

**11.6.2 DENNESIG NEIGHBOURHOOD PEDESTRIANISATION**

Collaborator No: 758590  
IDP KPA Ref No: Good Governance & Compliance  
Meeting Date: 16 November 2023

**1. SUBJECT: DENNESIG NEIGHBOURHOOD PEDESTRIANISATION****2. PURPOSE**

That Council takes note of this report and approves the proposals contained herein.

**3. DELEGATED AUTHORITY**

Municipal Council.

**4. EXECUTIVE SUMMARY**

The Municipality aims is to promote and prioritize Non-Motorised Transport (NMT), as these were outcomes from IDP consultative processes and forms part of the Municipality's and National Government's Strategic Planning. The Municipality's Comprehensive Integrated Transport Plan also list the partial or full pedestrianization of streets in CDB as a strategic transport intervention.

Urban Design Guidelines and a Transport Master Plan for the Dennesig Neighbourhood was approved in 2019 after receiving multiple development proposals within the area. The objective is to change the character of the neighbourhood and the behaviour of motorists to create "living streets" that would prioritise pedestrians and cyclists.

Pedestrianization is therefore proposed along Dennesig Road (between Bird and Hofman Streets), along Hofman Street (between Paul Kruger and Dennesig Roads) and Paul Kruger Street in front of the church.

**5. RECOMMENDATIONS**

- a) That the content of this report be noted.
- b) That the Dennesig neighbourhood pedestrianization be accepted as the copy to be used in a Public Participation process.
- c) That the Dennesig neighbourhood pedestrianization be duly advertised for the purpose of a public participation process.
- d) That upon the completion of the public participation process, together with any comments/objections be resubmitted to Council for final approval and adoption.

## 6. DISCUSSION / CONTENTS

### 6.1 Background

The Municipality aims is to promote and prioritize Non-Motorised Transport (NMT), as these were outcomes from IDP consultative processes and forms part of the Municipality's and National Government's Strategic Planning. The Municipality's Comprehensive Integrated Transport Plan also list the partial or full pedestrianization of streets in CDB as a strategic transport intervention.

Urban Design Guidelines and a Transport Master Plan for the Dennesig Neighbourhood was approved in 2019 after receiving multiple development proposals within the area. The objective is to change the character of the neighbourhood and the behaviour of motorists to create "living streets" that would prioritise pedestrians and cyclists.

### 6.2 Discussion

The main transport objective is therefore to reduce vehicular demand especially for students and residents to link the Dennesig Neighbourhood with the Campus and CBD by introducing pedestrian walkways and cycle lanes/ways.

Pedestrianization is therefore proposed along Dennesig Road (between Bird and Hofman Streets), along Hofman Street (between Paul Kruger and Dennesig Roads) and Paul Kruger Street in front of the church. It is furthermore proposed to extend the pedestrian corridor of Dennesig Road over Bird Street by means of a raised pedestrian crossing, to prioritise NMT movement across Bird Street.

#### **Establishing the "Woonerf"**

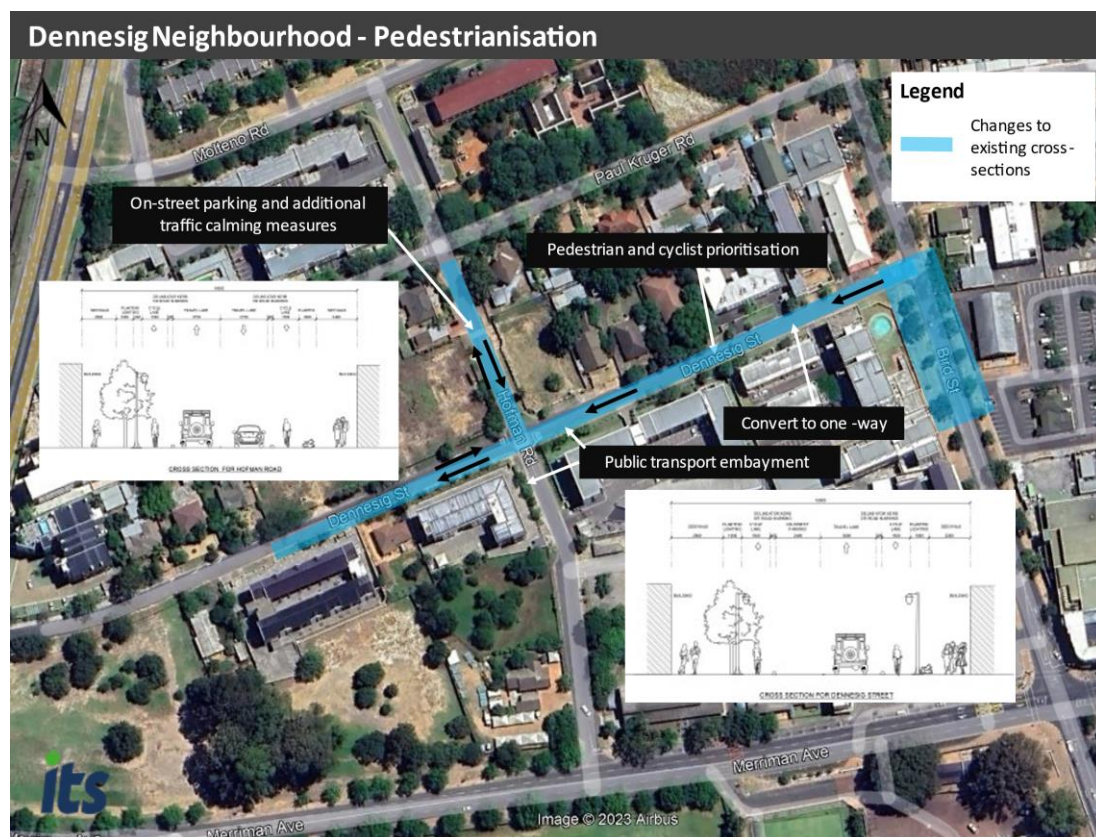
The establishment of the Woonerf includes changing the neighbourhood spatial structure and bringing about the following measures:

