

JOHANNESBURG ROADS AGENCY

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**P114/05/22: REQUEST FOR TRAFFIC CALMING MEASURES (SPEED HUMPS) AT CORNER OF BRAESIDE AND MUIRFIELD ROADS, GREENSIDE, WARD 87****1. STRATEGIC THRUST**

Economic Growth and Job Creation.  
Effective and Efficient Service Delivery

**2. OBJECTIVE/PURPOSE**

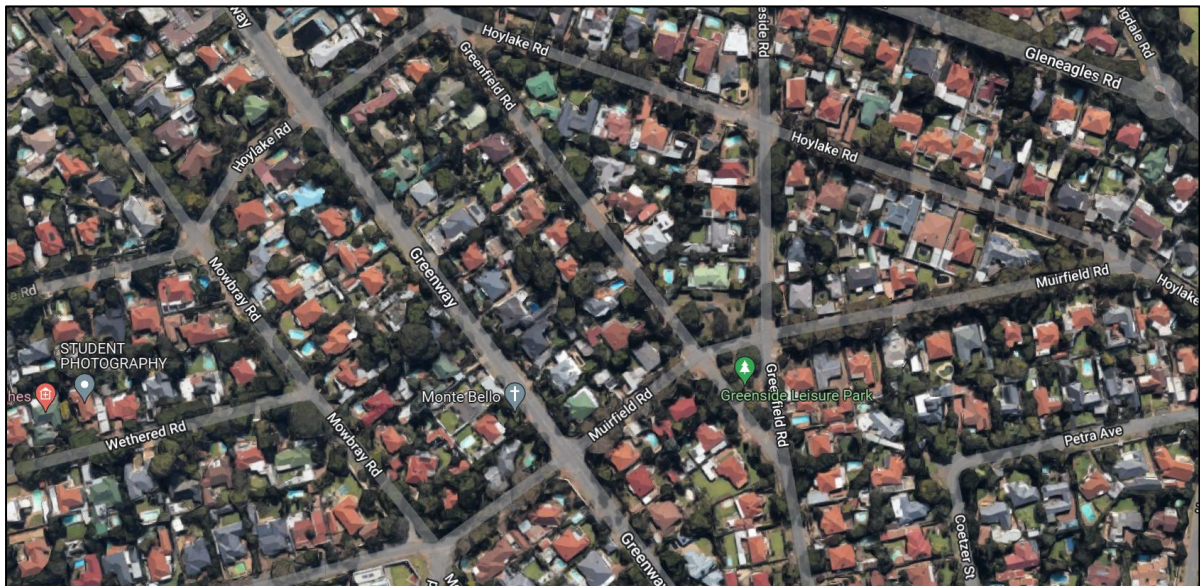
The purpose of this report is to provide the relevant information and recommendations to the MMC: Transport and the Public Participation and Petitions Oversight Committee on the outcome/investigations of the above-mentioned petition request.

**3. BACKGROUND**

The petition was originally lodged with the City of Johannesburg and pertained to the request for traffic calming measures (speed humps) at the corner of Braeside and Muirfield Roads, Greenside, Ward 87.

