



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref no.3/4/2/5

2021-04-09

MAYORAL COMMITTEE MEETING
WEDNESDAY, 2021-04-14 AT 10:00

TO The Executive Mayor, Ald G Van Deventer (Ms)
The Deputy Executive Mayor, Cllr N Jindela

COUNCILLORS FJ Badenhorst
P Crawley (Ms)
J Fasser
AR Frazenburg
E Groenewald (Ms)
XL Mdemka (Ms)
S Peters
Q Smit

Notice is hereby given that a Mayoral Committee Meeting will be held via **MS Teams** on **Wednesday, 2021-04-14 at 10:00** to consider the attached agenda.

EXECUTIVE MAYOR, ALD GM VAN DEVENTER (MS)

CHAIRPERSON

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2021-04-14
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	NONE	

APPENDIX 1

Confirmation of Minutes: Mayoral Committee Meeting: 2021-03-24



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MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref no.3/4/2/5

2021-03-24

MINUTES

MAYORAL COMMITTEE MEETING:

2021-03-24 AT 10:00

MINUTES
MAYORAL COMMITTEE MEETING
2021-03-24
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PRESENT: Executive Mayor, Ald GM Van Deventer (Ms) (**Chairperson**)
Deputy Mayor, Cllr N Jindela

Councillors: FJ Badenhorst
J Fasser
PR Crawley (Ms)
A Frazenburg
E Groenewald (Ms)
S Peters
Q Smit

Also Present: Alderman P Biscombe (Single Whip)
Councillor WC Petersen (Ms) (Speaker)
Councillor W Pietersen (MPAC Chairperson)
Councillor A Crombie (Ms)
Councillor E Vermeulen (Ms)

Officials: Municipal Manager (G Mettler (Ms))
Director: Planning and Economic Development (A Barnes)
Director: Infrastructure Services (D Louw)
Director: Community Services (G Boshoff)
Director: Corporate Services (A de Beer (Ms))
Chief Financial Officer (K Carolus)
Senior Audit Executive (F Hoosain)
Manager: Secretariat (EJ Potts)
Senior Administration Officer (B Mgcushe (Ms))

1.	OPENING AND WELCOME
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The Executive Mayor welcomed everyone present to the Mayoral Committee Meeting.

2.	COMMUNICATION BY THE CHAIRPERSON
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Speaker, Munisipale Bestuurder, Burgemeesterskomiteelede, Direkteure

Goeiedag, Good Morning, Molweni, As-salaam Alaikum

- I hope you all enjoyed the long weekend.
- On Sunday, 21 March, we celebrated and commemorated Human Rights Day.
 - Commemorates the events at Sharpsville on 21 March 1960
 - 69 people died and 180 were injured when police opened fire on a peaceful protest against the pass laws of the time.
 - As we remember the victims, we remember their sacrifice and celebrate how far we have come as a country.
 - There are however many more issues that must be addressed and we must

never forget the battles that was fought to win our freedoms.

- As part of our Human Rights Day Celebration, we handed out 48 new title deeds to beneficiaries in Mooiwater, Franschhoek
 - This is for a project that was completed in 2010.
 - A total of 231 houses were built and residents started moving in during April 2011.
 - This handover demonstrates our commitment and serious effort to speed up the transfer of title deeds to beneficiaries of projects that has been completed some time ago
 - Since taking office in 2016, we have handed over 1932 title deeds (including today's 48) to the rightful beneficiaries.
 - Of these title deeds, 65% were for newly built projects and 35% were for historical projects.
- On the 24th of February we signed a memorandum of understanding (MOU) between ourselves and our research partners, Stellenbosch University and Council for Scientific and Industrial Research for the joint scientific investigation into alternate energy sources
 - The document sets out the roles of each party and the scope of the investigation.
 - The investigation will draw on the extensive intellectual capital of the Stellenbosch University and the CSIR as well as the civic infrastructure of the municipality to address the energy developmental needs of our communities.
 - A separate MOU will be concluded with the Western Cape Government in order to facilitate their independence when dealing with procurement matters.
 - While there is still a long road ahead in the battle against load shedding, the recent decision by council to scientifically investigate alternates and the signing of the MOUs, puts Stellenbosch in the lead to potentially become the first municipality in the country to eliminate load shedding.
- The threat of COVID is not yet over,
 - As we continue to anticipate the possibility of a third wave, I want to urge all residents, visitors, students, councillors and officials to please adhere to the COVID regulations and protocols.
 - The students from the University have returned and there are a definite increase in activity on the streets, in the interest of everyone therefore, I ask that we continue to be careful.
 - Italy and other European countries have entered another lockdown since the outbreak of the pandemic, and it will provisionally last until after Easter, and if we want to avoid a similar situation here, we need everyone to cooperate.

3.	DISCLOSURE OF INTERESTS
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NONE

4.	APPLICATIONS FOR LEAVE OF ABSENCE
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The following application for leave of absence was approved in terms of the Rules and Order By-law of Council:-

Councillor, XL Mdemka - 24 March 2021

5.	CONFIRMATION OF PREVIOUS MINUTES
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The minutes of the Mayoral Committee Meeting held on 2021-02-17 were **confirmed as correct.**

6.	STATUTORY MATTERS
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6.1	APPROVAL OF THE DRAFT FOURTH REVIEW OF THE FOURTH GENERATION IDP 2017 – 2022
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Collaborator No: 703774
 IDP KPA Ref No: Good Governance and Compliance
 Meeting Date: 24 March 2021

1. SUBJECT: APPROVAL OF THE DRAFT FOURTH REVIEW OF THE FOURTH GENERATION IDP 2017 – 2022

2. PURPOSE

To submit the following to MayCo and Council for consideration:

- (a) The Draft Fourth Review of the Fourth Generation IDP 2017 – 2022; and
- (b) The Draft Public Participation Schedule, April 2021.

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

The Integrated Development Plan is a 5-year Strategic Plan that is reviewed annually to accommodate changes in the municipal environment, including community priorities. It also informs the budget of the Municipality. The Draft Fourth Review of the Fourth Generation IDP 2017 – 2022 details the Municipality's actions to address the needs of the community.

The Municipal IDP must be reviewed every year to ensure that:

- Municipalities and communities keep track of progress in implementing development projects and spending the municipal budget; and
- Communities are provided with an opportunity to review their needs and make possible revisions to the priorities listed in the municipal IDP.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2021-03-24: ITEM 6.1

- (a) that Council adopts the Draft Fourth Review of the Fourth Generation IDP 2017 – 2022 of the Stellenbosch Municipality as tabled in terms of section 34 of the MSA for the purposes of obtaining public inputs and comments;
- (b) that an advertisement be placed on the official website of the Municipality, municipal notice boards and in the local newspapers notifying the public that the Draft Fourth

Review of the Fourth Generation IDP 2017 – 2022 is open for public inputs and comments during April 2021;

- (c) that the Draft Public Participation Schedule, April 2021, be approved; and
- (d) that the Draft Fourth Review of the Fourth Generation IDP 2017 – 2022 be submitted to the Department of Local Government, Provincial Treasury, National Treasury and the Cape Winelands District Municipality.

NAME	Shireen de Visser
POSITION	Senior Manager: Governance
DIRECTORATE	Office of the Municipal Manager
CONTACT NUMBERS	021 – 808 8035
E-MAIL ADDRESS	shireen.devisser@ Stellenbosch.gov.za
REPORT DATE	10 March 2021

6.2	MEDIUM TERM REVENUE AND EXPENDITURE FRAMEWORK 2021/2022-2023/2024
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Collaborator No:

IDP KPA Ref No:

Meeting Date:

Good Governance and Compliance

24 March 2021

1. SUBJECT: MEDIUM TERM REVENUE AND EXPENDITURE FRAMEWORK 2021/2022-2023/2024

2. PURPOSE

The purpose of this report is as follows:

- a) The Executive Mayor to table the Medium Term Revenue and Expenditure Framework (inclusive of property rates charges and taxes, tariffs and service charges), annexures and proposed amendments to the budget related policies and other policies to Council for approval in terms of Section 16(2) of the Municipal Finance Management Act, (Act 56 of 2003).
- b) That Council specifically note and consider the need to take up external loans to fund critically needed refurbishment of infrastructure to the amount of R370 million of which over the MTREF R130 million will be required in year one, R120 million in year two and R120 million in year three (refer to Section G: High Level Budget Overview and Table A1 Budget Summary) and confirms draft approval of same in order for the Chief Financial Officer to attend to the necessary legislative requirements.

3. DELEGATED AUTHORITY

FOR APPROVAL BY MUNICIPAL COUNCIL

4. EXECUTIVE SUMMARY

BUDGET

Attached as **APPENDIX 1** is an executive summary by the Accounting Officer.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2021-03-24: ITEM 6.2

- (a) that the Draft High Level Budget Summary, as set out in APPENDIX 1 – PART 1 – SECTION C; be approved for public release;
- (b) that the Draft Annual Budget Tables as prescribed by the Budgeting and Reporting Regulations, as set out in APPENDIX 1 – PART 1 – SECTION D, be approved for public release;
- (c) that the proposed Grants-In-Aid allocations as set out in APPENDIX 1 – PART 2 – SECTION J, be approved for public release;
- (d) that the three-year Capital Budget for 2021/2022, 2022/2023 and 2023/2024, as set out in APPENDIX 1 – PART 2 – SECTION N, be approved for public release;

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- (e) that the proposed draft rates on properties in WCO24, tariffs, tariff structures and service charges for water, electricity, refuse, sewerage and other municipal services, as set out in APPENDIX 3, be approved for public release;
- (f) that the proposed amendments to existing budget-related policies and other policies as set out in APPENDICES 5 - 31, be approved for public release;
- (g) that Council specifically notes and considers the need to take up an external loan, needed for investment in income generating infrastructure to the amount of R444 million of which R144 million will be required in year one, R140 million in year two and R160 million in year three (refer to Section G: High Level Budget Overview and Table A1 Budget Summary) and confirms approval of same;
- (h) that Council specifically takes note of the fact that the proposed electricity charges and tariff structure is subject to NERSA approval that could change materially; and
- (i) that Council takes note of MFMA circulars 107 and 108 that were published to guide the MTREF for 2021/2022 to 2023/2024 as set out in APPENDICES 32 – 33.

FOR FURTHER DETAILS CONTACT:

NAME	KEVIN CAROLUS
POSITION	DIRECTOR: FINANCIAL SERVICES
DIRECTORATE	FINANCIAL SERVICES
CONTACT NUMBERS	021 808 8528
E-MAIL ADDRESS	kevin.carolus@ Stellenbosch.gov.za
REPORT DATE	24& 30 March 2021

7.	CONSIDERATION OF ITEMS BY THE EXECUTIVE MAYOR: [ALD G VAN DEVENTER (MS)]
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7.1	COMMUNITY AND PROTECTION SERVICES: (PC: CLLR R BADENHORST)
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NONE

7.2	CORPORATE SERVICES: (PC: CLLR AR FRAZENBURG)
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7.2.1	PROPOSED LEASE AGREEMENT: FRANSCHHOEK BOWLING CLUB: ERF 2885, FRANSCHHOEK
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Collaborator No:

IDP KPA Ref No:

Meeting Date:

Good Governance

24 March 2021

1. SUBJECT: PROPOSED LEASE AGREEMENT: FRANSCHHOEK BOWLING CLUB: ERF 2885, FRANSCHHOEK

2. PURPOSE

To obtain Council's approval for entering into a lease agreement with the Franschhoek Bowling Club.

3. DELEGATED AUTHORITY

The Executive Mayor, in consultation with the Executive Mayoral Committee can consider the application under delegated authority.

4. EXECUTIVE SUMMARY

Various Lease Agreements terminated over the past few years, where the contracts did not allow for an automatic renewal. The Supply Chain Management Policy (at the time) also did not provide for the renewal of these agreements, without following a tender process.

The current Property Management Policy, allow for a process whereby Council can dispose without the prescribed, competitive process, subject to Council's intention so to lease the property being advertised for public inputs, before making a final decision. Council delegated the decision for the approval of lease agreements for a period of less than 10 years and with a property value of less than 10 million to the Executive Mayor in consultation with the Executive Mayoral Committee.

The old agreements was kept alive on a month to month basis as long as the rent was paid. The club now requests a renewal, but given that the agreement has officially terminated a new agreement will have to be entered into.

The item served before Mayco in September 2020 and was referred back to enable council to deal with the sport Council establishment and to obtain more information from the club. The item is now resubmitted. The Executive Mayor has also in the meantime requested the Municipal Manager to provide a full categorisation report on properties by

December 2021 and in the case of the Tennis club resolved that a month to month contract be concluded until the report has served before council and council could make a determination on the different categories of council properties. The constitution of the club is attached as **APPENDIX 3**. An email from the chairperson providing information on the membership and their activities within the community is attached as **APP. 4**.

EXECUTIVE MAYORAL COMMITTEE: 2021-03-24: ITEM 7.2.1

RESOLVED

- (a) that Erf 2885, Franschoek, be identified as land not needed for own use during the period for which such rights are to be granted, as provided for in Regulation 36 of the Asset Transfer Regulations;
- (b) that a month-to-month lease agreement be approved until the property register has been compiled and considered by Council to determine the future of Council properties per category;
- (c) that the terms and conditions of the lease agreement be based on the terms of the expired lease agreement, and that the conditions are strictly adhered to;
- (d) that the bowling club pay their municipal account and that the Municipal Manager be mandated to determine the lease amount;
- (e) that the Municipal Manager be mandated to take the necessary steps to ensure the drafting and finalisation of the property register and submit it to Council by not later than December 2021; and
- (f) that the item be brought back to Council as soon as the property register has been adopted by Council.

FOR FURTHER DETAILS CONTACT:

NAME	PIET SMIT
POSITION	MANAGER: PROPERTY MANAGEMENT
DIRECTORATE	CORPORATE SERVICES
CONTACT NUMBERS	021-8088189
E-MAIL ADDRESS	Piet.smit@ Stellenbosch.gov.za
REPORT DATE	2022 – 03 - 08

7.2.2	LEASE PORTIONS 528A AND 529CC: MOUNTAIN BREEZE CARAVAN PARK
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Collaborator No: 702286
 IDP KPA Ref No: Good Governance
 Meeting Date: 24 March 2021

1. SUBJECT: LEASE PORTIONS 528A AND 529CC: MOUNTAIN BREEZE CARAVAN PARK

2. PURPOSE

To inform Council that the current lease agreement comes to an end on 31 March 2021. Council has to resolve on a way forward.

3. DELEGATED AUTHORITY

The Municipal Council must consider the matter. The property is worth more than 10 Million Rand.

4. EXECUTIVE SUMMARY

Stellenbosch Municipality and Stellenbosch Caravan Park cc (Malan) concluded a long term Lease Agreement during 1992 for a period of 30 years (1 April 1991-31 March 2021)

This Lease Agreement was later ceded to the Mountain Breeze Caravan Park cc (Visser).

The lease Agreement will expire on 31 March 2021. The current Lessee send a letter attached as **APPENDIX 6** expressing her interest to continue with a lease provided that it is a 10 year period to get some returns on investment.

A letter and email was also received from a one of the persons occupying a stand on a long term basis requesting to rent the land from Council – **APPENDIX 7**.

Council must now decide on how to deal with this property, i.e. whether to dispose of it, or enter into a further rental agreement with the current lessee or someone else or use the property for another purpose. A decision also needs to be taken on the short term process (after March 2021) until a final decision has been reached.

The item was discussed at the January 2021 Mayco meeting and further information was requested and the item referred back.

Attached hereto please find **APPENDIX 8**, a further letter from Me Sonnekus, writer of appendix 7, is also attached providing some information on the people living on the land. **APPENDIX 9** is an email response received from the current lessee on the questions raised in Mayco. The rates are paid up and we could find no approval of building plans. We therefore have to deduct that the structures were not approved by the Building plan section. Proof of the current members of the close corporation is attached as **APPENDIX 10**. The Executive Mayor requested the Municipal Manager to provide a report categorising all council properties by December 2021 to enable the Council to make a determination on how the different categories of properties should be dealt with.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2021-03-24: ITEM 7.2.2

- (a) that lease portions 528a and 529cc, known as Mountain Breeze Caravan Park, be identified as land not needed for own use during the period for which such rights are to be granted, as provided for in Regulation 36 of the Asset Transfer Regulations;
- (b) that the lease agreement be extended on a month-to-month basis until a property register has been compiled and considered by Council to determine the future of Council properties per category;
- (c) that the lessee be informed to strictly adhere to the conditions of the lease agreement;
- (d) that the Caravan Park pay their municipal account and that the Municipal Manager be mandated to determine the lease amount;
- (e) that the Municipal Manager be mandated to take the necessary steps to ensure the drafting and finalisation of the property register and submit it to Council by not later than December 2021; and
- (f) that the item be brought back to Council as soon as the property register has been adopted by Council.

FOR FURTHER DETAILS CONTACT:

NAME	Piet Smit
POSITION	Manager: Property Management
DIRECTORATE	Corporate Services
CONTACT NUMBERS	021-8088189
E-MAIL ADDRESS	Piet.smit@ Stellenbosch.gov.za
REPORT DATE	08.03.2021

7.3	FINANCIAL SERVICES: (PC: CLLR P CRAWLEY (MS))
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NONE

7.4	HUMAN SETTLEMENTS: (PC: CLLR N JINDELA)
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NONE

7.5	INFRASTRUCTURE SERVICES: (PC: CLLR Q SMIT)
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7.5.1	NEW WASTE MATERIAL RECOVERY FACILITY
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Collaborator No: 702616
 IDP KPA Ref No: Good Governance and Compliance
 Meeting Date: 24 March 2021

1. SUBJECT: NEW WASTE MATERIAL RECOVERY FACILITY

2. PURPOSE

To note that the construction of our new waste Material Recovery Facility (MRF) has now been completed.

3. DELEGATED AUTHORITY

Municipal Council, however the Mayor may request the Portfolio Committee to render assistance in terms of Section 80 of the Local Government Municipal Structures Act, Act 117 of 1998, as amended.

4. EXECUTIVE SUMMARY

Stellenbosch Municipality has completed the construction of its new MRF. This facility will allow the municipality to expand on its waste minimization initiatives, divert waste away from landfill and maximize the landfill lifespan.

The facility also includes a public drop off which will allow residents to bring all waste to be disposed of. This will assist in combating illegal dumping giving residents a responsible option of disposing their waste.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2021-03-24: ITEM 7.5.1

- (a) that the completion of the Material Recovery Facility (MRF), be noted;
- (b) that a formal opening ceremony be arranged for Thursday, 25 March 2021 at 10h00 on the premises of the Material Recovery Facility, Devon Valley; and
- (c) that communication be sent to the public informing them of the Material Recovery Facility (MRF) and the public drop-off.

FOR FURTHER DETAILS CONTACT:

NAME	Deon Louw
POSITION	DIRECTOR: INFRASTRUCTURE SERVICES
DIRECTORATE	INFRASTRUCTURE SERVICES
CONTACT NUMBERS	021 -808 8213
E-MAIL ADDRESS	Deon.louw@ Stellenbosch.gov.za
REPORT DATE	4 February 2021

7.6	PARKS, OPEN SPACES AND ENVIRONMENT: (PC: CLLR XL MDEMKA (MS))
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NONE

7.7	PLANNING, LOCAL ECONOMIC DEVELOPMENT AND TOURISM: (PC: CLLR E GROENEWALD (MS))
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NONE

7.8	RURAL MANAGEMENT: (PC: CLLR S PETERS)
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NONE

7.9	YOUTH, SPORT AND CULTURE: (PC: CLLR J FASSER)
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NONE

7.10	MUNICIPAL MANAGER
7.10.1	ESTABLISHMENT OF THE MUNICIPAL HONOURS AND MEDALS ADVISORY PANEL

Collaborator No:

IDP KPA Ref No:

Good Governance and Compliance

Meeting Date:

24 March 2021

1. SUBJECT: ESTABLISHMENT OF THE MUNICIPAL HONOURS AND MEDALS ADVISORY PANEL

2. PURPOSE

To establish the Municipal Honours and Medals Advisory Panel in terms of clause 5 of the Stellenbosch Municipal Honours By-Law of 2002.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The Stellenbosch Municipal Council in 2002 promulgated The Municipal Honours By-Law (**Annexure A**) in terms of which Council can recognise and consider persons for exceptional achievements or for rendering of exceptional, meritorious service in the interest of the municipality. The By-law requires that a Municipal Honours Advisory Panel should advise Council on the conferral of Municipal Honours. The Municipality has recently received such an application; the candidate is over 90 years of age and is in frail health. However, due to the fact that no advisory panel is currently approved by Council, the administration is unable to process the application.

5. RECOMMENDATIONS

- (a) that Council establishes the Municipal Honours and Medals Advisory Panel;
- (b) that Council appoints five (5) Councillors, broadly representative of the Council, to serve on the Municipal Honours and Medals Advisory Panel; and
- (c) that Council appoints five (5) people, broadly representative of the people of Stellenbosch Municipality, to serve on the Municipal Honours and Medals Advisory Panel.

6. DISCUSSION / CONTENTS

6.1 Background

The Stellenbosch Municipal Council in 2002 promulgated The Municipal Honours By-Law (**Annexure A**) in terms of which Council can recognise and consider persons for exceptional achievements or for rendering of exceptional, meritorious service in the interest of the municipality. The By-law requires the Executive Mayor to obtain advice on the referral, annulment or restoration of Municipal honours from an advisory panel. The advisory panel shall meet at the request of the Executive Mayor. Furthermore, the advisory panel will make recommendations to the Executive Mayor. It is imperative to note that the Executive Mayor is the patron of the municipal honours, and may, after approval of Council, confer municipal honours on any person, and make a posthumous conferral of a municipal honour.

6.2 Discussion

The Municipality has recently received an application for Council's consideration for bestowing of municipal honours. However, due to the fact that no advisory panel is currently approved by Council, the administration is unable to process the application.

6.3 Financial Implications

Budget must be made available for the manufacturing of medals and for the hosting of ceremonial events.

6.4 Legal Implications

The recommendations are in line with the provisions of the Stellenbosch Municipal Honours By-law, 2002.

6.5 Staff Implications

None

6.6 Previous / Relevant Council Resolutions

None

6.7 Risk Implications

This report has no risk implications for the Municipality.

6.8 Comments from Senior Management

None required.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2021-03-24: ITEM 7.10.1

- (a) that Council establishes the Municipal Honours and Medals Advisory Panel;
- (b) that Council appoints five (5) Councillors, broadly representative of the Council, to serve on the Municipal Honours and Medals Advisory Panel; and
- (c) that Council appoints five (5) people, broadly representative of the people of Stellenbosch Municipality, to serve on the Municipal Honours and Medals Advisory Panel.

NAME	Geraldine Mettler
POSITION	Municipal Manager
DIRECTORATE	Office of the Municipal Manager
CONTACT NUMBERS	021 808 8025
E-MAIL ADDRESS	Municipal.manager@ Stellenbosch.gov.za
REPORT DATE	23 March 2021

8.	REPORTS SUBMITTED BY THE EXECUTIVE MAYOR
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NONE

9.	URGENT MATTERS
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NONE

10.	MATTERS TO BE CONSIDERED IN-COMMITTEE
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SEE IN-COMMITTEE DODUMENTATION

The meeting adjourned at 11:40

CHAIRPERSON:

DATE:

Confirmed on **with/without amendments**

6.	STATUTORY MATTERS
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6.1	ADJUSTMENTS BUDGET FOR 2020/2021 ADDITIONAL ALLOCATIONS AND REDUCED ALLOCATIONS
-----	----------------------------------------------------------------------------------------

Collaborator No:

IDP KPA Ref No:

Meeting Date:

Good Governance and Compliance

14 April 2021

1. SUBJECT: ADJUSTMENTS BUDGET FOR 2020/2021 ADDITIONAL ALLOCATIONS AND REDUCED ALLOCATIONS

2. PURPOSE

Is to table the adjustments budget for the 2020/2021 financial year to Council for approval. The adjustments budget emanates from additional allocations from the Western Cape Provincial Government and reduced allocations from the Western Cape Provincial Government and National Government.

3. DELEGATED AUTHORITY

Council has the delegated authority to revise an approved annual budget through an adjustments budget in terms of Section 28 of the Municipal Financial Management Act 56 of 2003.

4. EXECUTIVE SUMMARY

Reduction of conditional grants

The Western Cape Provincial Minister of Finance and Economic Opportunities has granted approval, in terms of the section 30 (3) of the Division of Revenue Act (Act No. 4 of 2020) to reduce the Western Cape Financial Management Capacity Building Grant with R 100 000.

The Minister of Finance has granted approval on 22 February 2021, in terms of section 16 and 26 of the Division of Revenue Act (Act No. 4 of 2020) as amended by the Division of Revenue Second Amendment Act (Act No. 20 of 2020) for the reduction of conditional grant allocations.

As a result, thereof grant allocations were reduced for Stellenbosch Municipality, for the 2020/21 financial year.

Gazetting of Allocations

Minister David John Maynier tabled the 2021/22 indicative allocation per municipality to Provincial Parliament on 12 March 2021 section 29(2)(a) of the Division of Revenue Act, 2021.

The department will make an additional transfer to the Community Library Services Grant in April 2021. This will ensure municipalities receive their originally envisaged transfers for the 2020/21 municipal financial year.

Other Allocations

A funding allocation letter was received from Cape Winelands District Municipality to Stellenbosch Municipality for the amount of R100 000 for Tourism Product and Service Development.

5. RECOMMENDATIONS

- (a) that an Adjustments Budget for 2020/2021 as set out in **APPENDIX 2**, be approved; and
- (b) that the Service Delivery and Budget Implementation Plan be adjusted accordingly, inclusive of the non-financial information (performance measurement).

6. DISCUSSION / CONTENTS

6.1. DISCUSSION

Reductions to municipal conditional grants

The Minister of Finance has granted approval, in terms of section 16 and 26 of the Division of Revenue Act (Act No. 4 of 2020) as amended by the Division of Revenue Second Amendment Act (Act No. 20 of 2020) to reduce the Integrated Urban Development Grant with R 584 000, in terms of the rescue plan for South African Airways.

The Western Cape Provincial Minister of Finance and Economic Opportunities has granted approval, in terms of in terms of the section 30 (3) of the Division of Revenue Act (Act No. 4 of 2020) to reduce the Western Cape Financial Management Capacity Building Grant with R 100 000.

National Grants	Type	Approved Budget	Adjustments	Adjustments Budget
Integrated Urban Development Grant	Capital	47 490 000	-584 000	46 906 000
		47 490 000	-584 000	46 906 000

Provincial Grants	Type	Approved Budget	Adjustments	Adjustments Budget
WC Financial Management Capacity Building Grant	Operational	760 097	-100 000	660 097
		760 097	-100 000	660 097

Additional Allocations

The Western Cape Provincial Minister of Finance and Economic Opportunities has granted approval in terms of section 29(2)(a) of the Division of Revenue Act, 2021 to increase the Community Library Services Grant.

