Avenue and Brigantine Avenue is classified as Class 5 local streets.
- Coracle Street is located east of the school and has a drop-and-go facility at the Sunbird Pre-primary and Sports access gates. The roadway has a sidewalk along the western edge and a footpath that leads to Brigantine Avenue.
- Barque Crescent connects Coracle Street into Barque Crescent with no sidewalks along either side of the road.
- Corvette Avenue has existing traffic calming measures in the form of a speed hump and a raised pedestrian crossing at student gate 1.
- Brigantine Avenue is located to the north of the school, with existing traffic calming, road markings and pedestrian crossings with road signs in place. The road has a parking area close to the office block and two more access gates to the school. Another school in Brigantine Road, Silvermine Academy, has a parking area in front of the school.
- Vehicles park in Coracle Street, alongside of the road next to the school to collect their kids.
- The parking areas at the sports gate access and Sunbird Pre-Primary access in Coracle Street were full. There were vehicles blocking the middle of the parking area, to collect Pre-Primary school kids.
- There are two side roads, perpendicular to Coracle Street, that vehicles use for parking.
- From the observations, approximately 90% of vehicles travel northbound on Coracle Street to make it easier for vehicles to collect their kids and approximately 10% of vehicles comes southbound which causes obstruction to the traffic flow. Some vehicles drive slow in the queue and stops without pulling to the side of the road to pick up learners.
- Vehicles were observed parking and stopping along Barque Crescent to pick up learners from the school which also adds to the congestion experienced along Coracle Street. Vehicles then exit onto Schooner Road after collecting their kids along Coracle Street and/or Barque Crescent.
- Vehicles park all along Brigantine Avenue in the vicinity of the school and parking area. The parking area in front of Silvermine Academy and the parking area opposite the school was also fully parked.
- Brigantine Avenue has two pedestrian crossings close to each other – one is a midblock pedestrian crossing, close to Corvette Avenue/ Brigantine Avenue intersection and the other is a raised pedestrian crossing. The midblock pedestrian crossing lacks the necessary road signs and universal access.
- Traffic safety cones were placed along the road to keep the pedestrian crossing clear from vehicles parking on it.
- There were vehicles observed parking very close to the intersection of Corvette Avenue and Brigantine Avenue. Traffic cones were placed at the intersection to prevent cars of parking in the intersection.

- Corvette Avenue provides access to student gate 1 and has traffic calming in the road in the form of a speed hump and a raised pedestrian crossing at the gate. It was observed that vehicles park along Corvette Avenue, from Brigantine Avenue to Kaag Crescent along the side of the school to collect their kids. Vehicles were also observed parking along roads perpendicular to Corvette Avenue, such as Galleon Crescent.
- There were traffic cones placed along Corvette Avenue to avoid vehicles from parking on the pedestrian crossing. There are no proper NMT facilities along Corvette Avenue in the form of sidewalks or universal access at pedestrian crossing.
- There were a low number of crashes that occurred within the study area, with a total of 13 crashes. There were zero (0) fatal injuries, zero (0) serious injuries, zero (0) slight injuries and 27 no injuries (damage only).
- The crash types mainly consisted of approach at angle type crashes (one/ both turning and both travelling straight), head/rear end crashes, vehicles reversing and sideswipe crashes (same direction/ opposite direction).

4.2. Recommendations

As stated in section 3.1, it would be recommended to convert a section of the roads around the school into a one-way direction of traffic on a temporary basis during school hours. This should accommodate the high volume of traffic around the school during peak periods.

The factors to consider in the conversions of the section of Coracle Street/ Barque Crescent, Brigantine Avenue and Corvette Avenue around the school are as follows:

- Coracle Street has a wide enough road reserve on the side of the school to convert in an embayment for parking bays.
- Barque Crescent would benefit from having a sidewalk as kids walking on grass edging and in the busy road to cars collecting them.
- Brigantine Avenue's parking area was fully parked but will benefit with formalise painted parking bays to increased capacity. The front of the school has large trees but have space for embayment for drop and go facility.
- Corvette Avenue have raised pedestrian crossings at the gate but needs a drop kerb and sidewalk on the opposite side of the road. It was observed that learners cross the pedestrian crossing and walk in road to their cars. The side along the school would benefit with a sidewalk behind the trees next the school fence and an embayment to accommodate with collecting students.

The conceptual design is attached under Annexure B.

Annexure A

Site Observation Images



Figure A1: Vehicles enter from Corsair Way onto Coracle Street.

