

10.6.3	REQUEST FOR THE CLOSURE OF NAGTEGAAL ROAD, ONDER-PAPEGAAIBERG
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Collaborator No:

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: 21 November 2024 and 27 November 2024

1. SUBJECT: REQUEST FOR THE CLOSURE OF NAGTEGAAL ROAD, ONDER-PAPEGAAIBERG**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 had received requests from the public, for the permanent closure of Nagtegaal Road, at its intersection with Devon Valley Road, Onder-Papegaaiberg.

Nagtegaal Road is a narrow access road, 130m long, connecting the Devon Valley Road to Hoepe-Hoep Road. The road provides access to 38 erven but is being used as a "short cut" link between Devon Valley Road and the residential area. Nagtegaal Road has not been designed, and is therefore not suited, to accommodate the cut-through traffic.

In March 2024, the Municipality commissioned a detailed Traffic Impact Study (Annexure A) to confirm the nature and extent of the traffic impacts. The outcomes of the Traffic Impact Study supported the closure of Nagtegaal Road thus the Infrastructure Directorate has no objection to the proposed closure of the road.

Furthermore, the closure of the road would have negligible impact on the mobility of traffic through the area as well as current traffic patterns. Due the nature of proposed closure of the road as well as the impact of the residents in Nagtegaal Road and Hoep Hoep Road, it is proposed that a public participation process be followed first, after which the Item will return to Council for approval.

5. RECOMMENDATIONS

- (a) that the contents of this report, and its **ANNEXURE** be noted;
- (b) that the Proposed Nagtegaal Road Closure be duly advertised for public comment; and
- (c) that upon the completion of the public participation process, together with any comments/objections, the item be resubmitted to Council for final approval and adoption.

6. DISCUSSION / CONTENTS**6.1 Background**

The Municipality had received requests from the public, for the permanent closure of Nagtegaal Road, at its intersection with Devon Valley Road in Onder-Papegaaiberg.

Requests received, dating back to 2020, comprises a report and a signed petition submitted to the Municipality by members of the community. Several submissions through the public participation processes of the Municipality's Integrated Development Plan (IDP) were also received.

6.2 Discussion

Nagtegaal Road is a narrow access road, 130m long connecting Devon Valley Road to Hoepe-Hoep Road. The road provides access to 38 erven but is used as a "short cut" link between Devon Valley Road and the residential area. Nagtegaal Road has not been designed, and is therefore not suited, to accommodate the cut through traffic.

In March 2024 the Municipality commissioned a detailed Traffic Impact Study (**Annexure A**) to confirm the nature and extent of the traffic impacts. The Traffic Impact Study recommended that:

- Nagtegaal Road be closed for the following reasons:
 - To stop all cut through traffic.
 - To reduce vehicle operating speeds on Nagtegaal Road.
 - To improve traffic safety on Nagtegaal Road.

Due to the impact that the closure would have on current traffic patterns as well as residents in Nagtegaal Road and Hoepe-Hoep Road, it is proposed that a public participation process be followed.

It should be noted that the closed off section at the bottom of the road must be able to accommodate a turnaround point for fire truck/emergency and refuse vehicles. Therefore, on final approval, budget must be allocated to design and implement the closure and turnaround point. See Locality Plan below:



Fig 1: Locality Plan

6.3 Financial Implications

If final approval is obtained, an estimated cost for implementation is R500 000.

6.4 Legal Implications

Complies with legislative requirements

6.5 Staff Implications

No additional staff implications

6.6 Previous / Relevant Council Resolutions

None

6.7 Risk Implications

The road is not designed to receive cross cutting traffic and is therefore unsafe if used in that manner.

6.8 Comments from Senior Management

Not circulated for comment.

6.8.1 Municipal Manager

Agree with the recommendations.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2024-11-21: ITEM 7.6.3

- (a) that the contents of this report, and its ANNEXURE be noted;
- (b) that the Proposed Nagtegaal Road Closure be duly advertised for public comment; and
- (c) that upon the completion of the public participation process, together with any comments/objections, the item be resubmitted to Council for final approval and adoption.

Annexure A: - Traffic Impact Study

FOR FURTHER DETAILS CONTACT:

Name	Shane Chandaka
Position	Director
Directorate	Infrastructure Services
Contact Numbers	021 808 8213
E-mail Address	Shane.Chandaka@ Stellenbosch.gov.za
Report Date	13 November 2024

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In March 2024, the Municipality commissioned a detailed Traffic Impact Study (Annexure A) to confirm the nature and extent of the traffic impacts. The outcomes of the Traffic Impact Study supported the closure of Nagtegaal Road thus the Infrastructure Directorate has no objection to the proposed closure of the road.

Furthermore, the closure of the road would have negligible impact on the mobility of traffic through the area as well as current traffic patterns. Due the nature of proposed closure of the road as well as the impact of the residents in Nagtegaal Road and Hoep Hoep Road, it is proposed that a public participation process be followed first, after which the Item will return to Council for approval.

27TH COUNCIL MEETING: 2024-11-27: ITEM 10.6.3

RESOLVED (majority vote with 7 abstentions)

- (a) that the contents of this report, and its ANNEXURE be noted;
- (b) that the Proposed Nagtegaal Road Closure be duly advertised for public comment; and
- (c) that upon the completion of the public participation process, together with any comments/objections, the item be resubmitted to Council for final approval and adoption.

FOR FURTHER DETAILS CONTACT:

Name	Shane Chandaka
Position	Director
Directorate	Infrastructure Services
Contact Numbers	021 808 8213
E-mail Address	Shane.Chandaka@ Stellenbosch.gov.za
Report Date	13 November 2024



CONTRACT NO.: BSM 50/23-TT.3

NAGTEGAAL ROAD CLOSURE

**TRAFFIC IMPACT STUDY
STELLENBOSCH MUNICIPALITY
ELECTRONIC SUBMISSION**

**R00001176/TP-2/WP-2/00
28/06/2024**



“It always seems impossible, until it is done.”

