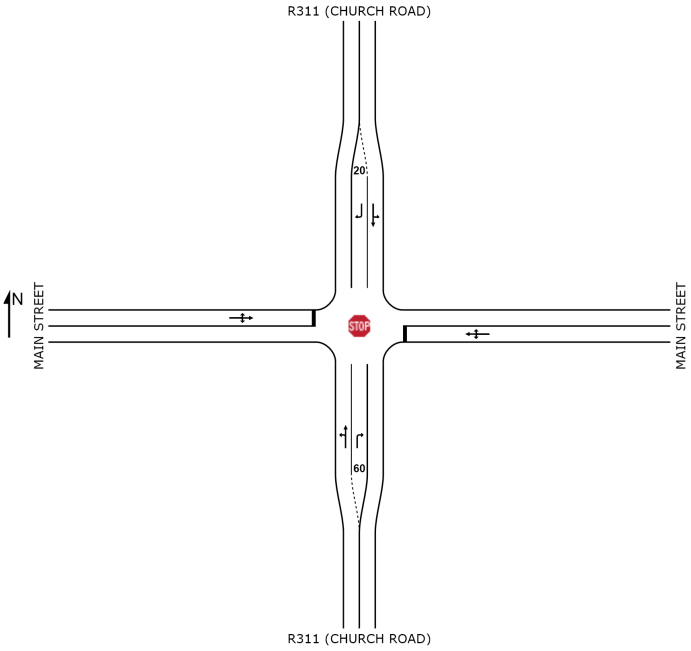
Traffic Impact Study

Erf 878 Riebeek Kasteel

28 November 2025



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QUALITY MANAGEMENT

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Project Name:	Erf 878 Riebeek Kasteel
Project No.:	TRAF 1967
Date of Issue:	28 November 2025
Version:	004
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1 PURPOSE AND OVERVIEW

1.1 Introduction

Route^2 – Transport Strategies cc have been appointed by **Silver Solutions 3371 cc** to undertake a Traffic Impact Study for the proposed new development on **Erf 878 Riebeek Kasteel, Western Cape Province**. The proposed development will form part of the Riebeek Kasteel CBD along its western periphery, with Main Street to the north, the R311 (Church Road) along the western boundary, Fontein Street to the east and farmland to the south (see **Figures 1A & 1B)**.

This Traffic Impact & Access Study is submitted in support of the development to the relevant municipal-, transport- and planning authorities.

1.2 Objectives of the Traffic Impact Study

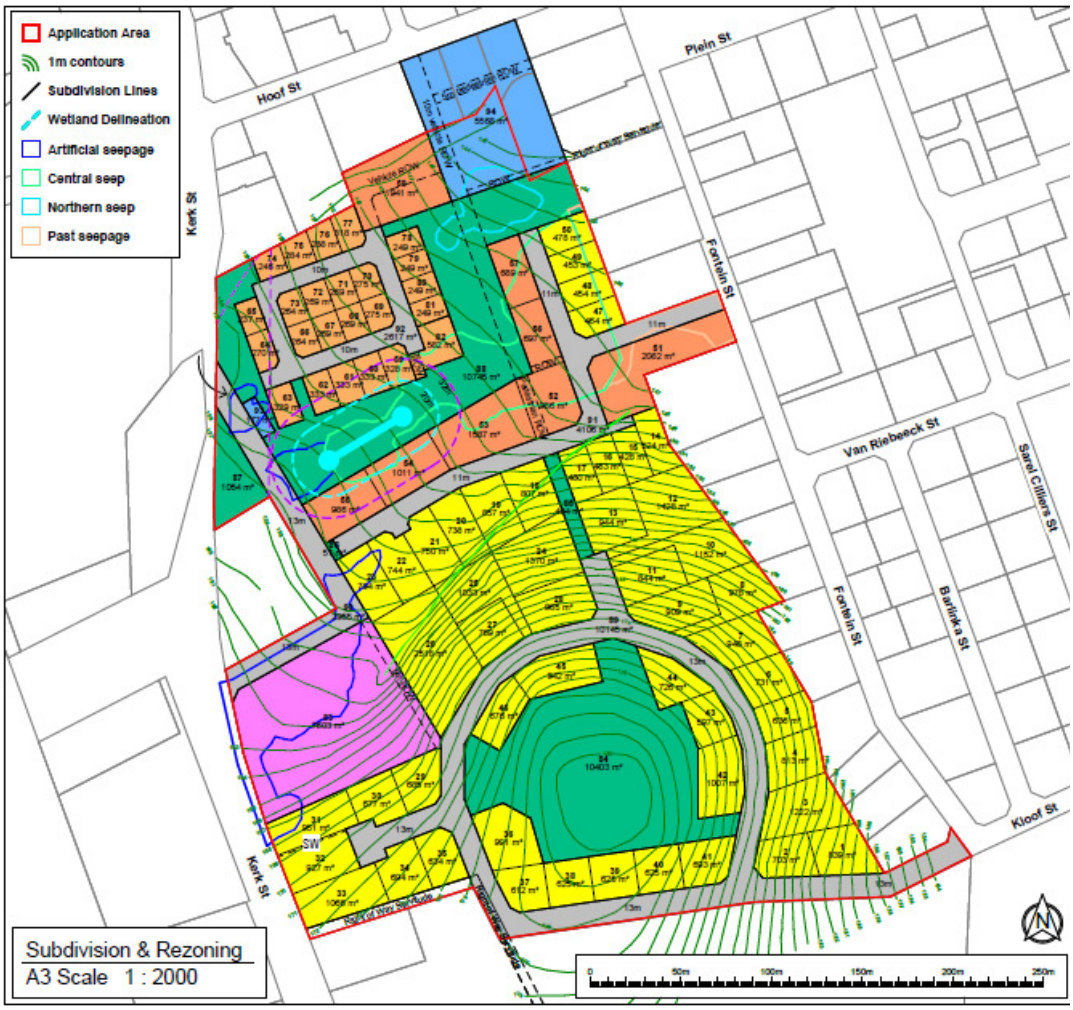
The objectives of the study are as follow:

- To determine if there will be any traffic impact as a result of the additional development traffic;
- To propose measures that could be put in place to mitigate any traffic impact if necessary;
- To assess the proposed access regimes for the development; and
- To provide sufficient information for the approval of the Traffic Impact Study both from the Provincial Authority and Local Municipality.

2 SCOPE OF THE REPORT

The purpose of this report is to identify the potential traffic impact of the development of Erf 878 Riebeek Kasteel that will include **"Residential 1", "Residential 2", "Residential 3", "Resort"** and in the future **"Business 1"** as land uses, thus extending the Riebeek Kasteel CBD to the west.

The study area, development trip generation, trip distribution, capacity analysis, parking and site access requirements are assessed in the rest of this report.



2.1 Study Area

The extent of the study area is driven by an estimation of the traffic generated, the position of the proposed accesses and the intersections likely to be affected by the additional development traffic.

The development is expected to generate ultimately with the "Business 1" as a worse-case **236 weekday AM and 456 PM peak hour trips**, therefore a Traffic Impact Study is required. The study includes the intersection of:

- ✓ **Intersection 1:** R311 (Church Road) and Main Street – priority controlled.
- ✓ **Intersection 2:** Main Street and Maree Street – priority controlled.
- ✓ **Intersection 3:** Main Street and Fontein Street – 4-way stop controlled.
- ✓ **Intersection 4:** Fontein Street and Plein Street – priority controlled.
- ✓ **Intersection 6:** Fontein Street and Kloof Street – no control.
- ✓ **Intersection 7:** R311 (Church Road) and Farm Access – priority controlled.
- ✓ **Intersection 8:** R311 (Church Road) and R46 – priority controlled.

2.2 Peak Hours Analysed

Peak period traffic counts were conducted for the AM and PM peak periods on **Wednesday 12 November 2025** at the intersections mentioned above.

The current peak hours are for the AM (07:00 – 08:00) and the PM (16:00-17:00) as is summarised in **Figures 2 & 3**, was assessed. The peak hours were derived from the highest peak hour traffic that was counted during that day's peak periods.

2.3 Assessment Scenarios

To determine the likely impact of the additional traffic on the adjacent road network, the following three (3) scenarios were analysed:

- **Scenario 1: Existing 2025 AM and PM** peak hour traffic flows.
- **Scenario 2: Base 2025 AM and PM** peak hour traffic flows with Development Traffic (excluding the Business 1 traffic).
- **Scenario 3: Future 2030 AM and PM** peak hour traffic flows (including the Business 1 traffic).

2.4 Latent Rights Traffic

There is currently no Latent Rights traffic developments near the site.

3 SURROUNDING AND FUTURE ROAD NETWORK

R46 (Trunk Road 2401)

The R46 is a Class 2 Provincial Road linking Wellington & Ceres to the east with Malmesbury & the N7 to the west. The road is a single carriageway road and surfaced shoulders.

R311 (Main Road 227)

This Provincial Road is a Class 2 Provincial Road to the north of Riebeek Kasteel and a Class 3 mobility road with one lane per direction.

Two (2) positions for access is proposed, with the proposed “Access 1” as a full access intersection across from The “Farm Access Road” and “Access 5” to be an only left-in link into the development.

Main Street

Main Street is a Class 5 local access street and is a single carriageway road. The proposed "Access 2" will be off this street across from Maree Street, thus forming the 4th leg of the intersection.

Fontein Street

Fontein Street is also a Class 5 single carriageway local access street. The proposed "Access 3" will be off this street forming a new intersection.

Kloof Street

Kloof Street is a Class 5 local access street and will be extended westwards to form "Access 4" into the development mainly for the "Residential 1" Erven.

4 PROPOSED DEVELOPMENT

The development controls applied for is summarised in **Table 1** below. The proposed Site Development Plan (SDP) is attached in **Annexure B.**

It should be noted that the "Resort" is for a Wedding Venue and that in COTO TMH17 there is not trip rates for Wedding Venues, thus the trip rate for a Conference Facility was applied to cater for any traffic that may be generated by the Wedding Venue on a typical weekday AM and/or PM peak hour.

Table 1: Development Controls

Land Use	Area & Number
Residential 1	50 Erven
Residential 2	24 Erven
Residential 3	31 Units
Resort	Assumed Conference Facility = 200 seats
Business 1 (Future)	Retail = 1 500m^2 GLA

5 TRAFFIC FLOWS & TRIP GENERATION

5.1 Trip Generation

The COTO *Trip Generation Manual (September 2012 TMH 17 Volume 1) trip rates were used to determine the potential traffic.*

The predicted peak hour traffic to and from the site is summarised in **Tables 2 & 3** below. **It should be noted that no trip reductions were used for the trip generation as well as no assumed passer-by or diverted trips.**

All trips, should thus in this study be seen as the potential worst-case scenario for additional traffic being generated. (Trips in blue is for the Business 1 in future).

Table 2: AM Peak Hour Trip Generation

Land use	Extend	Units	Trip Rate	Split	Split	Trips	Trips	Total in & out
				In	Out	In	Out	
Single D/Units	50	Erf	1.00	25%	75%	12	38	50
Apartments & Flats	31	Unit	0.65	25%	75%	5	15	20
Townhouses	24	Erf	0.85	25%	75%	5	15	20
Conference Facility	200	Seats	0.50	90%	10%	90	10	100
Shopping Centre	**1 500**	**m^2 GLA**	**0.60**	**65%**	**35%**	**30**	**16**	**46**
TOTAL						**142**	**94**	**236**

Table 3: PM Peak Hour Trip Generation

Land use	Extend	Units	Trip Rate	Split	Split	Trips	Trips	Total in & out
				In	Out	In	Out	
Single D/Units	50	Erf	1.00	70%	30%	35	15	50
Apartments & Flats	31	Unit	0.65	70%	30%	14	6	20
Townhouses	24	Erf	0.85	70%	30%	14	6	20
Conference Facility	200	Seats	0.50	10%	90%	10	90	100
Shopping Centre	**1 500**	**m^2 GLA**	**3.40**	**50%**	**50%**	**133**	**133**	**266**
TOTAL						**206**	**250**	**456**

5.2 Expected Trip Distribution

The following distribution was used as summarised in **Figures 4 & 5**:

- 15% from the west along R46 (Malmesbury).
- 10% from the east along R46 (Wellington).
- 20% from the north along R311.
- 10% from the north along Maree Street and Fontein Street.
- 45% from the east along Main Street, Plein Street, Riebeek Street and Kloof Street.

Figures 6 & 7 illustrates the assumed trip distribution for the development traffic while **Figures 8 to 11** illustrates the **Base 2025 & Future 2030** traffic.

6 TRAFFIC IMPACT & CAPACITY ANALYSES

6.1 Assessment Criteria

The intersections were analysed using AutoJ.

AutoJ is a computer software program that provides several performance measures including v/c ratios, delays, level of service (LOS), etc.

When elements of a road network such as intersections are analysed, their operating conditions are described in terms of LOS. The six letters from A to F are used to indicate different LOS. LOS A indicates very light traffic with correspondingly low delays. LOS E reflects capacity conditions, with high delays and unstable flow. LOS F reflects conditions where traffic demand exceeds capacity and traffic experiences congestion and delays. Generally, LOS A to D is considered acceptable in accordance with international standards. LOS E and F on the other hand are deemed unacceptable.

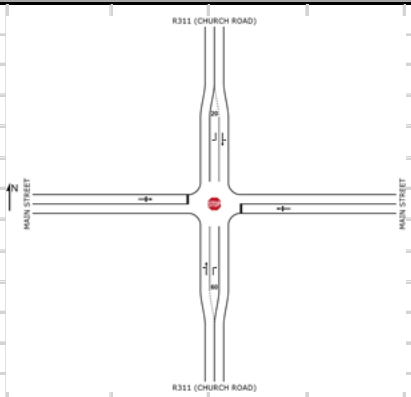
A further measure of the operating conditions prevailing at any one point in a road network is the volume to capacity ratio (v/c). As the name implies it is the traffic demand volume divided by the available capacity of the roadway element. Generally, ratios of up to approximately 0.9 are internationally deemed acceptable.

Results of the AutoJ capacity analyses at the intersections are discussed in the following sub sections, with details of the outputs enclosed in **Annexure A**.

6.2 Future 2030 Traffic (including Business 1 traffic)

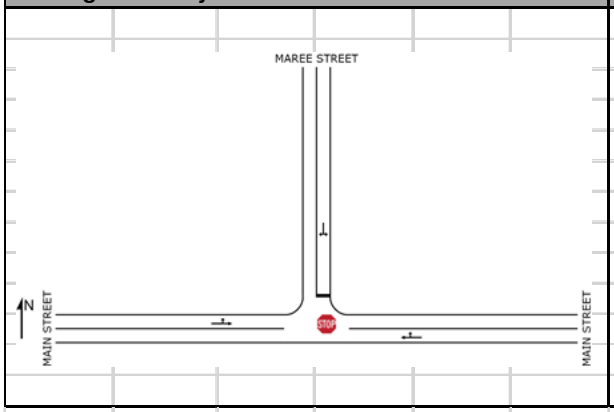
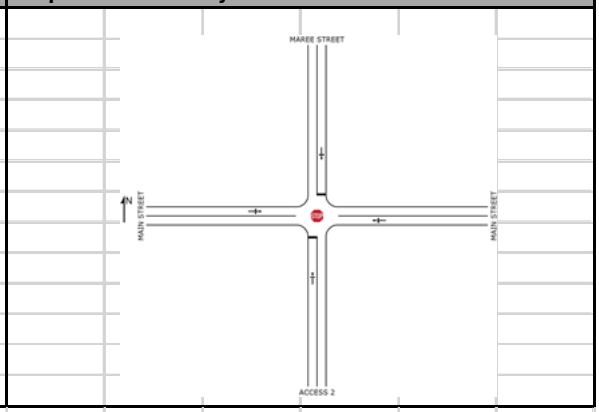
The existing & base 2025 traffic volumes was grown with a compound 3% per annum to calculate the 2030 demand.

