

Minstrel Parade 2025

Traffic Management Plan

V3



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1 ABBREVIATIONS AND DEFFINITIONS:

- TMP – Traffic Management Plan
- TrMP- Transport Management Plan
- TOP – Transport Operations Plan
- ETD- Expected time of departure
- ETA – Expected Time of Arrival
- ETT – Expected Travel Time
- HOV – High Occupancy Vehicles
- TMS – Transport management Systems
- TOFC – Trailer on Flatcar
- WLP – Wayleave Permit
- LIFO – Last In First Out
- POE – Point Of Entry
- POD – Point of Departure
- EMS – Emergency Medical Service
- QRV – Quick Response Vehicles
- DAC – Department of Arts and Culture

2 EVENT DETAILS

2.1 Event Summary

Even Name: Cape Town Street Parade
Event Location: Cape Town CBD
Event Date: 04 January 2025
Event Start Time: 10h00
Road Closure Full Route: 06h00 – 24h00/
From Bree Str Closure until 01h00
Event Finish Time: 00h00
Event Setup Start Time: 06h00 – 10h00
Event Break-down Time Frame: 23h00 – 07h00

This event is an annual on street event in the form of a parade.

3 DECLARATION

TransTwo Logistic Solutions team of professionals has conducted the following assessment after a site inspection and traffic projection for the date and event mentioned within this assessment. A Traffic Management Plan will be prepared using the assessment, subject to the variations approved, is in accordance with the National Road Traffic Act 93 of 1996, City of Cape Town: Events By-law, 2009, Gatherings Act, Act 205 of 1993 and South African Traffic Signs Manuel (SATSM) Vol 3

TMP Grading
Class 1 Traffic impact
A Class 1 event:- impacts major traffic and transport systems- disrupts the non-event community over a wide area- requires the involvement of Police, one or more Councils and Traffic Services- requires a detailed Transport Management Plan- requires advertising the event's traffic aspects to a wide audience. Requires road furniture and a traffic accommodation plan to implement detours and closures.

4 CAPE TOWN STREET PARADE

4.1 Introduction

The minstrel New Year's march is an annual event that takes place in the City CBD. It draws crowds of 100 000 spectators that line the streets from District Six up to Bo-Kaap all along the parade route. There are about 20 different teams that parade along Darling, Adderley and Wale Street on this day. The event day for the minstrel parade is set to take place on Saturday 4 January 2024.

5 TRANSPORT MANAGEMENT PLAN OVERVIEW

Traffic flow within the city and city borders will decrease due to the Minstrel Parade taking place on the 04 January 2025 at 10h00. Road closures will be implemented from 06h00 on Saturday 04 January 2025. The event transport management plan will allow for a constant traffic flow and allow motorists that are not coming to the event alternative routes to their destination via detours.

This plan outlines the closure that prohibits vehicles from accessing restricted roads.

According to the Gatherings Act, Act 205 of 1993, events that impact on traffic directly or indirectly, the application for an events permit requires a traffic management plan. In conjunction with the gatherings act, the TMP complies with the South African Road Traffic Signs Manuel (SARTSM) Vol 3 as well as the National Road Traffic act of 1996.

5.1 Temporary Road Restrictions

All road closures are in place for vehicles and open to pedestrian traffic. Major arterials affected within the CBD are listed below.

- Adderley Street: Between Wale Street and Strand Street
- Wale Street: Between Pentz Street and Adderley Street
- Darling Street between Adderley Street and Chapel Street

To assist with traffic on major thoroughfares, stop and go systems will be in place.

All side streets leading to Wale Street, Adderley Street as well as Darling Street will be closed and traffic will be diverted.

Refer to Figure 1

5.1.1 Road Closures

A provisional road closure list is listed in the following tables. As of 06h00 on event day, all roads will be closed. The sequential closures will start at 05h00 to ensure that by 06h00 all roads are closed and access to the event parade route is restricted to event vehicles only. The event organizer (EO) requires the full closure from 06h00 to erect structures within the parade route footprint before the event starts.

Saturday, 4 January 2025 06h00 – 23h59

Street	Between	
Wale Street	Pentz Street	Adderley Street
Adderley Street	Wale Street	Strand Street
Darling Street/Keizersgracht	Chapel Street	Adderley Street
Longmarket Street	Long Street	Parliament Street
Sir Lowry Road	Darling Street	Tennant Street
Shortmarket Street	Burg Street	Adderley Street
Hout Street	Burg Street	Adderley Street
Castle Street	Burg Street	Adderley Street
Canterbury Street	Longmarket Street	Darling Street
Lower Plein Street	Strand Street	Darling Street
Primrose Street	Longmarket Street	Darling Street
Harrington Street	Longmarket Street	Darling Street

Parade Street	Caledon Street	Darling Street
Corporation Street	Longmarket Street	Darling Street
Plein Street	Longmarket Street	Darling Street
Parliament Street	Longmarket Street	Darling Street
Church Street	Burg Street	Adderley Street
Shortmarket Street	Burg Street	Adderley Street
Burg Street	Longmarket Street	Wale Street
Long Street	Church Street	Wale Street
Rusell Street	Constitution Street	Keizersgracht
Chapel Street	Aspeling Street	Keizersgracht
Aspeling Street	Umrah close	Keizersgracht
Loop Street	Church Street	Wale Street
Bree Street	Church Street	Wale Street
Rose Street	Wale Street	Strand Street
Van der Meulen Street	Dorp Street	Wale Street
Buitenkant Street	Caledon Street	Strand Street
Tennant Street	Sir Lowry Road	Caledon Street

Refer to figure 9 and 10

5.1.2 No Stopping

No Stopping is important to keep parking areas clear that directly impacts on the parade corridor.

No Stopping will be deployed on the following roads as they have a direct impact on the parade route.