Nelson Mandela

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Revision	Date	Originator	Reviewer	Sign off	Description
Rev 00 – Draft 1	20 June 2024	Zenzile Mhlangu	Nick Platte	Christoff Krogscsheepers	For Internal Review
Rev 00 – Final Draft	28 June 2024	Zenzile Mhlangu	Nick Platte	Christoff Krogscsheepers	For Client Comments

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1 INTRODUCTION

Stellenbosch Municipality commissioned the study to evaluate the closure of Nagtegaal Road as part of the BSM 50/23-TT.3 appointment. Nagtegaal Road is within a residential area, to the north of Adam Tas Road (R310) and Devon Valley Road and to the south of Onder-Papegaaiberg. Refer to Figure 1 for a locality map.

The study was initiated to respond to requests from the public to close the road into the neighbourhood from Devon Valley Road. Concerns from the residents have been raised regarding high traffic volumes and vehicle speeds along the road.

The site was observed, and traffic volumes were collected to understand the existing situation. These were used to support the recommendations to Council. The findings of the data collection, impact of the closure and recommendations of the assessment are provided herein.



Figure 1: Locality Map

2 ACCESS SPACING

According to the *Stellenbosch Municipality Roads Master Plan Road Infrastructure*, Devon Valley Road is classified as a Class 4 Collector and Nagtegaal Road is a Class 5 Local Street. Refer to Figure 2 for an extract of the road classification.

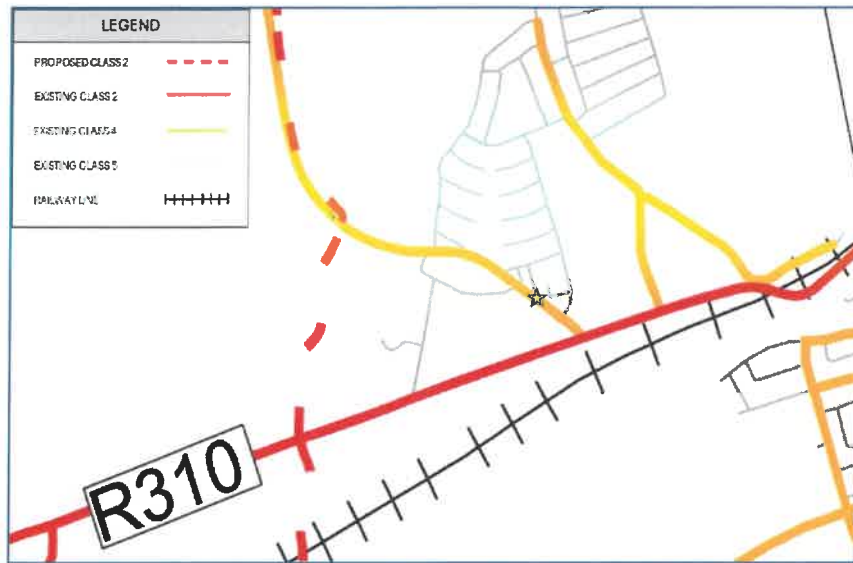


Figure 2: Functional Road Classification

In accordance with the *WCG AMG guidelines Figure 12-13: Class 4 minimum spacing distances*, the spacing requirements between a full unsignalised intersection and a low-volume driveway (Nagtegaal Road) should be a minimum of 115m within the existing roadside development environment of the area (suburban). The Nagtegaal Road intersection is located approximately 30m north of the Winery Road/Tarentaal Road/ Devon Valley Road roundabout. Accordingly, the spacing of the intersections is significantly less than the recommended minimum spacing contained within the latest provincial guidelines.

3 DATA COLLECTION

3.1 EXISTING TRAFFIC VOLUMES

Peak period intersection turning movement counts were done on Friday, 26 April 2024 from 06:30 to 08:30 and 16:00 to 18:00. The surveys were performed at the three nearby intersections of the neighbourhood, namely Devon Valley Road/Nagtegaal Road, Winery Road/Tarentaal Road/ Devon Valley Road and Tarentaal Road/ Hoep-Hoep Road. Refer to Figure 3 and Figure 4 for a summary of the existing turning movement volumes during the weekday AM and PM peak hours at the intersections. Based on the data collected it can be concluded that at most between 15 and 30 vehicles per hour use Nagtegaal Road during the commuter peaks during a typical weekday. Around 80% of the traffic entering and exiting the area use the Nagtegaal Road/Devon Valley Road intersection to access the neighbourhood.

Annexure A contains the detailed traffic count sheets.