6.3 R311 (Church Road) and Main Street: Intersection 1

Existing Geometry & Control	Proposed Geometry & Control
	N/A

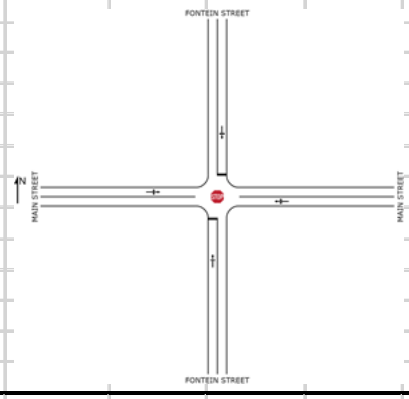
Analysis Results & Conclusions					Intersection: R311 (CHURCH ROAD) / MAIN STREET
		Overall Operation			
Scenario	Peak	LOS	Delay(s)	V/C	Comment
SC1	AM	A	10	0,27	
SC2	AM	A	10	0,29	
SC3	AM	A	11	0,45	Including Business 1 traffic & Access 2.
SC1	PM	A	10	0,23	
SC2	PM	A	10	0,25	
SC3	PM	A	13	0,49	Including Business 1 traffic & Access 2.
Scenarios:					For all scenario's the intersection operates sufficiently
SC1:	**Existing 2025 peak hour traffic.**				with ample spare capacity. No upgrades will be required.
SC2:	**Base 2025 + Development Traffic.**				
SC3:	**Future 2030 peak hour traffic.**				
Upgrades Required:					**No**

6.4 Main Street, Maree Street and Proposed Access 2 Road: Intersection 2

Existing Geometry & Control	Proposed Geometry & Control
	

Analysis Results & Conclusions					Intersection: MAIN STREET / MAREE STREET / ACCESS 2
		Overall Operation			
Scenario	Peak	LOS	Delay(s)	V/C	Comment
SC1	AM	A	9	0,07	
SC2	AM	A	9	0,08	
SC3	AM	A	9	0,13	4th leg applied (Access 2) & Business 1 traffic.
SC1	PM	A	9	0,09	
SC2	PM	A	9	0,09	
SC3	PM	A	10	0,18	4th leg applied (Access 2) & Business 1 traffic.
Scenarios:					With including a fourth leg from the south the intersection with the development traffic will operate sufficiently.
SC1:	**Existing 2025 peak hour traffic.**				
SC2:	**Base 2025 + Development Traffic.**				
SC3:	**Future 2030 peak hour traffic.**				
Upgrades Required:					**Yes (4th leg from the south - Access 2)**

6.5 Main Street and Fontein Street: Intersection 3

Existing Geometry & Control	Proposed Geometry & Control
	N/A

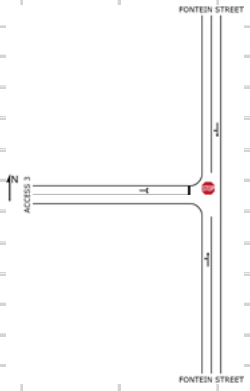
Analysis Results & Conclusions					Intersection: MAIN STREET / FONTEIN STREET
		Overall Operation			
Scenario	Peak	LOS	Delay(s)	V/C	Comment
SC1	AM	A	9	0,08	
SC2	AM	A	9	0,09	
SC3	AM	A	9	0,10	Including Business 1 traffic & Access 2.
SC1	PM	A	9	0,09	
SC2	PM	A	10	0,12	
SC3	PM	A	10	0,18	Including Business 1 traffic & Access 2.
Scenarios:					For all scenario's the intersection operates sufficiently
SC1:	**Existing 2025 peak hour traffic.**				with ample spare capacity. No upgrades will be required.
SC2:	**Base 2025 + Development Traffic.**				
SC3:	**Future 2030 peak hour traffic.**				
Upgrades Required:					**No**

6.6 Fontein Street and Plein Street: Intersection 4

Existing Geometry & Control	Proposed Geometry & Control
	N/A

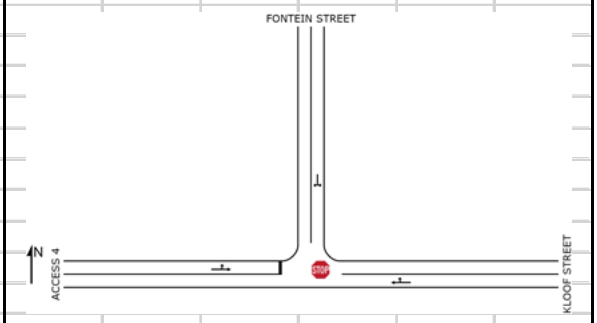
Analysis Results & Conclusions					Intersection: FONTEIN STREET / PLEIN STREET
		Overall Operation			
Scenario	Peak	LOS	Delay(s)	V/C	Comment
SC1	AM	A	9	0,04	
SC2	AM	A	9	0,06	
SC3	AM	A	9	0,05	Including Business 1 traffic & Access 2.
SC1	PM	A	9	0,04	
SC2	PM	A	9	0,05	
SC3	PM	A	9	0,06	Including Business 1 traffic & Access 2.
Scenarios:					For all scenario's the intersection operates sufficiently
SC1:	**Existing 2025 peak hour traffic.**				with ample spare capacity. No upgrades will be required.
SC2:	**Base 2025 + Development Traffic.**				
SC3:	**Future 2030 peak hour traffic.**				
Upgrades Required:					**No**

6.7 Fontein Street and Proposed Access 3 Road: Intersection 5

Existing Geometry & Control	Proposed Geometry & Control
N/A	

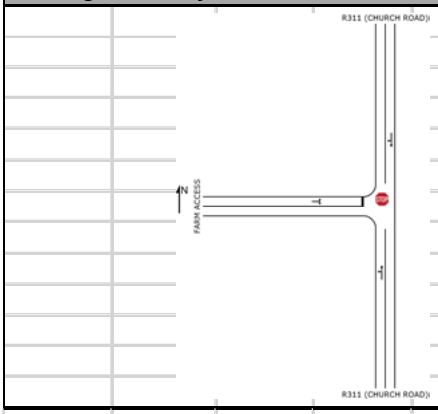
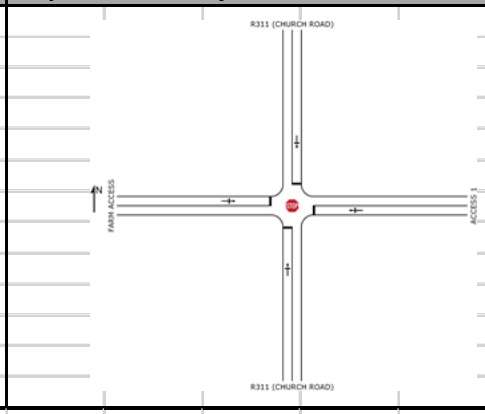
Analysis Results & Conclusions					Intersection: FONTEIN STREET / ACCESS 3
		Overall Operation			
Scenario	Peak	LOS	Delay(s)	V/C	Comment
SC1	AM				
SC2	AM	A	8	0,04	
SC3	AM	A	8	0,05	Including Business 1 traffic & Access 2.
SC1	PM				
SC2	PM	A	9	0,07	
SC3	PM	A	9	0,10	Including Business 1 traffic & Access 2.
Scenarios:					This new proposed intersection will operate sufficiently.
SC1:	**Existing 2025 peak hour traffic.**				
SC2:	**Base 2025 + Development Traffic.**				
SC3:	**Future 2030 peak hour traffic.**				
Upgrades Required:					**Yes (third leg from the west - Access 3)**

6.8 Fontein Street, Kloof Street and Proposed Access 4 Road: Intersection 6

Existing Geometry & Control	Proposed Geometry & Control
N/A	

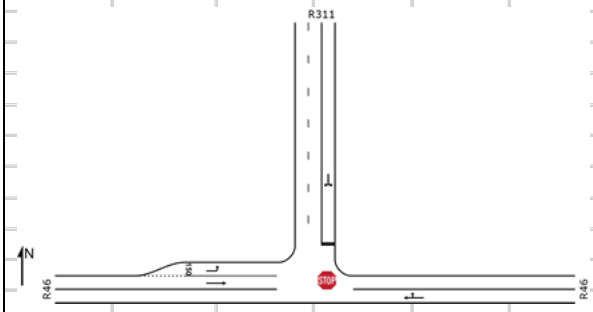
Analysis Results & Conclusions					Intersection: FONTEIN STREET / KLOOF STREET / ACCESS 4
		Overall Operation			
Scenario	Peak	LOS	Delay(s)	V/C	Comment
SC1	AM				
SC2	AM	A	9	0,02	
SC3	AM	A	9	0,01	3rd leg applied (Access 4) & Business 1 traffic.
SC1	PM				
SC2	PM	A	9	0,03	
SC3	PM	A	9	0,02	3rd leg applied (Access 4) & Business 1 traffic.
Scenarios:					With including a third leg from the west the intersection with the
SC1:	**Existing 2025 peak hour traffic.**				development traffic will operate sufficiently.
SC2:	**Base 2025 + Development Traffic.**				
SC3:	**Future 2030 peak hour traffic.**				
Upgrades Required:					**Yes (third leg from the west - Access 4)**

6.9 R311 (Church Road), Farm Access and Proposed Access 1 Road: Intersection 7

Existing Geometry & Control	Proposed Geometry & Control
	

Analysis Results & Conclusions					Intersection: R311 (CHURCH ROAD) / FARM ACCESS / ACCESS 1
		Overall Operation			
Scenario	Peak	LOS	Delay(s)	V/C	Comment
SC1	AM				
SC2	AM	A	9	0,13	4th leg applied (Access 1) intersection not staggard.
SC3	AM	A	9	0,16	4th leg applied (Access 1) intersection not staggard + Business 1.
SC1	PM				
SC2	PM	A	9	0,11	4th leg applied (Access 1) intersection not staggard.
SC3	PM	A	9	0,17	4th leg applied (Access 1) intersection not staggard + Business 1.
Scenarios:					With including a fourth leg from the east the intersection with the
SC1:	**Existing 2025 peak hour traffic.**				development traffic will operate sufficiently if priority controlled. If this
					4th leg can't be 100% aligned with the Farm Access Road, then the
SC2:	**Base 2025 + Development Traffic.**				intersection should be a 4-way stop controlled intersection (AM:
					LOS = B, V/C = 0.60 & Average Delay = 15 seconds. For PM:
SC3:	**Future 2030 peak hour traffic.**				LOS = B, V/C = 0.31 & Average Delay = 11 seconds).
Upgrades Required:					**Yes (fourth leg from the east - Access 1)**

6.10 R311 (Church Road) and R46: Intersection 8

Existing Geometry & Control	Proposed Geometry & Control
	N/A

Analysis Results & Conclusions					Intersection: R46 / R311
		Overall Operation			
Scenario	Peak	LOS	Delay(s)	V/C	Comment
SC1	AM	B	11	0,38	
SC2	AM	B	11	0,43	
SC3	AM	B	12	0,53	Including Business 1 traffic & Access 2.
SC1	PM	B	10	0,30	
SC2	PM	B	11	0,37	
SC3	PM	B	11	0,46	Including Business 1 traffic & Access 2.
Scenarios:					For all scenario's the intersection operates sufficiently
SC1:	**Existing 2025 peak hour traffic.**				with ample spare capacity. No upgrades will be required.
SC2:	**Base 2025 + Development Traffic.**				
SC3:	**Future 2030 peak hour traffic.**				
Upgrades Required:					**No**

6.11 R311 (Church Road) and Left-in Only: Intersection 9

NOT ANALYSED.

7 PUBLIC TRANSPORT & NON-MOTORISED TRANSPORT

7.1 Background

In terms of the "National Land Transport Act" (NLTA) (Act No.5 of 2009), it is required that an assessment of public transport be included in traffic impact studies. The following comments are relevant.

7.2 Public Transport

The Riebeek Kasteel CBD is well served by minibus-taxi thus no additional facilities will be required.

7.3 Non-motorised Transport (NMT)

The existing sidewalks within the CBD will be linked to the new sidewalks within the development.

8 PRELIMINARY SITE TRAFFIC ASSESSMENT (STA)

The following applies for the site:

- Parking will be provided in accordance with the Town Planning Scheme.
- Refuse removal will be provided on the sites.
- Pedestrian sidewalks will be provided throughout the development and will be linked to the with sidewalks within the Riebeek Kasteel (CBD) Town.
- All access roads off the R311, Main Street, Fontein Street will have one (1) lane per direction and the road surfaces will be +6m wide.
- Intersection 7 (R311 Church Street, Farm Access Road and Access Road No 1) should be 4-way stop controlled. This will cater for any sight distance issues that may arise with including the 4th eastern leg at the intersection. Due to extensive speeds being travelled along that part of the R311, it may also serve as some sort of a speed deterrent and provide a safer alternative place for pedestrians to cross safely over the R311.
- The vehicle tracking in **Annexure C** shows that cars, emergency vehicles and trucks can manoeuvre with ease through the development.

9 CONCLUSION & RECOMMENDATIONS

The Traffic Impact Study investigated the potential traffic impact of proposed development on **Erf 878 Riebeek Kasteel, Western Cape Province**.

The analysis showed that the proposed development traffic will have limited to no impact along the adjacent roads and/or intersections.

To cater for the additional traffic only the following road and/or intersection upgrades are proposed:

- **Intersection 2: Main Street and Maree Street** – **Future** priority controlled with a northbound 4th leg (Access Road No 2).
- **Intersection 5: Fontein Street and Proposed Access Road no 3** – priority controlled with an eastbound 3rd leg (Access Road No 3).
- **Intersection 6: Fontein Street and Kloof Street** – priority controlled with an eastbound 3rd leg (Access Road No 4).
- **Intersection 7: R311 (Church Road), Farm Access Road and Proposed Access Road no 4** – staggered intersection with 4-way stop control with a 4th westbound leg (Access Road No 1).

With regards to sight distances the following can be concluded:

- **Intersection 2:** >100m westbound & eastbound = sufficient.
- **Intersection 5:** >100m northbound & southbound = sufficient.
- **Intersection 6:** >100m northbound & eastbound = sufficient.
- **Intersection 7:** +/- 75m northbound & >150m southbound = proposed 4-way stop controlled intersection.

Table 4 below summarises and concludes the outcomes of this assessment:

Table 4: Conclusions & Recommendations

Description	Conclusion & Recommendation
To be Zoned	Residential 1-3, Resort & Business 1
Trip Generation (In & Out)	236 AM & 456 PM (worst-case)
Latent Rights	N/A
Access Roads x4	1 lane in and 1 lane out
Emergency Entry & Exit	Acceptable throughout development.
Stacking required	N/A
Parking to be provided	In accordance to the Town Planning Scheme
Refuse removal	On Site
Public Transport	Sufficient
External Road and /or Intersection Impact	**Minimal although some deterrent for excessive speeds along Church Road (R311) proposed by way of proposed 4-way stop controlled Intersection 7.**
Non-motorised Transport	**Provision of sidewalks throughout the development linking with the Riebeek Casteel Town (CBD).**
Required	**Site Traffic Assessment (STA) with final SDP**

10 REFERENCES

- COTO, September 2012, TMH 17 Volume 1, “South African Trip Data Manual”.
- Institute of Transportation Engineers. “Trip Generation, 8th Edition, 2008”.
- Transportation Research Board. “Highway Capacity Manual, 2010”.
- COTO, December 2011, TMH 26, “South African Road Classification and Access Management Manual”.
- National Land Transport Act (NLTA) (Act No. 5 of 2009).