Thursday, 2 January 2025 23h55

Street	Between	
Keizersgracht Street	Sir Lowry Road	Rusell Street
Adderley Street	Strand Street	Wale Street
Wale Street	Adderley Street	Pentz Street
Rose Street	Wale Street	Strand Street
Chiappini Street	Castle Street	Strand Street
Bree Street	Church Street	Wale Street
Loop Street	Church Street	Dorp Street
Long Street	Church Street	Dorp Street
Queen Victoria Street	Church Street	Wale Street
Burg Street	Church Street	Wale Street
Church Street\	Burg Street	Adderley Street
Longmarket Street	Burg Street	Adderley Street
Bureau Street	Adderley Street	Parliament Street
Parliament Street	Longmarket Street	Darling Street
Plein Street	Longmarket Street	Darling Street
Corporation Street	Longmarket Street	Darling Street
Parade Street	Caledon Street	Darling Street
Buitenkant Street	Longmarket Street	Darling Street
Harrington Street	Longmarket Street	Darling Street

Canterbury Street	Longmarket Street	Darling Street
Primrose Street	Longmarket Street	Darling Street
Sir Lowry Road	Darling Street	Tennant Street
Helliger Lane	Rose Street	Buitengracht Street
Hout Street	Rose Street	Buitengracht Street
Castle Street	Chiappini Street	Buitengracht Street
Church Street	Rose Street	Buitengracht Street
Longmarket Street	Rose Street	Buitengracht Street
Shortmarket Street	Rose Street	Buitengracht Street
Chiappini ST	Castle Street	Intersection
Castle St	Rose Street	Intersection
Tennant Street	Sir Lowry Road	Caledon Street

Refer to figure 7 and 8

5.1.3 Soft approach closures

Due to the CBD having narrow road pre-approach soft closures are planned to reduce the risk of overloading these roads beyond its functional capacity. When these roads are over its capacity it can cause a grid lock within the CBD. Listed below are the intersections where these soft closures are required as the detour routes at the closures after these points are narrow.

1. Long and Strand
2. Russel St and Keizersgracht
3. Bree Street and Shortmarket Street

5.1.4 Lane Merge

One approach to road closure traffic lanes that are affected by the road closure will see the merging of traffic flow into the diverted lane. The following table details affected roads.

Lane Merge		
Street	Lane	Road Restrictions
Buitengracht Street (Nelson Mandela Blvd bound carriage way)	Right and Left turn into Wale St	Left turn lane becomes Straight only Right turn closed off
Buitengracht Street (Kloof Nek bound carriage way)	Right and Left turn into Wale St	Left turn lane closed Right turn closed
Strand Street outbound	Left turn into Adderley St	Left turn lane closed
Strand Street inbound	Right turn into Adderley St	Right turn closed
Adderley Street (west bound)	Centre lane	Force left or right into Strand St
Tennant Street (east bound)	Right lane	Force left turn only into Caledon St
Sir Lowry Rd (inbound)	Left lane	Force right turn only into Christiaan Barnard St

Christiaan Barnard St	Right lane and 2 centre lanes	Force left turn only into Sir Lowry Rd
Long Street	Left lane	Force right turn only into Church St
Bree Street	Left lane	Force right turn only into Church St

Refer to figure 15 to 23

5.1.5 Stop and Go Systems

A Stop and go system will be placed at the following intersections:

- Buitengracht Street and Wale Street

5.1.6 MyCiti Cross Over

MyCiti bus services will still be allowed to cross Wale Street at Long Street and Loop Street respectively. There will be point man stations at these intersections to allow the buses to cross between teams.

Once the MYCiti service ends then these intersections will become hard closures.

These systems will be managed by traffic services and be implemented the same time as the road closures.

Refer to figure 2

5.1.7 Major roads affected

Buitengracht Street

Vehicles will use Buitengracht Street at a thoroughfare to gain access to the Nelson Mandela Blvd or as a thoroughfare to gain access to Kloof Neck.

To decrease traffic strain on the stop and go placed on the intersection of Buitengracht Street and Wale Street, vehicles that are travelling north bound on Buitengracht needing to gain access to the N2 will be diverted via Orange Street and then De Waal Drive.

Traffic coming off Nelson Mandela Blvd that is en route to Camps Bay will be advised to use Greenpoint Main Road.

These diversions should alleviate some pressure off the Buitengracht stop and go.

5.1.8 Affected Hotels

There are a few popular hotels that have restricted vehicle access due to the road closures in place for this event. Routing has been made to accommodate 5 major hotels that are affected. These 5 hotels are:

- Taj Hotel- located on the corner of Wale Street and Adderley Street. Parking access for this hotel is on Wale Street.
- Mandela Rhodes Place- Located on the corner of Burg and Wale Street. Parking access for this hotel is located on Burg Street.
- In on the Square- Located on Green Market Square. Parking access is via Longmarket Street.
- Hyatt Hotel- Located on the Cnr of Wale & Buitengracht. Parking access is via buitengracht St
- Hilton Hotel- Located on the corner of Buitengracht Street and Wale Street. Parking for this hotel is

located on Wale Street and will be blocked off once the roads are closed.

To accommodate Taj, Mandela Rhodes Place and In on the Square hotels we will implement a local access ruling at the intersections of Longmarket Street and Long Street as well as Shortmarket Street and Long Street.

Refer to figure 4

5.2 Bailout Points

There are 2 bailout points identified for teams that will be used if the route needs to be shortened and teams need to board their buses at these respective points.

5.2.1 Bailout point 1

This is at the intersection of Adderley Street and Darling Street. At this intersection teams will turn right into Adderley Street instead of left. The buses will be staged in Strand Street as they cannot enter Adderley Street. There is no turn around point for these vehicles once they enter Adderley Street from Strand Street. Teams will board the buses at the intersection of Adderley Street and Strand Street.

Refer to figure 23

5.2.2 Bailout point 2

The second bailout point for teams is on Bree Street between Leeuwen Street and Church Street. Buses are able to load on Bree Street east side of Wale Street and west side of Wale Street.

Refer to figure 14

6 PARKING AND ROUTING STRATEGIES

Special parking arrangements will be made for the following travel groups. These travel groups will have vehicle access parking permits issued to allow them to park in reserved parking areas.