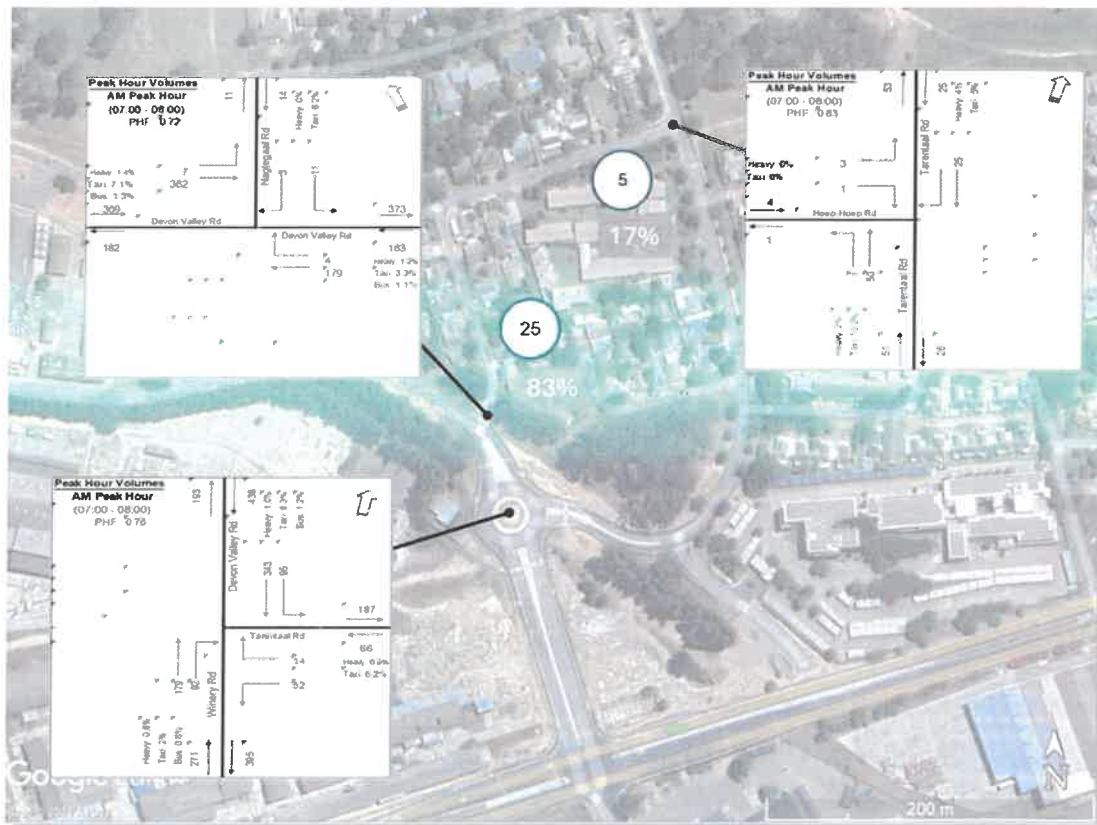


Figure 3: Existing Weekday AM Peak Hour Traffic Counts



Figure 4: Existing Weekday PM Peak Hour Traffic Counts

3.2 PROBE DATA ASSESSMENT

In addition to the intersection turning movement counts, anonymised vehicle probe data associated with vehicles with tracking devices were assessed to provide additional understanding of the vehicle travel patterns and speed profiles.

3.2.1 Origin-destinations

Origin-destination patterns were evaluated with a representation of the vehicle paths along the network illustrated in Figure 5. Over the course of a full day, the data indicates traffic 15% of the traffic from Devon Vallei Road (to/from the west) use Nagtegaal and Hoep-Hoep roads to access Tarentaal Road. The remaining 85% of the traffic originate and are destined within the neighbourhood. The assessment confirms the shorter route is used by users familiar with the area or potentially directed by navigational applications.

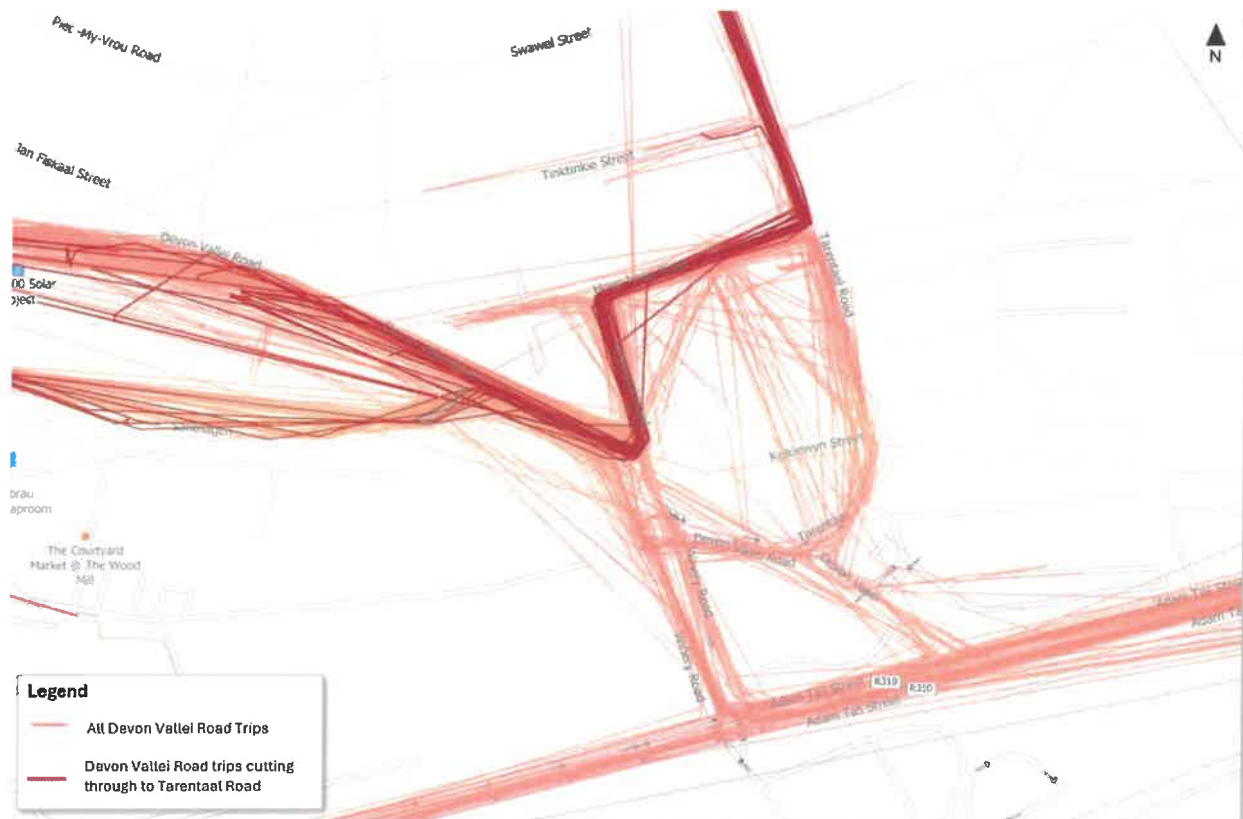


Figure 5: Devon Valley Road - Nagtegaal Cut Through Traffic

3.2.2 Vehicle Speeds

Nagtegaal Road was visited by the authors of the report, and it was determined that vehicle speeds can easily reach 40km/h if intended. The vehicle probe speed data as summarised in Figure 6 confirmed these observations. However, the average speeds of the traffic that forms part of the data set is 20km/h.

