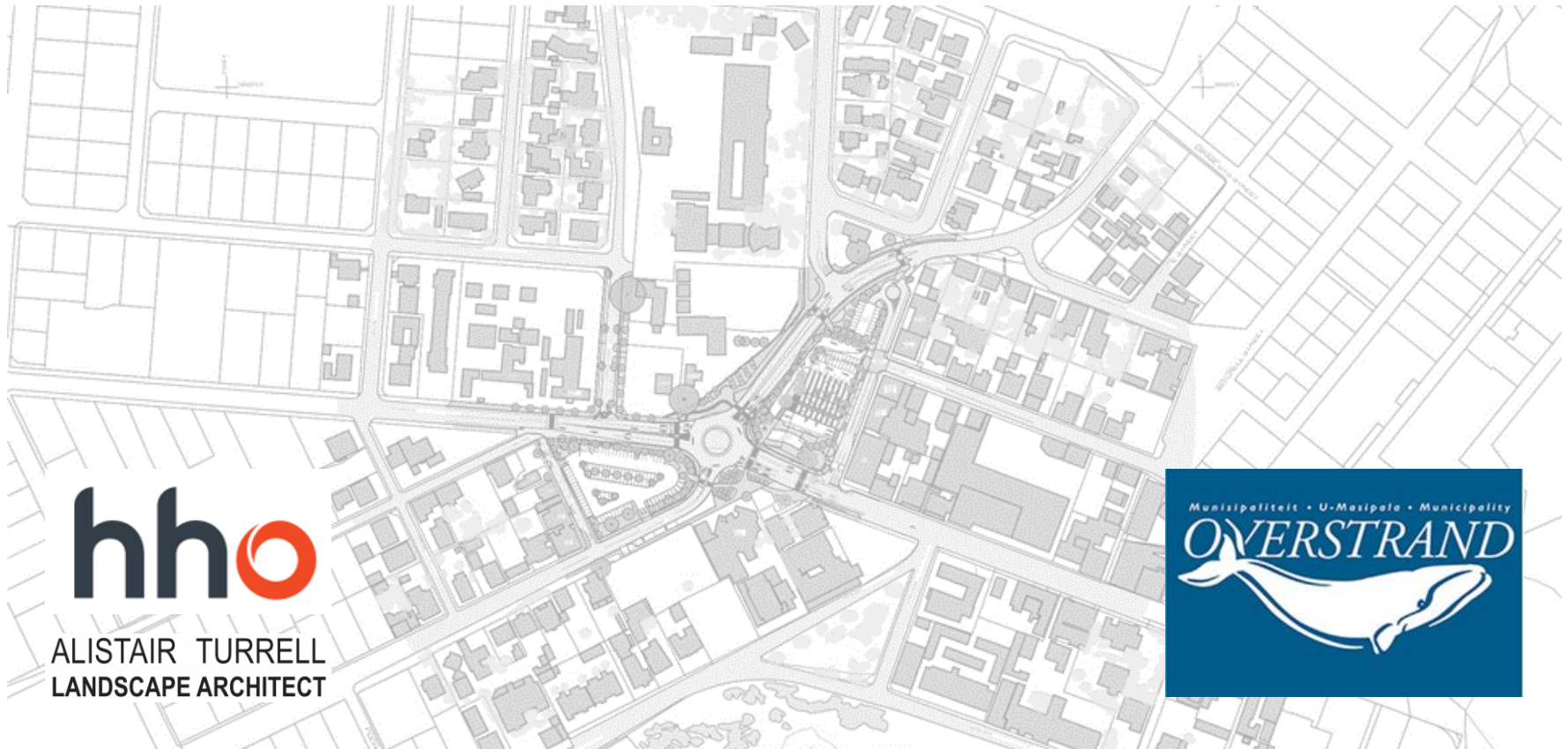


HERMANUS CIVIC PRECINCT PLAN

MARCH 2023

FINAL REPORT



ALISTAIR TURRELL
LANDSCAPE ARCHITECT



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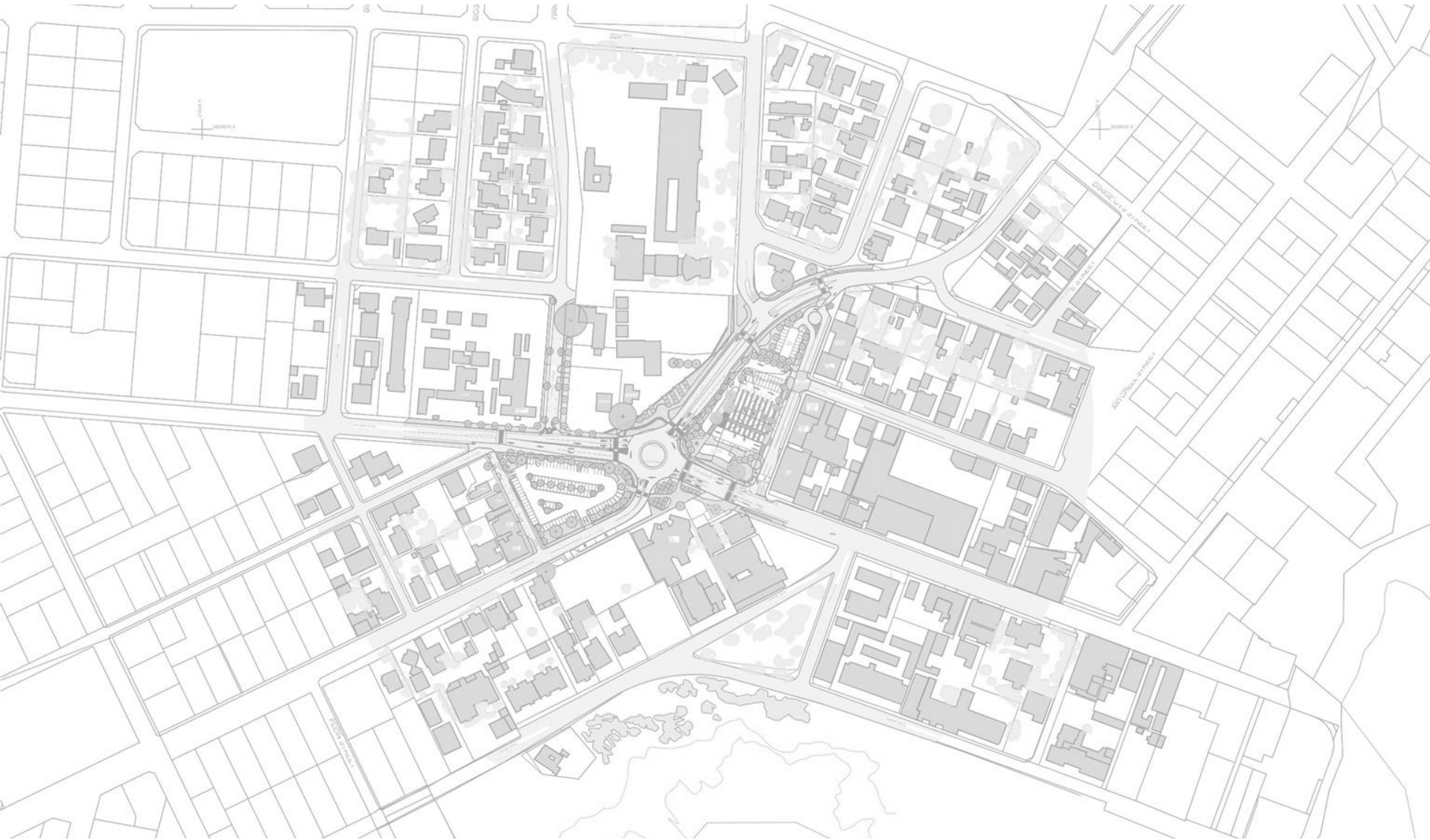
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1. INTRODUCTION

1. Introduction

Overstrand Municipality in January 2016 prepared the Hermanus CBD Regeneration Framework, which set out to identification and design of focus areas and the associated priority implementation projects.

This document detailed 6 focus areas for redevelopment, of which the Hermanus CBD Taxi Rank and Municipal Precinct was considered the highest priority.

The priority projects in Municipal or Civic Precinct are as follows:

P1: Rationalise the current taxi operations and parking

- Consolidate the taxi rank, unstructured parking and informal trading
- Establish a high-quality public space
- Landscape the public street interface
- Consider new buildings to accommodate the taxi operations, public toilets and retail [Two options were considered for the redevelopment of the taxi rank.]

P2: Improved pedestrian crossings at Royal Street traffic circle and links towards the coast

- A pedestrian link from the taxi rank to Long Street
- Raised surfacing and dedicated surfacing for pedestrian crossings
- Additional proposed pedestrian crossing aligned with Long Street through the taxi rank and towards the municipal precinct
- Improved pedestrian connectivity across Main Road

P3: New infill development

The original intent to sell the municipal tennis courts has since evolved to focus on the redevelopment and expansion of the municipal and civic buildings. The concept still retains the intent for generous landscaping, an interface with the traffic circle and enhanced pedestrian connectivity.

P4: Tourism Information Centre and Tour Bus Parking

The old Synagogue building is envisaged as part of the redevelopment of the precinct, accommodating small business, a tourism information centre and potential tour bus stop facility.



Figure 1: Municipal or Civic Precinct from Hermanus CBD Regeneration Framework, 2016

1.1 Study Area

The Hermanus Civic Precinct forms a functional entrance point to the CBD, while also framing the historic core of the CBD. The Civic Precinct is within easy reach of the commercial and social activities in the CBD, and predominantly includes civic and local authority land uses such as the magistrate's courts, the police station, library, municipal offices and public transport and parking facilities.



Figure 2: Study Area shown on extract from Overstrand Municipal Data Base aerial photography



The precinct ranges around the traffic circle intersection of Main Road (R43) with Royal Street and Church Street. Other intersections include the interface of Harmony Avenue with the Main Road, Magnolia Street with Royal Street and Patterson Street with Main Road.

The Hermanus CBD Taxi Rank is situated centrally to the precinct. The redevelopment of the taxi rank is currently in conceptual design phase and is being pursued as a separate project.

Appendices A, B, and C contain additional content on the Study Area context, the zoning of properties in the wider study area and the relevant cadastral boundaries.

1.2 Study Purpose & Methodology

This report deals with the findings and proposals for the rejuvenation and redevelopment of the urban spaces within the Hermanus Civic Precinct and is considered the first phase of the project. The second phase will deal with the design and specification for the implementation of the prioritised interventions.

The redevelopment interventions are based on extensive data collection and an existing system evaluation. The resulting urban landscaping concepts

are presented in this report as draft proposals for final comment and stakeholder engagements. Once finalised, the project team will address the final designs and specifications for the rejuvenation of the Civic Precinct urban spaces.

The purpose of this study is as follows:

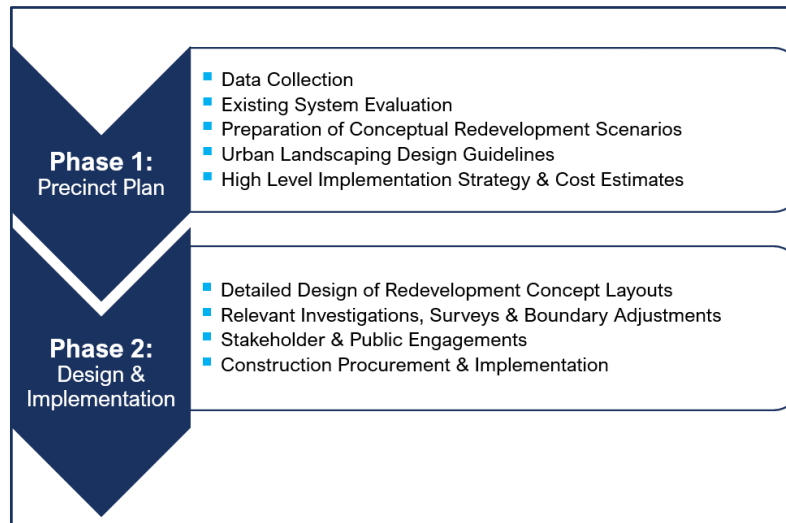
Phase 1: To provide the Overstrand Municipality with a draft Precinct Plan for the Hermanus Civic Precinct, following on the Hermanus CBD Regeneration Framework (2016).



Phase 2: To prepare designs, specifications and procurement documentation for urban infrastructure and traffic improvement intervention as derived from the above draft Precinct Plan.

The report includes reference to the precinct contextualisation, the data collection and the existing system evaluation, but will predominantly focus on the rejuvenation design proposals as it applies to the road network, parking areas and the hard and soft urban infrastructure.

Figure 3: Graphic representation of the Hermanus Civic Precinct project Study Methodology



1.3 Data Collection

1.3.1 Statutory and Planning Data

Overstrand Municipality benefits from a wide range of progressive and current statutory and planning documents, policies and guidelines. Due to the central and pivotal context of the Civic Precinct, a large number of the statutory documents are applicable to the Study Area or provide a wider context. A few of the more pertinent policies area listed below:

The **Hermanus CBD Regeneration Framework Final Report** (2016) is considered an updated regeneration policy document which identified 4 regeneration themes and offered high-level proposals for 6 focus areas in the CBD. The priority projects highlighted for the civic precinct focus area provides a critical background to this report and study.

Hermanus CBD Public Spaces Manual Final Report (October 2021 Revision) was prepared to offer a set of objectives and guidelines to assist stakeholders to achieve continuity in the design and quality of the streetscapes and public places in Hermanus.

The positive response to the implementation of the public space improvements based on this document is considered a direct reference to the Civic Precinct Plan design palette and interventions.

Hermanus CBD Taxi Rank Conceptual Design Report (2022) was prepared as part of the Provincial Sustainable Transport Plan (PSTP) for Overstrand Municipality. The conceptual design was informed by some of the regeneration themes reflected in the Hermanus CBD Regeneration Framework (2016). The conceptual design was, however, specifically based on the geographic context of the rank, the access constraints and the public transport operational informants unique to this rank.

The Conceptual Design report is currently circulating for stakeholder information. Budget considerations will guide the design and implementation timeframes. The conceptual designs are in alignment with the redevelopment scenarios and urban landscaping principles contained in this report.