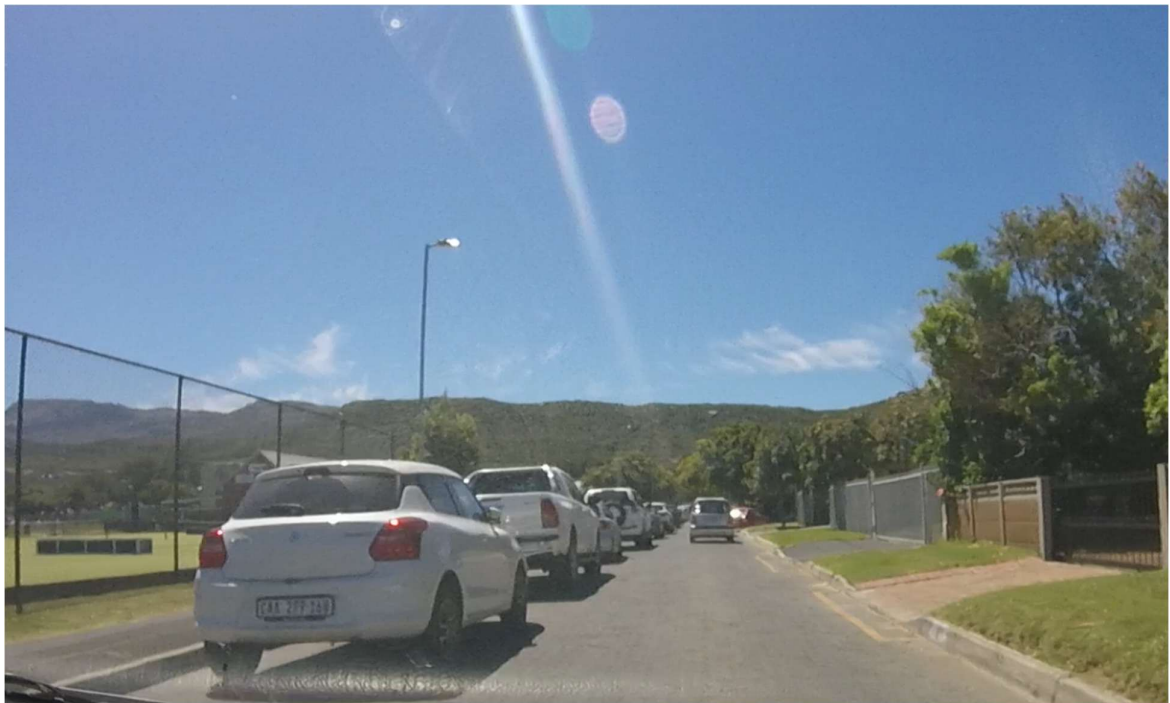


Figure A2: Vehicles parking along the school (western edge) on Coracle Street.



Figure A3: Vehicles parking along the Coracle Street next to parking area.



Figure A4: Vehicles parking on side street of Caravel Street.

