

CITY OF CAPE TOWN



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Tourism Road Signage
and Guidance Policy →

FINAL DRAFT

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TOURISM ROAD SIGNAGE AND GUIDANCE POLICY

FINAL DRAFT

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11 Glosary of Terms

CBD	Central Business District
CTT	Cape Town Tourism
GD	Guidance Direction (Sign)
GDL	Guidance Direction Local (Sign)
GFS	Guidance Facility Sign
GPS	Global Positioning System
NRTA	National Road Traffic Act
RTLCL	Road Tourism Liason Committee
SARTSM	South African Road Traffic Signs Manual
SADC RTSM	Southern African Development Community Road Traffic Signs Manual
TIN	Tourism Information Network
VIC	Visitor Information Centre

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Executive Summary

Reference Documentation

The road traffic act stipulates that all signs must conform to the requirements as detailed in the SADC Road Traffic Signs Manual.

The policy document has been developed as a guide and aid, to assist with the evaluation of road tourism signage. The policy must be read with the SADC and South African Road Traffic Signs Manual. The road traffic signs manual consists of four volumes, and covers all design, size, placement and warrants that may be used by the road authority in the design or approval of these signs. The policy will also clarify the City of Cape Town's approach to the application of the warrants, the priorities and support to the tourism industry in the provision of guidance direction and road tourism signage.

The application process handled through Cape Town Tourism and submitted to the Road Tourism Signs Liaison Committee (RTLCL) for investigation/inspection, design, and recommendation by the transport representative(s), is submitted to the RTLCL for the final recommendation in the evaluation and approval process.

Policy Statements.

Tourism signage as well as local direction signage are classified in the signs manual as supplementary signage and therefore acts as support or final signage to the primary direction guidance signage. The policy deals only with these types of supplementary signage and will make statements related to the approach taken by the City of Cape Town, see below as well as section 8 for the summary of these statements.

What is primary and supplementary signage?

Primary Signage is found on all classes of roads and gives direction and guidance to the motorist. Primary signage found on Class 1 routes (Freeway and Expressways) have white lettering symbols and arrows on a blue background, typically GA, GB, and GC signs.

Fig 1. Example of freeway type road sign



Class 2, 3, 4 and 5 roads have white letting, symbols and arrows on a green background known as Guidance Direction, typically GD signs.

Fig 2. Example of a Guidance Direction Sign



Primary signs, by their very nature, gives the motorist a geographic reference and assists with placing the motorist at only one specific place. This assists with placement on a street or road map.

Supplementary Signs are found in two groups Guidance Direction Local (GDL) displayed with black lettering, symbols and arrows on a white background with a blue border



Fig 3. Example of a Guidance Direction Local Sign

Guidance Facility Signs (GF) displayed with white lettering symbols and arrows on a brown trapezoidal shaped sign.



Fig 4. Example of a Tourism Guidance Facility Sign



Fig 5. Example of a Guidance Local Sign normally displayed only once the motorist has reached the Suburb of Century City where the facility of Canal Walk is located

Normally these two classes of signs are only provided once you have reached the destination that the primary signage has been displaying on a given route i.e. shopping centres (displayed using GDL signs) in Constantia or Century City would only be displayed once the motorist has reached the destination of Constantia or Century City. Similarly for “Tourism Destinations” (Guidance Facility) such as Hotels or other accommodation facilities in Century City or Constantia will also only be displayed once these destinations have been reached using the primary signage for guidance.

These signs by their very nature, were developed to only be displayed in positions very local to the facility and therefore has no geographic reference and positionally, cannot be found on a street map

This policy will describe only the exceptions to the general guidelines and warrants contained in the SADC RTSM

The City of Cape Town in conjunction with Cape Town Tourism have identified tourism destinations that warrant signage that would require additional motivation to the warrant constraints contained within the signs manual.

1. National Attractions – The policy provides for the additional of signage to the following identified facilities/attractions off and along the Numbered Metropolitan Route System (Class1 and Class 2 routes) These tourism ICONS of Cape Town have been identified as

- **Table Mountain Cable Way**
- **Cape Point Nature Reserve**
- **Kirstenbosch Botanical Gardens**
- **V&A Waterfront**
- **Wine Routes (currently Durbanville, Constantia and Helderberg)**
- **Cape Town Convention Centre (CTICC)**
- **Cape Town Stadium**

Tourism Visitor Information Centres as well as the two emergency facilities, police stations and hospitals providing a 24 hr. emergency service have also been identified as facilities that would require the provision of signage further afield than that specified in the RTSM

2. Visitor Information Centres (VIC's) – it is the policy of council that the visitor information centres (there are currently about twenty centres geographically positioned around the metropolitan area) are the first level of tourist information. The policy makes two statements with respect to the signage. Signage normally specified for this type of facility is to provide signage from the closest numbered route, however, to promote the use of these Cape Town Tourism Visitor Centres in obtaining maps, brochures and information by the motorist the policy recommends that where required this signage may be extended to the next logical road catchment. The signage in addition to the standard GFS D1-22 symbol will contain the wording "Visitor Centre" All other accredited information service points are only permitted to display symbol GFS B5 – 8 the generic i symbol.

3. Emergency Service Facilities – the two facilities are Hospitals (that have 24 hours emergency facilities) – GFS B1 -3 symbol and police stations – GFS B1 2 RSA symbol The policy makes allowance for the display of the facility name due to the number of these facilities within close proximity to one another within the urban area. Provision is also made in the policy for the signage to be extended beyond the recommended limits to the next logical road catchment system



Fig 6. Example of an emergency service facility sign

4. Local Destination Signing

It is the policy of council to apply the Warrants - General (9.4.7) and Warrants for Specific Urban Local Destination Types (9.4.8) for all Local Destination Signing applications. Where applicable additional warrants are specified in the policy

It is the policy of Council that where required the GF (Tourism message/symbol) will be incorporated into the GDL (Local Destination Signing) board as a brown insert panel. GDL messages will therefore never be incorporated into the brown trapezoidal tourism signboard.

It is the policy of Council to provide signing to public transport interchanges i.e. Railway Stations etc.

5. Accommodation Signing

The policy of Council in assisting the tourist industry to accommodate the road signage for accommodation facilities is to provide only the generic accommodation symbol (GFS C1-1) off the Designated Metropolitan Route System for all application that offer “accommodation”. The name of the facility, as well as the symbol, may be displayed once off these primary routes.

Hotels with more than one hundred (100) beds will be granted permission to display their name at the discretion of the RTLC if access to the facility or the parking arrangements are clear or obvious to the road user

6. Emergency Services

It is Council’s policy to **include** the names with the primary symbol on these 2 types of signs; Type GFS B1-2 (SAPS) Police Stations and GFS B1-3 Hospitals providing 24hr emergency services, see fig 6 for an example.

7. Street maps and Information Lay-Byes

It is a recommendation of this policy document that every VIC has a “Street Map” located within the immediate vicinity of the VIC that is clearly visible, well illuminated and accessible, that has the local road system clearly marked and labelled. The future provision of Information Lay-byes should be planned to provide a safe and well

maintained environment. The current street map sites though out the City are in urgent need of upgrading as the majority have been vandalised.

8. Tourism signage quality and materials

It is the policy of Council that all signage erected within the road reserve meets the minimum standards as set out in the SADC SARTSM Manual

9. Signage Contractors

This policy requires that the sign manufacturer's clearly mark the sign with their company name as well as the date of manufacture and erection on a decal 10 cm W X 5 cm H in size

10. Road Tourism Liaison Committee (RTLCL)

It is the policy of Council that a committee comprising officials of the Transport Department as well as Tourism Representatives meet at regular intervals (four to six weeks) and that it is at this Liaison Committee that the applications from the different regions across the city are dealt with. Discussion evaluation, assessment and the ultimate recommendation is agreed to. The value of the RTLCL is fundamental to the services delivery and the timeous resolution of the approval process.

11. Approval of and implementation of the policy by the different roads authorities

The policy will only be effective in the implementation and the creation of a uniform approach to the evaluation and approval of signage applications if all of the three road authorities accept and adopt this policy for the urban area of Cape Town.

12. Illegal Signs

It is essential that a process is formulated within council that allows for the physical removal of illegal signage. The display of illegal signage is often referred to when motivating for an application by facility owners. The current scenario of granting approval to erect generic signage on the major numbered roads is causing dissatisfaction while illegal signage carrying facility names remains in close proximity. The process should be cognisant of the notification period and removal procedure (see paragraph 7.3). The notice of illegal signage should be raised at the RTLCL meetings. The investigation and follow-up should be done by the VIC in which the signage is geographically located and recommendation must be made by the RTLCL to actions required. The RTLCL will then recommend to the Road Authority as to the necessary steps to be taken to rectify the situation i.e. removal, rationalisation of the signage or the submission of an application for consideration and approval.

CITY OF CAPE TOWN

TOURISM ROAD SIGNAGE AND GUIDANCE POLICY

1 INTRODUCTION

The provision of road signs for tourist attractions and facilities has become a complex and sensitive issue. Cape Town and the Western Cape is heavily dependent on the tourism industry and the wealth of attractions are numerous and diverse. The Western Cape & Cape Town is fortunately in that it offers the tourist a vast and diverse experience with many natural and scenic attractions. The revenues that the tourist industry contributes to the GDP of the Western Cape and Cape Town, is acknowledged as fundamental to the growth and sustainability of both the region and the City as a whole. The Council in consultation with Cape Town Tourism in identifying key attractions and facilities will support the tourism industry in a responsible and consistent manner by providing well planned and uniform message display to the motorist and pedestrian.

Navigational guidance to motorists within the road reserve is offered through Primary Guidance Road Signs and any additional brown tourist signs are considered to be supplementary or secondary to this primary information. The City of Cape Town's Tourism Development Framework document identifies the following:

Road signage as integral infrastructure in the development of tourist facilities and amenities.

The need for constructive engagement between the Branches; Tourism Development and Transport, regarding the Mobility Plan in general and the resolution of the provision of specific public transport links in particular.

The Public Transport Plan refers to signage requirements for passengers "Including people who are not literate and foreigners who are unable to read transport signs and notices and require non verbal forms of communication". This reinforces the need to use symbols and icons as the primary object of communication.

In the past, this primary information has not always been consistently available on road signs through route numbers, destinations, suburbs and road names. Recent initiatives are addressing this issue but because this primary guidance signing system has not always been present and correct (Box 3 in Figure 2), the tourist industry has determined that providing brown tourist signs (Box 4 in Figure 2) is the best method to offer navigational advice to the tourist. Hence, the tourist industry has often requested additional brown signs as a 'replacement' for the primary guidance signs without a clear understanding of the nature and purpose of primary navigational aids (Boxes 1 and 2 in Figure 8 on page 13).

This policy document aims to assist the tourist industry to understand the complexities involved in road signing and to guide the road authority with specific policy guidelines when assessing tourism signage applications. It is vital to offer a consistent approach to the implementation of tourist signs within the overall road sign environment. The Southern African Development Community Road Traffic Signs Manual (SADC RTSM) Volume 2 Chapter 4 spells out the warrants and criteria for the provision of tourism road signage. This document should be seen as an extension of the national guidelines, one that addresses the specific needs of the broader Cape Metropolitan Region. It offers a framework from which to assess applications and should be used together with the procedures guideline for the application of road signage provided by the visitor centre. This policy is also meant to assist by the provision of a uniform approach to evaluate and implement signage fairly and consistently at all times. In addition, the Tourist Information Network has

been developed with the Tourism Industry to provide a synergy between road signs and effective marketing of tourist facilities and attractions.

The relationship between the policy documents, the procedures guideline and the Tourist Information is shown in Figure 7 and the complex interaction of navigational aids and the vast array of available road signs is shown in Figure 2.

A Tourism Road Signage and Guidance Policy that is consistently applied in Cape Town as well as throughout the Province will help to assist the tourist in their navigation and signage interpretation.

The need for a policy and the application thereof is shown in the accompanying photographs, where the alternative will lead to the indiscriminate and inappropriate erection of signage, compromising the integrity of the relevant safety and legal requirements. *All the signs at this location are sub-standard as well as illegal (apart from the Visitor Centre sign in the background, photograph 2.)*



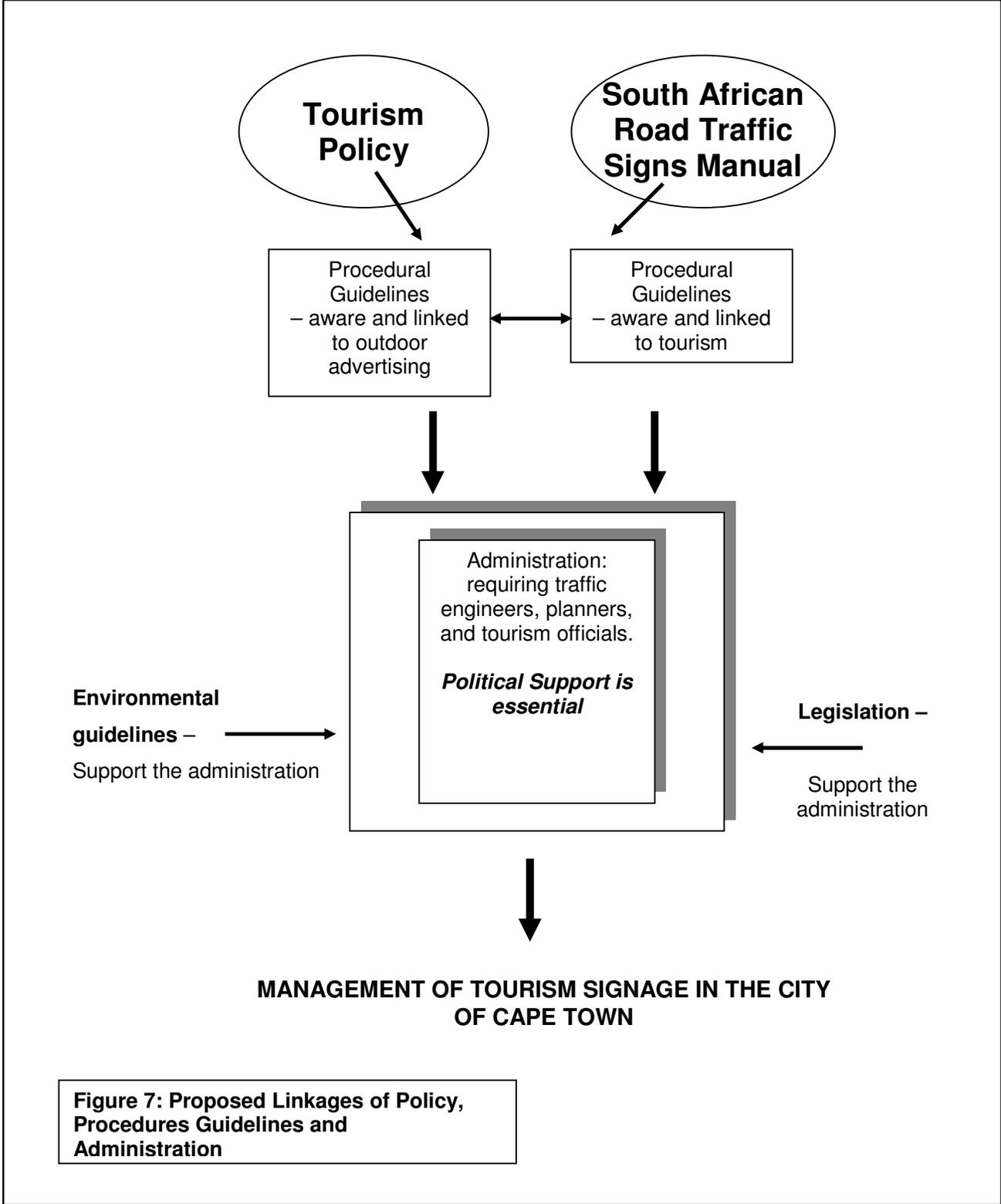
Photograph 1.

Taken end of 2007



Photograph 2.

Taken beginning of 2008



2 DIRECTIONAL GUIDANCE SYSTEM

2.1 Directional guidance signs in Vehicular Environments

Roadside information consists mainly of directional signage provided by the roads authorities. With regard to tourism signs the following **principles** are presently applied by The City of Cape Town:

- Tourism signs are for the benefit of tourists, (the tourist is defined as anyone not undertaking their normal journey) and should not be construed as advertisements for facilities
- Road Authorities retain discretion on the display or removal of all tourism signs within road reserve.
- Signs to all privately owned tourism facilities to be paid for by applicant
- Symbols instead of names of facilities are used on the main routes and in high density tourist areas. Any intersection that contains more than three existing tourism signs containing names, will be replaced with a (one) generic symbol based sign
- Signs intended to guide tourists in final stages of trip.
- Tourism signs normally require supporting brochures, maps, websites, GPS navigational aids and facility information to complete the Tourism Information
- Tourism signs are displayed from nearest numbered route
- Standardised tourism signface designs used.
- Tourism signs supplement primary guidance signs
- Signing is based on the principle that tourists plan their journey before joining the road network.

The application of these principles are not without problems. The road signage system is complex and reflects an engineering approach rather than a tourism approach. In the past, there has been a lack of delivery, specifically with regard to tourism signs, which has resulted in a certain degree of lawlessness on the part of the tourism industry. High density tourist areas create special problems and the proliferation of tourist facilities in such environments has resulted in a cluttering of and the inconsistent application of symbols and letting. It has become clear that the present system of symbols needs to be simplified to avoid further symbol cluttering and that generic symbols only, should be provided along main roads (Roads of Metropolitan Significance). It is also important to provide street name signs where generic signs are implemented to reinforce and confirm the navigation process . More detailed signs, containing the names of facilities will be considered for approval on quieter side roads. These roads normally have less clutter and can accommodate the signs. It is equally important to update the warrants and ensure that there are warrants for every symbol. This needs to be referred to higher authorities for ultimate approval and publication. The City is being proactive in rationalising the signage and symbol warrants to suite the tourism requirements for Cape Town.

The processing of signage applications has also developed its own set of problems. Tourist authorities are increasingly involved in processing signage applications, yet many staff members are in need of training. Proper coordination between Roads and Tourist Authorities is essential for the functioning of the process of tourism signage starting at the application stage through to the ultimate approval. New tourist facility road signage applicants are also unhappy when approval for generic symbol based signs are approved while existing signage containing facility names remain within the road reserve.

2.2 Directional guidance signs in pedestrian environments

Pedestrian signs are typically displayed in high density tourist destination areas such as the Waterfront and CBD's to supplement CBD maps. These signs are extremely important guidance mechanisms. Most of the overseas visitors come from the Northern Hemisphere and many of them are disoriented in terms of directions, simply because of the sun's position, and may consequently find map orientation problematic. Pedestrian signs should ideally focus on the following types of facilities:

- Visitor Information Centres (VIC's)
- Toilets and other amenities
- Museums and other historic attractions
- Bus and train termini and parking facilities
- ATM's and Foreign exchange facilities

Pedestrian signage is intended for pedestrian environments. To avoid cluttering, pedestrian signs should not appear in typical locations used by the road signage. Pedestrian signs could ideally reflect an architectural design period (e.g., Victorian) and painted in colour schemes (e.g. dark green with white lettering) which are different from street signs. It is essential to adopt a holistic approach to developing signage for an entire street or area to ensure consistency and uniformity, rather than to allow for a piecemeal development of individual signs. **Any signage should be based on the principles contained in the SADC RTSM in terms of size legibility and format.**

The issue of providing appropriate and effective pedestrian signage should be approached carefully and sensitively. There is a definite need to design a proper pedestrian signage system which is fully integral with the requirements for the unfamiliar tourist. If properly designed, pedestrian signs should not clutter the road signage system, but rather fill an important gap between motorist and pedestrian.

