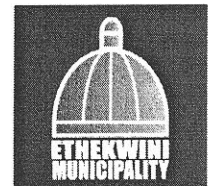


ETHEKWINI MUNICIPALITY

TRAFFIC CALMING POLICY

**ETHEKWINI
TRANSPORT
AUTHORITY**

OCTOBER 2012

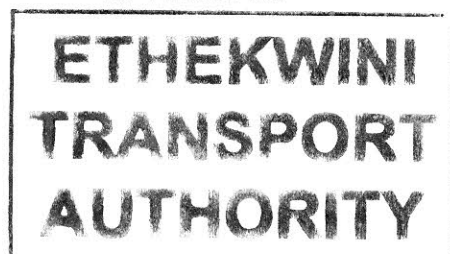


ETHEKWINI MUNICIPALITY

TRAFFIC CALMING POLICY

CONTENTS

1.	INTRODUCTION	1
2.	DEFINITIONS	1
3.	NATIONAL ROAD TRAFFIC ACT	1
4.	ETHEKWINI ROAD SAFETY PLAN 2012-2016	2
5.	PURPOSE	2
6.	STATEMENT OF INTENT	2
7.	OBJECTIVES OF INTENT	2
8.	ROAD HIERARCHY	2
9.	TRAFFIC CALMING	3
	9.1. AIMS	4
	9.2. TYPES OF TRAFFIC CALMING MEASURES	4
	9.3. APPLICABLE ROAD CLASS	4
10.	PRINCIPLES	5
	10.1. GENERAL	5
	10.2. NEW DEVELOPMENTS	6
	10.3. CENTRAL BUSINESS DISTRICTS	6
	10.4. INDUSTRIAL STREET NETWORK	6
	10.5. SCHOOLS AND TERTIARY INSTITUTIONS	6
	10.5.1.STATE FUNDED SCHOOLS	6
	10.5.2.PRIVATE SCHOOLS	6
	10.6. CRÈCHES/NURSERY SCHOOLS/AFTER-CARE FACILITY	6
	10.7. PRIVATE FUNDING OF TRAFFIC CALMING	7
	10.8. CONSTRUCTION WORKS WITHIN THE ROAD RESERVE	7
	10.9. HISTORICAL COUNCIL APPROVED TRAFFIC CALMING MEASURES	8
11.	ACTION PLAN	8



11.1. INFORMING NEW DEVELOPMENTS	8
11.2. AREA SPECIFIC PROBLEMS	8
11.3. IMPROVE SAFETY ON LOCAL RESIDENTIAL STREETS [CLASS 5 AND CLASS 4(LV) ROADS]	9
11.4. IMPROVE SAFETY ON LOCAL DISTRIBUTOR ROADS (CLASS 4 ROADS)	9
11.5. PROTECTING THE SCHOOL ZONE	9
12. APPLICATIONS FOR TRAFFIC CALMING FROM THE WARD COUNCILLOR (WC) AND THE PUBLIC	10
12.1. ASSESSMENT OF APPLICATIONS	10
12.1.1. TRAFFIC CALMING OFFICIAL (TCO)	10
12.1.2. WARD COUNCILLOR (WC)	10
12.2. INFORMING THE APPLICANT AND WARD COUNCILLOR (WC)	10
13. ROADS WITH AN ACCIDENT RECORD	11
14. PRIORITISATION OF ROADS	11
15. SPEED HUMPS	12
16. LEGAL ASPECTS	12
17. MAINTENANCE	12
17.1. MANAGEMENT	12
17.2. OPERATING COSTS	12
18. DEVIATIONS AND ACTIONS CONTRARY TO THIS POLICY	13
19. OTHER TRAFFIC CALMING RELATED MATTERS	13
20. POLICY EVALUATION AND REVIEW	13
21. COMMENCEMENT	13
22. REFERENCES	13
23. ACKNOWLEDGEMENTS	13

ANNEXURES

A – TYPES OF TRAFFIC CALMING MEASURES	14
B - WARRANT FOR TRAFFIC CALMING MEASURES ON CLASS 4 ROADS S	19
C - WARRANT FOR TRAFFIC CALMING MEASURES ON CLASS 5 AND CLASS 4(lv)	21

1. INTRODUCTION

Unacceptable driver behaviour including speeding and recklessness is impacting negatively on our communities affecting both life and property. Residential areas are no longer safe for vulnerable road users, viz. pedestrians and cyclists, and other road users.

In order to promote road safety a correct balance in the disciplines of engineering, enforcement and education is required. The Ethekwini Municipality's Draft Road Safety Plan (2012-2016) has recognized this approach and provides strategies to achieve this objective.

This policy on traffic calming, which is informed by the Road Safety Plan, provides for remedial measures in residential areas to address the engineering component. Whilst it should not be seen as the solution to bad driver behaviour, which can only be addressed through education and enforcement, it should however improve road safety.

2. DEFINITIONS

- "COUNCIL" – means the Ethekwini Municipal Council composed and elected in terms of section 157 of the Constitution.
- "TRAFFIC CALMING OFFICIAL" – means the Head : Ethekwini Transport Authority or his delegated representative in the Ethekwini Transport Authority responsible for the investigation, planning and implementation of traffic calming in the Ethekwini Municipality and "TCO" shall have a corresponding meaning.
- "WARD COUNCILLOR" – The duly elected representative of the ward constituents and "WC" shall have a corresponding meaning.

3. NATIONAL ROAD TRAFFIC ACT

Regulation 319 of the National Road Traffic Regulations, 2000 states as follows –

"319. Hindering or obstructing traffic on public road

- 1) *No person shall wilfully or unnecessarily prevent, hinder or interrupt the free and proper passage of traffic on a public road.*
- 2) *Subject to the provisions of the Act or any other law, no person shall place or abandon or cause to be placed or abandoned on a public road any object that may endanger or cause damage to traffic on such road."*