Figures

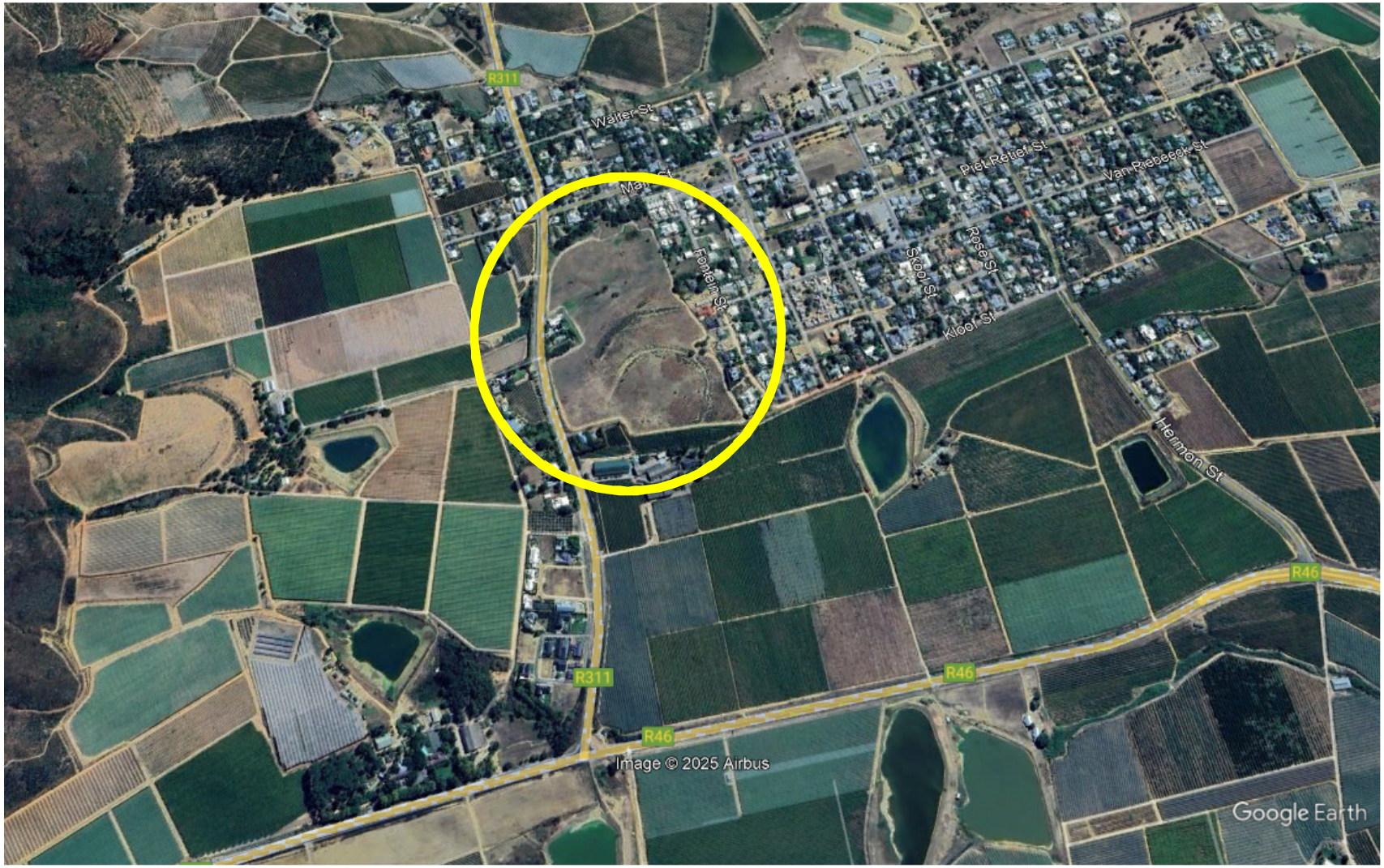


Figure 1: Locality

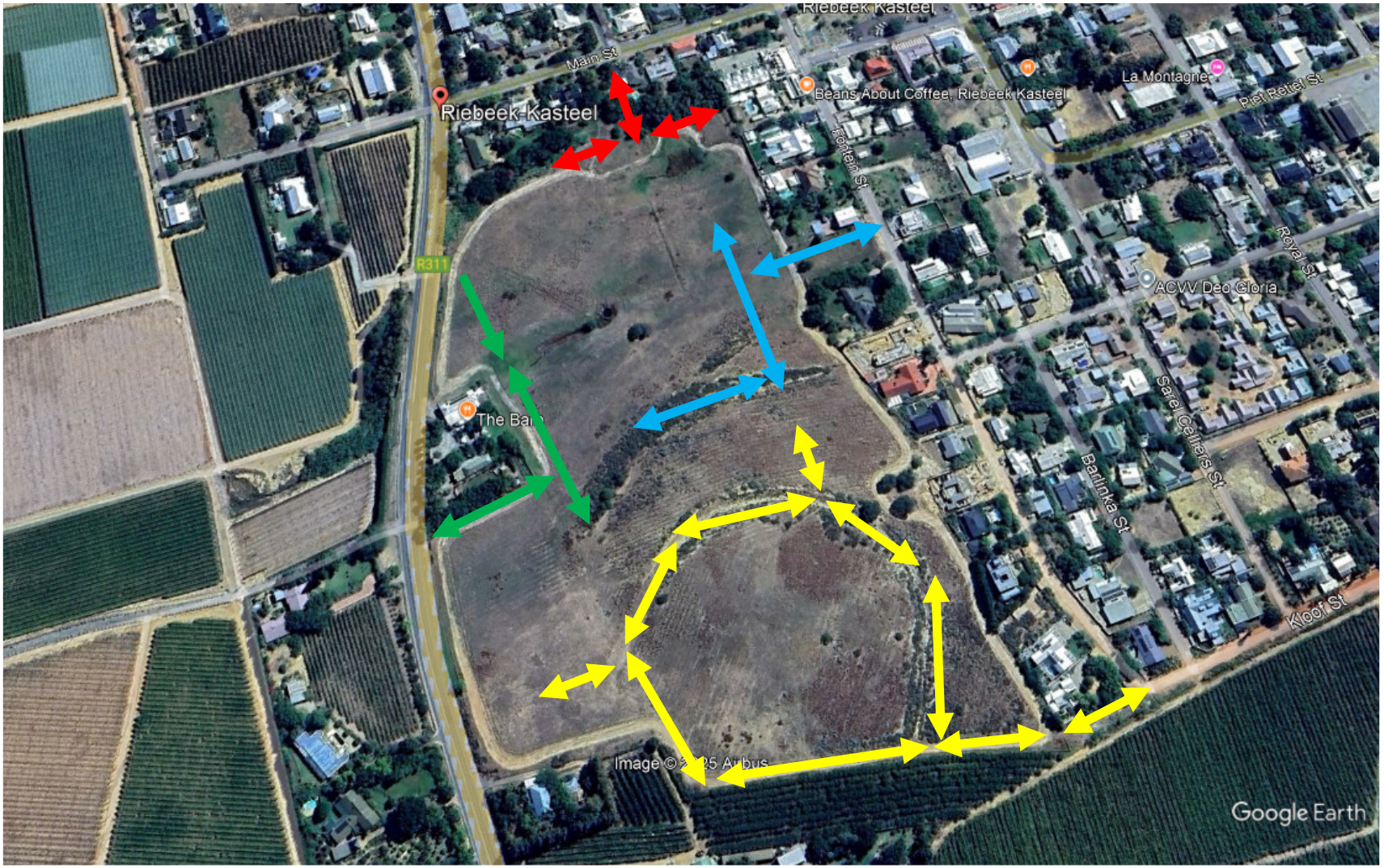
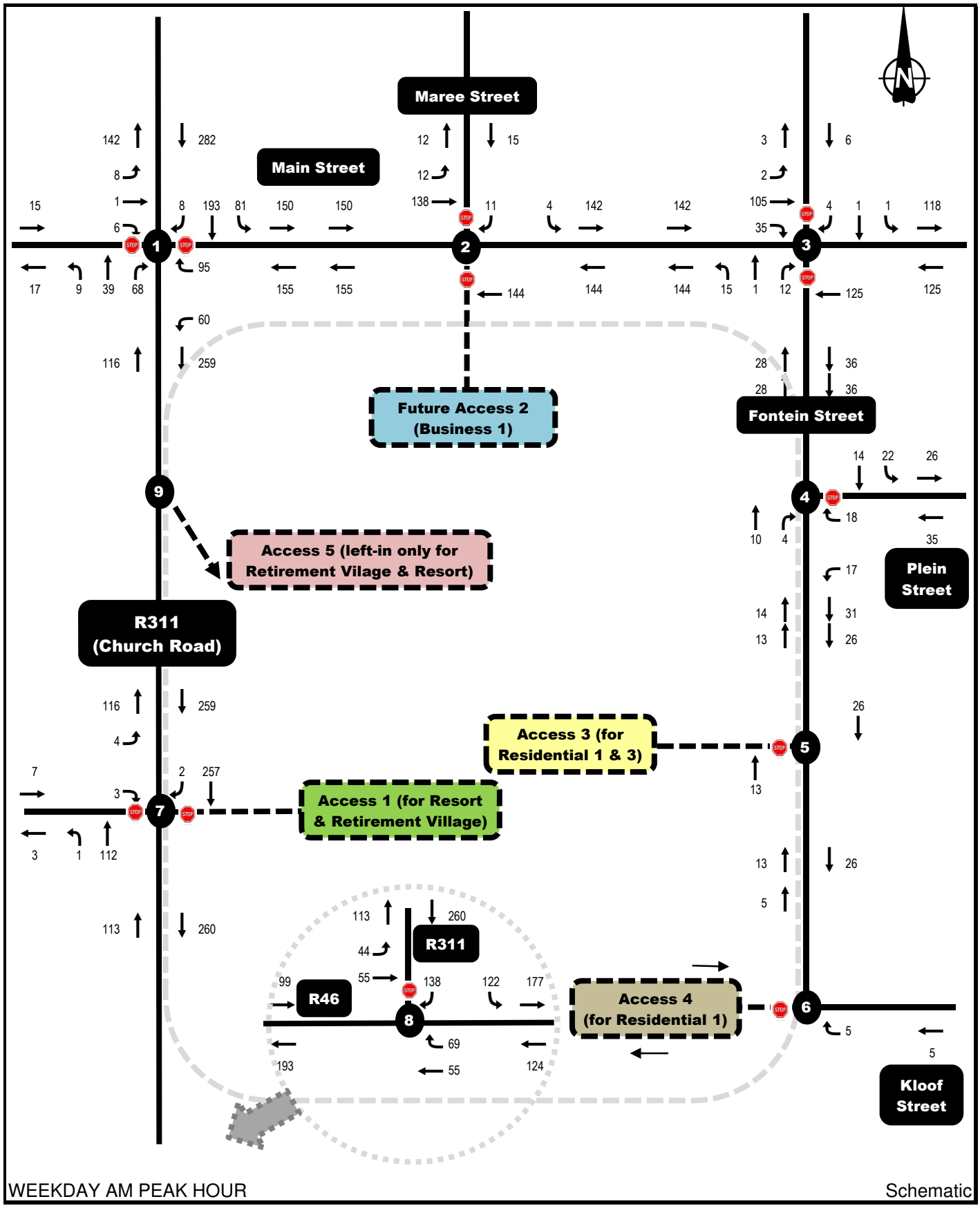


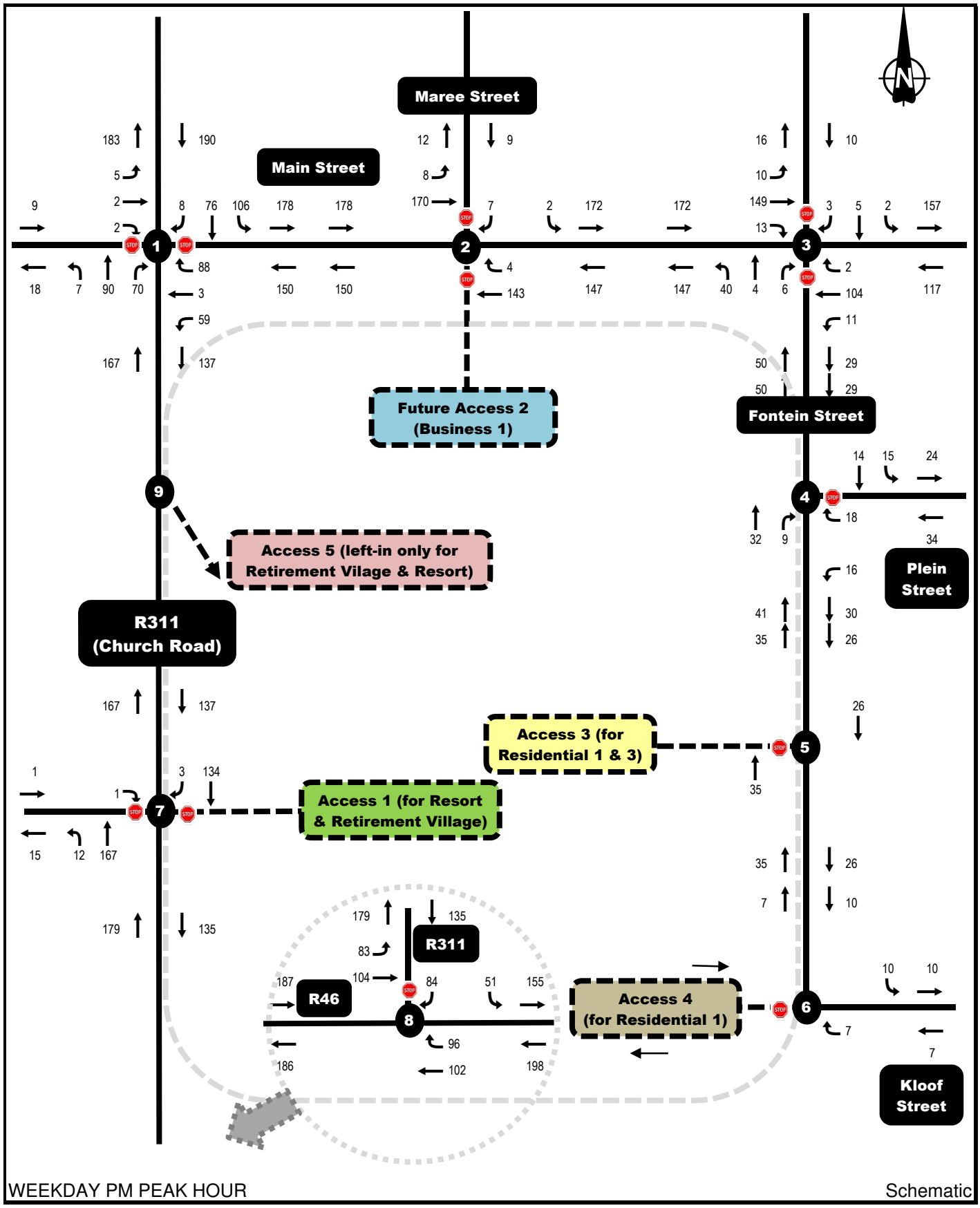
Figure 1: Locality



WEEKDAY AM PEAK HOUR

Schematic

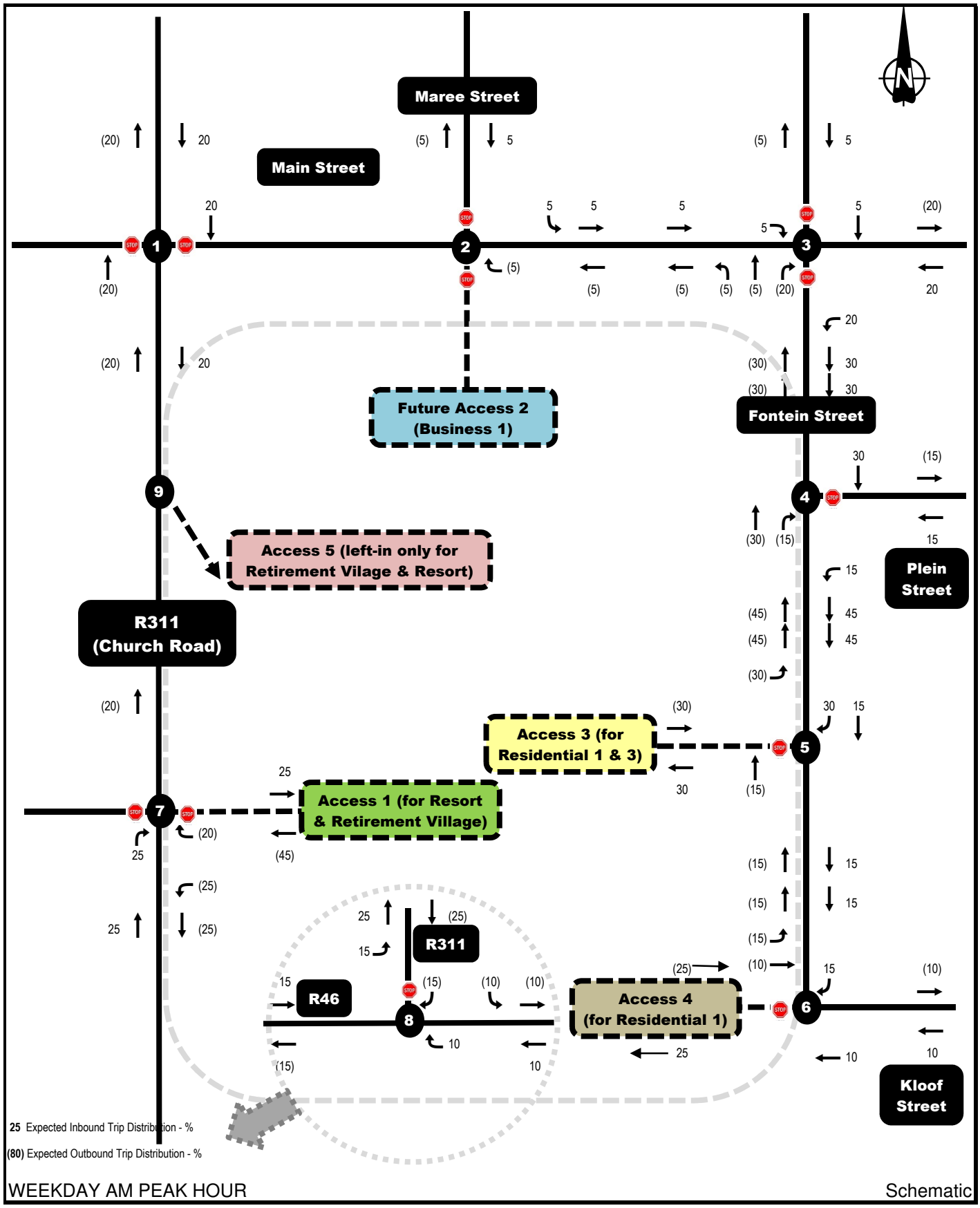
route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Present Traffic Demand (2025)	Fig: **2**



