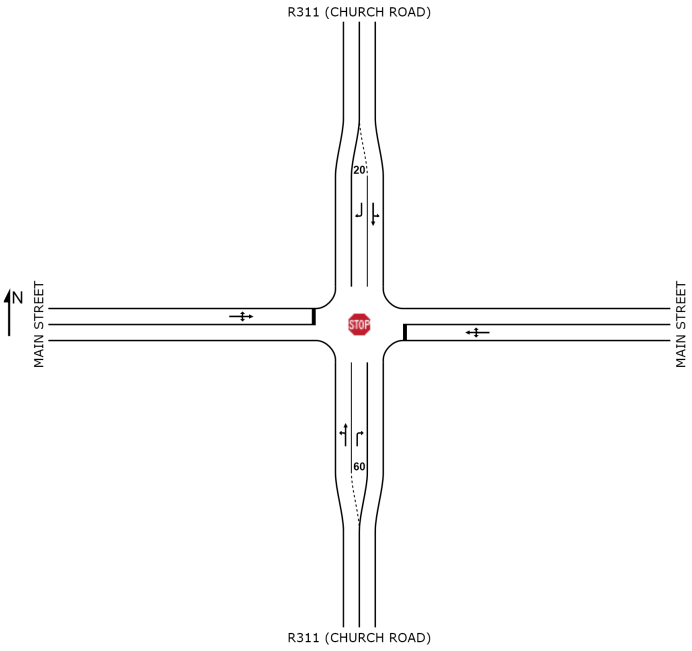
Traffic Impact Study

Erf 878 Riebeek Kasteel

02 September 2026





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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:

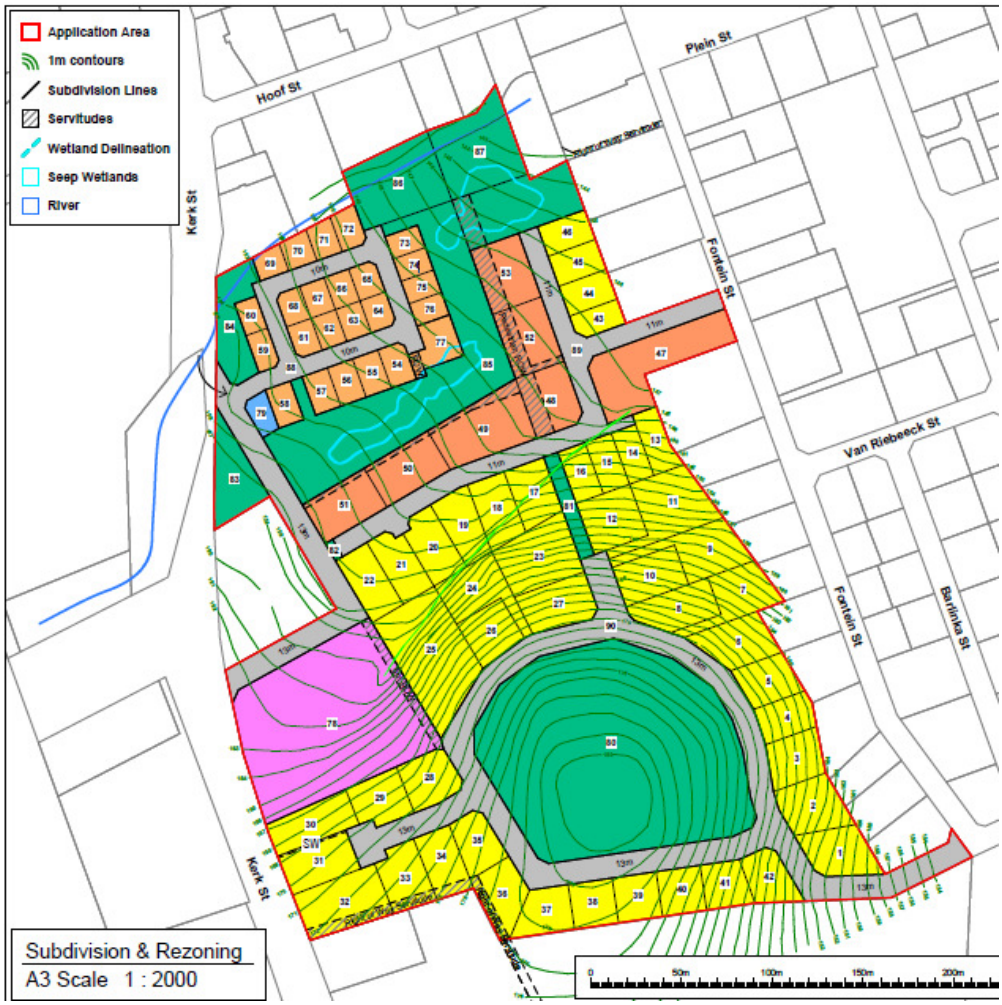
- To determine if there will be any traffic impact as a result of the additional development traffic;
- To propose measures that could be put in place to mitigate any traffic impact if necessary;
- To assess the proposed access regimes for the development; and
- To provide sufficient information for 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 potentially in the future **"Business 1"** as land uses, thus extending the Riebeek Kasteel CBD to the west.

Please note this report excludes the potential "Business 1" proposal that was removed from the application.

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 **171 weekday AM and 171 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 (excluding 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	46 Erven
Residential 2	24 Units
Residential 3/4	7 Units
Resort	Assumed Conference Facility = 200 seats

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 applied.**

All trips, should thus in this study be seen as the potential worst-case scenario for additional traffic being generated.

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	46	Erf	1.00	25%	75%	11	35	46
Apartments & Flats	7	Unit	0.65	25%	75%	2	3	5
Townhouses	24	Erf	0.85	25%	75%	5	15	20
Conference Facility	200	Seats	0.50	90%	10%	90	10	100
TOTAL						**108**	**63**	**171**

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	46	Erf	1.00	70%	30%	32	14	46
Apartments & Flats	7	Unit	0.65	70%	30%	3	2	5
Townhouses	24	Erf	0.85	70%	30%	14	6	20
Conference Facility	200	Seats	0.50	10%	90%	10	90	100
TOTAL						**59**	**112**	**171**

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.

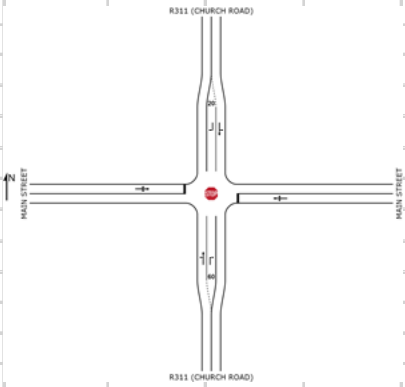
A further measure of the operating conditions prevailing at any one point in a road network is the volume to capacity ratio (v/c). As the name implies it is the traffic demand volume divided by the available capacity of the roadway element. Generally, ratios of up to approximately 0.9 are internationally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

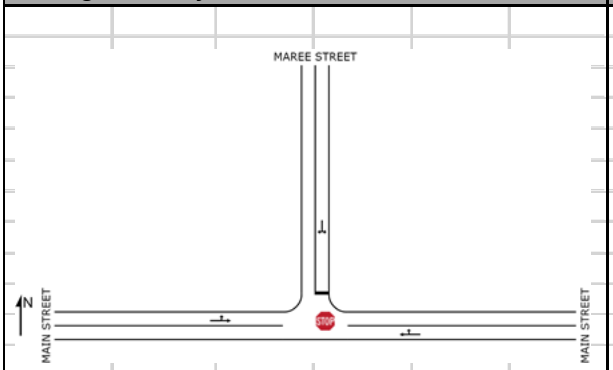
The existing & base 2025 traffic volumes was grown with a compound 3% per annum to calculate the 2030 demand.

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

Existing Geometry & Control	Proposed Geometry & Control
	N/A

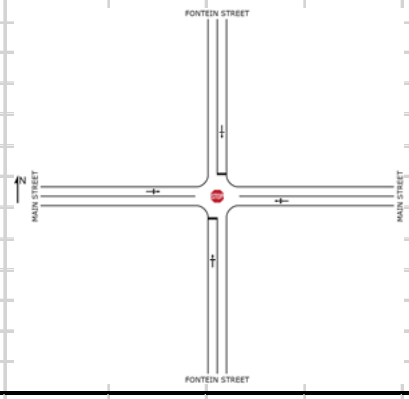
Analysis Results & Conclusions					Intersection: R311 (CHURCH ROAD) / MAIN STREET
		Overall Operation			
Scenario	Peak	LOS	Delay(s)	V/C	Comment
SC1	AM	A	10	0,27	
SC2	AM	A	10	0,29	
SC3	AM	A	11	0,37	
SC1	PM	A	10	0,23	
SC2	PM	A	10	0,25	
SC3	PM	A	11	0,31	
Scenarios:					For all scenario's the intersection 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
	N/A

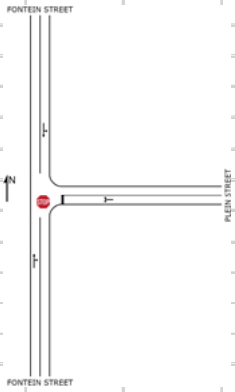
Analysis Results & Conclusions					Intersection: MAIN STREET / MAREE STREET / ACCESS 2
		Overall Operation			
Scenario	Peak	LOS	Delay(s)	V/C	Comment
SC1	AM	A	9	0,07	
SC2	AM	A	9	0,08	
SC3	AM	A	9	0,09	
SC1	PM	A	9	0,09	
SC2	PM	A	9	0,09	
SC3	PM	A	9	0,10	
Scenarios:					For all scenario's the intersection 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**

6.5 Main Street and Fontein Street: Intersection 3

Existing Geometry & Control	Proposed Geometry & Control
	N/A

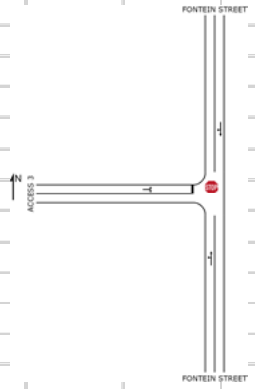
Analysis Results & Conclusions					Intersection: MAIN STREET / FONTEIN STREET
		Overall Operation			
Scenario	Peak	LOS	Delay(s)	V/C	Comment
SC1	AM	A	9	0,08	
SC2	AM	A	9	0,09	
SC3	AM	A	9	0,11	
SC1	PM	A	9	0,09	
SC2	PM	A	10	0,12	
SC3	PM	A	10	0,14	
Scenarios:					For all scenario's the intersection operates 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