3 PRINCIPLES OF TOURISM SIGNING

The background to the principles of tourist signing is given in Volume 1, section 4.9 of the SADC SARTSM, South African Road and Traffic Signs Manual. The tourist signing process and suggestions for management of applications is described in Chapter 4, Volume 2 of SARTSM. The following sections describe the most pertinent aspects of these principles but it is recommended that these respective former chapters be studied closely for a comprehensive background.

Urban guidance signing as a signing system is structured in a hierarchical manner into primary and secondary levels, supplemented as necessary by tourism and local direction signs. The destinations used on primary and secondary level signs provide directional orientation to drivers, whereas the destinations on tourism and local direction signs should be only of supplementary significance at a local signing level. Local Direction signage (black lettering on a white background) started off as a "You Are Here" sign e.g. Street Name Sign, Suburb Name Sign or Community type Facilities and was amended to include an arrow to guide the motorist over the last few turns to the facility. The tourism sign and the local direction sign "compete" for the same road space within the signing sequence. This makes the selection of the "message" to be displayed as well as the type of sign, given that the tourism sign is instantly recognizable by its trapezoidal shape and brown colour and cannot accommodate any message other than a direct tourism related message or symbol. The local direction sign on the other hand can accommodate a tourism message or symbol as a brown "insert panel". The Tourism Road Signing and Guidance Policy is

seen as part of the Guidance Signing Plan for the City of Cape Town and is used as a supporting document to the SADC and South African Road Traffic Signs Manual for evaluating signage applications.

3.1 Promotion of Tourism

The importance of tourism for The City of Cape Town and the Western Cape Region is unquestioned and any appropriate efforts to promote tourism are to be supported. However, the roadside environment should not be considered as a promotional vehicle for individual exploitation and it should not be seen as an avenue for uncontrolled advertising. In this regard, all road authorities have a responsibility to offer information that satisfies the public good and all applications for signage should be considered in this light. A decision that strays unnecessarily from accepted norms and procedures has the ability to undermine future tourist sign applications and successful implementation practices. **Hence, consistency is vital throughout the implementation of tourist signing principles** to successfully support the tourism experience throughout Cape Town and the Western Cape.

3.2 Fundamental Principles

The premise for successful tourist signing is based on the fact that prior to any trip being undertaken, some form of announcement has been received to encourage the tourist to travel. Daily commuters do not normally require assistance from guidance signs for their home-to-work trips as they rely on landmarks to navigate their way. When drivers undertake a journey through or into an area with which they are not familiar, they invariably require some form of signage assistance in the form of navigational aids in order to reach their destination safely and with minimal disruption to other traffic. Drivers can use pre-trip and in-trip navigational aids to reach their destination. Pre-trip aids include road maps, road reports, brochures, GPS navigation aids, verbal or written directions, etc. In-trip navigational aids can include the information obtained from the pre-trip aids and this information will be confirmed by the information given on the various types of guidance signs along the route such as route numbers, orienting destination names, local destination names, street names, property numbers or building names.

This information is generally made available outside the road environment through the following media (Box 1 in Figure 2):-

- Publicity or promotional material on general areas, activities or specific attractions, facilities and locations
- Newspaper, magazine, radio, television, video, internet or electronic articles, advertisements or announcements
- Tourist Visitor Information Centres
- Publicity Associations

Consequently, the underlying principle for providing navigational material within the road reserve is based on the fact that tourists have done a degree of pre-planning and have a general understanding of their preferred route and chosen destination. In this regard, the use of maps offers a vital link between the announcement of a facility and the decision to visit that facility. Often publicity brochures include such maps and it is essential that they too display the same information within such a brochure as is shown within the road reserve e.g. road names, route numbers and numbered exit ramps must be included as a minimum level of information. The road map should bear a close resemblance to the actual road layout.

There is consequently a hierarchy of 'primary guidance information' that the motorist should receive during his trip. If this information is absent, the journey can be made difficult, arduous and potentially dangerous. This vital information includes the following:-

- Route numbers
- Interchange numbers
- Distance markings
- Town names
- Suburb names
- Cardinal directional guidance in the form of north, south, east and west
- Main road names
- Local street names
- Street numbers (commercial and residential)



Photograph 3. Illegal Tourism Signage (brown signage) - A classic example of uncontrolled tourism "advertising" and an "overload" of information. All these tourism signs are incorrectly positioned. The primary signage (green sign) is complete in the display of "Primary Information" i.e. Road Name, Route Numbers and Suburb Guidance/Orientation.

3.3 Competition for Attention within the Road Reserve

The road reserve has a limited capacity to safely provide information to the motorist. If too much information is displayed the motorist could be overloaded which would result in none being absorbed, furthermore road safety could be compromised if the motorist is distracted from the task of driving. In addition to the primary guidance information detailed above, there is also a pressure to announce the following facilities (refer to Boxes 2, 3 and 4 in Figure 2):-

- Emergency services – police, medical, fire, rest and service areas, telephone etc (tourism signs)
- Local services – post offices, libraries, churches, schools etc. (local guidance direction signs)
- Special event venues – temporary events, sports stadia etc.
- Advertising – legally placed
- Tourist facilities, attractions and Visitor Information Centres

In announcing all of these facilities, there needs to be control with regard to standards, hygiene and safety before any such facility is considered for a sign. In this regard, SARTSM offers guidance for warrants and standards. However, depending on the nature and density of facilities available, it may still not be possible or desirable to sign for some of the destinations. Hence, it will be the road authority's prerogative to determine what may be signed to "satisfy the public good". Such decisions can only be made with a holistic approach and one that considers the future likely conditions, including future likely sign applications and taking SARTSM warrants into account i.e. in substantial conformity with SARTSM.

3.4 Tourism Industry

It is accepted that the tourism industry is a dynamic entity and one that is continually changing. Some facilities may appear one year only to be replaced or fall away the next due to changing owners, customer needs or falling standards. In addition, new facilities appear continually and the demands to 'announce' a growing number of facilities at any one location in the road reserve cannot always be accommodated by the road authority in the longer term.

In all circumstances, the road authority must adopt a dynamic long term approach to the erection of tourist signs i.e. one that anticipates future requests and anticipates potential conflict.

A tourist facility must accept the responsibility for providing promotional information to announce the facility, external to the road environment as described in section 3.2. Without such promotional material being available, containing sufficient navigational information, no such application for a tourist sign should be considered by the road authority. A comprehensive information network is proposed and the additional information details should be published as maps and brochures. Facility pamphlets in support of the guidance and directional signage are all requirements that make up Tourist Information.

The tourism industry should be made aware that individual signs may not be accommodated within the road reserve permanently. Hence any sign that is permitted should be subject to a regular review and could be amended, added to or removed completely. In terms of this policy, the approval period to display a tourist road sign is recommended to be limited to a period of five (5) years. Approval of signage applications are based on criteria and technical matters related to accreditation, traffic safety, space constraints, life span of the materials etc. The approval letter should normally be accompanied by a memorandum of agreement that clearly lists the requirements and condition of approval. Past experience shows that tourist facility owners consider the sign to be their property, to use and control as they wish. In reality, any sign within the road reserve is the legal property of the respective road authority and can be moved, changed or removed, without the

consent of the respective tourist facility owner, due to road works or widening, safety, legal or technical reasons – see Annexure C - Road Traffic Act.

3.5 Tourist Routes and High Density Tourism Areas

The SARTSM and SADC RTSM documents highlight methods of dealing with high density tourism areas which concentrate mainly on a density of attractions and not, necessarily, on a density of tourist routes. With the abundance of attractions in Cape Town and the Western Cape, there are currently a number of informal tourist route themes known to be actively promoted with supporting leaflets and marketing material. While the tourist route remains an excellent means of effectively representing (or marketing) a group of similar attractions, attempts should always be made to fairly represent all the tourist attractions sharing a similar theme in that area. Elsewhere, tourist routes have been promoted through the use of 'corporate' logos or symbols placed on signs in advance of intersections or along the roadside of the route.

Wine Routes

In the City of Cape Town wine routes are the only signed route system that includes the use of "Branding", the inclusion of this "Logo" is recommended to promote economic development by assisting tourist to recognize the links between the different branding sources ie. brochures, internet sites or magazines. The signs simply inform the tourist that he/she is on a wine route and not where he/she is located along that specific route. Hence the wine route signs are an announcement of the existence of the route and are not useful navigational aids to the tourist i.e. they offer no directional assistance apart from the fact that a number of vineyard estates on the route are accessible from such a signed route. In some instances tourist routes have been numbered and refer to a promotional map wherein the tourist route numbers are repeated. Such a dual mechanism can offer navigational assistance but if the numbered tourist route follows an existing numbered metropolitan route, such initiatives can be confusing and provide a duplication of road signs within the road reserve. The use of the metropolitan route number will always take precedent over supplementary tourist route numbers.

In the case of numerous tourist routes criss-crossing existing roads, as is the case in Cape Town and the Western Cape with numerous different tourist theme routes, these tourist routes cannot be individually signed within the road reserve. For example, should five or six different tourist routes overlap one single road, which tourist theme route should be signed? all routes, one only (the first applicant), the largest (in terms of patrons) or none of them? Clearly, if there is only one single tourist route in the area there are opportunities for providing signs but the underlying principle should remain –

Any form of sign placed within the road reserve should offer navigational assistance to the unfamiliar road user and should not be used solely for the purpose of announcing (advertising) a facility or attraction.

In certain areas, there may be a dominant tourism theme which represents the full tourism spectrum of the entire community and can offer a complete tourist experience. In this instance one single primary theme sign could be represented within the road reserve. However, the road authority must be assured, by a fully representative local tourism body that this is indeed the case. For the example of a wine route, all members within the defined area should be permitted to share in the signing benefits (and not members of a restricted association or affiliation). Potentially, any tourist attraction within the geographical boundaries of the theme,

should receive similar exposure through the marketing brochures and leaflets. In this way it can be guaranteed that the tourist route signing is provided for the benefit of the tourist and not for the benefit of individuals, to the exclusion of various facilities or attractions.

In conclusion, the local tourism representatives are responsible for determining any such 'dominant' tourist theme for a local area. If such a theme is strongly patronised, there will be benefits for all tourist facilities and attractions in the locality and not simply benefits for a minority. However, it is not the responsibility of the local road authority to determine such 'representativeness' hence any requests for tourist route signing should be prepared with a full motivation and support of the entire local tourism industry.

4 A TOURIST INFORMATION NETWORK

An information network is an **integrated system** that caters for the **information requirements of tourists during different stages of the journey**. It comprises road and tourist authorities, people, facilities, maps and signs functioning in a coordinated manner to improve the quality of tourist experience. It aims to introduce all that the City of Cape Town has to offer and provides a guidance system to ease the navigational task of the traveller around the metropolitan road network.

The previous guidance principles have outlined the difficulties of providing a fair and equitable means of navigation for the tourist within the road reserve. It is clear that road signs should offer directional assistance to tourists who have undertaken some form of pre-planning. It is not always possible to offer advice and assistance to every tourist before embarking upon a trip. However, the tourist industry must strive to provide a means to offer comprehensive information on the availability and location of facilities and attractions. It is therefore vitally important that the tourist is assisted with this pre-trip planning by means of the adequate provision of maps, websites and brochures informing the tourist so that navigation by means of the primary signage system for direction and orientation is successful. The numerous strategically placed official **Visitor Information Centres (VIC's)** are the ideal interface between the tourist and the necessary information requirements.

The road network cannot provide all the information requirements to satisfy the road users needs. For a complex area such as the Cape Town and the Western Cape, it has been suggested that a properly structured Tourist Information Network can best fulfill both the needs of the tourist and the provider of tourism goods and services. Its primary goals are to

- assist the tourist to learn more of the attractions and facilities of an area,
- provide a means for the tourist to locate the attractions and facilities of an area,
- offer a means for the provider of services and products to announce his business to the tourist.

The specific details for the success of a Tourist Information Network for Cape Town and the Western Cape, is vitally important to recognise the following issues.

- The tourist industry views the level of primary guidance signage as inadequate and hence some form of additional 'guidance' advice is requested and provide for within the road traffic signage hierarchy.
- There is confusion between appropriate tourist directional signing and inappropriate advertising of tourist attractions and facilities.
- The continued proliferation of tourist signs (and applications for same) within the road reserve cannot be managed successfully in the long-term, in high density

tourism areas without an effective Tourist Information Network.

- A successful and comprehensive Tourist Information Network will reduce the need for minor, supplementary tourist signs (in this respect, it is usually a more effective alternative for the provider of goods and services to equitably announce their product than utilizing arbitrary road signage).
- The primary and supplementary signage with the additional provisions of maps and brochures plays a vital and integral role in the Tourist Information Network.
- The importance of the official Tourism Visitor Information Centers and role that these fulfill in the dissemination of local and regional information

5 NETWORK COMPONENTS

Structurally the Tourist Information Network consists of three basic components which are functionally interlinked. These components are:

- * Official accredited Visitor Information Centres
- * Maps and brochure
- * Directional guidance systems

The increasing availability of in-car and hand held GPS navigation systems with additional location based information is becoming an additional aid to support the components described above. The publishing of GPS co-ordinates of facilities and attractions is recommended and these should be included in all maps, brochures and web pages.

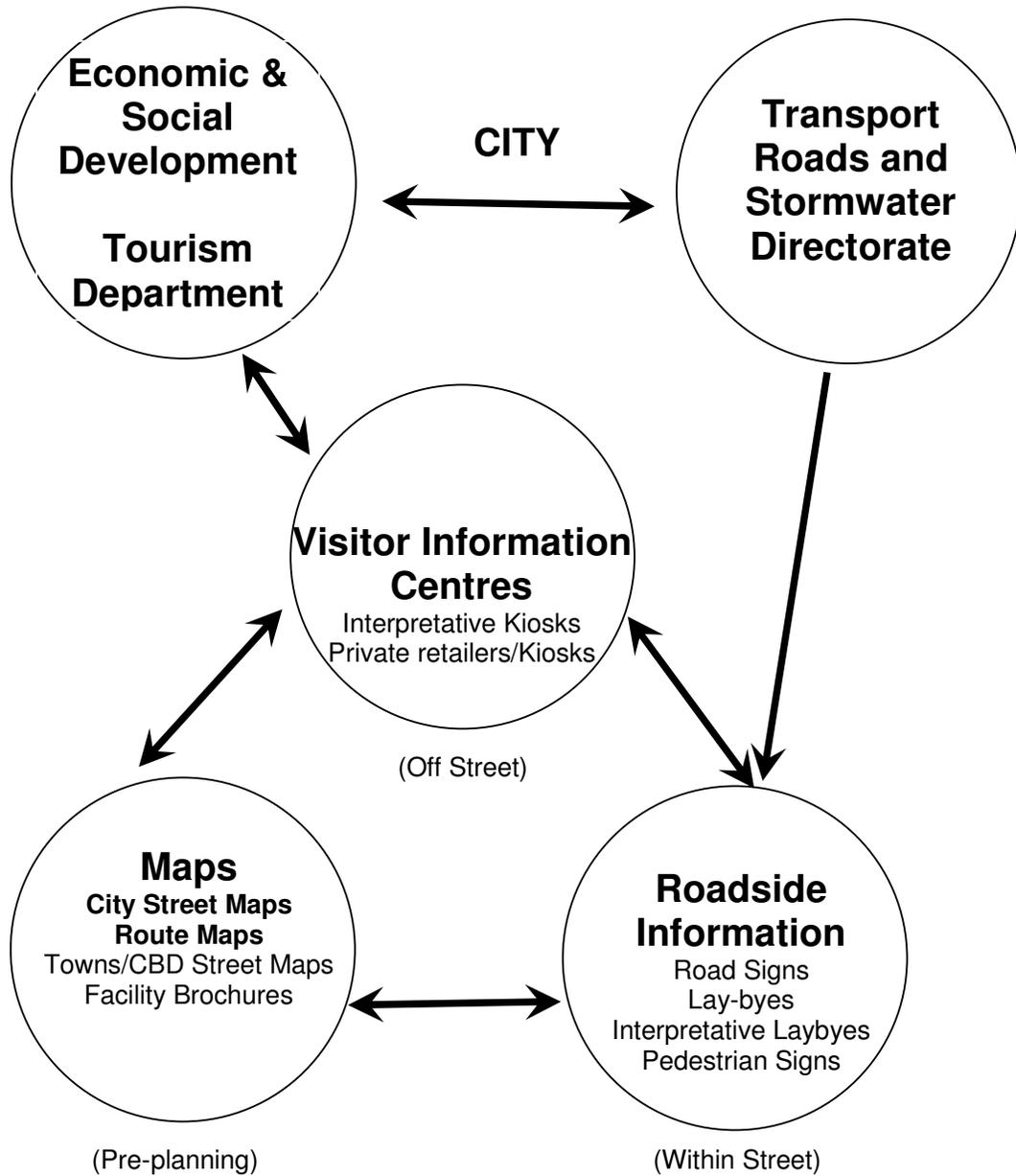


Figure 9. Tourist Information Linkages to Transport and Tourism Bodies

6 SPECIFIC TOURIST SIGNING ISSUES IN CAPE TOWN

There are certain tourist issues specific to Cape Town which requires attention, in terms of applying the Tourist Road Signage and Guidance Policy. These issues have, historically, been difficult to sign in terms of applying a consistent national policy as defined in the SADC RTSM. Consequently, this chapter discusses various specific topics and offers policy guidance to hitherto difficult cases requiring tourist signs.

It should be remembered that such instances can change dynamically over time, due to the changing tourism conditions, and hence, the implementation of tourist signs may need to be reviewed in light of principles and policy guidelines.

6.1 Signing for National Attractions

There are a number of instances of national attractions in the Cape Town and the Western Cape which, because of their status, require special treatment. These attractions are currently, among others,

- Table Mountain Cable Way
- Cape Point Nature Reserve
- Kirstenbosch Botanical Gardens
- Waterfront
- Wine Routes
- Cape Town Convention Centre (CTICC)
- Robben Island (not a road based tourism destination)
- Visitor Information Centres (VIC's)

It is the policy of Council to provide signage to these facilities off and along the Numbered Metropolitan Route System (Class 1 – Class 3)

This list may be supplemented in future following appropriate assessment jointly by the tourism bodies and respective road authorities. It is recommended that these attractions receive special treatment for tourist signing due to the ability to offer *orientation value*, due to their importance and patronage. That is, these attractions generate such interest and enjoy such international recognition that their location is equally important to some of the local suburbs featured in the primary guidance system currently.

