



**People 1st  
Vehicles 2nd**

**POLICY DOCUMENT**

**“CALMING RESIDENTIAL  
STREETS FOR COMMUNITIES”**

**City of Cape Town**

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**DRAFT**

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## TABLE OF CONTENTS

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- i. FOREWORD**
- ii. DOCUMENT AND OVERVIEW**
- iii. EXECUTIVE SUMMARY**
  
- 1 SITUATIONAL ANALYSIS**
  - 1.1 Geographical and Socio-Economic Context
  - 1.2 Historical approach to Traffic Calming
  - 1.3 Institutional Overview
  - 1.4 Factors of Influence
    - 1.4.1 Environment
    - 1.4.2 Road Users
    - 1.4.3 Public Amenities
  - 1.5 Community Needs
  
- 2 STRATEGY DEVELOPMENT**
  - 2.1 Policy Statement
  - 2.2 Policy Objectives
  - 2.3 Values
  
- 3 STRATEGIES TO ACHIEVE OBJECTIVES**
  - 3.1 Actions and Methodology
    - 3.1.1 Protect vulnerable road users at Public Amenities
    - 3.1.2 Improve Road Safety in Residential Areas
    - 3.1.3 Implement Traffic Calming where appropriate
    - 3.1.4 Manage Traffic Calming uniformly across the City
  
- 4 TRAFFIC CALMING PROJECT PRIORITIES**
  - 4.1 Management of Traffic Calming Requests
  
- 5 REFERENCES**
  
- 6 ANNEXURE A: TYPICAL TRAFFIC CALMING MEASURES**

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## FOREWORD

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*Cape Town, a fast growing City, faces the challenges of promoting economic and social development against the backdrop of densification in residential areas, increasing vehicle ownership, the lack of improvements to and construction of major road links. The culture of speeding and reckless driver behavior contributes towards traffic patterns, which continuously change the nature and livability of residential areas. The safety of vulnerable road users i.e., learners, the elderly and cyclists are common concerns in residential areas today. The “calming of residential streets for communities”, is one element of a total response addressing the livability of the environment and can assist in promoting a safe and livable residential environment.*

*The City of Cape Town is committed to make Cape Town a world-class City in which the quality of life of every citizen is improved. Management of the residential streets, social needs of the Communities, lasting partnerships and relationships need to be addressed in such a manner as to compliment the objectives of the City.*

*Calming of residential streets for communities should form part of creating livable environments and should facilitate the enhancement of the social environment, which goes beyond the ambit of only regulating the traffic flow.*

***The dream we have is to make Cape Town people focused – not motorcar driven***

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Kevin Ketterer  
**Director: Transport, Roads & Stormwater**



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Cllr Julius Landingwe  
**Executive Councilor: Transport,  
Roads & Stormwater**



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## DOCUMENT OVERVIEW AND PURPOSE

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The nature and character of residential areas has changed dramatically over the last decade and the way we address transport related issues has become an increasingly contentious issue. The divergent needs in different communities, social priorities and different priorities within the mix of road users has placed a new focus on how we achieve calmer and safer residential streets.

The concept of “**People First and Vehicles Second**” has evolved over time, developing a new approach in dealing with the safety of vulnerable road users in residential streets and the negative impact of vehicular traffic.

In an effort to rise to these challenges, this policy provides a framework to guide the management of “calming residential streets for communities” but also to differentiate the role of the network and level of impact on residential areas.

The document provides insight to the issues and challenges facing this service and the City to address the road user’s needs within residential areas.

The “Calming residential streets for communities” policy document is part of a package of policies or strategies to achieve the concept of livable environments. It addresses and focuses on the different road-users, the road safety along residential streets, protection of vulnerable road-users specifically at public amenities, uniformity but also diversity and appropriate solutions addressing the specific needs.