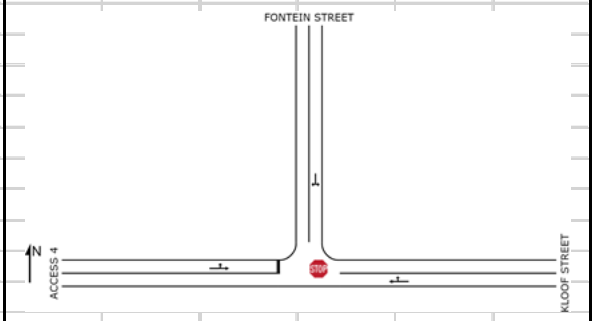
Analysis Results & Conclusions					Intersection: FONTEIN STREET / PLEIN STREET
		Overall Operation			
Scenario	Peak	LOS	Delay(s)	V/C	Comment
SC1	AM	A	9	0,04	
SC2	AM	A	9	0,06	
SC3	AM	A	9	0,07	
SC1	PM	A	9	0,04	
SC2	PM	A	9	0,05	
SC3	PM	A	9	0,05	
Scenarios:					For all scenario's the intersection operates 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 2 Road: Intersection 5

Existing Geometry & Control	Proposed Geometry & Control
N/A	

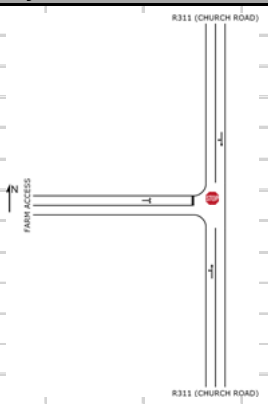
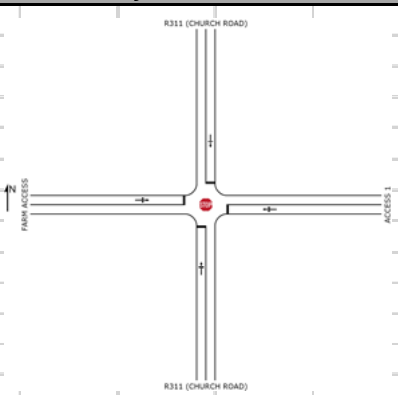
Analysis Results & Conclusions					Intersection: FONTEIN STREET / ACCESS 2
		Overall Operation			
Scenario	Peak	LOS	Delay(s)	V/C	Comment
SC1	AM				
SC2	AM	A	8	0,04	
SC3	AM	A	8	0,04	
SC1	PM				
SC2	PM	A	9	0,06	
SC3	PM	A	9	0,06	
Scenarios:					This new proposed intersection will operate sufficiently.
SC1:	**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 2)**

6.8 Fontein Street, Kloof Street and Proposed Access 3 Road: Intersection 6

Existing Geometry & Control	Proposed Geometry & Control
N/A	

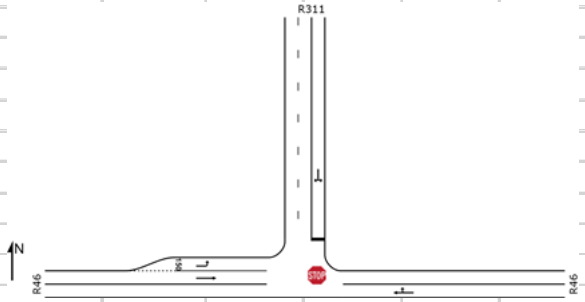
Analysis Results & Conclusions					Intersection: FONTEIN STREET / KLOOF STREET / ACCESS 3
		Overall Operation			
Scenario	Peak	LOS	Delay(s)	V/C	Comment
SC1	AM				
SC2	AM	A	9	0,02	
SC3	AM	A	9	0,02	
SC1	PM				
SC2	PM	A	9	0,03	
SC3	PM	A	9	0,03	
Scenarios:					With including a third leg from the west the 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 3)**

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

Although not part of this assessment the proposed left-in access from Church Street has the sole purpose of providing access to a small Retail erf (191m^2), the Retirement Village and the Wedding Venue only.

The proposed left-in access geometric design will be done in such a manner that no right turn can be made from Church Street (R311) into the left-in road or any potential left-out exit movements will be prohibited by narrowing the road surface area (i.e. single one-way lane) and providing a median along Church Street respectively.

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 5: Fontein Street and Proposed Access Road no 2** – 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 3).
- **Intersection 7: R311 (Church Road), Farm Access Road and Proposed Access Road no 1** – 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
Trip Generation (In & Out)	171 AM & 171 PM (worst-case)
Latent Rights	N/A
Access Roads x3	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

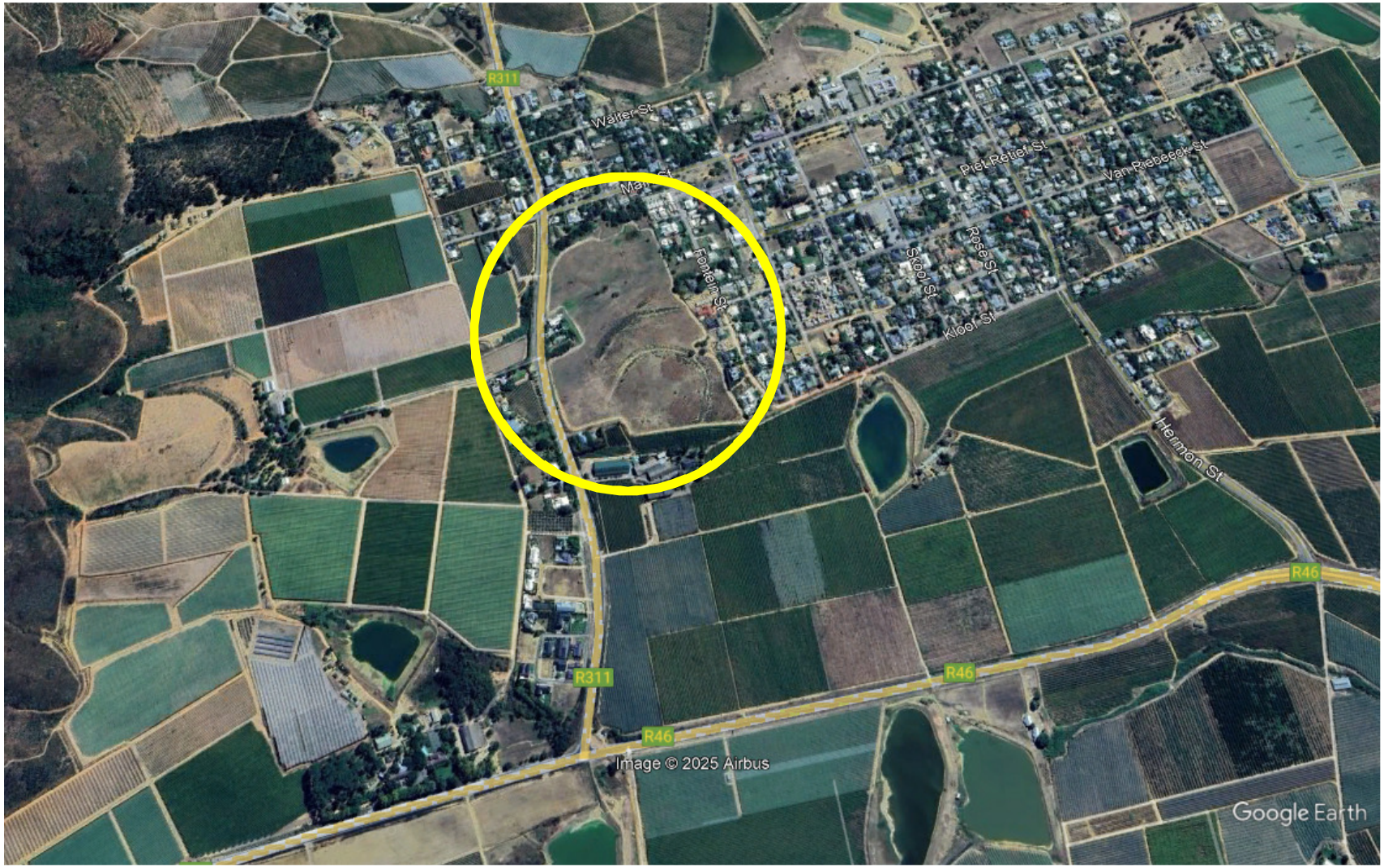
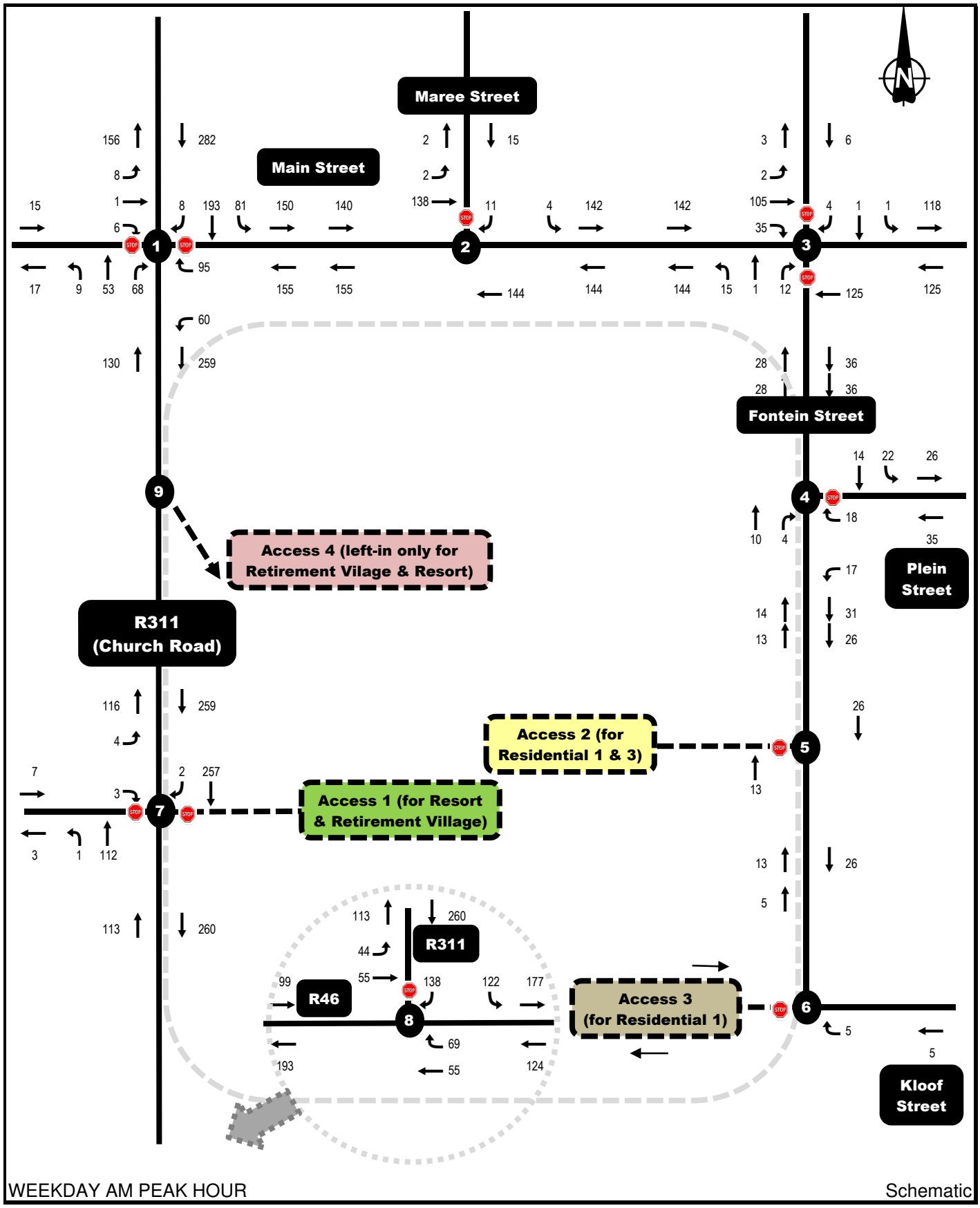