Hence the rule to sign **only** from the nearest numbered route need not necessarily apply. The nature of the special treatment should take the form of the name of the attraction featuring on the Primary Guidance sign. This name should be white lettering on a brown background and be included as an insert panel within the green, or blue background of the sign. The positions of these signs, and any future national attractions, should be determined, in consultation with the tourism bodies and through on-site investigations and signage analysis, with due regard to space limitations within the current signs system. The following recognised attractions are presented for discussion purposes to highlight some new principles that could be considered.

6.1.1 Table Mountain Cable Way

The entrance to this attraction is clearly from Kloof Neck and it should be signed from both approaches, that is from the Camp's Bay side and the Cape Town approach. In the latter case, there should be some announcement of this attraction at locations on

the outskirts of the City, on the N1 and N2. In the former case, a position west of Marine Drive (R27) would be appropriate and on the N2, hospital bend on the eastern boulevard offers an appropriate location where a decision by tourists needs to be taken. From the Camp's Bay side, it is recommended that M6/M62 signalised intersection in Camp's Bay plus the Houghton Drive/M6 intersection at Bakoven include advance directional signing.

6.1.2 Cape Point Nature Reserve

In the case of the Cape Point Nature Reserve, it is recommended that the existing roads (M3, M4, M6, M64, M65) be used to offer additional assistance via advance directional signs, GD2, and GD3 confirmation signs (at 5km intervals) indicating the distance to the attraction. The two final routes offer a coastal or an inland approach to Cape Point and it is recommended that both approaches be signed on the respective metropolitan numbered routes. It is suggested that the signs include the words "Cape Point" only as this is considered sufficient assistance to guide tourists.

6.1.3 Kirstenbosch

This facility needs to be signed from the north, Cape Town (N2), the east, airport approach (N2) and the south (M3). Hence there needs to be advance directional guidance before Hospital Bend where the M3 and N2 intersect. Directional information should be included on the final turn signs at the Rhodes Drive (M63) intersection from both directions, plus along Newlands Avenue. At the southern end of Rhodes Drive, at Constantia Neck circle, Kirstenbosch should also be indicated.

6.1.4 Waterfront

This attraction should be included with the abovementioned signing for the Cable Way from the N1, west of Koeberg Interchange and the N2 where the M3 separates on Hospital Bend. The final turn indications should be carefully placed and sufficiently in advance to allow the correct lane maneuvering to occur in advance of the current Buitengragt N2 intersection. From the Western Boulevard approach, it is recommended that the route be from the Portwood Road approach and signing should lead tourists from Main Road, through the circle and towards Portwood Road.

6.1.5 CTICC – Cape Town International Conference Centre

This facility should be included with the signage for the Waterfront on all approaches on the primary road system. The added signage with reference to the undercover parking garages is merited as part of the traffic management plan.

6.1.6 Visitor Information Centres (VIC's)

It is the policy of Council to promote the existence of, as well as to provide extensive signing to the Visitor Information Centres on the major road network. The role that the VIC's play in engaging with the tourist, the provision of maps, brochures and information to assist with pre-trip planning is invaluable to assisting with transfer of travel guidance to the tourist. This role is vital for the Tourist Information Network to succeed. The Cape Town Tourism VIC's are therefore elevated above any other information centre in the provision of road direction signage in sign face as well as extended signage provision on the road network.

A standardised GF signboard, containing the **i** symbol (GFS B5-8) as well as the wording **Visitor Centre** will be displayed at strategic points in the vicinity of the various Visitor Information Centres directing motorists and pedestrians to these facilities. On some of the major road intersections the incorporation of the message as an insert panel on the primary road signs (GD) is promoted.



Photograph 4 Typical VIC Sign

All other Information Centres will have to obtain accreditation from Cape Town Tourism before any road signage will be approved. The wording “Visitor Centre” will only be permitted to be displayed on Cape Town Tourism information centres.

6.1.7 Additional Local Attractions

There are additional attractions which may currently be signed in a similar fashion from the main, numbered routes e.g. Rhodes Memorial. **However, unless the attraction is deemed to be a national attraction, then it should not be announced from the appropriate Primary Guidance sign.** For example, in the case of Rhodes memorial, it is suggested that this attraction be treated in the usual manner i.e. with a stand-alone tourist sign from the last numbered route.

There should be a mechanism/body which determines the status of all attraction within Cape Town i.e. a mechanism which determines whether or not an attraction is of national importance (refer to notes in the Tourist Information Network) and thus deserving of inclusion into the Primary Guidance system. Such decisions should not be taken lightly, however, and it is thought to be a rare occasion that such an attraction might be deemed to be deserving of special attention, in light of the earlier principle:-

Any form of sign placed within the road reserve should offer navigational assistance and have orientation value. It should not be used solely to announce (advertise) a facility or attraction.

Consequently, facilities like Ratanga Junction previously deemed to be a major attraction and subsequently signed from the N1, M5, M8 should now be re-evaluated as it no longer meets the minimum warranty and requirements for the current level of signing. Any additional signs from alternative roads e.g. R27, M5, should also be re-evaluated in the short term. The mechanism for determining the status of attractions should comprise members of the tourism authority and members of the various road authorities

6.1.8 Street maps and Information Lay-Byes

There are numerous street maps provided on road sides for motorists to utilise for navigational and orientation purposes. The majority of these however have not been maintained and many have been badly vandalised. The issue of ownership and maintenance of these requires clarity from the road authority.

It is a recommendation that every VIC has a “Street Map” that has the local road system clearly marked and labelled. This same map may indicate facilities that are to be found within a reasonable radius of the location of each of these maps. A five kilometre minimum radius is recommended. It is important to note that petrol filling stations could also form part of this network

6.2 Local Destination Signing

The issue of local destination signing is potentially as complex as tourist signing as they both tend to deal with non-orientational destinations. These signs are discussed within SARTSM VOL 2 Chapter 9 (9.4) signs manual and could become difficult to manage due to the following reasons:

- Their inclusion in the road sign system is at the same location as the tourist signs i.e. creating a further competition for the driver’s attention.
- Their diversity creates a further proliferation of signs, as in the case of tourist signs.
- Their inclusion permits a potential advertising conflict e.g. post offices being privatised and having a corporate (not public) presence.
- Their inclusion may be to the exclusion of tourist signs in the road reserve.
- Their total inclusion could lead to serious visual clutter in most urban areas with a confusing proliferation of symbols, thus nullifying any potential benefit.

In an attempt to assist urban authorities to approach local destination signing in urban areas in a consistent and structured manner. The warrants in this section will be the adopted warrants for all local destinations in the Cape Town area and any specific destination not recorded, will be dealt with in accordance with the general signing principals.

Note : *Local Direction signs may not be used on any Class A road (freeways). Local Direction signs will not commence further from the destination than the nearest numbered route unless otherwise specified in the specific warrants.*

The extract from SARTSM – VOL2 Fig 9.23 shows the relationship (spacing) between the primary signage (GD) and the supplementary signage, the GF2 and the GDL1. This scenario’s is the “ideal” but in many situations, especially in highly urbanised areas there is insufficient space to accommodate both GF and GL signs as per the recommended layout. The two types of “secondary” signage have to be accommodated at a single position.

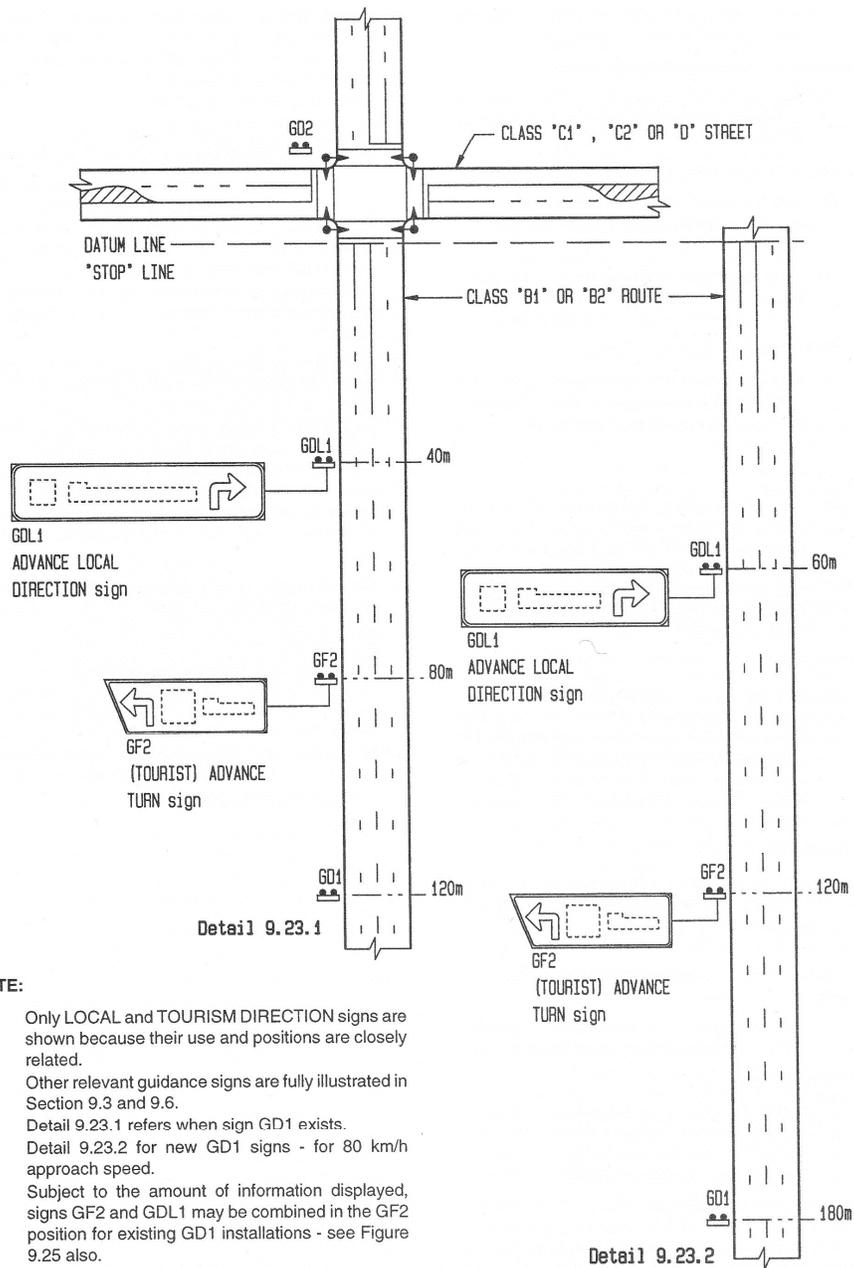


Fig 9.23

Supplementary Local Direction Signing -
Class "B" Route

In many circumstances, the questions raised by local institutions e.g. churches and schools, when requesting signs are the same as for the tourist sign requests. Often such institutions claim that visitors from out of town cannot find the establishment and therefore the destination sign becomes essential. However, if the 'pre-planning' principle is applied consistently, the signing approach remains equally appropriate for the international visitor seeking a guest house, as a visitor from an adjacent town seeking a church for a wedding or a (sporting) function held at a school. Where applications/requests for Local Direction Signs are made they should follow the same approval process as described for Tourism Signs. Notwithstanding the above the application for signage by each facility will be considered and treated individually on merit. A very important reason for road authorities to approach the provision of tertiary level supplementary direction signs with care is the question of precedence. Once one type of destination has been signed, it becomes very difficult to deny further applications to sign similar facilities, particular in the warrant or motivation for the original sign is in any way suspect.

The three most common Local Destination Signing applications are:

1. **Shopping Centres** - Group 3A – Major Use
2. **Schools (Educational Establishment)** – Group 3B – Regular Use
3. **Churches (Places of Worship)** – Group 3C – Irregular Use

Shopping Centres:

The warrants contained in SARTSM – Vol. 2 - 9.4.8.3 are sufficient to evaluate an application that meets the minimum requirements for signage consideration. There are however a number of Community (shopping) Centres situated well within residential areas that can be signed subject to the following criteria:

1. not visible from the major access roads or
2. difficult to navigate to, requiring many turns and changes of direction
3. provide off street parking for a minimum of thirty five (35) vehicles
4. provide at least one "late-night" convenience type store or pharmacy

The recommended signage that may be provide is the standard format GDL 1 and /or GDL 2 signs from the most direct access road and may be followed up as with GDL3 type signs within the residential area.

Schools and Church's: Notwithstanding the warrants contained in SARTSM – Vol.2 9.4.8.4 and .5 this policy requires the additional motivation of submitting a detailed listing of:

1. Regular events open to the general public that take place outside of normal "school or church" activities. These activities should happen at least once a week
2. Facilities utilized by the general public or clubs outside of the normal hours of the "school or church"
3. Motivation should clearly show that non-regular (unfamiliar) road user's of the facility are attracted on a regular basis and therefore require addition guidance to such a facility.
4. Signage may be considered if the facility in question is spread over a number of buildings not within the common property

Facilities should be carefully examined as to their nature being for a motorist or pedestrian. It is recommended that such 'pedestrian' facility signs such as library, post office, ATM and the such-like, should not be signed from within the road reserve for the attention of the motorist. As previously stated these signs are intended for pedestrian environments.

Consequently, it is recommended that in areas of environmental sensitivity, such as scenic routes, the inclusion of local destination signs be considered only as a last resort. When considering existing or future local destination signs, the local authority

should carefully examine the primary guidance system to ensure its completeness and once this is in place, only then should any local destination sign be considered.



Fig 10

Recommended sign layout when there are space constraints GDL and GFS are to be combined and displayed at a single position.

It is the policy of council to apply the Warrants - General (9.4.7) and Warrants for Specific Urban Local Destination Types (9.4.8) for all Local Destination Signing applications.

It is the policy of Council that where required the GF (Tourism message/symbol) will be incorporated into the GDL board as a brown insert panel as per fig. 6.2 above. GDL (Local destination) messages will therefore never be incorporated into the brown trapezoidal tourism signboard.

In the case of more than one request for local direction destination at a single intersection, it is recommended that Group 3A be given preference over any Group 3B or Group 3C destination and similarly a Group 3B over a Group 3C if no Group 3A is present. See SARTSM Vol. 2 Table 9.1

6.2.1 Public Transport Facility Signing

Public transport and the use of public transport is one of the major initiatives of Council. To assist with the program to encourage the use of all forms of public transport, road signing will be provided within the warrants and guidelines, as contained in the SARTSM. This is another class of signing that the tourism signage system will have to compete against. As per fig 10 any tourism sign will have to be included on the Local Direction sign if they compete for the same position within the road space.

It is the policy of Council to provide signing to public transport interchanges i.e. Railway Stations and Transport Interchanges

6.3 Pedestrian Signing

This signing issue is also referred to in the SADC manual and guidelines, while it is viewed as an essential component in providing guidance and essential information to the tourist, the following points should be considered by local authorities when assessing tourism and pedestrian signage holistically.

The issue of signing pedestrian facilities in a vehicular road environment should be avoided. Certain facilities are typically 'pedestrian' in nature e.g. post office, ATM's etc. and it is questioned whether the motorist is in need of such directional signage within the road environment. Hence it should be carefully determined whether or not

the facility should be signed for pedestrian or vehicular attention before deciding on the location of the sign. Furthermore, a careful examination of the 'advertising' nature of such a sign should be assessed before erecting any such pedestrian sign within the road reserve.

The principle of 'pre-planning' should be used in the consideration of pedestrian facility signs in a pedestrian environment. Here, sign clutter can also become an issue and, hence, only essential information should be permitted e.g. information offices, toilets, general eating/drinking and emergency services. To avoid dispute and undesirable advertising, there should be no corporate reference made on any pedestrian signs.

The inclusion of detailed street maps are an excellent means of conveying all the relevant, local information and essential for the success of a Tourist Information Network. In this regard, recognised parking garages and other locations which offer a natural collection point for tourists offer an ideal place for such local maps and information boards. **It becomes essential, however, that parking areas and parking garage signs are clearly identified within the road network and their approaches be carefully designed to offer the simplest search path for tourists, who ultimately all become pedestrians.**



GFS



GDL

6.4 Accommodation Signing

Level 2: Accommodation

The majority of application for tourism road signage is for one of many existing classifications for accommodation: The different classification each have their own unique symbol as indicated below.

- Hotel
- Motels
- Inns
- Lodges



GFS C1-1

- Chalet/Self-catering Establishment



GFS C1-2

- Caravan Parks and or Camping Sites



GFS C1-3



GFS C1-4

- Guest House



GFS C1-5

- Bed and Breakfast



GFS C1-6

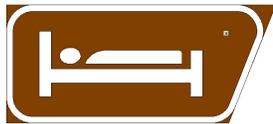
- Youth Hostel



GFS C1-8

As the tourism industry grows within the region the number of accommodation facilities who apply for road signage increases. The number of signs that may be accommodated within the road reserve is limited due to the requirement to display the primary signage placement and spacing requirements and hence the available space designated for the display of tourism and local direction signing.

- 6.4 The policy of Council in assisting the tourist industry to accommodate the road signage for accommodation facilities is to provide only the generic accommodation symbol (GFS C1-1) off the Designated Metropolitan Route System for all applications that offer “accommodation.” The only exception to the generic symbol only being displayed, are Hotels with a minimum of one hundred (100) beds. These facilities may have their names displayed with the GFS C1-1 symbol at the discretion of the RTLC if access to the facility or to the parking is not clear or obvious to the road user.**



GFS C1-1



Once off the major road system, subsequent follow up signs may then carry the facility name. It is the responsibility of the facility owner to then clearly display the facility name, street address and number on the property in question, in accordance with the outdoor advertising and signage by-law.

Often, the cause of greatest conflict in the area of tourist signing occurs through the applications for accommodation signs. This is particularly true for areas within Cape Town, where large volumes of tourists seek accommodation, either on a pre-booked or ad-hoc basis. It is reported that information centres are not frequently visited by local or regional tourists but this is not acceptable for an industry striving to introduce the tourist to a host of attractions that he/she had hitherto been unaware. In this regard, the tourist industry and road authority should pursue a more aggressive approach to actively encouraging tourists via positive guidance to visitor information centres, or kiosks instead of a plethora of individual facility signs.

Recognized visitor information centres should become the foremost provider of information and, thus, require better signing from the road which could take the form

of trailblazers along approved approach roads to the centre. This signing will enable the tourist to collect appropriate maps and information and the centres must be supported by the Tourist Information Network described in Section 4 above

It is clear that there are two distinguishable categories of tourists seeking accommodation. Firstly, the client who has pre-planned his trip is aware of the area in which he is staying and does not require a sign to the specific facility, as he should have received such navigational information from his host. The second category of client is the ad-hoc tourist who chooses to locate his accommodation late in the day.