Provincial Grants	Type	Approved Budget	Adjustments	Adjustments Budget
Community Library Services Grant	Operational	9 650 000	3 427 000	13 077 000
		9 650 000	3 427 000	13 077 000

Furthermore, a funding allocation letter was received from Cape Winelands District Municipality to Stellenbosch Municipality for the amount of R100 000 for Tourism Product and Service Development.

6.3. **Financial Implications**

Capital Adjustments Budget

Council approved a Capital Budget for the 2020/2021 financial year in February 2021, as allowed by the Municipal Budget and Reporting Regulations which amounted to R454 464 005.

The proposed Adjusted Capital Expenditure Budget for the 2020/2021 financial year, inclusive of reductions in conditional grants, amounts to R453 880 010.

Operating Expenditure Adjustments Budget

Council approved the Operational Expenditure Budget for 2020/2021 financial year in February 2021, as allowed by the Municipal Budget and Reporting Regulations, which amounted to R1 827 604 182.

The proposed Adjusted Operational Expenditure Budget for the 2020/2021 financial year, inclusive of reductions in conditional grants and additional allocations, amounts to R1 831 031 182.

Operating Revenue Adjustments Budget

Council approved the Operational Revenue Budget for 2020/21 financial year in February 2021, as allowed by the Municipal Budget and Reporting Regulations, which amounted to R1 928 409 221. This adjustments budget effectively changes the approved budget by means of the inclusion of conditional grants reductions and additional allocations. The proposed Adjusted Budget for the 2020/2021 financial year amounts to R1 930 252 221.

6.4 **Legal Implications**

Section 28 of the Municipal Finance Management Act states that:

- “(1) The municipality may revise an approved annual budget through an adjustments budget.*
- (2) An adjustments budget –*
 - (a) must adjust the revenue and expenditure estimates downwards if there is material under-collection of revenue during the current year.*
 - (b) may appropriate additional revenues that have become available over and above those anticipated in the annual budget, but only to revise or accelerate spending programmes already budgeted for.”*

Regulation 23 (3) of the Municipal Budget and Reporting Regulations states that:

“If a national or provincial adjustments budget allocates or transfers additional revenues to a municipality, the mayor of a municipality must, at the next available council meeting, but within 60 days of the approval of the relevant national or provincial adjustments budget, table an adjustments budget referred to in section 28 (2) (b) of the Act in the municipal council to appropriate these additional revenues.”

6.5 Staff Implications

None

6.6 Previous / Relevant Council Resolutions:

Item 7.2 Mid-year Adjustments Budget for 2020/2021 – 24 February 2021

6.7 Risk Implications

None

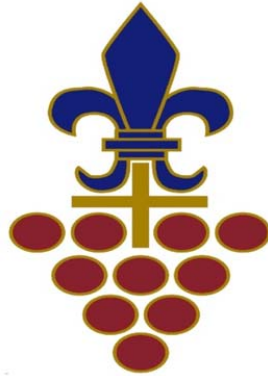
6.8 Comments from Senior Management:

None

FOR FURTHER DETAILS CONTACT:

NAME	MONIQUE STEYL
POSITION	SENIOR MANAGER: FINANCIAL MANAGEMENT SERVICES
DIRECTORATE	FINANCIAL SERVICES
CONTACT NUMBERS	021 808 8512
E-MAIL ADDRESS	Monique.Steyl@ Stellenbosch.gov.za
REPORT DATE	

APPENDIX 1



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STELLENBOSCH MUNICIPALITY

SPECIAL ADJUSTMENTS BUDGET DOCUMENTATION

APRIL 2021

SPECIAL ADJUSTMENTS BUDGET FOR THE FINANCIAL PERIOD 2020 – 2021
APRIL 2021

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2. Appendix 2: Adjustments Budget Tables (Schedule B).....	18
3. Appendix 3: Adjustments Budget Supporting Schedules.....	31
4. Appendix 4: Municipal Manager's Quality Certification.....	66

ADJUSTMENTS BUDGET

1. Mayor's Report

Reduction in conditional grants

The Western Cape Provincial Minister of Finance and Economic Opportunities has granted approval, in terms of the section 30 (3) of the Division of Revenue Act (Act No. 4 of 2020) to reduce the Western Cape Financial Management Capacity Building Grant with R 100 000.

The Minister of Finance has granted approval, in terms of section 16 and 26 of the Division of Revenue Act (Act No. 4 of 2020) as amended by the Division of Revenue Second Amendment Act (Act No. 20 of 2020) to reduce the Integrated Urban Development Grant with R 584 000.

The reduction in funds have been adjusted in terms of section 28 (2) (a) of the Municipal Finance Management Act (Act 56 of 2003) and regulation 23 (1) of the Municipal Budget & Reporting Regulations (17 April 2009).

Gazetting of Allocations

The adjustment budget in terms of section 28 (2) (b) and (c) of the MFMA emanates from additional funds that been allocated to Stellenbosch Municipality.

Minister David John Maynier tabled the 2021/22 indicative allocation per municipality to Provincial Parliament on 12 March 2021 section 29(2)(a) of the Division of Revenue Act, 2021. The Western Cape Provincial Government will allocate additional funding for the Library Services Grant in the current financial year.

Other Allocations

A funding allocation letter was received from Cape Winelands District Municipality to Stellenbosch Municipality for the amount of R100 000 for Tourism Product and Service Development.

SPECIAL ADJUSTMENTS BUDGET FOR THE FINANCIAL PERIOD 2020 – 2021
APRIL 2021

2. Resolutions

- (a) that the Adjustments Budget Tables as prescribed by the Budgeting and Reporting Regulations, as set out in APPENDIX 2, be approved; and
- (b) that the Service Delivery and Budget Implementation Plan be adjusted accordingly inclusive of the non-financial information (performance measurement).

3. Executive Summary

Reduction in conditional grants

The Western Cape Provincial Minister of Finance and Economic Opportunities has granted approval, in the section 30 (3) of the Division of Revenue Act (Act No. 4 of 2020) to reduce the Western Cape Financial Management Capacity Building Grant with R 100 000.

The Minister of Finance has granted approval, in terms of section 16 and 26 of the Division of Revenue Act (Act No. 4 of 2020) as amended by the Division of Revenue Second Amendment Act (Act No. 20 of 2020) to reduce the Integrated Urban Development Grant with R 584 000, in terms of the rescue plan for South African Airways.

Additional Allocations

Minister David John Maynier tabled the 2021/22 indicative allocation per municipality to Provincial Parliament on 12 March 2021 section 29(2)(a) of the Division of Revenue Act, 2021. The department will make an additional transfer to the Community Library Services Grant in April 2021. This will ensure municipalities receive their originally envisaged transfers for the 2020/21 municipal financial year

Furthermore, a funding allocation letter was received from Cape Winelands District Municipality to Stellenbosch Municipality for the amount of R100 000 for Tourism Product and Service

The capital provincial grants and allocations will be affected as follows:

Provincial Grants	Type	Approved Budget	Adjustments	Adjustments Budget
Integrated Urban Development Grant	Capital	47 490 000	-584 000	46 906 000
		47 490 000	-584 000	46 906 000

SPECIAL ADJUSTMENTS BUDGET FOR THE FINANCIAL PERIOD 2020 – 2021
APRIL 2021

The reduction in conditional grants and additional allocations will affect the operational revenue budget as follows:

Directorate	Operating Revenue Budget	Additional Allocation	Total Budget
Municipal Manager	-327 853	-	-327 853
Planning & Development Services	-32 538 469	-100 000	-32 638 469
Community and Protection Services	-169 908 961	-3 427 000	-173 335 961
Infrastructure Services	-1 228 147 095	584 000	-1 227 563 095
Corporate Services	-5 591 627	100 000	-5 491 627
Financial Services	-490 895 216	-	-490 895 216
Total Revenue	-1 927 409 221	-2 843 000	-1 930 252 221

The reduction in conditional grants and additional allocations will affect the operational expenditure budget as follows:

Directorate	Operating Expenditure Budget	Additional Allocation	Total Budget
Municipal Manager	44 811 506	-	44 811 506
Planning & Development Services	96 886 122	100 000	96 986 122
Community and Protection Services	357 735 417	3 427 000	361 162 417
Infrastructure Services	1 056 140 371	-	1 056 140 371
Corporate Services	180 172 266	-100 000	180 072 266
Financial Services	91 858 500	-	91 858 500
Total Expenditure	1 827 604 182	3 427 000	1 831 031 182

The reduction in conditional grants and additional allocations will affect the Capital budget as follows:

Directorate	Capital Expenditure Budget	Additional Allocation	Total Budget
Municipal Manager	40 000	-	40 000
Planning & Development Services	18 088 078	-	18 088 078
Community and Protection Services	44 297 748	-584 000	43 713 748
Infrastructure Services	317 493 027	-	317 493 027
Corporate Services	73 695 157	-	73 695 157
Financial Services	850 000	-	850 000
Total Capital	454 464 010	-584 000	453 880 010

SPECIAL ADJUSTMENTS BUDGET FOR THE FINANCIAL PERIOD 2020 – 2021
APRIL 2021

The reduction in conditional grants and additional allocations will affect the total budget as follows:

Directorate	Operating Expenditure Budget	Operating Revenue Budget	Capital Budget	Total Budget
Municipal Manager	44 811 506	-327 853	40 000	44 523 653
Planning & Development Services	96 986 122	-32 638 469	18 088 078	82 435 731
Community and Protection Services	361 162 417	-173 335 961	43 713 748	231 540 204
Infrastructure Services	1 056 140 371	-1 227 563 095	317 493 027	146 070 303
Corporate Services	180 072 266	-5 491 627	73 695 157	248 275 796
Financial Services	91 858 500	-490 895 216	850 000	-398 186 716
Total	1 831 031 182	-1 930 252 221	453 880 010	354 658 970

SPECIAL ADJUSTMENTS BUDGET FOR THE FINANCIAL PERIOD 2020 – 2021
APRIL 2021

PART 2

4. Adjustments Budget Assumptions

The adjustments budget is based on the assumption that the full amount, as per the Provincial Gazette, will be received and spent in the current financial year.

5. Adjustments Budget Funding

The operating provincial grants and allocations are affected as follows:

Provincial Grants	Type	Approved Budget	Adjustments	Adjustments Budget
WC Financial Management Capacity Building Grant	Operational	760 097	-100 000	660 097
Community Library Services Grant	Operational	9 650 000	3 427 000	13 077 000
Cape Winelands District Municipality	Operational	-	100 000	100 000
Integrated Urban Development Grant	Capital	47 490 000	-584 000	46 906 000
		57 900 097	2 843 000	60 743 097

SPECIAL ADJUSTMENTS BUDGET FOR THE FINANCIAL PERIOD 2020 – 2021
APRIL 2021

APPENDIX 2

Adjustments Budget Tables

In accordance with the Budget and Reporting Regulations, the following compulsory schedules are attached (Appendix 2) reflecting the composition and detail of the adjustments budget:

Table name	Table reference
Adjustments Budget Summary	B1
Adjustments Budget Financial Performance by standard classification	B2
Adjustments Budget Financial Performance by vote	B3
Adjustments Budget Financial Performance	B4
Adjustments Budget Capital Expenditure by vote and funding	B5
Adjustments Budget Financial Position	B6
Adjustments Budget Cash Flows	B7
Cash backed reserves/ Accumulated surplus reconciliation	B8
Asset Management	B9
Basic Service Delivery Measurement	B10

Supporting schedules (SB1 – SB20) are attached on Appendix 3.

SPECIAL ADJUSTMENTS BUDGET FOR THE FINANCIAL PERIOD 2020 – 2021
NOVEMBER 2020

APPENDIX 3

Other supporting documentation (Supporting Schedules)

SPECIAL ADJUSTMENTS BUDGET FOR THE FINANCIAL PERIOD 2020 – 2021
APRIL 2021

APPENDIX 4

Municipal Manager's Quality Certification

The quality certificate signed by the Accounting Officer is attached on Appendix 4.

APPENDIX 2

SPECIAL ADJUSTMENTS BUDGET FOR THE FINANCIAL PERIOD 2020 – 2021
APRIL 2021

APPENDIX 2

Adjustments Budget Tables

In accordance with the Budget and Reporting Regulations, the following compulsory schedules are attached (Appendix 2) reflecting the composition and detail of the adjustments budget:

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Adjustments Budget Cash Flows	B7
Cash backed reserves/ Accumulated surplus reconciliation	B8
Asset Management	B9
Basic Service Delivery Measurement	B10

Supporting schedules (SB1 – SB20) are attached on Appendix 3.

WC024 Stellenbosch - Table B1 Adjustments Budget Summary - April 2021

Description	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
	Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
	A	1 A1	2 B	3 C	4 D	5 E	6 F	7 G	8 H		
R thousands											
Financial Performance											
Property rates	392 239	399 239	-	-	-	-	-	-	399 239	417 735	444 889
Service charges	1 072 778	1 009 778	-	-	-	-	-	-	1 009 778	1 159 693	1 254 248
Investment revenue	37 870	22 870	-	-	-	-	-	-	22 870	34 522	29 358
Transfers recognised - operational	178 547	203 862	-	-	-	-	3 427	3 427	207 289	181 180	197 574
Other own revenue	218 297	195 097	-	-	-	-	-	-	195 097	231 939	246 440
Total Revenue (excluding capital transfers and contributions)	1 899 731	1 830 846	-	-	-	-	3 427	3 427	1 834 273	2 025 069	2 172 509
Employee costs	579 439	529 070	-	-	-	-	3 427	3 427	532 497	623 493	676 723
Remuneration of councillors	21 133	21 133	-	-	-	-	-	-	21 133	22 401	23 745
Depreciation & asset impairment	205 628	200 779	-	-	-	-	-	-	200 779	214 881	224 550
Finance charges	39 349	31 649	-	-	-	-	-	-	31 649	52 710	65 154
Materials and bulk purchases	523 902	496 686	-	-	-	-	-	-	496 686	560 233	598 705
Transfers and grants	10 069	11 073	-	-	-	-	-	-	11 073	10 800	11 200
Other expenditure	507 944	537 075	-	-	-	-	-	-	537 075	518 098	541 578
Total Expenditure	1 887 463	1 827 464	-	-	-	-	3 427	3 427	1 830 891	2 002 415	2 141 855
Surplus/(Deficit)	12 268	3 382	-	-	-	-	-	-	3 382	22 654	30 653
Transfers recognised - capital	113 429	84 866	-	-	-	-	(584)	(584)	84 282	89 295	100 702
Contributions recognised - capital & contributed assets	-	11 697	-	-	-	-	-	-	11 697	-	-
Surplus/(Deficit) after capital transfers & contributions	125 696	99 945	-	-	-	-	(584)	(584)	99 381	111 949	131 555
Share of surplus/ (deficit) of associate	-	-	-	-	-	-	-	-	-	-	-
Surplus/ (Deficit) for the year	125 696	99 945	-	-	-	-	(584)	(584)	99 381	111 949	131 555
Capital expenditure & funds sources											
Capital expenditure	372 050	454 464	-	-	-	-	(584)	(584)	453 880	436 268	458 119
Transfers recognised - capital	145 341	84 866	-	-	-	-	(584)	(584)	84 282	102 273	102 402
Public contributions & donations	-	-	-	-	-	-	-	-	-	-	-
Borrowing	102 780	120 000	-	-	-	-	-	-	120 000	103 800	168 000
Internally generated funds	127 630	249 598	-	-	-	-	(0)	(0)	249 598	230 195	186 717
Total sources of capital funds	375 750	454 464	-	-	-	-	(584)	(584)	453 880	436 268	458 119
Financial position											
Total current assets	1 124 779	(1 575 180)	-	-	-	-	2 273 416	2 273 416	698 237	(1 649 502)	(1 819 690)
Total non current assets	6 147 669	6 432 010	-	-	-	-	(201 363)	(201 363)	6 230 648	6 583 937	8 892 019
Total current liabilities	435 060	(864 165)	-	-	-	-	1 250 165	1 250 165	386 000	(1 033 922)	(1 138 492)
Total non current liabilities	849 515	849 515	-	-	-	-	-	-	849 515	951 445	1 113 430
Community wealth/Equity	5 594 007	5 594 007	-	-	-	-	-	-	5 594 007	5 791 434	5 885 180
Cash flows											
Net cash from (used) operating	1 080 460	-	-	-	-	-	1 121 236	1 121 236	1 121 236	(24)	(26)
Net cash from (used) investing	(407 662)	(454 464)	-	-	-	-	584	584	(453 880)	(436 292)	(458 145)
Net cash from (used) financing	-	-	-	-	-	-	-	-	-	(14 632)	(19 576)
Cash/cash equivalents at the year end	307 604	(819 658)	-	-	-	-	1 121 820	1 121 820	302 161	(806 993)	(911 544)
Cash backing/surplus reconciliation											
Cash and investments available	408 829	(365 194)	-	-	-	-	694 850	694 850	329 656	(366 045)	(433 796)
Application of cash and investments	481 224	(434 648)	-	-	-	-	1 032 164	1 032 164	597 516	2 254 693	3 847 476
Balance - surplus (shortfall)	(72 395)	69 454	-	-	-	-	(337 314)	(337 314)	(267 860)	(2 610 738)	(4 281 272)
Asset Management											
Asset register summary (WDV)	6 143 793	6 428 134	-	-	-	-	(201 363)	(201 363)	6 226 771	6 580 080	8 823 299
Depreciation & asset impairment	205 628	200 779	-	-	-	-	-	-	200 779	214 881	224 550
Renewal of Existing Assets	34 100	27 041	-	-	-	-	-	-	27 041	22 650	19 080
Repairs and Maintenance	90 823	83 803	-	-	-	-	-	-	83 803	95 620	99 937
Free services											
Cost of Free Basic Services provided	(38 706)	(38 706)	-	-	-	-	-	-	(38 706)	(42 985)	(47 816)
Revenue cost of free services provided	18 625	18 625	-	-	-	-	-	-	18 625	18 625	18 625
Households below minimum service level											
Water:	1	1	-	-	-	-	-	-	1	1	1
Sanitation/sewerage:	1	1	-	-	-	-	-	-	1	1	1
Energy:	2	2	-	-	-	-	-	-	2	2	2
Refuse:	4	4	-	-	-	-	-	-	4	4	4

WC024 Stellenbosch - Table B2 Adjustments Budget Financial Performance (functional classification) - April 2021

Standard Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23	
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget	
		1, 4	A	A1	B	C	D	E	F	G	H		
R thousands													
Revenue - Functional													
Governance and administration		495 016	499 478	-	-	-	-	(100)	(100)	499 378	522 887	551 517	
Executive and council		706	1 023	-	-	-	-	-	-	1 023	749	794	
Finance and administration		494 310	498 455	-	-	-	-	(100)	(100)	498 355	522 138	550 723	
Internal audit		-	-	-	-	-	-	-	-	-	-	-	
Community and public safety		257 793	186 007	-	-	-	-	2 843	2 843	188 850	259 358	273 869	
Community and social services		16 882	14 046	-	-	-	-	3 427	3 427	17 473	17 361	18 332	
Sport and recreation		8 915	3 945	-	-	-	-	(584)	(584)	3 361	8 748	794	
Public safety		166 187	150 918	-	-	-	-	-	-	150 918	175 343	186 027	
Housing		65 809	17 098	-	-	-	-	-	-	17 098	57 906	68 716	
Health		-	-	-	-	-	-	-	-	-	-	-	
Economic and environmental services		23 815	62 620	-	-	-	-	-	-	62 620	15 562	16 190	
Planning and development		11 220	35 558	-	-	-	-	-	-	35 558	9 403	8 963	
Road transport		12 465	26 931	-	-	-	-	-	-	26 931	6 021	7 080	
Environmental protection		131	131	-	-	-	-	-	-	131	139	147	
Trading services		1 236 429	1 179 199	-	-	-	-	-	-	1 179 199	1 313 444	1 428 516	
Energy sources		757 248	727 624	-	-	-	-	-	-	727 624	802 603	863 220	
Water management		191 604	173 079	-	-	-	-	-	-	173 079	216 164	239 663	
Waste water management		177 313	165 784	-	-	-	-	-	-	165 784	167 542	183 518	
Waste management		110 265	112 711	-	-	-	-	-	-	112 711	127 135	142 116	
Other		107	107	-	-	-	-	100	100	207	113	120	
Total Revenue - Functional	2	2 013 160	1 927 409	-	-	-	-	2 843	2 843	1 930 252	2 111 364	2 270 211	
Expenditure - Functional													
Governance and administration		329 110	305 856	-	-	-	-	(100)	(100)	305 756	349 849	373 164	
Executive and council		56 162	52 122	-	-	-	-	-	-	52 122	59 639	63 686	
Finance and administration		258 354	239 140	-	-	-	-	(100)	(100)	239 040	274 705	292 998	
Internal audit		14 595	14 595	-	-	-	-	-	-	14 595	15 505	16 480	
Community and public safety		406 547	402 306	-	-	-	-	3 427	3 427	405 733	426 812	451 510	
Community and social services		39 532	40 473	-	-	-	-	3 427	3 427	43 900	40 909	43 434	
Sport and recreation		49 049	49 561	-	-	-	-	-	-	49 561	51 007	54 188	
Public safety		281 078	274 538	-	-	-	-	-	-	274 538	295 425	311 647	
Housing		36 888	37 735	-	-	-	-	-	-	37 735	39 470	42 241	
Health		-	-	-	-	-	-	-	-	-	-	-	
Economic and environmental services		215 381	206 682	-	-	-	-	-	-	206 682	216 315	231 158	
Planning and development		89 452	81 004	-	-	-	-	-	-	81 004	83 303	89 752	
Road transport		97 635	98 746	-	-	-	-	-	-	98 746	103 360	109 446	
Environmental protection		28 294	26 932	-	-	-	-	-	-	26 932	29 651	31 959	
Trading services		936 301	912 636	-	-	-	-	-	-	912 636	1 009 314	1 085 692	
Energy sources		537 272	524 796	-	-	-	-	-	-	524 796	573 867	613 817	
Water management		146 325	127 903	-	-	-	-	-	-	127 903	156 470	172 409	
Waste water management		145 692	141 329	-	-	-	-	-	-	141 329	168 162	182 286	
Waste management		105 013	118 609	-	-	-	-	-	-	118 609	110 815	117 180	
Other		124	124	-	-	-	-	100	100	224	126	132	
Total Expenditure - Functional	3	1 887 463	1 827 604	-	-	-	-	3 427	3 427	1 831 031	2 002 415	2 141 655	
Surplus/ (Deficit) for the year		125 696	99 805	-	-	-	-	(584)	(584)	99 221	108 949	128 555	

WC024 Stellenbosch - Table B2 Adjustments Budget Financial Performance (functional classification) - B - April 2021

Standard Classification Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousand	1	A	5	6	7	8	9	10	11	12		
Revenue - Functional												
Municipal governance and administration		495 016	499 478	-	-	-	-	(100)	(100)	499 378	522 887	551 517
Executive and council		706	1 023	-	-	-	-	-	-	1 023	749	794
Mayor and Council		706	1 023	-	-	-	-	-	-	1 023	749	794
Municipal Manager, Town Secretary and Chief Executive		-	-	-	-	-	-	-	-	-	-	-
Finance and administration		494 310	498 455	-	-	-	-	(100)	(100)	498 355	522 138	550 723
Administrative and Corporate Support		-	-	-	-	-	-	-	-	-	-	-
Asset Management		-	-	-	-	-	-	-	-	-	-	-
Finance		487 628	490 583	-	-	-	-	-	-	490 583	514 997	543 090
Fleet Management		135	135	-	-	-	-	-	-	135	143	152
Human Resources		-	1 210	-	-	-	-	(100)	(100)	1 110	-	-
Information Technology		-	-	-	-	-	-	-	-	-	-	-
Legal Services		1	1	-	-	-	-	-	-	1	1	2
Marketing, Customer Relations, Publicity and Media Co-		-	-	-	-	-	-	-	-	-	-	-
Property Services		6 348	6 348	-	-	-	-	-	-	6 348	6 788	7 258
Risk Management		-	-	-	-	-	-	-	-	-	-	-
Security Services		-	-	-	-	-	-	-	-	-	-	-
Supply Chain Management		197	197	-	-	-	-	-	-	197	209	222
Valuation Service		-	-	-	-	-	-	-	-	-	-	-
Internal audit		-	-	-	-	-	-	-	-	-	-	-
Governance Function		-	-	-	-	-	-	-	-	-	-	-
Community and public safety		257 793	166 007	-	-	-	-	2 843	2 843	188 850	259 358	273 869
Community and social services		16 882	14 046	-	-	-	-	3 427	3 427	17 473	17 361	18 332
Aged Care		-	-	-	-	-	-	-	-	-	-	-
Agricultural		-	-	-	-	-	-	-	-	-	-	-
Animal Care and Diseases		-	-	-	-	-	-	-	-	-	-	-
Cemeteries, Funeral Parlours and Crematoriums		3 145	3 145	-	-	-	-	-	-	3 145	3 334	3 534
Child Care Facilities		-	-	-	-	-	-	-	-	-	-	-
Community Halls and Facilities		43	540	-	-	-	-	-	-	540	46	49
Consumer Protection		-	-	-	-	-	-	-	-	-	-	-
Cultural Matters		-	-	-	-	-	-	-	-	-	-	-
Disaster Management		-	188	-	-	-	-	-	-	188	-	-
Education		-	-	-	-	-	-	-	-	-	-	-
Indigenous and Customary Law		-	-	-	-	-	-	-	-	-	-	-
Industrial Promotion		-	-	-	-	-	-	-	-	-	-	-
Language Policy		-	-	-	-	-	-	-	-	-	-	-
Libraries and Archives		13 197	9 770	-	-	-	-	3 427	3 427	13 197	13 825	14 694
Literacy Programmes		-	-	-	-	-	-	-	-	-	-	-
Media Services		-	-	-	-	-	-	-	-	-	-	-
Museums and Art Galleries		-	-	-	-	-	-	-	-	-	-	-
Population Development		497	383	-	-	-	-	-	-	383	56	56
Provincial Cultural Matters		-	-	-	-	-	-	-	-	-	-	-
Theatres		-	-	-	-	-	-	-	-	-	-	-
Zoo's		-	-	-	-	-	-	-	-	-	-	-
Sport and recreation		8 915	3 945	-	-	-	-	(584)	(584)	3 361	8 748	794
Beaches and Jetties		-	-	-	-	-	-	-	-	-	-	-
Casinos, Racing, Gambling, Wagering		-	-	-	-	-	-	-	-	-	-	-
Community Parks (including Nurseries)		1 915	2 376	-	-	-	-	-	-	2 376	748	784
Recreational Facilities		-	-	-	-	-	-	-	-	-	-	-
Sports Grounds and Stadiums		7 000	1 569	-	-	-	-	(584)	(584)	885	8 000	-
Public safety		166 187	150 918	-	-	-	-	-	-	150 918	175 343	186 027
Civil Defence		2 144	4 175	-	-	-	-	-	-	4 175	1 807	1 915
Cleansing		-	-	-	-	-	-	-	-	-	-	-
Control of Public Nuisances		-	-	-	-	-	-	-	-	-	-	-
Fencing and Fences		-	-	-	-	-	-	-	-	-	-	-
Fire Fighting and Protection		286	653	-	-	-	-	-	-	653	314	333
Licensing and Control of Animals		-	-	-	-	-	-	-	-	-	-	-
Police Forces, Traffic and Street Parking Control		163 747	146 091	-	-	-	-	-	-	146 091	173 223	183 778
Pounds		-	-	-	-	-	-	-	-	-	-	-
Housing		65 809	17 098	-	-	-	-	-	-	17 098	57 906	68 716
Housing		65 809	17 098	-	-	-	-	-	-	17 098	57 906	68 716
Informal Settlements		-	-	-	-	-	-	-	-	-	-	-
Health		-	-	-	-	-	-	-	-	-	-	-
Ambulance		-	-	-	-	-	-	-	-	-	-	-
Health Services		-	-	-	-	-	-	-	-	-	-	-
Laboratory Services		-	-	-	-	-	-	-	-	-	-	-
Food Control		-	-	-	-	-	-	-	-	-	-	-
Health Surveillance and Prevention of Communicable		-	-	-	-	-	-	-	-	-	-	-
Vector Control		-	-	-	-	-	-	-	-	-	-	-
Chemical Safety		-	-	-	-	-	-	-	-	-	-	-
Economic and environmental services		23 815	62 620	-	-	-	-	-	-	62 620	15 562	16 190
Planning and development		11 220	35 558	-	-	-	-	-	-	35 558	9 403	8 963
Billboards		-	-	-	-	-	-	-	-	-	-	-
Corporate Wide Strategic Planning (IDPs, LEDs)		2 861	5 934	-	-	-	-	-	-	5 934	25	27
Central City Improvement District		-	-	-	-	-	-	-	-	-	-	-
Development Facilitation		-	-	-	-	-	-	-	-	-	-	-