Figure 1: Locality



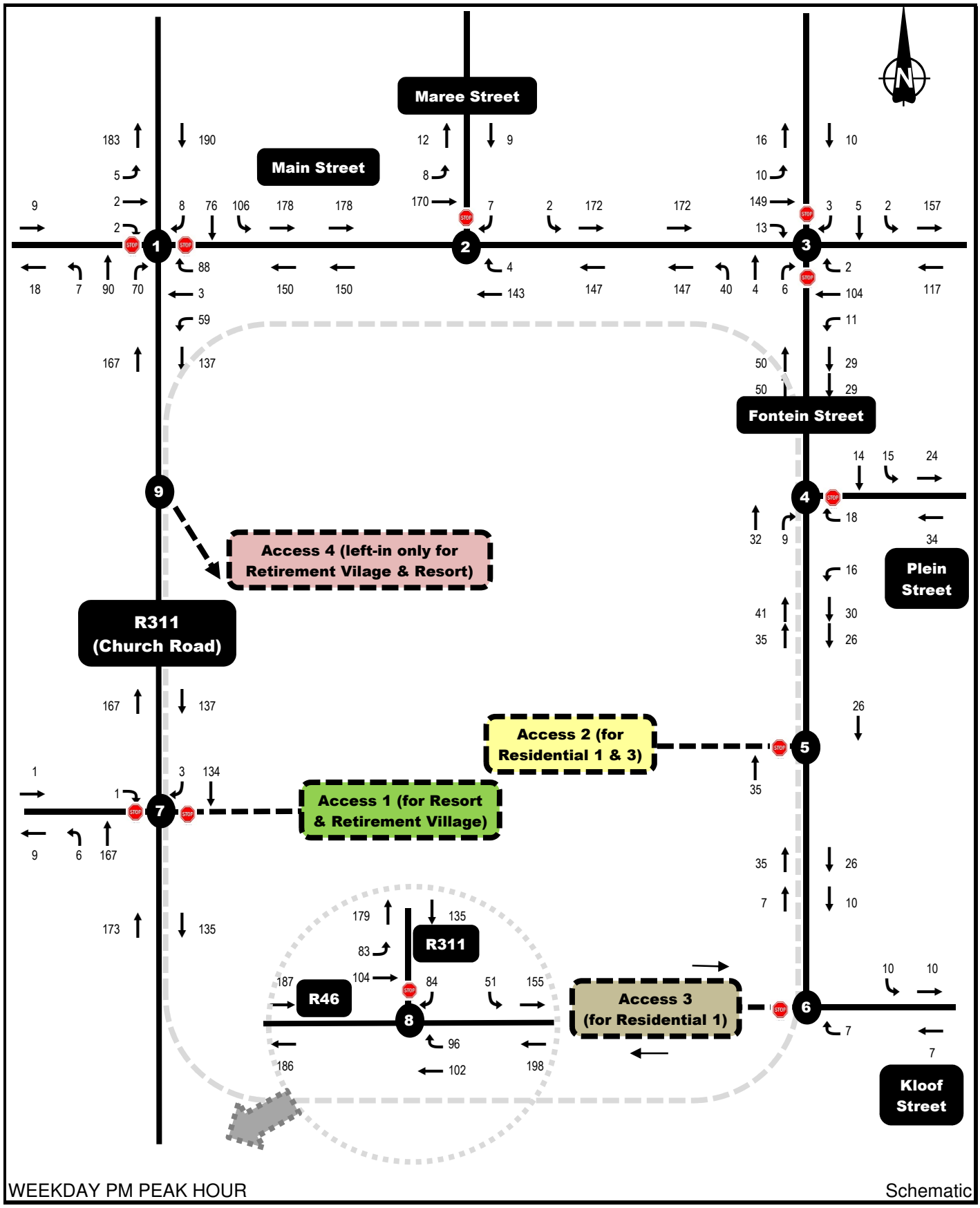
Figure 1: Locality



WEEKDAY AM PEAK HOUR

Schematic

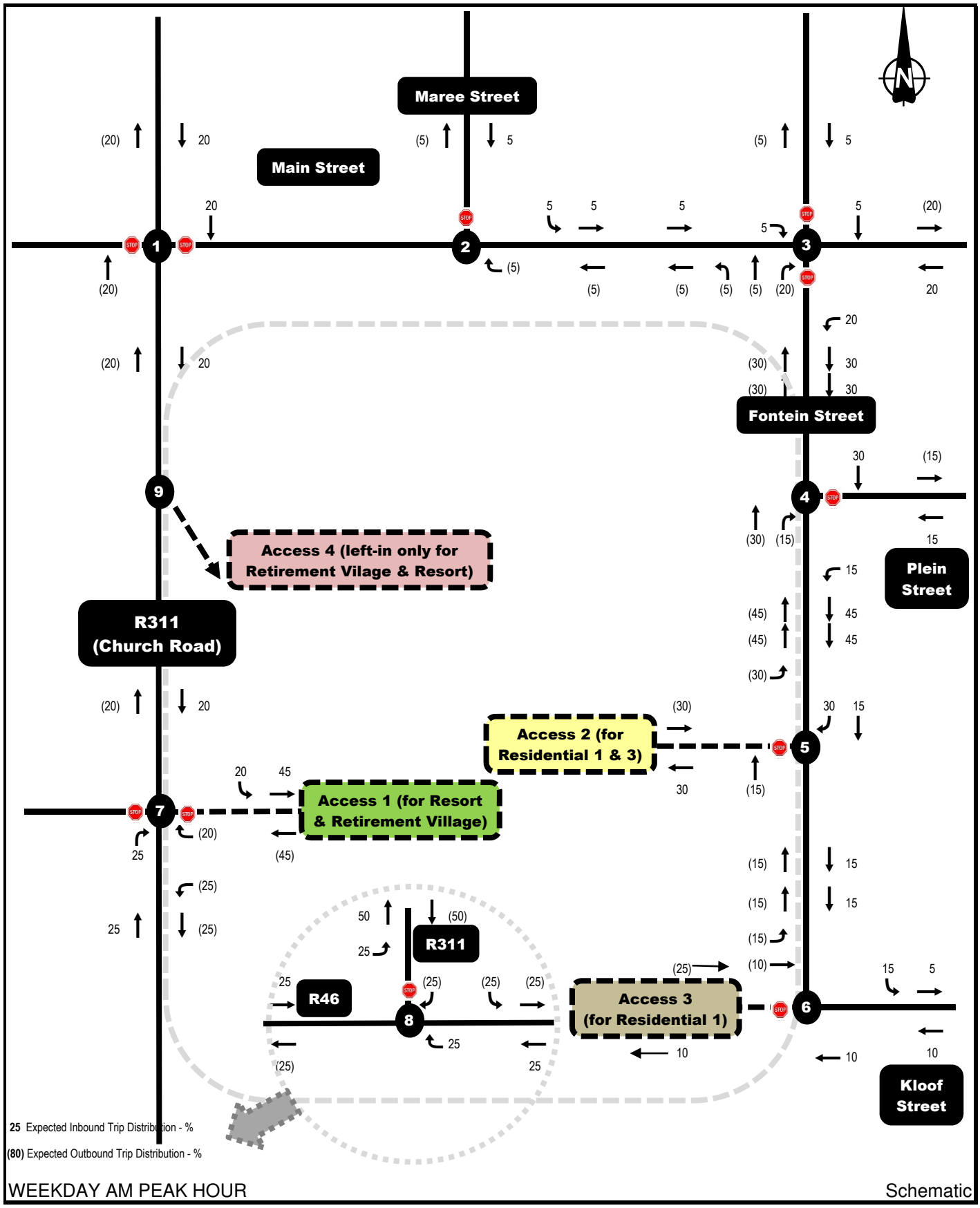
route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Present Traffic Demand (2025)	Fig: **2**