A further product of the PSTP project is the **Overstrand Non-motorised Transport (NMT) Master Plan** (2019). This document provides overarching conceptual and planning for accessible walking and cycling throughout the Overstrand Municipality, focusing on continuous routes along or parallel to major movement corridors and between prominent civic, commercial and residential land uses.

The safety of pedestrians and cyclists in the immediate vicinity of the Hermanus CBD and in direct contact with the main public transport and civic facilities in the municipal area requires specific accommodation for NMT users in the Civic Precinct.

This report follows in the context provided by the above statutory and guideline documents, and the resulting rejuvenation proposals are based within the collective context provided.

1.3.2 Traffic & public transport data

Weekday AM and PM peak period turning movement counts were undertaken on 26 and 27 January 2022 at the following intersections:

- Main Road/Bird Lane Intersection
- Main Road/Flower Street Intersection
- Main Road/Harmony Avenue/Church Street Parking Access Road Intersection
- Main Road/Royal Street/Church Street Intersection
- Main Road/Paterson Street Intersection
- Paterson Street/Long Street Intersection
- Royal Street/Magnolia Road Intersection
- Bird Lane/Duiker Street Intersection
- Harmony Avenue/Duiker Street Intersection

As part of these traffic counts, all heavy vehicle, bus, and taxi movements were recorded. The peak hour counts are summarised in Appendix D.

1.3.3 NMT data

Pedestrian and cycle movements in the vicinity of the Main Road/Royal Street /Church Street Intersection, were observed during a weekday AM and PM peak period site visit conducted on 2 and 3 February 2022.

1.3.4 Services data

The existing services data for the study area has been obtained from the Overstrand Municipality in GIS format. This information will be utilised in the next phase of this project to complete the preliminary design of the identified precinct projects.



Figure 4: Locations at which traffic counts were conducted during the Data Collection stage of the project

1.3.5 Parking data

A weekday and Saturday parking survey was undertaken on 26 and 29 January 2022 respectively, for the following zones:

- Main Road (in front of the Police Station and Magistrates Court) & adjacent Harmony Avenue (between Main Road and Duiker Street)
- The Church Street parking area (Southwest quadrant of the Main Road/Royal Street/Church Street Intersection)
- Paterson Street and the Outspan area (Northeast quadrant of the Main Road/Royal Street/Church Street Intersection)

The surveys were undertaken from 7h00 till 17h00, to assess parking utilisation and duration of stay.

A summary of the results of the parking surveys is included as Appendix D.

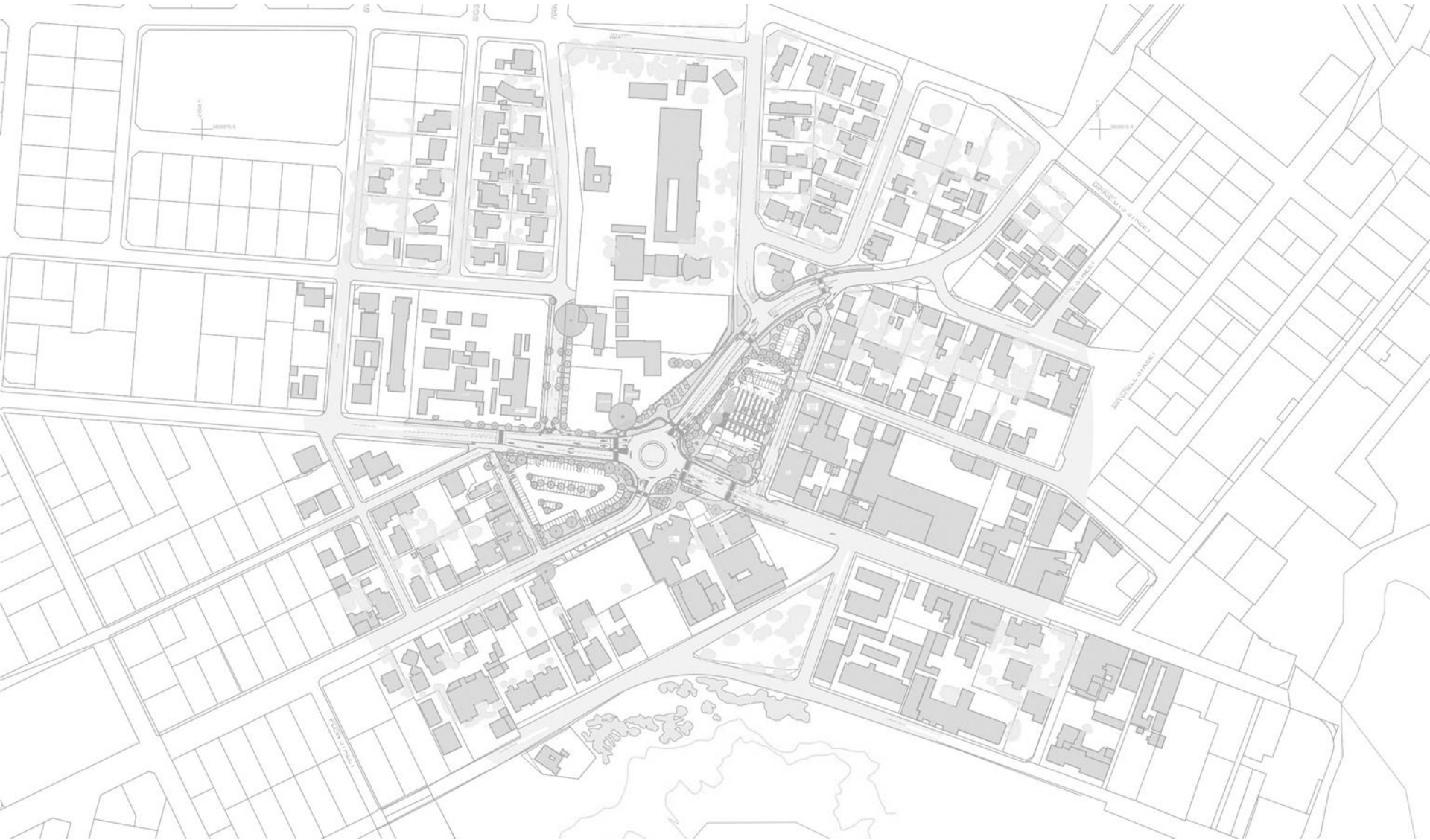
1.3.6 Topographical Survey & Cadastral

Despite the well-documented urban context of the study area, topographic survey of key elements will be required for future design and implementation of individual projects.

Numerous historic cadastral property boundaries require adjustment or correction to adhere to current and proposed road reserve and property development opportunities. The current information, as sourced from the Overstrand Municipal GIS Data Base is shown in Appendix C.



Figure 5: Locations at which parking surveys were conducted during the Data Collection stage of the project



2. EXISTING SYSTEM EVALUATION

2.1 Existing Traffic and NMT situation

2.1.1 Main Road/Royal Street/Church Street Intersection

At present, this traffic circle operates at reasonable levels of service during the weekday AM and PM peak periods.

During the weekday AM peak period, the dominant traffic flow is the eastbound left turn movement from Main Road into Royal Street. This dominant traffic flow conflicts with the major pedestrian demand through the intersection, where pedestrians cross Royal Street in a westbound direction on the northern leg of the circle and then cross Main Road on the western leg of the circle. These pedestrian-vehicle conflicts result in a long queue on the eastbound approach to the traffic circle for a portion of the peak hour. The remaining approaches to the circle operate relatively freely during the AM peak period, with much lower pedestrian conflicts.

During the weekday PM peak period, the dominant traffic flow is the southbound right turn movement from Royal Street into Main Road. This dominant traffic flow conflicts with the major pedestrian demand through the intersection, where pedestrians cross Royal Street in a westbound direction on the northern leg of the circle and then cross Main Road on the western leg of the circle. These pedestrian-vehicle conflicts result in a queue of approximately 10 cars on the southbound approach to the traffic circle during the peak hour. The remaining approaches to the circle operate relatively freely during the AM peak period, with lower pedestrian conflicts.

Cyclists were observed using the traffic circle as well as the pedestrian crossings to negotiate the traffic circle.



Figure 6: AM traffic at the Main Road Circle (eastbound)

Figure 7: PM traffic at the Main Road Circle (southbound)

2.1.2 Main Road/Harmony Avenue/Church Street Parking Area Access Intersection

The side street right turn movements at this junction operate at low levels of service during the weekday AM and PM peak hours, due to the high conflicting through flows on Main Road.

This junction is also in very close proximity to the Main Road/Royal Street traffic circle, and westbound right turn movements that are delayed trying to turn into Harmony Avenue often impact on the westbound exit to the adjacent traffic circle.

The remaining traffic movements operate relatively freely during the AM and PM peak periods.

The peak hour traffic flows into and out of Harmony Avenue and the Church Street parking area are very low (less than 50 vehicles per hour for each movement).

A reasonable number of pedestrians cross Main Road between the Church Street parking area and the Police Station, between the Harmony Avenue and Flower Street intersections, during the peak periods.

Figure 8: Pedestrian movements on Main Road at Police Station

Figure 9: Harmony Avenue status quo



2.1.3 Main Road/ Flower Street Intersection

The peak hour traffic flows into and out of Flower Street are extremely low (less than 10 vehicles per hour for each movement).



Figure 10: Pedestrian movement at Flower Street on the Main Road

2.1.4 Main Road/ Paterson Street Intersection

The side street approach to this intersection operates at a reasonable level of service during the weekday AM and PM peak periods. Some delays are experienced by the southbound right turn movement from Paterson Street into Main Road.

2.1.5 Royal Street/ Magnolia Street Intersection

The side street approach to this intersection operates at a reasonable to low level of service during the weekday AM peak hour, but at a reasonable level of service during the PM peak hour.

A reasonable number of pedestrians cross Royal Street between the taxi rank and the Municipal Offices/Schools, between the Magnolia Street and Paterson Street intersections, during the peak periods.



Figure 11: PM traffic at the Royal Street / Magnolia Street intersection

2.2 Existing Public Transport situation

The Hermanus CBD Taxi Rank is the major public transport facility in the Overstrand Municipal Area and is located central to the study area. The major access to the rank is off Paterson Street via the intersection on Main Road, and minor access intersections on Royal Street and Long Street. Most taxis arrive via Main Road and turn into the rank using the northernmost driveway on Paterson Street. Taxis informally load and offload in the rank area and exit the rank via the southern driveway to the rank.

Most passengers access the site via Long Street, as this is the most convenient route between the rank and the CBD. Passengers also access the site by crossing Main and Royal Streets, making this site an important pedestrian hub and thoroughfare.

The existing taxi rank is underdeveloped, and the minimal facilities are in a poor state. The proposed upgrading of the taxi rank provides the opportunity to acknowledge the potential for this space to become a focal point for both pedestrian urban place making within the Civic Precinct.

For a detailed assessment of the existing public transport situation, please refer to the Conceptual Design Report prepared for the Hermanus Taxi Rank, by HHO Consulting Engineers, dated March 2022.

Figure 12: Aerial image of Hermanus CBD Taxi Rank



Figure 13: Hermanus CBD Taxi Rank status quo (midday)



2.3 Existing parking situation

2.3.1 Church Street Parking Area

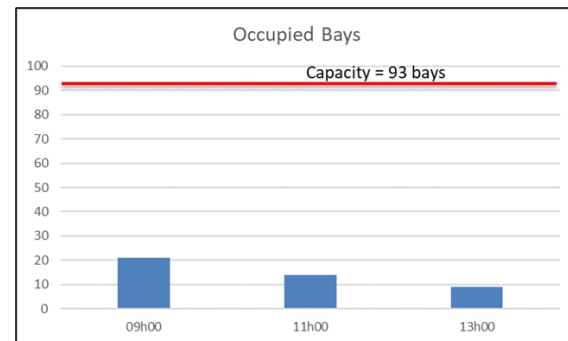
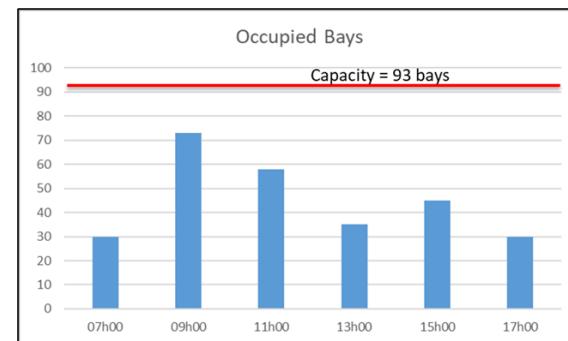
This parking area comprises an asphalt surfaced area which accommodates 43 marked parking bays and a bus bay. A further 50 cars can be accommodated in the areas surrounding the formal bays. The capacity for the area is approximately 93 cars and a bus. Refer to Figure 15 for an image of the parking area.

The parking utilisation survey indicates that the maximum demand for parking occurs on a weekday at 9h00, where 73 cars were parked in the area. On a Saturday, the maximum parking demand was 20 cars at 9h00.

The results of the duration of stay survey for the weekday, indicate that about 53% of the cars park for less than 2 hours, a further 29% stay for between 2 hours and 4 hours and the remaining 18% stay for more than 4 hrs. On the Saturday, 90% of the cars stayed for less than 2 hrs. These results indicate that the area is used by short term parkers, and all-day parking on weekdays is limited to less than 20% of parkers.