The other policies/strategies/plans that must be developed to complement this policy are:

- Appropriate transport law enforcement
- Design strategy for residential areas of “people first - vehicles second”
- Traffic Management Plans – keep the traffic on the appropriate routes
- Education Framework – for all the different road users

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## EXECUTIVE SUMMARY

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The nature and character of residential areas has changed dramatically over the last decade and the way we address transport and traffic issues has become increasingly a contentious issue. Transport injuries constitute a serious public safety problem in South Africa. The prominence of transport deaths and injuries is reflected specifically in low and middle-income societies. In general, it is thought that the high incidence of traffic incidents are due to several factors, the large percentage of children and youth in these populations, and the inadequate separation of playing and walking from motor vehicles.

The concept of “**People First and Vehicles Second**” is a different approach in dealing with the safety of road users, specifically the vulnerable road users in residential streets and the negative impact of vehicular traffic. The statement of “people first” also includes the person driving the motor vehicle and the vehicle will remain one of the mechanisms to access opportunities.

It is important to highlight the distinct difference between mobility routes and quieter residential streets. The primary focus of this policy is to provide a framework to guide the management of “calming residential streets for communities” but also to differentiate the role of the network and level of impact on residential areas. Residential streets should not fulfill the same function as higher order Metropolitan routes and should be treated differently.

Streets are becoming multi functional and we have to develop new design strategies to accommodate this. A more proactive approach is needed to influence new township designs and on the other end, to re-shape existing residential streets. The reactive process will require more dedicated funding in the future to implement the most appropriate solutions to achieve calmer residential streets.

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## **1. SITUATIONAL ANALYSIS**

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### **1.1 Geographic and Socio-Economic Context**

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The Cape Metropolitan Area measures approximately 2500km<sup>2</sup> in extent with well developed infrastructure being home to some 3.1 million residents. A population growth rate of 2.6% is expected over the next 10 years, growing to a population of 4 million people. The City has an internal diversity with approximately 30% of the City's residents living below the poverty line, many within informal settlements.

Cape Town has approximately 773000 vehicles registered as at June 2001 contributing to  $\pm$  1 million peak hour vehicle trips. Transport injuries constitute a serious public safety problem in South Africa. The prominence of transport deaths and injuries is reflected specially in low and middle-income societies. In general, it is thought that the high incidence of traffic accidents are due to several factors, the large percentage of children and youth in these populations and the inadequate separation of playing and walking from motor vehicles.

This problem is compounded by the arrival of recent immigrants from rural areas, who are often unfamiliar with traffic behaviour. The mixture of vehicles with varying speeds is also cited as a potential risk factor to elevated traffic mortality rates.

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### **1.2 Historical Approach to Traffic Calming**

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Traffic calming is a tool employed world-wide and primarily in the major centres of South Africa to combat the side effects of congestion on metropolitan routes. As the levels of congestion on metropolitan routes increase it encourages motorists to seek alternative routes through residential areas and this is impacting adversely on the liveable quality of residential areas. Development, densification in residential areas, increasing vehicle ownership in certain areas, the lack of improvements to and construction of major road links, as well as a culture of speeding and reckless driver behaviour, contribute to traffic patterns continuously changing the nature and

liveability of residential areas. Excessive extraneous traffic, speeding, high accident rates, reckless driver behaviour and the safety of vulnerable road users, ie. scholars and the elderly, are common concerns in residential areas today.

The traffic calming policies developed by the various administrations to combat the side affects of encroaching traffic and speeding on the liveable quality of residential areas, displayed a great degree of disparity, which resulted in a non-uniform approach to traffic calming across Cape Town. The existing Traffic Calming Policy addresses problems in a way where the main focus was to separate vehicular traffic and other road users, with vehicles still having a major share of the road space. The new focus will be to give a higher priority to non-vehicular traffic in residential streets, increasing the safety of the vulnerable road users and also to look at options integrating rather than separating different road users.

The prepared traffic calming policy, “**Calming Residential Streets for Communities**” is only one element of a total response addressing the livability of the environment and can assist in promoting a safe and livable residential environment.

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## **1.3 Institutional Overview**

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### **National Context**

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In a strategic effort to address road safety in South Africa, the National Department of Transport (NDoT) formulated the Road to Safety 2000 to 2005 strategy. As part of this strategy special attention is given to the needs of vulnerable road users. For this purpose, the NDoT commissioned a review of the guidelines for pedestrian and bicycle facilities and the Pedestrian and Bicycle Facility Guidelines were compiled to assist engineers and planners in adequately addressing the needs of vulnerable road users. The South African Road Safety Manual (SARSM) was also compiled to further emphasise the need for a safer road environment for all road users.

