



**ETHEKWINI TRANSPORT AUTHORITY  
ROAD SYSTEM MANAGEMENT DEPARTMENT  
TRAFFIC ENGINEERING**

**13 April 2018**

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**PUBLICATION  
MANUAL FOR TRAFFIC IMPACT ASSESSMENTS  
AND SITE TRAFFIC ASSESSMENTS**

**Publication Notice 0.6**

**REASON FOR NOTICE:**

**Application for change in land use to commercial or industrial development that requires access from residential Class 4 and 5 roads.**

The ETA Manual for Traffic Impact Assessments and Site Traffic Assessments currently prohibits access to commercial and industrial development from residential roads. Access to commercial and industrial developments from residential roads are now supported subject to compliance with the following minimum requirements (in addition to the requirement for a traffic impact assessment where required):

1. Minimum road reserve and surfaced road width to accommodate the proposed land use
2. Traffic operations (e.g. vehicular road capacity)
3. Pedestrian facilities (e.g. sidewalk)
4. Required pavement layer structure to accommodate the proposed land use

## **Previous Publication Notice 0.5**

### **REASON FOR NOTICE:**

- 1. PARKING REDUCTION**
- 2. SPLUMA (Spatial Planning and Land Use Management Act) APPLICATIONS –  
ETA SUBMISSION PROCEDURE AND REQUIREMENTS**

#### **1. PARKING REDUCTION**

A reduction in parking is considered subject to the following:

- a. Site constraints (e.g. terrain, environmental, etc.) – maximum 10 %
- b. Public transport utilisation and provision of public transport facilities – This is development specific and the extent of reduction is subject to agreement with the Ethekewini Transport Authority Public Transport Planning Branch

Parking utilisation surveys shall not be used for a reduction in parking

#### **2. SPLUMA (Spatial Planning and Land Use Management Act) – ETA SUBMISSION PROCEDURE AND REQUIREMENTS**

- a. Applications that are lodged via the SPLUMA application process must be submitted to ETA offices as specified in the following requirements.
- b. It is mandatory that the Planning Enquiry Form (completed and signed by the Ethekewini Municipal Land Use Management official) accompanies the application together with the necessary documentation as specified in the following requirements:



## ETHEKWINI TRANSPORT AUTHORITY

30 Archie Gumede Place | Durban | 4001  
P O Box 680 | Durban | 4000  
Tel: 031 311 7344 | Fax: 031 305 5871  
www.durban.gov.za

### SPLUMA APPLICATION ETHEKWINI TRANSPORT AUTHORITY LAND USE AND DEVELOPMENT REQUIREMENTS

ID	Land use information	YES	NO	N/A
1.1	Planning application enquiry form – completed application form			
1.2	Existing zoning and zoning certificate (including scheme land use information)			
1.3	Existing land use			
1.4	Proposed zoning and land use controls			
1.5	Proposed land use			
1.6	Does the development conform to an approved LAP / FAP			
1.7	Council reference for LAP / FAP			
1.8	Title deed and Surveyor General Diagram			
	<b>Development proposal</b>			
2.1	Site area			
2.2	Previously approved building plans			
2.3	Development proposal – schematic plan with extent of development			
2.4	Parking and loading requirements			

LAP – Local Area Plan, FAP – Functional Area Plan

The APPLICANT TO ENSURE THAT THE ABOVE INFORMATION IS PROVIDED TO ETHWKINI TRANSPORT AUTHORITY IN ORDER TO ASSESS THE APPLICATION.