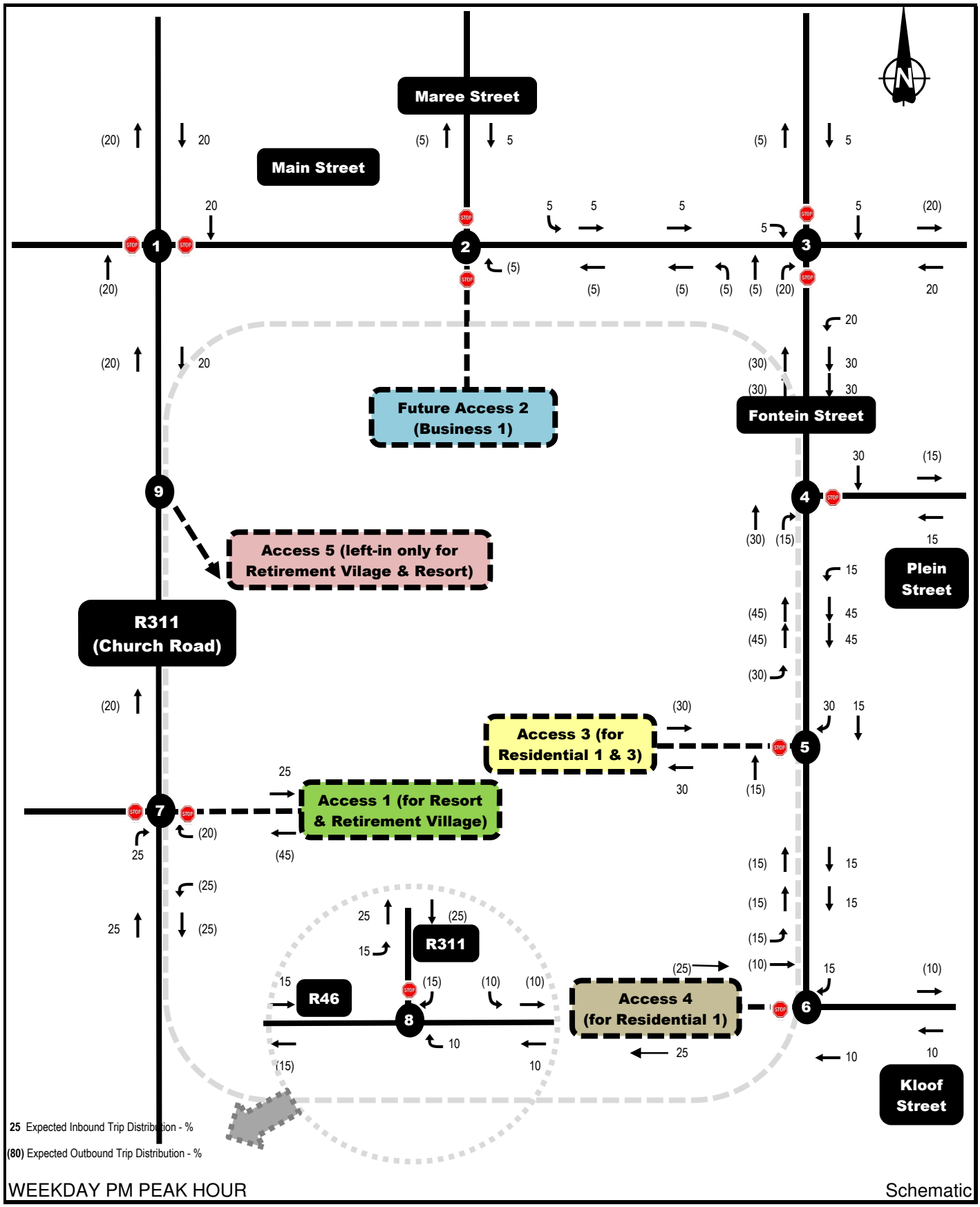
WEEKDAY PM PEAK HOUR

Schematic

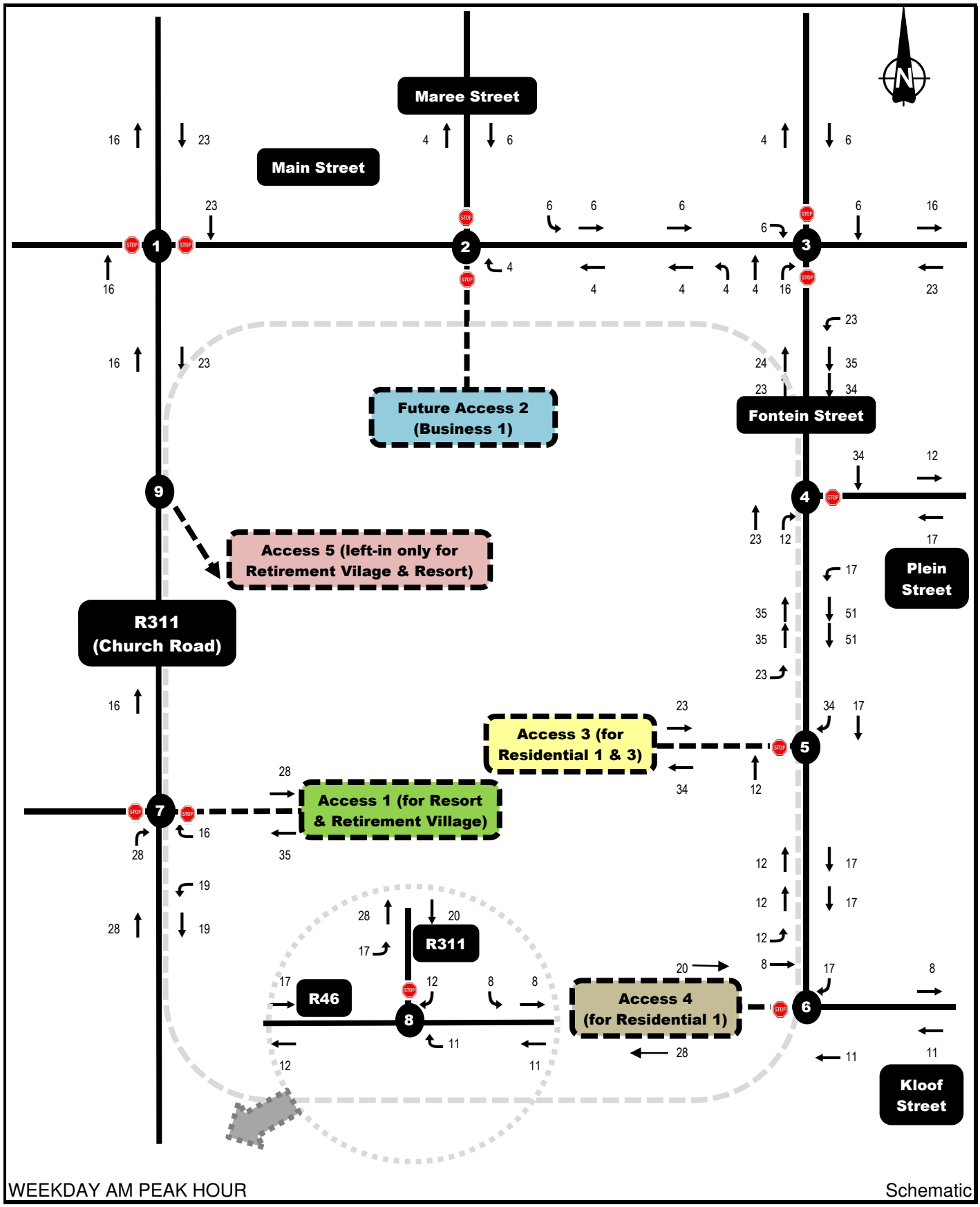
route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Present Traffic Demand (2025)	Fig: **3**



route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Expected Trip Distribution	Fig: **4**



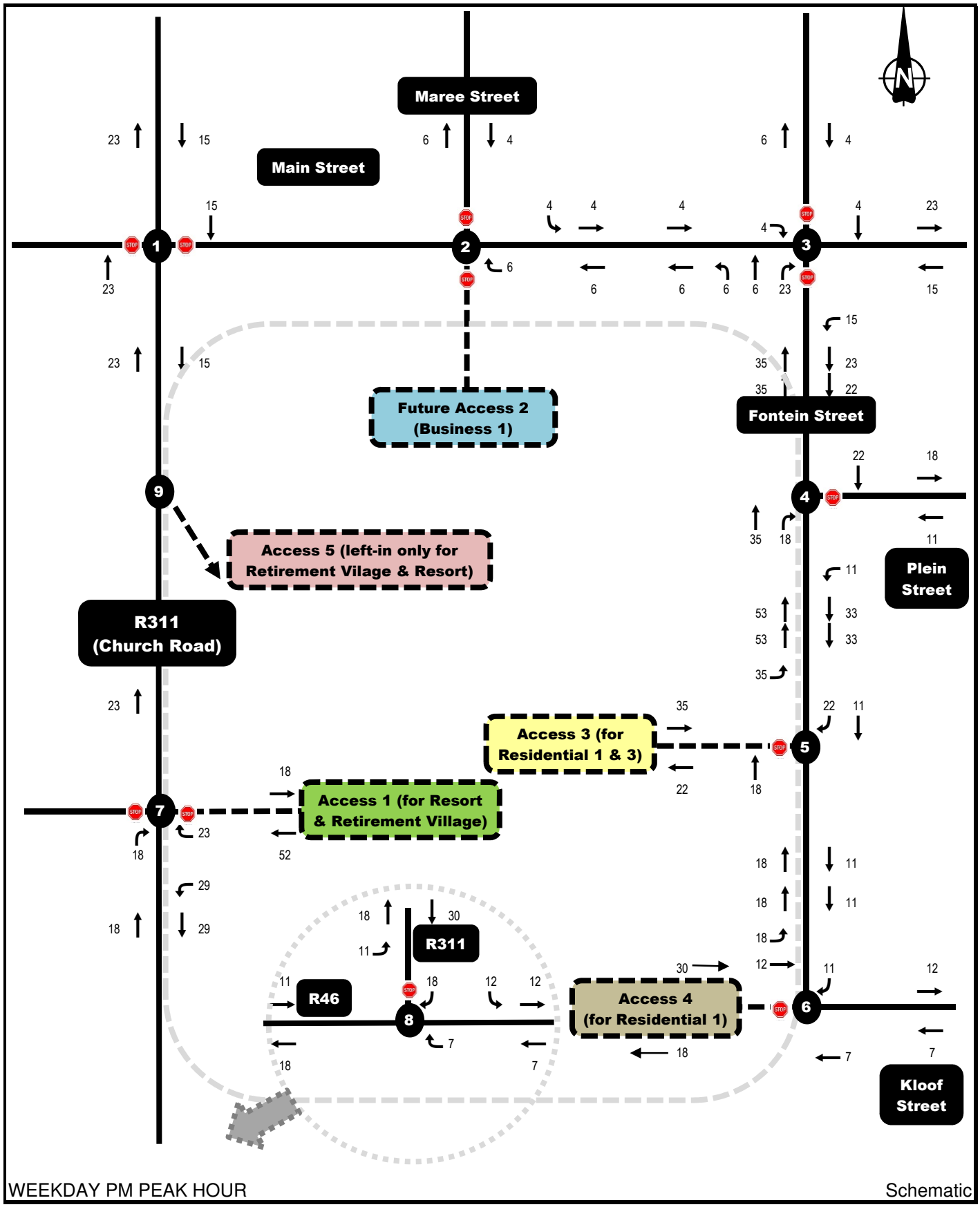
route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Expected Trip Distribution	Fig: **5**



WEEKDAY AM PEAK HOUR

Schematic

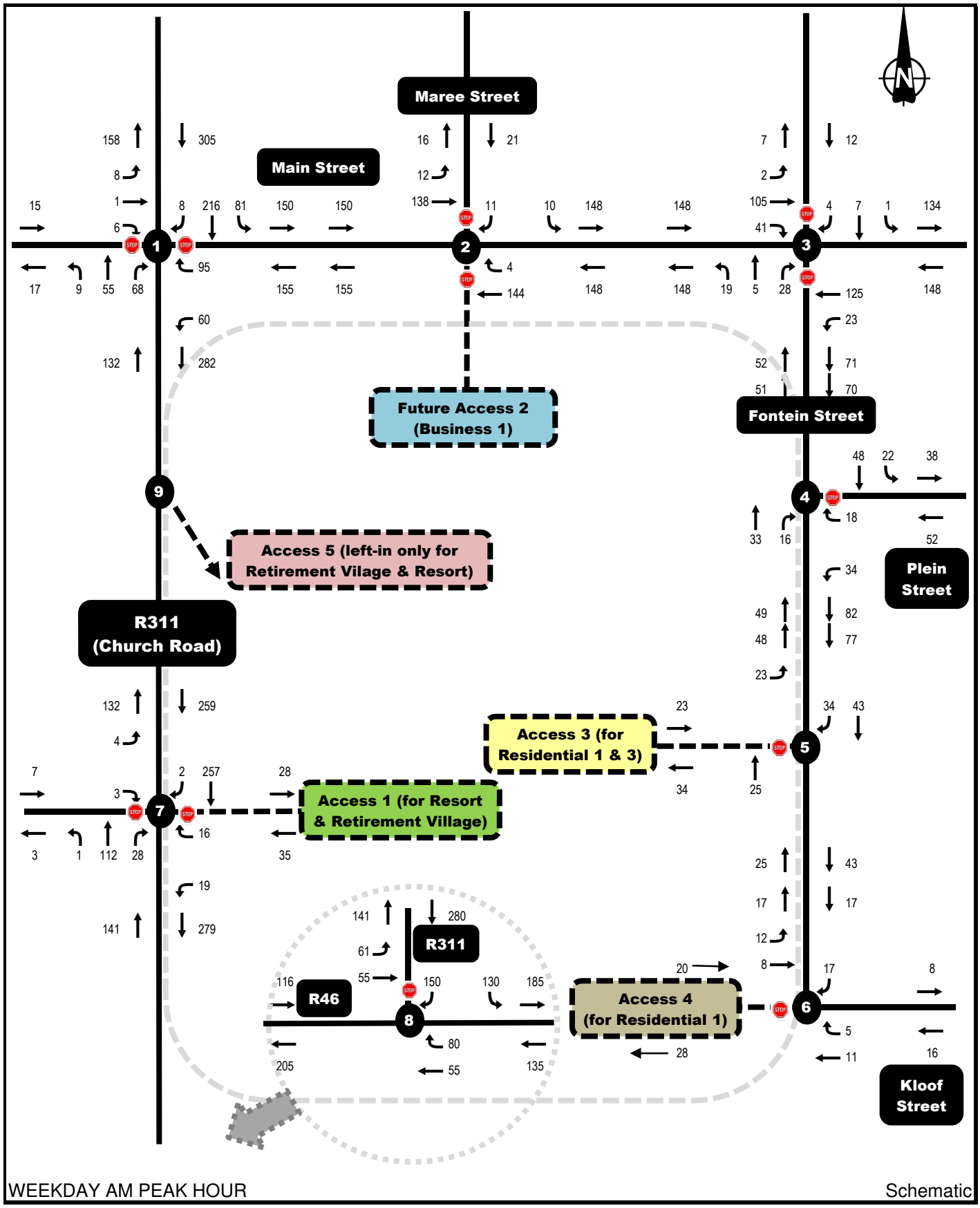
route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Development Traffic	Fig: **6**



WEEKDAY PM PEAK HOUR

Schematic

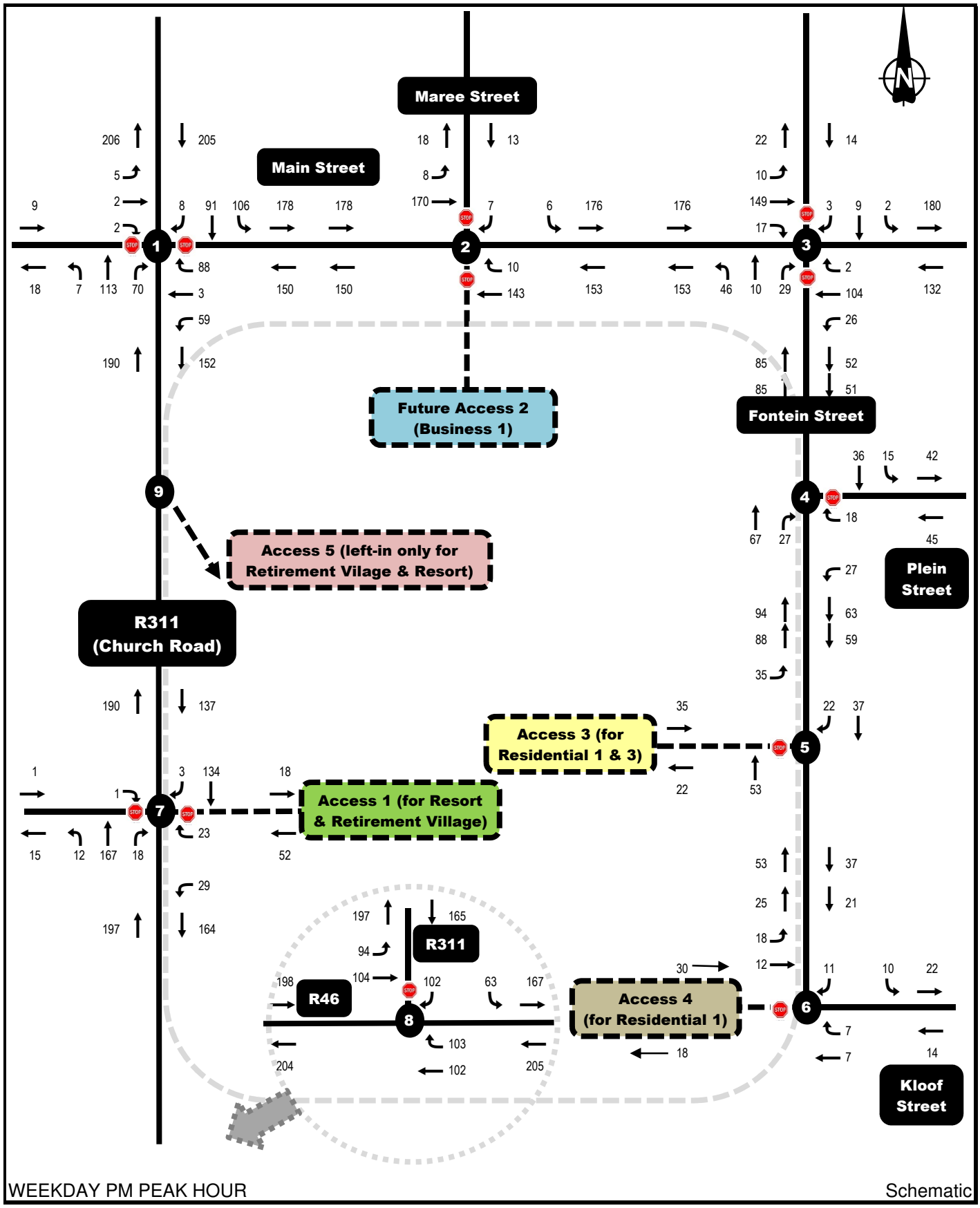
route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Development Traffic	Fig: **7**



WEEKDAY AM PEAK HOUR

Schematic

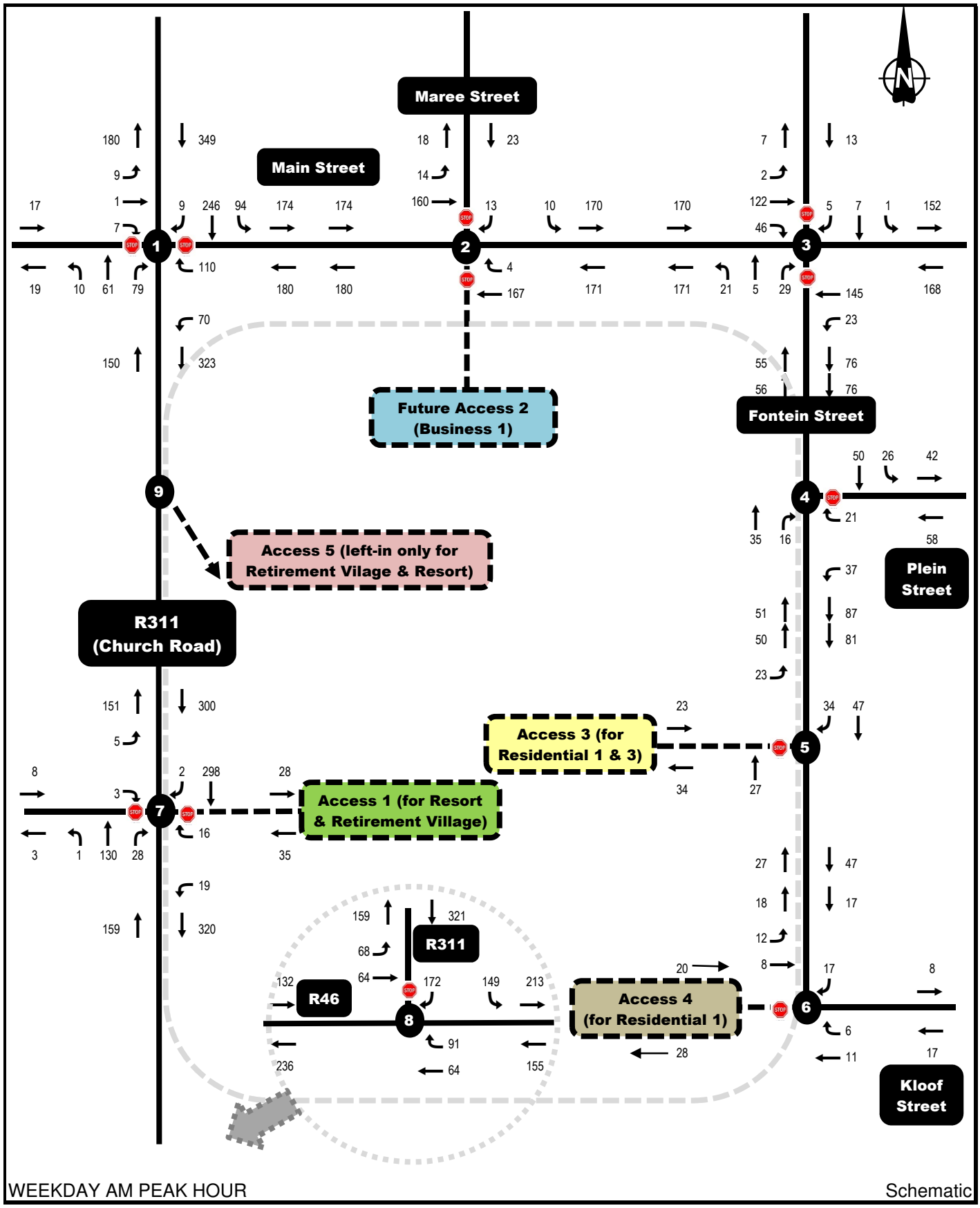
route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Present Traffic Demand plus Development	Fig: **8**