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## City's Context

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Calming Residential Streets is one response to address the road safety in residential streets and this response is in accordance with the City's strategic goals and objectives.

A policy aligned with the National guidelines, City's priorities and local Community's needs can be implemented successfully with the support by all role players. The availability of resources in selecting the most appropriate solution will complement the policy, but introducing cheap, quick fix measures will discredit the policy and the City. The City has also a legal obligation to implement safe and workable solutions.

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## Legislation

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A new traffic sign system was introduced on 1 November 1993. Schedule 3 of the National Road Traffic Regulations published under Act No 93 of 1996, legalised most of the road traffic signs, authorities used to calm traffic.

In terms of the Road Traffic Act, 1989 the only road signs that may be displayed are those prescribed in Schedule 3 of the Regulations. All other signs are illegal.

The relevant sections involved are:

- (a) Section 1 – definition of road traffic sign
- (b) Sections 82 to 84
- (c) Section 113
- (d) Section 132 – empowers Minister to make regulations
- (e) Regulations 407 to 415 and Schedule 3





The sections 82 to 84 and 113 and Schedule 3:

- Section 82 gives the Minister the power to make regulations on road traffic signs. This section is very general and does not restrict the Minister.
- Section 83 allows a road authority to display the road traffic signs it may deem expedient.

This section is very important. It gives an authority the right to display any legal road traffic sign at its discretion. If the signs used for traffic calming are legal there is no reason why a road authority may not display such signs.

Section 113 is often used to imply that a speed hump or traffic island is illegal because it hinders the free flow of traffic. Section 113 forms part of the rules of the road. The purpose of the section is clear. If the section is read in context it is evident that the sections purpose, is to ensure that nobody puts physical barriers on a road or parks or stops his vehicle in the roadway. If the section should be interpreted to include the display of road traffic signs, it would mean that temporary road signs to deviate traffic or close a road would also be illegal. It was never the intention that this section be applicable to a permanent structure built on a roadway or a road traffic sign intended to control traffic.

Regulations 407 to 414 outline the general requirements for road traffic signs. Schedule 3 contains all the specific signs.

The signs generally used for traffic calming are:

- (a) Mini-circle yield sign (R2.2),
- (b) Mini-circle road marking (RM15),
- (c) Speed hump marking (WM10),
- (d) Traffic circle warning sign (W201) and the
- (e) Speed hump warning sign (W332).



If combinations of these road traffic signs are used and sufficient warnings of such traffic signs are given there should not be any legal problem for any authority who displays such signs.

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## **Civil Liability**

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Any road authority runs the risk of having a claim for damages and injuries instituted against them for dangerous situations on a road. Traffic calming measures are not excluded from this risk. Any person has the right to institute a claim against anybody if he feels that he has been wronged in any way.

The authority can be liable if it does something potentially dangerous and not post sufficient warnings or omit to do something about a potentially dangerous situation. Calming measures are implemented as traffic controls rather than hindrances.

This principle is the same for all road traffic signs and not only traffic calming signs. Traffic calming is perfectly legal as long as prescribed road traffic signs are used. An authority will always run the risk of people claiming for damages and injury, because of accidents that happen in their jurisdictional area. As long as the road authorities are careful and ensure that they are doing everything in their power to make their roads as safe as possible, they should not encounter problems.

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## **1.4 Factors of Influence**

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### **1.4.1 Environment**

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Changes in land use, the unique differences between residential areas, their physical design layouts, size of plots, space utilization, and provision of amenities, all have an influence on the character and livability of the environment. The diversity in the specific attributes as indicated in the table below, emphasizes the complexity we as a City have to deal with. The type of measures we would introduce in an environment with a typical "Character A", would be different to the solutions applied in an environment with a typical "Character B".