REFER TO ETHEKWINI TRANSPORT AUTHORITY TRAFFIC IMPACT AND SITE TRAFFIC IMPACT ASSESSMENT MANUAL FOR TRANSPORT REQUIREMENTS:

[http://www.durban.gov.za/City\\_Services/ethekwini\\_transport\\_authority/Road%20System%20Management/Pages/Traffic-Engineering.aspx](http://www.durban.gov.za/City_Services/ethekwini_transport_authority/Road%20System%20Management/Pages/Traffic-Engineering.aspx)

**NB: TWO COPIES OF THE APPLICATION ARE REQUIRED FOR ETA**  
All applications lodged with ETA are acknowledged with a receipt

ETA address: **ETHEKWINI TRANSPORT AUTHORITY**  
30 Archie Gumede Place  
Durban  
4000

ETA Building, First Floor, Room 119  
Tel: 031 311 7495  
E-mail : [Pretty.Khumalo@durban.gov.za](mailto:Pretty.Khumalo@durban.gov.za)



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### SITE DEVELOPMENT / BUILDING PLAN ASSESSMENT CHECKLIST

ID	Description	YES	NO	N/A
<b>1</b>	<b>Previous conditions of approval (e.g. at rezoning approval stage)</b>			
<b>2</b>	<b>Site traffic assessment required (refer to STA checklist)</b>			
<b>3</b>	<b>Engineering Drawings, Cost estimate, Financial guarantees, and Undertakings for new or existing road improvements</b>			
<b>4</b>	<b>Light vehicle access/driveway</b>			
4.1	Access location dimension from property beacon to center line of access Access location from intersection: Min. 150m from class 1 / 2 roads Min. 60m from class 3 roads Min. 20m class 4 / 5 roads			
<b>4.2</b>	<b>Access width at road edge</b>			
4.3	Access scoop shown/access hardening shown (refer to Access Detail)			
4.4	Access / driveway long section to be shown (refer to Access Detail)			
4.5	Access width at boundary to be max. 9m			
4.6	Min. access width / driveway widths (refer to Table 1)			
4.7	Two-way driveway/ramp width min. 3m may be allowed if serving $\leq 6$			
4.8	Max. gradient 1:8 if access/driveway used by pedestrians			
4.9	Max. gradient 1:7 if access/driveway used by light vehicles only			
<b>5</b>	<b>Heavy vehicle access/driveway</b>			
5.1	Access location dimension from property beacon to center line of access Access location from intersection: Min. 150m from class 1 / 2 roads Min. 60m from class 3 roads Min. 20m class 4 / 5 roads			
5.2	Access width at road edge based on heavy vehicle tracking and tracking shown Access width at boundary max. 9m			
5.3	Access scoop / access hardening shown (refer to Access Detail)			
5.4	Access / driveway long section to be shown (refer to Access Detail)			
5.5	Min. access width / driveway widths (refer to Table 1)			
5.6	Max. gradient for access/driveway 1:10			
<b>6</b>	<b>Ramps</b>			
6.1	Light vehicle ramps grade max.1:7			
6.2	Heavy vehicle ramp grade max. 1:10			
6.3	Max. gradient for parking ramps 1:15			
6.4	Min. ramp widths (refer to Table 1)			
<b>7</b>	<b>Parking and loading</b>			
7.1	Max. gradient across parking area 1:15			
7.2	Light vehicle parking area min. height clearance 2.5m			
7.3	Loading vehicle parking area min. height clearance 4.5m			
7.4	Parking / loading bay dimensions – refer to Town Planning : Minimum Standards for Parking and Loading Facilities to be Provided Within Any Site			