WEEKDAY PM PEAK HOUR

Schematic

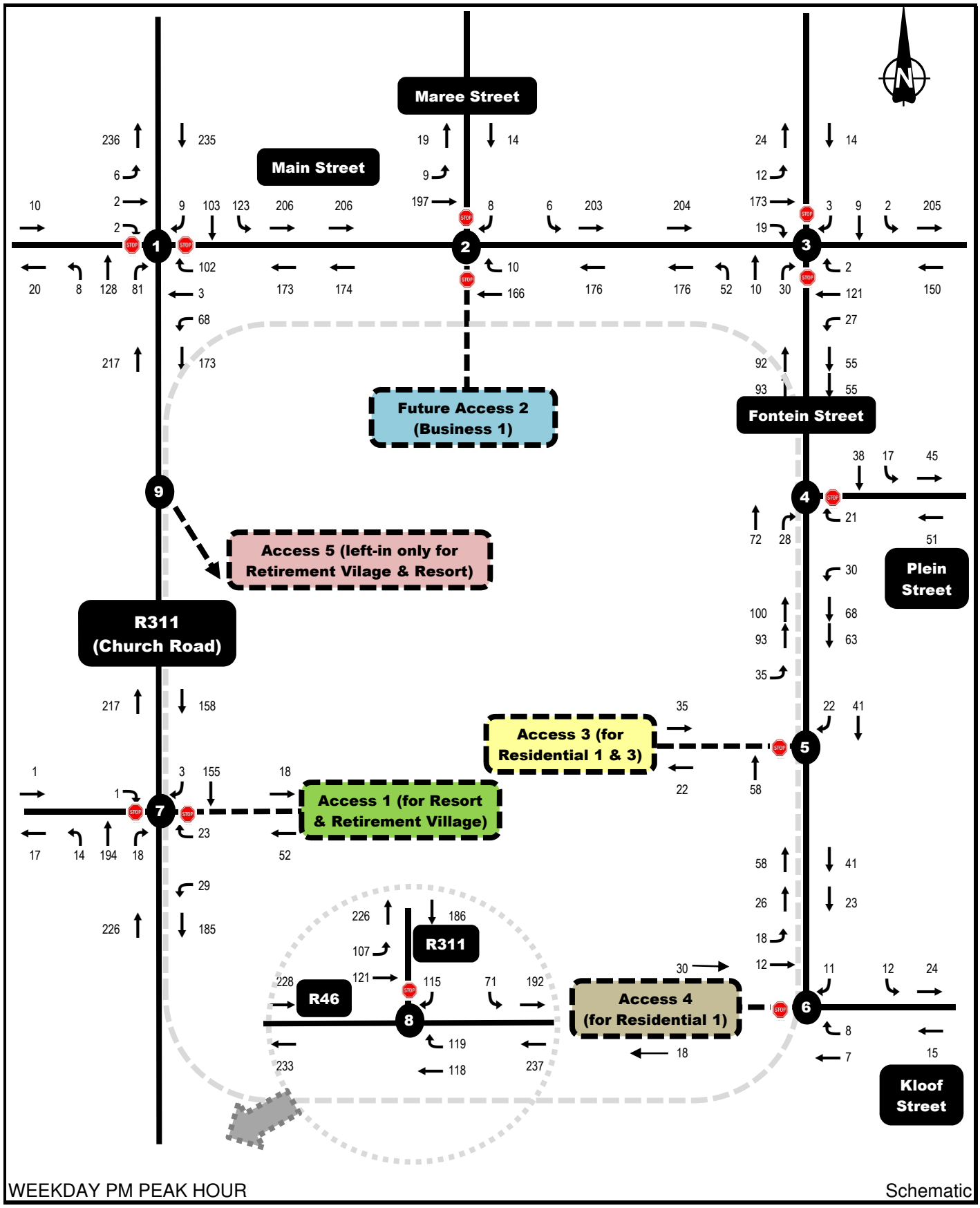
route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Present Traffic Demand plus Development	Fig: **9**



WEEKDAY AM PEAK HOUR

Schematic

route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Expected 2030 Traffic Demand plus Development	Fig: **10**



WEEKDAY PM PEAK HOUR

Schematic

route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Expected 2030 Traffic Demand plus Development	Fig: **11**

Annexure A

AutoJ

R311 (Church Road) & Main Street

Existing 2025

Xwe | **Stop street on west and east approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM		81	193	8		9	53	68		8	1	6		60		95
off																
PM		106	76	8		7	90	70		5	2	2		59	3	88

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,5	0,5	1,0		0,5	0,5	1,0		0,3	0,4	0,3		0,3	0,4	0,3

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
									stop	stop	stop	stop	*stop*	stop	stop	stop

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,14	0,14	0,00		0,03	0,03	0,05		0,03	0,03	0,03		0,27		0,27	0,27
off																	
PM		0,10	0,10	0,00		0,05	0,05	0,05		0,01	0,01	0,01		0,23	0,23	0,23	0,23

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		1	1	0		0	0	0		8	9	9		10		10	10
off																	
PM		0	0	0		0	0	0		8	9	9		9	10	10	10

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,0	0,0	0,0		0,0	0,0	0,0		0,0	0,0	0,0		0,2		0,3	0,3
off																	
PM		0,0	0,0	0,0		0,0	0,0	0,0		0,0	0,0	0,0		0,2	0,0	0,2	0,2

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AutoJ

R311 (Church Road) & Main Street

Existing 2025 + Development Traffic

Xwe | **Stop street on west and east approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right
AM		81	216	8		9	69	68		8	1	6		60		95
off																
PM		106	91	8		7	113	70		5	2	2		59	3	88

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,5	0,5	1,0		0,5	0,5	1,0		0,3	0,4	0,3		0,3	0,4	0,3

Control

	from North				from South				from West				from East			
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right
									stop	stop	stop	stop	stop	stop	stop	stop

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right	max
AM		0,15	0,15	0,00		0,04	0,04	0,05		0,03	0,03	0,03		0,29		0,29	0,29
off																	
PM		0,10	0,10	0,01		0,06	0,06	0,05		0,02	0,02	0,02		0,25	0,25	0,25	0,25

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right	max
AM		1	1	0		0	0	0		8	9	9		10		10	10
off																	
PM		0	0	0		0	0	0		8	9	9		9	10	10	10

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right	max
AM		0,0	0,0	0,0		0,0	0,0	0,0		0,0	0,0	0,0		0,2		0,3	0,3
off																	
PM		0,0	0,0	0,0		0,0	0,0	0,0		0,0	0,0	0,0		0,2	0,0	0,2	0,2

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AutoJ

R311 (Church Road) & Main Street

Future 2030 + Development Traffic

Xwe | **Stop street on west and east approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right
AM		116	224	9		10	61	101		9	1	7		90		130
off																
PM		166	88	9		8	104	124		6	2	2		112	3	146

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,5	0,5	1,0		0,5	0,5	1,0		0,3	0,4	0,3		0,3	0,4	0,3

Control

	from North				from South				from West				from East			
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right
									stop	stop	stop	stop	stop	stop	stop	stop

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right	max
AM		0,18	0,18	0,01		0,04	0,04	0,08		0,03	0,03	0,03		0,45		0,45	0,45
off																	
PM		0,13	0,13	0,01		0,06	0,06	0,09		0,02	0,02	0,02		0,49	0,49	0,49	0,49

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right	max
AM		1	1	0		0	0	0		8	9	9		11		11	11
off																	
PM		1	1	0		0	0	0		8	9	9		11	13	12	13

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right	max
AM		0,0	0,1	0,0		0,0	0,0	0,0		0,0	0,0	0,0		0,3		0,4	0,4
off																	
PM		0,0	0,0	0,0		0,0	0,0	0,0		0,0	0,0	0,0		0,4	0,0	0,5	0,5

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AutoJ

Maree Street & Main Street

Existing 2025

Xns | **Stop street on north and south approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM		4		11						2	138				144	
off																
PM		2		7						8	170				143	4

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,5		0,5						0,5	0,5				0,5	0,5

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
		stop		stop												

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,01		0,03						0,07	0,07				0,07		0,07
off																	
PM		0,00		0,02						0,09	0,09				0,08	0,08	0,09

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		8		9						0	0				0		9
off																	
PM		8		9						0	0				0	0	9

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,0		0,0						0,0	0,0				0,0		0,0
off																	
PM		0,0		0,0						0,0	0,0				0,0	0,0	0,0

AutoJ

Maree Street & Main Street

Existing 2025 + Development Traffic

Xns | **Stop street on north and south approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM		10		11						2	138				144	4
off																
PM		6		7						8	170				143	10

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
		stop		stop												

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,03		0,03						0,07	0,07				0,08	0,08	0,08
off																	
PM		0,02		0,02						0,09	0,09				0,09	0,09	0,09

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		8		9						0	0				0	0	9
off																	
PM		8		9						0	0				0	0	9

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,0		0,0						0,0	0,0				0,0	0,0	0,0
off																	
PM		0,0		0,0						0,0	0,0				0,0	0,0	0,0

AutoJ

Maree Street & Main Street

Future 2030 + Development Traffic

Xns | **Stop street on north and south approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM		5	6	13		41	5			2	160	45			167	
off																
PM		2	11	8		88	11			9	197	86			166	5

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
	stop	stop	stop	stop	*stop*	stop	stop									

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,04	0,04	0,04		0,07	0,07			0,13	0,13	0,13			0,08		0,13
off																	
PM		0,05	0,05	0,05		0,15	0,15			0,18	0,18	0,18			0,09	0,09	0,18

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		8	9	9		9	9			0	1	1			0		9
off																	
PM		8	9	9		9	10			1	1	1			0	0	10

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,0	0,0	0,0		0,1	0,0			0,0	0,0	0,0			0,0		0,1
off																	
PM		0,0	0,0	0,0		0,2	0,0			0,0	0,0	0,0			0,0	0,0	0,2

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AutoJ

Fontein Street & Main Street

Existing 2025

Xns | **Stop street on north and south approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM		1	1	4		15	1	12		2	105	35			125	
off																
PM		2	5	3		40	4	5		10	149	13		11	104	2

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
	stop	stop	stop	stop	*stop*	stop	stop	stop								

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,01	0,01	0,01		0,04	0,04	0,04		0,08	0,08	0,08			0,06		0,08
off																	
PM		0,02	0,02	0,02		0,07	0,07	0,07		0,09	0,09	0,09		0,06	0,06	0,06	0,09

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		8	9	9		8	9	9		0	0	0			0		9
off																	
PM		8	9	9		9	9	9		0	0	0		0	0	0	9

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,0	0,0	0,0		0,0	0,0	0,0		0,0	0,0	0,0			0,0		0,0
off																	
PM		0,0	0,0	0,0		0,1	0,0	0,0		0,0	0,0	0,0		0,0	0,0	0,0	0,1

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AutoJ

Fontein Street & Main Street

Existing 2025 + Development Traffic

Xns | **Stop street on north and south approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM		1	7	4		19	5	28		2	105	41		23	125	
off																
PM		2	9	3		46	10	28		10	149	17		26	104	2

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
	stop	stop	stop	stop	*stop*	stop	stop	stop								

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,02	0,02	0,02		0,08	0,08	0,08		0,09	0,09	0,09		0,07	0,07		0,09
off																	
PM		0,02	0,02	0,02		0,12	0,12	0,12		0,10	0,10	0,10		0,07	0,07	0,07	0,12

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		8	9	9		9	9	9		0	0	0		0	0		9
off																	
PM		8	9	9		9	10	9		0	0	0		0	0	0	10

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,0	0,0	0,0		0,0	0,0	0,1		0,0	0,0	0,0		0,0	0,0		0,1
off																	
PM		0,0	0,0	0,0		0,1	0,0	0,1		0,0	0,0	0,0		0,0	0,0	0,0	0,1

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2025/11/28

AutoJ

Fontein Street & Main Street

Future 2030 + Development Traffic

Xns | **Stop street on north and south approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right
AM		1	7	5		17	6	34		2	122	41		22	145	
off																
PM		2	17	3		46	16	50		12	173	15		56	121	2

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3

Control

	from North				from South				from West				from East			
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right
	stop	stop	stop	stop	stop	stop	stop	stop								

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right	max
AM		0,02	0,02	0,02		0,09	0,09	0,09		0,10	0,10	0,10		0,08	0,08		0,10
off																	
PM		0,04	0,04	0,04		0,18	0,18	0,18		0,11	0,11	0,11		0,09	0,09	0,09	0,18

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right	max
AM		8	9	9		9	9	9		0	0	0		0	0		9
off																	
PM		8	9	9		9	10	9		0	1	0		0	0	0	10

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right	max
AM		0,0	0,0	0,0		0,0	0,0	0,1		0,0	0,0	0,0		0,0	0,0		0,1
off																	
PM		0,0	0,0	0,0		0,1	0,0	0,1		0,0	0,0	0,0		0,0	0,0	0,0	0,1

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2025/11/18

AutoJ

Fontein Street & Plein Street

Existing 2025

Xwe | **Stop street on west and east approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM		22	14				10	4						17		18
off																
PM		15	14				32	9						16		18

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,5	0,5				0,5	0,5						0,5		0,5

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
														stop		stop

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,02	0,02				0,01	0,01						0,03		0,04	0,04
off																	
PM		0,02	0,02				0,02	0,02						0,03		0,04	0,04

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0	0				0	0						8		9	9
off																	
PM		0	0				0	0						8		9	9

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,0	0,0				0,0	0,0						0,0		0,0	0,0
off																	
PM		0,0	0,0				0,0	0,0						0,0		0,0	0,0

print:
2025/11/18

AutoJ

Fontein Street & Plein Street

Exsiting 2025 + Development Traffic

Xwe | **Stop street on west and east approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM		22	48				33	16						34		18
off																
PM		15	36				67	27						27		18

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,5	0,5				0,5	0,5						0,5		0,5

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
														stop		stop

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,04	0,04				0,03	0,03						0,06		0,04	0,06
off																	
PM		0,03	0,03				0,05	0,05						0,05		0,04	0,05

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0	0				0	0						9		9	9
off																	
PM		0	0				0	0						8		9	9

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,0	0,0				0,0	0,0						0,1		0,0	0,1
off																	
PM		0,0	0,0				0,0	0,0						0,1		0,0	0,1

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AutoJ

Fontein Street & Plein Street

Future 2030 + Development Traffic

Xwe | **Stop street on west and east approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right
AM		26	44				37	10						26		21
off																
PM		17	70				92	21						30		21

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,5	0,5				0,5	0,5						0,5		0,5

Control

	from North				from South				from West				from East			
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right
														stop		stop

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right	max
AM		0,04	0,04				0,03	0,03						0,05		0,05	0,05
off																	
PM		0,05	0,05				0,06	0,06						0,06		0,05	0,06

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right	max
AM		0	0				0	0						8		9	9
off																	
PM		0	0				0	0						8		9	9

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	peds	left	str	right	peds	left	str	right	peds	left	str	right	max
AM		0,0	0,0				0,0	0,0						0,1		0,1	0,1
off																	
PM		0,0	0,0				0,0	0,0						0,1		0,1	0,1

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2025/11/18

AutoJ

Fontein Street & Access 3

Existing 2025 + Development Traffic

Xwe | **Stop street on west and east approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM			43	34			25			23						
off																
PM			37	22			53			35						

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes			0,5	0,5		0,5	0,5			0,5		0,5				

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
										stop						

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			0,04	0,04			0,01			0,04							0,04
off																	
PM			0,03	0,03			0,03			0,07							0,07

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			0	0			0			8							8
off																	
PM			0	0			0			9							9

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			0,0	0,0			0,0			0,1							0,1
off																	
PM			0,0	0,0			0,0			0,1							0,1

AutoJ

Fontein Street & Access 3

Future 2030 + Development Traffic

Xwe | **Stop street on west and east approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM			36	28			20			25						
off																
PM			41	54			52			55						

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes			0,5	0,5		0,5	0,5			0,5		0,5				

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
										stop						

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			0,04	0,04			0,01			0,05							0,05
off																	
PM			0,05	0,05			0,03			0,10							0,10

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			0	0			0			8							8
off																	
PM			0	0			0			9							9