6.1.1 Participants Routes

Participants will be bussed in from different areas around Cape Town. The drop off at 2 locations:

Keizersgracht

(i) Ingress Route

Vehicles will access this area via Searle Street. At the intersection of Searle Street and Keizersgracht Street the buses will turn right into Keizersgracht Street and access the drop off zone. There will be a checkpoint for participant buses at the intersection of Russell Street and Keizersgracht Street, only team buses will be allowed beyond this point. Restricted vehicles will be rejected and routed right into Russell Street. The drop off zone for buses will be between Russell Street and Chapel Street on Keizersgracht Street. Once passengers are dropped buses will exit the drop off area via Chapel Street and proceed to the staging areas. They will turn right into Chapel Street and proceed to the traffic round-about. From here they will take the first exit and proceed to Sir Lowry Road. They will turn left onto Sir Lowry Road and proceed to the designated staging area.

(ii) Egress Route

Buses will exit the area by proceeding forward to the intersection of Chapel Street and Keizersgracht Street. They will turn right into Chapel Street and proceed to the traffic round-about. From here they will take the first exit and proceed to Sir Lowry Road. They will turn left onto Sir Lowry Road and proceed to Christiaan Barnard Street. They will turn right onto Christiaan Barnard Street and proceed to the designated staging area.

Sir Lowry Road between Christiaan Street/Tennant Street and Van De Leur Street

(iii) Ingress Route

Buses dropping off teams at the Sir Lowry Road drop off point will access the drop off via Sir Lowry Road (east). They will proceed towards Darling Street. Once they cross the intersection of Tennant Street and Sir Lowry Road they will drop passengers off along the parking on the left. Once their passengers have disembarked they will turn right and access the Christiaan Barnard on ramp and proceed to the staging areas.

(iv) Egress Route

After the bus has dropped the passengers they will turn on Sir Lowry and take the Christiaan Barnard Street on ramp. They will then proceed to the designed staging area.

Staging area

The staging area is located under the elevated freeway. This area is managed between minstrel marshals and GABS inspectors. The buses will be sent up to the loading areas as the teams are ending to ensure that the correct buses are at the designated pick up points as the teams end. **This staging area is to be confirmed with the event organizer.**

Pick up point

Ingress to the pick-up points will be as follows:

Buses will turn left at the intersection of Chiapinni Street and Strand Street. Then they will turn left into Castle Street and left into Rose Street. Buses will load participants between Castle Street and Strand Street along Rose Street. Buses will exit and turn right onto Strand Street.

Refer to figure 24

6.1.2 Emergency Route

There will be a dedicated emergency lane adjacent to the parade corridor for emergency vehicles.

On Darling Street the lane will be within the parade route as there is no median to split the 2 corridors. On Adderley Street and Wale Street the emergency route will be located adjacent to the medians on each road respectively. On Adderley Street and Wale Street the emergency route will be on the contra- flow carriage way.

Emergency vehicles can access this section from the following key entry points:

- Keizersgracht Street.
- Darling Street (from Grand Parade)
- Adderley Street at the Darling Street intersection (key access point to gain quick access to Wale Street)
- Buitengracht Street (from Buitengracht Street emergency vehicles can access Rose Street)
- Bree Street

6.1.3 Residential Routing

Residents that are directly affected are from the Bo-Kaap area. Vehicles that use Wale Street and an inlet to the Bo-Kaap area will be detoured to alternate access routes.

Residents living on Wale Street between Pentz Street and Buitengracht Street as well as Rose Street residents will be closed in once road closures are in place. There will be alternate parking available for these residents located on Buitengracht Street.

Residents that usually use Wale Street as the main entry arterial into Bo-Kaap will have to use alternate roads; the alternate entry identified is Leeuwen Street,

7 SIGNAGE PLAN

7.1 Background

Signage will be required on temporary bases to accommodate the traffic deviations that will be in place. For this event the route has been divided into the following sectors for the traffic management plan sectors.

Sectors are as follows:

- **Sector 1** – Rose Street between Strand Street and Wale Street, Wale Street between Rose Street and Buitengracht Street
- **Sector 2** – Wale Street, between Buitengracht Street and Adderley Street
- **Sector 3** – Adderley Street between Wale Street and Strand Street
- **Sector 4** – Darling Street between Adderley Street and Buitenkant Street

According to the Gatherings Act, Act 205 of 1993, events that impact on traffic directly or indirectly, the application for an events permit requires a traffic management plan. In conjunction with the gatherings act, the TMP complies with the South African Traffic Signs Manual (SATSM) Vol 3 as well as the National Road Traffic act of 1996.

7.2 No Stopping

The function of a TR217 would be to prohibit non qualifying vehicles from parking here. These signs will be erected on notice of activation

No Stopping is important to keep parking areas clear that directly impacts on the parade corridor. Therefore the no stopping restriction will be imposed from 00h00 on Thursday 02 January 2025 as to ensure that vehicles are not parked in the closed roads once the closure is implemented.

No Stopping will be deployed on the following roads as they have a direct impact on the parade route.

The no stopping signs that will be deployed will be moveable stands (lollipop signs) that will be secured with sand bags.

No stopping signage will be required along:

Street	Between		QTY
Darling Street	Buitenkant Street	Adderley Street	32
Adderley Street	Strand Street	Wale Street	30
Wale Street	Adderley Street	Pentz Street	41
Rose Street	Wale Street	Strand Street	38
Chiappini Street	Castle Street	Strand Street	12
Bree Street	Church Street	Wale Street	8

Loop Street	Church Street	Dorp Street	8
Long Street	Church Street	Dorp Street	8
Queen Victoria Street	Bloem Street	Wale Street	8
Burg Street	Church Street	Wale Street	8
Church Street	Burg Street	Adderley Street	8
Longmarket Street	Burg Street	Adderley Street	8
Bureau Street	Adderley Street	Parliament Street	8
Parliament Street	Longmarket Street	Darling Street	8
Plein Street	Longmarket Street	Darling Street	8
Corporation Street	Longmarket Street	Darling Street	8
Parade Street	Caledon Street	Darling Street	8
Buitenkant Street	Longmarket Street	Darling Street	8
Helliger Lane	Rose Street	Buitengracht Street	4
Hout Street	Rose Street	Buitengracht Street	4
Castle Street	Chiappini Street	Buitengracht Street	4
Church Street	Rose Street	Buitengracht Street	4
Longmarket Street	Rose Street	Buitengracht Street	4
Shortmarket Street	Rose Street	Buitengracht Street	4

An example of a no stopping sign is exhibited below.