Finally, there remains a group of tourists who do not enter information centres and who choose to select their accommodation 'from the street'. Therefore, in areas offering a more basic level of accommodation, there remains a need to announce accommodation facilities for these 'passer-by'. It is recommended that tourist signs



GFS C1-1

showing generic symbols (**GFS C1-1**) be permitted on numbered routes at locations where there is a cluster of similar facilities e.g. multiple B & B's, self-catering or guest house facilities. Hence, the tourist is offered a range of facilities and it is his/her responsibility to locate and choose the accommodation. Such a generic sign removes the proliferation of named facility signs and makes the long-term management of the signs possible. It is suggested that any follow-up signs inside the residential area not be restricted and that the facility name may be displayed on the sign. The most direct route to the facility is to be signed i.e. any facility relying on pass-by trade should direct the road user at the decision point along the route. The distance of this signage display will be at the discretion of the RTLC.

It is Council's policy to display only the GFS C1-1 symbol as a generic sign for the complete range of accommodation facilities

The display of all other symbols for the various accommodation types will no longer be displayed. The display of GFS C1-3 and GFS C1-4 is exempt from this decision.

6.4.1 Tourist Direction Signage – Application of Urban Guidance Signing.

SARTSM Vol. 2 Ch 9.6.1

General

1. This section provides a wide range of examples of typical urban guidance signing sequences. In particular each of the signing levels identified in Subsection 9.3.9 and Figure 9.15 are illustrated.
2. It is very possible that a signage situation will arise which is not specifically covered. A solution to such a problem is almost certain to be available by combining aspects of two or more of the given examples. It should also be noted that further examples of guidance sign applications can be found as follows:
 - (a) Chapter 4: Tourism Signing

The recommended sign face design for tourism signage is illustrated in Fig 9.4(a) below and is recommended to be used as the standard layout, however, there are situations in a urban area where lateral space is a constraining factor and fig 9.4(b) is recommended.



Fig 11(a) SARTSM Example - recommended where space exists

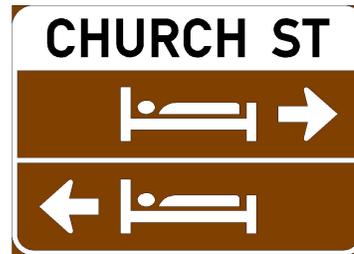


Fig 11(b) City Standard – where insufficient lateral width available

This design is recommended where placement on narrow footways is required. There are situations of even tighter constraints, considered to be “Extra Urban” where only generic signage and street names can be displayed. Fig 9.4(c) is recommended as the appropriated layout for the accommodation of the street name with one or both directional accommodation generic symbols. It is further recommended that this sign only be displayed if there are 2 or more tourism facilities in the direction of the sign. The Road name should be detached if there are less than 2 facilities in the direction of the sign.



Street Name and single GFS combination



Street name and bi-direction GFS combination sign

Fig 11(c) Combined street name and tourism sign for extra urban areas

Extra Urban Areas

Extra urban areas may be defined as not being able to typically meet the spacing requirements as set out in The SARTSM manual for urban areas. These areas will Urban blocks of less than 70m in length, or

1. Staggered blocks where roads typically are not aligned to create a four legged junction.
2. Have canopies, balconies and/or awnings that project over the footways that restrict the placement of signage or
3. restrict the recommended minimum vertical ground clearance of 2.1m
4. If the sign is erected in an area of frequent bicycle usage the minimum ground clearance of 2.5 m is to be maintained

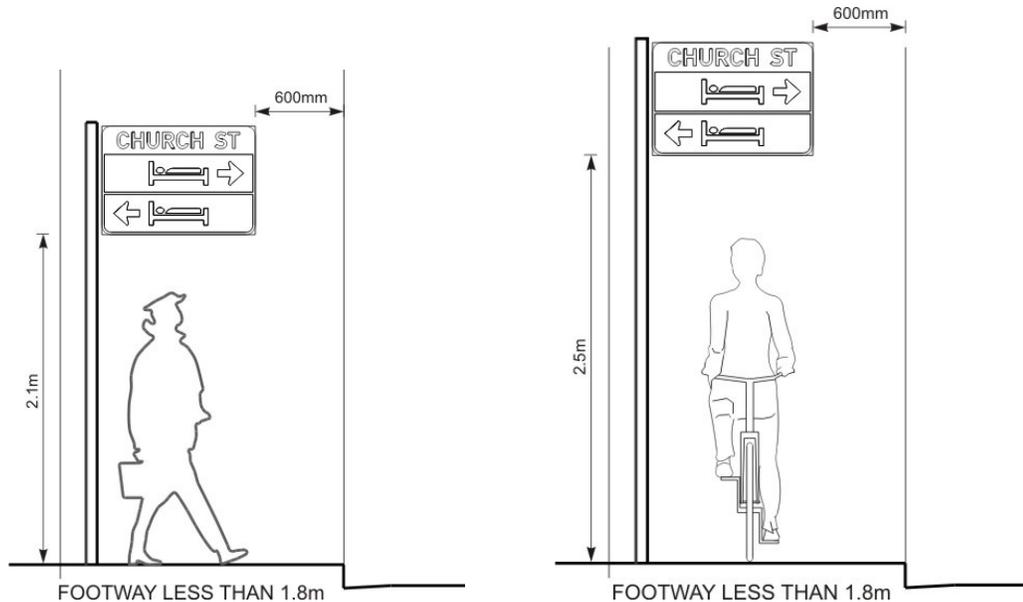


Fig 11(d) Typical sign arrangement for footway widths < 1.8m

In Fig 11(d) above it is recommended that the sign width be kept less than 1.2m and be fixed to a single post to facilitate the movement of wheelchairs and generally facilitate a free movement on a narrow footway.

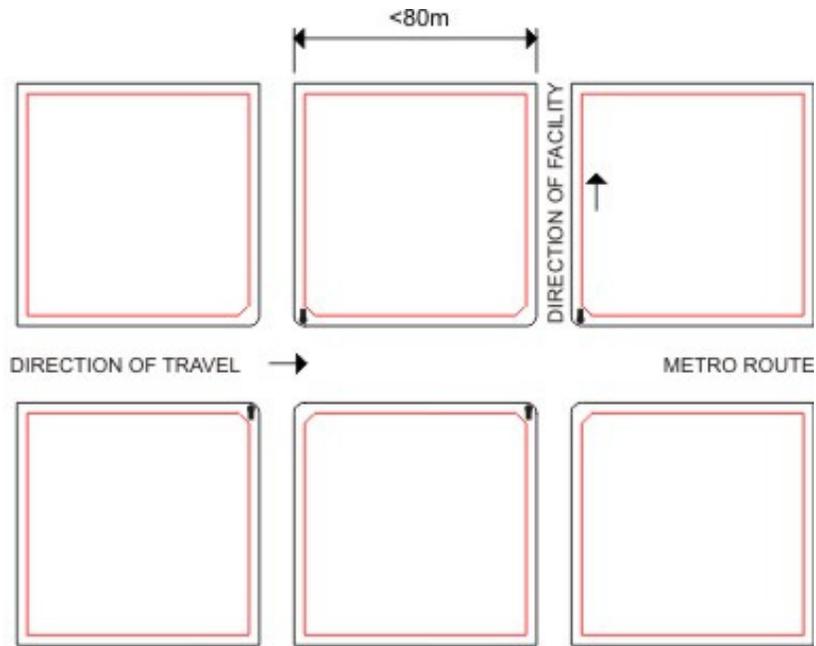
Recommended Sign Layout at Intersections

With reference to SARTSM Vol. 2 Chapter 9 Fig 9.39

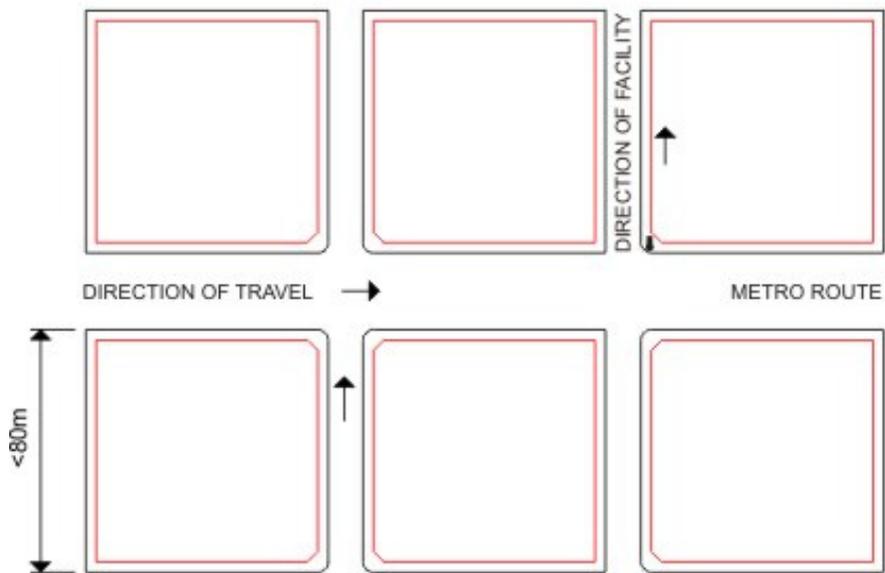
The following principles are recommended:

1. Sign placement, the recommended layout is in the final turn position in both travel directions.
2. If space constraints exist the signs are to be placed on the corners nearest the direction of the facility displayed on the sign.
3. If neither of the above is possible then the sign is to be erected on the opposite corner
4. Sign is to be “double sided” in both of the above recommendations
5. Suffixes to the road names are to be displayed in reduced text height
6. Wherever possible House Street Numbers with arrows are to be included.
7. If the sign is a composite GDL/GFS type the “Tourism Insert Panel” will always be displayed as the bottom panel. *see Fig 10*
8. Due to the fact that in this environment there will only be one sign per destination displayed, the sign will display only two lines of text below the Road Name

The illustrations below are to act as a guide to Extra Urban signing conditions and does not imply that other situations may not arise.



RECOMMENDED LAYOUT FOR
URBAN BLOCKS < 80m
FIG 9.4(E)



MINIMUM LAYOUT FOR
URBAN BLOCKS < 80m
FIG 9.4(F)

Fig 9.4(E) shows the recommended sign positions in the final turn (diagonally opposite corners) positions in both directions. Fig 9.4(F) shown the application if space is constrained even further, the recommendation is for the sign (double sided final turn) to be situated on the corner closest to the turn direction of the facility

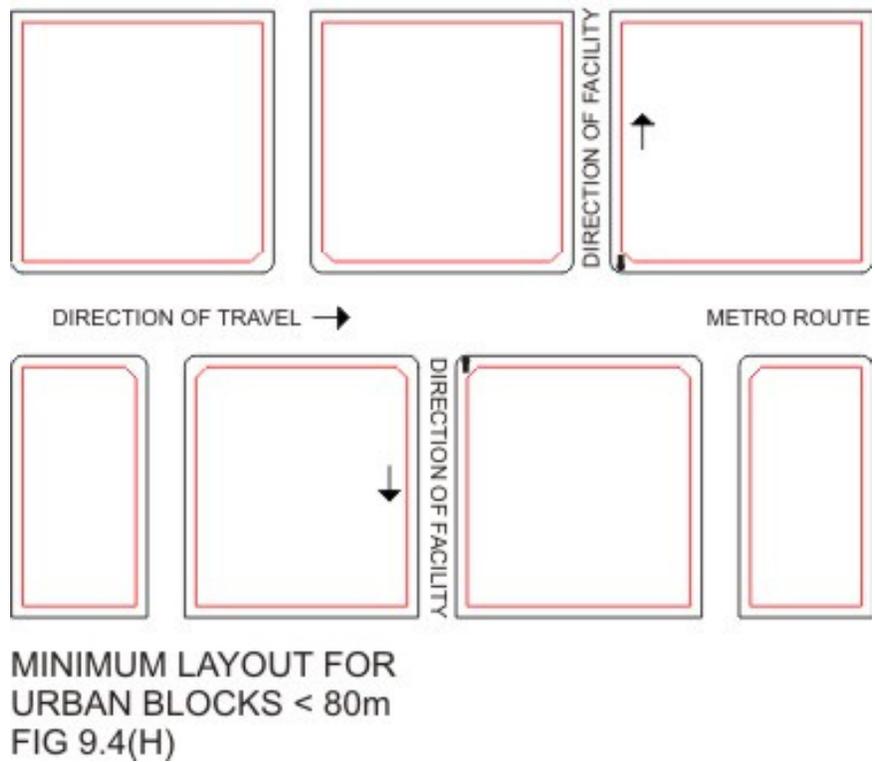
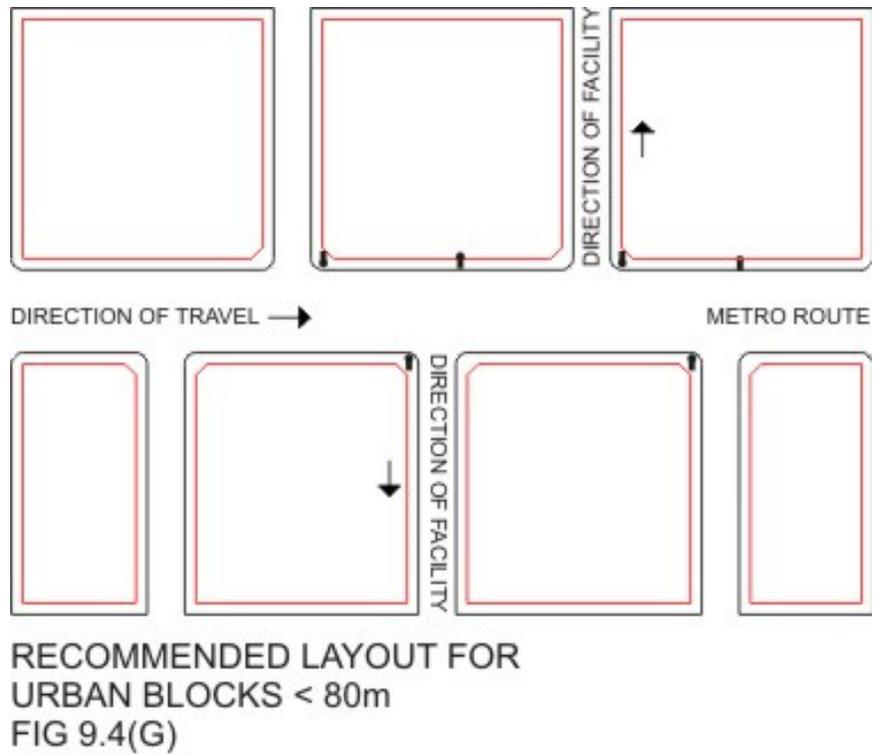


Fig 9.4(G) shows a staggered intersection situation, the recommended sign positions in the final turn positions (single sided final turn signs on diagonally opposite corners) in both directions. Fig 9.4(H) shown the application if space is constrained even further, the recommendation is for the sign to be situated on the corner double sided final

turn signs on nearest corner only) closest to the turn direction of the facility.

6.4.2 Emergency services

Type GFS B1-2 (SAPS) Police Stations and GFS B1-3 Hospitals providing 24 hr Emergency Service.

Council promotes the display of these two types of signage. These types of signage have community health and safety aspects that, if present, can assist with life threatening situations.

It is Council's policy to include the names with the primary symbol on these 2 types of signs (Hospitals and Police Stations).

In the normal signing sequence of the different signs types, (as described in Vol. 2 Chapter 9) when displayed at intersections, if the situation arises where these two emergency GFS B1 types of signage are designated for display and there is competition for space, these will take precedence over other GF type signs.

The warrants for these types of signs are from the nearest numbered route, unless there are particular circumstances to sign from further away.

6.5 Scenic Route Signing

The issue of signing for scenic routes can be a sensitive issue and one that is similar to the issue of signing for theme routes around the City of Cape Town area. However, it is proposed that scenic routes, as recognized and approved by Council e.g. Boyes Drive, Ou Kaapse Weg, De Waal Drive etc. should be indicated on the primary signage system with name and GFS A4 symbol (tourism insert panel). These routes offer the tourist an alternative route or approach of scenic value which, if missed, would lessen the visitor's experience. It is vital for scenic routes to be indicated on maps and that this issue is referred to in the available Tourist Information.



Photograph 5 showing scenic route "Tourism Insert Panel" application

These scenic routes should be signed at the start of the route and not along the route e.g. to announce the route ahead of the intersection or turn. The scenic route symbol should be restricted to use on advance directional signage and at the start of the scenic drive with the display of the symbol GFS A4 and name.

With regard to the nature of signage permitted along scenic routes, it is proposed that only primary guidance signs and tourist signs, of acceptable attractions or facilities, be allowed. There are numerous cases of sensitive scenic routes being over-run by signs and, hence, this approach has been recommended to prevent any such visual clutter

There should be no advertising signs permitted along scenic routes and, for more information, reference is made to the Outdoor Advertising By Law, wherein is describes certain schedules of outdoor advertising which require assessment by the

local authorities.

7 APPLICATION PROCEDURE AND MANAGEMENT STRUCTURE

A prerequisite for a successful application procedure is a correct and consistent interpretation of the guidelines and principles. Tourist sign applications are usually sensitive and rarely straightforward and, consequently, it is essential that officials and tourism representatives alike receive comprehensive training. Furthermore, due to the dynamic nature of tourism, it will be vital to maintain regular feedback sessions or 'working groups' to ensure consistency across the different administration areas of Cape Town and an environment for new personnel to learn the principles and the process. The current Road Tourism Liaison Committee (RTLCL) is fundamental to the process of a consistent approach to the review and approval process of tourism signage applications. The committee comprises representatives from Cape Town Tourism, WC Provincial Tourism, City of Cape Town Tourism and Roads and Transport Directorates.

7.1 Fundamental Principles

While the local authority should be able to apply discretion to these fundamental principles to suit their particular circumstances, this should be done with full understanding of the implications thereof. To assist in the tourist sign application process, the following fundamental principles are reinforced below in summary form.

- a) Any form of tourist sign placed within the road reserve should have directional value and offer navigational assistance. It should not be used solely for the purpose of announcing (advertising) a facility or attraction.
- b) Providing road signs within the road reserve is based on the fact that tourists have done a degree of pre-planning and have a general understanding of their preferred route and chosen destination. The tourist facilities and attractions have a responsibility to provide such pre-planning navigational assistance and should not expect the road environment to offer 'door-to-door' guidance.
- c) In compliance with SADC RTSM, the road authority, should ensure that the following information exists within the road reserve:
 - Route numbers
 - Interchange numbers
 - Distance markings
 - Town names
 - Suburb names
 - Cardinal directional guidance and orientation in the form of recognizable place names, major attractors or feature and where necessary direction i.e. north, south, east and west
 - Main road names
 - Local street names
 - Promoting the display of street numbers (property owners, commercial and residential)
- d) Applications for tourist signs should be processed with an accompanying fee, as determined from time to time by the tourism authority, which gives

approval for the temporary erection of the sign within the road reserve. The approval is for the *right to display the sign* and *not* for the sign itself and this approval is renewable every five years. The applicant is responsible for all costs relating to manufacture and erection of any signage approved by the City

- e) Only generic accommodation symbol (without facility name) will be permitted on numbered metropolitan routes. Once the tourist is guided off the numbered route, the usual symbols (hotel, guest house) and, possibly, facility names could be allowed for major facilities on signs using reduced letter heights and symbols one size below the sizes as recommended by SARTSM. The motivation for this is that the symbol will still meet the legibility requirements and the reduced letter height will still be visible from an acceptable distance as the number of “bits” of information will normally not exceed two or three (2 or 3) which will allow for smaller sign sizes in the urban context.

