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Date: 18 October 2013

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Attention: Mr A. Brislin

Sir,

HUDDLE PARK MIXED USE DEVELOPMENT – TRAFFIC IMPACT ASSESSMENT

This TIA relates to the mixed use development proposed on the Huddle Park site including high income residential and retail.

The JRA supports the following access proposals associated with the development:

- a) Access 1 located approximate 220m north of the Club Street / Linksfield / Civin Drive intersection including signalization, provision of an exclusive right turn lane on the north approach along Club Street, two through lanes on the south and north approach of Club Street and separate left and right turning lanes on the west approach. The access location has been tested and meets the requirements with regard to gradient, vertical, horizontal and stopping sight distance. The applicant further proposes to provide a right turn lane on the south approach at the Nursery access located just south of Access 1.
- b) Access 2 is located 200m west of Linksfield/ Civin/ Club Street and includes signalization and an exclusive 60m right turn lane on the north approach along Club Street, left turn slip lane (30m) on the south approach and separate left and right turn lanes on the west approach.
- c) Access 3 is located 200 west of Access 2 along Club Street opposite Donnie Avenue and will include signalization, exclusive right turn lanes on the south and north approach of Club Street with 2 through lanes, slip lane on the south approach and separate left and right turn lanes on the west approach.
- d) The applicant further proposes a consolidation of the current access points to the Huddle Golf Course to one single signalized access.

Directors:
Chairman: K Shubane, Managing Director: DS Macozoma, Non-Executive Directors:
M Maimane, Dr J Maina, N Msezane, E Ngomane, L Mashamaite, K Parirenyatwa,
L Brenner, Company Secretary: Adv. TP Bokako

Registration No. 2000/028993/07

- e) On the SDP, access to Erf 348 (residential 3) is located at position 10 on the plan. This position is not supported and it is recommended that the access to Erf 348 rather be located opposite the circle at position 11.
- f) An alternative access to Erf 367 (retail) is shown at position 13 on the plan. This position is not supported and it is recommended that the access rather be located ^{opposite} ~~midblock between positions 11 and 12~~ on Huddle Crescent.

The developer will also be responsible for the following external road upgrades to support its development:

- a) Upgrading of the Linksfeld/ Civin/ Club Street intersection including:
- North approach: 100m exclusive right turn lane, 2 through lanes and the exiting left turn slip lane, 100m short exit lane.
 - South approach: 3 through lanes, 2 exclusive right turn lanes (60m) and an exclusive left turn slip lane
 - East approach: 2 through lanes, 2 exclusive right turn lanes and 1 left turn lane.
 - Revised signal phasing
- b) Dualling of Club Street from its intersection with Civin / Linksfeld passed access number 3.
- c) Construction of Huddle Crescent as a public road with a 25m road reserve with no security control features.

The proposed road reserves along the internal private roads are indicated on Plan number 4315 and ranges from 30m to 13m.

The final approval of the traffic associated with this development can only be granted once a solution is proposed for the traffic problems at the Kind David School. An amendment to this TIA must be submitted addressing this issue.

Yours faithfully



pp Manager, Development Control
jm/ip