ID	Description	YES	NO	N/A
7.5	Aisle width adequate for two-way/one-way – refer to Town Planning : Minimum Standards for Parking and Loading Facilities to be Provided Within Any Site			
7.6	Vehicle tracking for loading areas			
7.7	No. of loading bays – refer to Town Planning : <i>Minimum Standards for</i>			
7.8	No. of light vehicle parking bays relaxed from 4.9m depth to 4.6m only if			
7.9	Parking bay width for light vehicles relaxed to max. 0.1m if isolated			
7.10	Min. one access (ingress and egress) for max. 400 parking bays			
7.11	Full frontal access to parking from road not permitted			
7.12	Tandem parking bays permitted <u>only if</u> surplus to parking requirements			
<b>8</b>	<b>Additional/General</b>			
8.1	Site plan			
8.2	Schedule of development areas			
8.3	Schedule of parking and loading requirements			
8.4	Boundary wall / fence to be shown for all developments (excluding			
8.5	Petrol service station (PSS) frontage min. 36m			
8.6	Pump island for PSS min. 5m from site boundary			
8.7	PSS clear visibility of min. 120m in both directions at height of 1.37m from point of egress			
8.8	PSS not to be sited on a road having gradient at any point within 120m of any point of access to the PSS > 1:7			
8.9	Heavy vehicle access control (gate/boom/security control) to be setback based on requirements of ETA Manual for Site Traffic and Traffic Impact Assessments– or waived if building plan endorsed that 'access to remain open during business operating hours'			
8.10	Light vehicle access control (gate/boom/security control) to be setback based on requirements of ETA Manual for Site Traffic and Traffic Impact Assessments - or waived if building plan endorsed that 'access to remain open during business operating hours'			
8.11	Left-in-left out access designed and endorsed on plan			
8.12	Accesses to be clearly annotated for type of vehicle use (light/heavy veh. or both)			

**Table 1 : Minimum access /driveway/ ramp widths**

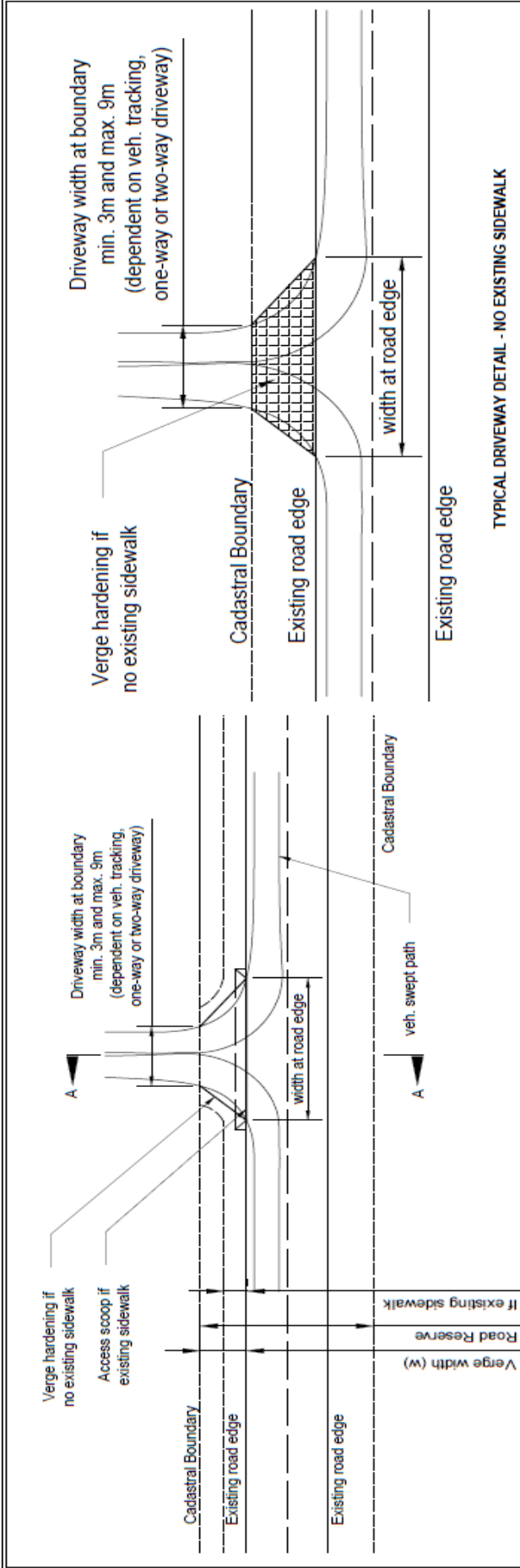
Description	Minimum width (m) <sup>1,2</sup>	
	One-way	Two-way
Access / driveway / ramp <sup>3</sup>	3.0	5.5