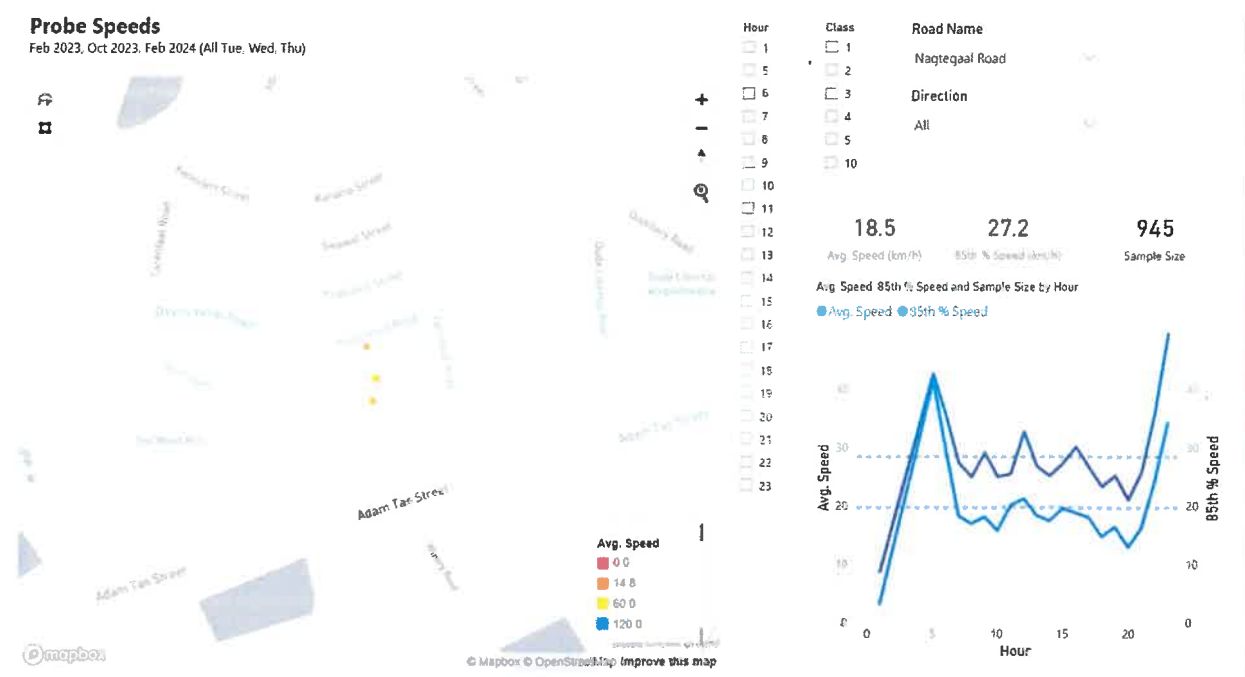


Figure 6: Vehicle Speed Data Summary

4 IMPACT OF CLOSURE

4.1 TRAFFIC VOLUMES AND INTERSECTION OPERATIONS

Based on the survey results, a total traffic volume of 25 and 17 total trips were observed during the weekday AM and PM peak hours respectively at the Devon Valley Road/ Nagtegaal Road intersection. Five (5) trips were observed for both the AM and PM peak hours at Hoep-Hoep Road/Tarentaal Road intersection. Thus, the majority (approximately 80 percent) of the traffic flows through the Nagtegaal Road/ Devon Valley Road intersection in comparison with the Hoep-Hoep Road/ Tarentaal Road intersection. The 25 vehicles per hour are considered low. The closure of the Nagtegaal Road access point to the neighbourhood is therefore expected to have negligible impact on traffic operations at the roundabout and at the Hoep-Hoep Road/ Tarentaal Road intersection based on the rerouting of the existing traffic. On average, residents will be required to travel an additional 500m per direction because of closing the access point from Devon Valley Road.

5 FINDINGS AND RECOMMENDATIONS

5.1 FINDINGS:

Based on the assessment provided herein, the findings are summarised below.