Character A	Character B
<ol style="list-style-type: none"> <li>1. Wide roads</li> <li>2. Big paved sidewalks</li> <li>3. Well established gardens</li> <li>4. Streetlighting available</li> <li>5. Well maintained</li> <li>6. Lots of open green areas</li> </ol>	<ol style="list-style-type: none"> <li>1. Narrow roads</li> <li>2. Poor road conditions</li> <li>3. No sidewalks</li> <li>4. No streetlighting</li> <li>5. No maintenance</li> <li>6. No parks and big open areas</li> </ol>

Sub-economic areas have little recreational space on the residential properties. Public open space is limited and usually not well maintained, as are many of the verges along the roadways. The road way then becomes the most viable playing space for children. This situation is aggravated in areas with high densities. In the more affluent areas the communities grew up with the “woon erf” concept, where the road is a safe place to play. The effect of the motor vehicle is more far reaching as was thought and we have to balance the different needs by reshaping the environment and change the way authorities think.

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### 1.4.2 Road Users

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A diversity of needs exists for the different road users in the various residential areas across the City. We need to cater more effectively for the growing needs of the most vulnerable road users, the elderly, young children, those using wheel chairs and cyclists. People want to walk, cycle and travel safely to work, places of recreation, schools and other public amenities.

### Transport Data for the City for (2002)

Daily these modes of transport convey 1.2 million people

- by Private vehicles 530 000 people
- by Rail 350 000 people
- by Bus 90 000 people
- by Taxi 140 000 people
- and 30 000 pedestrians make use of transport infrastructure- work related

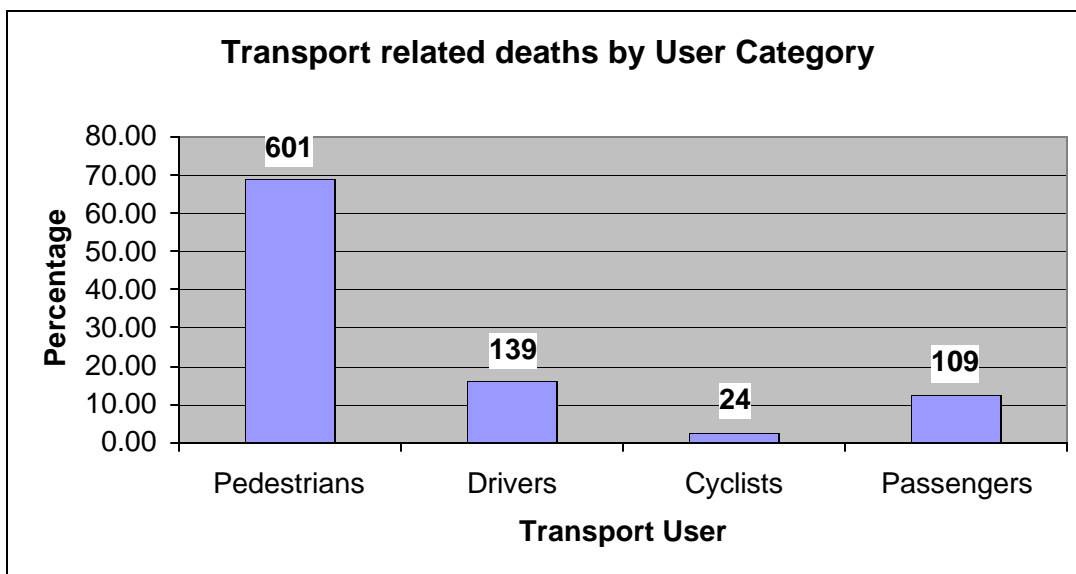


### Pedestrian vulnerability

The National Injury Mortality Surveillance System (NIMSS), 2002, reported that the most traffic-related deaths involved pedestrians (37.3 %) and motor vehicles users including passengers (17.4%) and drivers (14.0%). The data indicates that the safety of these groups should be considered a national priority. The high percentage of pedestrian deaths suggests that there may not be adequate separation and/or integration at the appropriate road hierarchy of pedestrian walking areas and traffic lanes.

People in low-income settings may be more likely to use road and pavement spaces in their daily activities. Pedestrian deaths peaked in the 30-34 year age group and among children (1-14 years), with the 59 year age group most at risk. Of all transport related-related cases tested, 59.9% had elevated blood alcohol levels (BAL's). Pedestrians followed by drivers had the greatest percentage of cases with positive (BAL's). The pedestrian deaths peaked between 17:00 and 22:00 and also during the winter months. This information indicates that the decreased visibility over these periods may be a significant factor in fatal transport accidents.