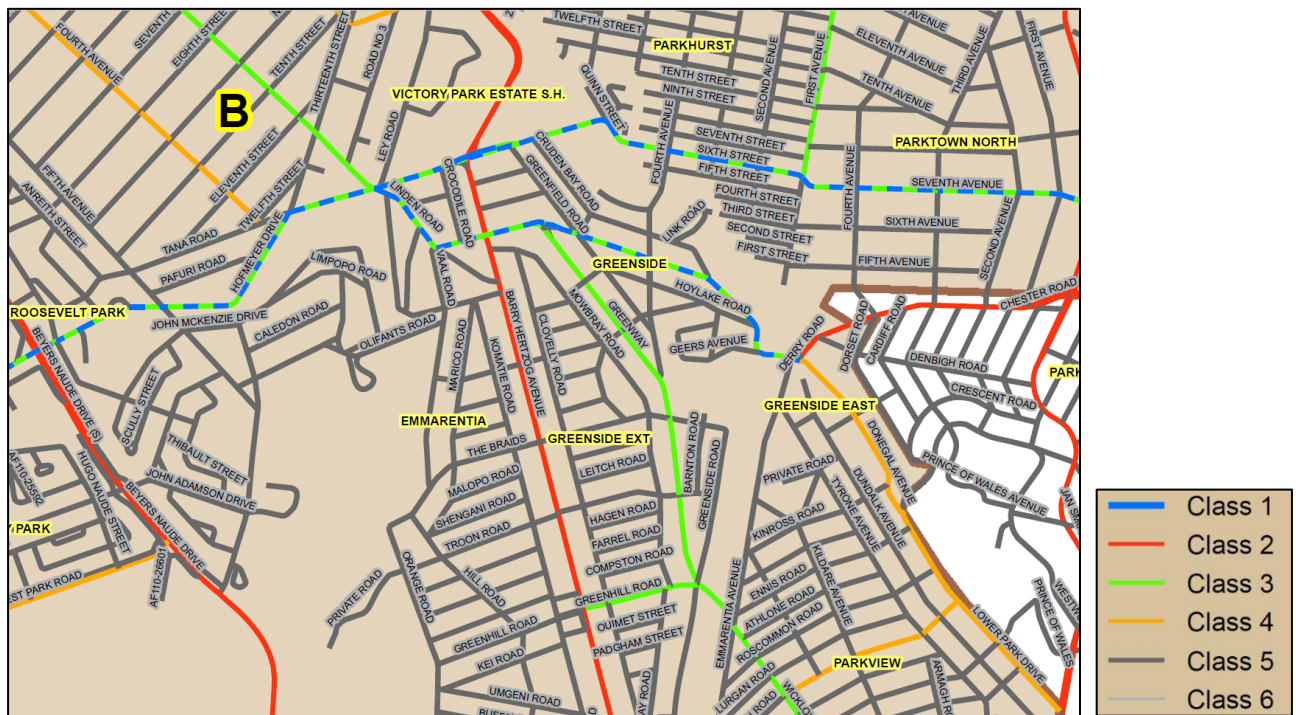
**4. SUMMARY**

A traffic investigation was performed to measure and observe motorists, bicyclists and pedestrian activity and safety as well as the layout of the road in question. The existing road signs and markings were also investigated. Figure 1 is layout of the streets.



**Figure 1: Layout of the street network**

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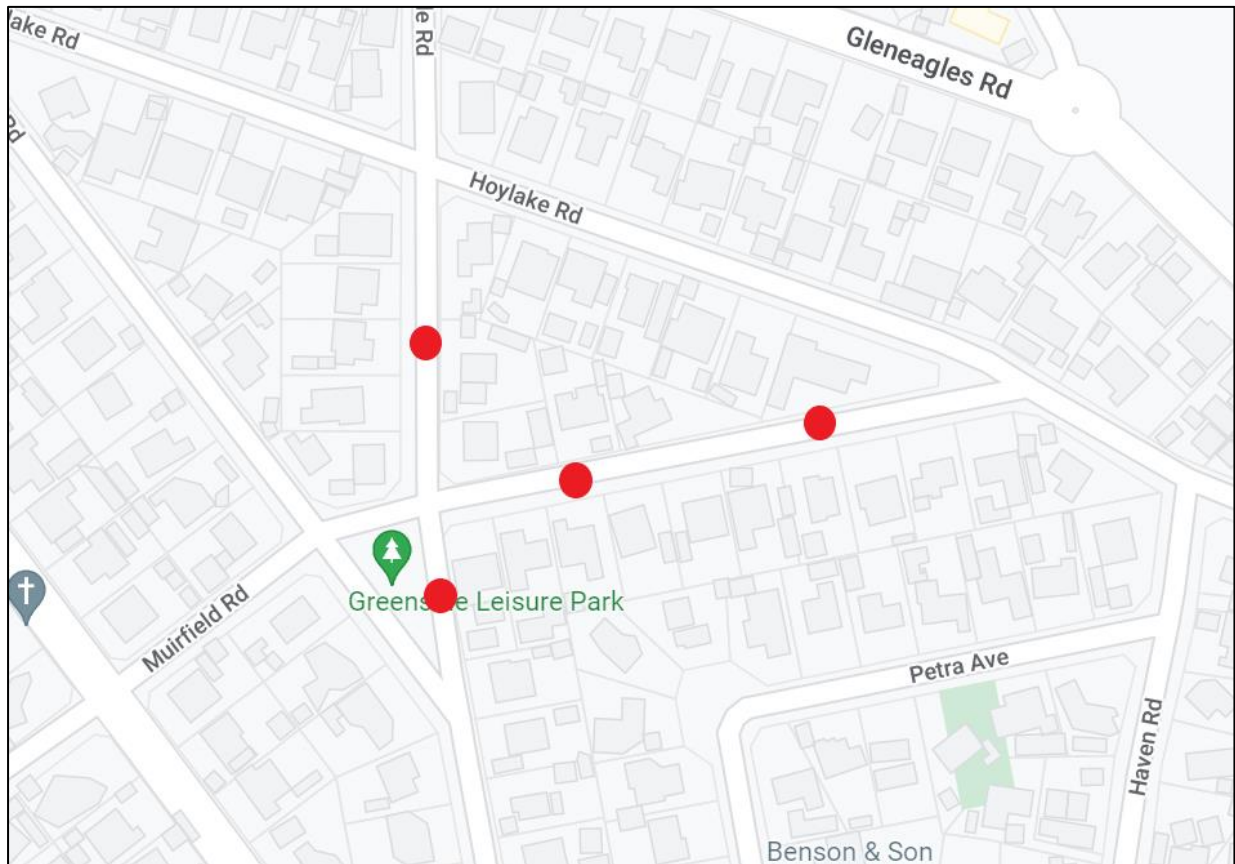
**P114/05/22: REQUEST FOR TRAFFIC CALMING MEASURES (SPEED HUMPS) AT CORNER OF BRAESIDE AND MUIRFIELD ROADS, GREENSIDE, WARD 87****Figure 2: Road Classification**

