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# **SPEED HUMP INSTALLATION POLICY**

## **BACKGROUND**

Speed humps are among an array of available and accepted traffic calming devices suitable for installation on residential streets in the Municipality. The installation of speed humps has been shown in some circumstances to slow traffic, but it is not a guarantee that the street will be a safe place for children to play. Streets exist primarily for the passage of motor vehicles; hence residents, both adults and children, should exercise due care when in the roadway.

Installation of speed humps on streets other than local residential streets could have potentially severe traffic safety consequences, almost certainly affect emergency services and other service delivery activities, and will likely create the diversion of large amounts of through traffic onto local residential streets, which was not intended for that purpose. Therefore, speed humps will not normally be considered for streets that are classified as main streets or main feeder streets into the city or which are determined to provide a transportation service to the community beyond that of simply providing access to the immediate abutting residences.

The purpose of this policy is to establish the circumstances and criteria under which speed humps will be considered for installation on a residential street.

## **DEFINITIONS**

80TH Percentile Speed - an index of traffic speeds for a road segment used by transportation professionals for traffic analysis purposes. The 80th percentile speed is the speed at which 80 percent of the motorists are driving at or below.

Affected Street(s) - the actual street(s) proposed for speed hump installation. Affected street property owners are the owners of the lots with any frontage, including side frontage, on the street(s) proposed for speed hump installation.

ADT - stands for average daily traffic and is a unit of measure used by transportation professionals for traffic volume analysis. Average daily traffic for the purpose of this policy refers to the traffic in both directions on a particular street within a 24-hour time period.

Council - the Municipalities Council Contact Person(s) - the person(s) requesting in writing a study to determine if their particular subdivision or neighborhood area qualifies for the installation of speed humps.

Speed Hump - a vertical type traffic-calming device designed to reduce motorists speeds to the posted speed limit.

Speed Hump Study Area- a subdivision or neighborhood area being studied for possible speed hump installation. Speed hump study areas include affected street property owners and property owners fronting adjacent side streets where the Makana Municipality considers it likely that motorist will traverse speed humps in order to access their lots.

Traffic Calming - a term used by transportation professionals to refer to reducing traffic speeds.

## **SUBMISSION OF PETITION**

Residents who desire the installation of speed humps may request the Makana Traffic Department to initiate a feasibility study by submitting a written request to the Makana Traffic Department on the prescribed form obtainable from the Traffic Department.

Upon receipt of a written request the Makana Traffic Department will determine the speed hump study area.

The speed hump study area shall include all properties that would reasonably be affected by the installation of the speed humps.

The Makana Traffic Department will provide the individual requesting the feasibility study a copy of the designated speed hump study area.

A petition bearing the signatures, printed name, and address of at least 60% of the property owners residing in the speed hump study area where the speed humps are requested shall be submitted to the Makana Traffic department before further action on the speed hump request is taken. The petition shall include a statement indicating the street name(s) that the speed humps are requested and a signature line for each resident signing the petition with their street address. Only one signature will be counted per residence. The survey will include an area indicating a "yes" or "no" vote. The sponsor of the petition shall contact every resident of the abutting properties on the subject street. If a resident is against the speed humps, the word "opposed" will be noted on the petition signature space. If the sponsor is unable to contact a resident, "no contact" will be noted on the petition signature space with the days and times that contact was attempted. The sponsor must make at least two (2) attempts on separate days to contact a resident. See Attachment 1.

100% of the owners of residences immediately adjacent to the proposed speed humps (one vote per ownership) and 67% of the occupants of residences in the neighborhood signing a petition (one vote per dwelling unit) request the speed humps must be obtained by the petitioner.

The street upon which the speed bumps are to be installed shall be:

- a. classified as a municipal street within the current Makana area.
- b. residential in nature with a posted speed limit of 60km or less.
- c. determined to have a minimum average daily traffic (ADT) of 300 vehicles per day
- d. determined to have a vertical profile (grade) of less than ten percent (10%).

The Traffic Department will review the traffic on the street when a valid request through petitioning is made. Components of this review may include traffic counts, speed studies, and accident analysis. Alternative traffic control options will be evaluated as part of this review.

The Makana Traffic Department, in analyzing the request for speed humps, shall be responsible for soliciting input from emergency services, utilities (private and public) and other key agencies. The Municipal Manager may determine that the installation of speed humps on a street is not feasible due to the disruption of emergency response equipment and other essential services.