**SAT 04 JAN 2024 00H00-
SUN 05 JAN 2024 01H00**

Refer to figure 7

7.3 Road Closure Barricades

Standard road closure barricades will be used to close off all roads that are deemed hard closures.

These signs will be erected at the following intersections:

Intersections		QTY
Burg Street	Wale Street	1
Long Street	Wale Street	1
Loop Street	Wale Street	1
Bree Street	Wale Street	1
Van der Meulen Street	Wale Street	1
Buitengracht Street	Wale Street	1
Longmarket Street	Parliament Street	1
Bloem Street	Queen Victoria Street	1
Buitenkant Street	Strand Street	1
Rose Street	Strand Street	1
Strand Street	Adderley Street	1
Shortmarket Street	Adderley Street	1
Church Street	Adderley Street	1
Shortmarket Street	Adderley Street	1
Hout Street	Adderley Street	1

Castle Street	Adderley Street	1
Lower Plein Street	Darling Street	1
Corporation Street	Darling Street	1
Plein Street	Darling Street	1
Parliament Street	Darling Street	1
Hudson street	Wale Street	1

An example of the Road Closure Barricade is shown below.



*Standard Road Closure Barricade

Refer to figure 8

7.4 Stackman barriers

Stackman barriers will be used to close off all certain intersections along with the road closure barricades. These will be used for special vehicle access points

These signs will be erected at the following intersections:

Intersections		QTY
Burg Street	Wale Street	3
Bree Street	Wale Street	3
Van der Meulen Street	Wale Street	2
Buitengracht Street	Wale Street	4
Longmarket Street	Parliament Street	4
Buitenkant Street	Strand Street	4
Rose Street	Strand Street	4
Strand Street	Adderley Street	6
Shortmarket Street	Adderley Street	2
Church Street	Adderley Street	2
Shortmarket Street	Adderley Street	2
Hout Street	Adderley Street	2
Castle Street	Adderley Street	2
Lower Plein Street	Darling Street	6
Corporation Street	Darling Street	3
Plein Street	Darling Street	3
Parliament Street	Darling Street	3
Hudson street	Wale Street	4

An example of the Stackman barriers is shown below.



Refer to figure 9

7.5 Keep Left

TR103 signs are regulatory signs used to warn motorists to keep left and used for lane merges ahead. For this event we will require these signs as there lane merges to accommodate traffic and the participants in the march.

These signs will be erected at the following intersections:



Intersections		QTY
Buitengracht Street	Dorp Street	1
Buitengracht Street	Helliger Lane	1

An example of TR103 + TW411 is shown below

Refer to figure 13

7.6 Keep Right

TR104 signs are regulatory signs used to warn motorists to keep right and used for lane merges ahead. For this event we will require these signs as there lane merges to accommodate traffic and the participants in the march.

These signs will be erected at the following intersections:

Intersections		QTY
Long Street	Longmarket Street	1
Buitengracht Street	Helliger Lane	1

An example of a TR104 is shown below.



Refer to figure 13

7.7 No Left Turn

TR209 signs are regulatory signs used to warn motorists that there is no left turn ahead

These signs will be erected at the following intersections:

Intersections		QTY
Buitengracht Street	Dorp Street	1
Buitengracht Street	Helliger Lane	1

An example of TR209 barriers is shown below.



Refer to figure 13

7.8 No Right Turn

TR210 signs are regulatory signs used to warn motorists that there is no right turn ahead.

These signs will be erected at the following intersections:

Intersections		QTY
Buitengracht Street	Dorp Street	1
Buitengracht Street	Helliger Lane	1

An example of a TR210 is shown below.



Refer to figure 13

7.9 Left Turn Only

TR105 signs are regulatory signs used to warn motorists that they can only turn left. For this event we will require these signs as there are intersections that are closed and motorists will there for be restricted to only turning left.

These signs will be erected at the following intersections:

Intersections		QTY
Bree Street	Dorp Street	1

An example of TR105 is shown below.



Refer to figure 13

7.10 Right Turn Only

TR106 signs are regulatory signs used to warn motorists that they can only turn right. For this event we will require these signs as there are intersections that are closed and motorists will there for be restricted to only turning left.

These signs will be erected at the following intersections:

Intersections		QTY
Long Street	Church Street	1
Bree Street	Dorp Street	1
Loop Street	Dorp Street	1

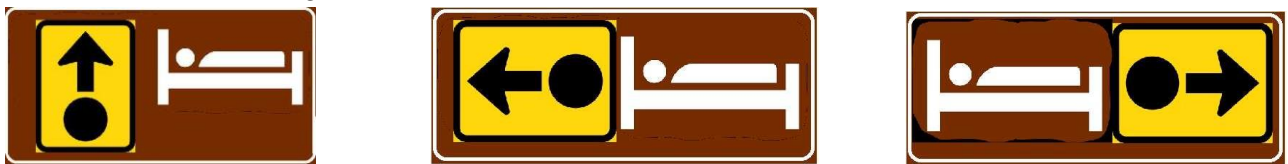
An example of a TR106 is shown below.



