

TABLE 5.15 Elements of Woon Erf Design

Aspects of woon erf design that may slow down residential street traffic are the following:

1. The right-of-way are narrower and completely paved except for the planted islands and play areas.
2. Pedestrian walkways are at the same level and grade as the cartway. There is no curb separating them.
3. Vehicle traffic is permitted, though street design and activities require a reduced speed.
4. Areas of potential conflict, such as play areas and social areas, are signaled through the use of trees, planted islands, and signs.
5. Travel lanes for vehicles are narrow and change direction often to encourage lower speeds and more awareness on the part of drivers.
6. Two-way streets are encouraged because one-way streets encourage higher speeds.
7. Parking spaces are provided in clusters of six or seven and are usually at a right angle to the direction of traffic.
8. The right-of-way in a woon erf is given to the pedestrian, and the traffic speed limit is usually about 15 mi/h.
9. Signs are usually used at the entrance to a woon erf to inform drivers that they are entering a residential area in which special conditions prevail.

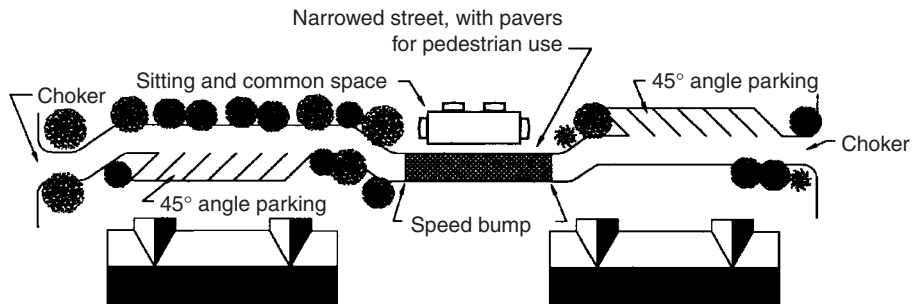


Figure 5.20 Diagram of a woon erf.

dential projects in the United States, some aspects of the design would be successful in almost any setting.

### Traffic calming

*Traffic calming* refers to the use of design elements to increase drivers' awareness and to slow them down. As already discussed, streets designed with wide cartways and long straight runs of road tend to encourage higher speed with less attentiveness. Traffic calming devices can be used, however, to make drivers more aware of the road and of the presence of pedestrians, which reduces the number of incidents and accidents. All of their advantages notwithstanding, however, traffic calming devices should be well thought out and considered before being used in a design.