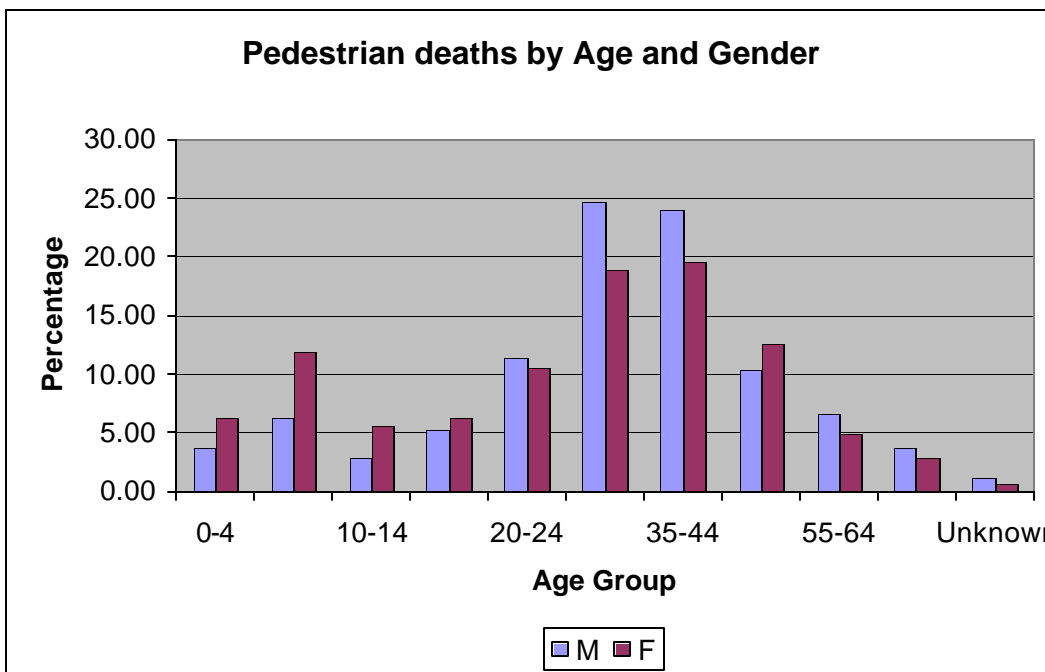
Graph 1 indicates the transport- related deaths for the City of Cape Town in 2002. From the above its clearly evident that the pedestrians deaths are of major concern and that



**Graph 1: Transport related deaths by User Category for 2002.**

the age group 5-9 years are a large component of 601 deaths. The deaths in this vulnerable age group occurs 80% of the time within 500 m of their homes. They were either playing in the streets or were on their way to school or returning from schools. They are in most cases not supervised by an adult and have to use their knowledge and skills to negotiate the complexities of their local environment.

Graph 2 indicates the pedestrian deaths by age and gender of the City of Cape Town during 2002.



**Graph 2: Pedestrian deaths by Age and Gender for 2002**

Table 1 shows the top ten police stations where the highest number of pedestrian fatalities was reported. This provides some indication of the areas in where these fatalities occur in the City.

**Pedestrian Fatalities by Police Station**

No	Station	Fatalities	%
1	Khayelitsha	88	10.26
2	Kuils River	84	9.79
3	Nyanga	83	9.67
4	Kraaifontein	48	5.59
5	Delft	46	5.36
6	Pinelands	33	3.85
7	Bellville	25	2.91
8	Milnerton	23	2.68
9	Goodwood	21	2.45
10	Grassy Park	21	2.45

**Table 1: Pedestrian Fatalities by Police Station 2002**

The top ten sites represent 55.01 % of all pedestrian related deaths in the City. The total number of pedestrian deaths was 584 people in 2002.

