



**ROADS AND STORMWATER
DEPARTMENT:
FUNCTIONAL PLANNING
DIVISION**

Head Office
Civic Centre
Cnr C R Swart Drive and Pretoria Road
Kempton Park
P O Box 13
KEMPTON PARK 1620
South Africa

TECHNICAL AND ADMINISTRATION GUIDLINES FOR TRAFFIC CALMING MEASURES

1) Definition

Traffic calming is an approach commonly used to address the needs of pedestrians, motorists, cyclists and the disabled at the community level. Traffic calming is generally the management of traffic through physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for motorized and non-motorized street users. It must therefore be clearly highlighted that traffic calming is not a law enforcement matter. **Speeding motorists and motorists not stopping at stop streets are law enforcement issues.**

Traffic Calming is also not meant for:

- **High order roads which are for mobility (i.e. Class 1, 2 and 3 roads),**
- **Within Enclosed Areas,**
- **In Industrial areas,**
- **In Central Business Districts**

2) Traffic calming methods

The following are the most commonly preferred measures in the City of Ekurhuleni. Their installation is in accordance with the guidelines established in the National Guidelines for Traffic Calming, in line with the guidelines in the South African Road Traffic Signs Manual.

- *Speed humps* – these are raised sections of the roadway constructed to reduce vehicular speeds (but it is not the sole function to reduce speed), and they are mainly used on local residential streets where a need has been determined.
- *Traffic Circles* – this is a circular area in the middle of an intersection meant to control the right of way of vehicles, and the method is mainly used to decrease vehicular speeds on residential streets and more importantly may decrease traffic volumes as well.
- *Chokers* – these are curb extensions at intersections that reduce the roadway width from curb to curb, they are good for intersections with substantial pedestrian activity and roads where vertical traffic calming measures would be unacceptable (e.g. gravel roads, through traffic noise considerations etc.).

3) The Process

Traffic calming applications are managed in a uniform manner and the planning approach in the City of Ekurhuleni Area is based on an “Area wide approach”, meaning that traffic calming requests are evaluated based on the effect it will have on an area and implemented on a first come first serve basis until the budget for the financial year is depleted. The following is the aforesaid uniform process of management of these applications:

- *Application Procedure*
The applications must be submitted on this department’s standard application form (attached), and must be addressed to the Chief Engineers in the following Area Offices:
 - (a) the Eastern Area; 4th Floor, Treasury Building, Cnr Tom Jones Street and Elton Avenue, Benoni (Private Bag X014, Benoni, 1500),
 - (b) the Northern Area: 7th Floor, Civic Centre, Cnr CR Swart Drive and Pretoria Road, Kempton Park (PO Box 13, Kempton Park, 1620), and
 - (c) the Southern Area: 4th Floor, SAAME Building, Cnr Queen and Spilsbury Streets, Germiston (PO Box 145, Germiston, 1400)

The aforementioned form will be made available to the public at the abovementioned offices, depots and on the City of Ekurhuleni website. To the extent possible, each request should identify the street(s) or area of concern and describe the nature of the problem(s). The request should have the signatures of all the supporting residents in the affected area. The application is then captured in this department’s database for evaluation.

- *Evaluation Procedure*
All applications captured in the database are evaluated in accordance with the National Guidelines for Traffic Calming, where a technical evaluation model and sound engineering judgment is applied to determine the warrants for traffic calming measures. All warranted applications from the evaluation model are then added to a list for implementation purposes.
- *Funding*
The implementation of traffic calming measures is part of this department’s capital budget program and therefore funds for this project are allocated on a financial yearly basis and not on an ad-hoc basis.
- *Implementation Procedure*
The physical implementation of the traffic calming measures are done and subsequent to that the maintenance of the traffic calming measures are taken over by the Roads and Stormwater Depots in the City of Ekurhuleni. For follow up on the progress of implementation and maintenance queries, the Planning and the Maintenance Divisions can be contacted respectively as per the detail in the letter received by the applicant from the Functional Planning Division.

Please Note: All fields on the Application Form to be filled in, are mandatory

To:

APPLICANT TO SCRATCH OUT THE OFFICES NOT APPLICABLE		
The Chief Engineer Eastern Area; 4 th Floor, Treasury Building, Cnr Tom Jones Street and Elton Avenue, Benoni (Private Bag X014, Benoni, 1500)	The Chief Engineer Northern Area: 7 th Floor, Civic Centre, Cnr CR Swart Drive and Pretoria Road, Kempton Park (PO Box 13, Kempton Park, 1620)	The Chief Engineer Southern Area: 4 th Floor, SAAME Building, Cnr Queen and Spilsbury Streets, Germiston (PO Box 145, Germiston, 1400)

ROADS AND STORMWATER DEPARTMENT

**APPLICATION FORM
TRAFFIC CALMING MEASURES**

Name of applicant	
Postal Address	
Telephone number	
Cell number	
Fax number	
Physical Address	
Ward number	
Suburb	

MOTIVATION (NATURE OF PROBLEM)

LAYOUT DRAWING (Please indicate streets with names in the nearby vicinity, the area of concern and the envisaged position of the traffic calming measures being applied for)

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SIGNATORY OF RESIDENTS (*All residents in the affected area to indicate if they support the application or not*)

Full Names	Address / Erf Number	Comment (Please tick)	
		Supported	Not Supported

PRIORITY RATING
(Please Tick)
 1-Low 2 3-Medium 4 5-High

DATE : _____

FULL NAME : _____

SIGNED : _____