Figure 14a&b: Church Street Parking Survey Data Analysis

Figure 15: Church Street Parking Area status quo (midday)



2.3.2 Police Station Parking on Main Road & Harmony Avenue Parking Areas

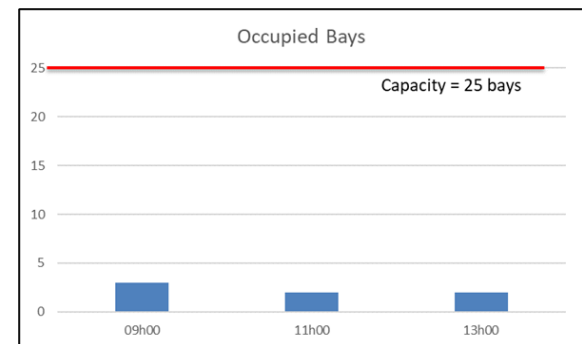
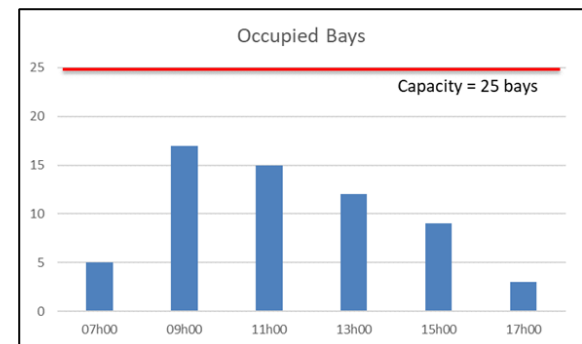
On-street parking is provided on the northern edge of Main Road in the vicinity of the Police Station and Magistrates Court, as well as on the western edge of Harmony Avenue. In total, there are 25 bays provided, of which 3 bays in Main Road are dedicated Police bays (Refer to Figures 9 and 17 for images of these parking zones).

The parking utilisation survey indicates that the maximum demand for parking occurs on a weekday at 9h00, where 17 cars were parked in the area. On a Saturday, the maximum parking demand was 3 cars at 9h00.

The results of the duration of stay survey for the weekday, indicate that about 64% of the cars park for less than 2 hours, a further 18% stay for between 2 hours and 4 hours and the remaining 18% stay for more than 4 hrs. On the Saturday, 50% of the cars stayed for less than 2 hrs. These results indicate that the area is used by short term parkers, and all-day parking on weekdays is limited to less than 20% of parkers.

Figure 16a&b: Harmony Avenue Parking Survey Data Analysis

Figure 17: Main Road at Police Station parking status quo (midday)



2.3.3 Paterson Street and Outspan Area Parking Areas

On-street parking is provided on the western and eastern edges of Paterson Street, between Main Road and Royal Road. In total, there are 45 bays provided, of which 3 bays are informal.

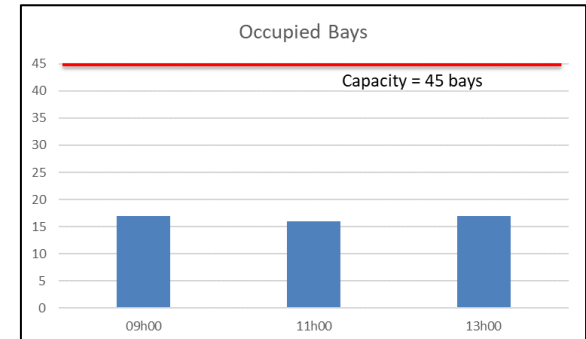
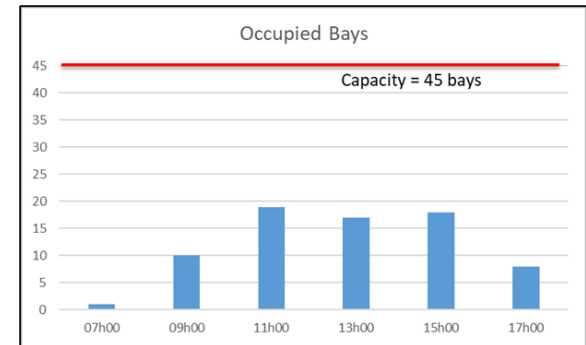
The parking utilisation survey indicates that the maximum demand for parking occurs on a weekday at 11h00, where 18 cars were parked in the area. On a Saturday, the maximum parking demand was 17 cars at 9h00 and 13h00.

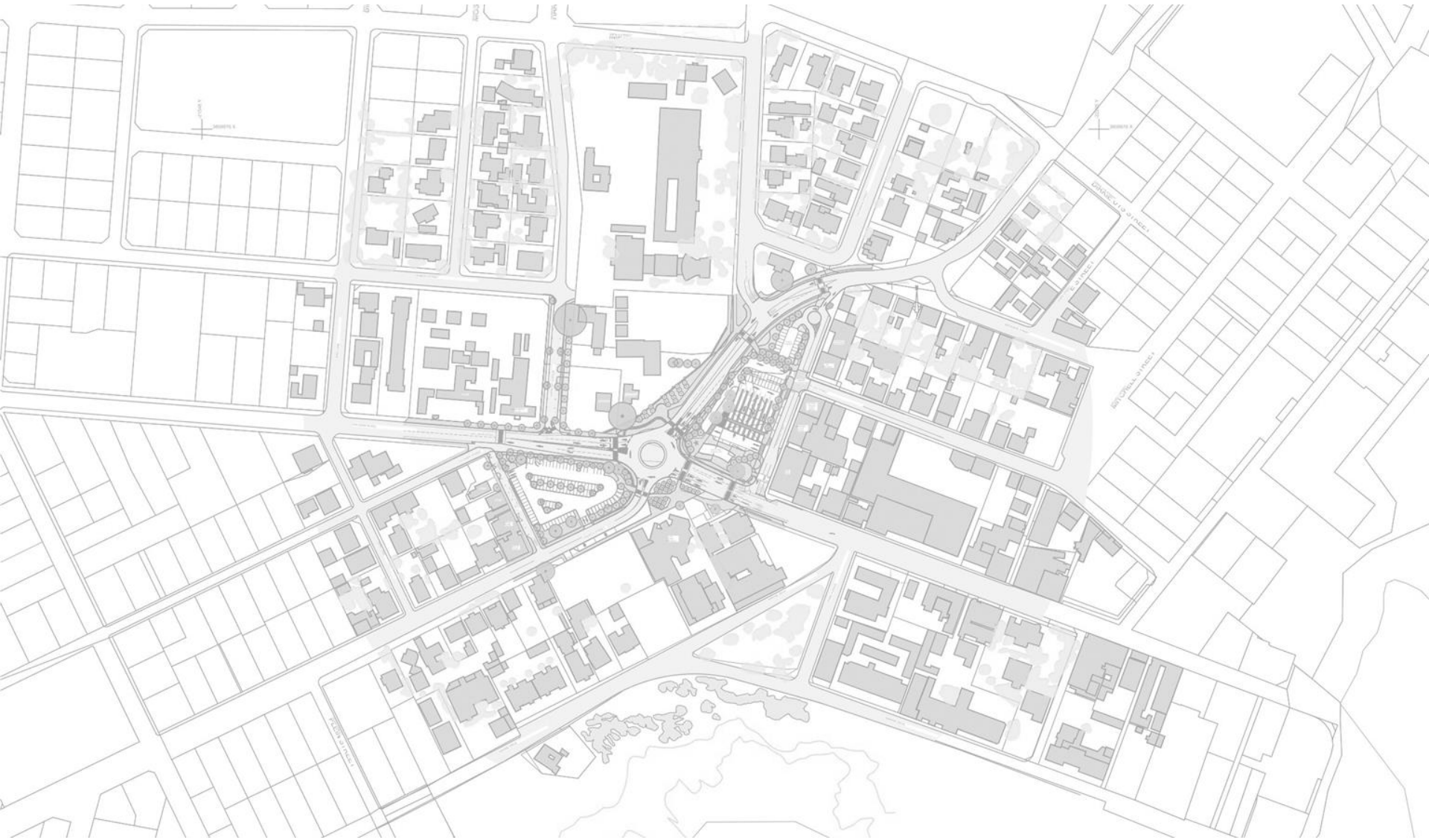
The results of the duration of stay survey for the weekday, indicate that about 86% of the cars park for less than 2 hours, a further 7% stay for between 2 hours and 4 hours and the remaining 7% stay for more than 4 hrs. On the Saturday, 100% of the cars stayed for less than 2 hrs. These results indicate that the area is used by short term parkers, and all-day parking on weekdays is limited to less than 10% of parkers.

The maximum demand for parking in the Outspan area was 15 cars at 11h00 on the weekday and 23 cars at 11h00 on the Saturday. These cars can currently be accommodated in the formal bays in Paterson Street.

Figure 18a&b: Paterson Street Parking Survey Data Analysis

Figure 19: Paterson Street parking status quo (midday)

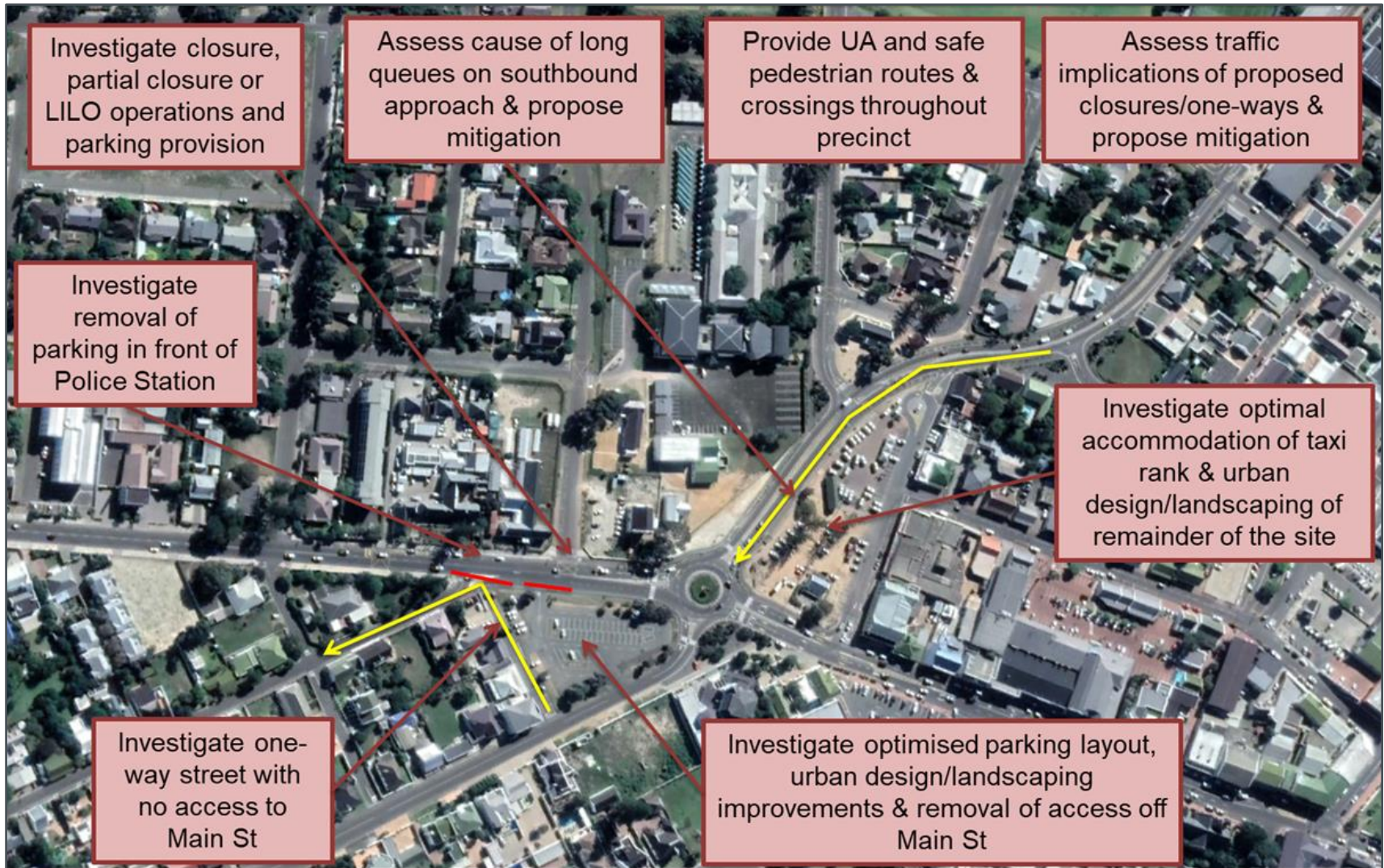




3. CONCEPTUAL REDEVELOPMENT SCENARIOS

3.1 Overall Precinct Redevelopment Considerations

A summary of the possible redevelopment considerations, as identified by the Overstand officials, is indicated in **Figure 20**.



3.2 Hermanus CBD Taxi Rank redevelopment

For a detailed motivation of the Hermanus Taxi Rank conceptual design proposal and urban design response, please refer to the Conceptual Design Report prepared for the Hermanus Taxi Rank, by HHO Consulting Engineers, dated March 2022 .

The proposed conceptual design for the Hermanus Taxi Rank and the revised Paterson Street parking layout is indicated in Figure 21. The revised Paterson parking layout allows for approximately 33 bays, which is 7 bays less than the peak demand for parking of 40 cars on a Saturday (for the outspan and Paterson Street parking areas combined). The unsatisfied demand for parking in this area would have to spill over into the redeveloped Church Street parking area.

The taxi rank, which at present can only accommodate a maximum of approximately 30 taxis, will in future accommodate up to 62 taxis.

The major informants that contributed to this conceptual layout of the rank are as follows:

- Site is the gateway to Hermanus & must be attractive
- Entire site bounded by Royal, Main & Patterson Streets is available for the rank and associated activities
- Existing taxi rank building and tourist office are not a fix
- Large trees could be retained in future layout (but this is not a prerequisite for the new layout)
- Existing access points to be retained
- Taxi rank operational requirements, such as:
 - Safe pedestrian access
 - 8 loading lanes & platforms
 - Shelter over loading area & Passenger shelters
 - Office, Meeting Room & Toilets (Male, Female & Accessible)
 - Taxi holding area with wash bay(s)
 - Sheltered hawker area & storeroom
 - Precinct lighting



Figure 21: Hermanus CBD Taxi Rank Conceptual Design [Refer to Appendix F for a larger print]

3.3 Church Street Parking Area Redevelopment

The proposed development of the Church Street parking area included the following:

- Closure of the Main Street access to the parking area. The flows using this problematic access are low and can be serviced by the remaining two access points to the parking area.
- Formalizing and reconfiguring the parking area to provide 98 bays and formalizing the pedestrian access routes to and from Main Road and Church Street.
- Introduction of a yield pedestrian crossing on Main Road between the Church Street parking area and the Police Station.
- Closure of the Flower Street intersection onto Main Road. The flows using this skew junction are low and can be serviced by the other end of Flower Street, and the Main Street/Bird Street intersection.
- Making Myrtle Road a one way northbound and linking it around the corner into Flower Street.