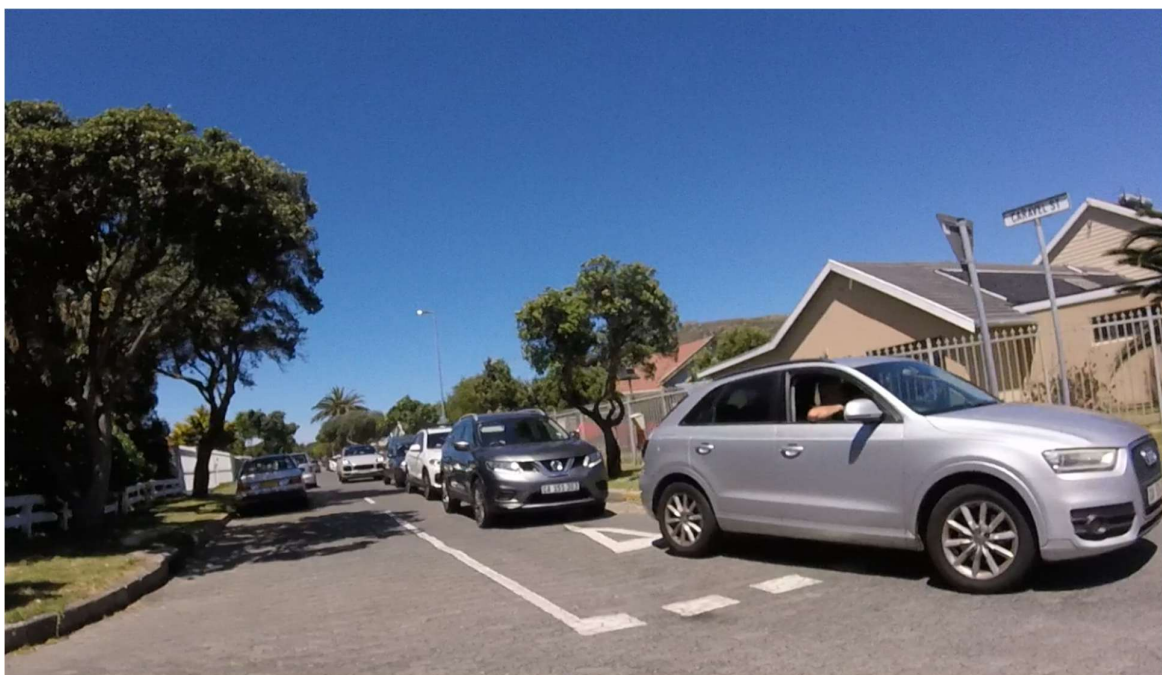


Figure A5: Vehicles exiting side street of Caravel Street after routing from Barque Crescent.



Figure A6: Vehicles stopping to collect learners on Coracle Street.

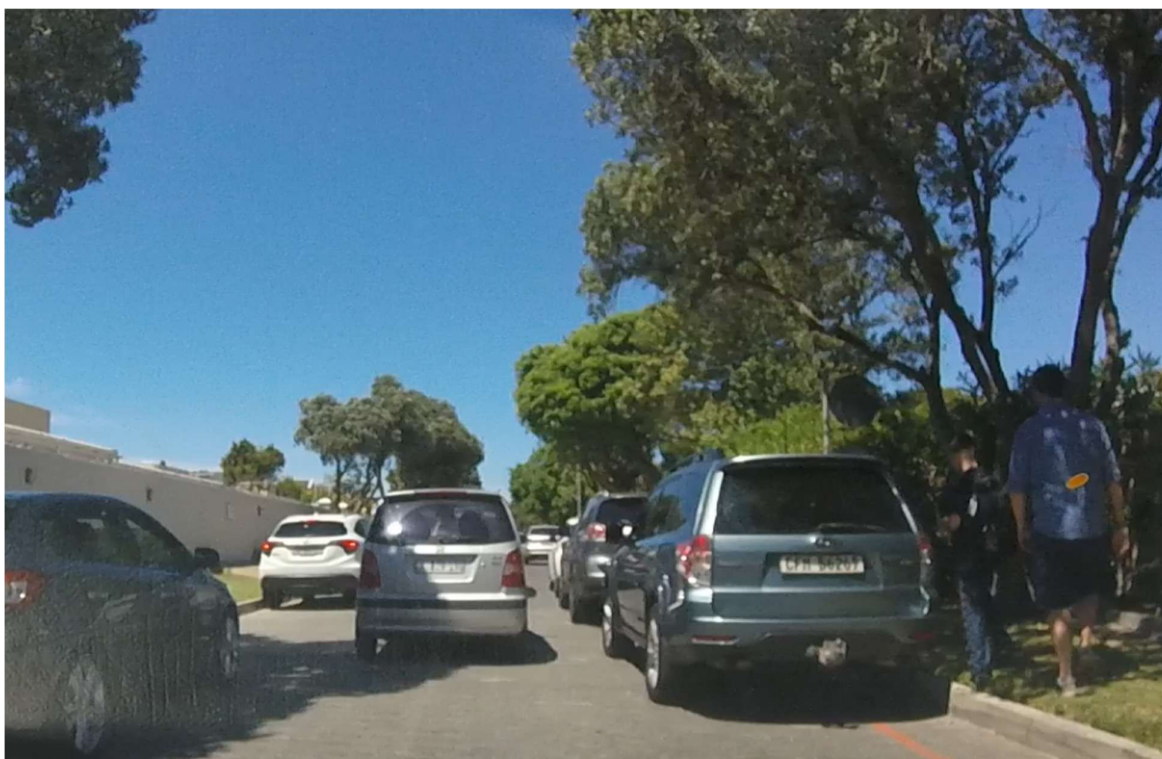


Figure A7: Vehicles collect learners on Barque Crescent



Figure A8: Vehicles exiting Barque Crescent onto Schooner Street from collecting kids (using side street parking).



Figure A9: Vehicles parking along Brigantine Avenue.



Figure A10: Parking area on Brigantine Avenue.



Figure A11: Mid-Block Pedestrian Crossing on Brigantine Avenue.



Figure A12: Vehicles parked very close to the Brigantine Avenue and Corvette Avenue intersection.