7.1.1 Tourism signage quality and materials

It is the policy of Council that all signage erected within the road reserve meets the minimum standards as set out in the SARTSM Manual

On approval and erection of tourism signage the asset becomes, for management purposes, the property of the Roads Authority. The standard of construction and materials therefore is deemed to have to meet seven (7) to ten year (10) year lifespan (depending on orientation and proximity to the ocean).

Construction standards applicable are as follows:

Backing Material – Chromadeck, flat steel sheeting 1.2 mm thick.

Chromadeck, profile steel sheeting 1.0 mm thick for signs <1.2 sq. m in area

Sign wider than 1,2 m requiring two support poles are to be constructed only of 200mm horizontal chromadeck profile sheets 1.2 mm thick.

Signface Materials:

Background: Class 1 Retro-reflective SABS approved background material

Lettering, symbols and arrows and borders: Class 1 Retro-reflective SABS approved material, class3 material may be specified where higher visibility is required.

Details for material and construction methods refer to SARTSM Vol. 2 Chapter 15

Sign Supports:

It is the policy to provide galvanised steel support posts where there are made (paved) footways, elsewhere there are unmade footways or road verges trestled pole may be utilised.

7.1.2 Signage Contractors

The manufacture and erection is normally contracted out to private Road Traffic Signage Manufacturers. The majority of signage is mounted on posts that are set in the ground. The underground services that these posts and footings may disturb require that the contractors apply for and be granted way-leaves to carry out such work in the road reserve prior to the erection of the sign. The services plans are not only limited to the Local Authority services but include Telkom, Neotel, Eskom and any other institution/company responsible for underground services. There may also

be specialised companies that have installed services with the Local Authorities permission. It is the owner/applicants responsibility to obtain such wayleaves. Every application, once approved, should have an approval letter and a letter of agreement between the facility owner and the Council defining the approval period (five years) as well as any special conditions related to such approval. Contractors are required to only erect signage on receipt of such a letter from the facility owner. The erection of signage that does not have the necessary approval documentation will be deemed to be illegal.

This policy requires that the sign manufacturer's clearly mark the sign with their company name as well as the date of manufacture and erection on the rear of the sign. The decal is not to exceed 10 cm W x 5 cm H

In the case of double sided signs, the decal must be fixed and displayed on the support post immediately under the sign.

Council reserves the right to recommend certain specialised road signage contractors to the applicants on such approval letters. The review of contractors will be ongoing to ensure that an acceptable product will be manufactured and erected, by companies with the necessary tools, skills and experience.

7.2 Application Procedure

The current tourist sign guideline documents (SARTSM and SADC RTSM) consider types of tourist facilities and their frequencies in determining appropriate signing policies. However, they do not consider the environmental sensitivity through which the road passes and whether or not the sign is desirable or not. It is therefore recommended that The City adopt a similar treatment for 'areas of control' as that seen in the SAMOAC and The Cities outdoor advertising and signage by-law documents. Figure 3 shows a proposed flow chart for Tourist Sign Applications in Cape Town. This procedure assumes that an administrative structure is in place that encourages interaction between tourism representatives and road authorities, which is further described in Figure 4 (currently RTLCC).

The application procedure begins when the applicant submits a request for signs, through the Visitor Information Centre. It is recommended that the following is in place, prior to making application for signage, membership of Cape Town Tourism, as well as all planning requirements and approvals. To ensure a timeous response, it is suggested that an initial screening takes place to prevent unnecessary delays and frustrations for the applicant. Hence, this screening would confirm the relevant facility status and accreditation, and the nature of the sign,(in terms of the permitted symbol or names).

If this first screening is positive, a leaflet should be sent or handed to the applicant, fully describing the application process, warrants, standards, requirements and the cost structure with the applicable application forms.

If the applicant wishes to proceed, the appropriate inspection by Cape Town Tourism should take place and the application forms should be completed. Once Cape Town Tourism is satisfied that all the documentation is in order and that the facility complies with, or exceeds minimum standards, the application is referred to the RTLCC (Road Tourism Liaison Committee) for consideration. The transport representative then carries out a site inspection to determine whether an opportunity exists within the road reserve to erect the signage applied for without compromising relevant standards. If the application is successful a letter of approval with the

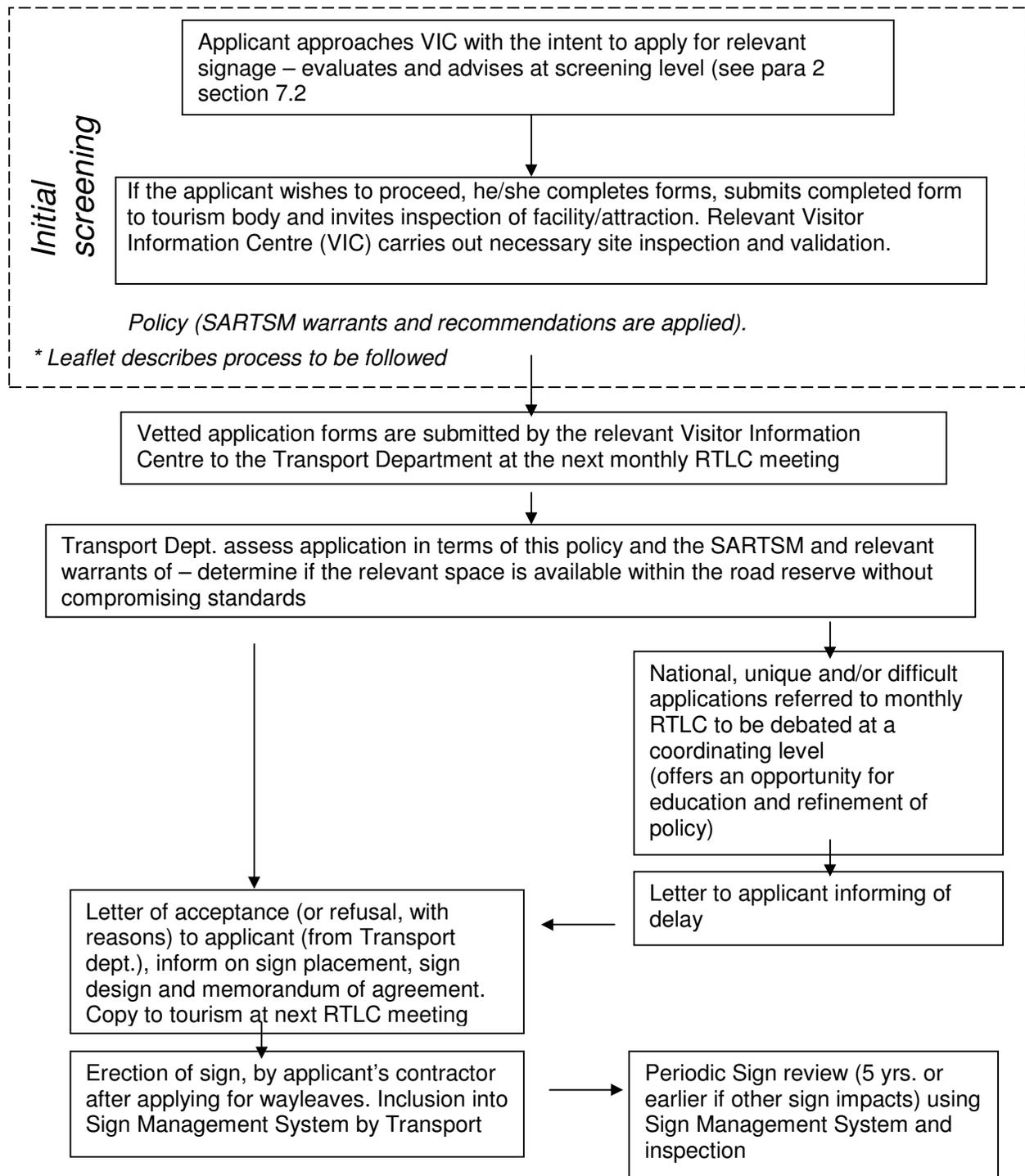
memorandum of agreement, as well as a plan indicating the approved sign positions and sign design is prepared. Transport issues the approval letter to the applicant and informs the relevant VIC at the next RTALC meeting and provides same with a copy. If the application does not meet the warrants a letter advising that the application was unsuccessful, is returned to the owner by the Transport Dept., with a copy to the VIC requesting more information or a letter of non approval is issued. The use of the RTALC committee simplifies the procedure in that it is unnecessary to circulate the application to everyone concerned. This leads to an improved level of response and service while ensuring a coordinated and consistent application of the policy (see Figure 12).

It is important to note that there is a regular review (minimum of 5 year interval) of all tourist signs which involves a simple inspection of both sign and facility and the possible payment of a renewal fee. Hence, the sign is not a permanent fixture in the road reserve and it may be amended (by the addition/removal of symbols), relocated to an alternative position or removed if the facility changes ownership or the appropriate warrants are no longer achieved, or if required as part of a rationalization exercise. If the sign is deemed to be in need of replacement by the relevant transport representative, this is to be stipulated and done at the facility owner's expense. There is also an additional need to rationalize signage as part of the application process. The situation of a new application being refused or only being granted generic signage because of the existence of illegal signage (normally carrying the facility name) is a frequent problem. The opportunity to rationalize the signage at these locations should follow the normal application route and be dealt with at the regular RTALC meetings. This process will require a new application forms to be submitted through the local VIC by those parties who's unauthorized signage is flagged for removal.

Onus rests with the facility owner to provide written proof of authorization for any sign displayed in the road reserve. The letter of approval must therefore be retained on file by the facility owner. Failure to provide such authorization can result in the City removing such signage

The use of a Sign Management System is recommended to simplify the management of tourist signs. This signs management system should have the ability to record the conditions of approval, plus the exact location, content and ownership of the sign. The Sign Management System should alert the officials at the appropriate time for an periodic review and recommend any special actions to be taken. The capture of as-built data into a Signs Management System will enable the officials to track the legal and illegal signage and take the appropriate actions to remove or rationalize the signage.

FIGURE 12: FLOW CHART FOR TOURIST ROAD SIGNAGE - APPLICATION PROCEDURE

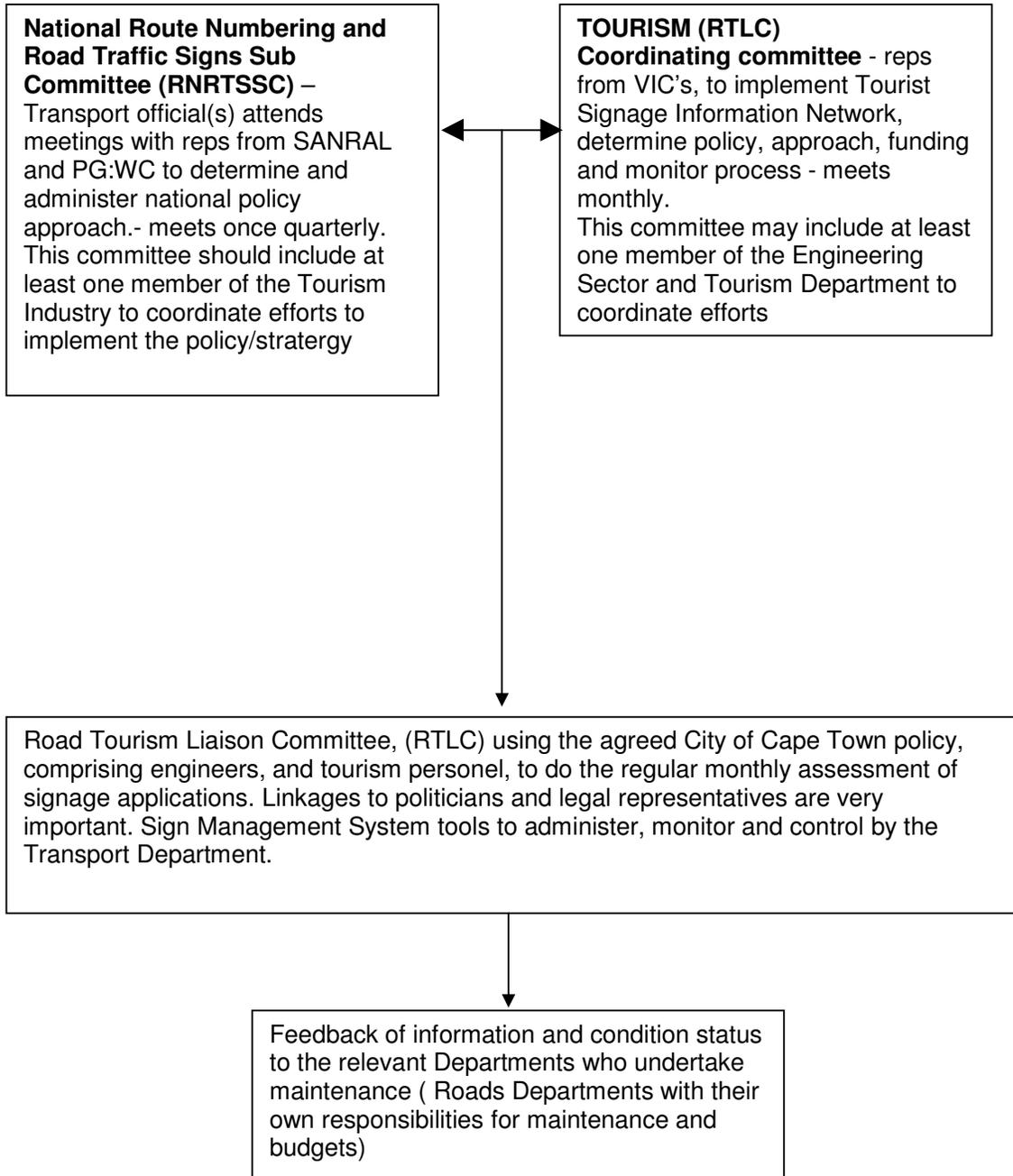


An effective administrative structure will be essential to aid the management of the tourist signs applications process, shown in Figure 4. It is apparent that no policy can hope to cover all the permutations of tourist signs applications and it is essential that officials are able to interpret and enforce the policy consistently. Hence, the proposed structure includes a “Working Committee” where policy decisions and new trends are debated and assessed at regular, four to six month intervals.

This Working Committee to consists of the transport, roads and tourism representatives and, possibly, consultants where its function is to debate difficult or unique applications and recommend appropriate courses of action, either up or down. There is an essential training and educational component of this committee at this level and it is aimed to assist all officials involved. It is thought that this committee would by its nature be the catalyst for simplification of the tourist symbols and classification nationally. That function would ultimately be performed by the “National Road Signage Committee” (RNRTSSC).

A Coordinating Committee (RTLCC) should include transport and tourism representatives from the different VIC’s. It is at this committee that the applications from the different regions across the city are dealt with. Discussion evaluation, assessment and the ultimate recommendation is agreed to. The value of the RTLCC committee is fundamental to the services delivery and the timeous resolution of the approval process.

FIGURE 13: ADMINISTRATION FOR THE PROCESSING OF TOURIST ROAD SIGN APPLICATIONS IN CAPE TOWN



7.3 Fee Structure and Enforcement

The success of this system is dependent on the continuous management of the system by the officials. It has been suggested that road traffic tourism signage applications will be processed on payment of a once-off assessment fee. However, an annual fee may be payable to the Road Authority for the right to display the sign (not for the sign itself). Applicants must be informed that any transgression of the regulations would result in removal of the sign, at the applicant's expense.

There are two scenarios that require action from the Road Authority to remove road tourism signage:

Scenario 1. There is a requirement to rationalize the road tourism signage (this includes legal and illegal signage) at a particular intersection

A system for the identification, notification of removal and removal will be initiated. The process will follow the steps listed below.

- Illegal or existing cluster road tourism signs will be identified for removal or rationalization and a proposal to this effect, submitted to the RTLC for consideration and approval
- The Visitor Information Centre (VIC) will inform the facility owner of the decision to remove, rationalize or replace with appropriate generic signage in writing.
- Transport/Roads Department will be requested to remove the illegal/irregular signage within twenty one (21) days of notification being sent and arrange for the erection of appropriate replacement signage where identified.
- Signs so removed to be retained at the roads depot for one month

Scenario 2. There is a requirement to remove illegal road tourism signage at a particular location.

- Illegal or cluster signs will be identified for removal and a proposal to this effect, submitted to the RTLC for notification.
- Transport/Roads Department will be requested to remove the illegal/irregular signage within twenty one (21) days of notification.
- Signs so removed to be retained at the roads depot for one month

The Legislation listed below gives Road Authorities the right to remove any illegal signage erected within the road reserve without notification.

7.4 Current Legislation to Display, or to Remove a Road Traffic Sign on a public road

National Road Traffic Act (Act 93 Of 1996)

The following is an extract of the National Road Traffic Act (Act 93 of 1996)

CHAPTER IX

Road traffic signs and general speed limit

Minister may prescribe road traffic signs

56. (1) The Minister may, subject to this Act and for purposes of prohibiting, limiting, regulating or controlling traffic in general or any particular class of traffic on a public road or a section thereof as a public road of a particular class, prescribe such signs, signals, markings or other devices (to be known as road traffic signs) as he or she may deem expedient, as well as their significance and the conditions on and

circumstances under which any road traffic sign may be displayed on a public road.

(2) The minister may, subject to such conditions as he or she may deem expedient, authorize any person or body to display on a public road any sign, signal marking or other device for the purpose of ascertaining the suitability of such sign, signal or device as a road traffic sign.

Authority to display road traffic signs

57. (1) The minister, or any person authorized thereto by him or her, may in respect of any public road cause or permit to be displayed in the prescribed manner such road traffic signs as he or she may deem expedient.

(2) The MEC concerned, or any person authorized thereto by him either generally or specifically, may in respect of any public road not situated within the area of jurisdiction of a local authority, cause or permit to be displayed in the prescribed manner any such road traffic signs as he or she may deem expedient.

(3) (a) A local authority, or any person in its employ authorized thereto by it either generally or specifically, may in respect of any public road within the area of jurisdiction of that local authority display or cause to be displayed in the prescribed manner any such road traffic signs as such authority or person may deem expedient.

(b) A local authority may in writing authorize any other person or body to display or cause to be displayed within its area of jurisdiction and in the prescribed manner any road traffic sign approved by it prior to the display of such sign.

(c) A local authority referred to in paragraph (b) may determine the condition for such display and may order the removal of such sign.

(10) No person shall display any road traffic sign on a public road unless having been authorised thereto by or under this Chapter.