Standard Classification Description	Ref	Budget Year 2020/21										Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavold.	Nat. or Prov. Govt	Other Adjuts.	Total Adjuts.	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	5 A1	6 B	7 C	8 D	9 E	10 F	11 G	12 H			
R thousand	1												
<i>Economic Development/Planning</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Regional Planning and Development</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Town Planning, Building Regulations and Enforcement,</i>		8 237	6 737	-	-	-	-	-	-	6 737	9 248	8 796	-
<i>Project Management Unit</i>		122	22 887	-	-	-	-	-	-	22 887	129	137	-
<i>Provincial Planning</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Support to Local Municipalities</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Road transport</i>		12 465	26 931	-	-	-	-	-	-	26 931	6 021	7 080	-
<i>Public Transport</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Road and Traffic Regulation</i>		869	869	-	-	-	-	-	-	869	922	977	-
<i>Roads</i>		6 095	11 686	-	-	-	-	-	-	11 686	5 069	6 103	-
<i>Taxi Ranks</i>		5 500	14 395	-	-	-	-	-	-	14 395	-	-	-
<i>Environmental protection</i>		131	131	-	-	-	-	-	-	131	139	147	-
<i>Biodiversity and Landscape</i>		90	90	-	-	-	-	-	-	90	96	101	-
<i>Coastal Protection</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Indigenous Forests</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Nature Conservation</i>		41	41	-	-	-	-	-	-	41	43	46	-
<i>Pollution Control</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Soil Conservation</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Trading services</i>		1 236 429	1 176 199	-	-	-	-	-	-	1 179 199	1 313 444	1 428 516	-
<i>Energy sources</i>		757 246	727 624	-	-	-	-	-	-	727 624	802 603	863 220	-
<i>Electricity</i>		757 246	727 624	-	-	-	-	-	-	727 624	802 603	863 220	-
<i>Street Lighting and Signal Systems</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Nonelectric Energy</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Water management</i>		191 604	173 079	-	-	-	-	-	-	173 079	216 164	239 663	-
<i>Water Treatment</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Water Distribution</i>		191 604	173 079	-	-	-	-	-	-	173 079	216 164	239 663	-
<i>Water Storage</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Waste water management</i>		177 313	165 784	-	-	-	-	-	-	165 784	167 542	183 516	-
<i>Public Toilets</i>		6 225	6 934	-	-	-	-	-	-	6 934	6 848	7 464	-
<i>Sewerage</i>		91 597	86 551	-	-	-	-	-	-	86 551	74 916	83 740	-
<i>Storm Water Management</i>		-	64	-	-	-	-	-	-	64	-	-	-
<i>Waste Water Treatment</i>		79 490	72 235	-	-	-	-	-	-	72 235	85 778	92 314	-
<i>Waste management</i>		110 265	112 711	-	-	-	-	-	-	112 711	127 135	142 116	-
<i>Recycling</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Solid Waste Disposal (Landfill Sites)</i>		3 826	3 826	-	-	-	-	-	-	3 826	4 457	5 182	-
<i>Solid Waste Removal</i>		106 439	108 886	-	-	-	-	-	-	108 886	122 678	136 923	-
<i>Street Cleaning</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Other</i>		107	107	-	-	-	-	-	100	100	207	113	120
<i>Abattoirs</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Air Transport</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Forestry</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Licensing and Regulation</i>		-	-	-	-	-	-	-	-	-	-	-	-
<i>Markets</i>		107	107	-	-	-	-	-	-	107	113	120	-
<i>Tourism</i>		-	-	-	-	-	-	-	100	100	-	-	-
Total Revenue - Functional	2	2 013 160	1 927 409	-	-	-	-	2 843	2 843	1 930 252	2 111 364	2 270 211	-

Standard Classification Description	Ref	Budget Year 2020/21										Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	5 A1	6 B	7 C	8 D	9 E	10 F	11 G	12 H			
R thousand	1												
Expenditure - Functional													
Municipal governance and administration		329 110	305 656	-	-	-	-	(100)	(100)	305 756	349 849	373 164	
Executive and council		58 162	52 122	-	-	-	-	-	-	52 122	59 639	63 686	
Mayor and Council		37 604	37 264	-	-	-	-	-	-	37 264	39 584	42 012	
Municipal Manager, Town Secretary and Chief Executive		18 557	14 857	-	-	-	-	-	-	14 857	20 054	21 674	
Finance and administration		258 354	239 140	-	-	-	-	(100)	(100)	239 040	274 705	292 866	
Administrative and Corporate Support		11 834	11 934	-	-	-	-	-	-	11 934	12 850	13 842	
Asset Management		-	-	-	-	-	-	-	-	-	-	-	
Finance		106 859	88 634	-	-	-	-	-	-	88 634	112 524	120 125	
Fleet Management		2 419	1 319	-	-	-	-	-	-	1 319	2 528	2 641	
Human Resources		47 500	39 686	-	-	-	-	(100)	(100)	36 568	50 841	54 424	
Information Technology		30 071	40 571	-	-	-	-	-	-	40 571	33 034	35 439	
Legal Services		14 173	13 673	-	-	-	-	-	-	13 673	15 113	16 076	
Marketing, Customer Relations, Publicity and Media Co-		4 222	4 222	-	-	-	-	-	-	4 222	4 172	4 384	
Property Services		38 972	39 498	-	-	-	-	-	-	39 498	41 072	43 313	
Risk Management		-	-	-	-	-	-	-	-	-	-	-	
Security Services		-	-	-	-	-	-	-	-	-	-	-	
Supply Chain Management		2 404	2 404	-	-	-	-	-	-	2 404	2 571	2 751	
Valuation Service		-	-	-	-	-	-	-	-	-	-	-	
Internal audit		14 595	14 585	-	-	-	-	-	-	14 595	15 505	16 480	
Governance Function		14 585	14 585	-	-	-	-	-	-	14 595	15 505	16 480	
Community and public safety		405 547	402 306	-	-	-	-	3 427	3 427	405 733	426 812	451 510	
Community and social services		39 532	40 473	-	-	-	-	3 427	3 427	43 900	40 909	43 434	
Aged Care		-	-	-	-	-	-	-	-	-	-	-	
Agricultural		-	-	-	-	-	-	-	-	-	-	-	
Animal Care and Diseases		-	-	-	-	-	-	-	-	-	-	-	
Cemeteries, Funeral Parlours and Crematoriums		6 206	5 899	-	-	-	-	-	-	5 899	6 288	6 701	
Child Care Facilities		-	-	-	-	-	-	-	-	-	-	-	
Community Halls and Facilities		5 635	5 840	-	-	-	-	-	-	5 840	6 090	6 583	
Consumer Protection		-	-	-	-	-	-	-	-	-	-	-	
Cultural Matters		-	-	-	-	-	-	-	-	-	-	-	
Disaster Management		3 743	3 864	-	-	-	-	-	-	3 964	3 950	4 174	
Education		-	-	-	-	-	-	-	-	-	-	-	
Indigenous and Customary Law		-	-	-	-	-	-	-	-	-	-	-	
Industrial Promotion		-	-	-	-	-	-	-	-	-	-	-	
Language Policy		-	-	-	-	-	-	-	-	-	-	-	
Libraries and Archives		18 277	15 068	-	-	-	-	3 427	3 427	18 493	19 302	20 445	
Literacy Programmes		-	-	-	-	-	-	-	-	-	-	-	
Media Services		-	-	-	-	-	-	-	-	-	-	-	
Museums and Art Galleries		-	-	-	-	-	-	-	-	-	-	-	
Population Development		5 371	9 703	-	-	-	-	-	-	9 703	5 279	5 531	
Provincial Cultural Matters		-	-	-	-	-	-	-	-	-	-	-	
Theatres		-	-	-	-	-	-	-	-	-	-	-	
Zoo's		-	-	-	-	-	-	-	-	-	-	-	
Sport and recreation		49 049	49 561	-	-	-	-	-	-	49 561	51 007	54 168	
Beaches and Jetties		-	-	-	-	-	-	-	-	-	-	-	
Cashios, Racing, Gambling, Wagering		-	-	-	-	-	-	-	-	-	-	-	
Community Parks (Including Nurseries)		38 349	36 713	-	-	-	-	-	-	36 713	37 502	39 822	
Recreational Facilities		1 468	1 468	-	-	-	-	-	-	1 468	1 591	1 725	
Sports Grounds and Stadiums		11 232	11 381	-	-	-	-	-	-	11 381	11 914	12 641	
Public safety		281 076	274 538	-	-	-	-	-	-	274 538	295 426	311 647	
Civil Defence		68 969	77 750	-	-	-	-	-	-	77 750	73 107	77 807	
Cleansing		-	-	-	-	-	-	-	-	-	-	-	
Control of Public Nuisances		-	-	-	-	-	-	-	-	-	-	-	
Fencing and Fences		-	-	-	-	-	-	-	-	-	-	-	
Fire Fighting and Protection		42 556	42 480	-	-	-	-	-	-	42 480	45 615	49 627	
Licensing and Control of Animals		-	-	-	-	-	-	-	-	-	-	-	
Police Forces, Traffic and Street Parking Control		169 552	154 328	-	-	-	-	-	-	154 328	176 504	184 213	
Pounds		-	-	-	-	-	-	-	-	-	-	-	
Housing		36 888	37 735	-	-	-	-	-	-	37 735	39 470	42 241	
Housing		25 134	26 088	-	-	-	-	-	-	26 088	28 800	28 615	
Informal Settlements		11 755	11 646	-	-	-	-	-	-	11 646	12 670	13 625	
Health		-	-	-	-	-	-	-	-	-	-	-	
Ambulance		-	-	-	-	-	-	-	-	-	-	-	
Health Services		-	-	-	-	-	-	-	-	-	-	-	
Laboratory Services		-	-	-	-	-	-	-	-	-	-	-	
Food Control		-	-	-	-	-	-	-	-	-	-	-	
Health Surveillance and Prevention of Communicable		-	-	-	-	-	-	-	-	-	-	-	
Vector Control		-	-	-	-	-	-	-	-	-	-	-	
Chemical Safety		-	-	-	-	-	-	-	-	-	-	-	
Economic and environmental services		215 381	206 682	-	-	-	-	-	-	206 682	218 315	231 158	
Planning and development		89 452	81 004	-	-	-	-	-	-	81 004	83 303	89 752	
Billboards		-	-	-	-	-	-	-	-	-	-	-	
Corporate Wide Strategic Planning (IDPs, LED's)		18 570	18 637	-	-	-	-	-	-	18 637	17 288	18 607	
Central City Improvement District		-	-	-	-	-	-	-	-	-	-	-	
Development Facilitation		-	-	-	-	-	-	-	-	-	-	-	
Economic Development/Planning		8 869	5 089	-	-	-	-	-	-	5 089	9 300	9 800	
Regional Planning and Development		-	-	-	-	-	-	-	-	-	-	-	

Standard Classification Description	Ref	Budget Year 2020/21										Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavold.	Nat. or Prov. Govt.	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	6 A1	6 B	7 C	8 D	9 E	10 F	11 G	12 H			
R thousand	1												
Town Planning, Building Regulations and Enforcement, and City Engineer		51 584	46 099	-	-	-	-	-	-	46 099	53 641	58 019	
Project Management Unit		10 428	11 179	-	-	-	-	-	-	11 179	3 673	3 326	
Provincial Planning		-	-	-	-	-	-	-	-	-	-	-	
Support to Local Municipalities		-	-	-	-	-	-	-	-	-	-	-	
Road transport		97 635	98 748	-	-	-	-	-	-	98 748	103 360	109 446	
Public Transport		-	-	-	-	-	-	-	-	-	-	-	
Road and Traffic Regulation		7 889	8 109	-	-	-	-	-	-	8 109	8 679	9 430	
Roads		69 647	90 637	-	-	-	-	-	-	90 637	94 682	100 017	
Taxi Ranks		-	-	-	-	-	-	-	-	-	-	-	
Environmental protection		26 264	26 932	-	-	-	-	-	-	26 932	29 651	31 959	
Biodiversity and Landscape		24 600	19 607	-	-	-	-	-	-	19 607	25 804	27 793	
Coastal Protection		-	-	-	-	-	-	-	-	-	-	-	
Indigenous Forests		-	-	-	-	-	-	-	-	-	-	-	
Nature Conservation		3 694	7 325	-	-	-	-	-	-	7 325	3 847	4 166	
Pollution Control		-	-	-	-	-	-	-	-	-	-	-	
Soil Conservation		-	-	-	-	-	-	-	-	-	-	-	
Trading services		936 301	912 636	-	-	-	-	-	-	912 636	1 009 314	1 085 692	
Energy sources		537 272	524 796	-	-	-	-	-	-	524 796	573 967	613 617	
Electricity		537 272	524 796	-	-	-	-	-	-	524 796	573 967	613 617	
Street Lighting and Signal Systems		-	-	-	-	-	-	-	-	-	-	-	
Nonelectric Energy		-	-	-	-	-	-	-	-	-	-	-	
Water management		148 325	127 903	-	-	-	-	-	-	127 903	156 470	172 409	
Water Treatment		16 640	15 675	-	-	-	-	-	-	15 675	17 785	18 969	
Water Distribution		120 659	103 728	-	-	-	-	-	-	103 728	127 500	141 717	
Water Storage		11 026	8 500	-	-	-	-	-	-	8 500	11 186	11 723	
Waste water management		145 692	141 329	-	-	-	-	-	-	141 329	168 162	182 286	
Public Toilets		10 867	8 267	-	-	-	-	-	-	8 267	11 406	11 919	
Sewerage		52 018	50 014	-	-	-	-	-	-	50 014	67 471	75 237	
Storm Water Management		20 150	20 135	-	-	-	-	-	-	20 135	21 276	22 534	
Waste Water Treatment		62 656	62 912	-	-	-	-	-	-	62 912	68 009	72 596	
Waste management		105 013	118 609	-	-	-	-	-	-	118 609	110 615	117 180	
Recycling		-	-	-	-	-	-	-	-	-	-	-	
Solid Waste Disposal (Landfill Sites)		54 666	55 266	-	-	-	-	-	-	55 266	58 040	59 508	
Solid Waste Removal		32 520	32 264	-	-	-	-	-	-	32 264	34 613	37 284	
Street Cleaning		17 827	31 079	-	-	-	-	-	-	31 079	19 082	20 390	
Other		124	124	-	-	-	-	100	100	224	126	132	
Abattoirs		-	-	-	-	-	-	-	-	-	-	-	
Air Transport		-	-	-	-	-	-	-	-	-	-	-	
Forestry		-	-	-	-	-	-	-	-	-	-	-	
Licensing and Regulation		-	-	-	-	-	-	-	-	-	-	-	
Markets		-	-	-	-	-	-	-	-	-	-	-	
Tourism		124	124	-	-	-	-	100	100	224	126	132	
Total Expenditure - Functional	3	1 887 463	1 827 604	-	-	-	-	3 427	3 427	1 831 031	2 002 415	2 141 655	
Surplus/ (Deficit) for the year		125 696	99 805	-	-	-	-	(584)	(584)	99 221	108 949	126 555	

WC024 Stellenbosch - Table B3 Adjustments Budget Financial Performance (revenue and expenditure by municipal vote) - April 2021

Vote Description		Ref	Budget Year 2020/21								Budget Year +1 2021/22	Budget Year +2 2022/23
[Insert departmental structure etc]			Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfora. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget
R thousands			A	A1	B	C	D	E	F	G	H	
Revenue by Vote		1										
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER			—	328	—	—	—	—	—	—	328	—
Vote 2 - PLANNING AND DEVELOPMENT SERVICES			81 766	30 699	—	—	—	—	100	100	30 799	73 211
Vote 3 - INFRASTRUCTURE SERVICES			1 246 146	1 228 147	—	—	—	—	—	—	1 228 147	1 318 672
Vote 4 - COMMUNITY AND PROTECTION SERVICES			192 985	169 909	—	—	—	—	2 843	2 843	172 752	202 513
Vote 5 - CORPORATE SERVICES			4 303	5 592	—	—	—	—	(100)	(100)	5 492	4 619
Vote 6 - FINANCIAL SERVICES			487 960	490 895	—	—	—	—	—	—	490 895	515 349
Total Revenue by Vote		2	2 013 160	1 925 570	—	—	—	—	2 843	2 843	1 928 413	2 114 364
Expenditure by Vote		1										
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER			47 884	44 812	—	—	—	—	—	—	44 812	49 452
Vote 2 - PLANNING AND DEVELOPMENT SERVICES			105 954	96 886	—	—	—	—	100	100	96 986	110 553
Vote 3 - INFRASTRUCTURE SERVICES			1 082 795	1 056 140	—	—	—	—	—	—	1 056 140	1 155 574
Vote 4 - COMMUNITY AND PROTECTION SERVICES			359 246	357 735	—	—	—	—	3 427	3 427	361 162	376 861
Vote 5 - CORPORATE SERVICES			181 001	180 172	—	—	—	—	(100)	(100)	180 072	193 289
Vote 6 - FINANCIAL SERVICES			110 584	91 859	—	—	—	—	—	—	91 859	116 685
Total Expenditure by Vote		2	1 887 463	1 827 604	—	—	—	—	3 427	3 427	1 831 031	2 002 415
Surplus/ (Deficit) for the year		2	125 696	97 965	—	—	—	—	(584)	(584)	97 381	111 949

WC024 Stellenbosch - Table B3 Adjustments Budget Financial Performance (revenue and expenditure by municipal vote) - B - April 2021

Vote Description <i>(Insert departmental structure etc)</i>	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	3 A1	4 B	5 C	6 D	7 E	8 F	9 G	10 H		
R thousands												
Revenue by Vote	1											
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		-	328	-	-	-	-	-	-	328	-	-
1.1 - 1100 MUNICIPAL MANAGER 1		-	-	-	-	-	-	-	-	-	-	-
1.2 - 1105 INTERNAL AUDIT 2		-	-	-	-	-	-	-	-	-	-	-
1.3 - 1106 AUDIT COMMITTEE 2		-	-	-	-	-	-	-	-	-	-	-
1.4 - 1111 LIAISON EXECUTIVE 2		-	-	-	-	-	-	-	-	-	-	-
1.5 - 7770 COMMUNICATION SERVICES		-	-	-	-	-	-	-	-	-	-	-
1.6 - 8110 IDP AND STRATEGIC PROGRAMS 88-89		-	328	-	-	-	-	-	-	328	-	-
1.7 - 8116 PUBLIC PARTICIPATION		-	-	-	-	-	-	-	-	-	-	-
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		81 766	30 898	-	-	-	-	100	100	30 799	73 211	80 758
2.1 - 2200 PLANNING AND DEVELOPMENT: GENERAL 3		10 210	6 710	-	-	-	-	-	-	6 710	12 219	8 767
2.2 - 2205 BUILDING CONTROL 4		27	27	-	-	-	-	-	-	27	30	32
2.3 - 2210 TOWN PLANNING 4 - 5		-	-	-	-	-	-	-	-	-	-	-
2.4 - 2230 TOWN DEVELOPMENT 5		-	-	-	-	-	-	-	-	-	-	-
2.5 - 3113 COMMUNITY DEVELOPMENT 5 - 6		5 943	6 687	-	-	-	-	100	100	8 787	3 291	3 489
2.6 - 8120 LOCAL ECONOMIC DEVELOPMENT 6 - 7		-	-	-	-	-	-	-	-	-	-	-
2.7 - 3780 HUMAN SETTLEMENTS: GENERAL 8		12 862	7 558	-	-	-	-	-	-	7 558	13 634	14 452
2.8 - 3781 HOUSING ADMINISTRATION 9-10		51 725	7 716	-	-	-	-	-	-	7 716	44 037	54 018
2.9 - 3783 NEW HOUSING 10		1 000	-	-	-	-	-	-	-	-	-	-
2.10 - 3784 INFORMAL SETTLEMENTS 10-11		-	-	-	-	-	-	-	-	-	-	-
Vote 3 - INFRASTRUCTURE SERVICES		1 248 146	1 228 147	-	-	-	-	-	-	1 228 147	1 318 672	1 437 756
3.1 - 6600 ENGINEERING SERVICES GENERAL		3	246	-	-	-	-	-	-	246	4	4
3.2 - 4400 ELECTRICAL ENGINEERING SERVICES 56-58		757 244	727 378	-	-	-	-	-	-	727 378	802 599	863 216
3.3 - 6530 REFUSE REMOVAL 60-61		114 490	119 645	-	-	-	-	-	-	119 645	130 982	149 580
3.4 - 6620 ROADS		177 143	174 418	-	-	-	-	-	-	174 418	186 338	200 757
3.5 - 6606 SEWERAGE NETWORK		81 299	76 253	-	-	-	-	-	-	76 253	63 897	71 950
3.6 - 6650 WATER NETWORK		115 844	107 320	-	-	-	-	-	-	107 320	134 723	152 113
3.7 - 4410 ELECTRICAL ENG. CLIENT SERVICES		-	(0)	-	-	-	-	-	-	(0)	-	-
3.8 - 4420 ELECTRICAL ENG. SYSTEM OPERATIONS		-	-	-	-	-	-	-	-	-	-	-
3.9 - 2245 DEVELOP SERVICES & PROJECT MANAGEMENT		122	22 887	-	-	-	-	-	-	22 887	129	137
3.10 - 6540 CLEANING OF STREETS		-	-	-	-	-	-	-	-	-	-	-
Vote 4 - COMMUNITY AND PROTECTION SERVICES		192 985	169 809	-	-	-	-	2 843	2 843	172 752	202 513	206 277
4.1 - 5111 COMMUNITY AND PROTECTION: GENERAL 20		43	540	-	-	-	-	-	-	540	46	49
4.2 - 5120 FIRE SERVICES 20-22		296	653	-	-	-	-	-	-	653	314	333
4.3 - 5140 TRAFFIC SERVICES: LICENCING 22-23		149 617	139 460	-	-	-	-	-	-	139 460	158 095	167 583
4.4 - 5705 DISASTER MANAGEMENT 25-26		-	198	-	-	-	-	-	-	198	-	-
4.5 - 5710 LAW ENFORCEMENT 26-27		2 144	4 175	-	-	-	-	-	-	4 175	1 807	1 915
4.6 - 3300 FORESTRY		17 046	10 007	-	-	-	-	-	-	10 007	16 937	18 114
4.7 - 3340 SPORTS GROUNDS: VAN DER STEL 35-36		7 000	1 569	-	-	-	-	(584)	(584)	985	8 000	-
4.8 - 3545 CEMETRY: STELLENBOSCH 43-44		3 585	3 145	-	-	-	-	-	-	3 145	3 334	3 534
4.9 - 3750 LIBRARY: PLEIN STREET 46-47		13 197	9 770	-	-	-	-	3 427	3 427	13 197	13 925	14 694
		56	393	-	-	-	-	-	-	393	56	56
Vote 5 - CORPORATE SERVICES		4 303	5 582	-	-	-	-	(100)	(100)	5 492	4 819	4 957