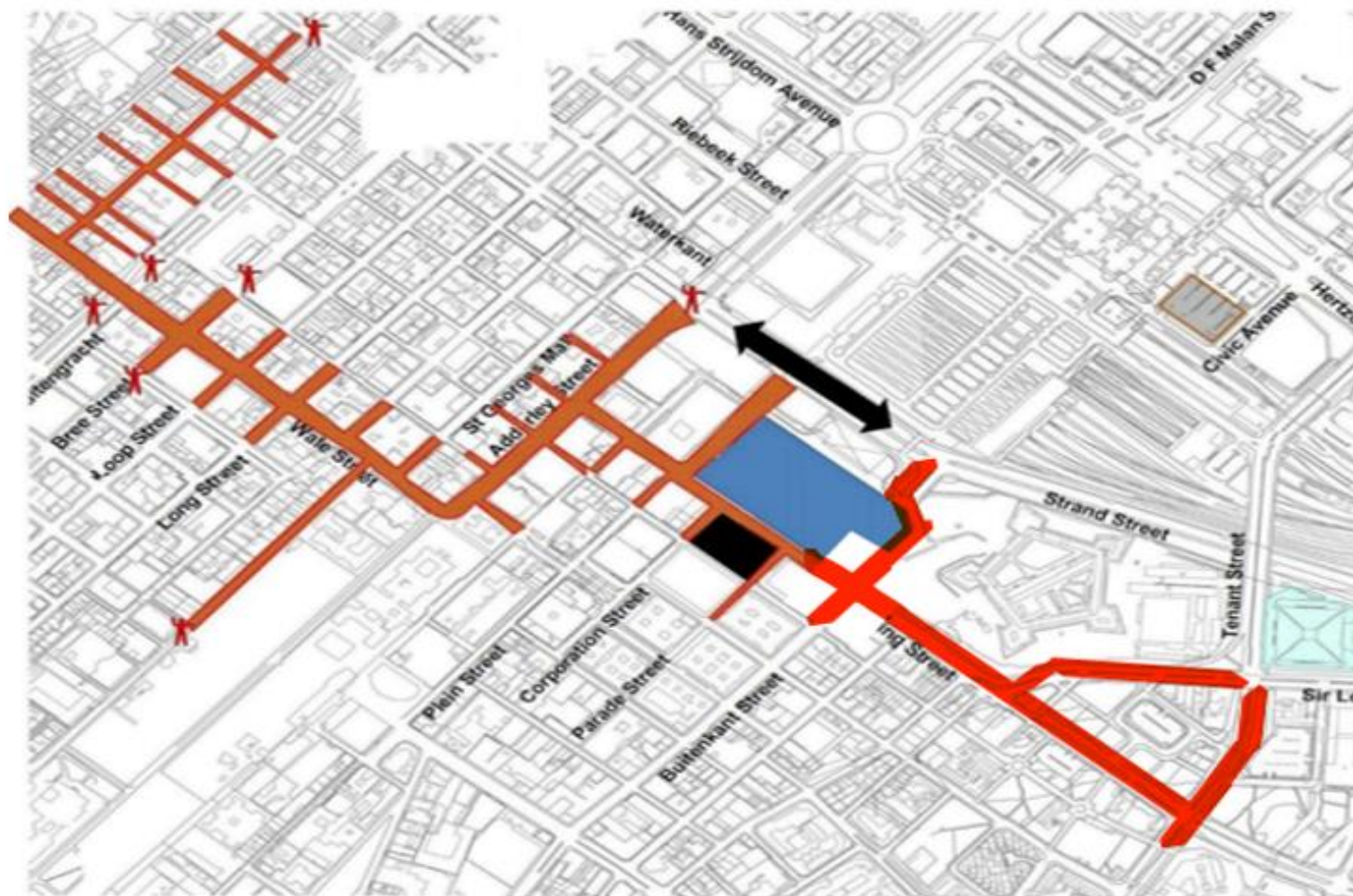
Refer to figure 13

7.11 Hotel & Detour signs

Several hotels are isolated. Alternative routes are shown in figure 6. Detour sign TGD2-D-x (where x = 1 for "straight", 2 for "left" & 3 for "right") together with Hotel sign GFS C1-1 are used to guide traffic to hotels.