The information above provides a picture or a background from which we can make some deductions and develop new strategies. We need to ask ourselves what are the real issues, the needs and causes. Safety of vulnerable people and speeding stands out and there is also a lack of walkways and bicycle lanes and networks. Conflict between pedestrians and vehicles, frustration of delays, lack of law enforcement and the visibility of the vulnerable road users are some of the issues to be addressed in the strategy to calm residential streets for communities.

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**1.4.3 Public Amenities**

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The access to and from public amenities is one of the aspects that need special attention. The areas around schools, specifically junior / primary schools must enjoy a very high priority. The real value of “**people first – vehicle second**” should be visible at these places and should not be a complicated experience to the spectrum of road users. Existing schools grow in learners with no more new schools built, which aggravates vehicular and pedestrian conflicts. The demand for parking or “kiss & rides” would be increasing with higher infrastructure associated costs. Partnerships between the City and the Education Department must be explored to address issues collectively.

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## 1.5 Community Needs

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We need to re-think our existing strategies. **“People First – Vehicles Second”**. We need a new paradigm to solve our problems and challenges.

When looking at people first in the context of residential areas, you put a higher amenity value to the social needs than the physical attributes. This translates into the use of the available road space, the priority you give between the various road users and the level of activity you promote or de-motivate.

The tendency will be to provide a higher priority to your vulnerable road-users, i.e. pedestrians, cyclists and the physically impaired, than motor vehicular traffic or the driver of the vehicle.

This new approach for “People First – Vehicles Second “ will definitely impact on:

- How the environment will be prioritised and used
- The standards you will apply
- The access and mobility of vehicular traffic
- Safety criteria
- Level of self and dedicated enforcement
- Ownership of residents
- Education
- Amount of funding or resources you make available.

The mobility and access of vehicles has a priority but must be accommodated at the appropriate road hierarchy and function of the road in the local and metropolitan context. Depending on the overall transport plan, priorities may be re-evaluated and adjusted in local traffic management plans. The decision will have to look at all levels of transport provision and practical functionality.

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## 2. STRATEGY DEVELOPMENT

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### 2.1 Policy statement

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In an effort to address the issue of road safety along residential streets, the City's position is as follows:

***“The City endeavours to improve road safety on residential streets for all road users with special focus on vulnerable road users.”***

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### 2.2 Policy objectives

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The improvement of road safety on residential streets can be accomplished through the following objectives:

- The reduction of vehicle speeds to appropriate levels.
- The removal of excessive extraneous traffic.
- The enhancement of facilities for pedestrians, cyclists and vulnerable road users.
- A uniform traffic management approach across the city.
- Create a safer and liveable environment.

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### 2.3 Values

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The way we communicate, manage and implement the policy is founded on the following values:

- People first – vehicles Second.
- Proper communication to all levels
- Community and public involvement a key to success.
- Apply the appropriate technical solution.
- Implement on a priority basis.



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### 3. STRATEGIES TO ACHIEVE OBJECTIVES

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The strategies used in the past were based on an approach where the total separation of vulnerable road users from vehicular traffic was the predominant mechanism to address traffic calming problems. A large focus was placed on the vehicle and how to manage its impact with a lesser focus on the other road users and their specific needs. This must be seen in the context of a residential area. The integration of road users and combination of a separated approach would be more socially acceptable and provides a more holistic platform to work from.

The policy objectives can be accomplished through implementation of the following priority strategies.

- Calming Residential streets for communities
- Develop a design strategy for residential areas of “People first – Vehicles second.”
- Improve traffic law enforcement
- Education of the Community, road users with a special focus on vulnerable road users.
- Improve traffic management on main roads through and near residential areas.
- Introduce an ongoing monitoring system.

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#### 3.1 Actions and Methology

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**Action 1:*****Pro-active intervention***

1. Prepare guidelines for “calming residential streets for communities” to be used when new residential areas are designed and implemented.
2. Prepare Area Traffic Management Plans for residential areas.



**Actions 2:** **Reactive Intervention: Calming Residential Streets** requires the implementation of the following actions:

1. Consult the community first.
2. Protect vulnerable road users at public amenities.
3. Improve road safety in residential areas where economically feasible.
4. Implement traffic calming where appropriate.
5. Manage traffic calming uniformly across the City.