Traffic calming in the form of speedhumps can be considered on the class 5 and 6 roads and raised pedestrian crossings, raised intersections or wide low-profile platforms can be considered for the class 4 roads. The road hierarchy is illustrated in figure 2 above. Both Braeside and Muirfield Roads are class 5 residential streets.

The streets form part of grid network of streets and it should be noted that any traffic intervention on one street will impact on the diversion of traffic to parallel routes and therefore any intervention implemented on one street must be duplicated on parallel roads. These interventions should however be carefully considered given the potential disadvantages namely:

- i. There is a risk of diverting traffic to neighbouring roads creating additional network problems.
- ii. Excessively harsh traffic calming can lead to increased wear and tear to vehicles and can, over a prolonged period, lead to damage and increased maintenance costs.
- iii. Increased noise as a result of vehicles decelerating and accelerating.
- iv. Speed humps negatively affect emergency vehicles (increasing response times by up to ten seconds per speed hump).

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**Figure 3: Possible locations for raised pedestrian crossing**

Successful traffic calming applies Education, Enforcement and Engineering in identifying and developing solutions for known road safety problem areas. From a technical point of view, these are the suggested improvements:

- i. Traffic calming interventions in the form of speed humps along Muirfield and Braeside Roads can be supported.
- ii. JMPD is requested to address the issue of speed cameras as well as the introduction of scholar patrol at the school. Enforcement is important tool and the Johannesburg Metropolitan Police Department (JMPD) will also be requested to continue with targeted enforcement along the above-mentioned route. Enforcement causes motorists using the street to be aware of their actions.
- iii. Road Safety and education outreach programmes to address road user behavior and improving safety of all road users.

## 5. POLICY IMPLICATIONS

CoJ Complete Streets Policy

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A limited capital budget provision is available for the implementation of traffic calming measures identified through Petitions. Funding is allocated with priority given to traffic calming measures surrounding schools and other community facilities. Should sufficient funding not be available to implement the project during the current financial year, the project will be placed on a priority list for implementation during the upcoming financial year/s.

**7. ECONOMIC IMPLICATIONS**

There are no economic implications to this report.

**8. LEGAL IMPLICATIONS**

All physical measures, including traffic signals road signs and road markings must comply with the requirements of the South African Road Traffic Signs Manual (SARTSM) in terms of the Road Traffic Act.

**9. RISK ANALYSIS**

Road signs, traffic signals and markings that do not comply with the requirements as set out in the Road Traffic Act can increase liability and claims.

**10. COMMUNICATION IMPLICATIONS**

As part of the Streets Alive Programme, the City of Joburg will:

- Involve communities: Community views will be sought on the problems they are experiencing and how the problems can be solved. They will be consulted on projects before implementation takes place. The City will assist communities in selecting the most appropriate traffic calming measures
- Implement measures holistically: The impact on adjacent streets must always be considered to avoid creating more problems. Groups of measures that can be implemented in stages will be considered instead of isolated solutions
- Monitor and follow-up: As part of the programme, we will report back to the community and Council as to the performance of the measures implemented. The option to modify or adjust measures once implemented must always be considered if the desired results are not achieved.



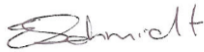
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**P114/05/22: REQUEST FOR TRAFFIC CALMING MEASURES (SPEED HUMPS) AT CORNER OF BRAESIDE AND MUIRFIELD ROADS, GREENSIDE, WARD 87****IT IS RECOMMENDED THAT:**

1. Traffic calming interventions in the form of speed humps along Braeside and Muirfield Roads can be supported as shown in Figure 3 above.
2. JMPD is requested to address the issue of speed cameras as well as the introduction of scholar patrol at the school. Enforcement is important tool and the Johannesburg Metropolitan Police Department (JMPD) will also be requested to continue with targeted enforcement along the above-mentioned route.
3. A limited capital budget provision is available for the implementation of traffic calming measures identified through Petitions. Funding is allocated with priority given to traffic calming measures surrounding schools and other community facilities.
4. CoJ Transport be requested to introduce a road safety education campaign through community engagement and by producing and distributing pamphlets or send media statements to the schools.

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