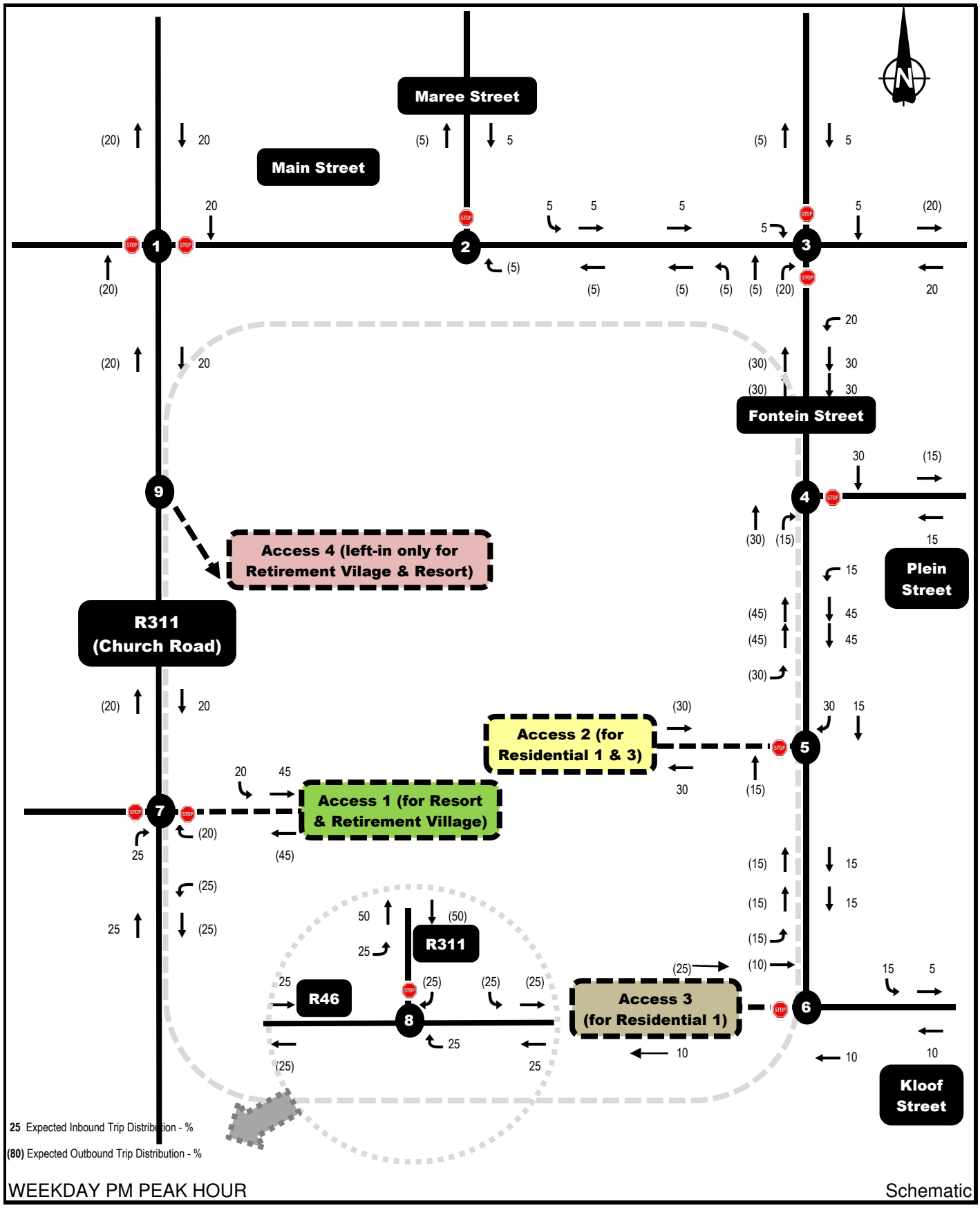
WEEKDAY PM PEAK HOUR

Schematic

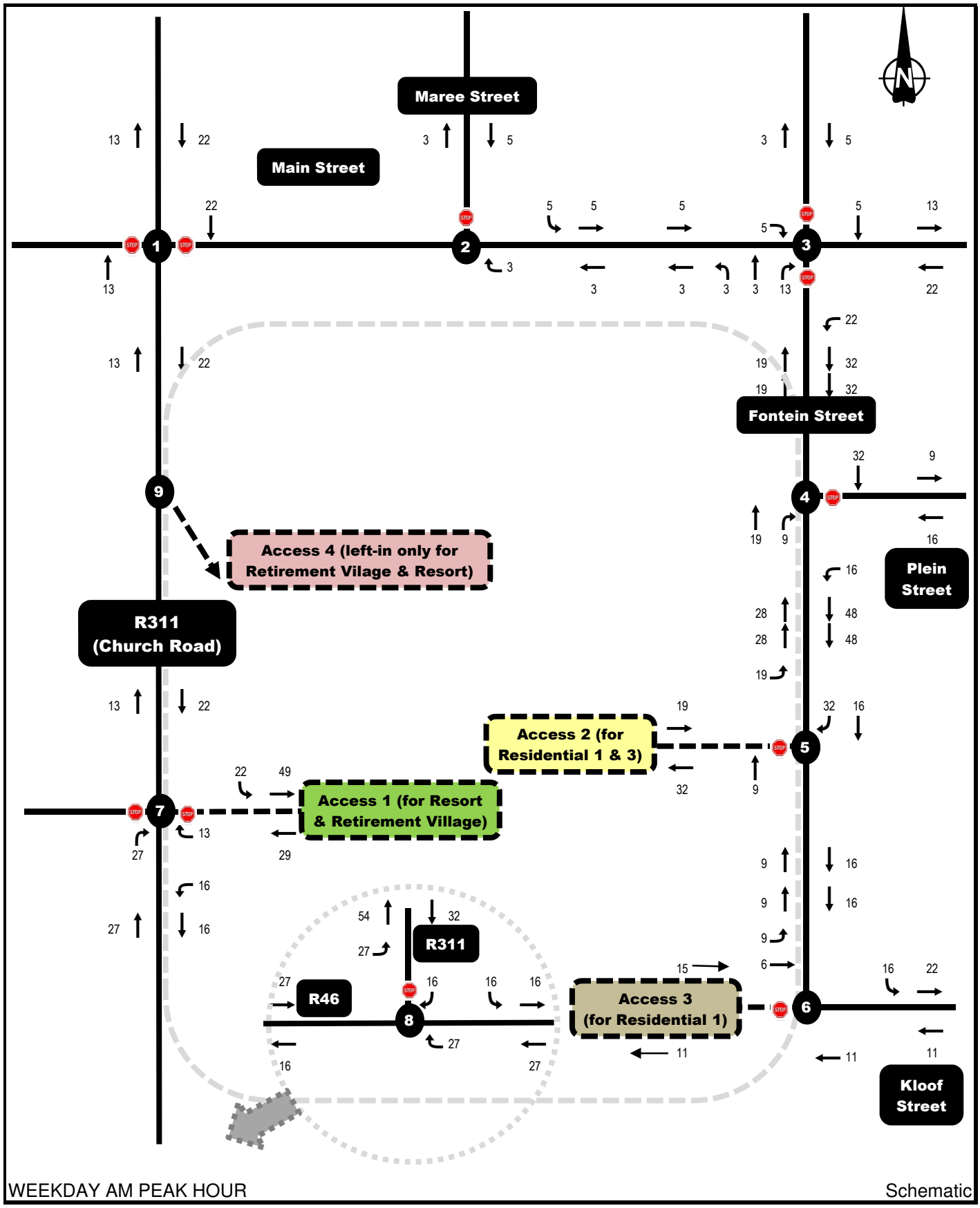
route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Present Traffic Demand (2025)	Fig: **3**



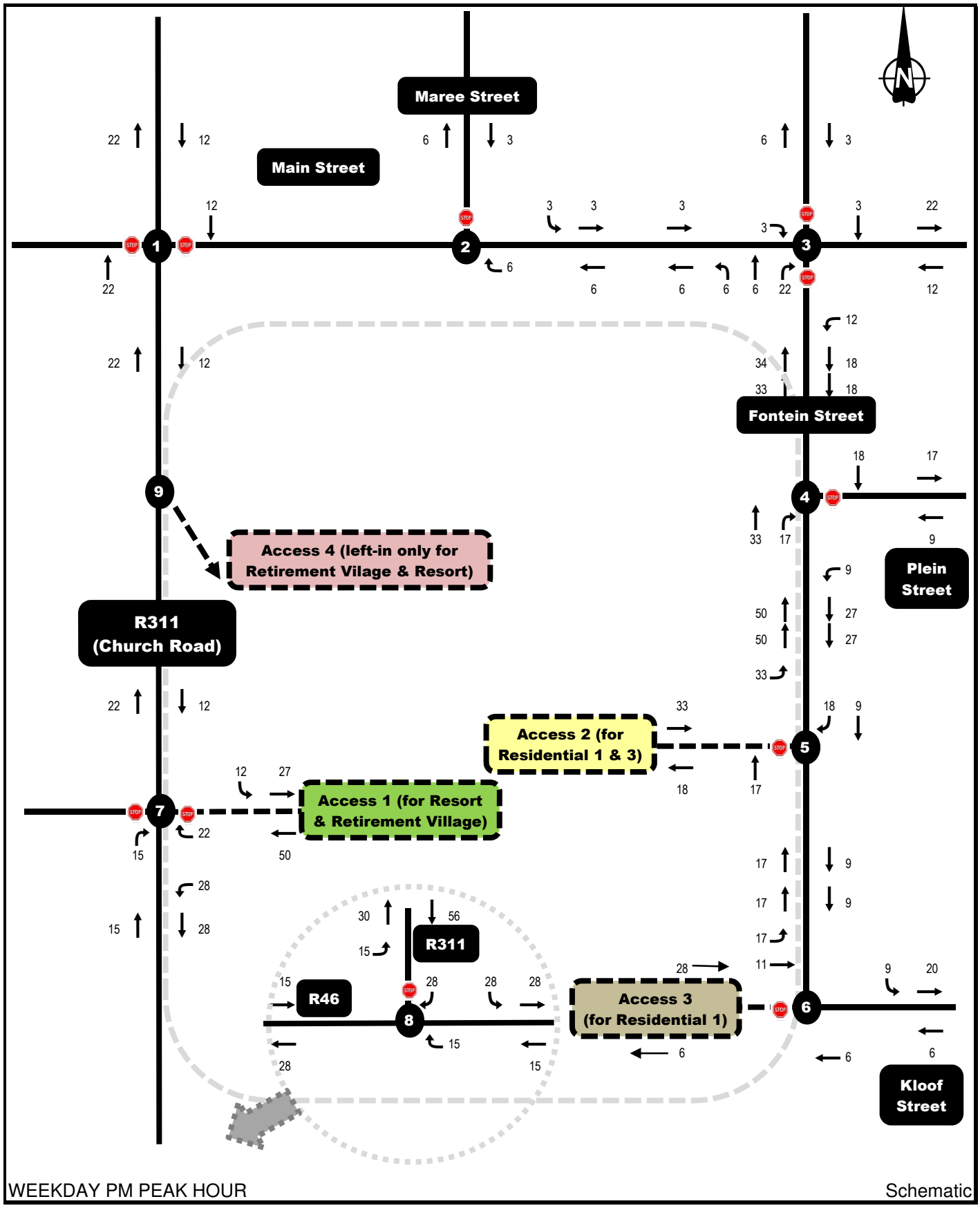
route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Expected Trip Distribution	Fig: **4**