**Calming Residential Streets** can be implemented through the following 5-point action plan:

**Action:** **3.1.1 Protect vulnerable road users at public amenities:**

Vulnerable road users such as pedestrian, especially learners the disabled and the elderly, and cyclists have to face traffic-related risks in localised areas immediately surrounding access to public amenities such as schools, libraries and clinics. The City recognises that at these locations owing to the high concentration of vulnerable road users, road safety should be considered through technically appropriate measures.

**Methodology:** **Traffic calming devices will be implemented at any public amenity subject to:**

- Appropriateness of implementing traffic calming measures.**
- Safety first**
- Technical feasibility.**



- ☑ **Priority amongst other projects. Priority will be determined by using a scoring sheet.**
- ☑ **Availability of funding.**

**Action:**

**3.1.2 Improve road safety in residential areas:**

The City recognises that speeding and excessive extraneous traffic along residential streets are real concerns in residential communities and that the sense of safety on residential streets is being threatened. The City endeavours to improve road safety along residential streets through technically appropriate measures, where necessary.

Technical feasibility is determined by considering the following factors: Public transport vehicles, accident statistics, pedestrian and traffic volumes, speeds, accesses, foot way condition and activities along the road. The proximity of the road to public amenities and function within the residential area will also be considered. The availability of an alternative parallel route is also taken into consideration.

**Methodology:**

**Traffic calming will be implemented along residential streets subject to the following:**

- ☑ **Appropriateness of implementing traffic calming measures.**
- ☑ **Safety first**
- ☑ **Technical feasibility**
- ☑ **The site will have to pass a screening assessment.**
- ☑ **A site where speeding is deemed excessive, but does not pass the screening assessment, could qualify.**
- ☑ **A site where extraneous traffic volumes are deemed excessive, but does not pass the screening assessment, could qualify.**



- ☑ **Priority amongst other projects. Priority will be determined by a using the assessment sheet.**
- ☑ **Availability of funding.**

Traffic calming measures implemented previously under a non-uniform approach across the City, will be assessed in terms of Calming Residential Streets, within an appropriate time period after the adoption of this policy. The implementation of appropriate measures may include a combination of improved law enforcement, education of road users, upgrading of Metropolitan Roads to alleviate congestion and to encourage road users not to “rat run” through residential streets.

***Action:***

**3.1.3 Implement traffic calming where appropriate:**

The City endeavours to implement traffic calming measures subject to:

- The formation of area traffic management plans.
- The identification of appropriate locations.
- Economic feasibility.

The City also recognises that certain strategic roads have certain functions in the city’s road network and that these functions cannot be compromised. Therefore, traffic calming can be initiated on residential streets, but traffic calming on local distributor roads will only be considered under special circumstances. The mobility function of local distributor roads must be preserved and therefore traffic management measures would be more appropriate than traffic calming measures.

Passive (soft) traffic calming measures such as road markings and road signs, should where appropriate, precede the implementation of active (hard) calming measures such speed humps and traffic circles. Therefore, traffic calming should be implemented progressively.



- Methodology:** Traffic calming measures will
- Only be implemented on residential streets in principle,
  - or local distributor roads, where appropriate, for example at a public amenity.
  - Ideally form part of a traffic management plan for an area.
  - Not be placed on emergency access routes.
  - Not be implemented if the traffic problem is being transferred to another location.

**Action:** **3.1.4 Manage traffic calming uniformly across the City.**  
Traffic calming should be managed in a uniform manner across the City.

- Methodology:**
- Use the same assessment methodology across the City.
  - Priority of projects is determined on a consistent basis.
  - Development of a database to provide access to information for all users.
  - Technical approval through the TSM committee.

**Action:** **3.1.5 Consult the community.**  
Residents directly affected by traffic calming measures have to be properly informed.

- Methodology:**
- A public participation process with affected residents will take place before any implementation of traffic calming techniques occurs, except at public amenities where safety concerns exist.
  - A clear majority support for a traffic calming project of 80% has been obtained from the directly affected residents before implementation can proceed.