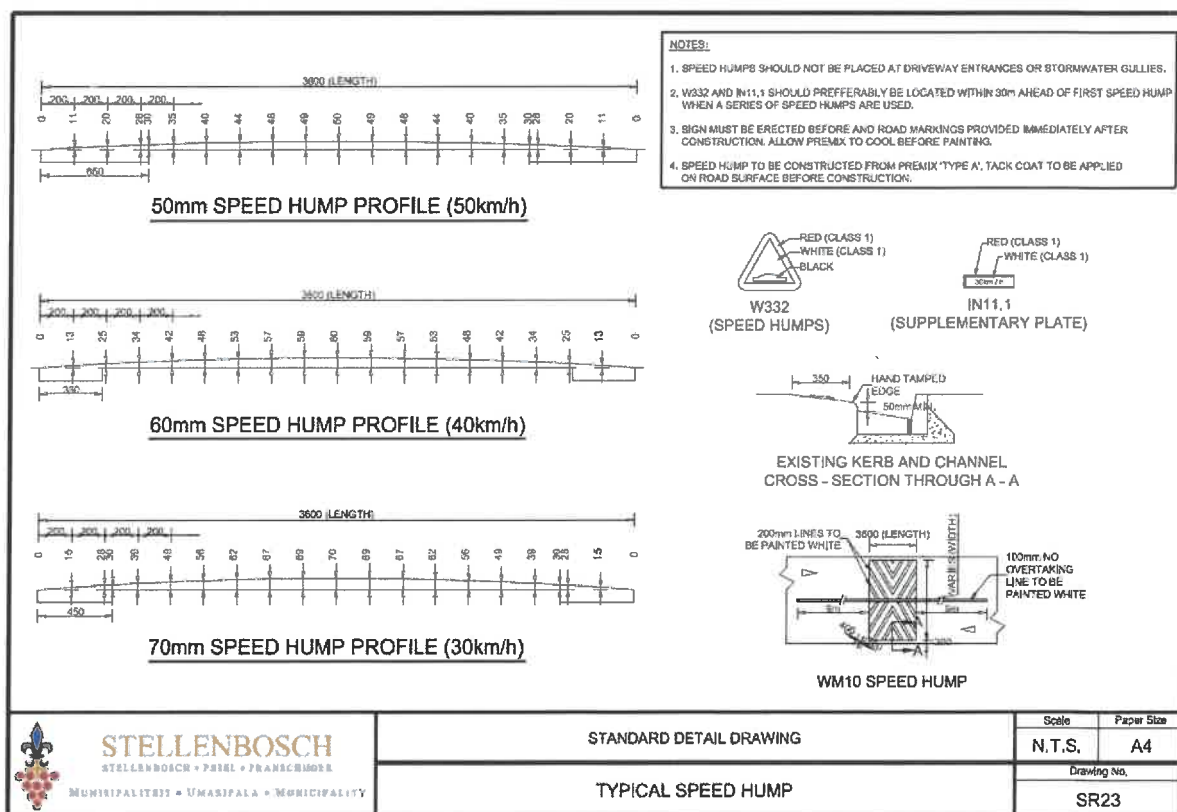
- The current access spacing between the Nagtegaal Road/Devon Valley Road intersection and Winery Road/ Tarentaal Road roundabout is not in accordance with the latest provincial intersection spacing guidelines.
- The existing traffic volumes are low and diverting the trips will have negligible impact on the traffic operations at the Hoep-Hoep Road/ Tarentaal Road intersection and the Winery Road/ Tarentaal Road roundabout.
- Residents that live in Nagtegaal Road and Hope-Hoep Road will have to travel an additional 500 meters to exit the residential area if the Devon Valley Road/Nagtegaal Road is closed.
- Origin-destination data indicates that not all traffic that uses Nagtegaal Road begin or end their trip within the immediate neighbourhood. The Nagtegaal Road access point is therefore used as a cut through road for access between Devon Valley Road and Tarentaal Road.

- Vehicle speeds on average are 20km/h. However, there are cases where speeds exceed 40km/h. Although this is still within the legal speed limit of the residential road, the operating speeds should be limited in the environment.

5.2 RECOMMENDATIONS:

Subject to Municipal approval, it is recommended the Nagtegaal Road be closed to stop all cut through traffic and reduce vehicle operating speeds. The closure will also be beneficial from a safety and security perspective. This closure will need to follow a public participation process, designed and budgeted for. The closed off section at the bottom of the road must be able to accommodate a turnaround point for fire truck/emergency and refuse vehicles.

An alternative is to consider installing a speed hump in accordance with the Municipal standards (30km/h – per detail below). This is considered a short term and interim measure to the perceived problem of unacceptable speeds.



Source: Stellenbosch Municipality, Design Guidelines and Minimum Standards for Civil Engineering Services.

REFERENCES

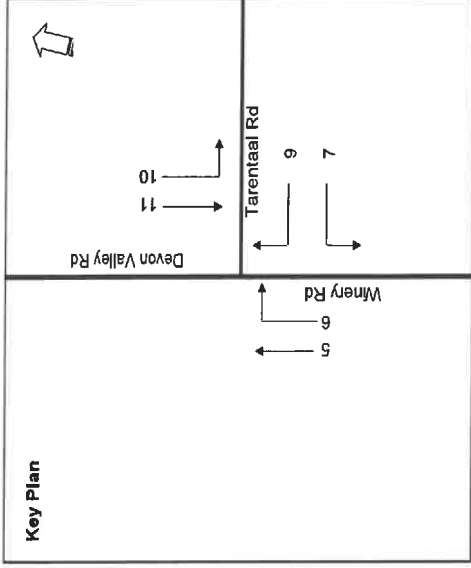
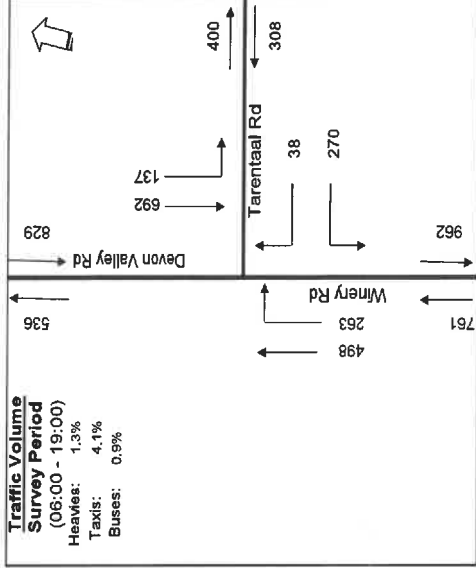
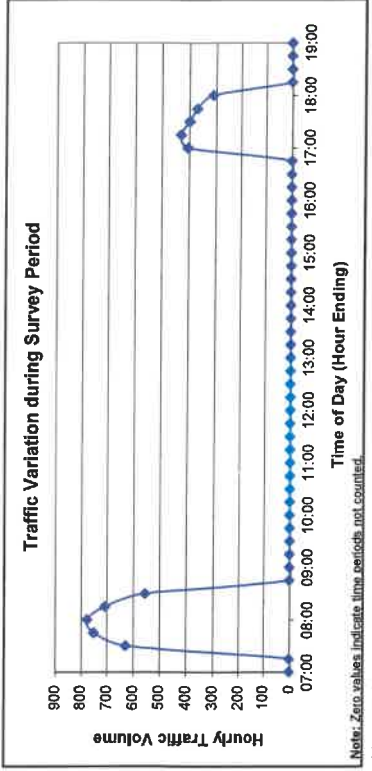
1. Western Cape Government, Access Management Guidelines, 2020.
2. Stellenbosch Municipality, Stellenbosch Municipality Roads Master Plan 2018 Update, 30 August 2019.
3. Stellenbosch Municipality, Design Guidelines and Minimum Standards for Civil Engineering Services, Revision 0, June 2015.