SEE FIGURE 14



LEGEND

- EVENT FOOTPRINT 
- TRAFFIC FLOW 
- MANNED INTERSECTIONS 

OVERVIEW

FIGURE 1

LEGEND

CONES 

NO RIGHT SIGN 

NO LEFT SIGN 

KEEP LEFT 


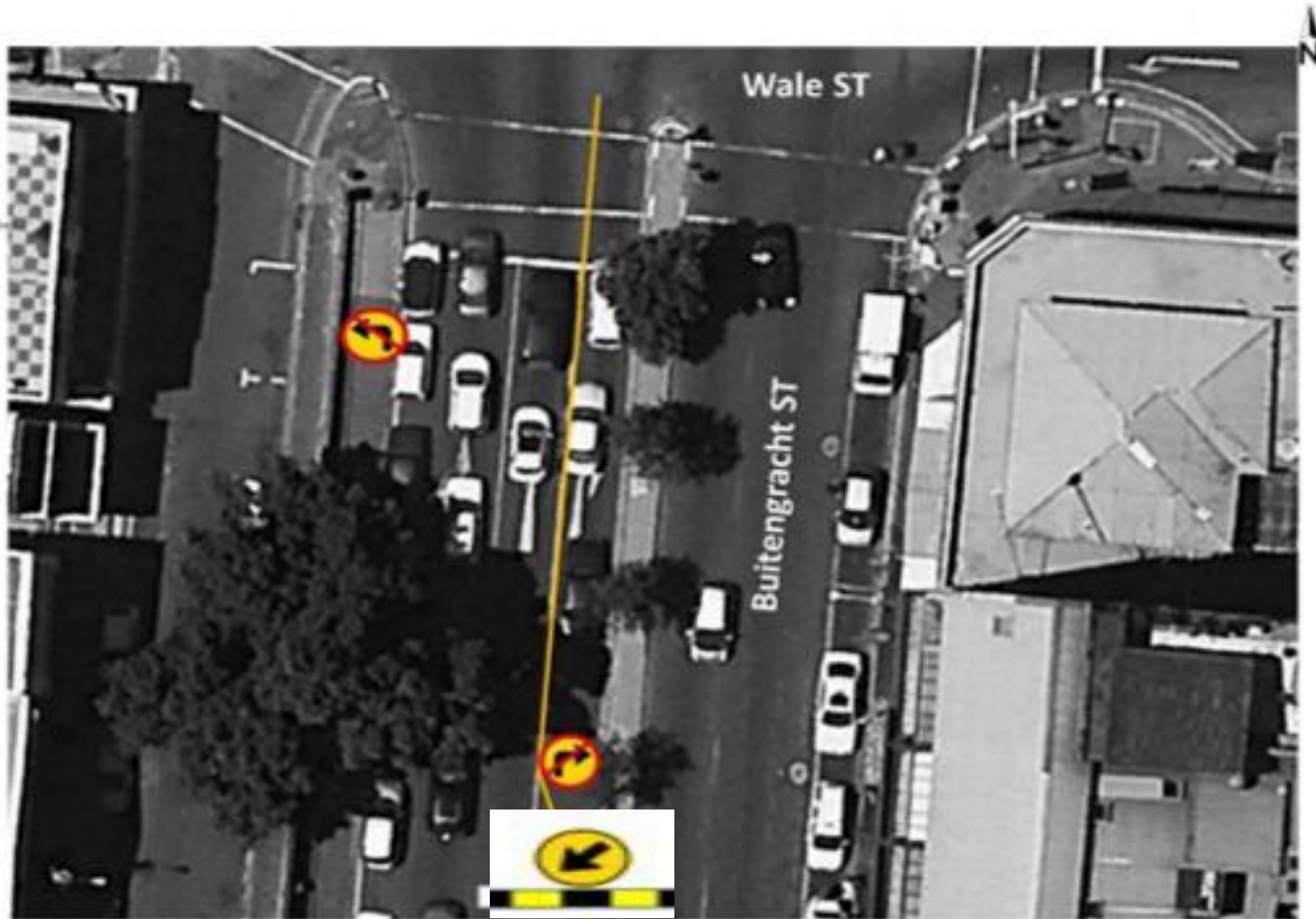

KEEP RIGHT 


FIGURE 2





LEGEND

CONES 

NO RIGHT SIGN 

NO LEFT SIGN 

KEEP LEFT 

KEEP RIGHT 

FIGURE 3



LEGEND

BUS ENTRY POINT ●

BUS EXIT POINTS →

ENDING POINT OF EVENT
(TROUPS PICK-UP POINT)