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			0,0	0,0			0,0			0,1							0,1
off																	
PM			0,0	0,0			0,0			0,1							0,1

AutoJ

Fontein Street & Kloof Street & Access 4

Existing 2025 + Development Traffic

Xwe | **Stop street on west and east approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM				17						12	8				11	5
off																
PM		10		11						18	12				7	7

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,5		0,5						0,5	0,5				0,5	0,5

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
									stop	stop	stop		*stop*		stop	stop

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM				0,02						0,02	0,02				0,02	0,02	0,02
off																	
PM		0,01		0,01						0,03	0,03				0,01	0,01	0,03

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM				0						8	9				9	9	9
off																	
PM		0		0						8	9				9	9	9

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM				0,0						0,0	0,0				0,0	0,0	0,0
off																	
PM		0,0		0,0						0,0	0,0				0,0	0,0	0,0

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AutoJ

Fontein Street & Kloof Street & Access 4

Future 2030 + Development Traffic

Xwe | **Stop street on west and east approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM				6						5	5				6	6
off																
PM		12		11						11	11				11	8

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,5		0,5						0,5	0,5				0,5	0,5

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
									stop	stop	stop		*stop*		stop	stop

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM				0,01						0,01	0,01				0,01	0,01	0,01
off																	
PM		0,01		0,01						0,02	0,02				0,02	0,02	0,02

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM				0						8	9				9	9	9
off																	
PM		0		0						8	9				9	9	9

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM				0,0						0,0	0,0				0,0	0,0	0,0
off																	
PM		0,0		0,0						0,0	0,0				0,0	0,0	0,0

print:
2025/11/18

AutoJ

R311 (Church Road) & Farm Access & Access 1

Existing 2025 + Development Traffic

Xwe | **Stop street on west and east approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM			257	2		1	112	26		4		3		19		16
off																
PM			134	3		6	167	18				1		29		23

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
										stop		stop		stop		stop

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			0,13	0,13		0,09	0,09	0,09		0,01		0,01		0,06		0,06	0,13
off																	
PM			0,07	0,07		0,11	0,11	0,11				0,00		0,08		0,08	0,11

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			1	1		0	0	0		8		9		9		9	9
off																	
PM			0	0		0	0	0				9		9		9	9

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			0,0	0,0		0,0	0,0	0,0		0,0		0,0		0,0		0,0	0,0
off																	
PM			0,0	0,0		0,0	0,0	0,0				0,0		0,1		0,1	0,1

print:
2025/11/28

AutoJ

R311 (Church Road) & Farm Access & Access 1

Existing 2025 + Development Traffic

XX | **Stop street on all approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM			277	2		1	134	22		4		3		20		
off																
PM			178	3		6	210	43				1		44		

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
			stop	stop		stop	stop	stop		stop		stop		stop		

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			0,66	0,66		0,37	0,37	0,37		0,02		0,02		0,03			0,66
off																	
PM			0,36	0,36		0,51	0,51	0,51				0,00		0,06			0,51

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			17	15		10	11	11		8		9		8			17
off																	
PM			11	10		12	13	12				9		8			13

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			1,3	0,0		0,0	0,4	0,1		0,0		0,0		0,0			1,3
off																	
PM			0,6	0,0		0,0	0,8	0,1				0,0		0,1			0,8

print:
2025/11/18

AutoJ

R311 (Church Road) & Farm Access & Access 1

Existing 2025 + Development Traffic

XX | **Stop street on all approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM			257	2		1	112	26		4		3		19		16
off																
PM			134	3		6	167	18				1		29		23

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
			stop	stop		stop	stop	stop		stop		stop		stop		stop

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			0,60	0,60		0,32	0,32	0,32		0,02		0,02		0,08		0,08	0,60
off																	
PM			0,22	0,22		0,31	0,31	0,31				0,00		0,08		0,08	0,31

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			15	14		10	11	10		8		9		9		9	15
off																	
PM			10	9		10	11	10				9		9		9	11

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			1,1	0,0		0,0	0,3	0,1		0,0		0,0		0,0		0,0	1,1
off																	
PM			0,4	0,0		0,0	0,5	0,1				0,0		0,1		0,1	0,5

print:
2025/11/28

AutoJ

R311 (Church Road) & Farm Access & Access 1

Future 2030 + Development Traffic

XX | **Stop street on all approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM			298	2		1	130	26		5		3		19		16
off																
PM			155	3		7	194	18				1		29		23

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3		0,3	0,4	0,3

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
			stop	stop		stop	stop	stop		stop		stop		stop		stop

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			0,89	0,89		0,46	0,46	0,46		0,02		0,02		0,10		0,10	0,89
off																	
PM			0,28	0,28		0,39	0,39	0,39				0,00		0,09		0,09	0,39

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			36	33		11	12	12		8		9		9		9	36
off																	
PM			11	10		10	12	11				9		9		9	12

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM			3,0	0,0		0,0	0,4	0,1		0,0		0,0		0,0		0,0	3,0
off																	
PM			0,5	0,0		0,0	0,6	0,1				0,0		0,1		0,1	0,6

print:
2025/11/28

AutoJ

R311 & R46

Existing 2025

Xns | **Stop street on north and south approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM		122		138						44	55				55	69
off																
PM		51		84						83	104				102	96

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,5		0,5						1,0	1,0				0,5	0,5

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
		stop		stop												

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,23		0,38						0,02	0,03				0,07	0,07	0,38
off																	
PM		0,10		0,30						0,04	0,05				0,12	0,12	0,30

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		9		11						0	0				0	0	11
off																	
PM		9		10						0	0				1	0	10

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,3		0,4						0,0	0,0				0,0	0,0	0,4
off																	
PM		0,1		0,2						0,0	0,0				0,0	0,0	0,2

print:
2025/11/28

AutoJ

R311 & R46

Existing 2025 + Development Traffic

Xns | **Stop street on north and south approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM		130		150						61	55				55	80
off																
PM		63		102						94	104				102	103

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,5		0,5						1,0	1,0				0,5	0,5

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
		stop		stop												

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,25		0,43						0,03	0,03				0,08	0,08	0,43
off																	
PM		0,13		0,37						0,05	0,05				0,13	0,13	0,37

Average DELAY (secs)

	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		9		11						0	0				0	0	11
off																	
PM		9		11						0	0				1	1	11

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,3		0,5						0,0	0,0				0,0	0,0	0,5
off																	
PM		0,2		0,3						0,0	0,0				0,0	0,0	0,3

print:
2025/11/28

AutoJ

R311 & R46

Future 2030 + Development Traffic

Xns | **Stop street on north and south approaches**

&AutoJ 2408 route2

Volume (evu/hr)

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
AM		149		172						68	64				64	91
off																
PM		71		115						107	121				118	118

Lanes

(if lanes shared L:S or S:R = 0.5:0.5; L:S:R = 0.3:0.4:0.3)

	from North				from South				from West				from East			
	L~	L	S	R	L~	L	S	R	L~	L	S	R	L~	L	S	R
# lanes		0,5		0,5						1,0	1,0				0,5	0,5

Control

	from North				from South				from West				from East			
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right
		stop		stop												

VOLUME to CAPACITY (V/C)

	V/C from North				V/C from South				V/C from West				V/C from East				V/C
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,29		0,53						0,04	0,03				0,09	0,09	0,53
off																	
PM		0,15		0,46						0,06	0,06				0,15	0,15	0,46

Average DELAY (secs)

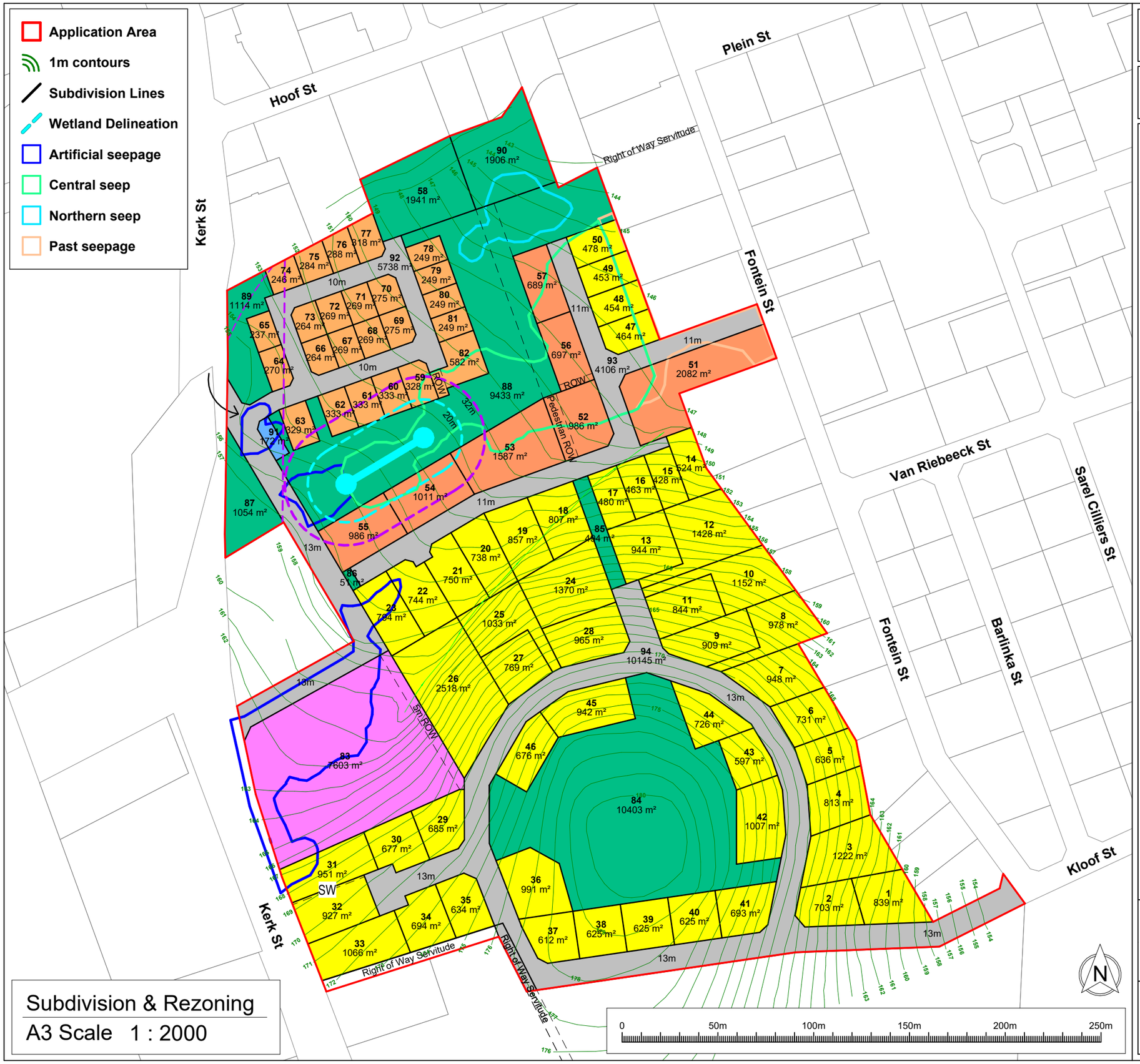
	delay from North				delay from South				delay from West				delay from East				delay
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		10		12						0	0				0	0	12
off																	
PM		9		11						0	0				1	1	11

Average QUEUE length

	Q from North				Q from South				Q from West				Q from East				Queue
	peds	left	str	right	*peds*	left	str	right	*peds*	left	str	right	*peds*	left	str	right	max
AM		0,4		0,6						0,0	0,0				0,0	0,0	0,6
off																	
PM		0,2		0,4						0,0	0,0				0,0	0,0	0,4

print:
2025/11/28

Annexure B



PROJECT

Erf 878 Riebeek Kasteel

TITLE

Subdivision & Rezoning Plan

Zoning	Area	% of Total	Erven
Residential Zone 1: Low Density	40989m²	39.2%	50
General Residential Zone 2: Town Housing	7031m²	6.7%	24
General Residential Zone 3: Flats	8038m²	7.7%	7
Resort Zone (Wedding venue)	7603m²	7.3%	1
Business Zone 1: General Business	172m²	0.2%	1
Open Space Zone 2: Private Open Space	26396m²	25.3%	8
Transport Zone 2: Roads	14251m²	13.6%	3
Total	**104480m²**	**100%**	**94**

No.	Area	No.	Area	No.	Area	No.	Area
1	839 m²	25	1033 m²	49	453 m²	73	264 m²
2	703 m²	26	2518 m²	50	478 m²	74	246 m²
3	1222 m²	27	769 m²	51	2082 m²	75	284 m²
4	813 m²	28	965 m²	52	986 m²	76	288 m²
5	636 m²	29	685 m²	53	1587 m²	77	318 m²
6	731 m²	30	677 m²	54	1011 m²	78	249 m²
7	948 m²	31	951 m²	55	986 m²	79	249 m²
8	978 m²	32	927 m²	56	697 m²	80	249 m²
9	909 m²	33	1066 m²	57	689 m²	81	249 m²
10	1152 m²	34	694 m²	58	1941 m²	82	582 m²
11	844 m²	35	634 m²	59	328 m²	83	7603 m²
12	1428 m²	36	991 m²	60	333 m²	84	10403 m²
13	944 m²	37	612 m²	61	333 m²	85	494 m²
14	524 m²	38	625 m²	62	333 m²	86	51 m²
15	428 m²	39	625 m²	63	329 m²	87	1054 m²
16	463 m²	40	625 m²	64	270 m²	88	9433 m²
17	480 m²	41	693 m²	65	237 m²	89	1114 m²
18	807 m²	42	1007 m²	66	264 m²	90	1906 m²
19	857 m²	43	597 m²	67	269 m²	91	172 m²
20	738 m²	44	726 m²	68	269 m²	92	5738 m²
21	750 m²	45	942 m²	69	275 m²	93	4106 m²
22	744 m²	46	676 m²	70	275 m²	94	10145 m²
23	794 m²	47	464 m²	71	269 m²		
24	1370 m²	48	454 m²	72	269 m²		