ANNEXURE A. TRAFFIC COUNT SHEETS

TRAFFIC COUNT

INTERSECTION: /Tarentaal Rd/Devon Valley Rd Intersection ID: 4538
 PERIOD: 2 Hrs AM, 2 Hrs PM
 DATE: 26-Apr-24 Area: Stellenbosch

Total Traffic																	Hourly Totals
TIME		Traffic Movements												Total			
Start	End	1	2	3	4	5	6	7	8	9	10	11	12				
06:00	06:15																
06:15	06:30																
06:30	06:45																
06:45	07:00																
07:00	07:15																
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18:30	18:45																
18:45	19:00																
TOTAL							498	263	270		38	137	692		1898		
EST. 24 HR							598	316	324		46	164	830		2278		



TRAFFIC COUNT

4538

Intersection ID:

/Tarentaal Rd/Devon Valley Rd

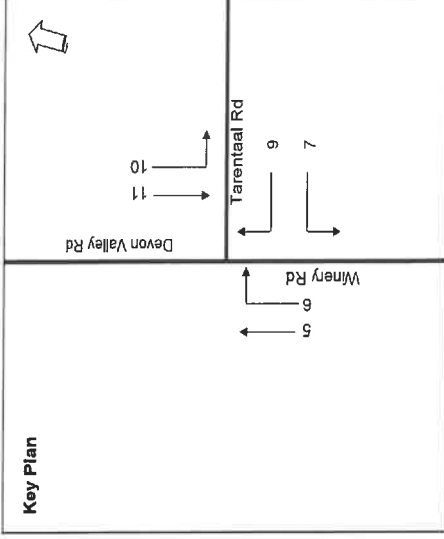
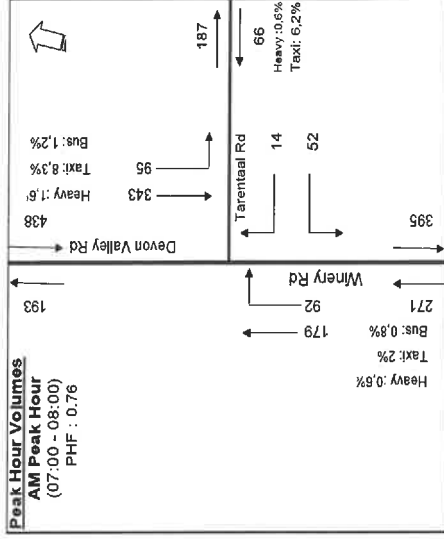
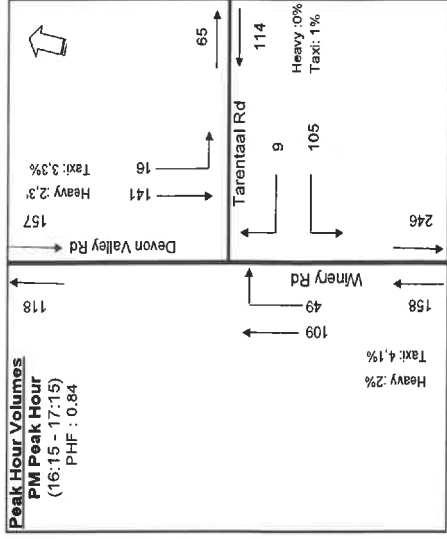
2 Hrs AM, 2 Hrs PM

Area: Stellenbosch

26-Apr-24

INTERSECTION:
PERIOD:
DATE:

Hourly Totals	Total Traffic														
	TIME		Traffic Movements												
	Start	End	1	2	3	4	5	6	7	8	9	10	11	12	Total
	06:00	06:15													
	06:15	06:30													
	06:30	06:45													
	06:45	07:00													
	07:00	07:15													
	07:15	07:30													
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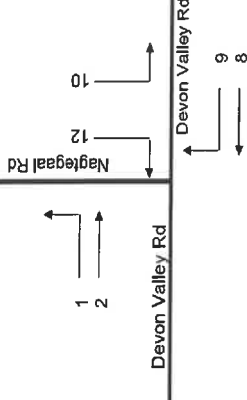


TRAFFIC COUNT

INTERSECTION: **Devon Valley Rd/Nagtegaal Rd** Intersection ID: **4536**
 PERIOD: **2 Hrs AM, 2Hrs PM**
 DATE: **26-Apr-24** Area: **Stellenbosch**

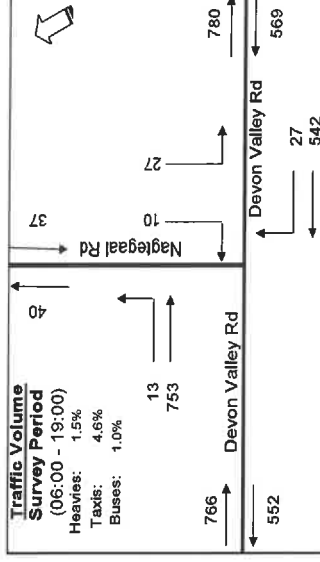
Total Traffic																	Hourly Totals
TIME		Traffic Movements															
Start	End	1	2	3	4	5	6	7	8	9	10	11	12	Total			
06:00	06:15																
06:15	06:30																
06:30	06:45		13						20		2			2	37		
06:45	07:00	1	47						38		3			1	90		
07:00	07:15	1	82						34		5			2	124		
07:15	07:30	1	153						41		1				196	447	
07:30	07:45	2	79						45	1	3				130	540	
07:45	08:00	3	48						59	3	2		1		116	566	
08:00	08:15		44						42	2	1				89	531	
08:15	08:30		24						27						51	386	
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16:30	16:45	1	29						27	1	2				60		
16:45	17:00		29						38	2					69	294	
17:00	17:15		68						27	1				1	97	303	
17:15	17:30		22						22	5				1	50	276	
17:30	17:45		29						22	2	1				54	270	
17:45	18:00	1	17						20	4	2				44	245	
18:00	18:15																
18:15	18:30																
18:30	18:45																
18:45	19:00																
TOTAL		13	753						542	27	27			10	1372		
EST. 24 HR		16	904						650	32	32			12	1646		