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



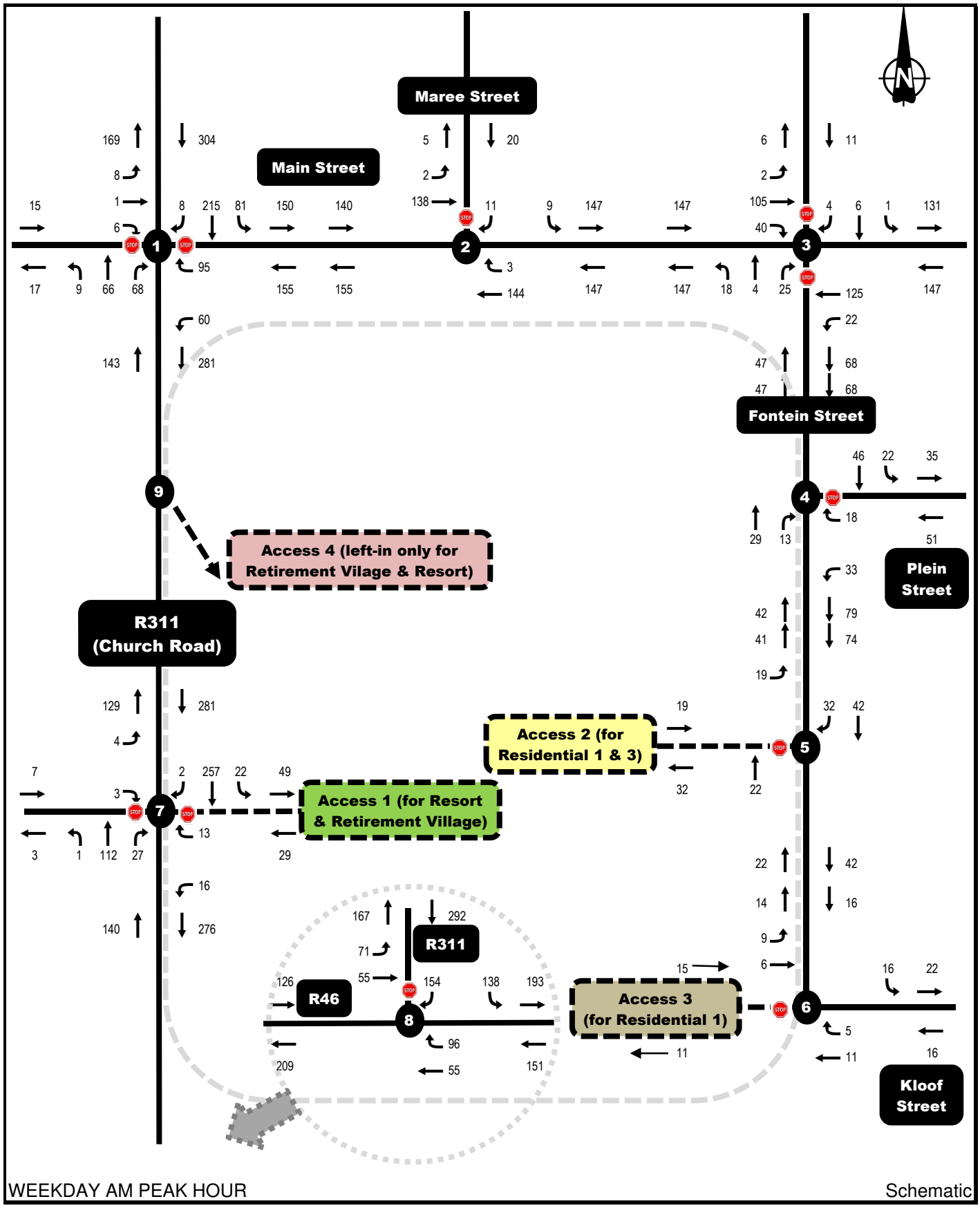
route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Development Traffic	Fig: **6**



WEEKDAY PM PEAK HOUR

Schematic

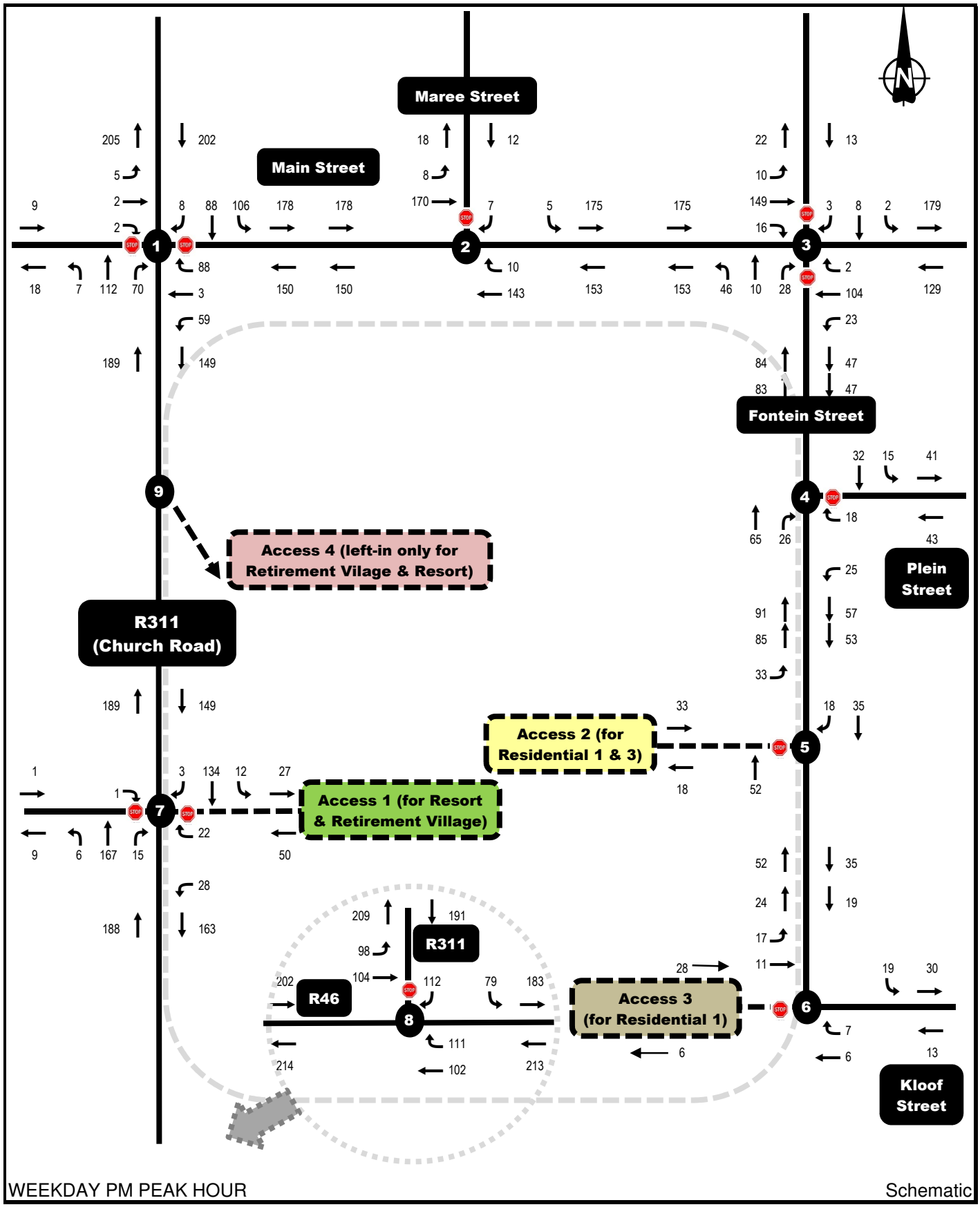
route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Development Traffic	Fig: **7**



WEEKDAY AM PEAK HOUR

Schematic

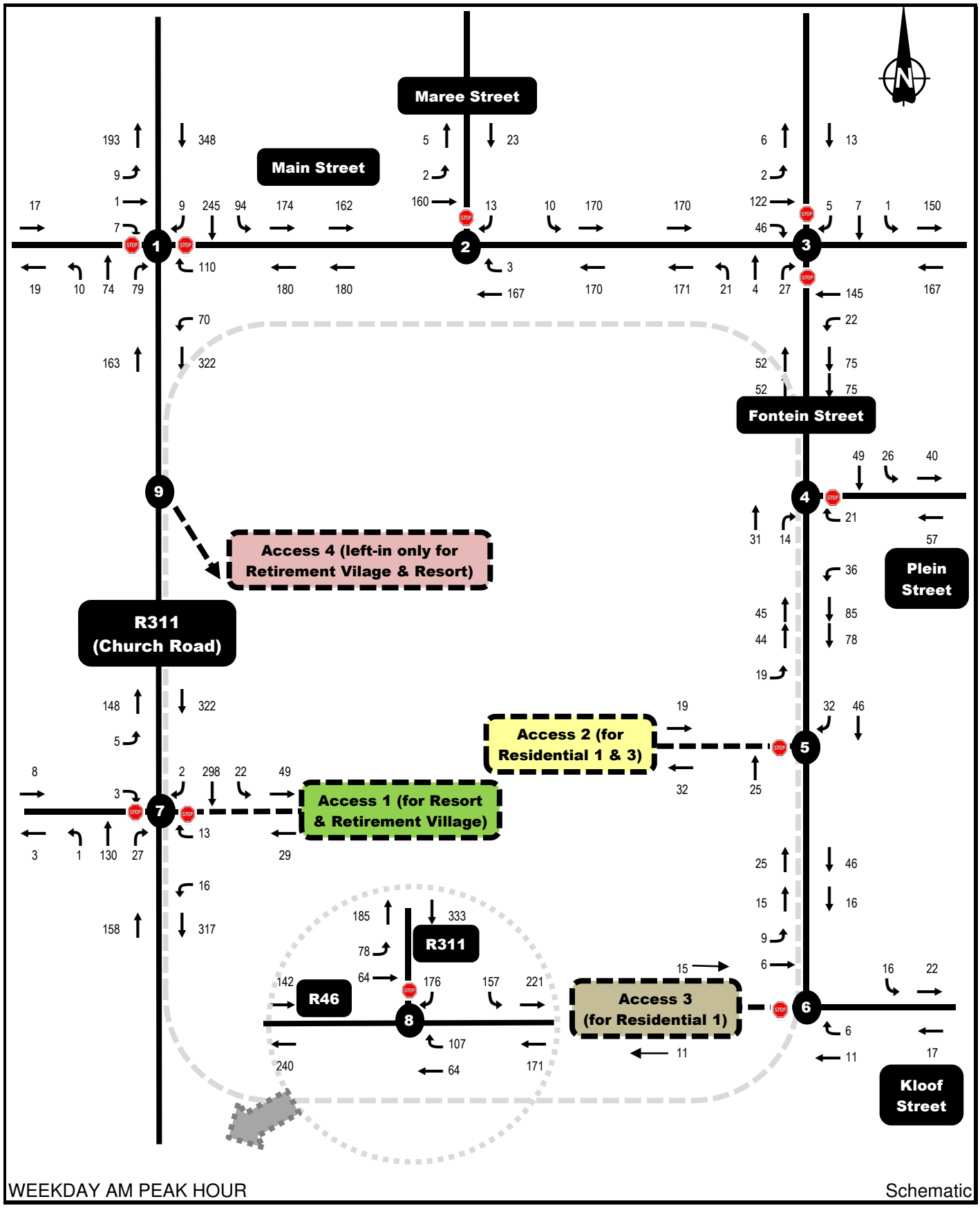
route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Present Traffic Demand plus Development	Fig: **8**



