





Existing Intersection	Description of Geometric and Traffic Conditions
<p style="text-align: center;"><b>J1: Garsfontein Road &amp; Solomon Mahlangu Drive</b></p> <div style="display: flex;">  <div style="margin-left: 20px;"> <ul style="list-style-type: none"> <li>• <b>Geometry:</b> <ul style="list-style-type: none"> <li>✓ 4-Way Signalised intersection.</li> <li>✓ Both are urban Class 2 roads owned by Gauteng Department of Roads and Transport (GDoRT)</li> <li>✓ All approaching lanes on Garsfontein road (North/ South bound) are fully controlled by signals.</li> </ul> </li> <li>• <b>Traffic Volumes:</b> <ul style="list-style-type: none"> <li>✓ Both roads fall within minibus-taxi daily trip count classification of between 340 trip counts and 580 trip counts.</li> <li>✓ There is higher volume of peak hour minibus-taxi traffic on Garsfontein compared to Solomon Mahlangu (source: observation)</li> <li>✓ Higher volumes of <b>through</b> minibus-taxi traffic compared to turning minibus-taxi traffic on Garsfontein (source: observation)</li> <li>✓ Longer Q-Length on Garsfontein than on Solomon Mahlangu (source: observation)</li> </ul> </li> <li>• <b>Recommendation:</b> The minibus-Taxi Priority facility should be located on Garsfontein corridor</li> </ul> </div> </div>	
<p style="text-align: center;"><b>J2: Lynwood Road &amp; Jan Shoba Street</b></p> <div style="display: flex;">  <div style="margin-left: 20px;"> <ul style="list-style-type: none"> <li>• <b>Geometry:</b> <ul style="list-style-type: none"> <li>✓ 4-Way Signalised intersection.</li> <li>✓ Both are urban Class 2 roads owned by City of Tshwane (CoT)</li> <li>✓ All approaching lanes are fully controlled by signals.</li> </ul> </li> <li>• <b>Traffic Volumes:</b> <ul style="list-style-type: none"> <li>✓ Both roads fall within minibus-taxi daily trip count classification of between 340 trip counts and 580 trips counts.</li> <li>✓ There is higher volume of peak hour minibus-taxi traffic on Lynwood compared to Jan Shoba (source: observation)</li> <li>✓ There is higher volume of through minibus-taxi traffic compared to turning minibus-taxi traffic on Lynwood (source: observation).</li> <li>✓ Longer Q-Length on Lynwood than Jan Shoba (source: observation).</li> </ul> </li> <li>• <b>Recommendation:</b> The minibus-taxi Priority facility should be located on Lynwood corridor</li> </ul> </div> </div>	
<p style="text-align: center;"><b>J3: Paul Kruger Street &amp; Green Street</b></p>	

Existing Intersection	Description of Geometric and Traffic Conditions
	<ul style="list-style-type: none"> <li>• <b>Geometry:</b> <ul style="list-style-type: none"> <li>✓ 4-Way Signalised intersection.</li> <li>✓ Urban Class 3 (Kruger st) and Class 4a (Green st). Both roads owned by CoT</li> <li>✓ All approaching lanes are fully controlled by signals.</li> </ul> </li> <li>• <b>Traffic Volumes:</b> <ul style="list-style-type: none"> <li>✓ Kruger street falls within the minibus-taxi daily trip count classification of between has average daily MBT trip counts of between 940 trip counts and 1520 trips counts.</li> <li>✓ Green street falls within the minibus-taxi daily trip count classification of between 340 trip counts and 580 trip counts.</li> <li>✓ There is higher volume of peak hour MBT traffic on Paul Kruger compared to Green St (Observation)</li> <li>✓ There is a higher volume of through minibus-taxi traffic as compared to turning minibus- taxi traffic on Paul Kruger (Observation).</li> <li>✓ Longer Q-Length on Paul Kruger than Green during peak hour (Observation)</li> </ul> </li> </ul> <p><b>Recommendation:</b> The minibus-taxi priority facility should be located on Paul Kruger corridor</p>
	<p><b>J4: Solomon Mahlangu Drive &amp; Bronkhorstspuit Road</b></p> <ul style="list-style-type: none"> <li>• <b>Geometry:</b> <ul style="list-style-type: none"> <li>✓ 4-Way Signalised intersection.</li> <li>✓ Both are class 2 roads.</li> <li>✓ Solomon Mahlangu is owned GDoRT while Bronkhorstspuit is owned by CoT</li> <li>✓ All approaches have exclusive slip lanes but through movements are fully controlled by the traffic lights.</li> </ul> </li> <li>• <b>Traffic Volumes:</b> <ul style="list-style-type: none"> <li>✓ Both roads fall within the minibus-taxi daily trip count classification of between 940 trip counts and 1520 trip counts.</li> <li>✓ There is a higher volumes of peak hour minibus-taxi traffic on Solomon Mahlangu as compared to Bronkhorstspuit (Field observation)</li> <li>✓ There is a higher volume of through minibus-taxi traffic compared to turning minibus taxi traffic on Solomon Mahlangu (field observation)</li> <li>✓ Longer Q-Length on Solomon Mahlangu is longer than Bronkhorstspuit during peak hour (field observation)</li> </ul> </li> </ul> <p><b>Recommendation:</b> The minibus-taxi priority facility should be located on Solomon Mahlangu</p>