Vote Description <i>(insert departmental structure etc)</i>	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	3 A1	4 B	5 C	6 D	7 E	8 F	9 G	10 H		
R thousands												
5.1 - 7111 CORPORATE SERVICES: GENERAL 80-81		24	24	-	-	-	-	-	-	24	25	27
5.2 - 7180 HUMAN RESOURCES SERVICES 81-82		238	1 210	-	-	-	-	(100)	(100)	1 110	252	264
5.3 - 5715 OCCUPATIONAL SAFETY 82		-	-	-	-	-	-	-	-	-	-	-
5.4 - 7700 DOCUMENTATION AND ARCHIVES 82-83		-	-	-	-	-	-	-	-	-	-	-
5.5 - 7720 LEGAL SERVICES 84		1	1	-	-	-	-	-	-	1	1	2
5.6 - 7800 COUNCIL: GENERAL EXPENSES 85-86		706	1 023	-	-	-	-	-	-	1 023	749	794
5.7 - 9910 INFORMATION TECHNOLOGY 90-91		-	-	-	-	-	-	-	-	-	-	-
5.8 - 2235 PROPERTY MANAGEMENT 11-12		3 334	3 334	-	-	-	-	-	-	3 334	3 592	3 871
5.9 - 6220 MUNICIPAL BUILDINGS AND STRUCTURES 12-13		-	-	-	-	-	-	-	-	-	-	-
Vote 6 - FINANCIAL SERVICES		487 950	490 895	-	-	-	-	-	-	490 895	515 348	543 463
6.1 - 9900 FINANCIAL SERVICES: GENERAL 92-93		487 628	490 563	-	-	-	-	-	-	490 563	514 997	543 090
6.2 - 9920 FINANCIAL SERVICES: STORES 94		197	197	-	-	-	-	-	-	197	209	222
6.3 - 9921 FINANCIAL SERVICES: SCM 94		-	-	-	-	-	-	-	-	-	-	-
6.4 - 5130 LOGISTICS AND FLEET MANAGEMENT 22		135	135	-	-	-	-	-	-	135	143	152
		-	-	-	-	-	-	-	-	-	-	-
Total Revenue by Vote	2	2 013 160	1 925 570	-	-	-	-	2 843	2 843	1 928 413	2 114 384	2 273 211
Expenditure by Vote	1											
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		47 884	44 812	-	-	-	-	-	-	44 812	49 452	53 040
1.1 - 1100 MUNICIPAL MANAGER 1		19 151	15 451	-	-	-	-	-	-	15 451	20 682	22 338
1.2 - 1105 INTERNAL AUDIT 2		14 001	14 001	-	-	-	-	-	-	14 001	14 877	15 816
1.3 - 1106 AUDIT COMMITTEE 2		-	-	-	-	-	-	-	-	-	-	-
1.4 - 1111 LIAISON EXECUTIVE 2		-	-	-	-	-	-	-	-	-	-	-
1.5 - 7770 COMMUNICATION SERVICES		4 222	4 222	-	-	-	-	-	-	4 222	4 172	4 384
1.6 - 8110 IDP AND STRATEGIC PROGRAMS 88-89		9 585	9 913	-	-	-	-	-	-	9 913	8 727	9 434
1.7 - 8116 PUBLIC PARTICIPATION		925	1 225	-	-	-	-	-	-	1 225	994	1 068
		-	-	-	-	-	-	-	-	-	-	-
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		105 954	98 886	-	-	-	-	100	100	96 986	110 553	118 785
2.1 - 2200 PLANNING AND DEVELOPMENT: GENERAL 3		36 945	28 947	-	-	-	-	-	-	28 947	37 711	40 586
2.2 - 2205 BUILDING CONTROL 4		463	463	-	-	-	-	-	-	463	438	445
2.3 - 2210 TOWN PLANNING 4 - 5		1 164	538	-	-	-	-	-	-	538	1 215	1 273
2.4 - 2230 TOWN DEVELOPMENT 5		16 881	16 151	-	-	-	-	-	-	16 151	18 376	20 015
2.5 - 3113 COMMUNITY DEVELOPMENT 5 - 6		13 185	12 624	-	-	-	-	100	100	12 724	12 894	13 737
2.6 - 8120 LOCAL ECONOMIC DEVELOPMENT 6 - 7		-	-	-	-	-	-	-	-	-	-	-
2.7 - 3780 HUMAN SETTLEMENTS: GENERAL 8		24 525	25 555	-	-	-	-	-	-	25 555	26 181	27 970
2.8 - 3781 HOUSING ADMINISTRATION 9-10		1 037	961	-	-	-	-	-	-	961	1 067	1 114
2.9 - 3783 NEW HOUSING 10		11 755	11 646	-	-	-	-	-	-	11 646	12 670	13 626
2.10 - 3784 INFORMAL SETTLEMENTS 10-11		-	-	-	-	-	-	-	-	-	-	-
Vote 3 - INFRASTRUCTURE SERVICES		1 082 795	1 056 140	-	-	-	-	-	-	1 056 140	1 155 574	1 239 724
3.1 - 6600 ENGINEERING SERVICES GENERAL		3 622	3 588	-	-	-	-	-	-	3 588	3 870	4 128
3.2 - 4400 ELECTRICAL ENGINEERING SERVICES 56-58		514 234	504 552	-	-	-	-	-	-	504 552	549 307	587 915
3.3 - 6530 REFUSE REMOVAL 60-61		98 053	95 797	-	-	-	-	-	-	95 797	103 159	108 709
3.4 - 6620 ROADS		240 604	233 655	-	-	-	-	-	-	233 655	254 887	269 324
3.5 - 6606 SEWERAGE NETWORK		48 614	46 634	-	-	-	-	-	-	46 634	63 914	71 520
3.6 - 6650 WATER NETWORK		129 996	112 998	-	-	-	-	-	-	112 998	137 610	152 635

Vote Description <i>[Insert departmental structure etc]</i>	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavold.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	3 A1	4 B	5 C	6 D	7 E	8 F	9 G	10 H		
R thousands												
3.7 - 4410 ELECTRICAL ENG. CLIENT SERVICES		8 511	5 722	-	-	-	-	-	-	5 722	9 222	9 759
3.8 - 4420 ELECTRICAL ENG. SYSTEM OPERATIONS		10 905	10 935	-	-	-	-	-	-	10 935	11 471	12 018
3.9 - 2245 DEVELOP SERVICES & PROJECT MANAGEMENT		10 429	11 179	-	-	-	-	-	-	11 179	3 073	3 326
3.10 - 6540 CLEANING OF STREETS		17 827	31 079	-	-	-	-	-	-	31 079	19 062	20 390
Vote 4 - COMMUNITY AND PROTECTION SERVICES		359 248	357 735	-	-	-	-	3 427	3 427	361 162	376 861	399 651
4.1 - 5111 COMMUNITY AND PROTECTION: GENERAL 20		11 329	10 984	-	-	-	-	-	-	10 984	11 830	12 672
4.2 - 5120 FIRE SERVICES 20-22		42 556	42 460	-	-	-	-	-	-	42 460	45 815	49 627
4.3 - 5140 TRAFFIC SERVICES: LICENCING 22-23		130 715	120 340	-	-	-	-	-	-	120 340	136 235	142 493
4.4 - 5705 DISASTER MANAGEMENT 25-26		3 743	3 964	-	-	-	-	-	-	3 964	3 950	4 174
4.5 - 5710 LAW ENFORCEMENT 26-27		68 969	77 750	-	-	-	-	-	-	77 750	73 107	77 807
4.6 - 3300 FORESTRY		60 848	60 100	-	-	-	-	-	-	60 100	63 140	67 560
4.7 - 3340 SPORTS GROUNDS: VAN DER STEL 35-36		11 232	11 381	-	-	-	-	-	-	11 381	11 914	12 641
4.8 - 3545 CEMETRY: STELLENBOSCH 43-44		6 206	5 899	-	-	-	-	-	-	5 899	6 288	6 701
4.9 - 3750 LIBRARY: PLEIN STREET 46-47		18 277	15 066	-	-	-	-	3 427	3 427	18 493	19 302	20 445
		5 371	9 792	-	-	-	-	-	-	9 792	5 279	5 531
Vote 5 - CORPORATE SERVICES		181 001	180 172	-	-	-	-	(100)	(100)	180 072	193 289	205 939
5.1 - 7111 CORPORATE SERVICES: GENERAL 60-81		11 073	11 073	-	-	-	-	-	-	11 073	11 950	12 901
5.2 - 7180 HUMAN RESOURCES SERVICES 81-82		42 946	33 156	-	-	-	-	(100)	(100)	33 056	45 895	49 054
5.3 - 5715 OCCUPATIONAL SAFETY 82		5 452	4 028	-	-	-	-	-	-	4 028	5 884	6 351
5.4 - 7700 DOCUMENTATION AND ARCHIVES 82-83		861	861	-	-	-	-	-	-	861	900	941
5.5 - 7720 LEGAL SERVICES 84		14 173	13 873	-	-	-	-	-	-	13 873	15 113	16 078
5.6 - 7800 COUNCIL: GENERAL EXPENSES 85-86		37 882	37 542	-	-	-	-	-	-	37 542	39 889	42 330
5.7 - 9910 INFORMATION TECHNOLOGY 90-91		30 071	40 571	-	-	-	-	-	-	40 571	33 034	35 439
5.8 - 2235 PROPERTY MANAGEMENT 11-12		30 759	31 285	-	-	-	-	-	-	31 285	32 490	34 345
5.9 - 6220 MUNICIPAL BUILDINGS AND STRUCTURES 12-13		7 784	7 784	-	-	-	-	-	-	7 784	8 134	8 500
		-	-	-	-	-	-	-	-	-	-	-
Vote 6 - FINANCIAL SERVICES		110 584	91 659	-	-	-	-	-	-	91 659	116 885	124 537
6.1 - 9900 FINANCIAL SERVICES: GENERAL 92-93		105 761	88 136	-	-	-	-	-	-	88 136	111 586	119 144
6.2 - 9920 FINANCIAL SERVICES: STORES 94		-	-	-	-	-	-	-	-	-	-	-
6.3 - 9921 FINANCIAL SERVICES: SCM 94		2 404	2 404	-	-	-	-	-	-	2 404	2 571	2 751
6.4 - 5130 LOGISTICS AND FLEET MANAGEMENT 22		2 419	1 319	-	-	-	-	-	-	1 319	2 528	2 641
		-	-	-	-	-	-	-	-	-	-	-
Total Expenditure by Vote	2	1 887 463	1 827 804	-	-	-	-	3 427	3 427	1 831 031	2 002 415	2 141 655
Surplus/ (Deficit) for the year	2	125 696	97 965	-	-	-	-	(584)	(584)	97 381	111 949	131 555

WC024 Stellenbosch - Table B4 Adjustments Budget Financial Performance (revenue and expenditure) - April 2021

Description	Ref	Budget Year 2020/21										Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	3 A1	4 B	5 C	6 D	7 E	8 F	9 G	10 H			
R thousands	1	A	A1	B	C	D	E	F	G	H			
Revenue By Source													
Property rates	2	392 239	399 239	-	-	-	-	-	-	399 239	417 735	444 889	
Service charges - electricity revenue	2	707 441	674 441	-	-	-	-	-	-	674 441	760 500	817 538	
Service charges - water revenue	2	168 720	148 720	-	-	-	-	-	-	148 720	181 374	194 978	
Service charges - sanitation revenue	2	118 312	108 312	-	-	-	-	-	-	108 312	126 594	135 455	
Service charges - refuse revenue	2	78 305	78 305	-	-	-	-	-	-	78 305	91 225	106 278	
Service charges - other		-	-	-	-	-	-	-	-	-	-	-	-
Rental of facilities and equipment		16 292	10 592	-	-	-	-	-	-	10 592	17 270	18 307	
Interest earned - external investments		37 870	22 870	-	-	-	-	-	-	22 870	34 522	29 358	
Interest earned - outstanding debtors		13 281	13 281	-	-	-	-	-	-	13 281	14 211	15 206	
Dividends received		-	-	-	-	-	-	-	-	-	-	-	-
Fines, penalties and forfeits		140 881	130 881	-	-	-	-	-	-	130 881	149 335	158 297	
Licences and permits		5 503	5 503	-	-	-	-	-	-	5 503	5 834	6 184	
Agency services		2 931	2 931	-	-	-	-	-	-	2 931	3 107	3 293	
Transfers and subsidies		178 547	203 862	-	-	-	-	3 427	3 427	207 289	181 180	197 574	
Other revenue	2	39 408	31 908	-	-	-	-	-	-	31 908	42 181	45 152	
Gains on disposal of PPE		-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue (excluding capital transfers and contributions)		1 899 731	1 830 846	-	-	-	-	3 427	3 427	1 834 273	2 025 069	2 172 509	
Expenditure By Type													
Employee related costs		579 439	529 070	-	-	-	-	3 427	3 427	532 497	623 493	676 723	
Remuneration of councillors		21 133	21 133	-	-	-	-	-	-	21 133	22 401	23 745	
Debt impairment		74 007	74 007	-	-	-	-	-	-	74 007	76 008	78 072	
Depreciation & asset impairment		205 628	200 779	-	-	-	-	-	-	200 779	214 881	224 550	
Finance charges		39 349	31 649	-	-	-	-	-	-	31 649	52 710	65 154	
Bulk purchases		482 196	451 196	-	-	-	-	-	-	451 196	516 151	552 501	
Other materials		41 706	45 490	-	-	-	-	-	-	45 490	44 082	46 204	
Contracted services		245 478	262 000	-	-	-	-	-	-	262 000	244 744	255 781	
Transfers and subsidies		10 069	11 073	-	-	-	-	-	-	11 073	10 600	11 200	
Other expenditure		188 459	201 067	-	-	-	-	-	-	201 067	197 345	207 725	
Loss on disposal of PPE		-	-	-	-	-	-	-	-	-	-	-	-
Total Expenditure		1 887 463	1 827 464	-	-	-	-	3 427	3 427	1 830 891	2 002 415	2 141 655	
Surplus/(Deficit)		12 267	3 382	-	-	-	-	-	-	3 382	22 654	30 853	
Transfers and subsidies - capital (monetary allocations) (National / Provincial and District)		113 429	84 866	-	-	-	-	(584)	(584)	84 282	89 295	100 702	
Transfers and subsidies - capital (monetary allocations) (National / Provincial Departmental Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporations, Higher Educational Institutions)		-	11 697	-	-	-	-	-	-	11 697	-	-	
Transfers and subsidies - capital (in-kind - all)		-	-	-	-	-	-	-	-	-	-	-	-
Surplus/(Deficit) before taxation		125 696	99 945	-	-	-	-	(584)	(584)	99 361	111 949	131 555	
Taxation		-	-	-	-	-	-	-	-	-	-	-	-
Surplus/(Deficit) after taxation		125 696	99 945	-	-	-	-	(584)	(584)	99 361	111 949	131 555	
Attributable to minorities		-	-	-	-	-	-	-	-	-	-	-	-
Surplus/(Deficit) attributable to municipality		125 696	99 945	-	-	-	-	(584)	(584)	99 361	111 949	131 555	
Share of surplus/ (deficit) of associate		-	-	-	-	-	-	-	-	-	-	-	-
Surplus/ (Deficit) for the year		125 696	99 945	-	-	-	-	(584)	(584)	99 361	111 949	131 555	

WC024 Stellenbosch - Table B5 Adjustments Capital Expenditure Budget by vote and funding - April 2021

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	A1	B	C	D	E	F	G	H		
R thousands												
Capital expenditure - Vote												
Multi-year expenditure to be adjusted	2											
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		40	40	-	-	-	-	-	-	40	44	49
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		8 279	10 626	-	-	-	-	-	-	10 626	3 000	5 500
Vote 3 - INFRASTRUCTURE SERVICES		119 535	135 876	-	-	-	-	-	-	135 876	154 522	222 142
Vote 4 - COMMUNITY AND PROTECTION SERVICES		21 990	24 922	-	-	-	-	(584)	(584)	24 338	18 095	14 960
Vote 5 - CORPORATE SERVICES		14 100	18 618	-	-	-	-	-	-	18 618	34 600	28 200
Capital multi-year expenditure sub-total	3	163 944	190 282	-	-	-	-	(584)	(584)	169 698	210 361	270 851
Single-year expenditure to be adjusted	2											
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		-	-	-	-	-	-	-	-	-	-	-
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		4 032	7 462	-	-	-	-	-	-	7 462	3 919	45 065
Vote 3 - INFRASTRUCTURE SERVICES		194 025	181 617	-	-	-	-	-	-	181 617	205 094	124 139
Vote 4 - COMMUNITY AND PROTECTION SERVICES		5 650	19 376	-	-	-	-	-	-	19 376	13 844	15 815
Vote 5 - CORPORATE SERVICES		3 550	54 877	-	-	-	-	(0)	(0)	54 877	2 850	2 050
Vote 6 - FINANCIAL SERVICES		850	850	-	-	-	-	-	-	850	200	200
Capital single-year expenditure sub-total		208 106	264 182	-	-	-	-	(0)	(0)	264 182	225 907	167 269
Total Capital Expenditure - Vote		372 050	454 464	-	-	-	-	(584)	(584)	453 880	436 268	458 119
Capital Expenditure - Functional												
Governance and administration		18 540	74 585	-	-	-	-	(0)	(0)	74 585	37 694	30 499
Executive and council		40	40	-	-	-	-	-	-	40	44	49
Finance and administration		18 500	74 545	-	-	-	-	(0)	(0)	74 545	37 650	30 450
Internal audit		-	-	-	-	-	-	-	-	-	-	-
Community and public safety		34 581	50 695	-	-	-	-	(584)	(584)	50 111	30 249	66 395
Community and social services		3 190	2 818	-	-	-	-	-	-	2 818	8 455	11 650
Sport and recreation		14 330	18 230	-	-	-	-	(584)	(584)	17 646	13 200	3 980
Public safety		6 700	18 466	-	-	-	-	-	-	18 466	3 900	5 700
Housing		10 361	11 182	-	-	-	-	-	-	11 182	4 794	45 085
Health		-	-	-	-	-	-	-	-	-	-	-
Economic and environmental services		106 360	110 912	-	-	-	-	-	-	110 912	99 213	71 820
Planning and development		62 540	31 415	-	-	-	-	-	-	31 415	51 129	24 575
Road transport		54 020	76 433	-	-	-	-	-	-	76 433	43 610	38 585
Environmental protection		1 800	3 064	-	-	-	-	-	-	3 064	4 474	8 480
Trading services		214 270	216 272	-	-	-	-	-	-	216 272	269 112	289 605
Energy services		43 475	44 399	-	-	-	-	-	-	44 399	67 865	114 942
Water management		53 380	58 984	-	-	-	-	-	-	58 984	94 167	76 018
Waste water management		109 670	102 198	-	-	-	-	-	-	102 198	85 615	51 900
Waste management		7 745	12 692	-	-	-	-	-	-	12 692	21 245	46 745
Other		-	-	-	-	-	-	-	-	-	-	-
Total Capital Expenditure - Functional	3	375 750	454 464	-	-	-	-	(584)	(584)	453 880	436 268	458 119
Funded by:												
National Government		63 690	58 065	-	-	-	-	(584)	(584)	57 481	43 675	46 102
Provincial Government		49 738	26 800	-	-	-	-	-	-	26 800	45 620	54 600
District Municipality		-	-	-	-	-	-	-	-	-	-	-
Other transfers and grants		31 912	-	-	-	-	-	-	-	-	12 978	1 700
Transfers recognised - capital	4	145 341	84 866	-	-	-	-	(584)	(584)	84 282	102 273	102 402
Public contributions & donations		-	-	-	-	-	-	-	-	-	-	-
Borrowing		102 780	120 000	-	-	-	-	-	-	120 000	103 800	169 000
Internally generated funds		127 630	249 598	-	-	-	-	(0)	(0)	249 598	230 195	186 717
Total Capital Funding		375 750	454 464	-	-	-	-	(584)	(584)	453 880	436 268	458 119

WC024 Stellenbosch - Table B5 Adjustments Capital Expenditure Budget by vote and funding - B - April 2021

Vote Description <i>(Insert departmental structure etc)</i>	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavold.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	3	4	5	6	7	8	9	10		
R thousands		A	A1	B	C	D	E	F	G	H		
Capital expenditure - Municipal Vote												
Multi-year expenditure appropriation	2											
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		40	40	-	-	-	-	-	-	40	44	49
1.1 - 1100 MUNICIPAL MANAGER 1		40	40	-	-	-	-	-	-	40	44	49
1.2 - 1105 INTERNAL AUDIT 2		-	-	-	-	-	-	-	-	-	-	-
1.3 - 1106 AUDIT COMMITTEE 2		-	-	-	-	-	-	-	-	-	-	-
1.4 - 1111 LIAISON EXECUTIVE 2		-	-	-	-	-	-	-	-	-	-	-
1.5 - 7770 COMMUNICATION SERVICES		-	-	-	-	-	-	-	-	-	-	-
1.6 - 8110 IDP AND STRATEGIC PROGRAMS 88-89		-	-	-	-	-	-	-	-	-	-	-
1.7 - 8116 PUBLIC PARTICIPATION		-	-	-	-	-	-	-	-	-	-	-
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		8 279	10 626	-	-	-	-	-	-	10 626	3 000	5 500
2.1 - 2200 PLANNING AND DEVELOPMENT: GENERAL		-	-	-	-	-	-	-	-	-	-	-
2.2 - 2205 BUILDING CONTROL 4		-	-	-	-	-	-	-	-	-	-	-
2.3 - 2210 TOWN PLANNING 4 - 5		-	-	-	-	-	-	-	-	-	-	-
2.4 - 2230 TOWN DEVELOPMENT 5		-	-	-	-	-	-	-	-	-	-	-
2.5 - 3113 COMMUNITY DEVELOPMENT 5 - 6		1 500	6 126	-	-	-	-	-	-	6 126	2 000	5 500
2.6 - 8120 LOCAL ECONOMIC DEVELOPMENT 6 - 7		-	-	-	-	-	-	-	-	-	-	-
2.7 - 3780 HUMAN SETTLEMENTS: GENERAL 8		-	-	-	-	-	-	-	-	-	-	-
2.8 - 3781 HOUSING ADMINISTRATION 9-10		6 779	4 500	-	-	-	-	-	-	4 500	1 000	-
2.9 - 3783 NEW HOUSING 10		-	-	-	-	-	-	-	-	-	-	-
2.10 - 3784 INFORMAL SETTLEMENTS 10-11		-	-	-	-	-	-	-	-	-	-	-
Vote 3 - INFRASTRUCTURE SERVICES		119 535	135 876	-	-	-	-	-	-	135 876	154 622	222 142
3.1 - 6600 ENGINEERING SERVICES GENERAL		-	-	-	-	-	-	-	-	-	-	-
3.2 - 4400 ELECTRICAL ENGINEERING SERVICES 55-56		19 650	20 060	-	-	-	-	-	-	20 060	47 300	95 174
3.3 - 6630 REFUSE REMOVAL 60-61		4 500	11 455	-	-	-	-	-	-	11 455	15 500	29 600
3.4 - 6620 ROADS		41 250	58 180	-	-	-	-	-	-	58 180	31 450	35 800
3.5 - 6606 SEWERAGE NETWORK		21 755	7 735	-	-	-	-	-	-	7 735	11 150	38 700
3.6 - 6650 WATER NETWORK		15 400	26 665	-	-	-	-	-	-	26 665	36 222	22 868
3.7 - 4410 ELECTRICAL ENG. CLIENT SERVICES		-	-	-	-	-	-	-	-	-	-	-
3.8 - 4420 ELECTRICAL ENG. SYSTEM OPERATIONS		-	-	-	-	-	-	-	-	-	-	-
3.9 - 2245 DEVELOP SERVICES & PROJECT MANAGEM		16 960	11 780	-	-	-	-	-	-	11 780	13 000	-
3.10 - 6540 CLEANING OF STREETS		-	-	-	-	-	-	-	-	-	-	-
Vote 4 - COMMUNITY AND PROTECTION SERVICES		21 990	24 922	-	-	-	-	(584)	(584)	24 338	18 095	14 960
4.1 - 5111 COMMUNITY AND PROTECTION: GENERAL		-	3 020	-	-	-	-	-	-	3 020	-	-
4.2 - 5120 FIRE SERVICES 20-22		1 000	1 182	-	-	-	-	-	-	1 182	-	2 500
4.3 - 5140 TRAFFIC SERVICES: LICENCING 22-23		1 200	1 300	-	-	-	-	-	-	1 300	1 225	-
4.4 - 5705 DISASTER MANAGEMENT 25-26		800	830	-	-	-	-	-	-	830	-	1 500
4.5 - 5710 LAW ENFORCEMENT 26-27		3 800	6 120	-	-	-	-	-	-	6 120	2 600	2 500
4.6 - 3300 FORESTRY		6 880	5 855	-	-	-	-	-	-	5 855	5 770	7 510
4.7 - 3340 SPORTS GROUNDS: VAN DER STEL 35-36		8 000	5 929	-	-	-	-	(584)	(584)	5 345	8 500	950
4.8 - 3545 CEMETRY: STELLENBOSCH 43-44		30	30	-	-	-	-	-	-	30	-	-
4.9 - 3750 LIBRARY: PLEIN STREET 46-47		280	655	-	-	-	-	-	-	655	-	-
Vote 5 - CORPORATE SERVICES		14 100	18 818	-	-	-	-	-	-	18 818	34 600	28 200
5.1 - 7111 CORPORATE SERVICES: GENERAL 60-61		-	-	-	-	-	-	-	-	-	-	-
5.2 - 7160 HUMAN RESOURCES SERVICES 81-82		-	-	-	-	-	-	-	-	-	-	-
5.3 - 5715 OCCUPATIONAL SAFETY 82		-	-	-	-	-	-	-	-	-	-	-
5.4 - 7700 DOCUMENTATION AND ARCHIVES 82-83		-	-	-	-	-	-	-	-	-	-	-
5.5 - 7720 LEGAL SERVICES 84		-	-	-	-	-	-	-	-	-	-	-
5.6 - 7800 COUNCIL: GENERAL EXPENSES 85-86		-	-	-	-	-	-	-	-	-	-	-
5.7 - 9910 INFORMATION TECHNOLOGY 90-91		4 600	6 900	-	-	-	-	-	-	6 900	4 600	4 700
5.8 - 2235 PROPERTY MANAGEMENT 11-12		-	-	-	-	-	-	-	-	-	-	-
5.9 - 6220 MUNICIPAL BUILDINGS AND STRUCTURES		9 500	11 918	-	-	-	-	-	-	11 918	30 000	23 500
Vote 6 - FINANCIAL SERVICES		-	-	-	-	-	-	-	-	-	-	-
6.1 - 9900 FINANCIAL SERVICES: GENERAL 92-93		-	-	-	-	-	-	-	-	-	-	-
6.2 - 9920 FINANCIAL SERVICES: STORES 94		-	-	-	-	-	-	-	-	-	-	-
6.3 - 9921 FINANCIAL SERVICES: SCM 94		-	-	-	-	-	-	-	-	-	-	-
6.4 - 5130 LOGISTICS AND FLEET MANAGEMENT 22		-	-	-	-	-	-	-	-	-	-	-
Capital multi-year expenditure sub-total		163 944	190 282	-	-	-	-	(584)	(584)	189 698	210 361	270 851
Capital expenditure - Municipal Vote	2											
Single-year expenditure appropriation												
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		-	-	-	-	-	-	-	-	-	-	-
1.1 - 1100 MUNICIPAL MANAGER 1		-	-	-	-	-	-	-	-	-	-	-
1.2 - 1105 INTERNAL AUDIT 2		-	-	-	-	-	-	-	-	-	-	-
1.3 - 1106 AUDIT COMMITTEE 2		-	-	-	-	-	-	-	-	-	-	-
1.4 - 1111 LIAISON EXECUTIVE 2		-	-	-	-	-	-	-	-	-	-	-
1.5 - 7770 COMMUNICATION SERVICES		-	-	-	-	-	-	-	-	-	-	-
1.6 - 8110 IDP AND STRATEGIC PROGRAMS 88-89		-	-	-	-	-	-	-	-	-	-	-
1.7 - 8116 PUBLIC PARTICIPATION		-	-	-	-	-	-	-	-	-	-	-