8 SUMMARY OF POLICY STATEMENTS FOR TOURISM ROAD TRAFFIC SIGNING

8.1.1 Signing for National Attractions

It is the policy of Council to provide signage to these facilities off and along the Numbered Metropolitan Route System (Class 1 – Class 3)

- Table Mountain Cable Way
- Cape Point Nature Reserve
- Kirstenbosch Botanical Gardens
- V & A Waterfront
- Wine Routes
- Cape Town Convention Centre (CTICC)
- Cape Town Stadium

8.1.2 Visitor Information Centres (VIC's)

It is the policy of Council to promote the existence of, as well as to provide extensive signing to the Visitor Information Centres on the major road network in the immediate environment of each VIC.

8.1.3 Street maps and Information Lay-Byes

It is a recommendation of this policy document that every VIC has a “Street Map” located within the immediate vicinity of the VIC that is clearly visible, well illuminated and accessible, that has the local road system clearly marked and labelled. The future provision of Information Lay-byes should be planned to provide a safe and well maintained environment. The current street map sites though out the City are in urgent need of upgrading as the majority have been vandalised.

8.1.4 Local Destination Signing

It is the policy of council to apply the Warrants - General (9.4.7) and Warrants for Specific Urban Local Destination Types (9.4.8) for all Local Destination Signing applications. Where applicable additional warrants are specified in the policy

It is the policy of Council that where required the GF (Tourism message/symbol) will be incorporated into the GDL (Local Destination Signing) board as a brown insert panel. GDL messages will therefore never be incorporated into the brown trapezoidal tourism signboard.

It is the policy of Council to provide signing to public transport interchanges i.e. Railway Stations etc.

8.1.5 Accommodation Signing

The policy of Council in assisting the tourist industry to accommodate the road signage for accommodation facilities is to provide only the generic accommodation symbol (GFS C1-1) off the Designated Metropolitan Route System for all application that offer “accommodation”. The name of the facility, as well as the symbol, may be displayed once off these primary routes

8.1.6 Emergency Services

It is Council’s policy to **include** the names with the primary symbol on these 2 types of signs; Type GFS B1-2 (SAPS) Police Stations and GFS B1-3 Hospitals providing 24hr emergency services

8.1.7 Tourism signage quality and materials

It is the policy of Council that all signage erected within the road reserve meets the minimum standards as set out in the SADC SARTSM Manual

8.1.8 Signage Contractors

This policy requires that the sign manufacturer’s clearly mark the sign with their company name as well as the date of manufacture and erection on a decal 10 cm W X 5 cm H in size

8.1.9 Road Tourism Liaison Committee (RTLCL)

It is the policy of Council that a committee comprising officials of the Transport Department as well as Tourism Representatives meet at regular intervals (four to six weeks) and that it is at this Liaison Committee that the applications from the different regions across the city are dealt with. Discussion evaluation, assessment and the

ultimate recommendation is agreed to. The value of the RTALC is fundamental to the services delivery and the timeous resolution of the approval process.

8.1.10 Approval of and implementation of the policy by the different roads authorities

The policy will only be effective in the implementation and the creation of a uniform approach to the evaluation and approval of signage applications if all of the three road authorities accept and adopt this policy for the urban area of Cape Town.

8.1.11 Illegal Signs

It is essential that a process is formulated within council that allows for the physical removal of illegal signage. The display of illegal signage is often referred to when motivating for an application by facility owners. The current scenario of granting approval to erect generic signage on the major numbered roads is causing dissatisfaction while illegal signage carrying facility names remains in close proximity. The process should be cognisant of the notification period and removal procedure (see paragraph 7.3). The notice of illegal signage should be raised at the RTALC meetings. The investigation and follow-up should be done by the VIC in which the signage is geographically located and recommendation must be made by the RTALC to actions required. The RTALC will then recommend to the Road Authority as to the necessary steps to be taken to rectify the situation i.e. removal, rationalisation of the signage or the submission of an application for consideration and approval.

ANNEXURE A – Local Direction Signage

The general principals with regard to local direction signing are described in SARTSM Volume 2 Chapter 9 Section 9.4.7. and Section 9.4.8

TABLE 1: WARRANTS FOR LOCAL DESTINATION SIGNING:

FACILITY	SYMBOL	WARRANT FOR SIGNING FROM ROAD CLASS
GROUP 3A: MAJOR TRAFFIC GENERATORS		
CBD	GDLS A1-1	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (3)
Regional Shopping Centres	GDLS A1-2	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (3)
Rail Stations	GDLS A1-6	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (3)
Airports	GDLS A1-7	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (3)
Modal Transfer Stations	IN 17 IN18 IN19	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (3)
Bus Stop	GDLS A1-8	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (3)
Minibus Rank	GDLS A1-9	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (3)
Parking Areas	GDLS A1-11	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (3)
Parking Garages	GDLS A1-12	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (3)
Park-'n-Ride areas	IN9 IN10	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (3)
Casinos	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (3)
GROUP 3B: REGULAR USE		
Local Shopping Centres	GDLS A1-2	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (4)
Primary and Secondary Schools	GDLS A2-12	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (4)
Fresh Produce Market	GDLS A2-7	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (4)
Research Organisations	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (4)
Conference Facilities	GDLS A2-9	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (4)
Sport Centres	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (4)
Libraries	GDLS A2-13	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (4)
Waste and Garden Refuse Disposal Site	GDLS A2-6	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (4)
Lay-Byes – Industrial Areas	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (4)
Lay-Byes – General Information	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (4)
Post Office	GDLS A2-2	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (4)
Industrial Areas	GDLS A1-2	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (4)
Rates and Taxes Offices	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (4)
Vehicle Testing Grounds	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (4)
Licensing Offices	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (4)
GROUP 3C: IRREGULAR USE		
Traffic Department	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (5)
Electricity Department	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (5)
Cemeteries	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (5)
Drive-In Theatres	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (5)
Churches	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (5)
GROUP 3D: MINOR TRAFFIC GENERATORS		
Fire Stations	GDLS A4-3	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (6)

Ambulance Stations	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (6)
Clinics (not 24-hour)	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (6)
SPCA	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (6)
Animal Hospitals and Clinics	N o	See SARTSM Vol 2 Chapter 9 Section 9.4.8 (6)

ANNEXURE B - TOURISM DESTINATION SIGNING

SARTSM Volume 2 Chapter 4: Tourism Signing deals in depth with all aspects of tourism signing including all facets of tourism sign face design and tourism symbols. Although Chapter 4 was developed from the need to provide tourism signing in the rural environment, the majority of its coverage is also applicable for the urban environment. SARTSM Volume 2 Chapter 9 Section 9.5 specifically deals with Urban Tourist Destination Signing and is supplementary to Chapter 4.

Table 2: GROUP 4A TOURIST ATTRACTIONS

FACILITY	SYMBOL	WARRANT REFERENCE IN SARTSM
<i>GROUP A4: SCENIC ATTRACTIONS</i>		
Scenic Route	 GFS A4	See SARTSM Vol 2 Chapter 9 Section 9.5.15 (1)
Nature Reserve	 GFS A4-1	See SARTSM Vol 2 Chapter 9 Section 9.5.15 (2) (Symbol under review to be deleted NOT TO BE USED)
National Heritage	 GFS A4-2 RSA	See SARTSM Vol 2 Chapter 9 Section 9.5.15 (3) (Symbol under review to be deleted NOT TO BE USED)
Botanical Gardens	 GFS A4-3	See SARTSM Vol 2 Chapter 9 Section 9.5.15 (4)
Gardens (Flowers)	 GFS A4-4	See SARTSM Vol 2 Chapter 9 Section 9.5.15 (5) (Symbol under review to be deleted NOT TO BE USED)

GROUP A5: SPORTS ATTRACTIONS		
Generic Sports Attractions	Pending	See SARTSM Vol 2 Chapter 9 Section 9.5.16 (1)
Motor racing tracks	 GFS A5-1	See SARTSM Vol 2 Chapter 9 Section 9.5.16 (2)
Golf courses	 GFS A5-2	See SARTSM Vol 2 Chapter 9 Section 9.5.16 (3)
Equestrian Events	 GFS A5-4	See SARTSM Vol 2 Chapter 9 Section 9.5.16 (5)
Fishing	 GFS A5-5	See SARTSM Vol 2 Chapter 9 Section 9.5.16 (6) (Symbol under review to be deleted NOT TO BE USED)
Cricket Field	 GFS A5-6	See SARTSM Vol 2 Chapter 9 Section 9.5.16 (7) (Symbol under review to be deleted NOT TO BE USED)
Swimming Pool	 GFS A5-7	See SARTSM Vol 2 Chapter 9 Section 9.5.16 (8)
Sport Stadiums	 GFS A5-8	See SARTSM Vol 2 Chapter 9 Section 9.5.16 (9)
GROUP A6: WILDLIFE ATTRACTIONS		
Generic Wildlife Attractions	 GFS A6	See SARTSM Vol 2 Chapter 9 Section 9.5.17 (1)

Conservancy Area	 GFS A6-1	See SARTSM Vol 2 Chapter 9 Section 9.5.17.(2) (Symbol under review to be deleted NOT TO BE USED)
Game Reserve	 GFS A6-2	See SARTSM Vol 2 Chapter 9 Section 9.5.17 (3)
Bird Park/Sanctuary	 GFS A6-3	See SARTSM Vol 2 Chapter 9 Section 9.5.17 (4)
Zoo	 GFS A6-4	See SARTSM Vol 2 Chapter 9 Section 9.5.17 (5) (Symbol under review to be deleted NOT TO BE USED)
GROUP A7: HISTORIC ATTRACTIONS		
Generic Historic Attractions	 GFS A7	See SARTSM Vol 2 Chapter 9 Section 9.5.18 (1) (Symbol under review to be deleted NOT TO BE USED)
National Monument	 GFS A7-1 RSA	See SARTSM Vol 2 Chapter 9 Section 9.5.18 (2)
Museum	 GFS A7-2	See SARTSM Vol 2 Chapter 9 Section 9.5.18 (3)
Historic Cemetery	 GFS A7-6	See SARTSM Vol 2 Chapter 9 Section 9.5.18 (7)

Geological Site	 GFS A7-7	See SARTSM Vol 2 Chapter 9 Section 9.5.18 (8) ((Symbol under review to be deleted NOT TO BE USED))
GROUP A8: COASTAL & WATER ATTRACTIONS		
Generic Attractions	 GFS A8	See SARTSM Vol 2 Chapter 9 Section 9.5.19 (1)
Marine Reserve	 GFS A8-1	See SARTSM Vol 2 Chapter 9 Section 9.5.19 (2) ((Symbol under review to be deleted NOT TO BE USED))
Maritime Museum	 GFS A8-2	See SARTSM Vol 2 Chapter 9 Section 9.5.19 (3) ((Symbol under review to be deleted NOT TO BE USED))
Aquarium	 GFS A8-3	See SARTSM Vol 2 Chapter 9 Section 9.5.19 (4) ((Symbol under review to be deleted NOT TO BE USED))
Whales	 GFS A8-4	See SARTSM Vol 2 Chapter 9 Section 9.5.19 (5)
Dolphins	 GFS A8-5	See SARTSM Vol 2 Chapter 9 Section 9.5.19 (6) ((Symbol under review to be deleted NOT TO BE USED))
Lighthouse	 GFS A8-6	See SARTSM Vol 2 Chapter 9 Section 9.5.19 (7)

Dockyard	 GFS A8-7	See SARTSM Vol 2 Chapter 9 Section 9.5.19 (8) (Symbol under review to be deleted NOT TO BE USED)
Boat Launch	 GFS A8-8	See SARTSM Vol 2 Chapter 9 Section 9.5.19 (9)
Fishing	 GFS A8-9	See SARTSM Vol 2 Chapter 9 Section 9.5.19 (10) (Symbol under review to be deleted NOT TO BE USED)
Crayfish	 GFS A8-10	See SARTSM Vol 2 Chapter 9 Section 9.5.19 (11) (Symbol under review to be deleted NOT TO BE USED)
Oceanarium / Aquarium	 GFS A8-11	See SARTSM Vol 2 Chapter 9 Section 9.5.19 (12) (Symbol under review to be deleted NOT TO BE USED)
Beach	 GFS A8-12	See SARTSM Vol 2 Chapter 9 Section 9.5.19 (13)
Sailing	 GFS A3-3	
Hot Springs	 GFS A3-2	

GROUP A9: ARTS & CRAFT		
Generic Arts & Craft Attractions	 GFS A9	See SARTSM Vol 2 Chapter 9 Section 9.5.20 (1)
Painting and Drawing	 GFS A9-1	See SARTSM Vol 2 Chapter 9 Section 9.5.20 (2) (Symbol under review to be deleted NOT TO BE USED)
Pottery	 GFS A9-2	See SARTSM Vol 2 Chapter 9 Section 9.5.20 (3) (Symbol under review to be deleted NOT TO BE USED)
Jewellery	 GFS A9-3	See SARTSM Vol 2 Chapter 9 Section 9.5.20 (4) (Symbol under review to be deleted NOT TO BE USED)
Weaving and Knitting	 GFS A9-4	See SARTSM Vol 2 Chapter 9 Section 9.5.20 (5) (Symbol under review to be deleted NOT TO BE USED)
Leatherwork	 GFS A9-5	See SARTSM Vol 2 Chapter 9 Section 9.5.20 (6) (Symbol under review to be deleted NOT TO BE USED)
African Arts & Crafts	 GFS A9-6	See SARTSM Vol 2 Chapter 9 Section 9.5.20 (7)
Woodwork	 GFS A9-7	See SARTSM Vol 2 Chapter 9 Section 9.5.20 (8) (Symbol under review to be deleted NOT TO BE USED)

Metalwork	 GFS A9-8	See SARTSM Vol 2 Chapter 9 Section 9.5.20 (9) (Symbol under review to be deleted NOT TO BE USED)
GROUP A10: CULTURAL ATTRACTIONS		
Generic Cultural Attractions	 GFS A10	See SARTSM Vol 2 Chapter 9 Section 9.5.21 (1) (Symbol under review to be deleted NOT TO BE USED)
Theatres:	 GFS A10-1	See SARTSM Vol 2 Chapter 9 Section 9.5.21 (2) (Symbol under review to be deleted NOT TO BE USED)
Amphitheatre	 GFS A10-2	See SARTSM Vol 2 Chapter 9 Section 9.5.21 (3) (Symbol under review to be deleted NOT TO BE USED)
GROUP A11: ADVENTURE ATTRACTIONS		
Generic Adventure Attractions	Pending	See SARTSM Vol 2 Chapter 9 Section 9.5.22 (1)
Hiking Trail	 GFS A11-1	See SARTSM Vol 2 Chapter 9 Section 9.5.22 (2)
Horse Trail	 GFS A11-2	See SARTSM Vol 2 Chapter 9 Section 9.5.22 (3)
4x4 Trail	 GFS A11-3	See SARTSM Vol 2 Chapter 9 Section 9.5.22 (4)
Bike Trail	 GFS A11-4	See SARTSM Vol 2 Chapter 9 Section 9.5.22 (5) (Symbol under review to be deleted NOT TO BE USED)

River Rafting	 GFS A11-5	See SARTSM Vol 2 Chapter 9 Section 9.5.22 (6) (Symbol under review to be deleted NOT TO BE USED)
Scuba Diving	 GFS A11-6	See SARTSM Vol 2 Chapter 9 Section 9.5.22 (7) (Symbol under review to be deleted NOT TO BE USED)
Ballooning	 GFS A11-7	See SARTSM Vol 2 Chapter 9 Section 9.5.22 (11) (Symbol under review to be deleted NOT TO BE USED)
GROUP A12: FARMING ATTRACTIONS		
Generic Farming Attractions	 GFS A12	See SARTSM Vol 2 Chapter 9 Section 9.5.23 (1)
Wine Cellar	 GFS A12-1	See SARTSM Vol 2 Chapter 9 Section 9.5.23 (2)
Wine Route	 GFS A12-2	See SARTSM Vol 2 Chapter 9 Section 9.5.23 (3)
Showground's	 GFS A12-3	See SARTSM Vol 2 Chapter 9 Section 9.5.23 (4) (Symbol under review to be deleted NOT TO BE USED)
Fruit Picking	 GFS A12-4	See SARTSM Vol 2 Chapter 9 Section 9.5.23 (5)

Ostrich Farm Riding	 GFS A12-5	See SARTSM Vol 2 Chapter 9 Section 9.5.23 (6) (Symbol under review to be deleted NOT TO BE USED)
Ostrich Farm	 GFS A12-6	See SARTSM Vol 2 Chapter 9 Section 9.5.23 (7)
Fish Farm	 GFS A12-7	See SARTSM Vol 2 Chapter 9 Section 9.5.23 (8) (Symbol under review to be deleted NOT TO BE USED)
Roadside /Farm Stall	 GFS A12-8	See SARTSM Vol 2 Chapter 9 Section 9.5.23 (9) (Symbol under review to be deleted NOT TO BE USED)
Butterfly Farm	 GFS A12-9	See SARTSM Vol 2 Chapter 9 Section 9.5.23 (10) (Symbol under review to be deleted NOT TO BE USED)
GROUP A13: GENERAL ATTRACTIONS		
Generic General Attractions	Pending GFS 13	See SARTSM Vol 2 Chapter 9 Section 9.5.24 (1)
Animal Theme Park	 GFS A13-1	See SARTSM Vol 2 Chapter 9 Section 9.5.24 (2) (Symbol under review to be deleted NOT TO BE USED)

Table 3: WARRANTS FOR SIGNING OF TOURIST FACILITIES GROUPB: SERVICES

FACILITY	SYMBOL	WARRANT REFERENCE IN SARTSM
GROUP B1: EMERGENCY SERVICES		
Telephone	 GFS B1-1	See SARTSM Vol 2 Chapter 9 Section 9.5.25 (1)
Police	 GFS B1-2 RSA	See SARTSM Vol 2 Chapter 9 Section 9.5.25 (2)
Hospitals (24-hour service)	 GFS B1-3	See SARTSM Vol 2 Chapter 9 Section 9.5.25 (3)
Clinics/First Aid	 GFS B1-4	See SARTSM Vol 2 Chapter 9 Section 9.5.25 (4)
SOS Call Station	 GFS B1-5	See SARTSM Vol 2 Chapter 9 Section 9.5.25 (5)
SOS Call Stations (Post)	 GFS B1-6	See SARTSM Vol 2 Chapter 9 Section 9.5.25 (5) (Symbol under review to be deleted NOT TO BE USED)
NSRI	 GFS B1-7	
Ambulance / Emergency Service	 GFS B1-8	

Fire Station/Service	 GFS B1-9	
Cell phone Emergency Number	 GFS B1-10	
GROUP B2: VEHICLE SERVICES		
Filling Stations and Workshop	 GFS B2-1	See SARTSM Vol 2 Chapter 9 Section 9.5.26 (2) (Symbol under review to be deleted NOT TO BE USED)
Filling Stations	 GFS B2-2	See SARTSM Vol 2 Chapter 9 Section 9.5.26 (3)
Workshop	 GFS B2-3	See SARTSM Vol 2 Chapter 9 Section 9.5.26 (4) (Symbol under review to be deleted NOT TO BE USED)
Tow-in Service	 GFS B2-4	See SARTSM Vol 2 Chapter 9 Section 9.5.26 (5)
GROUP B3: TRUCK REST AND SERVICE		
Truck Services	 GFS B3-1	See SARTSM Vol 2 Chapter 9 Section 9.5.27 (1)
GROUP B4: FOOD SERVICES		