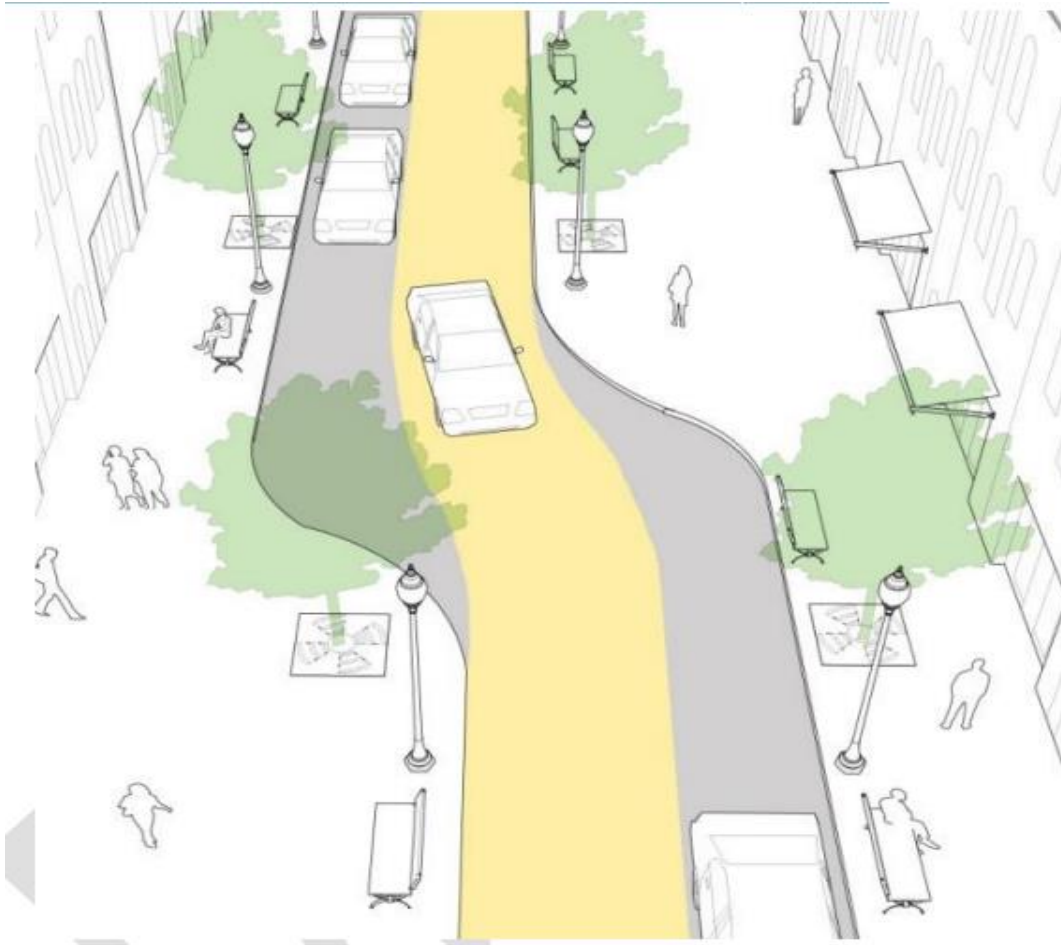
- Remove kerbs and establish a level surface from building edge to building edge.
- Define the extent of the space for vehicles through changes in surface materials.
- Allow for the movement of vehicle routes to deviate through the course of the woonerf.
- Shift movement patterns to prioritise one side of the road reserve and make room for concession spaces.

- Establish interactive faces through the length of the woonerf with the corners accommodating retail use such as coffee shops, local grocers, or service relation retail such as laundromats.
- Use landscaping to direct changes in vehicular movement.
- Change the interface with existing multi-story developments over time to respond to the woonerf.
- Create multiple entrances off the woonerf. Make provision for limited on-street parking for visitors and loading bay areas.

It is therefore proposed to change the neighbourhood spatial structure by converting Dennesig and Hofman Streets into a pedestrian-oriented woonerf street and transform these integral roads into living streets. Vehicles are slowed by creating an indirect route and maximise the opportunity to create interactive edges along both sides of the street that include building entrances and public uses. These changes will prioritise these streets for pedestrians and cyclists.

See illustration below:





### 6.3 Financial Implications

All costs involved will be covered by the **Dennesig Developer Association (DDA)**.

### 6.4 Previous / Relevant Council Resolutions:

N/A

### **RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-11-16: ITEM 7.6.2**

- (a) that the content of this report be noted;
- (b) that the Dennesig neighborhood pedestrianization be accepted as the copy to be used in a Public Participation process;
- (c) that the Dennesig neighborhood pedestrianization be duly advertised for the purpose of a public participation process; and

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(d) that upon the completion of the public participation process, together with any comments/objections be resubmitted to Council for final approval and adoption.

**FOR FURTHER DETAILS CONTACT:**

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<b><i>REPORT DATE</i></b>	<b><i>12 October 2023</i></b>