- Providing 2 bus bays on Church Street to replace the bus bay removed from the parking area.

The proposed conceptual layout of the redeveloped Church Street Parking Area is indicated in Figure 22. The revised parking layout allows for approximately 98 bays, which is 25 bays more than the peak demand for parking of 73 cars on a weekday.



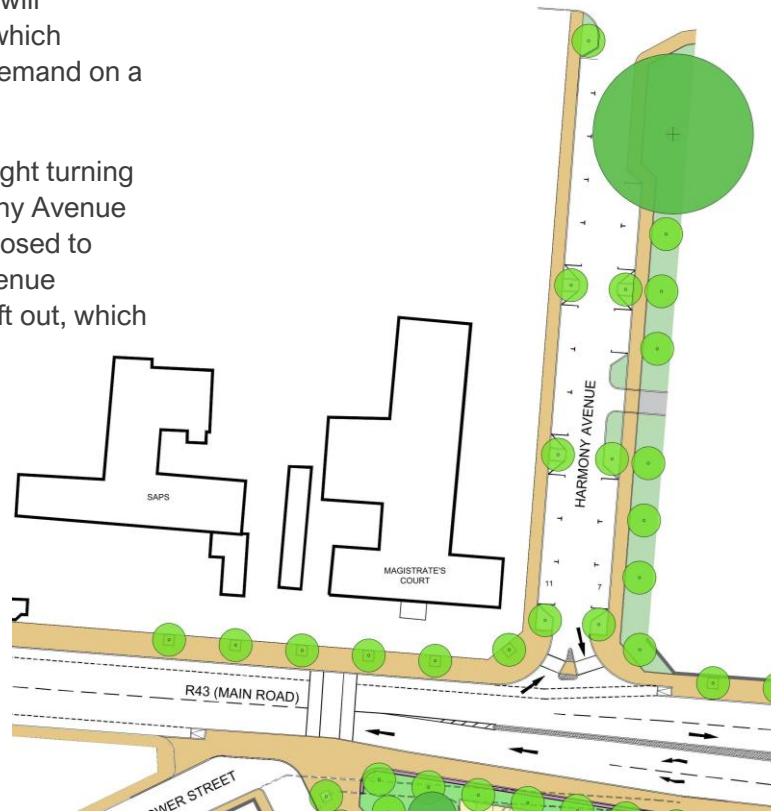
Figure 22: Church Street Parking Area Conceptual Design [Refer to Appendix G for a larger print]

3.4 Harmony Avenue Redevelopment

To accommodate bicycle lanes in Main Road, it is necessary to remove the parking bays in Main Road in front of the Police Station. This parking could be relocated to Harmony Avenue. Currently parallel parking is provided in Harmony on the western edge only, but the street is wide enough to accommodate parallel parking in the eastern edge as well. Once marked, the street will accommodate 17 bays, which matches the maximum demand on a weekday.

Due to the problematic right turning movement out of Harmony Avenue into Main Road, it is proposed to convert the Harmony Avenue approach into a left in: left out, which will necessitate the right

turners to turn left and U-turn at the traffic circle, a much safer maneuver. To enforce the left in: left out, it is proposed that a kerbed median be extended from the circle to beyond the Harmony Avenue intersection. Right turners from Main Road into Harmony Avenue, will need to continue to Bird Lane to turn right.



The removal of on street parking in Main Road, the conversion of Harmony Avenue to a left in: left out and the closure of the Church Street parking area access will greatly improve the functioning of Main Road in the vicinity of the Royal Street traffic circle.

The proposed conceptual layout of the redeveloped Harmony Avenue is indicated in Figure 23.

Figure 23: Harmony Avenue Parking Area Conceptual Design [Refer to Appendix G for a larger print]

3.5 NMT & UA Improvements

The Hermanus CBD attracts many pedestrians who access the CBD via Main Road and cross Main Road and Royal Street at the traffic circle. The traffic circle has yield pedestrian crossing points on each approach. In some cases, these crossings are too close to the circle yield lines (less than a car length), and hence block the crossing temporarily. These crossings should be relocated to a spacing of at least 6 meters from the circle yield line.

Concern has been raised by the public using the Main Road/Royal Street traffic circle, due to the delay to traffic caused by the pedestrians using these crossings, and the question has been raised as to whether these crossings can be relocated. Research has shown that the best place to safely accommodate pedestrian crossings is at an intersection, where traffic is slowing down to negotiate the junction. Relocation of these crossings is therefore not supported.

What is possible is to attempt to entice pedestrians to rather cross to the CBD using the Church and Main Road eastern legs of the circle, by providing a direct and attractive path along this route and making the alternative route slightly more circuitous.

Provision has been made in the conceptual design to accommodate cyclists on the pavement along Main Road, within the study area.

The proposed conceptual layout of the redeveloped Main Road sidewalk areas is indicated in Figure 24.

As part of the detail design process, all pedestrian infrastructure will need to be designed to be UA (universal accessibility) compliant.



Figure 24: Conceptual Design for NMT and UA improvements along the Main Road
[Refer to Appendix G for a larger print]



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4.1 Overall strategy

The overarching strategy is to create a coherent design which stitches together the fragmented sectors of this precinct by providing safe and accessible spaces while enabling the passage of a range of transport modes through the space in an efficient and seamless manner. The following 3 guiding principles have been identified and applied through the sub-precincts in the Study Area:

- Creating legible spaces constructed of robust materials with clear delineation of surfaces, provision of safe pedestrian and cyclist routes in an organised and systematic arrangement.
- Recognising the existing green infrastructure of mature tree specimens and contemporary landscape components of hedges and infill planting and their cumulative contribution to the precinct and enhancing these elements with complimentary new landscaping interventions.
- Understanding the current uses of the space and designing the components to accommodate future anticipated developments as far as possible.



Figure 25: Dominant pedestrian movement patterns taken into consideration when creating safe and accessible spaces

4.2 Hermanus CBD Taxi Rank Sub-precinct

The location of the site with Main Road (R43) to the south, Royal Street to the west and Patterson Street to the east forms a natural gateway to the town. Large mature specimens of *Auracaria heterohpylla* (Norfolk Island Pines) are landmark features of the site and act as natural exclamation points announcing the start of the formal town itself. These trees are fragments of a tapestry of similar species in the greater landscape context. Other existing specimen trees of *Erythrina* and *Ficus* provide welcome shade and shelter in this otherwise hostile space. Many of these trees are proposed for retention and incorporation into the redeveloped site without impacting on the functionality of the space, or on the trees.

The existing taxi rank is underdeveloped, and the minimal facilities are in a poor state. The proposed upgrading of the taxi rank provides the opportunity to acknowledge the potential for this space to become more than simply a taxi rank. Major pedestrian routes bisect the existing space in an east-west and south-north direction, and the proposed future development of the civic office precinct to the west would increase the pedestrian movement between this space primarily with Long Street, which leads to the historic town centre.

Informal parking in the space together with the adjacent retail line shops require consideration in the new layout. Of primary importance is the provision of safe and efficient pedestrian routes into and out of the taxi rank precinct and beyond. The space therefore needs to be a comfortable pedestrian conduit.

The 'Hermanus Public Space Manual' [GAPP, 2018] provides a guide for the planning of the site. The street interface will be defined by stone-clad low walls which create pedestrian corridors and pause places for commuters to wait in the shade of the planned street trees. Pedestrian surfaces in tones of greys provide legibility and integration with the pedestrian upgrades planned through the CBD, along with considerations of NMT integration and universal accessibility.



Figure 26: Hermanus CBD Taxi Rank Conceptual Design [Refer to Appendix F for a larger print]

4.3 Church Street Parking Sub-precinct

Located between Main Road (R43) to the north, Church Street to the south and Myrtle Street to the west, the existing parking area forms part of an historic pattern of roads and pedestrian linkages which have been superseded by more contemporary improvements, i.e., the traffic circle.

Framed on two fronts by mature *Eucalyptus ficifolia* (Flowering Gum) trees, the parking is well utilized but somewhat disorganized in terms of pedestrian flow and connections to the Town and its amenities.

The lack of shade in the parking area results in informal parking beneath the trees which has a negative horticultural impact on these green structuring elements and requires remedial action.

The redevelopment of the space aims to organize and prioritize pedestrian movement as part of the adjacent study area, to focus pedestrians on safe crossing points while accommodating cyclists and universal access in a shared NMT facility.

Road alignment and geometry correction including de-linking Myrtle Street from Main Road which improves traffic safety and provides an opportunity to create a safe pedestrian plaza, linked to a new pedestrian crossing towards the Magistrate's Court.

Surface treatment should be modular concrete exposed aggregate paving with tonal changes for parking, pedestrian and driving surfaces. The introduction of low walls built of combinations of natural stone and painted brick and plaster walls, will further frame the space.

Shade tree planting within the parking area will improve the functionality, and the introduction of infill tree planting will complement and complete the existing fragmented tree row.



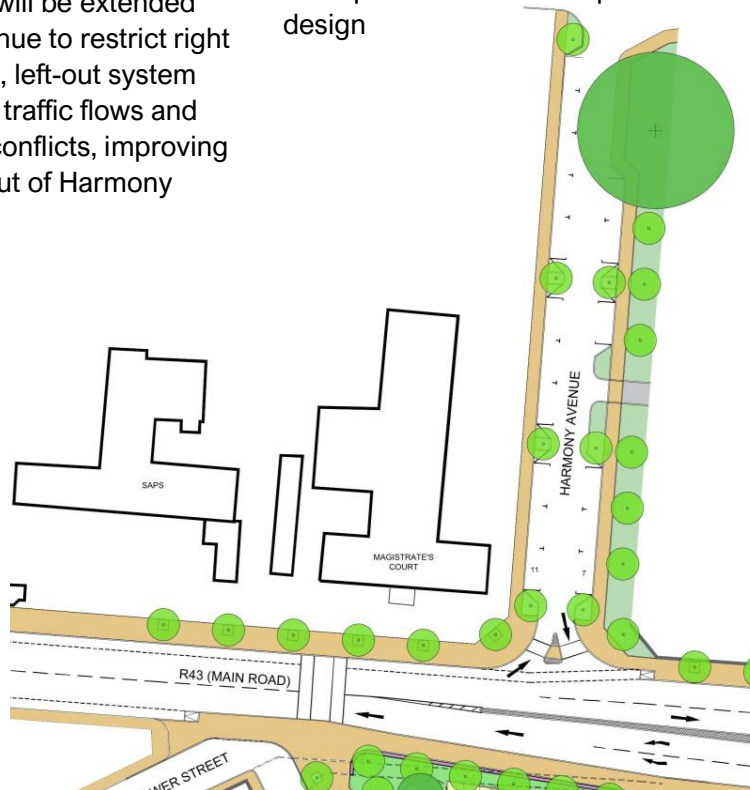
Figure 27: Church Street Parking Area Conceptual Design [Refer to Appendix G for a larger print]

4.4 Harmony Avenue Sub-precinct

Harmony Avenue provides access to the Civic precinct which is subject to potential future development opportunities. The current arrangement of traffic results in conflicts on Main Road with motorists turning right into the road or out onto Main Road. As part of the proposed improvements the central median in Main Road will be extended beyond Harmony Avenue to restrict right turning traffic. A left-in, left-out system will result in smoother traffic flows and will reduce vehicular conflicts, improving traffic flows into and out of Harmony Avenue.

Current usage and parking requirements have been considered and accommodated, with any future parking requirements being fulfilled within development parcels.

Existing mature and magnificent Eucalyptus as a green Urban beacon is to be protected and incorporated into design



This provides an opportunity to improve the streetscape by installing green structuring elements of tree planting as mitigation to future development sites along Harmony Avenue.

Access to historic Synagogue and framing of the west boundary in a sympathetic manner is continued and considers the heritage implications of this adjacent site.

Figure 28: Harmony Avenue Parking Area Conceptual Design [Refer to Appendix G for a larger print]

4.5 Ancillary Opportunities

- a. Remove on-street parking in front of Magistrate's Court which creates space for cycle lane in Main Road.
- b. Main Road tree planting in support of green structuring elements, and as mitigation to future development opportunities to adjacent land parcels.
- c. Royal Street Civic Precinct cadastral boundary and green structuring.
- d. Royal Street pedestrian crossings (Taxi rank link).
- e. Long Street NMT and Urban Landscape upgrades and connection to the Taxi Rank Sub-precinct.
- f. Main Road eastbound NMT upgrades.
- g. Church Street Urban landscape upgrades/connection to NGK and future development.