<sup>1</sup> minimum width to be widened to accommodate turning paths of design vehicles

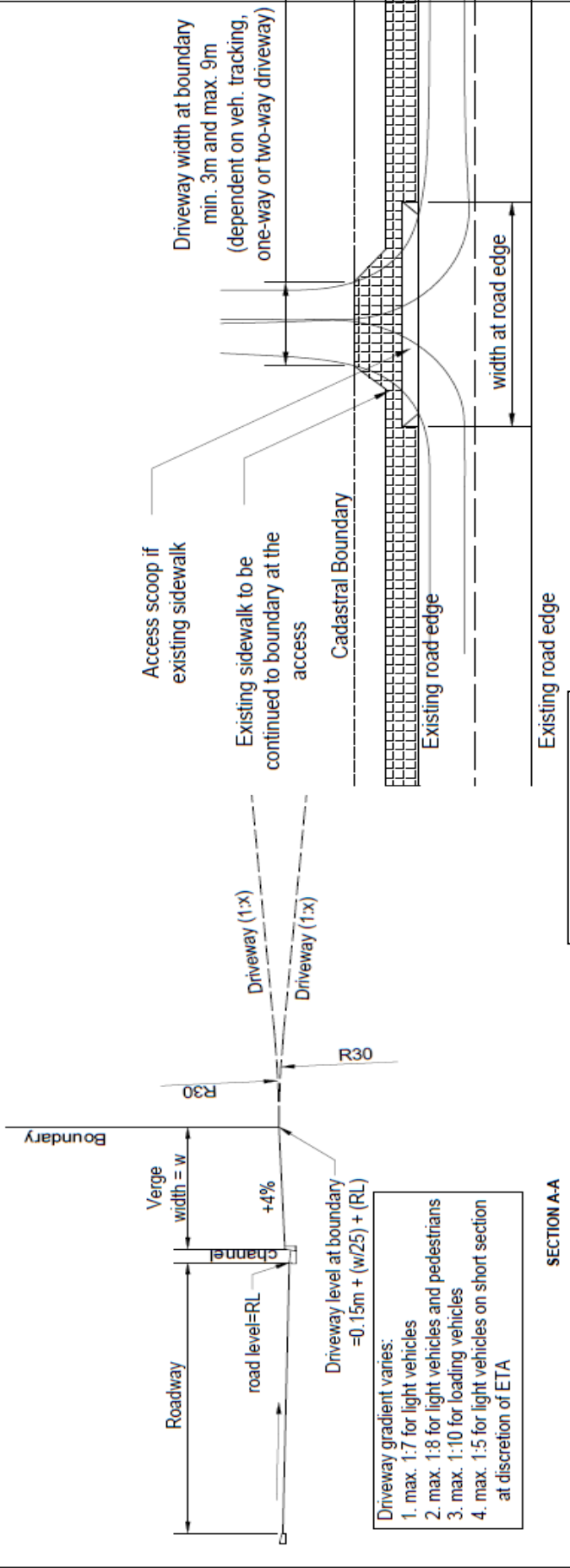
<sup>2</sup> minimum width to be increased by min. 1.2m to accommodate pedestrians and must include physical separation from vehicles e.g. kerb

<sup>3</sup> minimum width at site boundary.