Restaurants	 GFS B4-1	See SARTSM Vol 2 Chapter 9 Section 9.5.28 (1)
Refreshments	 GFS B4-2	See SARTSM Vol 2 Chapter 9 Section 9.5.28 (2)
Take-Away	 GFS B4-3	See SARTSM Vol 2 Chapter 9 Section 9.5.28 (2) (Symbol under review to be deleted NOT TO BE USED)
Rural Shop / Takeaway / Cafe	 GFS B4-4	(Symbol under review to be deleted NOT TO BE USED)
GROUP B5: GENERAL SERVICES		
Parking Areas	 GFS B5-1	See SARTSM Vol 2 Chapter 9 Section 9.5.29 (3)
Toilets	 GFS B5-2	See SARTSM Vol 2 Chapter 9 Section 9.5.29 (4)
Showers	 GFS B5-3	See SARTSM Vol 2 Chapter 9 Section 9.5.29 (5)
Drinkable Water	 GFS B5-4	See SARTSM Vol 2 Chapter 9 Section 9.5.29 (6)
Fireplace	 GFS B5-5	See SARTSM Vol 2 Chapter 9 Section 9.5.29 (7)

Cooking Facilities	 GFS B5-6	See SARTSM Vol 2 Chapter 9 Section 9.5.29 (8)
Picnic Area	 GFS B5-7	See SARTSM Vol 2 Chapter 9 Section 9.5.29 (9)
Tourism information:	 GFS B5-8	See SARTSM Vol 2 Chapter 9 Section 9.5.29 (10)
Facilities for Handicapped Persons	 GFS B5-9	See SARTSM Vol 2 Chapter 9 Section 9.5.29 (11)
Roadside Stall	 GFS B5-10	See SARTSM Vol 2 Chapter 9 Section 9.5.29 (12)
Post Office	 GFS B5-11	See SARTSM Vol 2 Chapter 9 Section 9.5.29 (13) (Symbol under review to be deleted NOT TO BE USED)
GROUP B6: REST AND SERVICE AREA		
	 GFS B6-1	See SARTSM Vol 2 Chapter 9 Section 9.5.30 (1)
	 GFS B6-3	See SARTSM Vol 2 Chapter 9 Section 9.5.30 (3)
	 GFS B6-2	See SARTSM Vol 2 Chapter 9 Section 9.5.30 (2) (Symbol under review to be deleted NOT TO BE USED)

Table 5: WARRANTS FOR SIGNING OF TOURIST FACILITIES – CLASS 4C: ACCOMMODATION

FACILITY	SYMBOL	WARRANT REFERENCE IN SARTSM
GROUP 4C: ACCOMMODATION		
Hotels and Motels	 GFS C1-1	See SARTSM Vol 2 Chapter 9 Section 9.5.31 (5)
Inns & Lodges	 GFS C1-1	See SARTSM Vol 2 Chapter 9 Section 9.5.31 (5)
Chalet & Self Catering Establishments	 GFS C1-2	See SARTSM Vol 2 Chapter 9 Section 9.5.31 (6)
Caravan Parks & Camping sites	 GFS C1-3 GFS C1-4	See SARTSM Vol 2 Chapter 9 Section 9.5.31 (7)
Guest houses	 GFS C1-5	See SARTSM Vol 2 Chapter 9 Section 9.5.31 (8) (Symbol under review to be deleted NOT TO BE USED)
B&B and Rooms	 GFS C1-6  GFS C1-7	See SARTSM Vol 2 Chapter 9 Section 9.5.31 (9) (Symbol under review to be deleted NOT TO BE USED)

Youth hostels	 GFS C1-8	See SARTSM Vol 2 Chapter 9 Section 9.5.31 (10) (Symbol under review to be deleted NOT TO BE USED)
Trail Shelter	 GFS C1-9	See SARTSM Vol 2 Chapter 9 Section 9.5.31 (11) (Symbol under review to be deleted NOT TO BE USED)
Guest Farm	 GFS C1-10	See SARTSM Vol 2 Chapter 9 Section 9.5.31 (12) (Symbol under review to be deleted NOT TO BE USED)
Ethnic (Zulu)	 GFS C1-11	See SARTSM Vol 2 Chapter 9 Section 9.5.31 (13) (Symbol under review to be deleted NOT TO BE USED)

ANNEXURE C:

ROAD TRAFFIC ACT AND REGULATION PERTAINING TO ROAD TRAFFIC SIGNS

CHAPTER IX Road traffic signs and general speed limit

56. Minister may prescribe road traffic signs

- (1) The Minister may, subject to this Act and for the purpose of prohibiting, limiting, regulating or controlling traffic in general or any particular class of traffic on a public road or a section thereof or for the purpose of designating any public road or a section thereof as a public road of a particular class, prescribe such signs, signals, markings or other devices (to be known as road traffic signs) as he or she may deem expedient, as well as their significance and the conditions on and circumstances under which any road traffic sign may be displayed on a public road.
- (2) The Minister may, subject to such conditions as he or she may deem expedient, authorise any person or body to display on a public road any sign, signal, marking or other device for the purpose of ascertaining the suitability of such sign, signal or device as a road traffic sign.

57. Authority to display road traffic signs

- (1) The Minister, or any person authorised thereto by him or her, may in respect of any public road cause or permit to be displayed in the prescribed manner such road traffic signs as he or she may deem expedient.
- (1A) The chief executive officer, or any person authorised thereto by him or her, may in respect of any public road cause or permit to be displayed in the prescribed manner such road traffic signs as he or she may deem expedient. [Subs. (1A) inserted by s. 29, Act 21/1999.]
- (2) The MEC concerned, or any person authorised thereto by him or her either generally or specifically, may in respect of any public road not situated within the area of jurisdiction of a local authority, cause or permit to be displayed in the prescribed manner any such road traffic signs as he or she may deem expedient.
- (3) (a) A local authority, or any person in its employment authorised thereto by it either generally or specifically, may in respect of any public road within the area of jurisdiction of that local authority display or cause to be displayed in the prescribed manner any such road traffic signs as such authority or person may deem expedient.

(b) A local authority may in writing authorise any other person or body to display or cause to be displayed within its area of jurisdiction and in the prescribed manner any road traffic sign approved by it prior to the display of such sign.

(c) A local authority referred to in paragraph (b) may determine the conditions for such display and may order the removal of such sign.
- (4) Notwithstanding the provisions of subsections (2) and (3), the MEC concerned, or any person authorised thereto by him or her either generally or specifically, may in respect of any public road referred to in subsection (3) and which is a road constructed or maintained by the Administration of the province concerned, in addition to the road traffic signs referred to in subsection (3), cause or permit to be displayed in the prescribed manner such road traffic signs as he or she may deem expedient, and no local authority may without the consent of that MEC remove or permit to be removed any such road traffic sign.
- (5) In such circumstances and subject to such conditions as the MEC concerned may determine, scholars or students may be organised into patrols (to be known as scholars' patrols) for the purpose of displaying, in the prescribed manner, an appropriate road traffic sign so as to ensure the safety of scholars or students crossing a public road.

- (6) The MEC concerned may authorise any association or club to display any such road traffic signs as he or she may deem expedient, subject to such conditions as the MEC may determine, on any public road referred to in subsection (2) or (3), and any such association or club may thereupon, in the prescribed manner, display a badge or other token of the association or club in conjunction with any such road traffic sign.
- (7) Transnet Limited, or a person in its employment who has either generally or specifically been authorised thereto, may in respect of any railway level crossing on any public road for which Transnet Limited is responsible, cause or permit to be displayed, in the prescribed manner, any such road traffic signs as Transnet Limited or such person may deem expedient.
- (8) Notwithstanding the provisions of subsections (3) and (7), the MEC concerned may direct that any road traffic sign be displayed or removed by a local authority on or along any public road in the area of jurisdiction of such local authority, or by Transnet Limited on or along any railway level crossing over a public road for which Transnet Limited is responsible, and if the local authority concerned or Transnet Limited fails to comply with the direction, that MEC or any person authorised thereto by him or her may cause such sign to be displayed or removed, as the case may be, and the MEC shall recover the cost of such display or removal from the local authority concerned or from Transnet Limited, as the case may be.
- (9) Any road traffic sign displayed in terms of a repealed ordinance or the Road Traffic Act, 1989 (Act No. 29 of 1989), shall be deemed to be displayed in terms of this Chapter.
- (10) No person shall display any road traffic sign on a public road unless having been authorised thereto by or under this Chapter.
- (11) The MEC concerned or, within the area of jurisdiction of a local authority, that local authority, may by notice in writing direct the owner or occupier of any land on which any road traffic sign or other object resembling a road traffic sign is displayed, or on which any object is displayed which obscures or interferes with the effectiveness of any road traffic sign, to remove such sign or object within the period specified in the notice and, if the owner or occupier concerned fails to comply with the notice, that MEC or local authority, as the case may be, may cause such sign or other object to be removed.
- (12) No person shall wilfully or negligently damage any road traffic sign, or any other sign, signal, marking or other device, displayed in terms of this Chapter, or without proper authority remove it or alter the position thereof or the inscription, lettering, colour or marking thereof or thereon.

58. Failure to obey road traffic sign prohibited

- (1) Subject to subsection (3), no person shall, unless otherwise directed by a traffic officer, fail to comply with any direction conveyed by a road traffic sign displayed in the prescribed manner.
- (2) In any prosecution for a contravention of or a failure to comply with a provision of subsection (1), it shall be presumed, in the absence of evidence to the contrary, that the road traffic sign concerned was displayed by the proper authority under the power conferred by this Act and in accordance with its provisions.
- (3) The driver of a fire-fighting vehicle, a rescue vehicle or an ambulance who drives such vehicle in the performance of his or her duties, a traffic officer who drives a vehicle in the carrying out of his or her duties or any person driving a vehicle while engaged in civil protection as contemplated in any ordinance made in terms of section 3 of the Civil Protection Act, 1977 (Act No. 67 of 1977), may disregard the directions of a road traffic sign which is displayed in the prescribed manner: Provided that -
 - (a) he or she shall drive the vehicle concerned with due regard to the safety of other traffic;
 - and

(b) in the case of any such fire-fighting vehicle, rescue vehicle, ambulance or vehicle driven by a person while he or she is so engaged in civil protection, such vehicle shall be fitted with a device capable of emitting a prescribed sound and with an identification lamp, as prescribed, and such device shall be so sounded and such lamp shall be in operation while the vehicle is driven in disregard of the road traffic sign.

59. Speed limit

- (1) The general speed limit in respect of -
- (a) every public road or section thereof, other than a freeway, situated within an urban area;
 - (b) every public road or section thereof, other than a freeway, situated outside an urban area;
 - and
 - (c) every freeway,
- shall be as prescribed.

- (2) An appropriate road traffic sign may be displayed on any public road in accordance with section 57, indicating a speed limit other than the general speed limit which applies in respect of that road in terms of subsection (1): Provided that such other speed limit shall not be higher than the speed limit prescribed in terms of subsection (1) (c) -

The Minister may, after a decision has been taken in the Shareholders Committee, in respect of any particular class of vehicle prescribe a speed limit which is lower or higher than the general speed limit prescribed in terms of subsection (1) (b) or (c): Provided that the speed limit so prescribed shall not replace a lower speed limit indicated in terms of subsection (2) by an appropriate road traffic sign.

- (3) [Subs. (3) substituted by s. 30, Act 21/1999.]
Wording of Sections

- (4) No person shall drive a vehicle on a public road at a speed in excess of -
- (a) the general speed limit which in terms of subsection (1) applies in respect of that road;
 - (b) the speed limit indicated in terms of subsection (2) by an appropriate road traffic sign in respect of that road; or
 - (c) the speed limit prescribed by the Minister under subsection (3) in respect of the class of vehicle concerned.

60. Certain drivers may exceed general speed limit

Notwithstanding the provisions of section 59, the driver of a fire-fighting vehicle, a rescue vehicle or an ambulance who drives such vehicle in the carrying out of his or her duties, a traffic officer who drives a vehicle in the carrying out of his or her duties or any person driving a vehicle while engaged in civil protection as contemplated in any ordinance made in terms of section 3 of the Civil Protection Act, 1977 (Act No. 67 of 1977), may exceed the applicable general speed limit: Provided that —

- (a) he or she shall drive the vehicle concerned with due regard to the safety of other traffic; and
- (b) in the case of any such fire-fighting vehicle, rescue vehicle, ambulance or vehicle driven by a person while he or she is so engaged in civil protection, such vehicle shall be fitted with a device capable of emitting a prescribed sound and with an identification lamp, as prescribed, and such device shall be so sounded and such lamp shall be in operation while the vehicle is driven in excess of the applicable general speed limit.

CHAPTER IX
Road Traffic Signs and General Speed Limit
Part I - Road Traffic Signs

284. Definitions

For the purpose of this Part —

“**abnormal vehicle**” means any vehicle which is operated under a written exemption granted in terms of section 81 of the Act and any motor vehicle accompanying such abnormal vehicle as a condition for operation;

“**agricultural vehicle**” means a vehicle designed or adapted solely for agricultural activities and includes a tractor but does not include a goods vehicle;

“**authorised vehicle**” means any motor vehicle identified by means of —

- (a) a number plate;
- (b) an authorised symbol or name on the vehicle; or
- (c) an authorised disc affixed to the inside of the windscreen of the vehicle,

and whose identification is thereby compatible with that displayed on the appropriate road sign;

“**construction vehicle**” means a vehicle used in connection with road construction and road maintenance;

“**delivery vehicle**” means a goods vehicle, motor cycle, motor tricycle or motor quadrucycle, in the process of loading or unloading goods;

“**disabled persons vehicle**” means a motor vehicle conveying a person with a physical disability;

“**emergency vehicle**” means a fire-fighting vehicle, rescue vehicle, ambulance, a vehicle driven by a traffic officer in the execution of his or her duties, a vehicle driven by a member of the South African Police Service or a member of a municipal police service, both as defined in the South African Police Service Act, 1995 (Act No. 68 of 1995), in the execution of his or her duties, and a vehicle driven by a person engaged in civil protection as contemplated in section 3 of the Civil Protection Act, 1977 (Act No. 67 of 1977);

“**hawker**” means a person who sells or trades goods;

“**high occupancy vehicle**” means a motor vehicle in which the number of occupants equals or exceeds the number indicated on an appropriate road traffic sign;

“**midibus**” means a bus which is designed or adapted solely for the conveyance of not more than 35 persons, excluding the driver;

“**mini-circle**” means a type of small traffic circle, entry to which is controlled by sign R2.2;

“**painted island**” means an island marked on the road surface that serves as a channelizing device within a junction or in a public road;

“**rickshaw**” means a vehicle with two wheels designed to be pulled by a person;

“**selective restriction sign**” means a regulatory sign which comprises of a two part message which is such that the lower message modifies or qualifies the significance of the upper message;

“**taxi**” means a motor car, motor tricycle or motor quadrucycle which is designed or adapted for the conveyance of up to nine persons, including the driver, and is operated for reward;

“**tour bus**” means a minibus, midibus or a bus which is operated by or leased to a tour operator and which is solely or principally used to convey tourists;

“**traffic circle**” means a junction which contains a traffic or painted island, around which a road user travels in a clockwise direction, and “roundabout” shall have the same meaning;

“**tram**” means a device that operates on rails within a public road;

“**variable message sign**” means a road sign which is capable of varying its message by manual or remote control to display a different message to the message last displayed and the road sign may be light reflecting or light emitting; and

“**zig-zag-zone**” means that section of roadway delineated by a zig-zag-zone line marking RM11.

285. Purpose, classification and types of road traffic signs

(1) A road traffic sign shall have one of the following purposes:

- Regulatory, that is a road traffic sign which directs a road user to take or not to take a specific action;
- warning, that is a road traffic sign calling attention to conditions on a public road which are dangerous or potentially dangerous to road users; or
- guidance or information, that is a road traffic sign indicating a destination, direction, distance, amenity, facility, place of interest, tourist attraction or location, or any combination of these, or a road traffic sign which imparts general information or advice to road users.

(2) Road traffic signs shall be divided into the following classes:

(a) Class I: Road signs—

(i) regulatory signs—

- (aa) control signs;
- (bb) command signs;
- (cc) prohibition signs;
- (dd) reservation signs;
- (ee) comprehensive signs;
- (ff) exclusive secondary signs; and
- (gg) de-restriction signs;

(ii) warning signs—

- (aa) advance warning signs—
 - (aaa) road layout signs;
 - (bbb) direction of movement signs; and
 - (ccc) symbolic signs;
- (bb) hazard marker warning signs; and

(iii) guidance signs—

- (aa) location signs;
- (bb) route marker signs;
- (cc) direction signs;
- (dd) freeway direction signs;
- (ee) tourism direction signs;
- (ff) diagrammatic signs;
 - (gg) local direction signs;
- (hh) pedestrian signs; and

- (ii) toll direction signs;
- (iv) information signs;

(b) Class II: Road markings—

- (i) regulatory markings—
 - (aa) transverse regulatory markings; and
 - (bb) longitudinal regulatory markings;
- (ii) warning markings; and
- (iii) guidance markings; and

(c) Class III: Road signals—

- (i) regulatory signals—
 - (aa) traffic signals—
 - (aaa) vehicular light signals;
 - (bbb) pedestrian light signals; and
 - (ccc) pedal cycle light signals;
 - (bb) red flashing signal;
 - (cc) overhead lane direction control signals; and
 - (dd) other regulatory signals; and
- (ii) warning signals—
 - (aa) warning flashing signals; and
 - (bb) warning flag signals.

(2A) The road traffic signs which fall under the classes referred to in subregulation (2) are contained in Schedule 1 and shall have the significance ascribed to it in that Schedule.

(3) A regulatory, warning, guidance or information sign for which a temporary sign number is allocated may be used in the temporary sign colours as prescribed by regulation 286A (1) (b): Provided that this provision shall not apply to any control regulatory sign, location guidance sign or tourism direction guidance sign.

(4) (a) When no specific symbol is available for the regulatory or warning message required, a word message may be used on the background of a regulatory or warning sign of standard shape, size and colour, and the letters used shall be black semi-matt on a white or yellow background or white on a blue background.

(b) The lettering shall substantially conform to one of the standard letter styles detailed in the Southern African Development Community Road Traffic Signs Manual and shall be of a maximum size permitted by the space available and the message to be displayed, but shall not be less than 70 millimetres in height.

286. Dimensions for manufacture of road traffic signs

(1) (a) The minimum external dimensions in millimetres of regulatory and warning signs are given in relation to the speed limit in kilometres per hour pertaining to the section of public road on which the signs are erected: Provided that a tolerance of five percent below such minimum dimension shall be permissible.