Key Plan

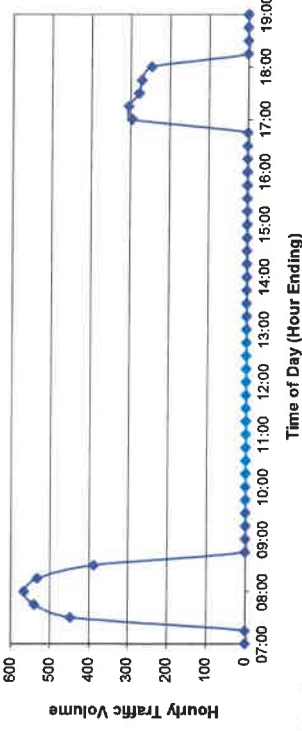


Traffic Volume Survey Period (06:00 - 19:00)

Heavies: 1.5%
 Taxis: 4.6%
 Buses: 1.0%



Traffic Variation during Survey Period



Note: Zero values indicate time periods not counted.

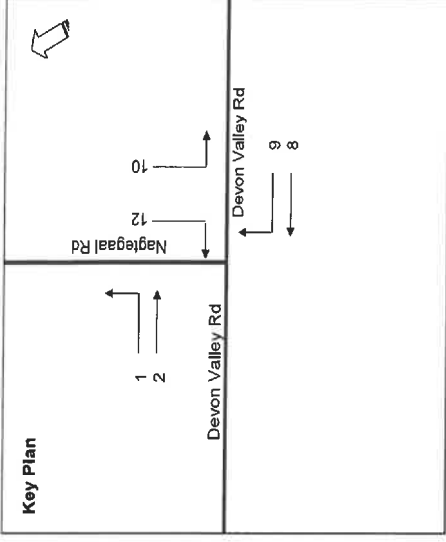
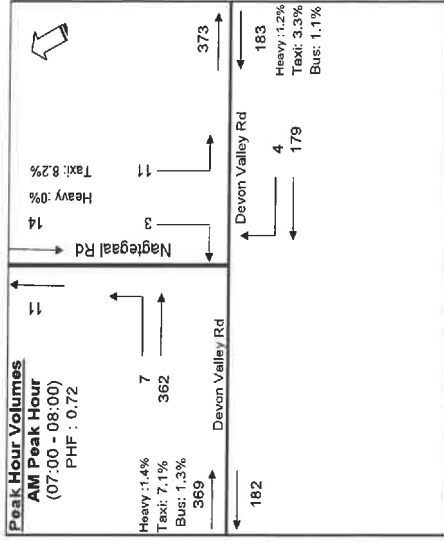
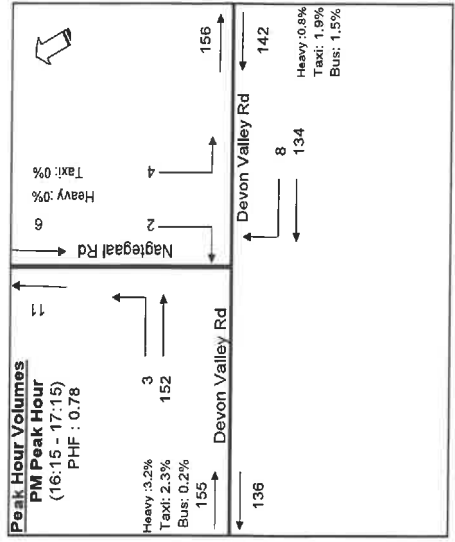
TRAFFIC COUNT

INTERSECTION: **Devon Valley Rd//Nagtegaal Rd** Intersection ID: **4536**

PERIOD: **2 Hrs AM, 2Hrs PM**

DATE: **26-Apr-24** Area: **Stellenbosch**

Total Traffic															Hourly Totals
TIME		Traffic Movements												Total	
Start	End	1	2	3	4	5	6	7	8	9	10	11	12		
06:00	06:15														
06:15	06:30														
06:30	06:45		13						20		2			37	37
06:45	07:00	1	47						38		3		1	90	127
07:00	07:15	1	82						34		5		2	124	251
07:15	07:30	1	153						41		1			196	447
07:30	07:45	2	79						45	1	3			130	540
07:45	08:00	3	48						59	3	2		1	116	566
08:00	08:15		44						42	2	1			89	531
08:15	08:30		24						27					51	386
08:30	08:45														256
08:45	09:00														140
09:00	09:15														51
09:15	09:30														
09:30	09:45														
09:45	10:00														
10:00	10:15														
10:15	10:30														
10:30	10:45														
10:45	11:00														
11:00	11:15														
11:15	11:30														
11:30	11:45														
11:45	12:00														
12:00	12:15														
12:15	12:30														
12:30	12:45														
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13:45	14:00														
14:00	14:15														
14:15	14:30														
14:30	14:45														
14:45	15:00														
15:00	15:15														
15:15	15:30														
15:30	15:45														
15:45	16:00														
16:00	16:15	1	43						38	2	3		1	88	88
16:15	16:30	2	26						42	4	2		1	77	165
16:30	16:45	1	29						27	1	2			60	225
16:45	17:00		29						38	2				69	294
17:00	17:15		68						27	1			1	97	303
17:15	17:30		22						22	5			1	50	276
17:30	17:45		29						22	2	1			54	270
17:45	18:00		17						20	4	2			44	245
18:00	18:15														148
18:15	18:30														98
18:30	18:45														44
18:45	19:00														
TOTAL		13	753						542	27	27		10	1372	
EST. 24 HR															