FIGURE 4



LEGEND


- CONES 
- ENTRY/ EXIT POINTS 
- NO LEFT SIGN 
- KEEP LEFT 
- EMEGENCY ENTRY POINTS

FIGURE 6



LEGEND

CONES 

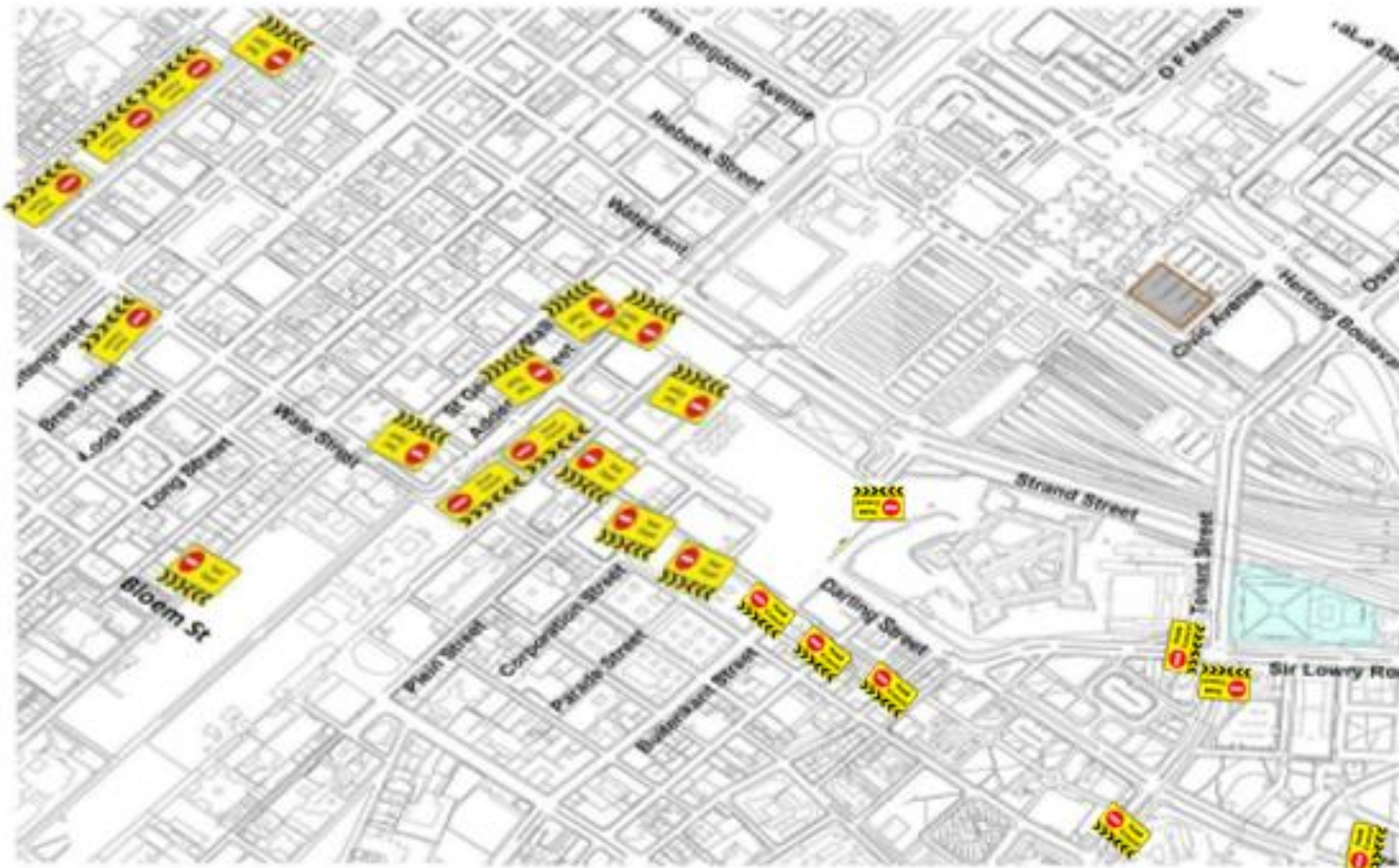
ENTRY/ EXIT POINTS 

NO LEFT SIGN 

KEEP LEFT 

NO STOPPING LAYOUT

FIGURE 7



LEGEND

- CONES** 
- ROAD CLOSED SIGN** 
- STACKMEN BARRIERS** 

ROAD CLOSURE LAYOUT

FIGURE 8



LEGEND

- CONES 
- ROAD CLOSED SIGN 
- STACKMEN BARRIERS 

STACKMEN BARRIER LAYOUT

FIGURE 9



LEGEND



MARSHALL