(b) The minimum dimensions and speed referred to in subregulation (1) shall, subject to paragraph (c) be—

- (i) for circular regulatory signs as shown in the table below:

Provided that—

- (aa) a stop sign shall be the same size as a circular sign except for a sign used by a scholar patrol which may be a minimum of 450 millimetres in diameter;
- (bb) a sign for pedestrians and cyclists may be a minimum of 300 millimetres in diameter; or
- (cc) a keep left sign used on the vertical face of a bollard may be a minimum of 300 millimetres in diameter;

(ii) for triangular regulatory and warning signs as shown in the table below:

(iii) for rectangular regulatory signs as shown in the table below:

Provided that a one way roadway sign shall be of a minimum height of 450 millimetres and a minimum width of 600 millimetres.

(c) The following signs shall be of the minimum dimensions as follows:

- (i) Sign R1.3 and R1.4 shall be of the same size as one side of stop sign R1;
- (ii) the lower part of sign R2.1 shall be as shown in the table below:
- (iii) sign R5 shall be of a minimum side length of 450 milli-metres;
- (iv) an exclusive secondary message sign shall be of the same length as the diameter or width of the upper sign in such sign combination;
- (v) signs W401, W402 and W415 shall be of the minimum dimensions as shown in the table below:
- (v) signs W403 and W404 shall be of the minimum dimensions as shown in the table below:
- (vii) signs W405 to W410 and W414 shall be of the minimum dimensions as shown in the table below:

Provided that sign W414 shall have a minimum height of 600 millimetre and a width of 1 600 millimetres, irrespective of the speed limit, when used in conjunction with sign GA4.

- (viii) sign TW411 shall be of the minimum dimensions as shown in the table below:
- (ix) sign TW412 shall be of the minimum dimensions as shown in the table below:
- (x) sign W413 shall be of the minimum dimensions as shown in the table below:

(2) (a) The minimum width of a longitudinal road marking shall be 100 millimetres: Provided that a tolerance of 10 percent below such minimum dimension shall be permissible.

(b) The minimum length of a continuous longitudinal road marking shall be nine metres on a public road in an urban area and 12 metres on any other public road: Provided that this provision shall not apply to such marking used to mark the edge of a painted island.

- (c) The minimum width of a transverse road marking shall be—
- (i) for road marking RTM1 in an urban area, 300 millimetres and in any other area 500 millimetres;
 - (ii) for road marking RTM2 in an urban area, 200 millimetres and in any other area 300 millimetres;
 - (iii) for road marking RTM4, 2 400 millimetres;

- (iv) for road marking GM5, 300 millimetres; and
 - (v) for any other transverse road marking, 100 millimetres.
- (3) The minimum diameter of any disc light signal of a traffic signal shall be 210 millimetres: Provided that a tolerance of 10 percent below such dimension shall be permissible.
- (4) The specific dimensions of a road traffic sign and of the letter styles and symbols used on such sign shall be substantially in conformity with the requirements laid down in the Southern African Development Community Road Traffic Signs Manual – Volume 4.

286A. Colours for manufacture of road traffic signs

- (1)
- (a) The colours of a road traffic sign shall be as indicated in Schedule 1.
 - (b) Where a temporary version of a road sign is provided for, by means of a temporary number allocated to such sign, the colour of such sign shall be altered so that—
 - (i) a white symbol, letter or border becomes black semi-matt and any super-imposed black symbol becomes white retro-reflective;
 - (ii) the yellow symbol on signs R302 and R303 and any yellow letters, numerals or punctuation marks become black semi-matt; or
 - (iii) a white, blue or green background becomes yellow retro-reflective:

Provided that:

 - (aa) a red border or other area stays red except that—
 - (aaa) the border of a temporary diagrammatic sign or high visibility sign becomes black semi-matt; or
 - (bbb) the red areas on signs W401, W402 and W405 to W410 become black semi-matt;
 - (bb) the superimposed coloured portions of symbols on signs R126, R232, R316, R321, R322, R316-P, R321-P, R322-P, W301, W302 and W303 stay as they are; and
 - (cc) any other yellow symbol stays yellow but is surrounded by a thin black semi-matt border.
 - (c) Where only a temporary version of a road sign is provided for it shall conform to the temporary colours referred to in paragraph (b).
- (2) Where a road traffic sign is required to be of any specific colour or colours, such colours shall be in conformity with the following specifications published by the South African Bureau of Standards:
- (a) For red, orange, yellow, green, blue, purple, white and brown retro-reflective material and for red, orange, yellow, green, blue, purple, white, grey, black and brown paint, the coefficient of retro-reflection, the colour, luminance factor and specular gloss, as the case may be, prior to weathering, of the standard specification SABS 1519 “Road signs”, and the words “coefficient of retro-reflection, colour, luminance factor, specular gloss and weathering”, shall bear the same meaning as assigned thereto by such specification;
 - (b) for yellow, white, black and red road marking material and golden yellow paint, standard specification SABS 1091 “National colour standards for paint”;
 - (c) for red, yellow, clear and green road studs, standard specification SABS 1442 “Road studs”; and
 - (d) for red, yellow and green illuminated traffic signals, standard specification SABS 1459 “Traffic Lights”.
- (3) If a road traffic sign is displayed with a colour which differs in shade from the colour specified in sub-regulation (2), the validity of such sign shall, in the absence of evidence of prejudice, not be affected thereby.
- (4) The reverse side of a road sign, other than a road sign with an aluminium background, shall be grey, except that, irrespective of the material of manufacture, the reverse side of a stop sign shall be white semi-matt.

- (5) Subject to the provisions of this Part, the colour of the standard or post specifically erected for the display of a road sign shall, where the standard or post is—
- (a) of steel, be grey: Provided that if the steel has been treated this requirement shall not apply;
 - (b) of wood, be the colour of the wood as treated or painted grey or brown; and
 - (c) of concrete, be the natural colour of the concrete,
- and in the case of a road signal the standard or post shall be golden yellow: Provided that this provision shall not be applicable to an overhead traffic signal mounted on a gantry or a cable.
- (6) Light reflecting variable message road signs shall conform to the dimensional and colour requirements in this regulation.
- (7)
- (a) Light emitting variable message road signs may be used to display a regulatory, warning, guidance or information message.
 - (b) Any light emitting variable message road sign which conveys a regulatory or warning message shall display the message—
 - (i) in the same shape as the equivalent standard sign;
 - (ii) with an illuminated red or white border as the case may be; and
 - (iii) with an illuminated message in white letters, numbers or symbols on a semi-matt black background.
 - (c) A combination of a standard road sign and a variable message road sign may be used.
- (8) Retro-reflective material referred to in sub-regulation (2) (a) shall bear a permanent mark to identify the class and the manufacturer of such material.

287. Manner of display of road signs and road signals

- (1) Subject to the provisions of this Part, a road sign or a road signal shall—
- (a) be displayed on a public road where its significance is applicable, to face oncoming traffic;
 - (b) be placed in a position and at a height which is the most advantageous with regard to the design, alignment and other features of the public road concerned; and
 - (c) be displayed substantially in conformity with the Southern African Development Community Road Traffic Signs Manual.
- (2) A temporary road sign shall only be used for a temporary condition.
- (3) Where an association or club is authorised to display a road traffic sign as referred to in section 57 (6) of the Act, no badge or other token on any such road traffic sign shall be outside the outline of such road traffic sign: Provided that in any case where this is not possible, it shall be in the immediate proximity to the junction of the road traffic sign with the standard or post and contained in an area not exceeding 10 percent of the area of the face of such sign: Provided further that in all other cases the badge or token may be placed where space is available on the road traffic sign, preferably in a corner, but the nearest edge of the badge or token shall not be more than 100 millimetres from the edge of the road traffic sign.
- (4) If a road sign or road signal is mounted over a portion of the roadway, the minimum clearance between the underside of the sign or signal and the road surface shall be five comma two metres, except for signs R204, W415 and W320.
- (5) In the case where two road traffic signs are in conflict with one another—
- (a) a temporary road traffic sign shall take precedence over any other sign;
 - (b) subject to paragraph (a), a control regulatory sign and a traffic signal shall have precedence over any other sign; and
 - (c) a bus, midibus or minibus stop sign shall take precedence over a parking or stopping sign including a no parking and no stopping sign.
- (6)
- (a) A road traffic sign may be used in combination with another road traffic sign on the same post to—

- (i) selectively restrict the application of the road traffic sign by displaying a two part message where the lower message modifies the significance of the upper message;
 - (ii) improve the comprehensibility of the sign by means of a warning sign or supplementary information plate; and
 - (iii) improve the conspicuity of the road traffic sign as contemplated in subregulation (9).
- (b) The combinations referred to in paragraph (a) shall not comprise of combinations of permanent and temporary signs.
- (c) A regulatory or warning sign may be used in combination with a guidance sign.
- (7) Examples of sign combinations are shown in the Annexure to Schedule 1.
- (8) A road traffic sign may be supplemented to improve the comprehensibility of such sign by—
- (a) in the case of a regulatory sign or signal or warning sign, the addition below the sign of an information or supplementary plate; and
 - (b) the inclusion of a regulatory or warning sign within a guidance sign.
- (9)
- (a) The conspicuity of a road traffic sign may be improved by—
 - (i) displaying such sign on a high visibility background;
 - (ii) displaying such sign in combination with one or more yellow flashing signals; or
 - (iii) internal or external illumination.
 - (b) The colours of a high visibility background shall be—
 - (i) for a permanent sign, white retro-reflective for the back-ground and red retro-reflective for the border; or
 - (ii) for a temporary sign, yellow retro-reflective for the background and black semi-matt for the border.
- (10) When a continuous longitudinal road marking is used in combination with road studs, small breaks in the continuity of the road marking may occur to accommodate such road studs.

287A. Manner of display of traffic signal

- (1) (a) A traffic signal shall—
- (i) comprise of light signals arranged vertically so that the topmost signal is red, the central signal is yellow and the lower signal is green: Provided that—
 - (aa) the topmost signal may include more than one red light signal arranged horizontally;
 - (bb) the central light signal may include more than one yellow light signal arranged horizontally;
 - (cc) the lower light signal may include more than one green light signal arranged vertically or horizontally;
 - (dd) a special supplementary traffic signal S10L and S10R may be used with only a yellow and a green arrow;
 - (ee) a pedestrian traffic signal S11 shall comprise two light signals arranged vertically and the upper light signal shall be red and the lower light signal shall be green; and
 - (ff) a special traffic signal S12 may comprise of two light signals arranged vertically and the upper light signal shall be red and the lower light signal shall be green;
 - (gg) a pedal cyclist traffic signal S20 shall comprise two light signals arranged vertically and the upper light signal shall be red and the lower light signal shall be green;
 - (ii) have a basic sequence which shall be red, green, yellow and red and the cycle time shall be such as may be required by the movement of traffic; and
 - (iii) be so designed that the traffic signal head prevents, as far as possible, any traffic signal from being seen from a direction to which its light signals do not apply.
- (b)

- (i) Subject to the provisions of items (ii) to (iv), there shall at a signalised junction or signalised pedestrian or pedal cyclist crossing, be at least two traffic signal faces for the control of vehicular traffic for each direction from which vehicular traffic may approach the junction and these two traffic signals, shall be arranged so that both are on the far side of the junction or crossing and so that there is one on either side of the roadway.
 - (ii) When a traffic signal is provided for left turning vehicular traffic, only one traffic signal shall be required for the control of such traffic and such light signal may be located on the left side of the roadway provided it is sufficiently far away from the stop line RTM1 that drivers who stop behind the line can see the full traffic signal.
 - (iii) When the roadway is a divided roadway the right hand traffic signals shall be situated on the median island.
 - (iv) When the required traffic signals may not be readily seen by a driver of an approaching vehicle an additional traffic signal may be provided—
 - (aa) as an additional traffic signal on the far side of the junction;
 - (bb) as an additional traffic signal on the near side of the junction; or
 - (cc) as an elevated traffic signal situated above the roadway.
- (c) When it is necessary to increase the conspicuity of a traffic signal in relation to its background, a background screen can be provided and such a screen shall comply with standard specification SABS 1459 “Traffic Lights”;
- (d) The traffic signals at a junction shall not be less than three metres apart and not more than 20 metres apart: Provided that in the case where it is unavoidable that the traffic signals are more than 20 metres apart, an additional traffic signal facing in the same direction as the other traffic signals shall be installed in such a manner that no adjacent traffic signals are more than 16 metres apart.
- (e) When a separate right hand turn light signal is required, at least two traffic signals that incorporate a green arrow light signal shall be provided on two separate supports subject to the requirement of paragraph (d) and at least one of such traffic signals shall be a S8 traffic signal.
- (2) The traffic control at a junction or pedestrian or pedal cycle crossing may include the use of road signs, road markings and road signals and the traffic control precedence shall be as follows:
- (a) A road sign which prohibits or prescribes directional movement of traffic at a junction or pedestrian or pedal cycle crossing which is controlled by a traffic signal shall have precedence over any light signal which permits right-of-way; and
 - (b) a light signal which has the significance that traffic shall stop has precedence over any other road traffic sign.
- (3) No road sign except—
- (a) a street name sign;
 - (b) a direction route marker sign;
 - (c) an information sign relating to the function of the traffic signal;
 - (d) a one-way roadway sign;
 - (e) a no entry sign;
 - (f) a left turn prohibited, right turn prohibited or u-turn prohibited sign; or
 - (g) a proceed straight only, proceed left only, or proceed right only sign,
- shall be used in conjunction with a traffic signal, and such signs may be mounted on the same post as that of a traffic signal.
- (4) When no light signal is illuminated on an approach to a junction the driver of a motor vehicle shall act as for a 3-way stop R1.3 or a 4-way stop sign R1.4.
- (5) In the event that a traffic signal is out of order, either all the light signals shall not be illuminated, or all red light signals shall be flashing.
- (6) A flashing red arrow light signal shall not be used in conjunction with a green man light signal at a junction.

- (7) Every flashing light signal shall operate at a cycle frequency of between one and two flashes per second.
- (8) (a) A flashing red signal shall comprise a red disc light signal.
 (b) When red flashing signals are used at a railway crossing two light signals shall—
 (i) be mounted below stop sign R1 and above railway line hazard marker W403 or W404, as applicable;
 (ii) be illuminated in an alternating flashing mode only when a train is approaching; and
 (iii) be situated on the near side of the railway crossing, on the left side of each approach roadway.
- (9) Overhead lane direction control signals shall—
 (a) comprise light signals, S16, S17, S18 and S19 mounted side by side with S16 on the right of S17 and S18 or S19 in advance of S16 and S17 as viewed by a driver, above each lane subjected to reversed flow traffic movement and for both directions of movement: Provided that, if the light signal is a matrix of light sources signals 16 and 17 may comprise one unit for each lane and for both directions of movement in that lane;
 (b) conform to the requirements of SABS 1459 "Traffic Lights";
 (c) be so mounted that the centre of the light signals is not more than six comma two metres above the roadway and the lower edge not less than five comma two metres above the roadway; and
 (d) not be displayed over a lane to indicate the permitted direction of traffic movement except when such lane is subject to reversed flow in the direction of traffic movement.
- (10) A flag shall be 600 millimetres by 600 millimetres and shall be red or orange.
- (11) (a) The responsible registered engineer of the road authority concerned shall approve and sign a declaration containing the description of—
 (i) the appropriate type of control;
 (ii) phasing, time plans and off-set settings;
 (iii) number, type and location of light signals;
 (iv) road layout and the canalisations of traffic; and
 (v) pedestrian facilities,
 for each traffic signal installed.
 (b) The declaration referred to in paragraph (a) shall be kept by the road authority in control of the traffic signal concerned.
- (12) A slip-lane for traffic turning left at an intersection which is traffic signal controlled, shall be separated from the lane to the right of such slip-lane by a constructed island.

288. Signs regulating parking, stopping and hawkers

- (1) A regulatory sign relating to the parking of a vehicle and the prohibition of hawkers shall be displayed at each end and on that side of a portion of the public road where the significance of such sign is applicable: Provided that—
 (a) no junction shall be included in any such section of public road;
 (b) any other regulatory road traffic sign may be displayed within any such section of public road in which event such regulatory road traffic sign shall prevail over any sign relating to the parking of a vehicle;
 (c) in respect of any section of a public road which lies between the nearest intersecting public roads and which does not exceed 75 metres in length, parking or hawking may be prohibited or restricted in such section by displaying only one appropriate sign; and
 (d) where the significance of such sign is to apply to any portion of a public road other than the side of such public road—
 (i) such sign may be displayed on that portion of such public road to which its significance is to apply or on any traffic island or other raised area surrounded by the roadway of such public road, adjacent to such portion;
 (ii) in the case of a parking prohibited sign, its significance shall apply to any parking bay demarcated at a distance of not more than 500 millimetres from such sign and if that bay is one of several demarcated parking bays adjoining one another, to all

such adjoining parking bays within a distance of 75 metres from such sign and for the purposes of this paragraph parking bays demarcated within two and a half metres of each other shall be deemed to be adjoining parking bays.

- (2) A regulatory sign prohibiting or restricting the stopping of a vehicle, shall be displayed at each end and on that side of the section of a public road where the significance thereof is to be applicable: Provided that—
- (a) no junction shall be included in any such section of public road;
 - (b) in respect of any section of public road which lies between the nearest intersecting public roads and which does not exceed 75 metres in length, stopping may be prohibited or restricted in such section by displaying only one appropriate sign.
- (3) A regulatory sign relating to the parking, stopping of a vehicle or the prohibition of hawkers, shall, unless it is displayed with the face parallel to the lateral line of the public road, display a similar sign on the reverse side.

289. Authority to enter premises contrary to regulatory sign

Where a regulatory sign applies which reserves a public road or portion of a public road for a specific category of vehicle, the driver of a vehicle, other than the driver of a vehicle of the class referred to by such sign, may only cross such public road, or the portion of such public road, if—

- (a) he or she cannot otherwise enter or leave any premises adjacent to such road or portion of public road; and
- (b) it is safe to do so.

290. Prohibition on advertising material on road traffic sign or road traffic sign used in advertisement

- (1) No person shall display or allow to be displayed any advertising material on or attached to a road traffic sign, except—
- (a) that a single advertisement may be displayed on each side of a street name sign GL1 or a suburb name sign GL2 in combination with such signs;
 - (b) where the manufacturer of such sign displays his or her name at the back of that sign; or
 - (c) in the circumstances referred to in section 57 (6) of the Act: Provided that it shall be displayed substantially in conformity with the Southern African Development Community Road Traffic Signs Manual.
- (2) No person shall use or portray a road traffic sign in an advertisement where such advertisement is visible for a road user while travelling on a public road.

291. Transitional provision

- (1) A road traffic sign which could, prior to the commencement of this Part, validly be displayed in terms of the Act, may, notwithstanding the provisions of this Part be displayed on a public road until 31 December 2000.
- (2) A road traffic sign contemplated in sub-regulation (1) has the same meaning assigned to a corresponding road traffic sign in Schedule 1: Provided that a stop sign R1 which could have been displayed prior to the commencement of this Part shall, when it is displayed as a 3-way or 4-way stop sign, have the same significance as stop signs R1.3 and R1.4, respectively, as in Schedule 1.