WEEKDAY PM PEAK HOUR

Schematic

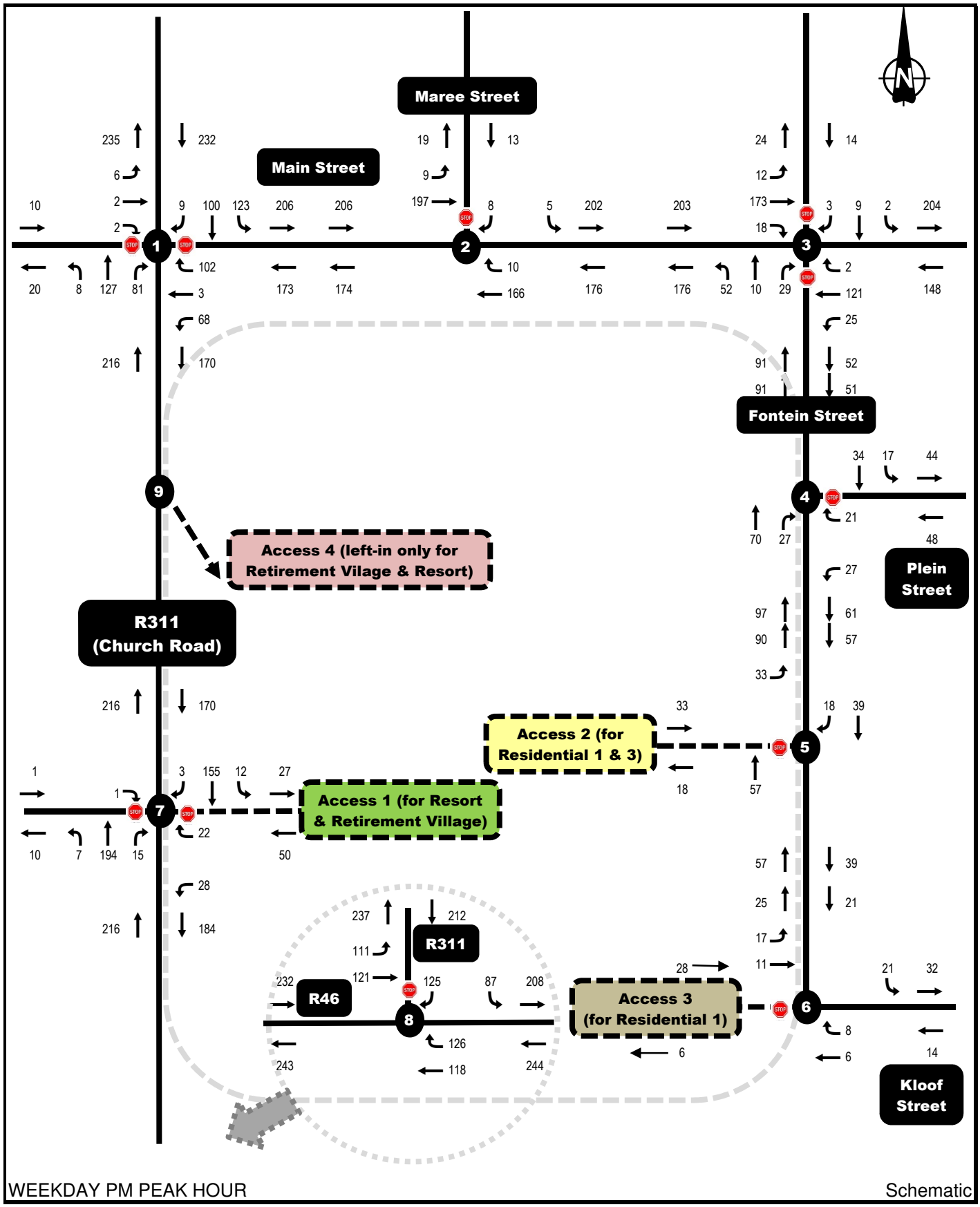
route 2 transport strategies	ERF 878 RIEBEEK KASTEEL	Job Ref No: **TRAF 1967**
	Present Traffic Demand plus Development	Fig: **9**



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	215	8		9	66	68		8	1	6		60		95
off																
PM		106	88	8		7	112	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		94	246	9		10	74	79		9	1	7		70		110
off																
PM		123	100	9		8	126	81		6	2	2		68	3	102

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	0,06		0,03	0,03	0,03		0,37		0,37	0,37
off																	
PM		0,12	0,12	0,01		0,07	0,07	0,06		0,02	0,02	0,02		0,31	0,31	0,31	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		1	1	0		0	0	0		8	9	9		10		11	11
off																	
PM		0	1	0		0	0	0		8	9	9		10	11	10	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		0,0	0,1	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	0,3	0,3

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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

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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		9		11						2	138				144	3
off																
PM		5		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

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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		10		13						2	160				167	3
off																
PM		5		8						9	197				166	11

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		0,04						0,08	0,08				0,09	0,09	0,09
off																	
PM		0,01		0,03						0,10	0,10				0,10	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		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

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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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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	6	4		18	4	25		2	105	40		22	125	
off																
PM		2	8	3		46	10	27		10	149	16		23	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		0,07	0,07	0,07		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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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	6	5		20	4	27		2	122	46		22	145	
off																
PM		2	9	3		52	11	28		12	173	18		25	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		0,08	0,08	0,08		0,11	0,11	0,11		0,08	0,08		0,11
off																	
PM		0,02	0,02	0,02		0,14	0,14	0,14		0,11	0,11	0,11		0,08	0,08	0,08	0,14

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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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

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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	46				29	13						33		18
off																
PM		15	32				65	26						25		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				0,02	0,02						0,06		0,04	0,06
off																	
PM		0,02	0,02				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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Xwe | **Stop street on west and east approaches**

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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	48				31	14						36		21
off																
PM		17	34				70	27						28		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						0,07		0,05	0,07
off																	
PM		0,03	0,03				0,05	0,05						0,05		0,05	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		0,1	0,1
off																	
PM		0,0	0,0				0,0	0,0						0,1		0,1	0,1

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

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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

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Fontein Street & Access 2

Existing 2025 + Development Traffic

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

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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			42	32			22			19						
off																
PM			35	18			52			33						

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			0,03							0,04
off																	
PM			0,03	0,03			0,03			0,06							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			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			0,0							0,0
off																	
PM			0,0	0,0			0,0			0,1							0,1

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

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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			46	32			24			19						
off																
PM			39	18			58			33						

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			0,03							0,04
off																	
PM			0,03	0,03			0,03			0,06							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			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			0,0							0,0
off																	
PM			0,0	0,0			0,0			0,1							0,1

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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

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Fontein Street & Kloof 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				16						9	6				11	5
off																
PM		10		9						17	11				6	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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Fontein Street & Kloof 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				16						9	6				11	6
off																
PM		12		9						17	11				6	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				0,02						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

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		22	257	2		1	112	27		4		3		16		13
off																
PM		12	134	3		6	167	15				1		28		22

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		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		0,63	0,63	0,63		0,32	0,32	0,32		0,01		0,01		0,06		0,06	0,63
off																	
PM		0,23	0,23	0,23		0,30	0,30	0,30				0,00		0,08		0,08	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		14	16	15		10	11	10		8		9		9		9	16
off																	
PM		9	10	10		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		0,1	1,1	0,0		0,0	0,3	0,1		0,0		0,0		0,0		0,0	1,1
off																	
PM		0,0	0,4	0,0		0,0	0,5	0,0				0,0		0,1		0,1	0,5

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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		22	298	2		1	130	27		5		3		16		13
off																
PM		12	155	3		7	194	15				1		28		22

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		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		0,92	0,92	0,92		0,46	0,46	0,46		0,02		0,02		0,08		0,08	0,92
off																	
PM		0,29	0,29	0,29		0,37	0,37	0,37				0,00		0,08		0,08	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		40	47	42		11	12	11		8		9		9		9	47
off																	
PM		10	11	10		10	11	11				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		0,2	3,9	0,0		0,0	0,4	0,1		0,0		0,0		0,0		0,0	3,9
off																	
PM		0,0	0,5	0,0		0,0	0,6	0,0				0,0		0,1		0,1	0,6

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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

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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

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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