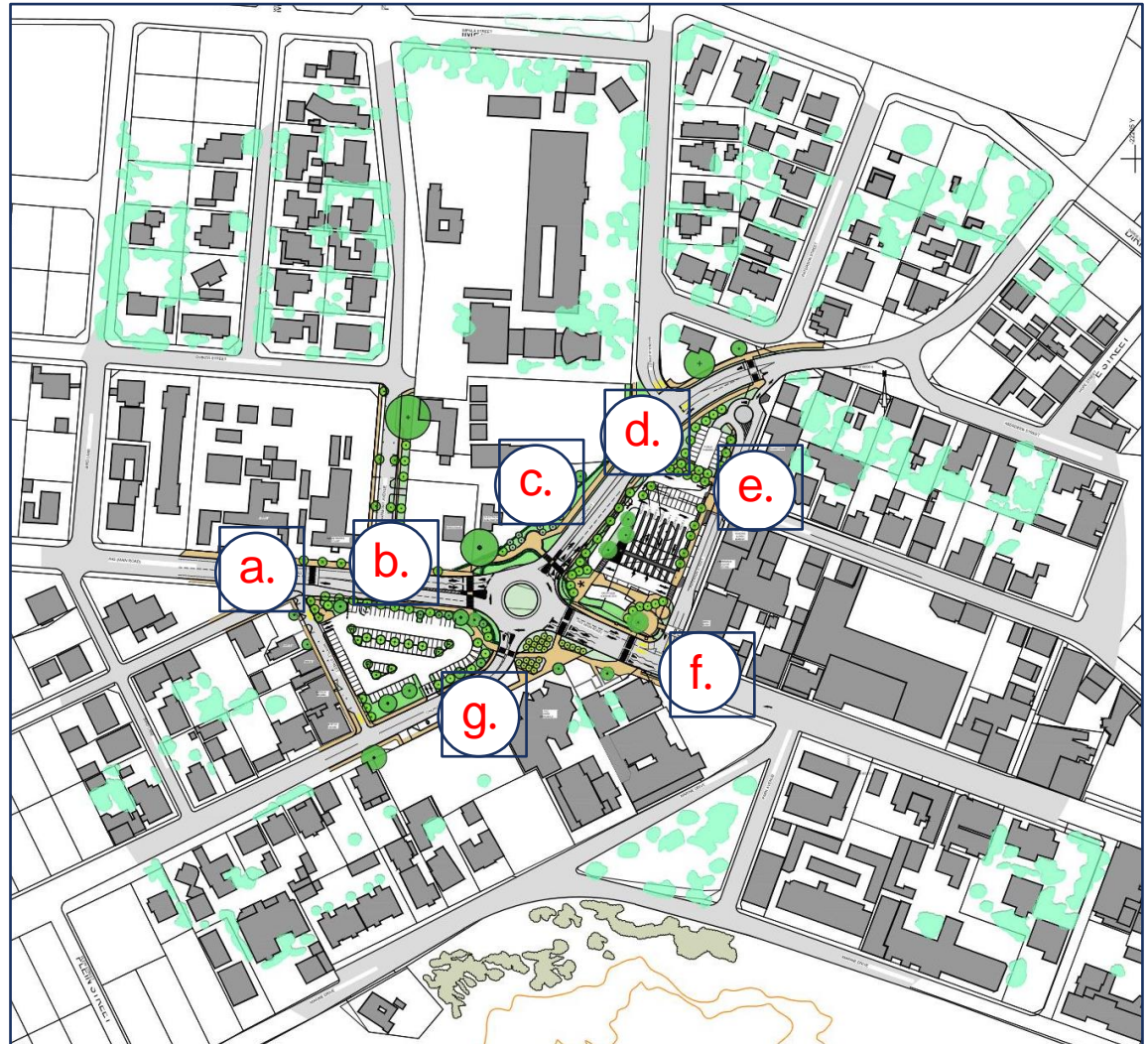
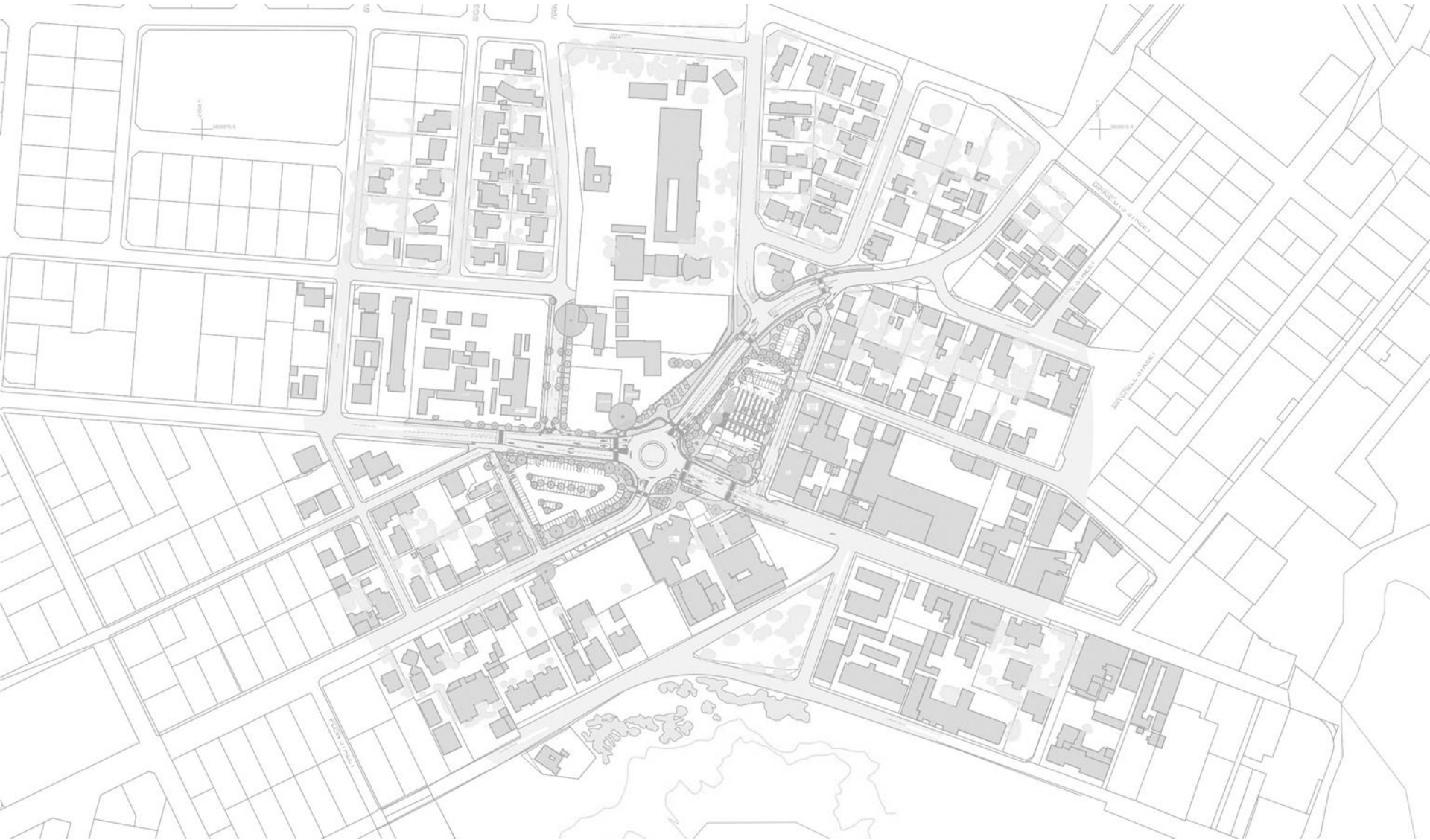


Figure 29: Additional, ancillary or complimentary improvements to create cohesive urban landscape throughout the Precinct



5. URBAN LANDSCAPING DESIGN GUIDELINES

5.1 Hermanus CBD Urban Design Public Space Reference

The '*Hermanus CBD Public Spaces Manual Final Report*' as prepared by Overstrand Municipality with GAPP Architects, Urban Designers & Spatial Planners provides the overarching guide to seamlessly integrate any new planning within the precinct which falls within the 'Focus Area' of the above document.

This document includes responses to the Hermanus CBD Regeneration Framework (completed and approved in 2016) which forms the basis of the Public Space Manual, and highlighted the following :

- Prioritising connections and safe pedestrian movement along a network of active street frontages,
- Creating overlooked public open space so that this amenity is owned by the residents and is safe to use,
- Enhancing existing public spaces by encouraging the frequent use of the space and integration with existing pedestrian routes and adjacent activities,
- Providing public amenities such as public toilets and wayfinding, as well as town maps at strategic locations, and
- Considering roads and parking areas as an integral landscaped element in the design of the public realm.



Core aims of this document are to create a 'Sense of place, promote ease of access and create a vibrant public realm'.

5.2 Structuring Design Elements

5.2.1 Pedestrian Routes and NMT facilities

- 3m wide shared surfaces with pedestrians and cyclists sharing a safe, kerb-top facility surrounding the traffic circle to encourage safe crossings, pedestrian-friendly and comfortable spaces. Cyclists are able to transit through the traffic circle without sharing lanes with vehicles.
- Fine-grain, modular exposed aggregate which is tactile, non-slip and safe. Cycle lanes constructed of asphalt with green pigment added
- Use of materials and tones to delineate pedestrian/vehicular surfaces
- Non-mountable kerbed environment for vehicular areas
- Dropped kerbs and refuge spaces, consideration of universal access
- Unobstructed routes with clear line of sight to destination
- Consideration of vertical structuring elements to frame, contain and manage non-motorised transport.



5.2.1 Pedestrian Routes and NMT facilities



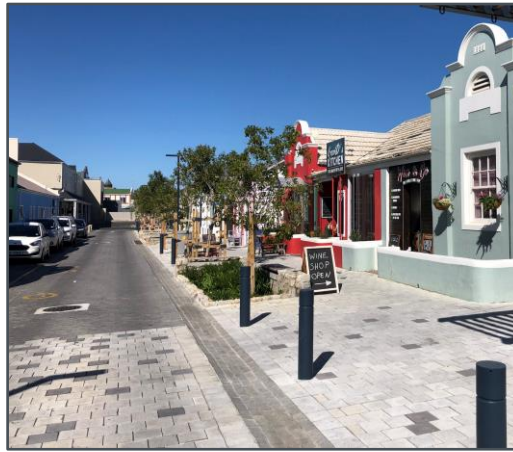
Unobstructed routes with clear line of sight destinations.



Should be sufficiently wide to permit walking side-by-side.



Dropped kerbs at 90° to direction of traffic.



Surfaces at one level for seamless transitions.



Separation of NMT from road by means of landscaping.

5.2.2. Vertical Structuring Elements

- Low walls to guide and organise non-motorised transport immediately, guiding pedestrians and cyclists to safe crossing points. These walls are softened with low-clipped hedging which compliments and softens the built form. The choice of materials takes reference from the many good examples of historic sandstone walls and more contemporary white painted masonry walls which exist in the Historic town.
- The low walls in combination of finishes and sympathetic to heritage considerations are used deliberately as part of street furniture and in some instances simply as space-making. While the walls provide clear and legible guides to users, they become multi-purpose.
- New infill tree planting as green structuring to compliment the existing mature specimens of Red Flowering Gums. These existing trees form natural edges to the Church Street parking area and the infill planting of similar species will reinforce this line. Additional proposed street tree planting along the approach to the town along Main Road provide a layer of separation between the streetscape and the adjacent development sites.
- Clipped hedges to a height of 900mm maximum in areas adjacent to road edges to provide clear delineation of pedestrian versus vehicular spaces, with the clipped height designed to allow for surveillance and clear sight lines for both motorists, pedestrians and cyclists.
- Clipped hedges as framing/screening elements along cadastral boundaries- up to 1.6m in height. Deliberate planting along re-aligned and corrected cadastrals provides a legible edge to the road corridor and mitigates potential negative urban edge conditions such as blank walls, service areas and interfaces with existing or future buildings which may not necessarily contribute to the streetscape.

5.2.2. Vertical Structuring Elements



Low 'werf' walls as primary structuring element used to organise spaces.



Natural stone walls in combination with hedges.



Combinations of historical and contemporary materials.



Use of hedges to frame and contain parking areas.



Infill planting of street trees as framing elements.

5.2.3. Street Furniture and Lighting

- Modern and multi-purpose street furniture (walls as seating), constructed of robust, durable and low maintenance materials as part of an approved palette
- LED low energy, high impact lighting within an acceptable palette,
- Coordinated spacings with other civil infrastructure, tree planting and general best practice
- Scaled to appropriate use (3.5m for pedestrian, 7-9m for vehicular),
- As part of Public Spaces Manual guidelines.



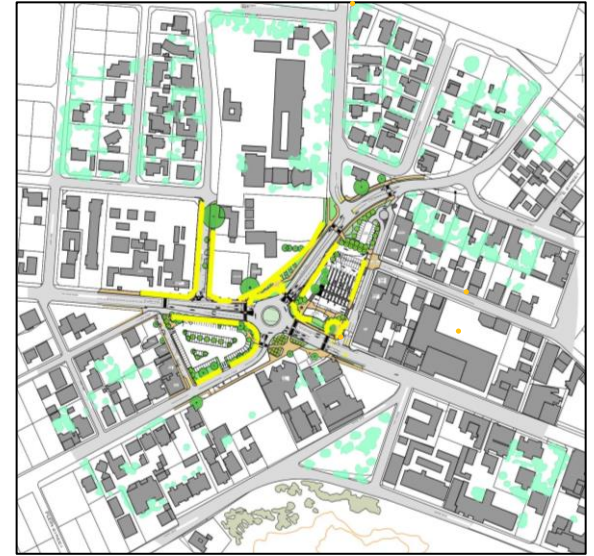
5.2.3. Street Furniture and Lighting



Modern, multi-purpose street furniture (walls as seating).



Coordinated spacings with other civil infrastructure.



LED low energy, high impact lighting within an acceptable palette..



Scaled to appropriate use.

5.2.4. Vegetation and Landscaping

- Locally indigenous
- Hardy, showcasing beauty of Hermanus, seasonal interest
- Hedges as space delineators (refer vertical structuring elements)
- Trees as shading and visual mitigation to parking/buildings or other civil infrastructure
- Single species tree planting to reinforce road corridor, mixed species tree planting as infill to adjacent spaces.
- Management of existing adjacent vegetation (clear stemming/hedge pruning) for maximum surveillance and safety + horticultural best practice
- Remedial arboricultural works to include de-compacting tree root zones, selective pruning of canopies and roots, feeding and ongoing management of trees.



5.2.4. Vegetation and Landscaping



Locally indigenous, hardy plant selection



Single species clearly demarcates edges



Use of reliable species which have longevity and fit for purpose.



Mixed species with seasonal colour, contrasting tones and heights.



Climatically appropriate plant selection.

5.2.5. Wayfinding and Signage

Wayfinding provides guidance and the means to ease people through their environment in a safe, secure and informed manner.

Accessible wayfinding is a multi-disciplinary urban opportunity with multi-faceted products and applications. Types of wayfinding applications proposed for the Civic Precinct are:

- Individual, stand-alone or unique signs
- Building information or directory signs
- Facility layout or structure signs
- Open space or public area layout signs
- Directional signs
- System or network wayfinding families
- Precinct, sub-regional or area-wide wayfinding

The principles associated with accessible wayfinding are:

- A system or family of signs designed to be iconic and legible, with consistent area-wide application
- The strategic, predictable place of signs at key decision or pedestrian congregation points
- Signs designed with a strong colour palette and clearly defined tonal differences
- Universality accessible or barrier-free signs are pictogram driven, include tactile information and is based on iterative end-user design consultation
- Signs should be free of visual clutter and placement should limit spatial clutter and prevent confusion
- Wayfinding signs are designed and manufactured to be sustainable and durable, with cognisance to maintenance requirements
- Signs should be complimentary to and consistent with statutory and regulatory signs in terms of design and placement
- Consistency is needed between static and dynamic (electronic or online information) signs and information systems



5.2.5. Wayfinding and Signage



Clear, effective wayfinding with relevant information.