MYCITI BUS CROSSING

MYCITI ACCESS POINTS

FIGURE 10



LEGEND



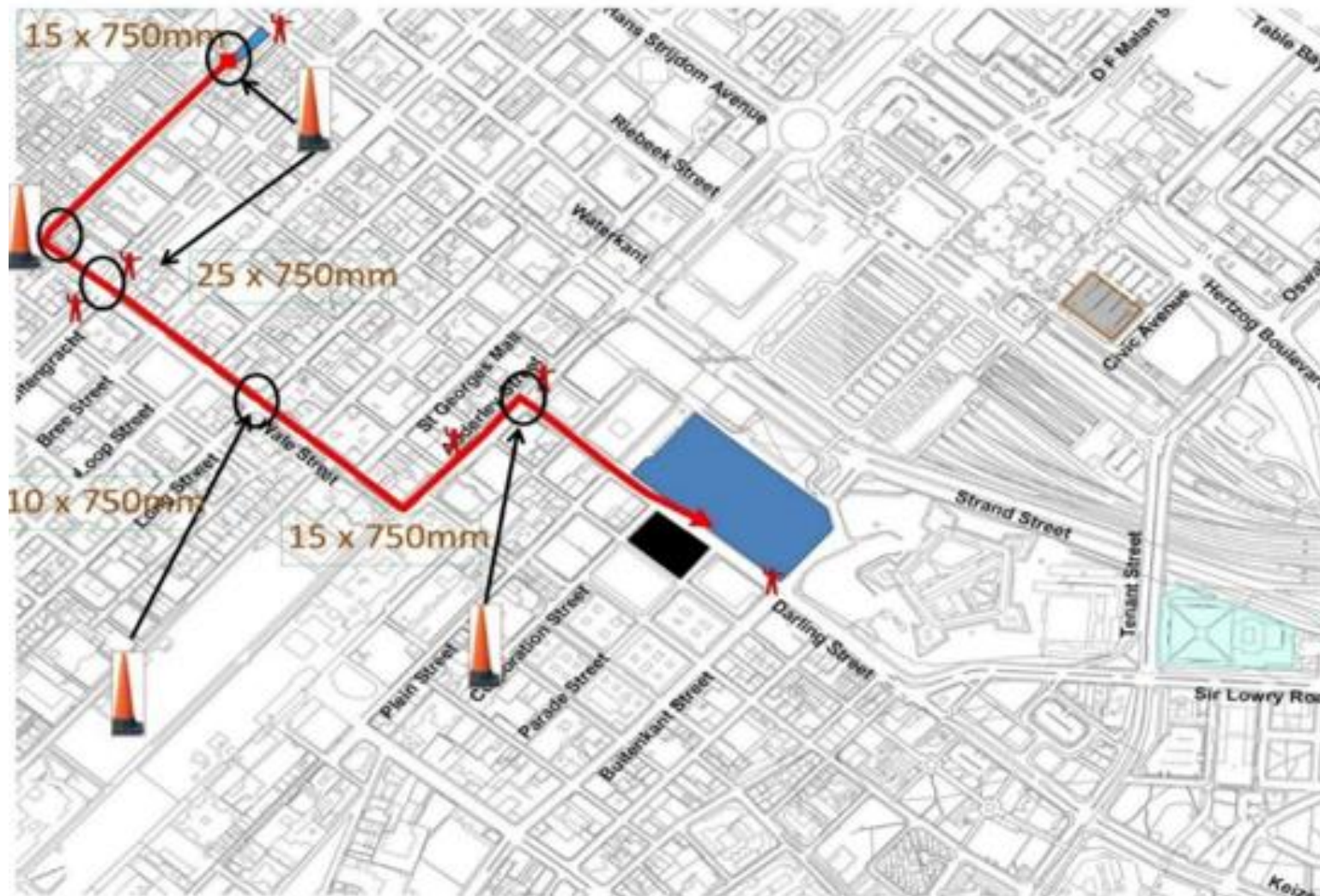
MARSHALL



MYCITI BUS CROSSING

BO-KAAP RESIDENTIAL TRAFFIC FLOW

FIGURE 11



LEGEND



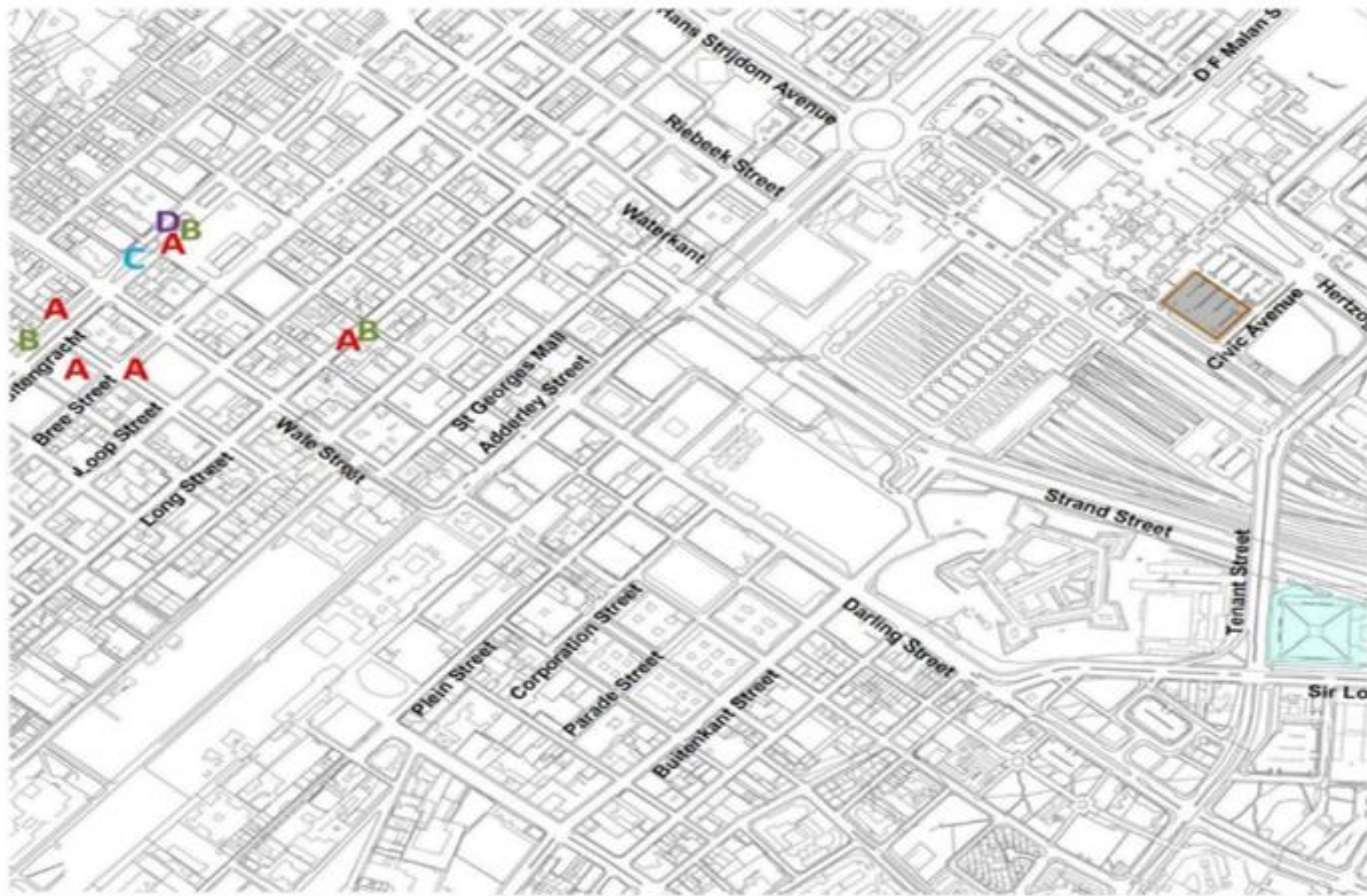
MARSHALL



MYCITI BUS CROSSING

TRAFFIC CONES LAYOUT

FIGURE 12



LEGEND

TR103+TW411

B

TR209

A

TR210

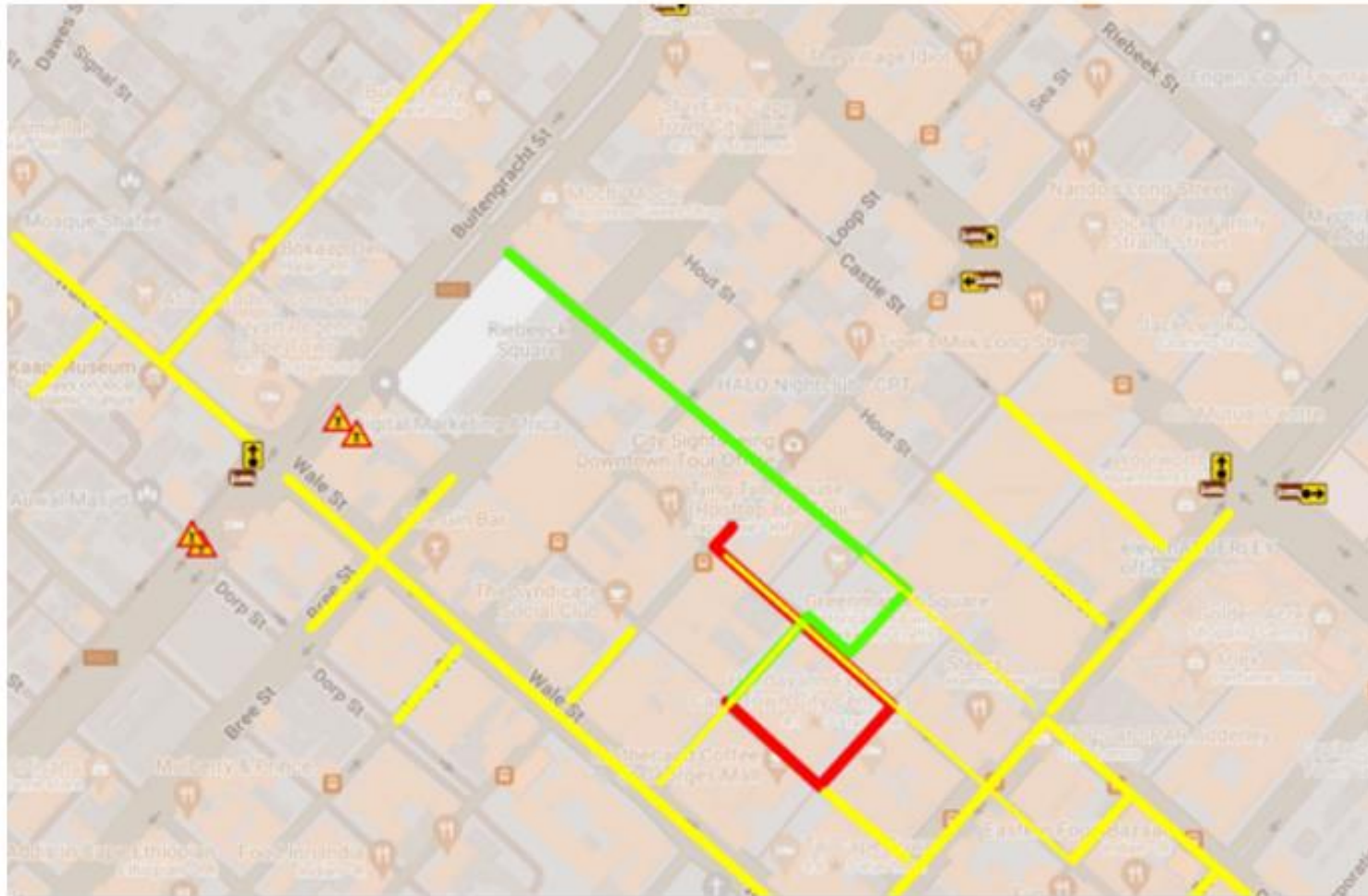
C

TR104+TW411

D

LANE MERGE LAYOUT

FIGURE 13



LEGEND

HOTEL ACCESS SIGNAGE

FIGURE 14