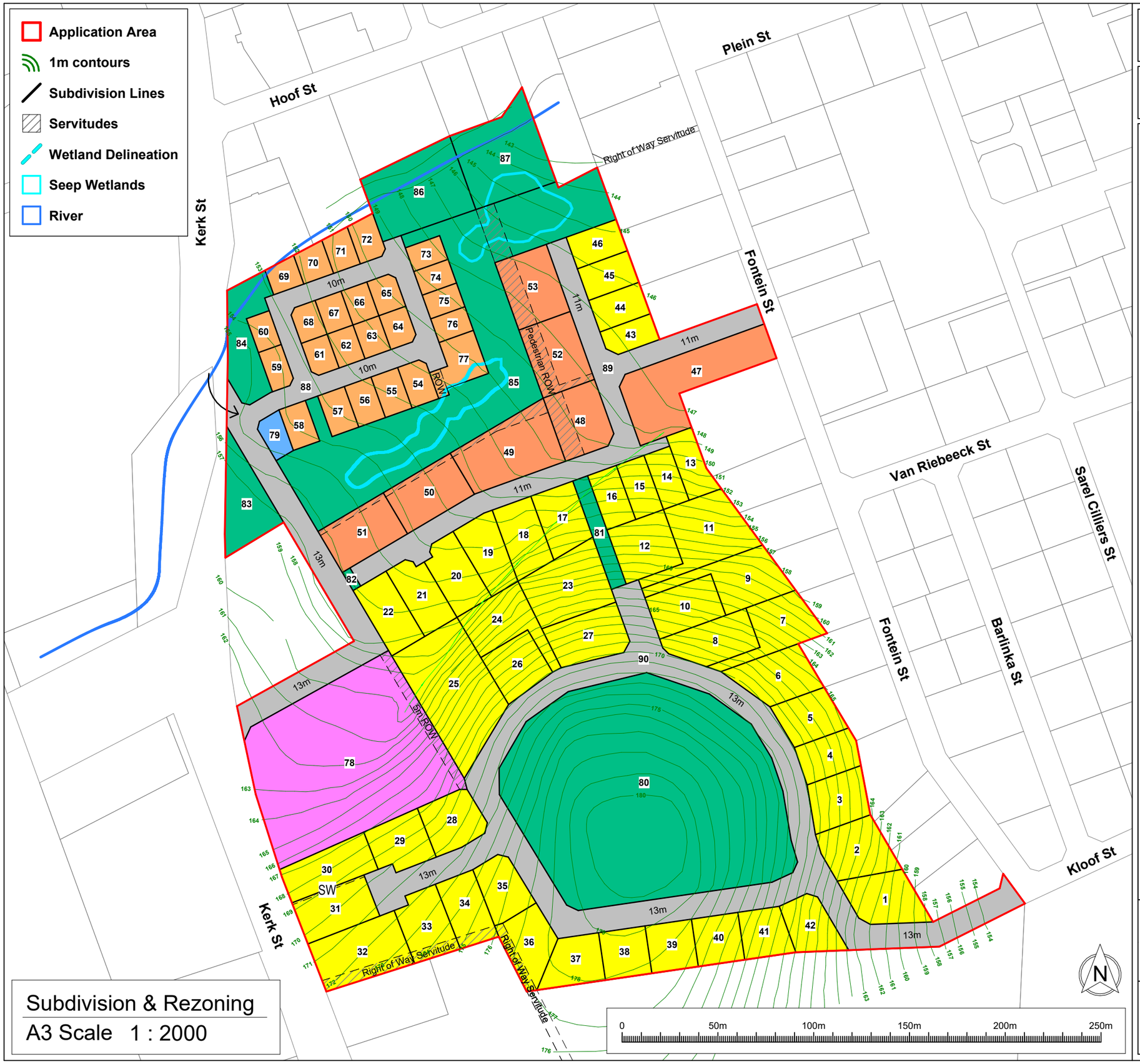
Average QUEUE length

	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

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Annexure B



Subdivision & Rezoning

A3 Scale 1 : 2000

PROJECT

Erf 878 Riebeek Kasteel

TITLE

Subdivision & Rezoning Plan

Zoning	Area	% of Total	Erven
Residential Zone 1: Low Density	38178m²	34.5%	46
General Residential Zone 2: Town Housing	7031m²	6.3%	24
General Residential Zone 3: Flats (Consent for shops & home occupation)	8789m²	7.9%	7
Resort Zone (Events & wedding venue)	7607m²	6.9%	1
Business Zone 1: General Business	275m²	0.2%	1
Open Space Zone 2: Private Open Space	29323m²	26.5%	8
Transport Zone 2: Roads	19592m²	17.7%	3
Total	**110796m²**	**100%**	**90**

No.	Area	No.	Area	No.	Area	No.	Area
1	938 m²	24	1033 m²	47	2082 m²	70	284 m²
2	962 m²	25	2518 m²	48	986 m²	71	288 m²
3	781 m²	26	769 m²	49	1587 m²	72	318 m²
4	636 m²	27	965 m²	50	1011 m²	73	249 m²
5	731 m²	28	805 m²	51	986 m²	74	249 m²
6	948 m²	29	775 m²	52	1075 m²	75	249 m²
7	978 m²	30	951 m²	53	1062 m²	76	249 m²
8	909 m²	31	927 m²	54	328 m²	77	582 m²
9	1152 m²	32	1361 m²	55	333 m²	78	7607 m²
10	844 m²	33	846 m²	56	333 m²	79	275 m²
11	1428 m²	34	774 m²	57	333 m²	80	14183 m²
12	944 m²	35	696 m²	58	329 m²	81	494 m²
13	524 m²	36	848 m²	59	270 m²	82	51 m²
14	428 m²	37	720 m²	60	237 m²	83	1054 m²
15	463 m²	38	613 m²	61	264 m²	84	1114 m²
16	480 m²	39	613 m²	62	269 m²	85	8580 m²
17	771 m²	40	613 m²	63	269 m²	86	1941 m²
18	802 m²	41	610 m²	64	275 m²	87	1906 m²
19	778 m²	42	686 m²	65	275 m²	88	5738 m²
20	801 m²	43	388 m²	66	269 m²	89	4106 m²
21	744 m²	44	488 m²	67	269 m²	90	9748 m²
22	794 m²	45	489 m²	68	264 m²		
23	1370 m²	46	483 m²	69	246 m²		

INDEMNITY

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DRAWN BY	CHECKED BY	DATE
JM	AW	24-08-2026

SCALE (@ A3)	PROJECT NUMBER
As indicated	0001

DRAWING NUMBER

Rev 78

CLIENT

Huguemont Trust

InterActive Town & Regional Planning

Andre Wiehahn Pr Pln A/927/1996
B Art et Sc (Town and Regional Planning)
Telephone 028 312 1668
Cell phone: 082 466 0490
E-Mail: wiehahn.a@gmail.com



SITE DEVELOPMENT PLAN_*SCALE:1000*

GENERAL NOTES:

ALL DIMENSIONS AND LEVELS TO BE CHECKED AND VERIFIED ON SITE BY THE CONTRACTOR PRIOR TO COMMENCING ANY WORKS

FIGURED DIMENSIONS ARE TO TAKE PREFERENCE TO SCALING. ALL DISCREPANCIES ON DRAWINGS OR INTENDED VARIATIONS FROM DRAWINGS ARE TO BE CLEARED WITH THE PROJECT MANAGER BEFORE COMMENCING

ALL WORKS TO BE CARRIED OUT IN STRICT ACCORDANCE WITH REGULATIONS AS LAID DOWN IN THE NATIONAL BUILDING REGULATIONS.

ALL EXISTING MATERIAL REMAINS THE PROPERTY OF THE OWNER UNLESS OTHERWISE STATED.

REVISION RECORD

REV No.	DATE DRAWN	DESCRIPTION

ENGINEER CERTIFICATION:

ISSUED FOR INFORMATION ONLY

grow architecture

ARCHITECTURE
PROJECT MANAGEMENT

INFO@GROWARCHITECTURE.COM
WWW.GROWARCHITECTURE.COM

UNIT 15, CANAL EDGE 4, TYGER WATERFRONT, BELLVILLE
087 702 7619 | 082 681 4454

PROJECT:
RIEBEEK KASTEEL SDP

LOCATION:
RIEBEEK KASTEEL

ERF: 868

DRAWING:
RIEBEEK KASTEEL SDP

DATE:	DRAWN:	
2026 08 21	NAB	
SCALE: AS INDICATED	DWG. No. 101	REV. 78
OWNER'S SIGNATURE:	ARCH. SIGNATURE:	

Annexure C



WARREN G PAYNE
ARCHITECTURAL DRAUGHTSMAN

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

Scale	Date	Drawn	Verified
As Indicated	2026-09-02	Warren Payne	

Contant Person.
Warren G Payne
E-mail:
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Route 2

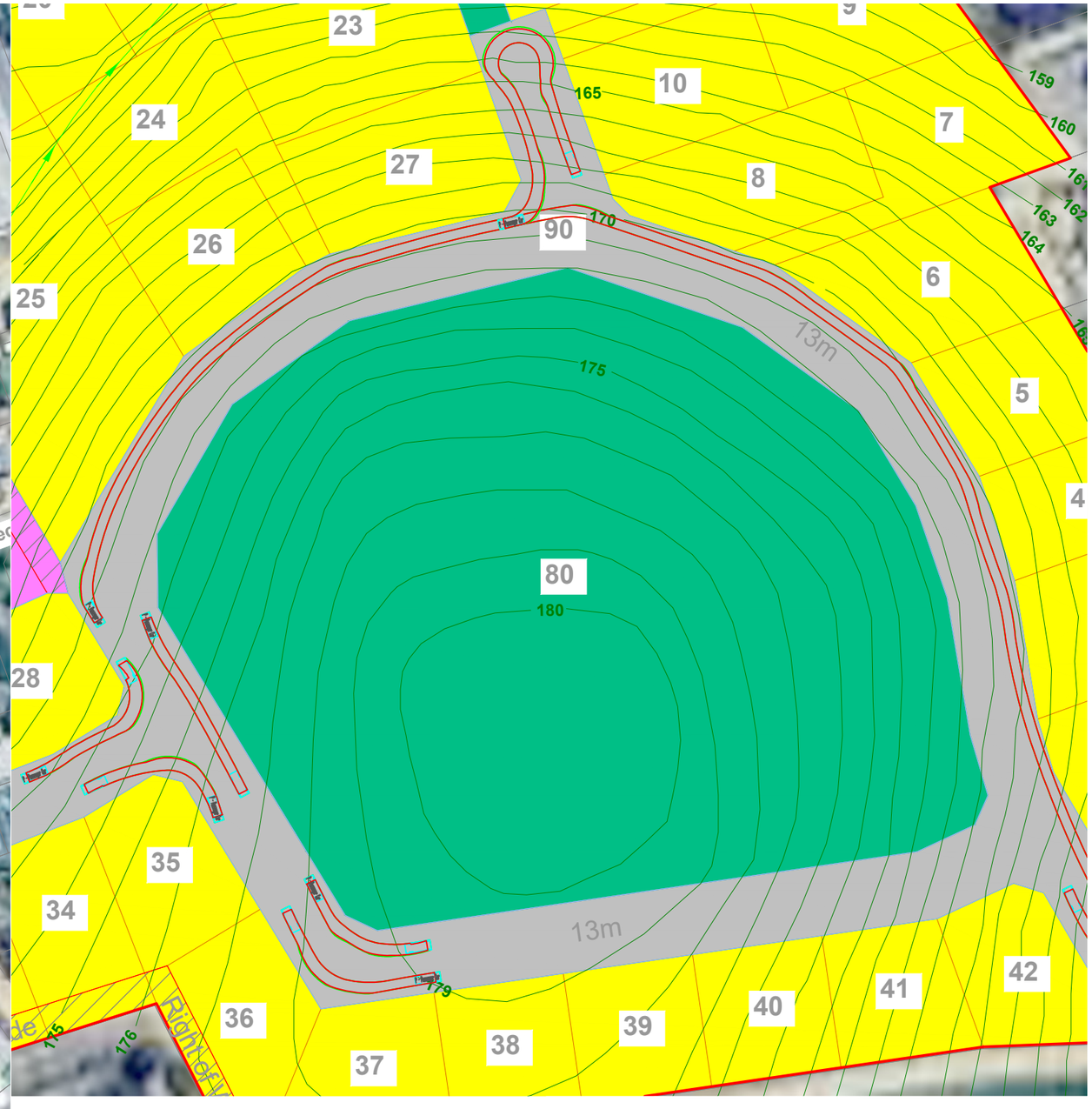
1 Google Overlay

Scale: 1:2500



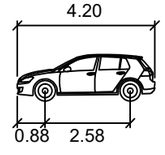
1 Car Turning Simulation

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: warren.payne1@gmail.com
As Indicated	2026-09-02	Warren Payne		
Car Turning Simulation				
Revision:	B			
Paper Size A3	RIE 003			