Universally accessible signage including partially-sighted user requirements.



Minimise clutter, limit content of signage.



Well positioned for efficient space usage.



Adaptable for ease of reapplication as required.

5.2.6. Public Art Opportunities

- As part of a modern and inclusive Town, embracing public art is well established within Hermanus.
- Opportunity to include art as part of the welcoming experience and perhaps as the commencement of an Art trail/precinct.
- Should be inclusive and dynamic, seasonal or part of a travelling exhibition, story telling
- Multipurpose art when combined with street furniture/welcome 'sign' opportunity
- Multi-media and kinetic art opportunities



5.2.6. Public Art Opportunities



Existing art within Hermanus well established.



As part of the Art Trail, welcoming experience.



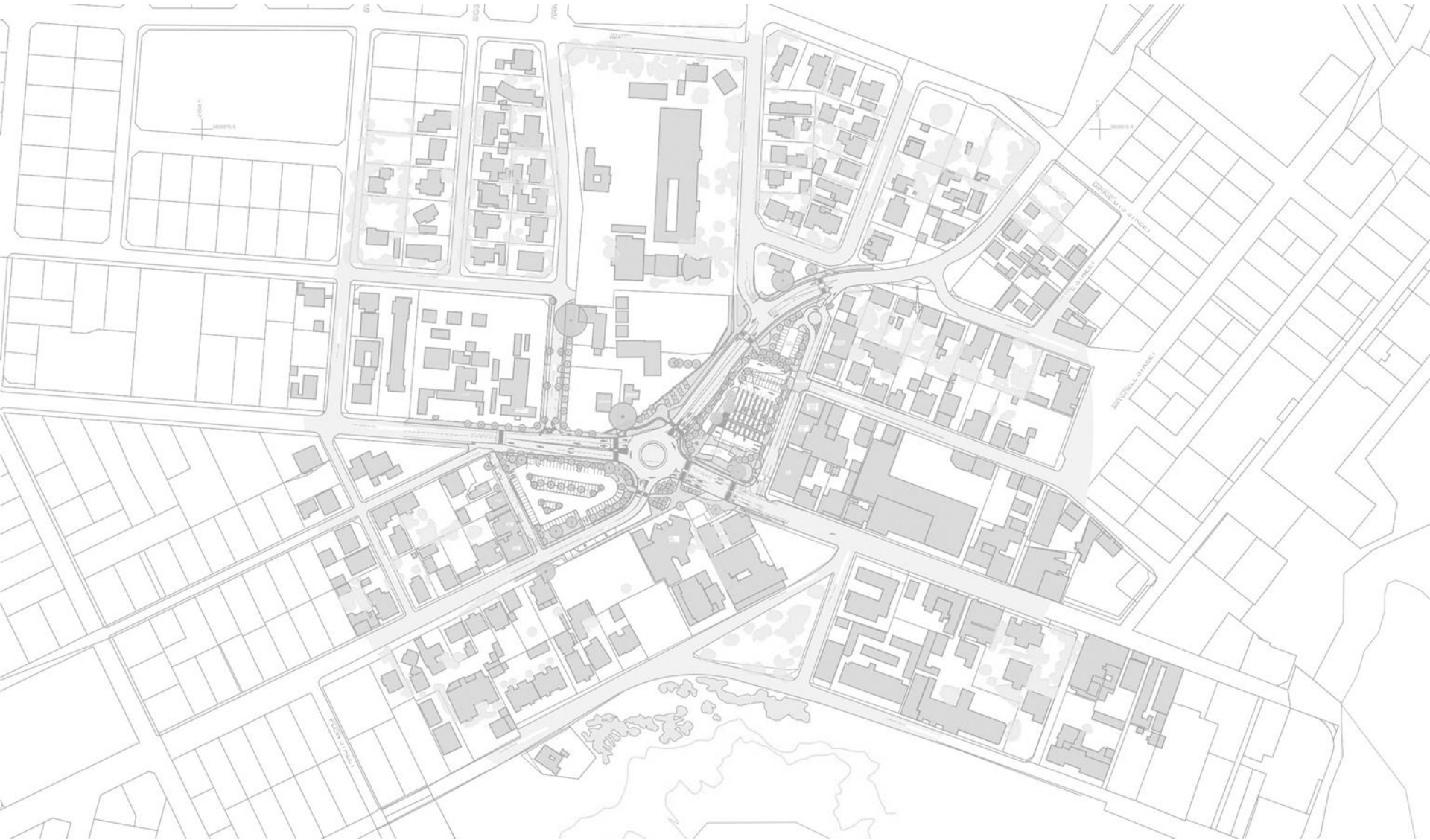
Inclusive and dynamic, seasonal or part of a travelling exhibition.



Multipurpose art when combined with street furniture

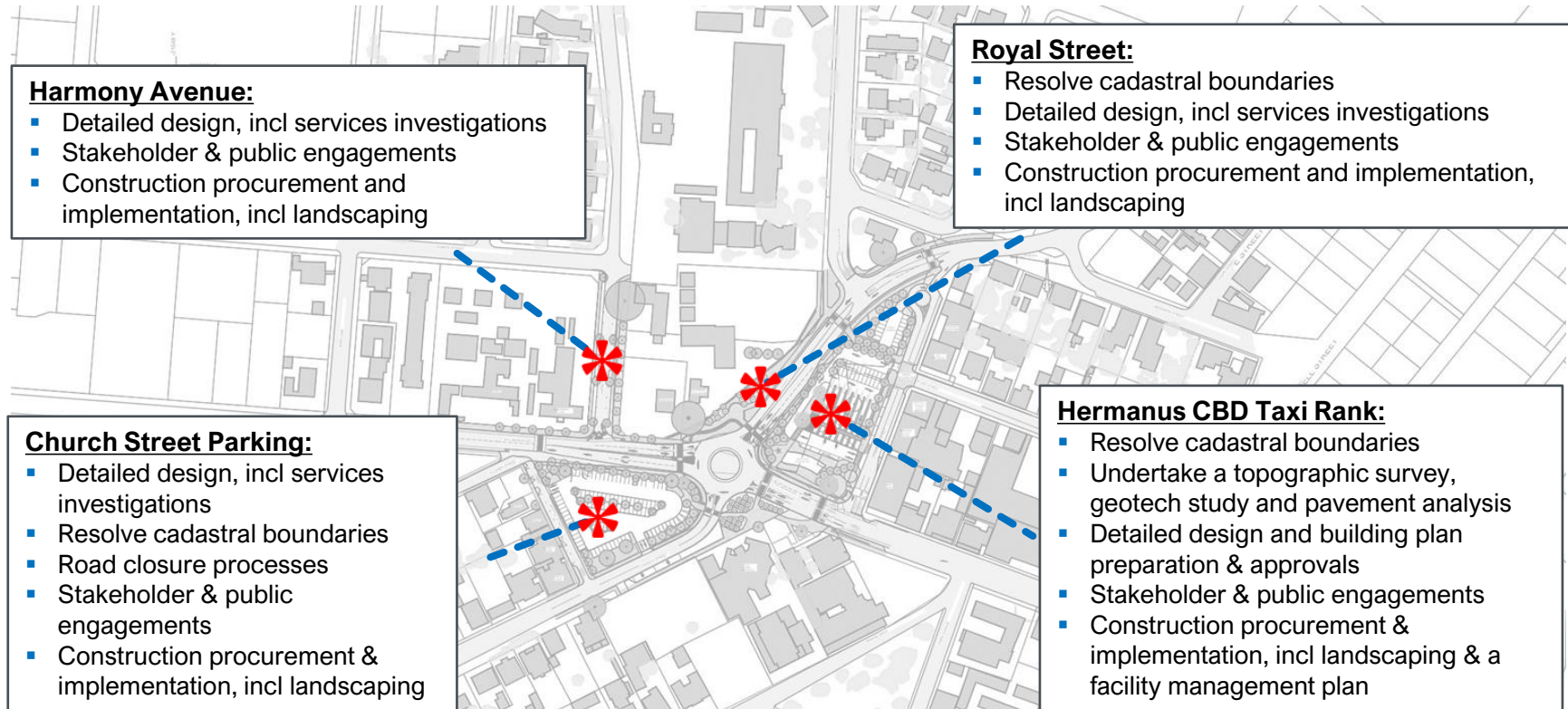


Multimedia and kinetic art opportunities.



6. IMPLEMENTATION STRATEGY

6.1 Design & Implementation Strategy



NOTES:

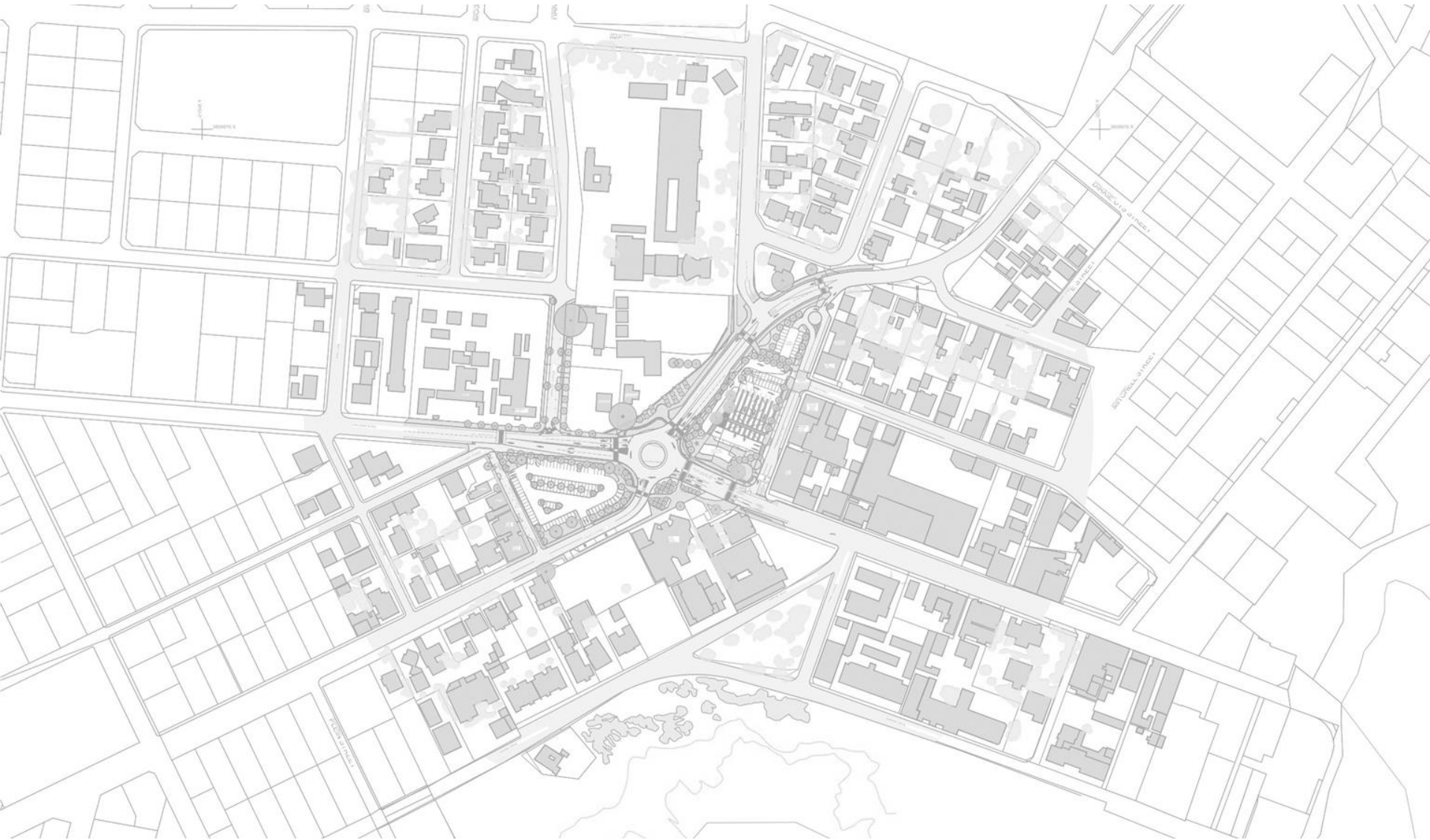
- The design and implementation of the various proposals may be pursued separately. It is suggested that the detailed design and resolution of the property and road reserve boundaries be actioned as a cohesive project, with implementation scheduled as budget availability is confirmed.