Vote Description <i>(Insert departmental structure etc)</i> R thousands	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	3 A1	4 B	5 C	6 D	7 E	8 F	9 G	10 H		
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		4 032	7 462	-	-	-	-	-	-	7 462	3 919	45 065
2.1 - 2200 PLANNING AND DEVELOPMENT: GENERAL		-	-	-	-	-	-	-	-	-	-	-
2.2 - 2205 BUILDING CONTROL 4		-	-	-	-	-	-	-	-	-	-	-
2.3 - 2210 TOWN PLANNING 4 - 5		130	130	-	-	-	-	-	-	130	125	-
2.4 - 2230 TOWN DEVELOPMENT 5		35	43	-	-	-	-	-	-	43	-	-
2.5 - 3113 COMMUNITY DEVELOPMENT 5 - 6		285	607	-	-	-	-	-	-	607	-	-
2.6 - 8120 LOCAL ECONOMIC DEVELOPMENT 6 - 7		-	-	-	-	-	-	-	-	-	-	-
2.7 - 3780 HUMAN SETTLEMENTS: GENERAL 8		30	30	-	-	-	-	-	-	30	35	40
2.8 - 3781 HOUSING ADMINISTRATION 9-10		3 552	6 652	-	-	-	-	-	-	6 652	3 759	45 025
2.9 - 3783 NEW HOUSING 10		-	-	-	-	-	-	-	-	-	-	-
2.10 - 3784 INFORMAL SETTLEMENTS 10-11		-	-	-	-	-	-	-	-	-	-	-
Vote 3 - INFRASTRUCTURE SERVICES		194 025	181 617	-	-	-	-	-	-	181 617	205 094	124 139
3.1 - 6600 ENGINEERING SERVICES GENERAL		75	135	-	-	-	-	-	-	135	75	50
3.2 - 4400 ELECTRICAL ENGINEERING SERVICES 56-57		23 750	24 204	-	-	-	-	-	-	24 204	20 510	19 719
3.3 - 6530 REFUSE REMOVAL 60-61		3 245	1 237	-	-	-	-	-	-	1 237	5 745	17 145
3.4 - 6620 ROADS		8 950	17 842	-	-	-	-	-	-	17 842	13 650	10 300
3.5 - 6606 SEWERAGE NETWORK		86 415	93 152	-	-	-	-	-	-	93 152	71 165	4 700
3.6 - 6650 WATER NETWORK		37 980	32 319	-	-	-	-	-	-	32 319	57 945	53 150
3.7 - 4410 ELECTRICAL ENG. CLIENT SERVICES		-	-	-	-	-	-	-	-	-	-	-
3.8 - 4420 ELECTRICAL ENG. SYSTEM OPERATIONS		-	-	-	-	-	-	-	-	-	-	-
3.9 - 2245 DEVELOP SERVICES & PROJECT MANAGEM		33 610	12 728	-	-	-	-	-	-	12 728	36 004	19 075
3.10 - 6540 CLEANING OF STREETS		-	-	-	-	-	-	-	-	-	-	-
Vote 4 - COMMUNITY AND PROTECTION SERVICES		5 650	19 376	-	-	-	-	-	-	19 376	13 844	15 615
4.1 - 5111 COMMUNITY AND PROTECTION: GENERAL		-	-	-	-	-	-	-	-	-	-	-
4.2 - 5120 FIRE SERVICES 20-22		700	9 964	-	-	-	-	-	-	9 964	-	700
4.3 - 5140 TRAFFIC SERVICES: LICENCING 22-23		420	420	-	-	-	-	-	-	420	785	965
4.4 - 5705 DISASTER MANAGEMENT 25-26		-	-	-	-	-	-	-	-	-	-	-
4.5 - 5710 LAW ENFORCEMENT 26-27		1 200	1 200	-	-	-	-	-	-	1 200	1 200	-
4.6 - 3300 FORESTRY		400	3 274	-	-	-	-	-	-	3 274	2 604	3 100
4.7 - 3340 SPORTS GROUNDS: VAN DER STEL 35-36		850	3 215	-	-	-	-	-	-	3 215	800	900
4.8 - 3545 CEMETRY: STELLENBOSCH 43-44		1 500	843	-	-	-	-	-	-	843	8 000	9 000
4.9 - 3750 LIBRARY: PLEIN STREET 46-47		530	317	-	-	-	-	-	-	317	370	600
		50	142	-	-	-	-	-	-	142	85	550
Vote 5 - CORPORATE SERVICES		3 550	54 877	-	-	-	-	(0)	(0)	54 877	2 850	2 050
5.1 - 7111 CORPORATE SERVICES: GENERAL 80-81		-	-	-	-	-	-	-	-	-	-	-
5.2 - 7180 HUMAN RESOURCES SERVICES 81-82		-	-	-	-	-	-	-	-	-	-	-
5.3 - 5715 OCCUPATIONAL SAFETY 82		-	-	-	-	-	-	-	-	-	-	-
5.4 - 7700 DOCUMENTATION AND ARCHIVES 82-83		-	-	-	-	-	-	-	-	-	-	-
5.5 - 7720 LEGAL SERVICES 84		-	-	-	-	-	-	-	-	-	-	-
5.6 - 7800 COUNCIL: GENERAL EXPENSES 85-86		-	-	-	-	-	-	-	-	-	-	-
5.7 - 9910 INFORMATION TECHNOLOGY 90-91		500	1 954	-	-	-	-	-	-	1 954	600	600
5.8 - 2235 PROPERTY MANAGEMENT 11-12		-	-	-	-	-	-	-	-	-	-	-
5.9 - 6220 MUNICIPAL BUILDINGS AND STRUCTURES		3 050	52 923	-	-	-	-	(0)	(0)	52 923	2 250	1 450
Vote 6 - FINANCIAL SERVICES		850	850	-	-	-	-	-	-	850	200	200
6.1 - 8900 FINANCIAL SERVICES: GENERAL 92-93		850	850	-	-	-	-	-	-	850	200	200
6.2 - 8920 FINANCIAL SERVICES: STORES 94		-	-	-	-	-	-	-	-	-	-	-
6.3 - 8921 FINANCIAL SERVICES: SCM 94		-	-	-	-	-	-	-	-	-	-	-
6.4 - 5130 LOGISTICS AND FLEET MANAGEMENT 22		-	-	-	-	-	-	-	-	-	-	-
Capital single-year expenditure sub-total		208 106	254 182	-	-	-	-	(0)	(0)	254 182	225 907	187 269
Total Capital Expenditure		372 050	454 464	-	-	-	-	(584)	(584)	453 880	436 268	458 119

WC024 Stellenbosch - Table B6 Adjustments Budget Financial Position - April 2021

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	3 A1	4 B	5 C	6 D	7 E	8 F	9 G	10 H		
R thousands												
ASSETS												
Current assets												
Cash		77 490	(666 642)	-	-	-	-	674 958	674 958	8 317	(667 825)	(747 127)
Call investment deposits	1	331 339	301 448	-	-	-	-	19 891	19 891	321 339	311 780	313 331
Consumer debtors	1	457 055	(1 312 904)	-	-	-	-	1 440 090	1 440 090	127 186	(1 386 865)	(1 469 210)
Other debtors		209 059	53 083	-	-	-	-	138 477	138 477	191 559	48 572	43 480
Current portion of long-term receivables		-	-	-	-	-	-	-	-	-	-	-
Inventory		49 836	49 836	-	-	-	-	-	-	49 836	44 836	39 836
Total current assets		1 124 779	(1 575 160)	-	-	-	-	2 273 416	2 273 416	698 237	(1 649 502)	(1 819 690)
Non current assets												
Long-term receivables		3 876	3 876	-	-	-	-	-	-	3 876	3 876	3 876
Investments		-	-	-	-	-	-	-	-	-	-	-
Investment property		453 412	453 884	-	-	-	-	(472)	(472)	453 412	475 605	486 827
Investment in Associate		-	-	-	-	-	-	-	-	-	-	-
Property, plant and equipment	1	5 674 543	5 955 725	-	-	-	-	(198 401)	(198 401)	5 757 324	6 086 016	9 382 059
Agricultural		-	-	-	-	-	-	-	-	-	-	-
Biological		6 321	6 321	-	-	-	-	-	-	6 321	6 321	6 571
Intangible		6 898	9 388	-	-	-	-	(2 490)	(2 490)	6 898	9 500	10 067
Other non-current assets		2 618	2 815	-	-	-	-	-	-	2 815	2 618	2 618
Total non current assets		6 147 669	6 432 010	-	-	-	-	(201 363)	(201 363)	6 230 648	6 583 937	9 892 019
TOTAL ASSETS		7 272 448	4 856 830	-	-	-	-	2 072 054	2 072 054	6 928 884	4 934 435	8 072 329

LIABILITIES													
Current liabilities													
Bank overdraft		-	-	-	-	-	-	-	-	-	-	-	-
Borrowing		31 078	(8 271)	-	-	-	-	31 911	31 911	23 640	(14 632)	(19 576)	
Consumer deposits		14 274	14 274	-	-	-	-	-	-	14 274	14 274	14 274	
Trade and other payables		329 111	(930 764)	-	-	-	-	1 218 254	1 218 254	287 490	(1 097 384)	(1 200 460)	
Provisions		60 597	60 597	-	-	-	-	-	-	60 597	63 821	67 270	
Total current liabilities		435 060	(864 165)	-	-	-	-	1 250 165	1 250 165	386 000	(1 033 922)	(1 138 492)	
Non current liabilities													
Borrowing	1	521 293	521 293	-	-	-	-	-	-	521 293	587 015	710 438	
Provisions	1	328 223	328 223	-	-	-	-	-	-	328 223	364 430	402 993	
Total non current liabilities		849 515	849 515	-	-	-	-	-	-	849 515	951 445	1 113 430	
TOTAL LIABILITIES		1 284 575	(14 649)	-	-	-	-	1 250 165	1 250 165	1 235 516	(82 476)	(25 062)	
NET ASSETS	2	5 987 873	4 871 480	-	-	-	-	821 889	821 889	5 693 369	5 016 911	8 097 390	
COMMUNITY WEALTH/EQUITY													
Accumulated Surplus/(Deficit)		5 594 007	5 594 007	-	-	-	-	-	-	-	5 791 434	5 885 180	
Reserves		-	-	-	-	-	-	-	-	-	-	-	
Minorities' interests		-	-	-	-	-	-	-	-	-	-	-	
TOTAL COMMUNITY WEALTH/EQUITY		5 594 007	5 594 007	-	-	-	-	-	-	-	5 791 434	5 885 180	

WC024 Stellenbosch - Table B7 Adjustments Budget Cash Flows - April 2021

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	3 A1	4 B	5 C	6 D	7 E	8 F	9 G	10 H		
R thousands												
CASH FLOW FROM OPERATING ACTIVITIES												
Receipts												
Property rates		376 549	-	-	-	-	-	376 549	376 549	376 549	675 251	722 379
Service charges		1 029 867	-	-	-	-	-	1 029 867	1 029 867	1 029 867	886 129	956 132
Other revenue		(512 481)	-	-	-	-	-	(512 481)	(512 481)	(512 481)	134 011	143 570
Government - operating	1	178 546	-	-	-	-	-	199 374	199 374	199 374	16 111	16 926
Government - capital	1	-	-	-	-	-	-	24 947	24 947	24 947	-	-
Interest		7 979	-	-	-	-	-	2 979	2 979	2 979	-	-
Dividends		-	-	-	-	-	-	-	-	-	-	-
Payments												
Suppliers and employees		-	-	-	-	-	-	-	-	-	(1 648 216)	(1 762 679)
Finance charges		-	-	-	-	-	-	-	-	-	(52 710)	(65 154)
Transfers and Grants	1	-	-	-	-	-	-	-	-	-	(10 600)	(11 200)
NET CASH FROM/(USED) OPERATING ACTIVITIES		1 080 460	-	-	-	-	-	1 121 236	1 121 236	1 121 236	(24)	(26)
CASH FLOWS FROM INVESTING ACTIVITIES												
Receipts												
Proceeds on disposal of PPE		(31 912)	-	-	-	-	-	-	-	-	(24)	(26)
Decrease (increase) in non-current debtors		-	-	-	-	-	-	-	-	-	-	-
Decrease (increase) other non-current receivables		-	-	-	-	-	-	-	-	-	-	-
Decrease (increase) in non-current investments		-	-	-	-	-	-	-	-	-	-	-
Payments												
Capital assets		(375 750)	(454 464)	-	-	-	-	584	584	(453 880)	(436 268)	(458 119)
NET CASH FROM/(USED) INVESTING ACTIVITIES		(407 662)	(454 464)	-	-	-	-	584	584	(453 880)	(436 262)	(458 145)
CASH FLOWS FROM FINANCING ACTIVITIES												
Receipts												
Short term loans		-	-	-	-	-	-	-	-	-	-	-
Borrowing long term/refinancing		-	-	-	-	-	-	-	-	-	-	-
Increase (decrease) in consumer deposits		-	-	-	-	-	-	-	-	-	-	-
Payments												
Repayment of borrowing		-	-	-	-	-	-	-	-	-	(14 632)	(19 576)
NET CASH FROM/(USED) FINANCING ACTIVITIES		-	-	-	-	-	-	-	-	-	(14 632)	(19 576)
NET INCREASE/ (DECREASE) IN CASH HELD												
		672 798	(454 464)	-	-	-	-	1 121 820	1 121 820	667 358	(450 948)	(477 748)
Cash/cash equivalents at the year begin:	2	(365 194)	(365 194)	-	-	-	-	-	-	(365 194)	(356 045)	(433 796)
Cash/cash equivalents at the year end:	2	307 604	(819 658)	-	-	-	-	1 121 820	1 121 820	302 161	(806 993)	(911 544)

WC024 Stellenbosch - Table B8 Cash backed reserves/accumulated surplus reconciliation - April 2021

WC024 Stellenbosch - Table B3 Cash backed reserves/accumulated surplus reconciliation - April 2021												
Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	3 A1	4 B	5 C	6 D	7 E	8 F	9 G	10 H		
R thousands												
Cash and investments available												
Cash/cash equivalents at the year end	1	307 604	(619 658)	-	-	-	-	1 121 820	1 121 820	302 161	(806 993)	(911 544)
Other current investments > 90 days		101 225	454 464	-	-	-	-	(426 970)	(426 970)	27 494	450 948	477 748
Non current assets - Investments	1	-	-	-	-	-	-	-	-	-	-	-
Cash and investments available:		408 829	(365 194)	-	-	-	-	694 850	694 850	329 656	(356 045)	(433 796)
Applications of cash and investments												
Unspent conditional transfers		115 120	419 855	-	-	-	-	(267 547)	(267 547)	132 308	391 796	430 197
Unspent borrowing		(521 293)	(521 293)	-	-	-	-	-	-	(521 293)	(587 015)	(710 438)
Statutory requirements		-	-	-	-	-	-	-	-	-	-	-
Other working capital requirements	2	837 474	(365 134)	-	-	-	-	1 319 711	1 319 711	954 577	2 398 314	4 073 217
Other provisions		49 923	31 923	-	-	-	-	-	-	31 923	51 599	54 500
Long term investments committed		-	-	-	-	-	-	-	-	-	-	-
Reserves to be backed by cash/investments		-	-	-	-	-	-	-	-	-	-	-
Total Application of cash and investments:		481 224	(434 648)	-	-	-	-	1 032 164	1 032 164	597 516	2 254 693	3 847 476
Surplus(shortfall)		(72 395)	69 454	-	-	-	-	(337 314)	(337 314)	(267 860)	(2 610 738)	(4 281 272)

References

1. Must reconcile with the Adjustments Budget Cash Flow and Adjustments Budget Financial Position
2. Council approval for policy required - include sufficient working capital (e.g. allowing for a % of current debtors > 90 days as uncollectable)
3. Only complete if a previous adjusted budget has been approved in the same financial year. Reflect most recent adjusted budget.
4. Additional cash-backed accumulated funds/unspent funds (MFMA section 18(1)(b) and section 28(2)(e)) identified after the Original Budget approved and after annual financial statements audited (note: only where underspending could not reasonably have been foreseen)
5. Increases of funds approved under MFMA section 31
6. Adjustments approved in accordance with MFMA section 29
7. Adjustments to transfers from National or Provincial Government
8. Adjusts: = "Other" Adjustments proposed to be approved; including revenue under-collection (MFMA section 28(2)(a)); additional revenue appropriation on existing programmes (section 28(2)(b)); projected savings (section 28(2)(d)); error correction (section 28(2)(e))
9. $G = B + C + D + E + F$
10. Adjusted Budget $H = (A \text{ or } A1/2 \text{ etc}) + G$

Other working capital requirements		
Debtors	355 803	-
Creditors due	1 193 277	(365 134)
Total	(837 474)	365 134

179 790	(1 250 358)	(1 331 601)
1 134 367	1 147 955	2 741 616
(654 577)	(2 398 314)	(4 073 217)

Debtors collection assumptions:		
Balance outstanding - debtors	669 991	(1 255 945)
Estimate of debtors collection rate	53%	0%

322 622	(1 334 416)	(1 421 853)
56%	94%	94%

Long term investments committed												
Balance (insert description; eg sinking fund)												
Bankers Acceptance Certificate	-	-	-	-	-	-	-	-	-	-	-	-
Deposit Taking Institutions	-	-	-	-	-	-	-	-	-	-	-	-
Bank Repurchase Agreements	-	-	-	-	-	-	-	-	-	-	-	-
Derivative Financial Assets	-	-	-	-	-	-	-	-	-	-	-	-
Guaranteed Endowment Policies (Sinking)	-	-	-	-	-	-	-	-	-	-	-	-
Listed/Unlisted Bonds and Stocks	-	-	-	-	-	-	-	-	-	-	-	-
Municipal Bonds	-	-	-	-	-	-	-	-	-	-	-	-
National Government Securities	-	-	-	-	-	-	-	-	-	-	-	-
Negotiable Certificate of Deposits: Banks	-	-	-	-	-	-	-	-	-	-	-	-
Unamortised Debt Expense	-	-	-	-	-	-	-	-	-	-	-	-
Unamortised Preference Share Expense	-	-	-	-	-	-	-	-	-	-	-	-
Interest Rate Swaps	-	-	-	-	-	-	-	-	-	-	-	-

Reserves to be backed by cash/investments												
Housing Development Fund												
Capital replacement												
Self-insurance												
Other reserves (list)												
Compensation for Occupational Injuries and Diseases												
Employee Benefit Reserve												
Non-current Provisions Reserve												
Valuation Reserve												
Investment in associate account												
Capitalisation Reserve												
Revaluation												

WC024 Stellenbosch - Table B9 Asset Management - April 2021

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavold.	Nat. or Prov. Govt	Other Adjus.	Total Adjus.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	7 A1	8 B	9 C	10 D	11 E	12 F	13 G	14 H		
R thousands												
CAPITAL EXPENDITURE												
Total New Assets to be adjusted	1	216 345	330 897	-	-	-	-	(0)	(0)	330 897	260 811	296 770
Roads Infrastructure		39 530	50 882	-	-	-	-	-	-	50 882	50 031	20 450
Storm water Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Electrical Infrastructure		30 250	27 380	-	-	-	-	-	-	27 380	30 925	90 211
Water Supply Infrastructure		34 805	36 094	-	-	-	-	-	-	36 094	60 181	89 800
Sanitation Infrastructure		32 200	36 488	-	-	-	-	-	-	36 488	9 400	2 900
Solid Waste Infrastructure		5 500	12 145	-	-	-	-	-	-	12 145	18 000	41 400
Rail Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Coastal Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Information and Communication Infrastructure		50	166	-	-	-	-	-	-	166	70	100
Infrastructure		142 335	163 156	-	-	-	-	-	-	163 156	168 666	244 951
Community Facilities		1 500	9 739	-	-	-	-	-	-	9 739	11 250	13 200
Sport and Recreation Facilities		4 000	3 479	-	-	-	-	-	-	3 479	2 500	-
Community Assets		5 500	13 218	-	-	-	-	-	-	13 218	13 750	13 200
Heritage Assets		-	934	-	-	-	-	-	-	934	1 000	-
Revenue Generating		800	3 550	-	-	-	-	(0)	(0)	3 550	500	-
Non-revenue Generating		200	1 886	-	-	-	-	-	-	1 886	200	200
Investment properties		1 000	5 436	-	-	-	-	(0)	(0)	5 436	700	200
Operational Buildings		42 350	58 984	-	-	-	-	-	-	58 984	57 784	5 800
Housing		8 759	53 441	-	-	-	-	-	-	53 441	1 000	-
Other Assets	6	51 109	112 425	-	-	-	-	-	-	112 425	58 784	5 800
Biological or Cultivated Assets		-	-	-	-	-	-	-	-	-	-	-
Servitudes		-	-	-	-	-	-	-	-	-	-	-
Licences and Rights		-	-	-	-	-	-	-	-	-	-	200
Intangible Assets		-	-	-	-	-	-	-	-	-	-	200
Computer Equipment		100	400	-	-	-	-	-	-	400	50	50
Furniture and Office Equipment		2 967	4 021	-	-	-	-	-	-	4 021	2 621	3 379
Machinery and Equipment		6 110	14 471	-	-	-	-	-	-	14 471	5 200	6 080
Transport Assets		7 225	16 836	-	-	-	-	-	-	16 836	10 100	22 900
Libraries		-	-	-	-	-	-	-	-	-	-	-
Zoo's, Marine and Non-biological Animals		-	-	-	-	-	-	-	-	-	-	-
Total Renewal of Existing Assets to be adjusted	2	34 100	27 041	-	-	-	-	-	-	27 041	22 650	19 080
Roads Infrastructure		13 400	21 545	-	-	-	-	-	-	21 545	7 100	6 500
Storm water Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Electrical Infrastructure		3 600	600	-	-	-	-	-	-	600	3 250	5 430
Water Supply Infrastructure		4 000	3 000	-	-	-	-	-	-	3 000	4 000	4 000
Sanitation Infrastructure		13 000	1 310	-	-	-	-	-	-	1 310	8 000	2 000
Solid Waste Infrastructure		-	-	-	-	-	-	-	-	-	-	600
Rail Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Coastal Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Information and Communication Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Infrastructure		34 000	26 456	-	-	-	-	-	-	26 456	22 350	16 530
Community Facilities		-	-	-	-	-	-	-	-	-	-	-
Sport and Recreation Facilities		-	385	-	-	-	-	-	-	385	-	550
Community Assets		-	385	-	-	-	-	-	-	385	-	550
Heritage Assets		-	-	-	-	-	-	-	-	-	-	-
Revenue Generating		-	-	-	-	-	-	-	-	-	-	-
Non-revenue Generating		-	-	-	-	-	-	-	-	-	-	-
Investment properties		-	-	-	-	-	-	-	-	-	-	-
Operational Buildings		100	200	-	-	-	-	-	-	200	300	-
Housing		-	-	-	-	-	-	-	-	-	-	-
Other Assets	6	100	200	-	-	-	-	-	-	200	300	-
Biological or Cultivated Assets		-	-	-	-	-	-	-	-	-	-	-
Servitudes		-	-	-	-	-	-	-	-	-	-	-
Licences and Rights		-	-	-	-	-	-	-	-	-	-	-
Intangible Assets		-	-	-	-	-	-	-	-	-	-	-
Computer Equipment		-	-	-	-	-	-	-	-	-	-	-
Furniture and Office Equipment		-	-	-	-	-	-	-	-	-	-	-
Machinery and Equipment		-	-	-	-	-	-	-	-	-	-	-
Transport Assets		-	-	-	-	-	-	-	-	-	-	-
Libraries		-	-	-	-	-	-	-	-	-	-	-
Zoo's, Marine and Non-biological Animals		-	-	-	-	-	-	-	-	-	-	-
Total Upgrading of Existing Assets to be adjusted	2a	125 305	96 526	-	-	-	-	(584)	(584)	95 942	152 806	142 269
Roads Infrastructure		12 200	8 425	-	-	-	-	-	-	8 425	16 600	13 250
Storm water Infrastructure		4 000	2 496	-	-	-	-	-	-	2 496	-	-
Electrical Infrastructure		8 000	16 139	-	-	-	-	-	-	16 139	30 476	16 682
Water Supply Infrastructure		30 500	16 545	-	-	-	-	-	-	16 545	31 167	32 018
Sanitation Infrastructure		24 155	8 436	-	-	-	-	-	-	8 436	13 500	45 500
Solid Waste Infrastructure		2 000	292	-	-	-	-	-	-	292	1 000	1 000
Rail Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Coastal Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Information and Communication Infrastructure		1 550	144	-	-	-	-	-	-	144	1 559	1 559
Infrastructure		82 405	52 476	-	-	-	-	-	-	52 476	94 302	110 019
Community Facilities		7 650	10 731	-	-	-	-	(584)	(584)	10 147	12 854	10 950