The request will then be work shopped in a stakeholders meeting. Thereafter it will be send to Council for approval. Once it has been approved and the necessary funding is available it will be send to the engineers department for action.

## **MINIMUM CRITERIA**

The following minimum criteria shall govern installation of speed humps in the Municipality:

1. Speed humps will be considered only after other less intrusive traffic calming measures have been rejected as infeasible or ineffective.
2. Speed humps will be available only on streets that have a posted speed limit of 60 km/h or less determined in accordance with Law, and no more than one traffic lane in each direction.
3. Speed humps will not be installed on any street designated as a truck route or a transit route.
4. Speed humps will not be installed on any street as to which there is, in the judgment of the Makana Engineering section, inadequate vertical and horizontal alignment and sight distances to allow for safe installation.
5. Speed humps will not be installed on any street that is a primary access route for emergency vehicles and would cause, in the judgment of the Municipalities emergency response providers, unacceptable delay in response time to emergencies.
6. The Makana Municipality Town planning Department must confirm that the requested streets are classified as local, residential streets with a maximum posted speed limit of 60 km/h. In addition, the requested streets must be suitable for speed hump installation: streets must be a minimum of 1 km length, and at least 1 km of each street must have grades 10 degrees or less. The 80th percentile speed on the street where the speed humps are requested must exceed the posted speed limit by at least 10 km/h in order to be considered for speed humps.

8. Pedestrian crossings at schools and danger points will qualify for speed humps
9. The Makana Municipality reserves the right to install speed humps without a resident petition, as circumstances require
10. Once the erection of the speed hump has been approved the request will be forwarded to the Technical section to be constructed dependent on available funds.

## **CONSTRUCTION STANDARDS**

The installation of speed humps and associated traffic control devices shall conform to design standards.

Speed humps should be installed on logical segments of local residential streets, separated from each other by approximately 300 meter. Logical segments are considered to be segments between arterial streets or between natural discontinuities, such as jogs in the street. Speed humps will not normally be installed in isolated blocks along a continuous street, or on relatively short (less than 300 meter) cul-de-sac-streets.

## **NEIGHBORHOOD - FUNDED INSTALLATION**

The Makana Traffic Department will process requests for speed hump installation in the order received. There is no guaranty that there is sufficient money budgeted for all of the speed hump requests that are processed and approved. Approved projects will be funded in the order received when funding becomes available, unless the Council determines that conditions on a particular street, as demonstrated by speed or accident statistics, require that the street be given greater priority.

Petitioners of approved but un-funded locations may choose to retain a contractor and privately finance the speed hump installation, pursuant to Municipal requirements and specifications. Once a location has been approved, and only after the petitioners have committed in writing to privately fund the installation, the Municipality will prepare a drawing indicating the number and locations of humps and warning signs. Construction may begin immediately after the Municipality written approval has been received

## **DETERMINATION OF ELIGIBILITY**

Upon determination by the Traffic Department that a street is not eligible for speed humps, the representative(s) of the street will be notified in writing of the reason why the street is not eligible. The representative(s) of the street will have fifteen (15) days to appeal the decision to the Traffic Department. Appeals must be timely delivered in writing to the Municipal Manager's office and set forth the basis for the appeal. The Municipal Manager will consider the appellants' appeal in light of the speed hump policy, and either affirm, reverse or modify the Department's decision. A further appeal may be taken from the Municipal manager to the Council, in

accordance with the same time and procedural requirements as set forth above. The decision of the Council shall be final.

## **REMOVAL OF SPEED HUMPS**

Speed humps installed upon resident petition pursuant to this policy may be removed either by the Makana Municipality upon a determination that the removal is required for public safety reasons, or by petition of a substantial majority (67% or more) of occupants of residences within the same geographic area as petitioned for the humps, requesting the removal. If removal is by petition, the residents shall pay the cost of removal, which sum shall be deposited with the Makana Treasury Department prior to the removal.

### APPROVAL PROCEDURES

## **Attachments**

[Petition Supporting the Installation of Speed Humps](#)

### **Notes :**

Councilors to be part of process

Committee to look at applications/approval and construction (transport forum committee)

Must try and include all stakeholders in decision process (invite to public meeting)

Approval to be given by council before implementation