4.5m two-way driveway width permitted within the site subject to design vehicle requirements

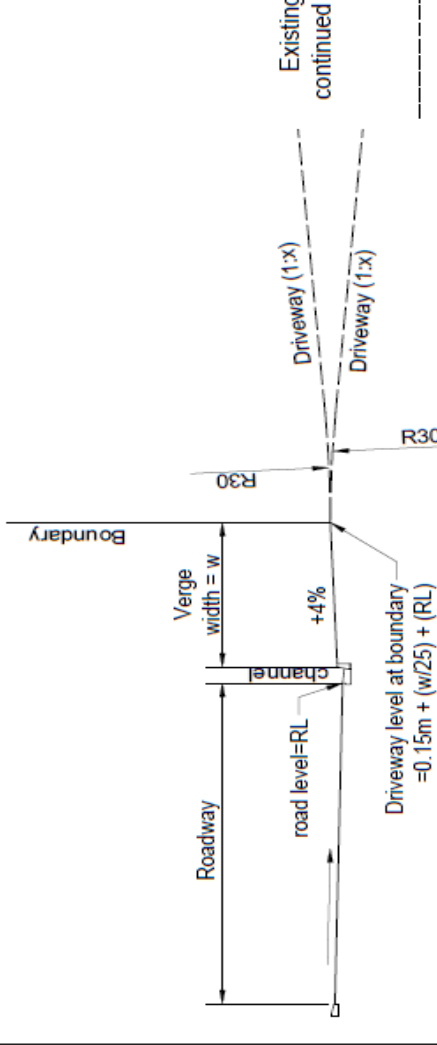


TYPICAL DRIVEWAY DETAIL



TYPICAL DRIVEWAY DETAIL - NO EXISTING SIDEWALK

TYPICAL DRIVEWAY DETAIL - EXISTING SIDEWALK



- Driveway gradient varies:
1. max. 1:7 for light vehicles
  2. max. 1:8 for light vehicles and pedestrians
  3. max. 1:10 for loading vehicles
  4. max. 1:5 for light vehicles on short section at discretion of ETA

SECTION A-A

**ACCESS DETAIL**

**Previous Publication Notice 0.4**

**1 August 2017**

Access (via vehicle and/or non-motorised transport) to education facilities from arterial roads are not supported

Education facilities include crèches, primary/secondary schools, tertiary institutions, etc.)

**SATURN SOFTWARE:**

SATURN software is no longer accepted for traffic studies

**Previous Publication Notice 0.3**

**10 April 2017**

ECSA Registered Professional Implies:

Either Professionally Registered Engineer or Professionally Registered Engineering Technologist in the discipline of Civil Engineering

**Previous Publication Notice 0.2**

**13 February 2017**

EtheKwini Transport Authority is hosting a workshop for Traffic Impact Assessment procedures and requirements

Venue: 174 Florida Road, Durban, :ETA: Go Durban Offices

Date: 3 March 2017

Time: 9:00 for 9:30

RSVP : Mr Eugene Naidoo: e-mail: [eugene.naidoo@durban.gov.za](mailto:eugene.naidoo@durban.gov.za) or Telephone : 031 3117316

N.B.: restricted to one representative per organisation / consultancy



## **Previous Publication Notice 0.1**

**1 October 2015**

1. The Manual for Traffic Impact Assessments and Site Traffic is published by the eThekweni Transport Authority and is effective 1 July 2015.
2. Previous version : Version 0.0, July 2015
3. Current version: Version 0.1, October 2015
4. Revisions applicable to Version 0.1:
  - a. Mixed Use Development (Land Use 770) has been removed – Trip rates for individual land uses together with mixed use reduction factors for each land use can be utilised where applicable to account for mixed land use development
  - b. Refer to eThekweni Transport Authority: Manual for Micro-Meso Simulation Modelling
5. Submission and approval process:
  - a. In order to facilitate ease of approval from the eThekweni Transport Authority (ETA), the professional carrying out the traffic assessment is responsible for obtaining in principle approval (via letter or e-mail) from the ETA relating to the following aspects:
    - i. Confirmation of type of traffic assessment (TIA or STA), land use, trip rates, assessment years / hours, road classification, type of traffic modelling, validity of traffic surveys, growth rates, modal, split, preliminary trip distribution, and future transport planning
    - ii. Design standards
    - iii. Traffic Road Layout concepts (following from results of traffic analysis / assessment)