Description	Ref	Budget Year 2020/21										Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted 7	Accum. Funds 8	Multi-year capital 9	Unfore. Unavokl. 10	Nat. or Prov. Govt 11	Other Adjusts. 12	Total Adjusts. 13	Adjusted Budget 14	Adjusted Budget	Adjusted Budget	
		A	A1	B	C	D	E	F	G	H			
R thousands													
Sport and Recreation Facilities	6	8 050	2 107	-	-	-	-	-	-	2 107	9 050	750	
Community Assets		15 700	12 838	-	-	-	-	(584)	(584)	12 254	21 904	11 700	
Heritage Assets		1 000	263	-	-	-	-	-	-	263	1 000	1 000	
Revenue Generating		3 500	3 912	-	-	-	-	-	-	3 912	-	1 000	
Non-revenue Generating		13 000	8 183	-	-	-	-	-	-	8 183	21 000	10 000	
Investment properties		18 500	12 095	-	-	-	-	-	-	12 095	21 000	11 000	
Operational Buildings		1 900	9 401	-	-	-	-	-	-	9 401	9 800	3 050	
Housing		3 000	2 353	-	-	-	-	-	-	2 353	-	-	
Other Assets		4 900	11 754	-	-	-	-	-	-	11 754	9 800	3 050	
Biological or Cultivated Assets		-	-	-	-	-	-	-	-	-	-	250	
Servitudes		-	-	-	-	-	-	-	-	-	-	-	
Licences and Rights		-	-	-	-	-	-	-	-	-	-	250	
Intangible Assets		-	-	-	-	-	-	-	-	-	-	250	
Computer Equipment		4 600	6 900	-	-	-	-	-	-	6 900	4 600	4 700	
Furniture and Office Equipment		200	200	-	-	-	-	-	-	200	200	300	
Machinery and Equipment		-	-	-	-	-	-	-	-	-	-	-	
Transport Assets		-	-	-	-	-	-	-	-	-	-	-	
Libraries		-	-	-	-	-	-	-	-	-	-	-	
Zoo's, Marine and Non-biological Animals		-	-	-	-	-	-	-	-	-	-	-	
Total Capital Expenditure to be adjusted		4											
Roads Infrastructure		65 130	80 852	-	-	-	-	-	-	80 852	73 731	40 200	
Storm water Infrastructure		4 000	2 496	-	-	-	-	-	-	2 496	-	-	
Electrical Infrastructure		41 850	44 120	-	-	-	-	-	-	44 120	64 651	112 324	
Water Supply Infrastructure		69 305	55 639	-	-	-	-	-	-	55 639	95 348	125 918	
Sanitation Infrastructure		69 355	46 234	-	-	-	-	-	-	46 234	30 900	50 400	
Solid Waste Infrastructure		7 500	12 437	-	-	-	-	-	-	12 437	19 000	43 000	
Rail Infrastructure		-	-	-	-	-	-	-	-	-	-	-	
Coastal Infrastructure		-	-	-	-	-	-	-	-	-	-	-	
Information and Communication Infrastructure		1 600	310	-	-	-	-	-	-	310	1 629	1 669	
Infrastructure		258 740	242 088	-	-	-	-	-	-	242 088	285 258	373 518	
Community Facilities		9 150	20 470	-	-	-	-	(584)	(584)	19 886	24 104	24 150	
Sport and Recreation Facilities		12 050	5 972	-	-	-	-	-	-	5 972	11 550	1 300	
Community Assets		21 200	26 442	-	-	-	-	(584)	(584)	25 858	35 654	25 450	
Heritage Assets		1 000	1 197	-	-	-	-	-	-	1 197	2 000	1 000	
Revenue Generating		4 300	7 462	-	-	-	-	(0)	(0)	7 462	500	1 000	
Non-revenue Generating		13 200	10 069	-	-	-	-	-	-	10 069	21 200	10 200	
Investment properties		17 500	17 531	-	-	-	-	(0)	(0)	17 531	21 780	11 280	
Operational Buildings		44 350	68 585	-	-	-	-	-	-	68 585	67 884	8 850	
Housing		11 759	55 793	-	-	-	-	-	-	55 793	1 000	-	
Other Assets		56 109	124 378	-	-	-	-	-	-	124 378	68 884	8 850	
Biological or Cultivated Assets		-	-	-	-	-	-	-	-	-	-	250	
Servitudes		-	-	-	-	-	-	-	-	-	-	-	
Licences and Rights		-	-	-	-	-	-	-	-	-	-	450	
Intangible Assets		-	-	-	-	-	-	-	-	-	-	450	
Computer Equipment		4 700	7 300	-	-	-	-	-	-	7 300	4 650	4 750	
Furniture and Office Equipment		3 167	4 221	-	-	-	-	-	-	4 221	2 821	3 679	
Machinery and Equipment		6 110	14 471	-	-	-	-	-	-	14 471	5 200	6 080	
Transport Assets		7 225	16 836	-	-	-	-	-	-	16 836	10 190	22 900	
Libraries		-	-	-	-	-	-	-	-	-	-	-	
Zoo's, Marine and Non-biological Animals		-	-	-	-	-	-	-	-	-	-	-	
TOTAL CAPITAL EXPENDITURE to be adjusted	4	375 750	454 464	-	-	-	-	(584)	(584)	453 880	436 268	458 119	
ASSET REGISTER SUMMARY - PPE (WDV)													
Roads Infrastructure	5	780 248	860 234	-	-	-	-	(64 715)	(64 715)	795 519	853 380	816 869	
Storm water Infrastructure		19 244	19 432	-	-	-	-	(1 692)	(1 692)	17 740	16 936	16 936	
Electrical Infrastructure		997 643	1 001 381	-	-	-	-	(1 468)	(1 468)	999 912	1 021 912	1 069 585	
Water Supply Infrastructure		1 550 481	1 599 654	-	-	-	-	(61 373)	(61 373)	1 538 281	1 407 026	1 215 952	
Sanitation Infrastructure		1 102 420	1 097 413	-	-	-	-	-	-	1 097 413	1 078 899	1 042 715	
Solid Waste Infrastructure		29 906	71 058	-	-	-	-	(30 415)	(30 415)	40 642	71 672	82 672	
Rail Infrastructure		-	-	-	-	-	-	-	-	-	-	-	
Coastal Infrastructure		-	-	-	-	-	-	-	-	-	-	-	
Information and Communication Infrastructure			12 283	10 888	-	-	-	-	-	-	10 888	12 303	12 412
Infrastructure			4 492 237	4 660 058	-	-	-	-	(159 664)	(159 664)	4 500 394	4 462 127	4 257 139
Community Assets			99 720	107 375	-	-	-	-	(11 218)	(11 218)	96 157	125 539	115 294
Heritage Assets			2 618	2 815	-	-	-	-	-	-	2 815	2 618	2 618
Investment properties			453 412	453 884	-	-	-	-	(472)	(472)	453 412	475 605	486 827
Other Assets			449 820	501 482	-	-	-	-	(6 684)	(6 684)	494 798	460 525	445 575
Biological or Cultivated Assets			6 321	6 321	-	-	-	-	-	-	6 321	6 321	6 571
Intangible Assets			6 898	9 388	-	-	-	-	(2 490)	(2 490)	6 898	9 500	10 067
Computer Equipment			85 544	93 125	-	-	-	-	(3 527)	(3 527)	89 598	89 121	89 121
Furniture and Office Equipment			17 407	30 640	-	-	-	-	(3 086)	(3 086)	27 554	399 522	833 148
Machinery and Equipment			51 229	66 712	-	-	-	-	(5 044)	(5 044)	61 688	60 343	74 273
Transport Assets			82 741	100 485	-	-	-	-	(9 176)	(9 176)	91 309	92 992	106 817
Libraries		395 847	395 847	-	-	-	-	-	-	395 847	395 847	395 847	
Zoo's, Marine and Non-biological Animals		-	-	-	-	-	-	-	-	-	-	-	
TOTAL ASSET REGISTER SUMMARY - PPE (WDV)	5	6 143 793	6 428 134	-	-	-	-	(201 363)	(201 363)	6 226 771	6 580 060	6 823 299	
EXPENDITURE OTHER ITEMS													
Depreciation & asset impairment	3	205 628	200 779	-	-	-	-	-	-	200 779	214 881	224 550	
Repairs and Maintenance by asset class		90 823	83 803	-	-	-	-	-	-	83 803	95 620	99 937	

Description	Ref	Budget Year 2020/21										Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	7 A1	8 B	9 C	10 D	11 E	12 F	13 G	14 H			
R thousands													
Roads Infrastructure		11 218	12 648	-	-	-	-	-	-	12 648	11 716	12 244	
Storm water Infrastructure		2 253	2 100	-	-	-	-	-	-	2 100	2 317	2 421	
Electrical Infrastructure		107	107	-	-	-	-	-	-	107	113	118	
Water Supply Infrastructure		10 387	7 322	-	-	-	-	-	-	7 322	10 891	11 382	
Sanitation Infrastructure		9 692	15 794	-	-	-	-	-	-	15 794	10 133	10 590	
Solid Waste Infrastructure		1 409	3 199	-	-	-	-	-	-	3 199	1 473	1 539	
Rail Infrastructure		-	-	-	-	-	-	-	-	-	-	-	
Coastal Infrastructure		-	-	-	-	-	-	-	-	-	-	-	
Information and Communication Infrastructure		11 332	10 718	-	-	-	-	-	-	10 718	11 950	12 489	
Infrastructure		46 399	51 889	-	-	-	-	-	-	51 889	48 593	50 783	
Community Facilities		12 641	11 458	-	-	-	-	-	-	11 458	13 297	13 896	
Sport and Recreation Facilities		1 421	1 257	-	-	-	-	-	-	1 257	1 486	1 553	
Community Assets		14 062	12 715	-	-	-	-	-	-	12 715	14 782	15 449	
Heritage Assets		-	-	-	-	-	-	-	-	-	-	-	
Revenue Generating		-	-	-	-	-	-	-	-	-	-	-	
Non-revenue Generating		-	-	-	-	-	-	-	-	-	-	-	
Investment properties		-	-	-	-	-	-	-	-	-	-	-	
Operational Buildings		10 577	9 731	-	-	-	-	-	-	9 731	10 925	11 417	
Housing		465	890	-	-	-	-	-	-	890	483	505	
Other Assets		11 044	10 621	-	-	-	-	-	-	10 621	11 408	11 922	
Biological or Cultivated Assets		-	-	-	-	-	-	-	-	-	-	-	
Servitudes		-	-	-	-	-	-	-	-	-	-	-	
Licences and Rights		-	-	-	-	-	-	-	-	-	-	-	
Intangible Assets		-	-	-	-	-	-	-	-	-	-	-	
Computer Equipment		-	-	-	-	-	-	-	-	-	-	-	
Furniture and Office Equipment		5 858	3 886	-	-	-	-	-	-	3 886	6 195	6 476	
Machinery and Equipment		9 536	536	-	-	-	-	-	-	536	10 097	10 555	
Transport Assets		3 925	4 156	-	-	-	-	-	-	4 156	4 545	4 752	
Libraries		-	-	-	-	-	-	-	-	-	-	-	
Zoo's, Marine and Non-biological Animals	6	-	-	-	-	-	-	-	-	-	-	-	
TOTAL EXPENDITURE OTHER ITEMS to be adjusted		296 451	284 582	-	-	-	-	-	-	284 582	310 501	324 487	
<i>Renewal and upgrading of Existing Assets as % of total capex</i>		<i>42.4%</i>	<i>27.2%</i>							<i>27.1%</i>	<i>40.2%</i>	<i>35.2%</i>	
<i>Renewal and upgrading of Existing Assets as % of deprecn</i>		<i>77.5%</i>	<i>61.5%</i>							<i>61.3%</i>	<i>81.7%</i>	<i>71.9%</i>	
<i>R&M as a % of PPE</i>		<i>1.5%</i>	<i>1.3%</i>							<i>1.3%</i>	<i>1.5%</i>	<i>1.5%</i>	
<i>Renewal and upgrading and R&M as a % of PPE</i>		<i>4.1%</i>	<i>3.2%</i>							<i>3.3%</i>	<i>4.1%</i>	<i>3.8%</i>	

WC024 Stellenbosch - Table B10 Basic service delivery measurement - April 2021

Description	Ref	Budget Year 2020/21										Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	7 A1	8 B	9 C	10 D	11 E	12 F	13 G	14 H			
Household service targets	1												
Water:													
Piped water inside dwelling		40626.28988	40626.28988						-	41	40676.28988	40676.28988	
Piped water inside yard (but not in dwelling)		4461.48675	4461.48675						-	4	4561.48675	4561.48675	
Using public tap (at least min.service level)	2	4777.87	4777.87						-	5	4877.87	4877.87	
Other water supply (at least min.service level)		684.103375	684.103375						-	1	1	1	
<i>Minimum Service Level and Above sub-total</i>		51	51	-	-	-	-	-	-	51	51	51	
Using public tap (< min.service level)	3	1170	1170						-	1	1070	1070	
Other water supply (< min.service level)	3,4	0	0						-	-	0	0	
No water supply		207	207						-	0	157	157	
<i>Below Minimum Service Level sub-total</i>		1	1	-	-	-	-	-	-	1	1	1	
Total number of households	5	52	52	-	-	-	-	-	-	52	52	52	
Sanitation/sewerage:													
Flush toilet (connected to sewerage)		46256.0975	46256.0975						-	46 256	46306.0975	46306.0975	
Flush toilet (with septic tank)		2164.8825	2164.8825						-	2 165	2264.8825	2264.8825	
Chemical toilet		407.484	407.484						-	407	420	420	
Pit toilet (ventilated)		50	50						-	50	0	0	
Other toilet provisions (> min.service level)		1898.186	1898.186						-	1 898	2235.67	2235.67	
<i>Minimum Service Level and Above sub-total</i>		50 777	50 777	-	-	-	-	-	-	50 777	51 227	51 227	
Bucket toilet		800	800						-	800	700	700	
Other toilet provisions (< min.service level)		50	50						-	50	0	0	
No toilet provisions		300	300						-	300	250	250	
<i>Below Minimum Service Level sub-total</i>		1 150	1 150	-	-	-	-	-	-	1 150	950	950	
Total number of households	5	51 927	51 927	-	-	-	-	-	-	51 927	52 177	52 177	
Energy:													
Electricity (at least min. service level)		14820.95	14820.95						-	14 821	15070.95	15070.95	
Electricity - prepaid (> min.service level)		35003	35003						-	35 003	35263	35263	
<i>Minimum Service Level and Above sub-total</i>		49 824	49 824	-	-	-	-	-	-	48 824	50 324	50 324	
Electricity (< min.service level)		150	150						-	150	150	150	
Electricity - prepaid (< min. service level)		0	0						-	-	0	0	
Other energy sources		1952.8	1952.8						-	1 953	1702.8	1702.8	
<i>Below Minimum Service Level sub-total</i>		2 103	2 103	-	-	-	-	-	-	2 103	1 853	1 853	
Total number of households	5	51 927	51 927	-	-	-	-	-	-	51 927	52 177	52 177	
Refuse:													
Removed at least once a week (min.service)		47649.05	47649.05						-	47 649	48149.05	48149.05	
<i>Minimum Service Level and Above sub-total</i>		47 649	47 649	-	-	-	-	-	-	47 649	48 149	48 149	
Removed less frequently than once a week		0	0						-	-	0	0	
Using communal refuse dump		1027.7	1027.7						-	1 028	977.7	977.7	
Using own refuse dump		2100	2100						-	2 100	2000	2000	
Other rubbish disposal		750	750						-	750	700	700	
No rubbish disposal		400	400						-	400	350	350	
<i>Below Minimum Service Level sub-total</i>		4 278	4 278	-	-	-	-	-	-	4 278	4 028	4 028	
Total number of households	5	51 927	51 927	-	-	-	-	-	-	51 927	52 177	52 177	
Households receiving Free Basic Service	15												
Water (6 kilolitres per household per month)		6000	6000						-	6 000	6000	6000	
Sanitation (free minimum level service)		6000	6000						-	6 000	6000	6000	
Electricity/other energy (50kwh per household per month)		6000	6000						-	6 000	6000	6000	
Refuse (removed at least once a week)		6000	6000						-	6 000	6000	6000	
Cost of Free Basic Services provided (R'000)	16												
Water (6 kilolitres per household per month)		(15 854)	(15 854)	-	-	-	-	-	-	(15 854)	(18 470)	(21 518)	
Sanitation (free sanitation service)		(10 298)	(10 298)	-	-	-	-	-	-	(10 298)	(11 019)	(11 790)	
Electricity/other energy (50kwh per household per month)		(12 554)	(12 554)	-	-	-	-	-	-	(12 554)	(13 496)	(14 508)	
Refuse (removed once a week)		-	-	-	-	-	-	-	-	-	-	-	
Total cost of FBS provided (minimum social package)		(38 706)	(38 706)	-	-	-	-	-	-	(38 706)	(42 985)	(47 816)	
Highest level of free service provided													
Property rates (R'000 value threshold)		200000	200000						-	200 000	200000	200000	
Water (kilolitres per household per month)		6	6						-	6	6	6	
Sanitation (kilolitres per household per month)		0	0						-	-	0	0	
Sanitation (Rand per household per month)		122.3625	122.3625						-	122	121.2625	121.2625	
Electricity (kw per household per month)		100	100						-	100	100	100	
Refuse (average litres per week)		250	250						-	250	250	250	
Revenue cost of free services provided (R'000)	17												
Property rates (arbit adjustment) (impermissible values per section 17 of MPRA)		-	-	-	-	-	-	-	-	-	-	-	
Property rates exemptions, reductions and rebates and impermissible values in excess of section 17 of MPRA)		-	-	-	-	-	-	-	-	-	-	-	
Water (in excess of 6 kilolitres per indigent household per month)		-	-	-	-	-	-	-	-	-	-	-	
Sanitation (in excess of free sanitation service to indigent households)		-	-	-	-	-	-	-	-	-	-	-	
Electricity/other energy (in excess of 50 kwh per indigent household per month)		-	-	-	-	-	-	-	-	-	-	-	
Refuse (in excess of one removal a week for indigent households)		-	-	-	-	-	-	-	-	-	-	-	
Municipal Housing - rental rebates		-	-	-	-	-	-	-	-	-	-	-	
Housing - top structure subsidies	6	18 625	18 625	-	-	-	-	-	-	18 625	18 625	18 625	
Other		-	-	-	-	-	-	-	-	-	-	-	
Total revenue cost of subsidised services provided		18 625	18 625	-	-	-	-	-	-	18 625	18 625	18 625	

APPENDIX 3

SPECIAL ADJUSTMENTS BUDGET FOR THE FINANCIAL PERIOD 2020 – 2021
NOVEMBER 2020

APPENDIX 3

Other supporting documentation (Supporting Schedules)

WC024 Stellenbosch - Supporting Table SB1 Supporting detail to 'Budgeted Financial Performance' - April 2021

Description	Ref	Budget Year 2020/21										Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget A	Prior Adjusted 8 A1	Accum. Funds 7 B	Multi-year capital 8 C	Unfore. Unavoid. 9 D	Nat. or Prov. Govt 10 E	Other Adjusts. 11 F	Total Adjusts. 12 G	Adjusted Budget 13 H	Adjusted Budget	Adjusted Budget	
R thousands													
REVENUE ITEMS:													
Property rates													
Total Property Rates		392 239	399 239	-	-	-	-	-	-	399 239	417 735	444 889	
less Revenue Foregone (exemptions, reductions and rebates and impermissible values in excess of section 17 of MPRA)		-	-	-	-	-	-	-	-	-	-	-	
Net Property Rates		392 239	399 239	-	-	-	-	-	-	399 239	417 735	444 889	
Service charges - electricity revenue													
Total Service charges - electricity revenue		719 996	688 996	-	-	-	-	-	-	688 996	773 996	832 046	
less Revenue Foregone (in excess of 50 kwh per indigent household per month)		-	-	-	-	-	-	-	-	-	-	-	
less Cost of Free Basic Services (50 kwh per indigent household per month)		(12 554)	(12 554)	-	-	-	-	-	-	(12 554)	(13 496)	(14 508)	
Net Service charges - electricity revenue		707 441	674 441	-	-	-	-	-	-	674 441	760 500	817 538	
Service charges - water revenue													
Total Service charges - water revenue		184 574	164 574	-	-	-	-	-	-	164 574	199 844	216 465	
less Revenue Foregone (in excess of 6 kilolitres per indigent household per month)		-	-	-	-	-	-	-	-	-	-	-	
less Cost of Free Basic Services (6 kilolitres per indigent household per month)		(15 854)	(15 854)	-	-	-	-	-	-	(15 854)	(18 470)	(21 518)	
Net Service charges - water revenue		168 720	148 720	-	-	-	-	-	-	148 720	181 374	194 978	
Service charges - sanitation revenue													
Total Service charges - sanitation revenue		128 609	118 608	-	-	-	-	-	-	118 609	137 612	147 245	
less Revenue Foregone (in excess of free sanitation service to indigent households)		-	-	-	-	-	-	-	-	-	-	-	
less Cost of Free Basic Services (free sanitation service to indigent households)		(10 288)	(10 288)	-	-	-	-	-	-	(10 288)	(11 019)	(11 700)	
Net Service charges - sanitation revenue		118 321	108 312	-	-	-	-	-	-	108 312	126 594	135 455	
Service charges - refuse revenue													
Total refuse removal revenue		74 479	74 479	-	-	-	-	-	-	74 479	86 769	101 085	
Total landfill revenue		3 826	3 826	-	-	-	-	-	-	3 826	4 457	5 192	
less Revenue Foregone (in excess of one removal a week to indigent households)		-	-	-	-	-	-	-	-	-	-	-	
less Cost of Free Basic Services (removed once a week to indigent households)		-	-	-	-	-	-	-	-	-	-	-	
Net Service charges - refuse revenue		78 305	78 305	-	-	-	-	-	-	78 305	91 225	106 278	
Other Revenue By Source													
Fuel Levy		-	-	-	-	-	-	-	-	-	-	-	
Other Revenue		-	-	-	-	-	-	-	-	-	-	-	
Discontinued Operations		-	-	-	-	-	-	-	-	-	-	-	
Rent on Land		-	-	-	-	-	-	-	-	-	-	-	
Operational Revenue		7 996	7 996	-	-	-	-	-	-	7 996	8 566	9 177	
Intercompany/Parent-subsidiary Transactions		-	-	-	-	-	-	-	-	-	-	-	
Surcharges and Taxes		-	-	-	-	-	-	-	-	-	-	-	
Sales of Goods and Rendering of Services		31 412	23 912	-	-	-	-	-	-	23 912	33 615	35 975	
Gains and Losses : Gains		-	-	-	-	-	-	-	-	-	-	-	
Fuel Levy		-	-	-	-	-	-	-	-	-	-	-	
Total 'Other' Revenue	1	39 408	31 908	-	-	-	-	-	-	31 908	42 181	45 152	
EXPENDITURE ITEMS													
Employee related costs													
Basic Salaries and Wages		340 815	315 780	-	-	-	-	3 427	3 427	319 207	364 230	395 026	
Pension and UIF Contributions		61 260	61 260	-	-	-	-	-	-	61 260	66 712	72 648	
Medical Aid Contributions		27 962	27 962	-	-	-	-	-	-	27 962	30 451	33 161	
Overtime		-	-	-	-	-	-	-	-	-	-	-	
Performance Bonus		29 816	26 116	-	-	-	-	-	-	26 116	32 443	35 303	
Motor Vehicle Allowance		15 588	11 624	-	-	-	-	-	-	11 624	16 073	18 484	
Cellphone Allowance		1 143	1 143	-	-	-	-	-	-	1 143	1 245	1 356	
Housing Allowances		3 165	3 165	-	-	-	-	-	-	3 165	3 447	3 753	
Other benefits and allowances		68 247	59 576	-	-	-	-	-	-	59 576	72 143	78 564	
Payments in lieu of leave		2 246	2 246	-	-	-	-	-	-	2 246	2 446	2 684	
Long service awards		1 067	1 067	-	-	-	-	-	-	1 067	1 162	1 265	
Post-retirement benefit obligations		30 131	19 131	-	-	-	-	-	-	19 131	32 240	34 497	
sub-total	4	579 439	529 070	-	-	-	-	3 427	3 427	532 497	623 493	676 723	
Less: Employees costs capitalised to PPE		-	-	-	-	-	-	-	-	-	-	-	
Total Employee related costs	1	579 439	529 070	-	-	-	-	3 427	3 427	532 497	623 493	676 723	
Contributions recognised - capital													
Let contributions by contract		-	-	-	-	-	-	-	-	-	-	-	
Total Contributions recognised - capital		-	-	-	-	-	-	-	-	-	-	-	
Depreciation & asset impairment													
Depreciation of Property, Plant & Equipment		203 138	198 289	-	-	-	-	-	-	198 289	212 279	221 832	

Description	Ref	Budget Year 2020/21										Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	B	C	D	E	F	G	H	I	J	K	L
R thousands													
Lease amortisation		2 490	2 490	-	-	-	-	-	-	2 490	2 602	2 719	
Capital asset impairment		-	-	-	-	-	-	-	-	-	-	-	
Depreciation resulting from revaluation of PPE		-	-	-	-	-	-	-	-	-	-	-	
Total Depreciation & asset impairment	1	205 828	200 779	-	-	-	-	-	-	200 779	214 881	224 550	
Bulk purchases													
Electricity Bulk Purchases		455 254	430 254	-	-	-	-	-	-	430 254	487 122	521 220	
Water Bulk Purchases		26 942	20 942	-	-	-	-	-	-	20 942	29 030	31 281	
Total bulk purchases	1	482 196	451 196	-	-	-	-	-	-	451 196	516 151	552 501	
Transfers and grants													
Cash transfers and grants		10 089	11 073	-	-	-	-	-	-	11 073	10 600	11 200	
Non-cash transfers and grants		-	-	-	-	-	-	-	-	-	-	-	
Total transfers and grants		10 089	11 073	-	-	-	-	-	-	11 073	10 600	11 200	
Contracted services													
Outsourced Services		84 981	103 203	-	-	-	-	-	-	103 203	88 202	92 176	
Consultants and Professional Services		40 566	43 884	-	-	-	-	-	-	43 884	30 191	31 536	
Contractors		119 930	114 913	-	-	-	-	-	-	114 913	126 351	132 068	
sub-total	1	245 478	262 000	-	-	-	-	-	-	262 000	244 744	255 781	
Allocations to organs of state:													
Electricity		-	-	-	-	-	-	-	-	-	-	-	
Water		-	-	-	-	-	-	-	-	-	-	-	
Sanitation		-	-	-	-	-	-	-	-	-	-	-	
Other		-	-	-	-	-	-	-	-	-	-	-	
Total contracted services??		245 478	262 000	-	-	-	-	-	-	262 000	244 744	255 781	
Other Expenditure By Type													
Collection costs		3 072	3 072	-	-	-	-	-	-	3 072	3 211	3 355	
Contributions to 'other' provisions		49 923	31 923	-	-	-	-	-	-	31 923	51 599	54 500	
Consultant fees		-	-	-	-	-	-	-	-	-	-	-	
Audit fees		7 831	7 566	-	-	-	-	-	-	7 566	8 222	8 628	
General expenses		-	-	-	-	-	-	-	-	-	-	-	
Operating Leases		17 192	18 036	-	-	-	-	-	-	18 036	17 971	18 787	
Operational Cost		110 440	140 470	-	-	-	-	-	-	140 470	116 343	122 455	
Statutory Payments other than Income Taxes		-	-	-	-	-	-	-	-	-	-	-	
Discontinued Operations		-	-	-	-	-	-	-	-	-	-	-	
Gains and Losses : Discontinued Operations and Disposals of Non-current Assets		-	-	-	-	-	-	-	-	-	-	-	
Gains and Losses : Fair Value Adjustment		-	-	-	-	-	-	-	-	-	-	-	
Gains and Losses : Foreign Exchange		-	-	-	-	-	-	-	-	-	-	-	
Gains and Losses : Inventory		-	-	-	-	-	-	-	-	-	-	-	
Gains and Losses : Water Losses		-	-	-	-	-	-	-	-	-	-	-	
Total Other Expenditure	1	188 459	201 067	-	-	-	-	-	-	201 067	197 345	207 725	
Repairs and Maintenance by Expenditure Item													
Employee related costs	14	-	-	-	-	-	-	-	-	-	-	-	
Other materials		-	-	-	-	-	-	-	-	-	-	-	
Contracted Services		-	-	-	-	-	-	-	-	-	-	-	
Other Expenditure		-	-	-	-	-	-	-	-	-	-	-	
Total Repairs and Maintenance Expenditure	15	-	-	-	-	-	-	-	-	-	-	-	