TRAFFIC COUNT

INTERSECTION: **Hoep-Hoep Rd//Tarentaal Rd** Intersection ID: **4537**
 PERIOD: **2 Hrs Am, 2 Hrs Pm**
 DATE: **26-Apr-24** Area: **Stellenbosch**

TIME		Total Traffic												Hourly Totals	
		1	2	3	4	5	6	7	8	9	10	11	12	Total	
Start	End														
06:00	06:15														
06:15	06:30														
06:30	06:45														
06:45	07:00			4								3	1	3	
07:00	07:15					2						7		14	
07:15	07:30					16						8		24	
07:30	07:45			1		15						7		22	
07:45	08:00	3				8						3		12	63
08:00	08:15	1		1		11						7		22	
08:15	08:30					7						2		17	80
08:30	08:45				1	2						6		9	60
08:45	09:00														
09:00	09:15														
09:15	09:30														
09:30	09:45														
09:45	10:00														
10:00	10:15														
10:15	10:30														
10:30	10:45														
10:45	11:00														
11:00	11:15														
11:15	11:30														
11:30	11:45														
11:45	12:00														
12:00	12:15														
12:15	12:30														
12:30	12:45														
12:45	13:00														
13:00	13:15														
13:15	13:30														
13:30	13:45														
13:45	14:00														
14:00	14:15														
14:15	14:30														
14:30	14:45														
14:45	15:00														
15:00	15:15														
15:15	15:30														
15:30	15:45														
15:45	16:00					8								15	
16:00	16:15			1	1	10						7		15	
16:15	16:30					7						3		15	
16:30	16:45					8						8		15	
16:45	17:00					9						5		13	
17:00	17:15	1		2		6						6		18	58
17:15	17:30			1		7						1		8	61
17:30	17:45	3			2	3						5		17	54
17:45	18:00											1		4	56
18:00	18:15														47
18:15	18:30														
18:30	18:45														
18:45	18:00														
TOTAL		8		9	5	119						84	3	228	
EST. 24 HR		10		11	6	143						101	4	274	

Key Plan

1
3
Tarentaal Rd
Hoep-Hoep Rd

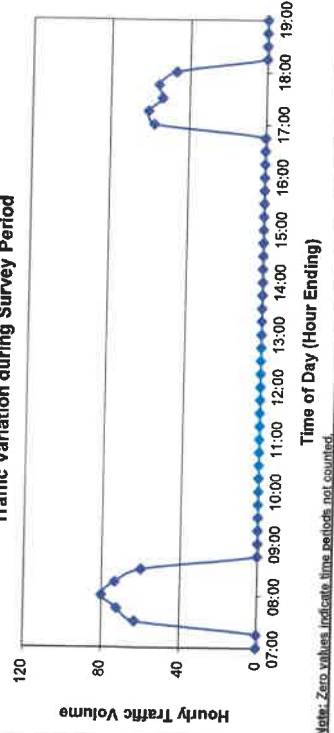
4
5
Tarentaal Rd
Hoep-Hoep Rd

Traffic Volume Survey Period

(06:00 - 19:00)
 Heavies: 2.5%
 Taxis: 8.1%

87
84
3
Tarentaal Rd
Hoep-Hoep Rd
127
124
93
119
5
17
8

Traffic Variation during Survey Period



TRAFFIC COUNT

4537

Intersection ID:

Hoep-Hoep Rd//Tarentaal Rd

INTERSECTION:

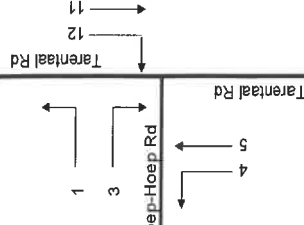
PERIOD: 2 Hrs Am, 2 Hrs Pm

DATE: 26-Apr-24

Area: Stellenbosch

Total Traffic																Hourly Totals
TIME		Traffic Movements												Total		
Start	End	1	2	3	4	5	6	7	8	9	10	11	12			
06:00	06:15												3		3	
06:15	06:30												7	1	14	
06:30	06:45												8		24	
06:45	07:00			4		2							7		22	
07:00	07:15					16							3		12	
07:15	07:30					15							7		22	
07:30	07:45			1		8							7		80	
07:45	08:00	3			1	11							7	2	17	
08:00	08:15	1				7							6		60	
08:15	08:30				1	2									9	
08:30	08:45															
08:45	09:00														48	
09:00	09:15														26	
09:15	09:30														9	
09:30	09:45															
09:45	10:00															
10:00	10:15															
10:15	10:30															
10:30	10:45															
10:45	11:00															
11:00	11:15															
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13:30	13:45															
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15:00	15:15															
15:15	15:30															
15:30	15:45															
15:45	16:00															
16:00	16:15					8									15	
16:15	16:30			1	1	10						7			15	
16:30	16:45					7						8			30	
16:45	17:00					8						5			15	
17:00	17:15	1		2		9						6			45	
17:15	17:30			1		6						1			13	
17:30	17:45	3			2	7						5			61	
17:45	18:00					3						1			8	
18:00	18:15											5			17	
18:15	18:30											1			56	
18:30	18:45														47	
18:45	19:00														29	
TOTAL		8		9	5	119							84	3	228	
EST. 24 HR																

Key Plan



Peak Hour Volumes

AM Peak Hour

(07:00 - 08:00)

PHF : 0.83

Heavy: 0%

Taxi: 0%

1

4

1

50

1

51

26

25

25

Heavy: 4%

Taxi: 5%

Peak Hour Volumes

PM Peak Hour

(16:15 - 17:15)

PHF : 0.85

Heavy: 2%

Taxi: 10.2%

1

4

1

34

1

35

22

22

25

35

22

22

25

35

22

22



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