- Ward councillors should form part of the public participation process.**

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#### **4. TRAFFIC CALMING PROJECT PRIORITIES**

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The decision made to implement traffic calming and the priorities of the resulting projects will be determined in the following manner:

Subject to the availability of funds and technical feasibility, traffic calming can be implemented if:

- Priority 1: Located at Public Amenities.
- Priority 2: Forms part of a Traffic Management Plan.
- Priority 3: There is excessive speeding.
- Priority 4: There is excessive extraneous traffic.
- Priority 5: An Engineering Analysis justifies a traffic calming solution.

The technical feasibility and the appropriateness of a traffic calming measure has to be determined by the transport officials of the City.

Traffic calming measures can be most effective if implemented as part of a traffic management plan for the area. In this way, the City tries to ensure that traffic problems are holistically addressed and not merely transferred to another location.

## 4.1 Management of Traffic Calming Requests

The success in dealing with requests effectively and the implementation of the most appropriate solution are determined by the following factors:

1. Continuous communication at all levels.
2. Understanding the cause, the root of the problem, the underlying issues and the environment.
3. Proper investigation and research.
4. Teamwork between the public (residents) and the City.
5. Support from all relevant role players to implement the most appropriate solutions, given the availability of adequate resources.
6. Commitment to make each project a success.

Understanding the roles of the team members are most important to ensure effective implementation.

- A: City Officials (Technical Experts)
- B: Councillors
- C: Public

### A: City Officials (Technical Experts)

Nr	Description	Actions
1	Communication	<ol style="list-style-type: none"> <li>1. Acknowledge the receipt of a request for traffic calming to the source in writing.</li> <li>2. Provide a preliminary indication on the process that will follow and key deliverable dates.</li> <li>3. Provide continuous feedback throughout the investigation process to all relevant role players.</li> <li>4. Communicate the outcome in writing and provide a time-line for implementation.</li> <li>5. Monitor implementation and provide feedback during the process.</li> <li>6. Share lessons learned, successes with other officials in the City.</li> </ol>

Nr	Description	Actions
2	Technical Assessment and Implementation	<ol style="list-style-type: none"> <li>1. Use the guidelines as stipulated in the policy.</li> <li>2. Use good engineering judgement.</li> <li>3. Innovate and explore – stretch the boundaries.</li> <li>4. Provide the facts to the decision makers, give options and highlight the most appropriate solutions.</li> </ol>

**B: Councillors**

Nr	Description	Actions
1	Communication	<ol style="list-style-type: none"> <li>1. Assist the public (residents) to formalise their requests.</li> <li>2. Communicate the policy and assist them in understanding the issues and applicable route to follow.</li> <li>3. Support the officials and technical experts in the application of the Policy.</li> <li>4. Assist in communicating the outcome to the public.</li> <li>5. Assist the officials in public meetings and consultations.</li> </ol>
2	Technical Assessment and Implementation	<ol style="list-style-type: none"> <li>1. Support the outcome of the technical feasibility study based on the policy guidelines.</li> <li>2. Assist with the implementation of the appropriate measures by funding resources if required.</li> <li>3. Support the Policy.</li> </ol>



**C: Public**

Nr	Description	Actions
1	Communication	<ol style="list-style-type: none"> <li>1. Use the various options to communicate their requests to Council.</li> <li>2. Assist the Council by sharing information with them and fellow residents.</li> <li>3. Assist in monitoring and provide feedback on successes and failures.</li> </ol>
2	Technical Assessment and Implementation	<ol style="list-style-type: none"> <li>1. Provide as much information to the City officials as possible to understand the issues and problems</li> <li>2. Assist in information gathering when applicable.</li> <li>3. Support the initiatives.</li> <li>4. Adhere to the road rules.</li> </ol>

## 5. REFERENCES

1. Draft Traffic Calming Policy for the City of Cape Town
2. A profile of Fatal Injuries in South Africa (3<sup>rd</sup> Annual Report National Injury Mortality Surveillance Systems) (NIMS)
3. City of Cape Town: Traffic Accident Statistics Report (2001)
4. South African Road Traffic Signs Manual (SARTSM)
5. South African Road Safety Manual (SARSM)



## 6. ANNEXURE A

### Typical Traffic Calming Measures