WC024 Stellenbosch - Supporting Table SB2 Supporting detail to 'Financial Position Budget' - April 2021

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted 4	Accum. Funds 5	Multi-year capital 6	Unfore. Unavoid. 7	Nat. or Prov. Govt 8	Other Adjusts. 9	Total Adjusts. 10	Adjusted Budget 11	Adjusted Budget	Adjusted Budget
R thousands		A	A1	B	C	D	E	F	G	H		
ASSETS												
Call investment deposits												
Call deposits		331 339	301 448	-	-	-	-	19 891	19 891	321 339	311 780	313 331
Other current investments		-	-	-	-	-	-	-	-	-	-	-
Total Call investment deposits	1	331 339	301 448	-	-	-	-	19 891	19 891	321 339	311 780	313 331
Consumer debtors												
Consumer debtors		607 798	(1 152 161)	-	-	-	-	1 440 090	1 440 090	277 929	(1 236 122)	(1 318 467)
Less: provision for debt impairment		(150 743)	(150 743)	-	-	-	-	-	-	(150 743)	(150 743)	(150 743)
Total Consumer debtors	1	457 055	(1 312 904)	-	-	-	-	1 440 090	1 440 090	127 186	(1 386 865)	(1 469 210)
Debt impairment provision												
Balance at the beginning of the year		(150 743)	(150 743)	-	-	-	-	-	-	(150 743)	(150 743)	(150 743)
Contributions to the provision		-	-	-	-	-	-	-	-	-	-	-
Bad debts written off		-	-	-	-	-	-	-	-	-	-	-
Balance at end of year		(150 743)	(150 743)	-	-	-	-	-	-	(150 743)	(150 743)	(150 743)
Property, plant & equipment												
PPE at cost/valuation (excl. finance leases)		7 409 631	7 488 147	-	-	-	-	(584)	(584)	7 487 563	7 618 436	7 849 637
Leases recognised as PPE		-	-	-	-	-	-	-	-	-	-	-
Less: Accumulated depreciation		(1 735 088)	(1 532 422)	-	-	-	-	(197 817)	(197 817)	(1 730 239)	(1 532 422)	1 532 422
Total Property, plant & equipment	1	5 674 543	5 955 725	-	-	-	-	(196 401)	(196 401)	5 757 324	6 086 016	9 382 059
LIABILITIES												
Current liabilities - Borrowing												
Short term loans (other than bank overdraft)		-	-	-	-	-	-	-	-	-	-	-
Current portion of long-term liabilities		31 078	(8 271)	-	-	-	-	31 911	31 911	23 640	(14 632)	(19 576)
Total Current liabilities - Borrowing		31 078	(8 271)	-	-	-	-	31 911	31 911	23 640	(14 632)	(19 576)
Trade and other payables												
Trade Payables		1 193 277	(365 134)	-	-	-	-	1 499 501	1 499 501	1 134 367	1 147 955	2 741 616
Other creditors		6 200	-	-	-	-	-	6 300	6 300	-	-	-
Unspent conditional grants and receipts		115 120	419 855	-	-	-	-	(287 547)	(287 547)	132 308	391 796	430 197
VAT		(985 486)	(985 486)	-	-	-	-	-	-	(985 486)	(2 637 136)	(4 372 273)
Total Trade and other payables	1	329 111	(930 764)	-	-	-	-	1 218 254	1 218 254	267 490	(1 097 384)	(1 200 460)
Non current liabilities - Borrowing												
Borrowing	3	520 322	520 322	-	-	-	-	-	-	520 322	586 044	709 466
Finance leases (including PPP asset element)		971	971	-	-	-	-	-	-	971	971	971
Total Non current liabilities - Borrowing		521 293	521 293	-	-	-	-	-	-	521 293	587 015	710 438
Provisions - non current												
Retirement benefits		202 464	202 464	-	-	-	-	-	-	202 464	238 672	277 234
List other major items		-	-	-	-	-	-	-	-	-	-	-
Refuse landfill site rehabilitation		102 344	102 344	-	-	-	-	-	-	102 344	102 344	102 344
Other		23 414	23 414	-	-	-	-	-	-	23 414	23 414	23 414
Total Provisions - non current		328 223	328 223	-	-	-	-	-	-	328 223	364 430	402 993
CHANGES IN NET ASSETS												
Accumulated surplus/(Deficit)												
Accumulated surplus/(Deficit) - opening balance		-	-	-	-	-	-	-	-	-	-	-
Appropriations to Reserves		-	-	-	-	-	-	-	-	-	-	-
Transfers from Reserves		-	-	-	-	-	-	-	-	-	-	-
Depreciation offsets		-	-	-	-	-	-	-	-	-	-	-
Other adjustments		-	-	-	-	-	-	-	-	-	-	-
Accumulated Surplus/(Deficit)	1	-	-	-	-	-	-	-	-	-	-	-
Reserves												
Housing Development Fund		-	-	-	-	-	-	-	-	-	-	-
Capital replacement		-	-	-	-	-	-	-	-	-	-	-
Self-insurance		-	-	-	-	-	-	-	-	-	-	-
Other reserves (if any)		-	-	-	-	-	-	-	-	-	-	-
Compensation for Occupational Injuries and Diseases		-	-	-	-	-	-	-	-	-	-	-
Employee Benefit Reserve		-	-	-	-	-	-	-	-	-	-	-
Non-current Provisions Reserve		-	-	-	-	-	-	-	-	-	-	-
Valuation Reserve		-	-	-	-	-	-	-	-	-	-	-
Investment in associate account		-	-	-	-	-	-	-	-	-	-	-
Capitalisation Reserve		-	-	-	-	-	-	-	-	-	-	-
Revaluation		-	-	-	-	-	-	-	-	-	-	-
Total Reserves	2	-	-	-	-	-	-	-	-	-	-	-
TOTAL COMMUNITY WEALTH/EQUITY	2	-	-	-	-	-	-	-	-	-	-	-
Total capital expenditure includes expenditure on nationally significant priorities:												
Provision of basic services		-	-	-	-	-	-	-	-	-	-	-
2010 World Cup		-	-	-	-	-	-	-	-	-	-	-

WC024 Stellenbosch - Supporting Table SB3 Adjustments to the SDBIP - performance objectives - April 2021

Description	Unit of measurement	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget A	Prior Adjusted A1	Accum. Funds B	Multi-year capital C	Unfore. Unavoid. D	Nat. or Prov. Govt E	Other Adjusts. F	Total Adjusts. G	Adjusted Budget H	Adjusted Budget	Adjusted Budget
Vote 1 - Municipal Manager												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		40	40						-	40	80	80
Insert measure's description									-	-	-	-
Sub-function 2 - (name)												
Insert measure's description									-	-	-	-
Sub-function 2 - Operational Expenditure		47 884	47 884						-	47 884	95 767	95 767
Insert measure's description			(3 072)						-	(3 072)	(6 144)	(6 144)
Sub-function 3 - Operational Revenue									-	-	-	-
Insert measure's description			328						-	328	656	656
									-	-	-	-
Vote 2 - Planning and Development Services												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		12 311	12 311						-	12 311	24 622	24 622
			1 721						-	1 721	3 442	3 442
Sub-function 2 - (name)		105 525	105 525						-	105 525	211 051	211 051
Insert measure's description			(10 908)						-	(10 908)	(21 816)	(21 816)
Sub-function 3 - (name)		82 896	82 896						-	82 896	165 793	165 793
Insert measure's description			(29 353)						-	(29 353)	(58 706)	(58 706)
Vote 3 - Human Settlements												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure									-	-	-	-
Insert measure's description									-	-	-	-
Sub-function 2 - Operational Expenditure									-	-	-	-
Insert measure's description									-	-	-	-
Sub-function 3 - Operational Revenue									-	-	-	-
Insert measure's description									-	-	-	-
Vote 4 - Community & Protection												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		27 640	27 640						-	27 640	55 280	55 280
			(4 019)						-	(4 019)	(8 038)	(8 038)
Sub-function 2 - Operational Expenditure									-	-	-	-
Insert measure's description		359 246	359 246						-	359 246	718 492	718 492
			1 899						-	1 899	3 798	3 798
Sub-function 3 - Operational Revenue									-	-	-	-
Insert measure's description		192 985	192 985						-	192 985	385 969	385 969
			(19 686)						-	(19 686)	(39 372)	(39 372)
Vote 5 - Infrastructure services												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		317 260	313 060						-	313 060	626 119	626 119
Insert measure's description			(27 177)						-	(27 177)	(54 355)	(54 355)
Sub-function 2 - Operational Expenditure		1 094 795	1 115 623						-	1 115 623	2 231 246	2 231 246
Insert measure's description			(47 482)						-	(47 482)	(94 965)	(94 965)
Sub-function 3 - Operational Revenue		1 245 016	1 252 283						-	1 252 283	2 504 567	2 504 567
Insert measure's description			(25 266)						-	(25 266)	(50 533)	(50 533)
Vote 6 - Corporate services												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		17 650	17 650						-	17 650	35 300	35 300
			229						-	229	457	457
Sub-function 2 - Operational Expenditure									-	-	-	-
Insert measure's description		181 429	181 429						-	181 429	362 859	362 859
			(1 262)						-	(1 262)	(2 524)	(2 524)
Sub-function 3 - Operational Revenue									-	-	-	-
Insert measure's description		4 303	4 303						-	4 303	8 605	8 605
			1 215						-	1 215	2 431	2 431
									-	-	-	-
Vote 7 - Financial services												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		850	850						-	850	1 700	1 700
Insert measure's description									-	-	-	-
Sub-function 2 - Operational Expenditure		110 584	110 584						-	110 584	221 168	221 168
Insert measure's description			(16 725)						-	(16 725)	(37 451)	(37 451)
Sub-function 3 - Operational Revenue		487 960	487 321						-	487 321	994 641	994 641

Description	Unit of measurement	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget A	Prior Adjusted A1	Accum. Funds B	Multi-year capital C	Unfore. Unavoid. D	Nat. or Prov. Govt E	Other Adjusts. F	Total Adjusts. G	Adjusted Budget H	Adjusted Budget	Adjusted Budget
<i>Insert measure's description</i>			(6 786)						-	(6 786)	(13 571)	(13 571)
<i>And so on for the rest of the Votes</i>									-	-	-	-

WC024 Stellenbosch - Supporting Table SB4 Adjustments to budgeted performance indicators and benchmarks - April 202

Description of financial indicator	Basis of calculation	2017/18	2018/19	2019/20	Budget Year 2020/21			Budget Year +1 2021/22	Budget Year +2 2022/23
		Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Prior Adjusted	Adjusted Budget	Adjusted Budget	Adjusted Budget
Borrowing Management									
Credit Rating	Short term/long term rating								
Capital Charges to Operating Expenditure	Interest & Principal Paid /Operating Expenditure	2.4%	2.4%	2.5%	2.1%	1.7%	1.7%	3.4%	4.0%
Capital Charges to Own Revenue	Finance charges & Repayment of borrowing /Own Revenue	2.4%	2.3%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%
Borrowed funding of 'own' capital expenditure	Borrowing/Capital expenditure excl. transfers and grants	0.0%	0.0%	40.1%	44.6%	32.5%	34.1%	31.1%	36.9%
Safety of Capital									
Gearing	Long Term Borrowing/ Funds & Reserves	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Liquidity									
Current Ratio	Current assets/current liabilities	212.4%	215.7%	164.7%	258.5%	182.3%	180.9%	159.5%	159.8%
Current Ratio adjusted for aged debtors	Current assets/current liabilities less debtors > 90 days/current liabilities	212.4%	215.7%	164.7%	258.5%	182.3%	0.0%	0.0%	0.0%
Liquidity Ratio	Monetary Assets/Current Liabilities	139.5%	125.6%	109.7%	0.9	0.4	0.9	0.3	0.4
Revenue Management									
Annual Debtors Collection Rate (Payment Level %)	Last 12 Mths Receipts/ Last 12 Mths Billing		95.7%	98.6%					
Current Debtors Collection Rate (Cash receipts % of Ratepayer & Other revenue)		95.8%	98.6%	97.4%					
Outstanding Debtors to Revenue	Total Outstanding Debtors to Annual Revenue	20.2%	21.8%	15.9%	35.3%	-68.5%	17.6%	-65.9%	-65.4%
Longstanding Debtors Recovered	Debtors > 12 Mths Recovered/Total Debtors > 12 Months Old	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Creditors Management									
Creditors System Efficiency	% of Creditors Paid Within Terms (within MFMA s 65(e))	98.0%	98.0%	98.0%					
Creditors to Cash and Investments		94.2%	1176.4%	158.7%	107.0%	113.6%	95.1%	136.0%	131.7%
Other indicators									
Electricity Distribution Losses (2)	Total Volume Losses (kW)	2353074300.0%	37476435800.0%	37936312300.0%					
	Total Cost of Losses (Rand '000)		21 488	28 627					
	% Volume (units purchased and generated less units sold)/units purchased and generated	0	0	0					
Water Distribution Losses (2)	Total Volume Losses (kℓ)	264838300.0%	864460200.0%	905065300.0%					
	Total Cost of Losses (Rand '000)		1 868	2 535					
	% Volume (units purchased and generated less units sold)/units purchased and generated	0	0	0					
Employee costs	Employee costs/(Total Revenue - capital revenue)	28.7%	29.0%	30.3%	30.5%	28.9%	29.0%	30.8%	31.1%
Remuneration	Total remuneration/(Total Revenue - capital revenue)	29.7%	30.1%	31.4%					
Repairs & Maintenance	R&M/(Total Revenue excluding capital revenue)	4.1%	2.8%	4.0%	4.8%	4.6%	4.6%	4.7%	4.6%
Finance charges & Depreciation	FC&D/(Total Revenue - capital revenue)	11.8%	11.5%	13.1%	12.9%	12.7%	12.7%	13.2%	13.3%
IDP regulation financial viability indicators									
i. Debt coverage	(Total Operating Revenue - Operating Grants)/Debt service payments due within financial year)	1913.6%	2094.9%	1816.2%	2555.9%	2416.0%	2416.0%	2176.2%	2330.8%
ii. O/S Service Debtors to Revenue	Total outstanding service debtors/annual revenue received for services	25.8%	28.0%	20.5%	24.1%	-71.7%	6.9%	-68.5%	-67.6%
iii. Cost coverage	(Available cash + Investments)/monthly fixed operational expenditure	334.8%	23.5%	169.9%	0.0	0.0	0.0	0.0	0.0

WC024 Stellenbosch - Supporting Table S85 Adjustments Budget - social, economic and demographic statistics and assumptions - April 2021

Description of economic indicator	Ref.	Basis of calculation	2001 Census	2007 Survey	2011 Census	2017/18 Outcome	2018/19 Outcome	2019/20 Outcome	Budget Year 2020/21 Original Budget	Budget Year 2020/21 Actual
Demographic statistics										
Population		Statistics South Africa	200 524	155 718	170 654	174	154	185	207	207
Females aged 5 - 14		Statistics South Africa	17 865	11 020	12 077	12	13	14	15	15
Males aged 5 - 14		Statistics South Africa	16 382	11 092	12 157	13	13	14	15	15
Females aged 15 - 34		Statistics South Africa	38 791	33 191	35 374	38	40	42	45	45
Males aged 15 - 34		Statistics South Africa	41 919	32 718	35 856	37	39	42	44	44
Unemployment		Statistics South Africa	16	10	11	12	12	13	14	14
Monthly household income (no. of households)	1, 12									
No income		Statistics South Africa, regional economic growth	3 557	8 961	9 820	10 124	10 731	11 375	12 299	12 299
R1 - R1 600		Statistics South Africa, regional economic growth	245	914	2 065	2 093	2 219	2 352	2 543	2 543
R1 601 - R3 200		Statistics South Africa, regional economic growth	1 125	1 517	1 614	1 665	1 766	1 872	2 024	2 024
R3 201 - R6 400		Statistics South Africa, regional economic growth	3 728	4 415	4 699	4 849	5 140	5 448	5 891	5 891
R6 401 - R12 800		Statistics South Africa, regional economic growth	4 484	7 160	7 620	7 864	8 336	8 836	9 553	9 553
R12 801 - R25 600		Statistics South Africa, regional economic growth	6 463	6 742	7 176	7 066	7 650	8 321	8 997	8 997
R25 601 - R51 200		Statistics South Africa, regional economic growth	4 144	4 994	5 316	5 466	5 815	6 164	6 665	6 665
R51 201 - R102 400		Statistics South Africa, regional economic growth	2 578	3 671	3 907	4 032	4 274	4 530	4 898	4 898
R102 401 - R204 800		Statistics South Africa, regional economic growth	1 680	2 874	3 058	3 158	3 345	3 546	3 834	3 834
R204 801 - R409 600		Statistics South Africa, regional economic growth	69	1 432	1 523	1 572	1 666	1 766	1 910	1 910
R409 601 - R819 200		Statistics South Africa, regional economic growth	242	430	458	473	501	531	575	575
> R819 200		Statistics South Africa, regional economic growth	245	305	325	335	355	376	407	407
Poverty profiles (no. of households)	13									
< R2 000 per household per month	2	8655,5679	15 907	16 824	17 362	18 404	19 508	20 678	21 256	21 256
Household demographics (NMI)										
Number of people in municipal area		Statistics South Africa, regional population growth rate	200 524	155 718	170 654	176	167	198	210	210
Number of poor people in municipal area		Statistics South Africa, regional population growth rate	36 413	43 417	47 592	49	52	55	59	58
Number of households in municipal area		Statistics South Africa, regional population growth rate	8 656	15 807	17 323	18	19	20	21	21
Number of poor households in municipal area		Statistics South Africa, regional population growth rate								
Definition of poor household (R per month)										
Housing statistics	3									
Formal			32 918	32 670	35 749	36 857	39 068	41 413	43 897	43 897
Informal			3	11	12	12 189	12 931	13 707	14 529	14 529
Total number of households			36 413	43 417	47 561	49 046	51 999	55 119	58 426	58 426
Dwellings provided by municipality	4		-	-	-	-	-	-	-	-
Dwellings provided by provinces			-	-	-	-	-	-	-	-
Dwellings provided by private sector			-	-	-	-	-	-	-	-
Total new housing dwellings	5		-	-	-	-	-	-	-	-
Economic	6									
Inflation/infiniton outlook (CPI)										
Interest rate - borrowing						5.4%	5.3%	5.3%	4.5%	4.5%
Interest rate - investment						11.0%	11.0%	10.5%	10.5%	10.5%
Remuneration increases						7.0%	8.0%	8.5%	8.5%	8.5%
Consumption growth (electricity)						7.0%	7.0%	7.0%	6.3%	6.3%
Consumption growth (water)						0.0%	-1.0%	-1.0%	1.0%	1.0%
Collection rates	7									
Property services charges						98.0%	97.0%	96.0%	96.0%	96.0%
Rental of facilities & equipment						83.0%	83.0%	97.0%	97.0%	97.0%
Interest - external investments						100.0%	100.0%	100.0%	100.0%	100.0%
Interest - debtors						97.0%	97.0%	96.0%	96.0%	96.0%
Revenue from agency services						100.0%	100.0%	100.0%	100.0%	100.0%

Detail on the provision of municipal services for A10

Total municipal services	Ref.		2017/18	2018/19	2019/20	Budget Year 2020/21			2020/21 Medium Term Revenue & Expenditure Framework								
			Outcome	Outcome	Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Budget Year 2020/21	Budget Year +1 2021/22	Budget Year +2 2022/23						
		Household service targets (000)															
		Water:															
		Piped water inside dwelling	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8		Piped water inside yard (but not in dwelling)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10		Using public tap (at least min.service level)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Other water supply (at least min.service level)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		<i>Minimum Service Level and Above sub-total</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9		Using public tap (< min.service level)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10		Other water supply (< min.service level)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		No water supply	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		<i>Below Minimum Service Level sub-total</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Total number of households	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Sanitation/sewerage:	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Flush toilet (connected to sewerage)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Flush toilet (with septic tank)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Chemical toilet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Pit toilet (ventilated)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Other toilet provisions (> min.service level)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		<i>Minimum Service Level and Above sub-total</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Bucket toilet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Other toilet provisions (< min.service level)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		No toilet provisions	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		<i>Below Minimum Service Level sub-total</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Total number of households	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Energy:	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Electricity (at least min.service level)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Electricity - prepaid (min.service level)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		<i>Minimum Service Level and Above sub-total</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Electricity (< min.service level)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Electricity - prepaid (< min. service level)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Other energy sources	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		<i>Below Minimum Service Level sub-total</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Total number of households	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Refuse:	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Removed at least once a week	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		<i>Minimum Service Level and Above sub-total</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Removed less frequently than once a week	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Using communal refuse dump	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Using own refuse dump	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Other rubbish disposal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		No rubbish disposal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		<i>Below Minimum Service Level sub-total</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Total number of households	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Municipal in-house services	Ref.		2017/18	2018/19	2019/20	Budget Year 2020/21			2020/21 Medium Term Revenue & Expenditure Framework								
		Household service targets (000)															
		Water:															
		Piped water inside dwelling	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8		Piped water inside yard (but not in dwelling)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10		Using public tap (at least min.service level)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Other water supply (at least min.service level)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		<i>Minimum Service Level and Above sub-total</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9		Using public tap (< min.service level)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10		Other water supply (< min.service level)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		No water supply	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		<i>Below Minimum Service Level sub-total</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Total number of households	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Sanitation/sewerage:	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Flush toilet (connected to sewerage)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Flush toilet (with septic tank)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Chemical toilet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Pit toilet (ventilated)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Other toilet provisions (> min.service level)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		<i>Minimum Service Level and Above sub-total</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Bucket toilet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Other toilet provisions (< min.service level)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		No toilet provisions	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		<i>Below Minimum Service Level sub-total</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Total number of households	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Municipal entity services	Rat.	2017/18 Outcome	2018/19 Outcome	2019/20 Outcome	Budget Year 2020/21			2020/21 Medium Term Revenue & Expenditure Framework		
					Original Budget	Adjusted Budget	Full Year Forecast	Budget Year 2020/21	Budget Year +1 2021/22	Budget Year +2 2022/23
Municipal entity	8	Household service targets (Rat.)	Flush toilet (connected to sewerage) Flush toilet (with septic tank) Chemical toilet Pit toilet (ventilated) Other toilet provisions (> min.service level) Minimum Service Level and Above sub-total	Bucklet toilet Other toilet provisions (< min.service level) No toilet provisions Below Minimum Service Level sub-total Total number of households	Electricity (at least min.service level) Electricity - prepaid (min.service level) Minimum Service Level and Above sub-total Electricity (< min.service level) Electricity - prepaid (< min.service level) Other energy sources Below Minimum Service Level sub-total Total number of households	Removed at least once a week Minimum Service Level and Above sub-total Removed less frequently than once a week Using communal refuse dump Using own refuse dump Other rubbish disposal No rubbish disposal Below Minimum Service Level sub-total Total number of households	Rat.			
Municipal entity	9	Sanitation service targets (Rat.)	Flush toilet (connected to sewerage) Flush toilet (with septic tank) Chemical toilet Pit toilet (ventilated) Other toilet provisions (> min.service level) Minimum Service Level and Above sub-total	Bucklet toilet Other toilet provisions (< min.service level) No toilet provisions Below Minimum Service Level sub-total Total number of households	Electricity (at least min.service level) Electricity - prepaid (min.service level) Minimum Service Level and Above sub-total Electricity (< min.service level) Electricity - prepaid (< min.service level) Other energy sources Below Minimum Service Level sub-total Total number of households	Rat.				
Municipal entity	10	Household service targets (Rat.)	Flush toilet (connected to sewerage) Flush toilet (with septic tank) Chemical toilet Pit toilet (ventilated) Other toilet provisions (> min.service level) Minimum Service Level and Above sub-total	Bucklet toilet Other toilet provisions (< min.service level) No toilet provisions Below Minimum Service Level sub-total Total number of households	Electricity (at least min.service level) Electricity - prepaid (min.service level) Minimum Service Level and Above sub-total Electricity (< min.service level) Electricity - prepaid (< min.service level) Other energy sources Below Minimum Service Level sub-total Total number of households	Rat.				