Figure A13: Raised Pedestrian Crossing on Corvette Avenue at Student Gate 1



Figure A14: Corvette Avenue parents park along school and side streets at Student Gate 1



Figure A15: Parents parking along side street (Galleon Crescent) perpendicular to Corvette Avenue, close to Student Gate 1



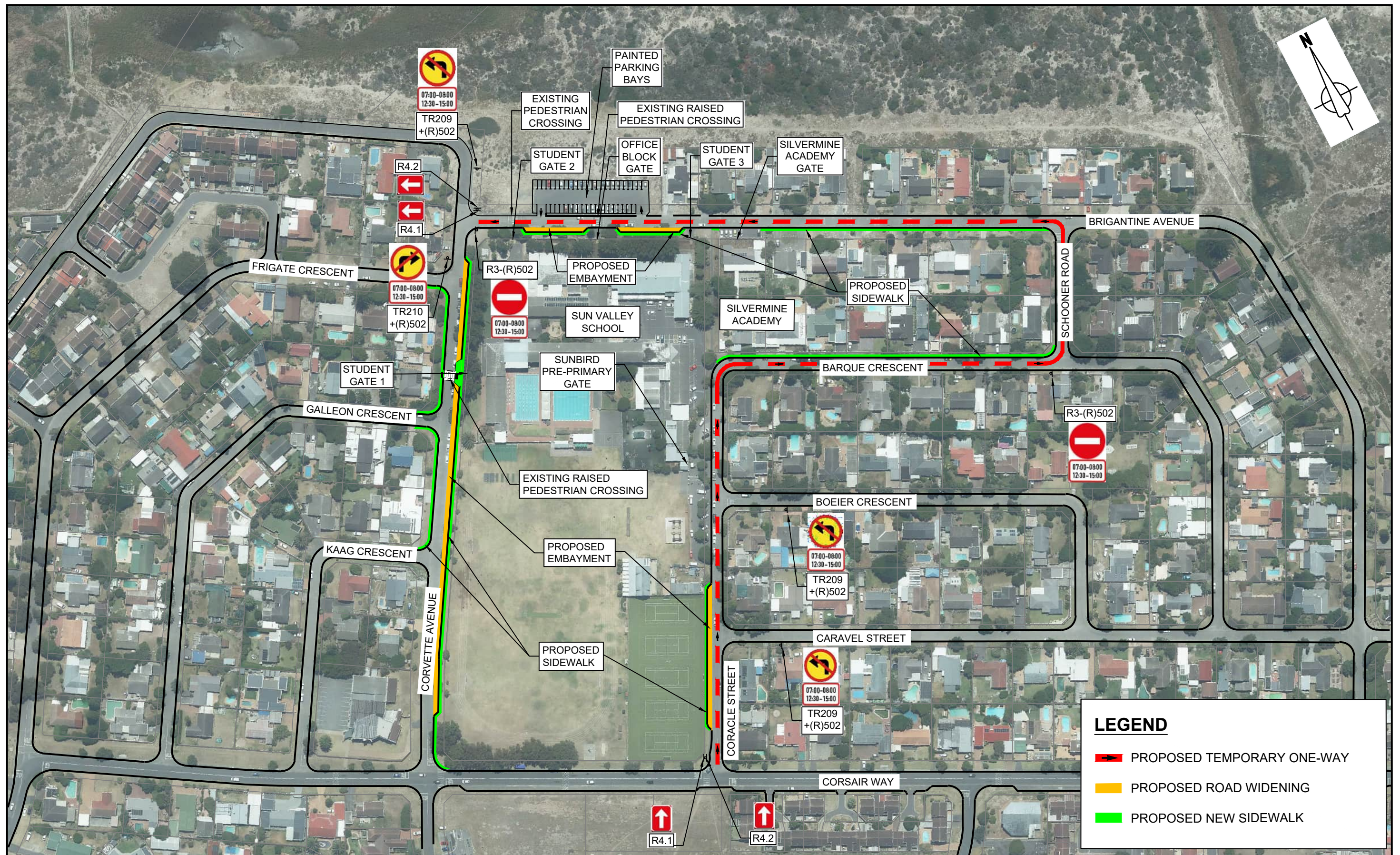
Figure A16: Learner observed walking in the road along Brigantine Avenue close to Student Gate 3 and Silvermine Academy



Figure A17: Raised Pedestrian Crossing in Corvette Avenue at Student Gate1 has no universal access or sidewalks.

Annexure B

Conceptual Design



LEGEND

- PROPOSED TEMPORARY ONE-WAY
- PROPOSED ROAD WIDENING
- PROPOSED NEW SIDEWALK

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