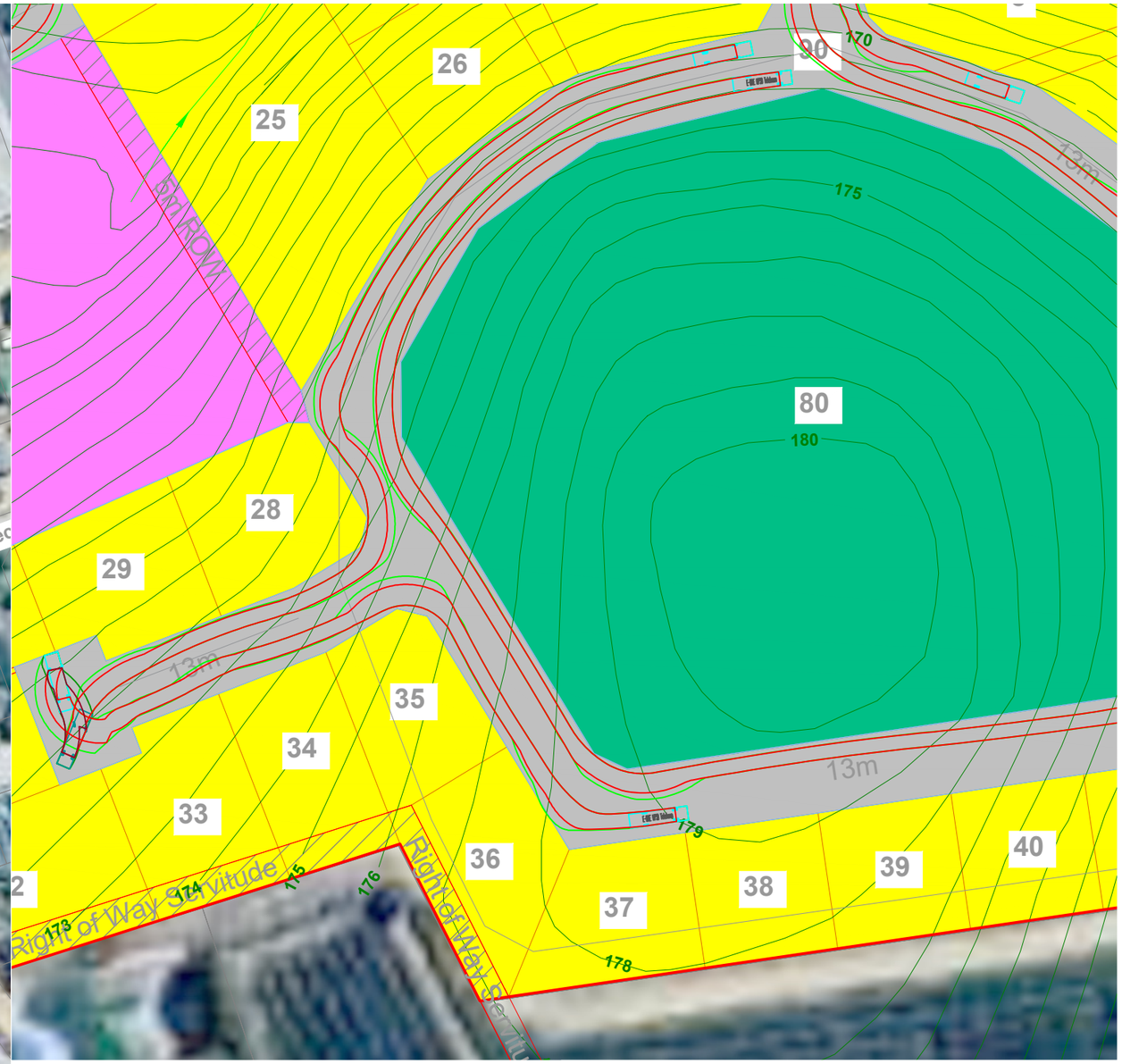
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Route 2



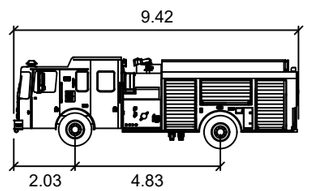
1 Fire Truck Turning Simulation

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
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Scale	Date	Drawn	Verified	E-mail: warren.payne1@gmail.com
As Indicated	2026-09-02	Warren Payne		
Fire Truck Turning Simulation				
Revision:	B			
Paper Size A3	RIE 004			

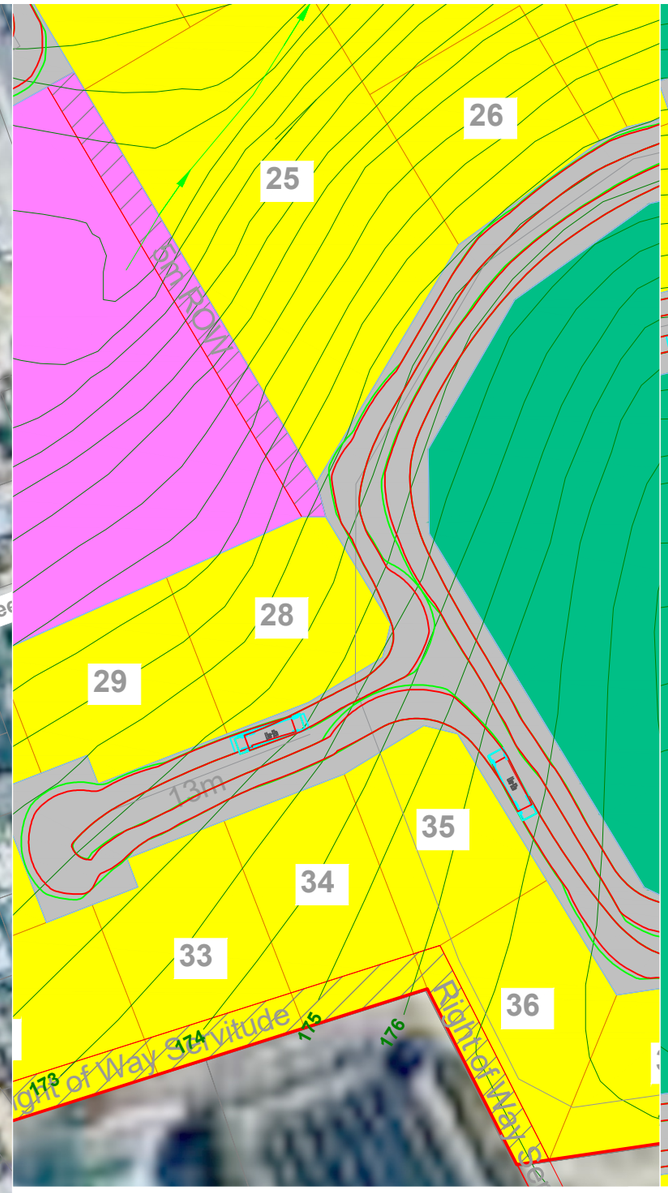
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Route 2



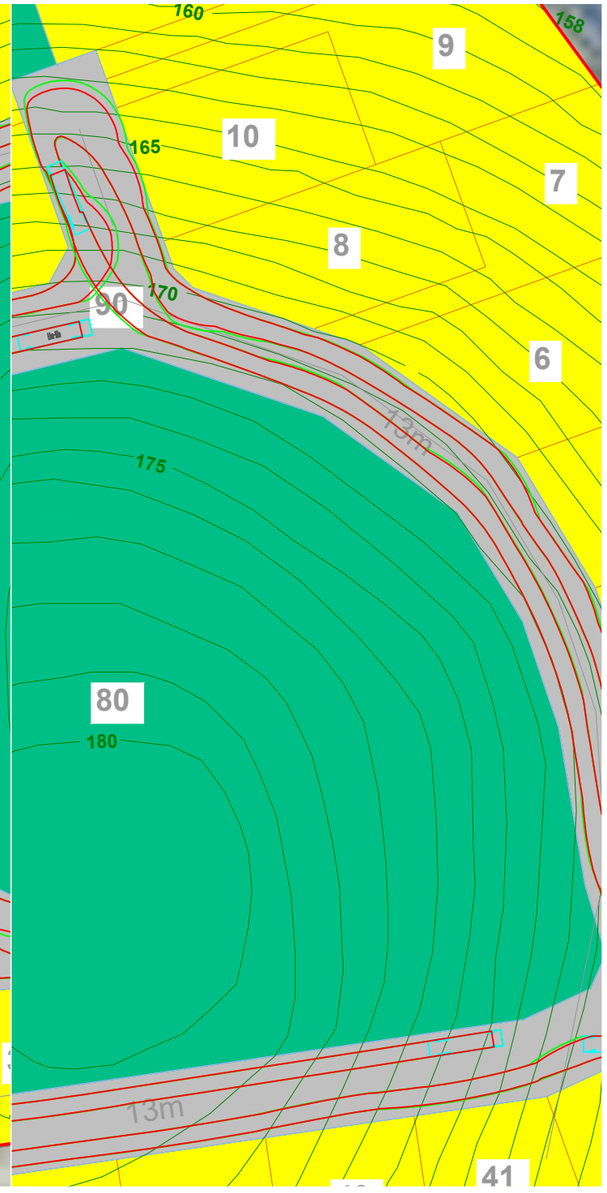
1 Truck Turning Simulation

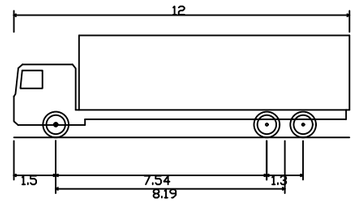
Scale: 1:2000



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

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As Indicated	2026-09-02	Warren Payne		
Truck Turning Simulation				
Revision:	B			
Paper Size A3	RIE 005			

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Route 2


Kerk St
Fontein St
Van Riebeeck St
Fontein St
Kerk St
Right of Way
Right of Way
Right of Way