DRAWN BY	CHECKED BY	DATE
JM	AW	25-11-2025

SCALE (@ A3)	PROJECT NUMBER
As indicated	0001

DRAWING NUMBER
Rev 71

CLIENT

Huguemont Trust

InterActive Town & Regional Planning

Andre Wiehahn Pr Pln A/927/1996
B Art et Sc (Town and Regional Planning)
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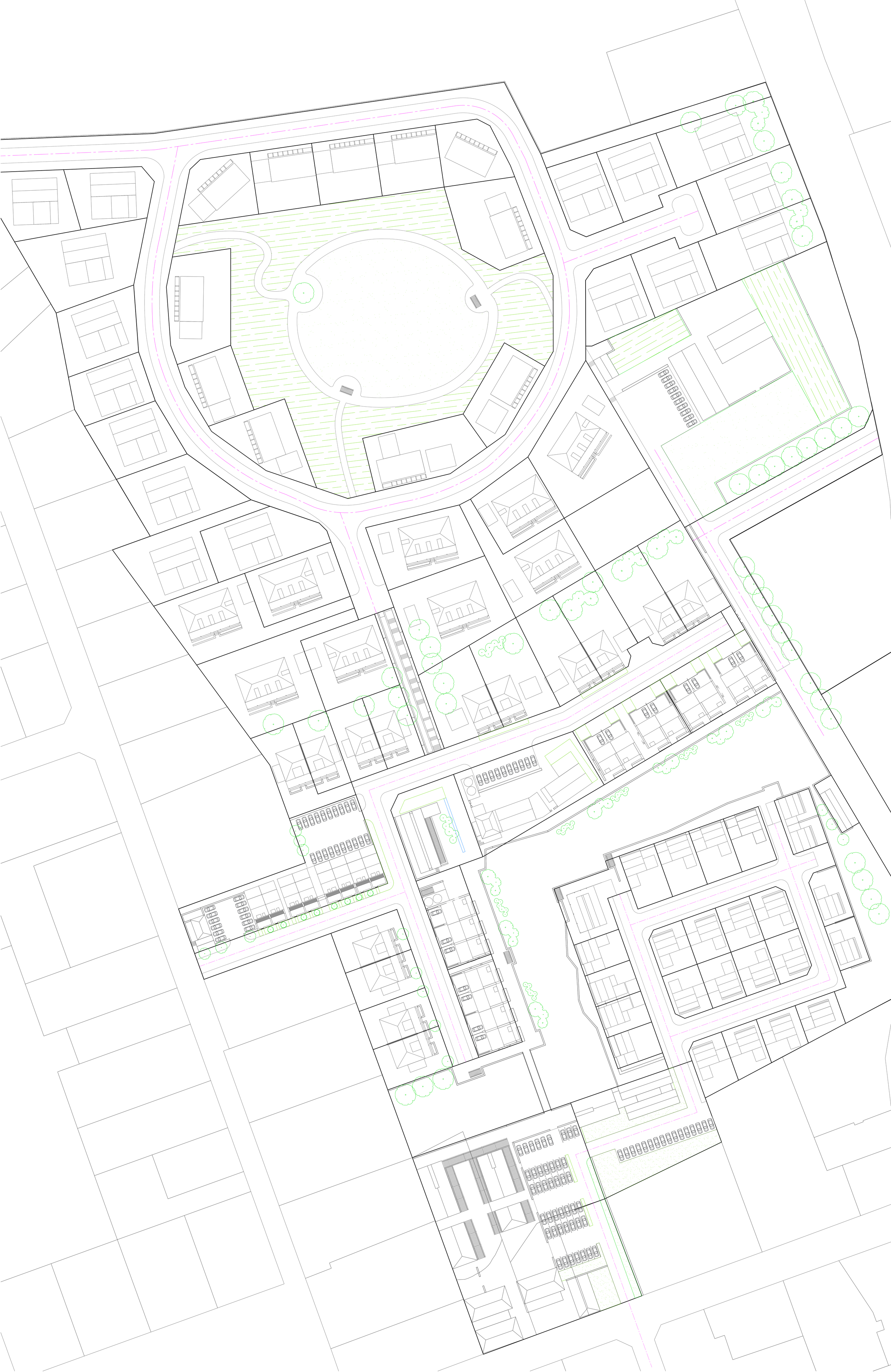
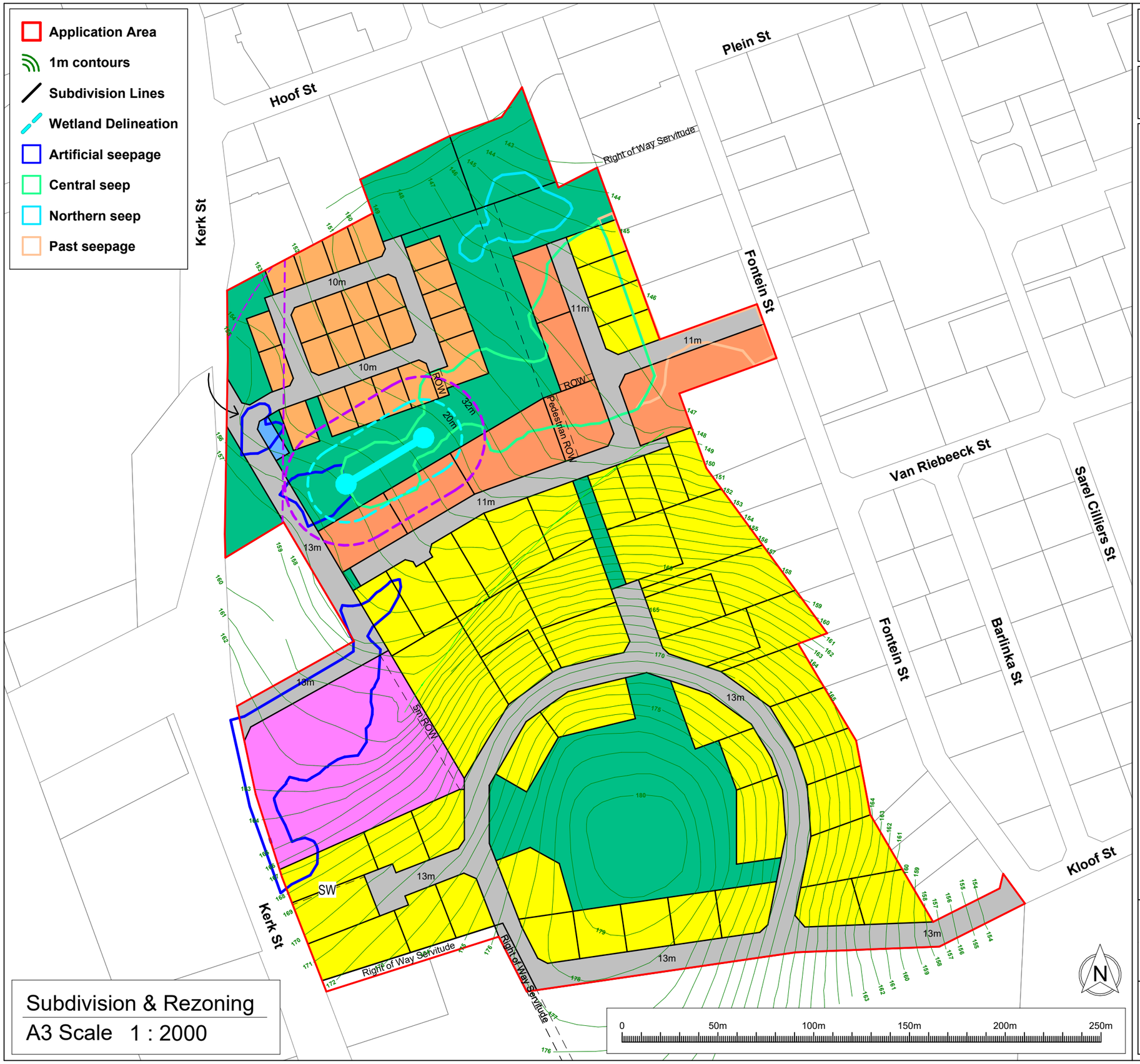
E-Mail: wiehahn.a@gmail.com





Subdivision & Rezoning

A3 Scale 1 : 2000

PROJECT

Erf 878 Riebeek Kasteel

TITLE

Rezoning Plan

Zoning	Area	% of Total	Erven
Residential Zone 1: Low Density	40989m²	39.2%	50
General Residential Zone 2: Town Housing	7031m²	6.7%	24
General Residential Zone 3: Flats	8038m²	7.7%	7
Resort Zone (Wedding venue)	7603m²	7.3%	1
Business Zone 1: General Business	172m²	0.2%	1
Open Space Zone 2: Private Open Space	26396m²	25.3%	8
Transport Zone 2: Roads	14251m²	13.6%	3
Total	**104480m²**	**100%**	**94**

DRAWN BY	CHECKED BY	DATE
JM	AW	25-11-2025

SCALE (@ A3)	PROJECT NUMBER
As indicated	0001

DRAWING NUMBER

Rev 71

CLIENT

Huguemont Trust

InterActive Town & Regional Planning

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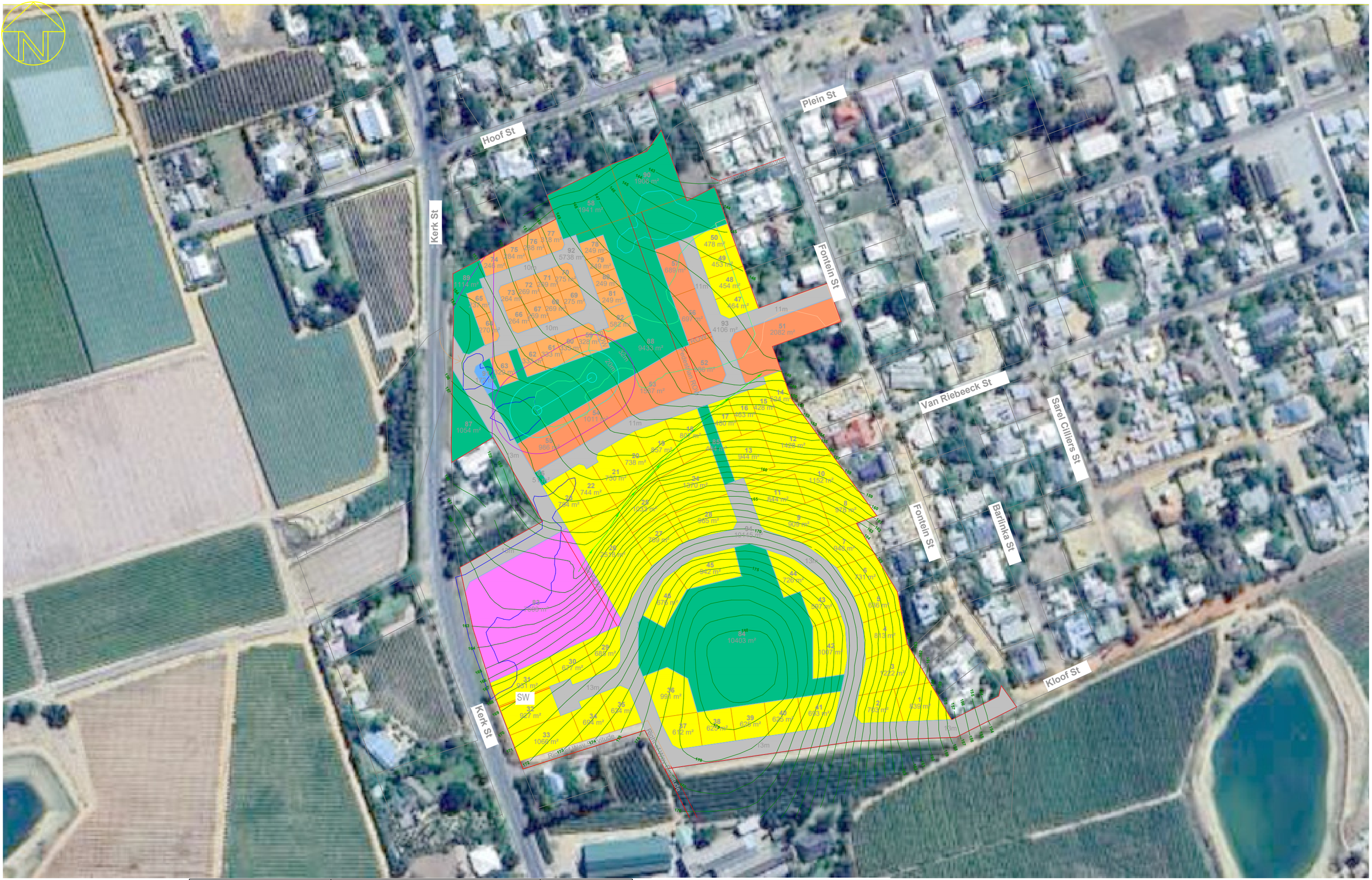
Annexure C



WARREN G PAYNE
ARCHITECTURAL DRAUGHTSMAN

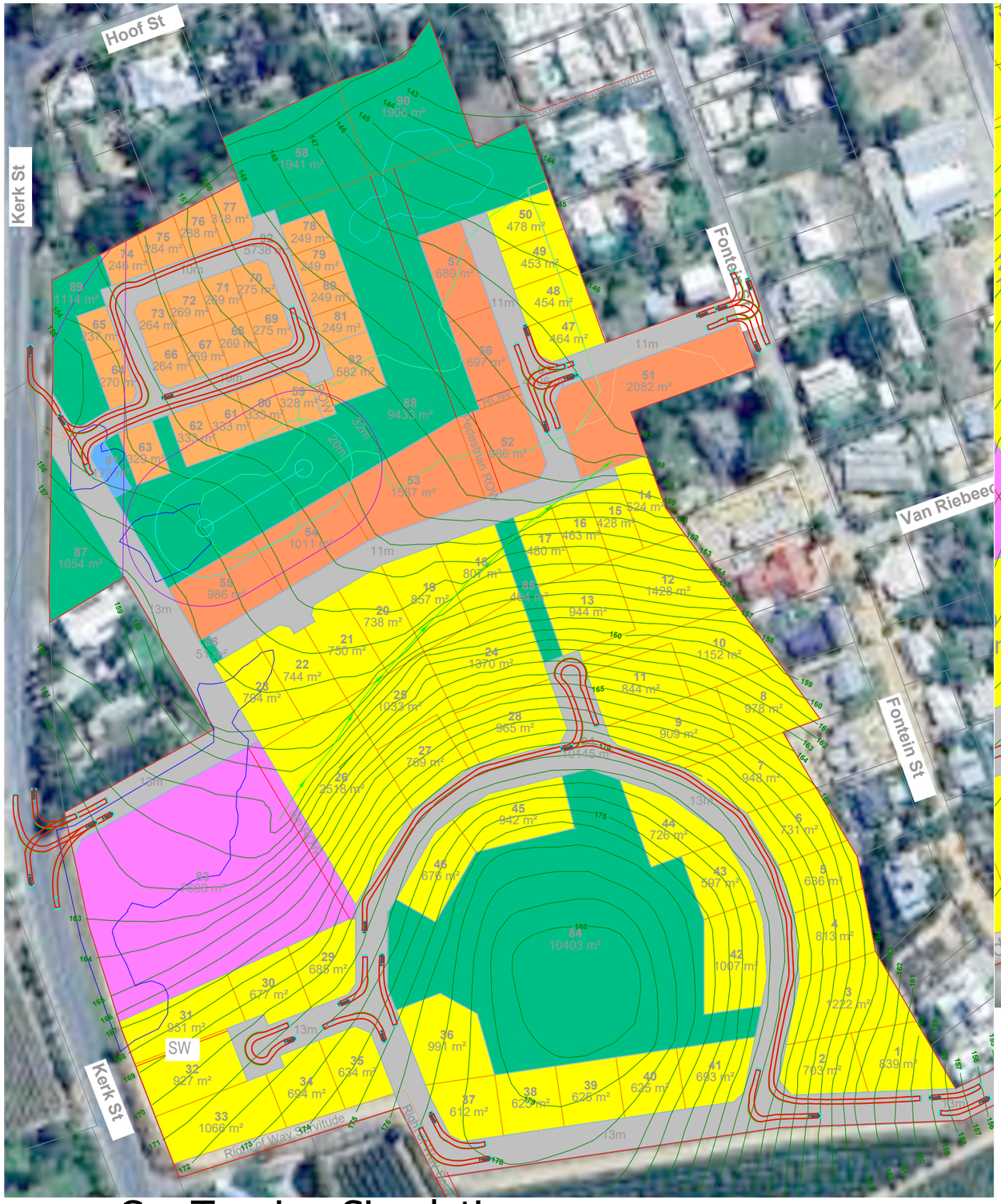
ERF 878 Riebeeck Kasteel	
Google Overlay	
Revision:	A
Paper Size A3	RIE 002