REFERENCES

1. ***Hermanus CBD Regeneration Framework Final Report 2016*** – Overstrand Municipality with GAPP Architects, Urban Designers & Spatial Planners
2. ***Hermanus CBD Public Spaces Manual Final Report October 2021 Revision*** – Overstrand Municipality with GAPP Architects, Urban Designers & Spatial Planners
3. ***Hermanus CBD Taxi Rank Conceptual Design Report [Draft] 2022*** – PSTP (Western Cape Government and Overstrand Municipality) with Pegasys and HHO Consulting Engineers (Pty) Ltd
4. ***Non-motorised Transport Master Plan for Overstrand Municipality 2019*** – PSTP (Western Cape Government and Overstrand Municipality) with Pegasys and HHO Consulting Engineers (Pty) Ltd
5. **Overstrand Municipal GIS Data Base 2022**

All images, unless specifically referenced, have been produced by the authors to this report

All photographs, unless specifically referenced, have been produced by Andre Frieslaar, Alistair Turrell, Susan Smit or Pierre Smit



APPENDICES

APPENDIX A: Study Area Locality Plan



APPENDIX B: Overstrand GIS Data Base Zoning Map



APPENDIX C: Overstrand Municipality GIS Data Base Cadastral Map



APPENDIX D1: Statistics and Traffic Data

Parking Survey

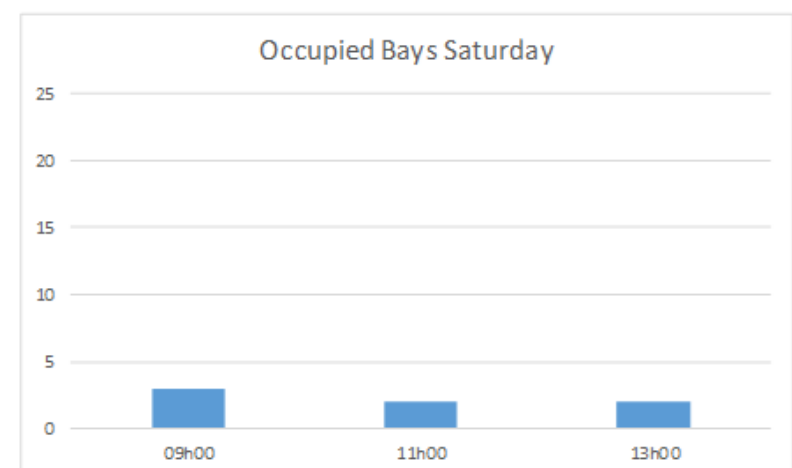
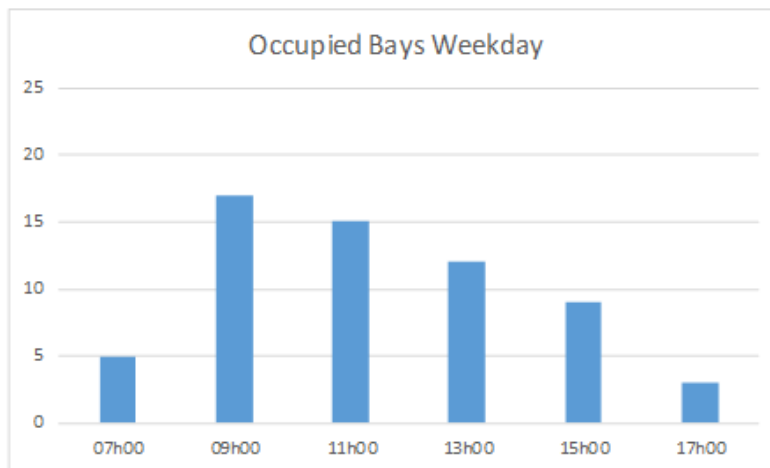
Main Rd & Harmony Avenue	
Type of Bay	No. of Bays
Standard (Marked)	16
Standard (Unmarked)	4
Private	4
Illegal	1
Total	25

Weekday		
Survey Time	Occupied Bays	% Occupied
07h00	5	20%
09h00	17	68%
11h00	15	60%
13h00	12	48%
15h00	9	36%
17h00	3	12%

Weekday		
Duration Occupied (Hours)	Vehicles	% Vehicles
0 to 2	25	64%
2 to 4	7	18%
4 to 6	6	15%
6 to 8	1	3%
8 to 10	0	0%
>10	0	0%

Saturday		
Survey Time	Occupied Bays	% Occupied
09h00	3	12%
11h00	2	8%
13h00	2	8%

Saturday		
Duration Occupied (Hours)	Vehicles	% Vehicles
0 to 2	2	50%
2 to 4	1	25%
>4	1	25%



APPENDIX D2: Statistics and Traffic Data

Parking Survey

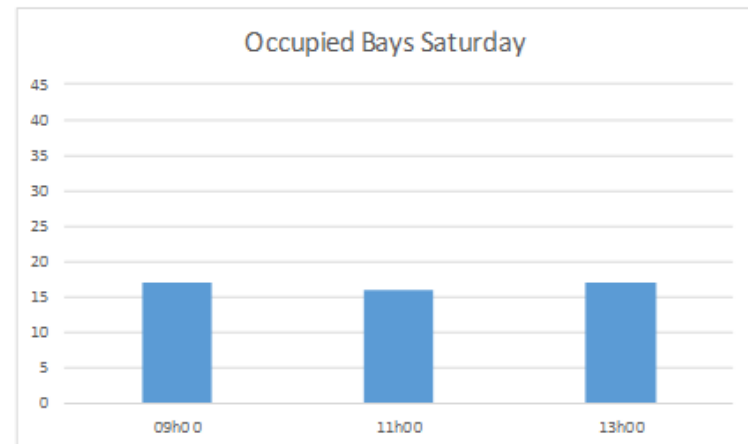
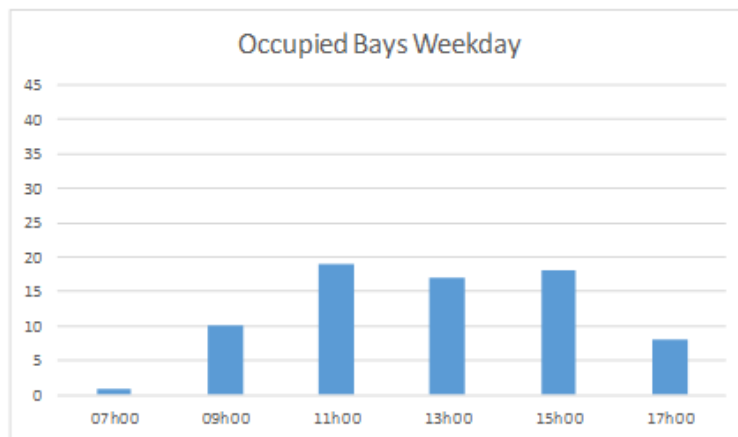
Paterson Street Parking	
Types of Bays	No. of Bays
Standard (Marked)	42
Standard (Unmarked)	2
Private	1
Illegal	2
Total	47

Weekday		
Survey Time	Occupied Bays	% Occupied
07h00	1	2%
09h00	10	21%
11h00	19	40%
13h00	17	36%
15h00	18	38%
17h00	8	17%

Saturday		
Survey Time	Occupied Bays	% Occupied
09h00	17	36%
11h00	16	34%
13h00	17	36%

Weekday		
Duration Occupied (Hours)	Vehicles	% Vehicles
0 to 2	51	86%
2 to 4	4	7%
4 to 6	2	3%
6 to 8	2	3%
8 to 10	0	0%
>10	0	0%

Saturday		
Duration Occupied (Hours)	Vehicles	% Vehicles
0 to 2	50	100%
2 to 4	0	0%
>4	0	0%



APPENDIX D3: Statistics and Traffic Data

Parking Survey

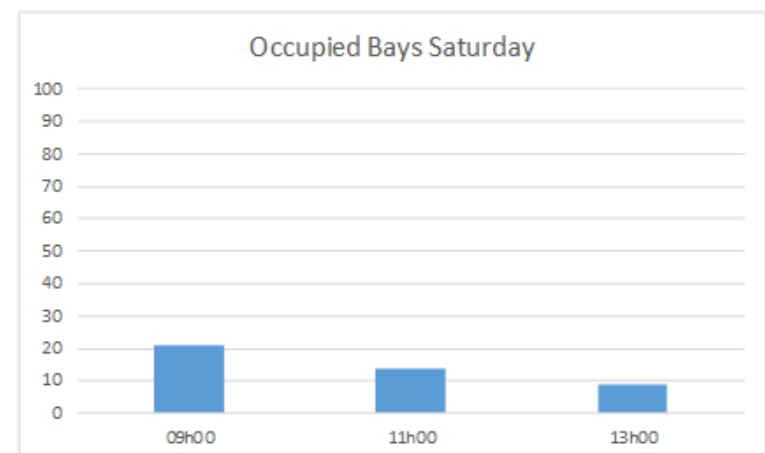
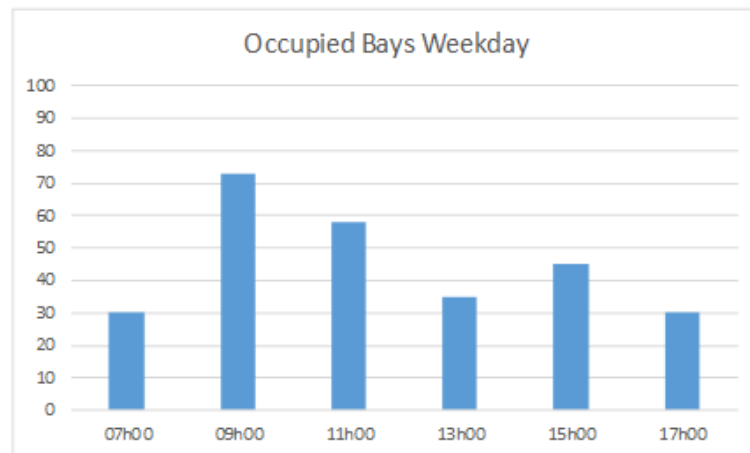
Church Street Parking Area	
Type of Bay	No. of Bays
Standard (Marked)	40
Standard (UnMarked)	50
Bus Parking Bay	2
Disability	1
Illegal	0
Total	93

Weekday		
Survey Time	Occupied Bays	% Occupied
07h00	30	32%
09h00	73	78%
11h00	58	62%
13h00	35	38%
15h00	45	48%
17h00	30	32%

Weekday		%
Duration Occupied (Hours)	Vehicles	%
0 to 2	77	53%
2 to 4	42	29%
4 to 6	12	8%
6 to 8	5	3%
8 to 10	6	4%
>10	4	3%
SUM	146	100%

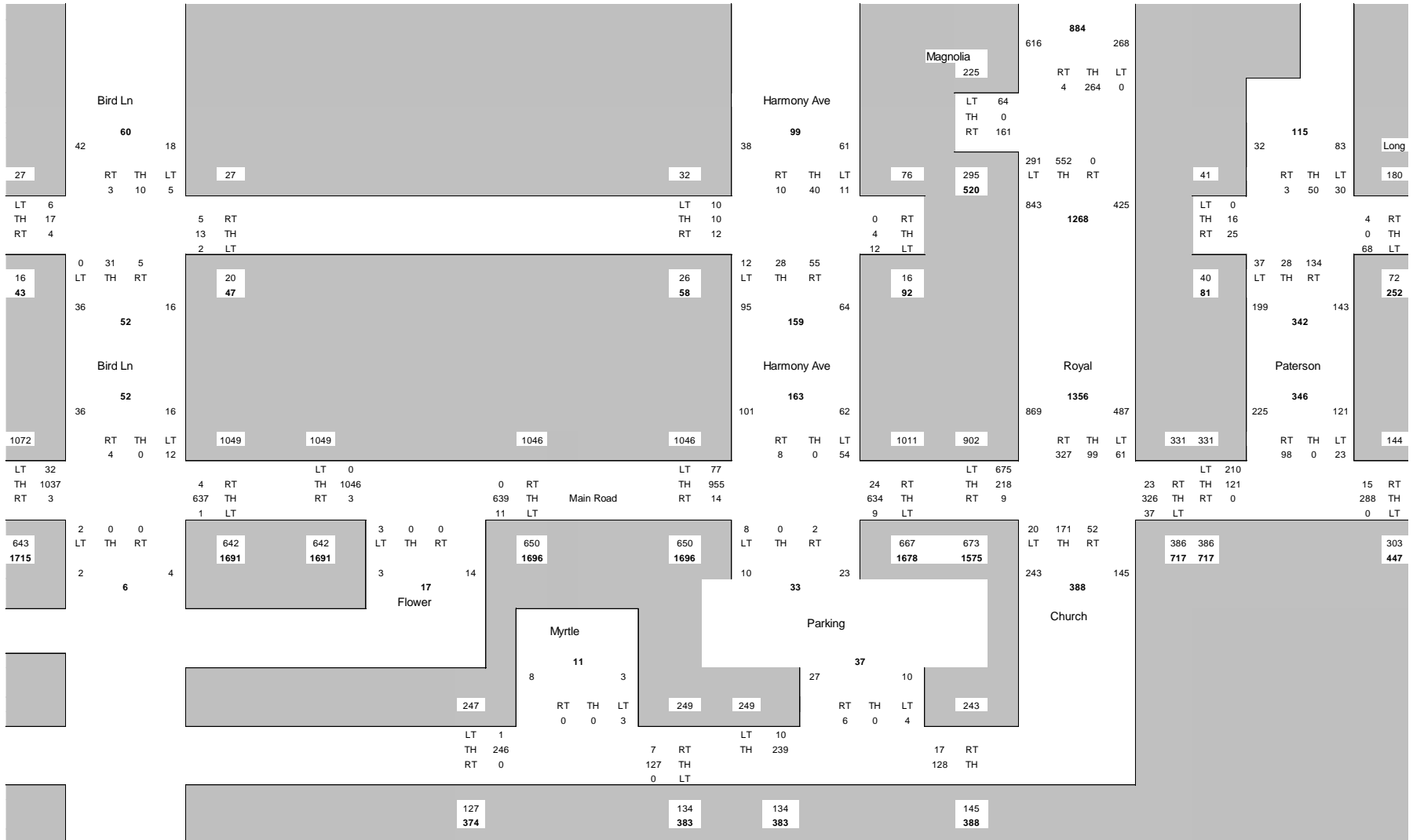
Saturday		
Survey Time	Occupied Bays	% Occupied
09h00	21	23%
11h00	14	15%
13h00	9	10%

Saturday		%
Duration Occupied (Hours)	Vehicles	%
0 to 2	37	90%
2 to 4	3	7%
>4	1	2%
SUM	41	100%



APPENDIX D4: Statistics and Traffic Data

Weekday AM Peak Hour Counts



The diagram illustrates the traffic signal timing for a network of streets. The streets shown are Bird Ln, Harmony Ave, Main Road, Flower, Myrtle, Parking, Church, and Paterson. The diagram shows the signal phases (LT, TH, RT) and their corresponding durations in seconds for various intersections.

