

# TRANSPORT IMPACT ASSESSMENT

## PROPOSED DEVELOPMENT OF THE GRANGER BAY PRECINCT AND LAND RECLAMATION AT THE V&A WATERFRONT

### BACKGROUND

A **Transport Impact Assessment** was undertaken by **Motion Consulting Engineers**.

The proposed development falls within the existing development rights approved for the V&A Waterfront and **does not rely on any new land use rights at present**. As such, it is not expected to introduce additional trip generation beyond what was previously tested. Should the new approved bulk be utilized, the relevant transport-related conditions will be applicable.



The development will add approximately **830 inbound vehicles in the AM peak and 740 in the PM peak** across Beach Road, Granger Bay Boulevard, and Dock Road.



The development can be accommodated by the existing road network and public transport infrastructure, with **no anticipated adverse impacts on the external network performance**.



Intense investment in Travel Demand Management (TDM) will be undertaken and the Granger Bay Boulevard Extension will be constructed as a four-lane divided (dual-carriageway) road to **maintain capacity within the precinct**.



**Construction-phase truck activity** associated with reclamation works represents a temporary high-intensity impact that will require **dedicated management through a traffic management plan (TMP)**. Elevated truck and workforce-vehicle movements will occur within the road network during construction. Most material is expected to be hauled from Dorstberg and other quarries via Contermans Kloof → N7 → N1 → Buitengracht (M62) → Helen Suzman Blvd (M6) → Granger Bay Blvd.



**Early liaison with MyCiti** will be undertaken to phase any temporary stop or route restrictions and obtain route deviations. Advanced public notice of any road, lane or shoulder closures will be provided.