Scale	Date	Drawn	Verified
As Indicated	2025-11-27	Warren Payne	

Contant Person.
Warren G Payne
E-mail:
warren.payne1@gmail.com

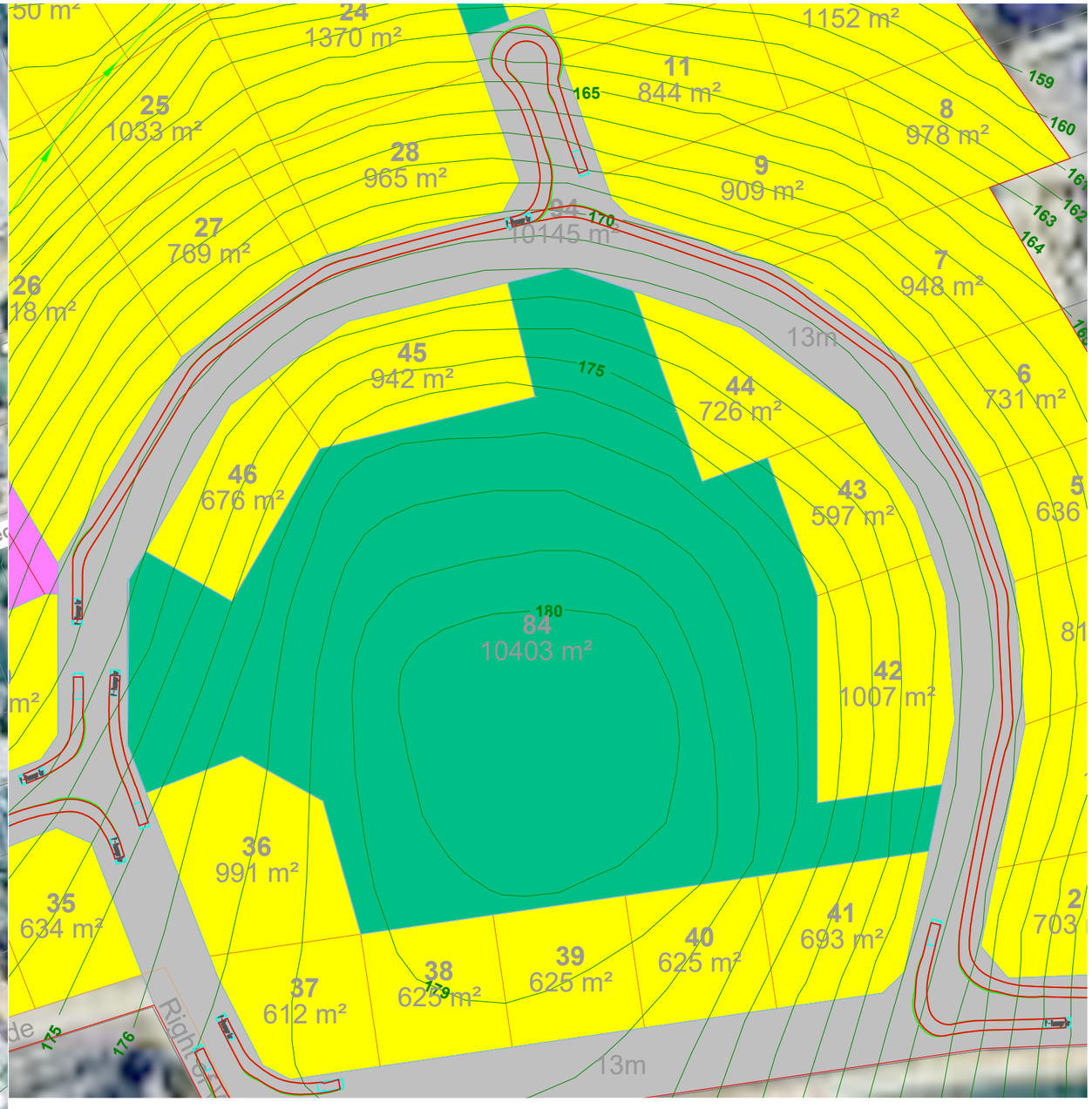
Route 2

1 Google Overlay
Scale: 1:2500



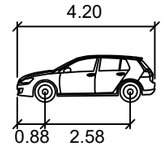
1 Car Turning Simulation

Scale: 1:2000



2 Car Simulation

Scale: 1:1000



2012 Volkswagen Golf

Meters

Width	:	1.79
Track	:	1.73
Lock to Lock Time	:	6.0 s
Steering Angle	:	33.2 deg

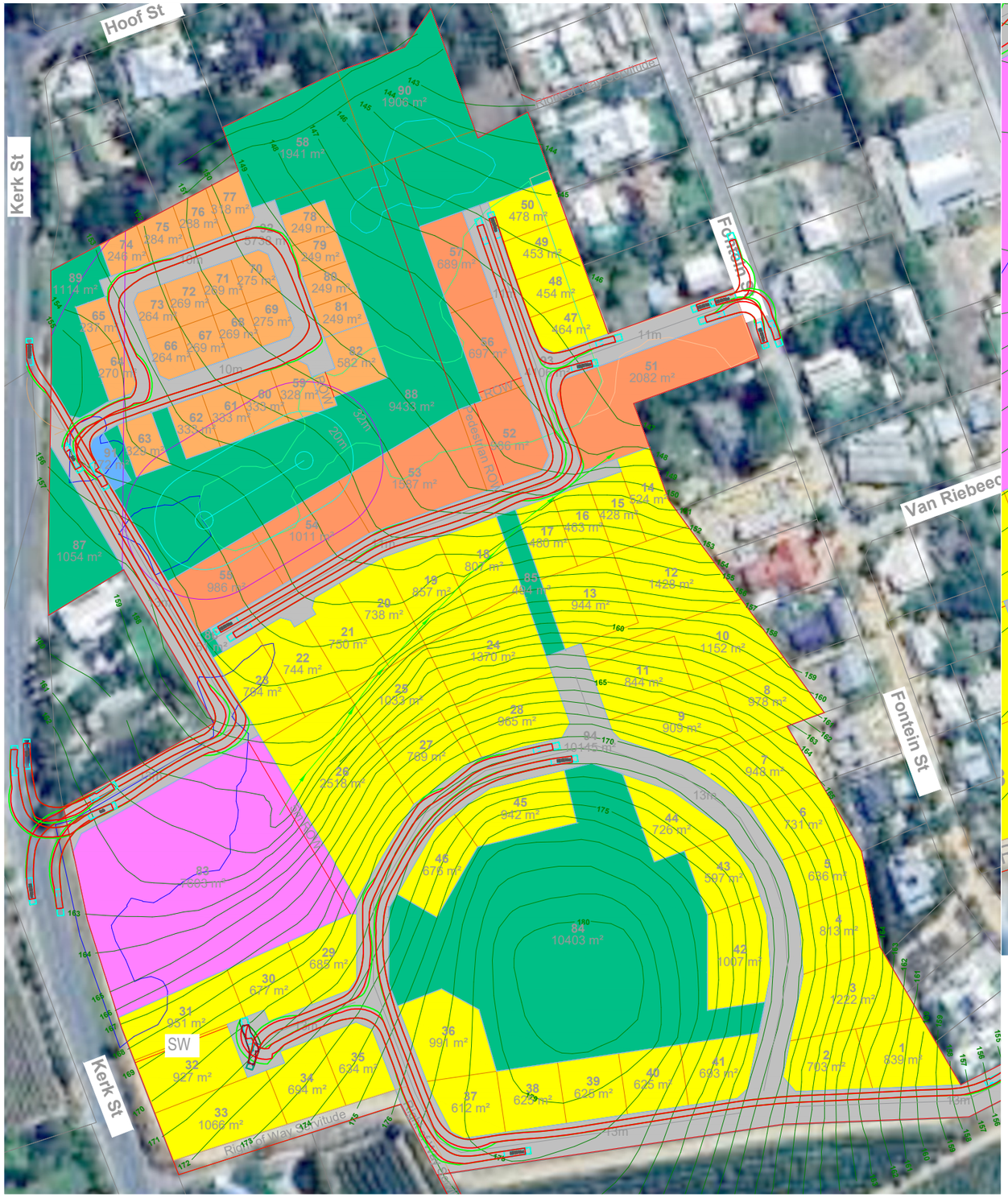
3 Vehicle Specification

NTS

WARREN G PAYNE
ARCHITECTURAL DRAUGHTSMAN

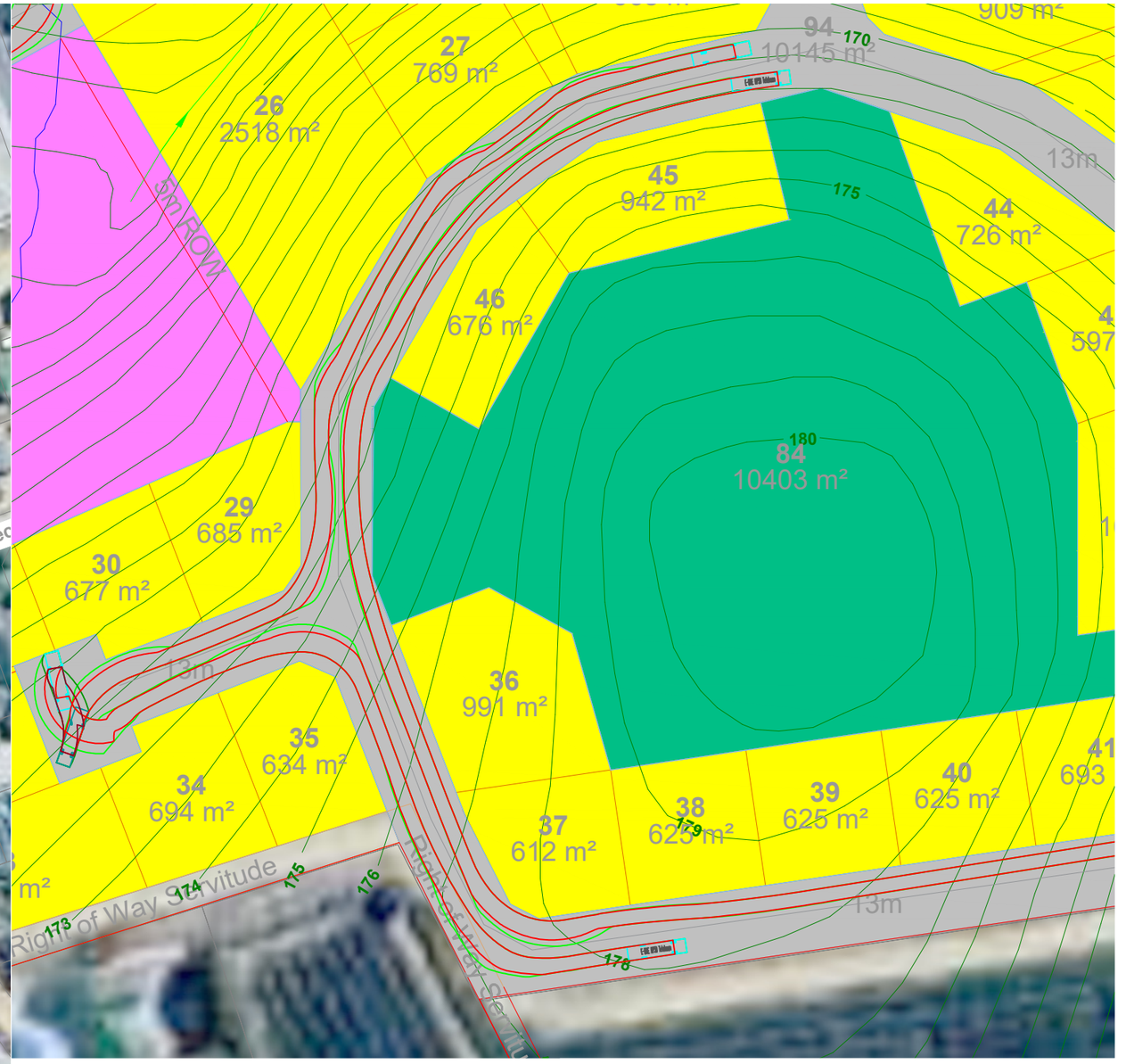
ERF 878 Riebeeck Kasteel					Contant Person. Warren G Payne
	Scale	Date	Drawn	Verified	E-mail:
	As Indicated	2025-11-27	Warren Payne		warren.payne1@gmail.com
Car Turning Simulation					
Revision:	A				
Paper Size A3	RIE 003				

Route 2



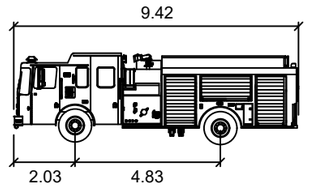
1 Fire Truck Turning Simulation

Scale: 1:2000



2 Fire Simulation

Scale: 1:1000



Smeal Pumper Midship 2

		Meters
Width	:	2.49
Track	:	2.42
Lock to Lock Time	:	6.0 s
Steering Angle	:	45.0 deg

3 Vehicle Specification

NTS

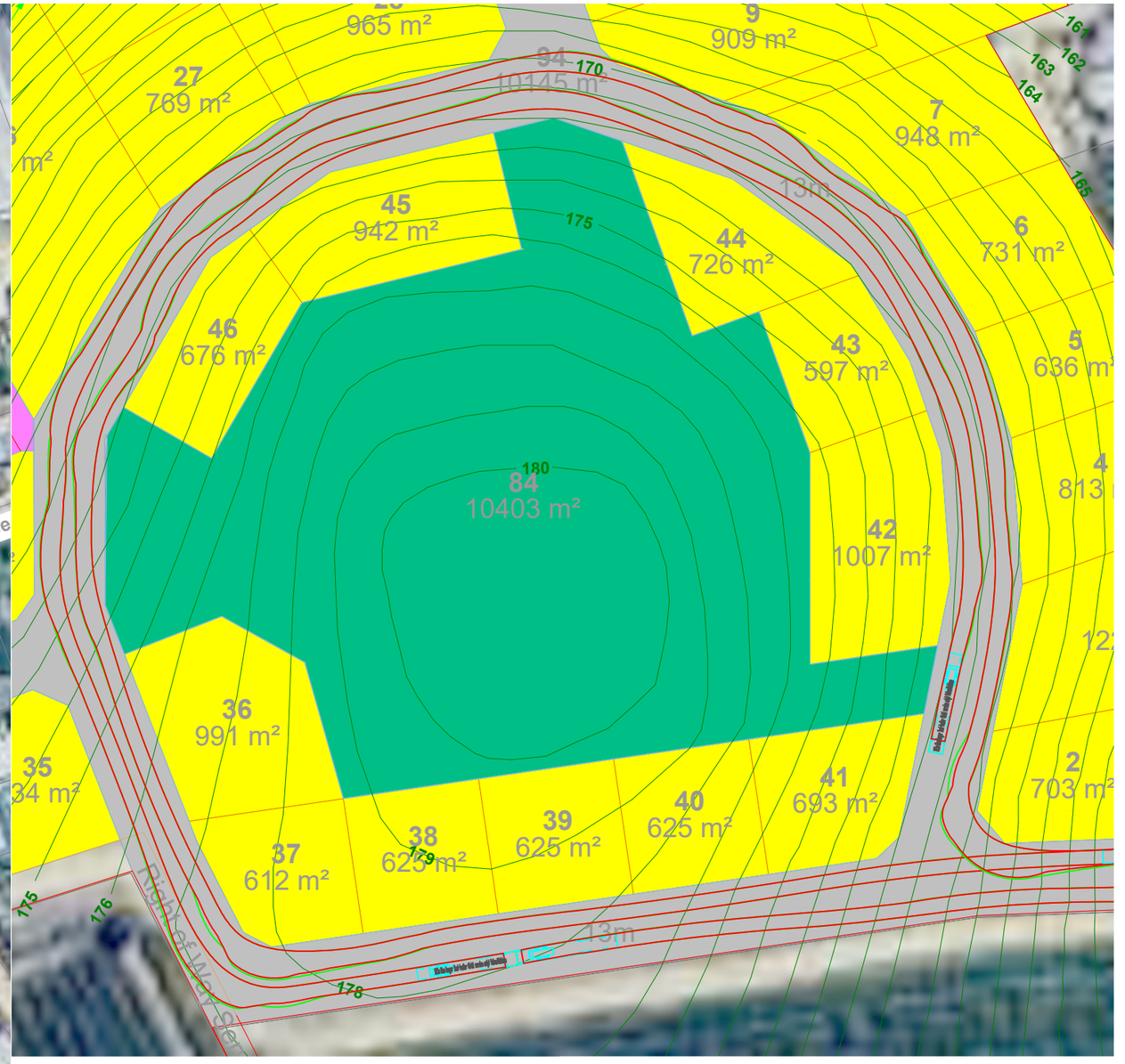
WARREN G PAYNE
ARCHITECTURAL DRAUGHTSMAN

ERF 878 Riebeeck Kasteel				Contant Person. Warren G Payne
	Scale	Date	Drawn	Verified
	As Indicated	2025-11-27	Warren Payne	E-mail: warren.payne1@gmail.com
Fire Truck Turning Simulation				
Revision:	A			
Paper Size A3	RIE 004			

Route 2

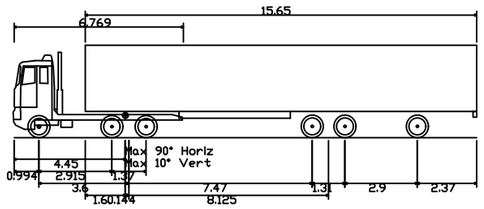
1 Truck Turning Simulation

Scale: 1:2000



2 Truck Simulation

Scale: 1:1000



18.5m New longer Semi-trailer	Volvo/Muldoon
Overall Length	18.500m
Overall Width	2.550m
Overall Body Height	3.693m
Min Body Ground Clearance	0.331m
Max Track Width	2.550m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.450m

3 Vehicle Specification

NTS

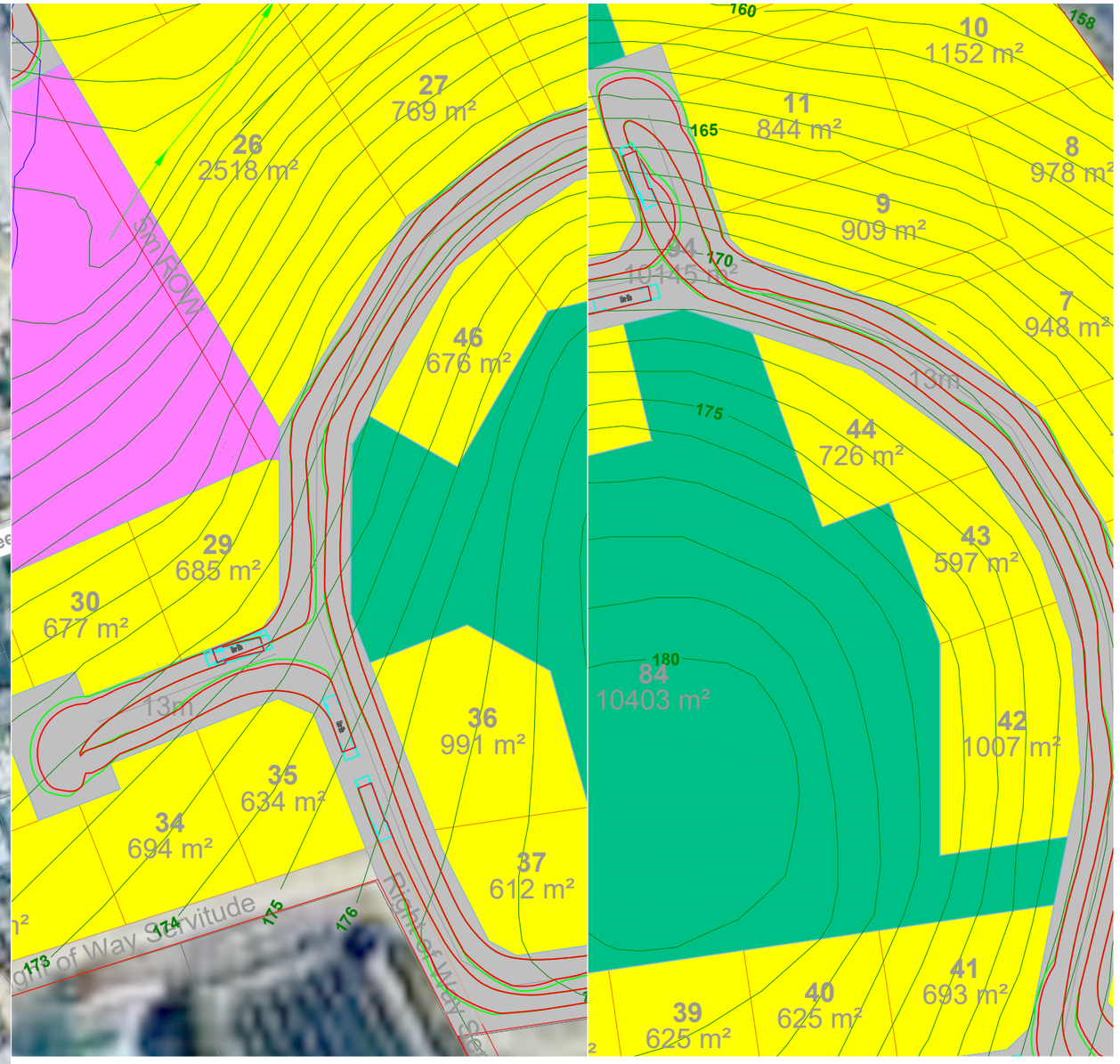
WARREN G PAYNE
ARCHITECTURAL DRAUGHTSMAN

ERF 878 Riebeeck Kasteel				Contant Person. Warren G Payne
Scale	Date	Drawn	Verified	E-mail: warren.payne1@gmail.com
As Indicated	2025-11-27	Warren Payne		
Truck + Trailer Turning Simulation				
Revision:	A			
Paper Size A3	RIE 006			

Route 2

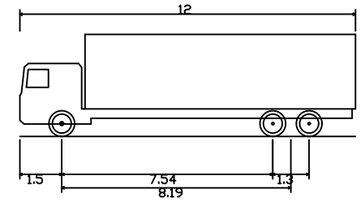
1 Truck Turning Simulation

Scale: 1:2000



2 Truck Simulation

Scale: 1:1000



Lkw-12m	
Overall Length	12.000m
Overall Width	2.600m
Overall Body Height	3.650m
Min Body Ground Clearance	0.445m
Track Width	2.600m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.000m

3 Vehicle Specification

NTS

WARREN G PAYNE
ARCHITECTURAL DRAUGHTSMAN

ERF 878 Riebeeck Kasteel				Contant Person. Warren G Payne
	Scale	Date	Drawn	Verified
	As Indicated	2025-11-27	Warren Payne	
Truck Turning Simulation				E-mail: warren.payne1@gmail.com
Revision:	A			
Paper Size A3	RIE 005			

Route 2