Intersections and Signal Phases:

- Bird Ln:**
 - Intersection with Main Road: LT 19, TH 648, RT 3
 - Intersection with Flower: LT 2, TH 0, RT 2
 - Intersection with Myrtle: LT 1, TH 136, RT 0
- Harmony Ave:**
 - Intersection with Bird Ln: LT 25, TH 3, RT 9
 - Intersection with Main Road: LT 12, TH 650, RT 4
 - Intersection with Flower: LT 16, TH 0, RT 48
 - Intersection with Myrtle: LT 14, TH 133, RT 6
- Main Road:**
 - Intersection with Bird Ln: LT 19, TH 648, RT 3
 - Intersection with Flower: LT 16, TH 0, RT 48
 - Intersection with Myrtle: LT 14, TH 133, RT 6
- Flower:**
 - Intersection with Bird Ln: LT 2, TH 0, RT 2
 - Intersection with Myrtle: LT 1, TH 136, RT 0
- Myrtle:**
 - Intersection with Bird Ln: LT 1, TH 136, RT 0
 - Intersection with Flower: LT 1, TH 136, RT 0
- Parking:**
 - Intersection with Bird Ln: LT 2, TH 0, RT 2
 - Intersection with Flower: LT 1, TH 136, RT 0
- Church:**
 - Intersection with Bird Ln: LT 2, TH 0, RT 2
 - Intersection with Flower: LT 1, TH 136, RT 0
- Paterson:**
 - Intersection with Bird Ln: LT 2, TH 0, RT 2
 - Intersection with Flower: LT 1, TH 136, RT 0

Signal Durations (Seconds):

- Bird Ln:**
 - Intersection with Main Road: LT 19, TH 648, RT 3
 - Intersection with Flower: LT 2, TH 0, RT 2
 - Intersection with Myrtle: LT 1, TH 136, RT 0
- Harmony Ave:**
 - Intersection with Bird Ln: LT 25, TH 3, RT 9
 - Intersection with Main Road: LT 12, TH 650, RT 4
 - Intersection with Flower: LT 16, TH 0, RT 48
 - Intersection with Myrtle: LT 14, TH 133, RT 6
- Main Road:**
 - Intersection with Bird Ln: LT 19, TH 648, RT 3
 - Intersection with Flower: LT 16, TH 0, RT 48
 - Intersection with Myrtle: LT 14, TH 133, RT 6
- Flower:**
 - Intersection with Bird Ln: LT 2, TH 0, RT 2
 - Intersection with Myrtle: LT 1, TH 136, RT 0
- Myrtle:**
 - Intersection with Bird Ln: LT 1, TH 136, RT 0
 - Intersection with Flower: LT 1, TH 136, RT 0
- Parking:**
 - Intersection with Bird Ln: LT 2, TH 0, RT 2
 - Intersection with Flower: LT 1, TH 136, RT 0
- Church:**
 - Intersection with Bird Ln: LT 2, TH 0, RT 2
 - Intersection with Flower: LT 1, TH 136, RT 0
- Paterson:**
 - Intersection with Bird Ln: LT 2, TH 0, RT 2
 - Intersection with Flower: LT 1, TH 136, RT 0

APPENDIX E: Proposed Plant List

OVERSTRAND PRECINCT PLAN - PROPOSED PLANT LIST





SPECIES	BAG SIZE	SPECIES	BAG SIZE	SPECIES	BAG SIZE	SPECIES	BAG SIZE
Trees		Shrubs (continued)		Groundcovers		Groundcovers (continued)	
Chionanthus foveolata 'Pock Ironwood'	100L	Halleria lucida	4L	Aloe ciliatus	4L	Lampranthus furvus	6P plntlt
Curtisia dentata 'Assegai'	100L	Gnidia squarosa	4L	Aloe striata	4L	Limonium scabrum	4L
Ekebergia capensis 'Cape Ash'	100L	Hypoestes aristata	4L	Aloe tenouir	4L	Ocimum labiatum	4L
Euclea racemosa 'Sea Guam'	100L	Lecucadendron 'Blush'	4L	Arctotis acaulis 'Pink'	6P plntlt	Pelargonium fruticosum	4L
Ilex mitis 'Cape Holly'	200L	Leonotis leonorus	4L	Aristida junciformis	4L	Pelargonium peltatum	4L
Nuxia floribunda 'Forest Elder'	100L	Leucospermum conocarpodendron	4L	Asparagus densiflorus 'Cwebe'	4L	Pelargonium tomentosum	4L
Olea europaea sbsp. africana 'Wild Olive'	200L	Lobostemon fruticosus	4L	Asystasia gangetica	4L	Pelargonium x. fragrans	4L
Searsia lancea 'Karee'	100L	Metalasia muricata	4L	Barleria repens 'Purple Prince'	4L	Plectranthus ciliatus	6P plntlt
Syzgium cordatum 'Water Berry'	100 & 200L	Phylica ericoides	4L	Bulbine frutescens	4L	Plectranthus strigosus	6P plntlt
Syzgium guineense 'Water Pear'	100 & 200L	Plectranthus ecklonii	4L	Chlorophytum saundersiae	4L	Scabiosa incisa	4L
Tarchonanthus camphoratus 'Wild Camphor'	100L	Plectranthus zuluensis	4L	Cineraria saxifraga	6P plntlt	Stachys aethiopica	4L
Vachellia karroo 'Sweet Thorn'	100L	Plumbago alba / 'White'	4L	Clivia miniata	4L	Tulbaghia violacea	4L
Shrubs		Polygala myrtifolia	4L	Cotyledon orbiculata	4L	Bulbs	
Agathosma ovata	4L	Portulacaria afra	4L	Crassula multicava	4L	Amaryllis belladonna	4L
Anastrabe integerrima	4L	Protea repens	4L	Crassula spathulata	4L	Chasmanthe aethiopica	4L
Athanasia dentata	4L	Salvia africana-lutea	4L	Curio crassifolius	4L	Crocosmia aurea	4L
Bauhinia galpinii	4L	Salvia chamelaeagnea	4L	Delosperma lydenburgense	6P plntlt	Haemanthus coccineus	4L
Buddleja saligna	4L	Searsia crenata	4L	Elegia capensis	4L	Ornithogolon thyrsoides	4L
Buddleja salvifolia	4L	Tecoma capensis 'Burnt Orange'	4L	Elegia filacea	4L	Oxalis hirta	4L
Carissa macrocarpa	4L	Groundcovers		Erica grandulosa	4L	Watsonia borbonica	4L
Carissa macrocarpa 'Green Carpet'	4L	Agapanthus africanus	4L	Felicia amelloides 'White'	6P plntlt	Watsonia tabularis	4L
Erica verticillata	4L	Agapanthus praecox	4L	Helichrysum cymosum	4L		
Eriocephalus africana	4L	Agathosma apiculata	4L	Helichrysum petiolare	4L		
Freylinia tropica	4L	Aloe arborescens	4L	Helichrysum splendidum	4L		
				Lampranthus bicolor	6P plntlt		









APPENDIX F: Hermanus CBD Taxi Rank Conceptual Design Layout



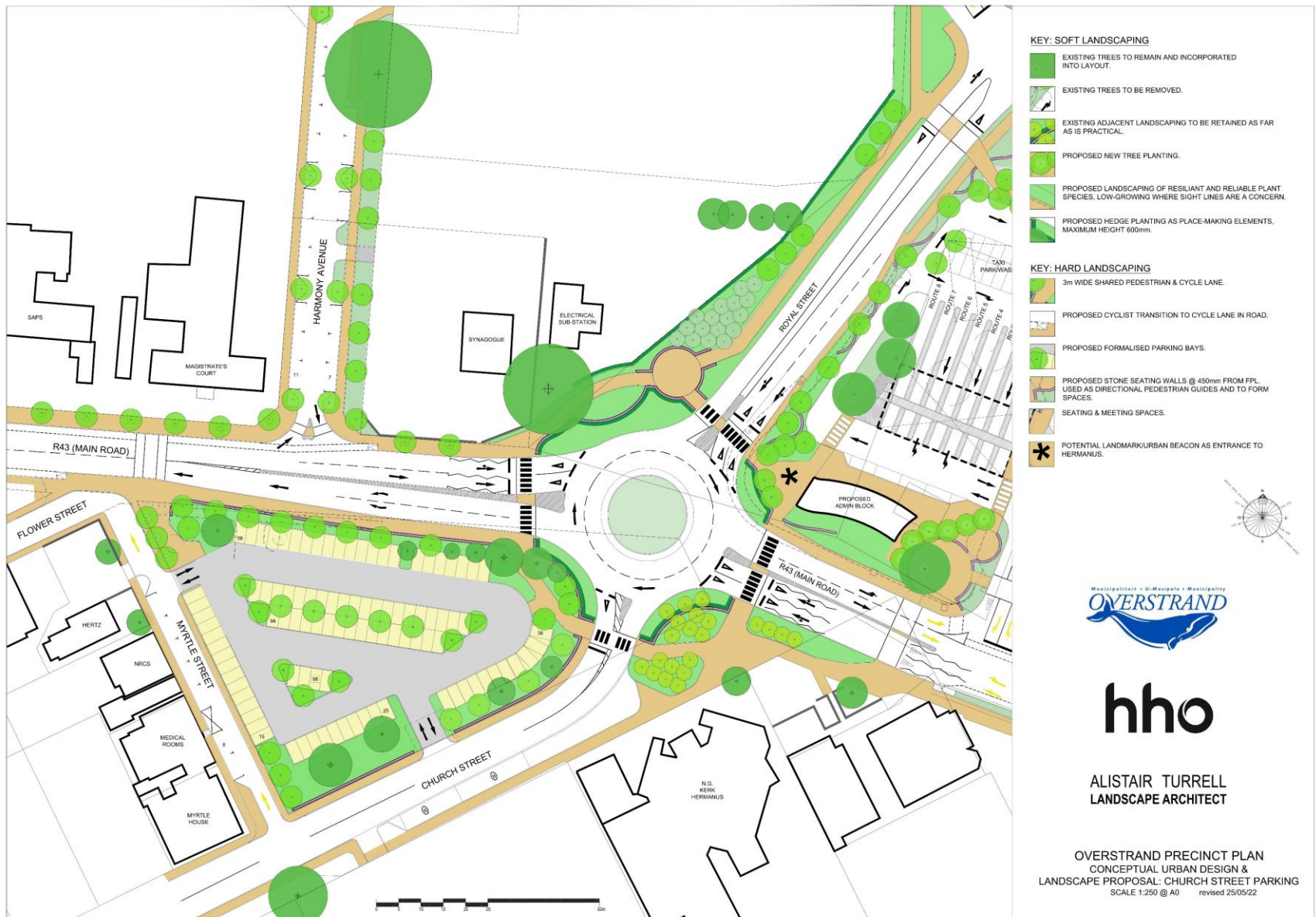
KEY: SOFT LANDSCAPING

-  EXISTING TREES TO REMAIN AND INCORPORATED INTO LAYOUT.
-  EXISTING TREES TO BE REMOVED.
-  PROPOSED NEW TREE PLANTING.
-  PROPOSED LANDSCAPING OF RESILIENT AND RELIABLE PLANT SPECIES, LOW-GROWING WHERE SIGHT LINES ARE A CONCERN.

KEY: HARD LANDSCAPING

-  PROPOSED HIGH PRIORITY PEDESTRIAN ROUTE SURFACE.
-  PROPOSED LOW PRIORITY PEDESTRIAN ROUTE SURFACE.
-  PROPOSED STONE SEATING WALLS @ 450mm FROM FPL. USED AS DIRECTIONAL PEDESTRIAN GUIDES AND TO FORM SPACES.
-  SEATING & MEETING SPACES.
-  POTENTIAL LANDMARK/URBAN BEACON AS ENTRANCE TO HERMANUS.
-  PROPOSED ADMINISTRATION BLOCK.
-  COVERED PORTION OF TAXI RANK (MINIMUM 15m OVER LANE).

APPENDIX G: Hermanus Civic Precinct Plan Conceptual Layout



APPENDIX H: Record of Stakeholder Engagements

Overstrand Municipality conducted stakeholder engagements to facilitate public engagement on the Draft Hermanus Civic Precinct Plan in 2022.

The following comment was received from the Hermanus Ratepayers Association:



Comment in respect of the Draft Report of the Civic Precinct in Hermanus

Introduction

The HRA welcomes the planned continuation of the CBD Regeneration Project (CBDRP) as it intends to beautify and render the CBD more user friendly. The benefits of the High Street component of the CBDRP are well documented and this further component will add to the functionality and the beautification of the entrance to Hermanus.

There exist in the proposal a number of quick wins which one hopes the Overstrand Municipality will take advantage of in the short term.

Comments

As a matter of urgency the Main Road/Flower Street intersection should be closed and the proposed one-way system implemented.

Likewise the entrance into the Church Street parking area from Main Road should be closed without delay as it serves only to cause congestion.

These are two quick wins easily implemented.

With the exception of the treatment of the roundabout at Main Road and Royal Road the remainder of the suggested interventions are fully supported.

The Draft Report makes no mention of the Proposed Bypass and the controversy which surrounds it and we believe that this is intentional. We therefore have a situation where our Executive Mayor Dr Rabie has tabled a motion in Council stating categorically that there will be no Bypass. Correspondence received from the provincial Department of Mobility by the HRA emphasises that the Bypass is not currently an active project and is not budgeted and therefore not funded.

If there is to be no Bypass in the foreseeable future then the proposals for the improvements to the roundabout at Main and Royal roads seem to be wholly inadequate given assessments of future traffic growth.

The engineers contracted by the province, EFG/ICE, produced an alternative to the Bypass which was labelled the “No Go” option based on the preference to go through suburbia. In the light of the feedback from Mayor and Province it is our opinion that the “No Go” option is therefore the preferred option. Further consideration would need to be made for NMT and pedestrians if this option is chosen.

Conclusion

In the main the proposals are supported. The most important issue is the realignment of the R43 along Royal Road and the implications on the design of the roundabout at Main and Royal.

Brian Wridgway
Hermanus Ratepayers Association
November 2022

Project team addressed the comment received as follows:

The proposed capacity improvements at the Royal Road/Main Road traffic circle represent the only further capacity upgrades available to this junction as a 2 circulating lane circle. Once the capacity of a 2 circulating circle is breached, the only further options to be considered to increase junction capacity are a 3 circulating lane circle or a traffic signal intersection. It is unlikely that the junction area can accommodate a three circulating lane circle, but could be reconfigured as a traffic signal controlled junction.

The scope of this study has not been to model the future performance and required upgrades to the road network in the vicinity of the Royal Road/Main Road traffic circle, with or without the bypass (in whatever form). This would be the subject of a separate investigation.