

TRANSPORT IMPACT ASSESSMENT

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



CONSTRUCTION PHASE

IMPACTS	MITIGATION/ENHANCMENT MEASURES	SIGNIFICANCE AFTER MITIGATION
Increased traffic volumes from construction vehicles and staff cars	Off-peak scheduling of heavy-vehicle movements	Medium, negative
Pavement wear and dust on haul route from heavy vehicle movements	Wheel-wash bays and routine road-sweeping to prevent debris spillage; condition checks of Granger Bay Boulevard and adjacent intersections along well-used haul routes; dust suppression measures.	Low, negative
Construction worker and public safety risk on haul route and site access points	Advance public notice of road, lane or shoulder closures, with on-site flagmen, barriers and signage compliant with Southern African Road Traffic Signs Manual (SARTSM); site traffic-management plan with qualified marshals; early liaison with MyCiTi operations to phase any temporary stop or route restrictions and obtain route deviations; signalled detours; night works where feasible and noise restrictions permit	Medium, negative
Temporary road closures, lane restrictions, and diversions		Low, negative



POST-CONSTRUCTION PHASE

IMPACTS	MITIGATION/ENHANCMENT MEASURES	SIGNIFICANCE AFTER MITIGATION
Increased traffic volumes on Beach Road and Granger Bay Boulevard and Dock Road	Granger Bay Blvd extension as a dual carriageway; internal road geometry to City guidelines; promote non-motorised transport; promote TDM (park-and-ride, rail/bus feeders, micromobility, inclusionary housing incentives)	Low, negative
Impact on intersection performance		Low, negative
Access safety and local circulation	<i>Only relevant to any portion of the proposed development which does not utilise pre-existing development rights held by the V&AW, therefore not applicable at this stage.</i>	Very low, negative