Prepared by : **SAMRAS**

Date : 2021/04/09 14:38

Electricity	Ref.	<u>Location of households for each type of FBS</u>											
List type of FBS service		Formal settlements - (50 kwh per indigent household per month Rands)	12 554 424	12 554 424	-	-	-	-	-	-	12 554	13 496 100	14 508 400
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Informal settlements (Rands)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Informal settlements targeted for upgrading (Rands)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Living in informal backyard rental agreement (Rands)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Other (Rands)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Total cost of FBS - Electricity for informal settlements	-	-	-	-	-	-	-	-	-	-	-
Water	Ref.	<u>Location of households for each type of FBS</u>											
List type of FBS service		Formal settlements - (6 kilolitre per indigent household per month Rands)	15 854 076	15 854 076	-	-	-	-	-	-	15 854	18 470 000	21 517 600
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Informal settlements (Rands)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Informal settlements targeted for upgrading (Rands)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Living in informal backyard rental agreement (Rands)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Other (Rands)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Total cost of FBS - Water for informal settlements	-	-	-	-	-	-	-	-	-	-	-
Sanitation	Ref.	<u>Location of households for each type of FBS</u>											
List type of FBS service		Formal settlements - (free sanitation service to indigent households)	10 297 777	10 297 777	-	-	-	-	-	-	10 298	11 018 700	11 790 100
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Informal settlements (Rands)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Informal settlements targeted for upgrading (Rands)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Living in informal backyard rental agreement (Rands)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Other (Rands)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Total cost of FBS - Sanitation for informal settlements	-	-	-	-	-	-	-	-	-	-	-
Refuse Removal	Ref.	<u>Location of households for each type of FBS</u>											
List type of FBS service		Formal settlements - (removed once a week to indigent households)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Informal settlements (Rands)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Informal settlements targeted for upgrading (Rands)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Living in informal backyard rental agreement (Rands)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Other (Rands)	-	-	-	-	-	-	-	-	-	-	-
		Number of HH receiving this type of FBS	-	-	-	-	-	-	-	-	-	-	-
		Total cost of FBS - Refuse Removal for informal settlements	-	-	-	-	-	-	-	-	-	-	-

WC024 Stellenbosch - Supporting Table SB6 Adjustments Budget - funding measurement - April 2021

Description	Ref	MFMA section	2017/18	2018/19	2019/20	Medium Term Revenue and Expenditure Framework				
			Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Prior Adjusted	Adjusted Budget	Budget Year +1 2021/22	Budget Year +2 2022/23
R thousands										
Funding measures										
Cash/cash equivalents at the year end - R'000	1	18(1)b	299 431	20 683	169 491	307 604	(819 658)	302 161	(806 993)	(911 544)
Cash + investments at the yr end less applications - R'000	2	18(1)b	244 121	237 095	89 555	(72 395)	69 454	(267 860)	(2 610 738)	(4 281 272)
Cash year end/monthly employee/supplier payments	3	18(1)b	0	0	0	—	—	—	—	—
Surplus/(Deficit) excluding depreciation offsets: R'000	4	18(1)	217 967	263 579	124 562	125 696	99 945	99 361	111 949	131 555
Service charge rev % change - macro CPX target exclusive	5	18(1)a,(2)				0.0%	0.0%	0.0%	6.0%	1.7%
Cash receipts % of Ratepayer & Other revenue	6	18(1)a,(2)	0.0%	0.0%	0.0%	53.1%	0.0%	55.7%	93.7%	93.7%
Debt impairment expense as a % of total billable revenue	7	18(1)a,(2)	7.6%	4.1%	9.1%	5.0%	5.2%	5.2%	4.8%	4.5%
Capital payments % of capital expenditure	8	18(1)c,19	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	0.0%
Borrowing receipts % of capital expenditure (excl. transfers)	9	18(1)c	0.0%	0.0%	40.1%	44.6%	32.5%	34.1%	31.1%	36.9%
Grants % of Govt. legislated/gazetted allocations	10	18(1)a				0.0%	100.9%	0.0%	0.0%	0.0%
Current consumer debtors % change - incr(decr)	11	18(1)a	N.A.	17.1%	-28.2%	12.7%	12.7%	12.7%	-519.9%	6.5%
Long term receivables % change - incr(decr)	12	18(1)a	N.A.	-38.6%	40.1%	0.0%	0.0%	0.0%	0.0%	0.0%
R&M % of Property Plant & Equipment	13	20(1)(v)	1.3%	0.9%	1.2%	1.5%	1.3%	1.3%	1.5%	1.5%
Asset renewal % of capital budget	14	20(1)(v)	38.8%	6.7%	0.0%	9.1%	6.0%	6.0%	5.2%	4.2%

References

1. Positive cash balances indicative of minimum compliance - subject to 2
2. Deduct applications (defined) from cash balances
3. Indicative of sufficient liquidity to meet average monthly operating payments
4. Indicative of funded operational requirements
5. Indicative of adherence to macro-economic targets (prior to 2003/04 revenue not available for high capacity municipalities and later for other capacity classifications)
6. Realistic average cash collection forecasts as % of annual billed revenue
7. Realistic average increase in doubtful debt provision
8. Indicative of planned capital expenditure level & cash payment timing
9. Indicative of compliance with borrowing 'only' for the capital budget - should not exceed 100% unless refinancing
10. Substantiation of National/Province allocations included in budget
11. Indicative of realistic current arrears debtor collection targets (prior to 2003/04 revenue not available for high cap municipalities and later for other capacity classifications)
12. Indicative of realistic long term arrears debtor collection targets (prior to 2003/04 revenue not available for high cap municipalities and later for other capacity classifications)
13. Indicative of a credible allowance for repairs & maintenance of assets
14. Indicative of a credible allowance for asset renewal (requires analysis of asset renewal projects as % of total capital projects - detailed capital plan)

Macro CPX target

	5%	6%	5%	5%	6%
Total service charge revenue	1 465 017	1 409 017	1 409 017	1 577 428	1 699 137
Total service charge revenue - previous year				1 409 017	1 577 428
Provincial government gazetted allocations	-	-	-	71 531	49 451
National government DoRA allocations	-	-	-	52 778	60 174
Cash receipts from ratepayers	-	-	-	60 174	69 925
Ratepayer & Other revenue	893 935	-	893 935	1 695 391	1 822 081
Change in debtors	1 683 313	1 604 113	1 604 113	1 809 367	1 945 577
				(1 657 038)	(87 437)

WC024 Stellenbosch - Supporting Table SB7 Adjustments Budget - transfers and grant receipts - April 2021

Description	Ref	Budget Year 2020/21							Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Multi-year capital	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	7 A1	8 B	9 C	10 D	11 E	12 F		
R thousands										
RECEIPTS:	1,2									
Operating Transfers and Grants										
National Government:		156 315	178 568	-	-	-	-	178 568	168 626	182 249
Operational Revenue: General Revenue: Equitable Share		149 804	170 632	-	-	-	-	170 632	165 076	180 699
Expanded Public Works Programme Integrated Grant for Municipalities (Schedule 5B)		4 961	4 961	-	-	-	-	4 961	-	-
Local Government Financial Management Grant (Schedule 5B)		1 550	1 550	-	-	-	-	1 550	1 550	1 550
Municipal Systems Improvement Grant		-	-	-	-	-	-	-	-	-
Integrated Urban Development Grant		-	1 425	-	-	-	-	1 425	-	-
Provincial Government:		21 791	18 369	-	3 327	-	3 327	21 636	14 554	15 325
Community Development Workers Operational Support Grant		56	56	-	-	-	-	56	56	56
Environmental Affairs and Development Planning		-	-	-	-	-	-	-	-	-
Financial Management Capacity Building Grant		400	400	-	(100)	-	(100)	300	-	-
Human Settlements Development Grant		7 570	7 570	-	-	-	-	7 570	-	-
LG Graduate Internship Grant		-	-	-	-	-	-	-	-	-
Libraries, Archives and Museums		13 077	9 595	-	3 427	-	3 427	13 022	13 796	14 555
Maintenance and Construction of Transport Infrastructure		450	450	-	-	-	-	450	450	450
Municipal Accreditation and Capacity Building Grant		238	238	-	-	-	-	238	252	264
Regional Socio-Economic Project/Violence through urban upgrading (RSEP/VPUU)		-	-	-	-	-	-	-	-	-
Spatial Development framework		-	-	-	-	-	-	-	-	-
WC Financial Management Support Grant		-	-	-	-	-	-	-	-	-
National Resources Management Grant		-	-	-	-	-	-	-	-	-
Water Supply Infrastructure - Maintenance		-	-	-	-	-	-	-	-	-
District Municipality:		440	440	-	-	100	100	540	-	-
Hosting of cultural events		-	-	-	-	-	-	-	-	-
Safety Initiative Implementation-whole of society approach (WOSA)		440	440	-	-	-	-	440	-	-
Cape Winelands District Municipality Tourism Grant		-	-	-	-	100	100	100	-	-
Other grant providers:		-	376	-	-	-	-	376	-	-
Departmental Agencies and Accounts		-	376	-	-	-	-	376	-	-
Foreign Government and International Organisations		-	-	-	-	-	-	-	-	-
Households		-	-	-	-	-	-	-	-	-
Non-profit Institutions		-	-	-	-	-	-	-	-	-
Private Enterprises		-	-	-	-	-	-	-	-	-
Public Corporations		-	-	-	-	-	-	-	-	-
Higher Educational Institutions		-	-	-	-	-	-	-	-	-
Parent Municipality / Entity		-	-	-	-	-	-	-	-	-
Total Operating Transfers and Grants	6	178 546	197 693	-	3 327	100	3 427	201 120	181 186	197 574
Capital Transfers and Grants										
National Government:		63 690	58 065	-	-	(584)	(584)	57 481	43 675	46 102
Integrated National Electrification Programme (Municipal Grant) (Schedule 5B)		16 200	12 000	-	-	-	-	12 000	5 253	5 584
Municipal Infrastructure Grant (Schedule 5B)		-	-	-	-	-	-	-	-	-
Energy Efficiency and Demand Side Management Grant		-	-	-	-	-	-	-	-	-
Local Government Financial Management Grant (Schedule 5B)		-	-	-	-	-	-	-	-	-
Regional Bulk Infrastructure Grant (Schedule 5B)		-	-	-	-	-	-	-	-	-
Metro Informal Settlements Partnership Grant		47 490	46 065	-	-	(584)	(584)	45 481	38 422	40 518
Provincial Government:		49 739	26 635	-	-	-	-	26 635	45 620	54 600
Development of Sport and Recreational Facilities		-	-	-	-	-	-	-	-	-
Human Settlements Development Grant		45 139	21 980	-	-	-	-	21 980	44 020	54 000
Integrated Transport Planning		600	600	-	-	-	-	600	600	600
Library Services: Conditional Grant		-	55	-	-	-	-	55	-	-
Maintenance and Construction of Transport Infrastructure		-	-	-	-	-	-	-	-	-
Fire services capacity building grant		-	-	-	-	-	-	-	-	-
RSEP/VPUU		4 000	4 000	-	-	-	-	4 000	1 000	-
Water Supply Infrastructure		-	-	-	-	-	-	-	-	-
District Municipality:		-	-	-	-	-	-	-	-	-
All Grants		-	-	-	-	-	-	-	-	-
Other grant providers:		-	-	-	-	-	-	-	-	-
LOTTO		-	-	-	-	-	-	-	-	-
Public contribution		-	-	-	-	-	-	-	-	-
Total Capital Transfers and Grants	6	113 429	84 700	-	-	(584)	(584)	84 116	89 295	100 702
TOTAL RECEIPTS OF TRANSFERS & GRANTS		291 975	282 393	-	3 327	(484)	2 843	285 236	270 475	298 276

WC024 Stellenbosch - Supporting Table SB8 Adjustments Budget - expenditure on transfers and grant programme - April 2021

Description	Ref	Budget Year 2020/21							Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted 2 A1	Multi-year capital 3 B	Nat. or Prov. Govt 4 C	Other Adjusts. 5 D	Total Adjusts. 6 E	Adjusted Budget 7 F	Adjusted Budget	Adjusted Budget
R thousands		A	A1	B	C	D	E	F		
EXPENDITURE ON TRANSFERS AND GRANT PROGRAM:	1									
Operating expenditure of Transfers and Grants										
National Government:		156 315	178 568	-	-	-	-	178 568	166 626	182 301
Local Government Equitable Share		149 804	170 632	-	-	-	-	170 632	165 076	180 699
Expanded Public Works Programme Integrated Grant for Municipalities [Schedule 5B]		4 961	4 961	-	-	-	-	4 961	-	-
Local Government Financial Management Grant [Schedule 5B]		1 550	1 550	-	-	-	-	1 550	1 550	1 602
Municipal Systems Improvement Grant		-	-	-	-	-	-	-	-	-
Integrated Urban Development Grant		-	1 425	-	-	-	-	1 425	-	-
Metro Informal Settlements Partnership Grant		-	-	-	-	-	-	-	-	-
Provincial Government:		21 791	28 620	-	3 327	-	3 327	23 947	14 554	15 325
Community Development Workers Operational Support Grant		56	93	-	-	-	-	93	56	56
Environmental Affairs and Development Planning		-	-	-	-	-	-	-	-	-
Financial Management Capacity Building Grant		400	760	-	(100)	-	(100)	660	-	-
Human Settlements Development Grant		7 570	7 570	-	-	-	-	7 570	-	-
LG Graduate Internship Grant		-	74	-	-	-	-	74	-	-
Libraries, Archives and Museums		13 077	9 595	-	3 427	-	3 427	13 022	13 796	14 555
Maintenance and Construction of Transport Infrastructure		450	450	-	-	-	-	450	450	450
Municipal Accreditation and Capacity Building Grant		238	238	-	-	-	-	238	252	264
Regional Socio-Economic Project/Violence through urban upgrading (RSEP/VPUU)		-	-	-	-	-	-	-	-	-
Spatial Development framework		-	-	-	-	-	-	-	-	-
WC Financial Management Support Grant		-	-	-	-	-	-	-	-	-
Title deeds restoration grant		-	1 840	-	-	-	-	1 840	-	-
Water Supply Infrastructure - Maintenance		-	-	-	-	-	-	-	-	-
District Municipality:		440	2 471	-	-	100	100	2 571	-	-
Cape Winelands Grant		-	2 031	-	-	-	-	2 031	-	-
Safety Initiative Implementation-whole of society approach (WOSA)		440	440	-	-	-	-	440	-	-
Cape Winelands District Municipality Tourism Grant		-	-	-	-	100	100	100	-	-
Other grant providers:		-	2 204	-	1 828	-	1 828	4 032	-	-
LG SETA Bursary Fund		-	376	-	-	-	-	376	-	-
Foreign Government and International Organisations		-	-	-	-	-	-	-	-	-
Households		-	-	-	-	-	-	-	-	-
Non-profit Institutions		-	-	-	-	-	-	-	-	-
Private Enterprises		-	-	-	-	-	-	-	-	-
DBSA		-	1 828	-	1 828	-	1 828	3 656	-	-
Higher Educational Institutions		-	-	-	-	-	-	-	-	-
Parent Municipality / Entity		-	-	-	-	-	-	-	-	-
Total Operating Transfers and Grants	6	178 546	203 862	-	5 155	100	5 255	209 117	181 180	197 626
Capital Transfers and Grants										
National Government:		63 890	58 065	-	(584)	-	(584)	57 481	43 675	46 102
Integrated National Electrification Programme (Municipal Grant) [Schedule 5B]		16 200	12 000	-	-	-	-	12 000	5 253	5 584
Municipal Infrastructure Grant [Schedule 5B]		-	-	-	-	-	-	-	-	-
Energy Efficiency and Demand Side Management Grant		-	-	-	-	-	-	-	-	-
Local Government Financial Management Grant [Schedule 5B]		-	-	-	-	-	-	-	-	-
Regional Bulk Infrastructure Grant (Schedule 5B)		-	-	-	-	-	-	-	-	-
Metro Informal Settlements Partnership Grant		47 490	46 065	-	(584)	-	(584)	45 481	38 422	40 518
Provincial Government:		49 739	26 880	-	-	-	-	26 880	45 628	54 600
Development of Sport and Recreational Facilities		-	-	-	-	-	-	-	-	-
Human Settlements Development Grant		45 139	22 145	-	-	-	-	22 145	44 020	54 000
Integrated Transport Planning		600	600	-	-	-	-	600	600	600
Library Services: Conditional Grant		-	55	-	-	-	-	55	-	-
Maintenance and Construction of Transport Infrastructure		-	-	-	-	-	-	-	-	-
Fire services capacity building grant		-	-	-	-	-	-	-	-	-
RSEP/ VPUU		4 000	4 000	-	-	-	-	4 000	1 000	-
Other		-	-	-	-	-	-	-	-	-
Water Supply Infrastructure		-	-	-	-	-	-	-	-	-
District Municipality:		-	-	-	-	-	-	-	-	-
All Grants		-	-	-	-	-	-	-	-	-
Other grant providers:		50 000	50 000	-	-	-	-	50 000	17 500	17 500
LOTTO		50 000	50 000	-	-	-	-	50 000	17 500	17 500
Public contribution		-	-	-	-	-	-	-	-	-
Total Capital Transfers and Grants	6	163 429	134 866	-	(584)	-	(584)	134 282	106 795	118 202
TOTAL EXPENDITURE OF TRANSFERS & GRANTS		341 975	338 728	-	4 571	100	4 671	343 399	287 975	315 828

WC024 Stellenbosch - Supporting Table SB9 Adjustments Budget - reconciliation of transfers, grant receipts, and unspent funds - April 2021

Description	Ref	Budget Year 2020/21							Budget Year +1	Budget Year +2
		Original Budget	Prior Adjusted	Multi-year capital	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	2 A1	3 B	4 C	5 D	6 E	7 F		
R thousands										
Operating transfers and grants:										
National Government:										
Balance unspent at beginning of the year		-	-	-	-	-	-	-	-	-
Current year receipts		(156 715)	(177 543)	-	-	-	-	(177 543)	(166 626)	(182 249)
Conditions met - transferred to revenue		156 715	177 543	-	-	-	-	177 543	166 626	182 249
Conditions still to be met - transferred to liabilities		-	-	-	-	-	-	-	-	-
Provincial Government:										
Balance unspent at beginning of the year		-	2 379	-	-	-	-	2 379	-	-
Current year receipts		21 791	18 309	-	3 327	-	3 327	21 636	14 554	15 325
Conditions met - transferred to revenue		(21 791)	(20 620)	-	(3 327)	-	(3 327)	(23 947)	(14 554)	(15 325)
Conditions still to be met - transferred to liabilities		-	68	-	-	-	-	68	-	-
District Municipality:										
Balance unspent at beginning of the year		-	2 031	-	-	-	-	2 031	-	-
Current year receipts		440	440	-	-	100	100	540	-	-
Conditions met - transferred to revenue		(440)	(2 471)	-	-	(100)	(100)	(2 571)	-	-
Conditions still to be met - transferred to liabilities		-	-	-	-	-	-	-	-	-
Other grant providers:										
Balance unspent at beginning of the year		-	394	-	-	-	-	394	-	-
Current year receipts		-	376	-	-	-	-	376	-	-
Conditions met - transferred to revenue		-	(771)	-	-	-	-	(771)	-	-
Conditions still to be met - transferred to liabilities		-	-	-	-	-	-	-	-	-
Total operating transfers and grants revenue		134 484	153 682	-	(3 327)	(100)	(3 427)	150 255	152 072	166 924
Total operating transfers and grants - CTBM	2	-	68	-	-	-	-	68	-	-
Capital transfers and grants:										
National Government:										
Balance unspent at beginning of the year		-	307	-	-	-	-	307	-	-
Current year receipts		63 690	58 065	-	(584)	-	(584)	57 481	45 636	49 309
Conditions met - transferred to revenue		(63 690)	(58 373)	-	584	-	584	(57 789)	(45 636)	(49 309)
Conditions still to be met - transferred to liabilities		-	-	-	-	-	-	-	-	-
Provincial Government:										
Balance unspent at beginning of the year		-	521	-	-	-	-	521	-	-
Current year receipts		49 739	26 635	-	-	-	-	26 635	28 312	29 890
Conditions met - transferred to revenue		(49 739)	(26 800)	-	-	-	-	(26 800)	(28 312)	(29 890)
Conditions still to be met - transferred to liabilities		-	356	-	-	-	-	356	-	-
District Municipality:										
Balance unspent at beginning of the year		-	-	-	-	-	-	-	-	-
Current year receipts		-	-	-	-	-	-	-	-	-
Conditions met - transferred to revenue		-	-	-	-	-	-	-	-	-
Conditions still to be met - transferred to liabilities		-	-	-	-	-	-	-	-	-
Other grant providers:										
Balance unspent at beginning of the year		-	100 919	-	-	-	-	100 919	-	-
Current year receipts		-	-	-	-	-	-	-	-	-
Conditions met - transferred to revenue		-	(100 919)	-	-	-	-	(100 919)	-	-
Conditions still to be met - transferred to liabilities		-	-	-	-	-	-	-	-	-
Total capital transfers and grants revenue		(113 429)	(186 092)	-	584	-	584	(185 508)	(73 946)	(79 199)
Total capital transfers and grants - CTBM		-	356	-	-	-	-	356	-	-
TOTAL TRANSFERS AND GRANTS REVENUE		21 055	(32 410)	-	(2 743)	(100)	(2 843)	(35 253)	78 124	87 725
TOTAL TRANSFERS AND GRANTS - CTBM		-	424	-	-	-	-	424	-	-

WC024 Stellenbosch - Supporting Table SB10 Adjustments Budget - transfers and grants made by the municipality - April 2021

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavold.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	6 A1	7 B	8 C	9 D	10 E	11 F	12 G	13 H		
R thousands												
<u>Cash transfers to other municipalities</u>												
Operational	1	-	-	-	-	-	-	-	-	-	-	-
Capital		-	-	-	-	-	-	-	-	-	-	-
Total Cash Transfers To Municipalities:		-	-	-	-	-	-	-	-	-	-	-
<u>Cash transfers to Entities/Other External Mechanisms</u>												
Operational	2	-	-	-	-	-	-	-	-	-	-	-
Capital		-	-	-	-	-	-	-	-	-	-	-
Total Cash Transfers To Entities/Ems'		-	-	-	-	-	-	-	-	-	-	-
<u>Cash transfers to other Organs of State</u>												
Operational	3	-	-	-	-	-	-	-	-	-	-	-
Capital		-	-	-	-	-	-	-	-	-	-	-
Total Cash Transfers To Other Organs Of State:		-	-	-	-	-	-	-	-	-	-	-
<u>Cash transfers to other Organisations</u>												
Operational	4	10 069	10 313	-	-	-	-	100	100	10 413	10 600	11 200
Capital		-	-	-	-	-	-	-	-	-	-	-
Total Cash Transfers To Organisations		10 069	10 313	-	-	-	-	100	100	10 413	10 600	11 200
<u>Cash transfers to Groups of Individuals</u>												
Operational	4	-	760	-	-	-	-	(100)	(100)	660	-	-
Capital		-	-	-	-	-	-	-	-	-	-	-
Total Cash Transfers To Groups Of Individuals:		-	760	-	-	-	-	(100)	(100)	660	-	-
TOTAL CASH TRANSFERS AND GRANTS	5	10 069	11 073	-	-	-	-	-	-	11 073	10 600	11 200
<u>Non-cash transfers to other municipalities</u>												
Operational	1	-	-	-	-	-	-	-	-	-	-	-
Capital		-	-	-	-	-	-	-	-	-	-	-
Total Non-Cash Transfers To Municipalities:		-	-	-	-	-	-	-	-	-	-	-
<u>Non-cash transfers to Entities/Other External Mechanisms</u>												
Operational	2	-	-	-	-	-	-	-	-	-	-	-
Capital		-	-	-	-	-	-	-	-	-	-	-
Total Non-Cash Transfers To Entities/Ems'		-	-	-	-	-	-	-	-	-	-	-
<u>Non-cash transfers to other Organs of State</u>												
Operational	3	-	-	-	-	-	-	-	-	-	-	-
Capital		-	-	-	-	-	-	-	-	-	-	-
Total Non-Cash Transfers To Other Organs Of State:		-	-	-	-	-	-	-	-	-	-	-
<u>Non-cash transfers to other Organisations</u>												
Operational	4	-	-	-	-	-	-	-	-	-	-	-
Capital		-	-	-	-	-	-	-	-	-	-	-
TOTAL NON-CASH TRANSFERS TO OTHER ORGANISATIONS:		-	-	-	-	-	-	-	-	-	-	-
<u>Non-cash transfers to Groups of Individuals</u>												
Operational	4	-	-	-	-	-	-	-	-	-	-	-
Capital		-	-	-	-	-	-	-	-	-	-	-
Total Non-Cash Grants To Groups Of Individuals:		-	-	-	-	-	-	-	-	-	-	-
TOTAL NON-CASH TRANSFERS AND GRANTS	5	-	-	-	-	-	-	-	-	-	-	-
TOTAL TRANSFERS AND GRANTS		10 069	11 073	-	-	-	-	-	-	11 073	10 600	11 200

WC024 Stellenbosch - Supporting Table SB11 Adjustments Budget - councillor and staff benefits - April 2021

Summary of remuneration		Ref	Budget Year 2020/21										% change
			Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget		
R thousands			A	5	6	7	8	9	10	11	12		
			A	A1	B	C	D	E	F	G	H		
Councillors (Political Office Bearers plus Other)													
Basic Salaries and Wages			13 710	13 710	-		-		-	-	13 710	0.0%	
Pension and UIF Contributions			848	848	-		-		-	-	848	0.0%	
Medical Aid Contributions			92	92	-		-		-	-	92	0.0%	
Motor Vehicle Allowance			4 947	4 947	-		-		-	-	4 947	0.0%	
Cellphone Allowance			1 339	1 339	-		-		-	-	1 339	0.0%	
Housing Allowances			-	-	-		-		-	-	-	0.0%	
Other benefits and allowances			197	197	-		-		-	-	197	0.0%	
Sub Total - Councillors			21 133	21 133	-		-		-	-	21 133		
% Increase				0.0%								0.0%	
Senior Managers of the Municipality													
Basic Salaries and Wages			7 532	7 532	-		-		-	-	7 532	0.0%	
Pension and UIF Contributions			1 374	1 374	-		-		-	-	1 374	0.0%	
Medical Aid Contributions			235	235	-		-		-	-	235	0.0%	
Overtime			-	-	-		-		-	-	-	0.0%	
Performance Bonus			300	300	-		-		-	-	300	0.0%	
Motor Vehicle Allowance			1 188	1 188	-		-		-	-	1 188	0.0%	
Cellphone Allowance			132	132	-		-		-	-	132	0.0%	
Housing Allowances			-	-	-		-		-	-	-	0.0%	
Other benefits and allowances			61	61	-		-		-	-	61	0.0%	
Payments in lieu of leave			-	-	-		-		-	-	-	0.0%	
Long service awards			-	-	-		-		-	-	-	0.0%	
Post-retirement benefit obligations	5		-	-	-		-		-	-	-	0.0%	
Sub Total - Senior Managers of Municipality			10 822	10 822	-		-		-	-	10 822		
% Increase				0.0%								0.0%	
Other Municipal Staff													
Basic Salaries and Wages			331 738	306 703	-		-		3 427	3 427	310 130	-6.5%	
Pension and UIF Contributions			59 886	59 886	-		-		-	-	59 886	0.0%	
Medical Aid Contributions			27 727	27 727	-		-		-	-	27 727	0.0%	
Overtime			55 059	48 455	-		-		-	-	48 455	-12.0%	
Performance Bonus			-	-	-		-		-	-	-	0.0%	
Motor Vehicle Allowance			14 398	10 436	-		-		-	-	10 436	-27.5%	
Cellphone Allowance			1 011	1 011	-		-		-	-	1 011	0.0%	
Housing Allowances			3 165	3 165	-		-		-	-	3 165	0.0%	
Other benefits and allowances			42 188	38 420	-		-		-	-	38 420	-8.9%	
Payments in lieu of leave			2 246	2 246	-		-		-	-	2 246	0.0%	
Long service awards			72	72	-		-		-	-	72	0.0%	
Post-retirement benefit obligations	5		31 126	20 126	-		-		-	-	20 126	-35.3%	
Sub Total - Other Municipal Staff			568 617	518 248	-		-		3 427	3 427	521 675		
% Increase				-8.9%								-8.3%	
Total Parent Municipality			600 572	550 203	-		-		3 427	3 427	553 630	-7.8%	
TOTAL SALARY, ALLOWANCES & BENEFITS													
			600 572	550 203	-		-		3 427	3 427	553 630		
% Increase				-8.4%								-7.8%	
TOTAL MANAGERS AND STAFF													
			579 439	529 070	-		-		3 427	3 427	532 497	-8.1%	

WC024 Stellenbosch - Supporting Table SB12 Adjustments Budget - monthly revenue and expenditure (municipal vote) - April 2021

Budget Year 2020/21														Medium Term Revenue and Expenditure Framework		
Description	Ref	July	August	SepL	October	November	December	January	February	March	April	May	June	Budget Year 2020/21	Budget Year +1 2021/22	Budget Year +2 2022/23
		Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
		R thousands														
Revenue by Vote																
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		(10 701)	10 701	-	-	-	-	-	66	66	66	66	66	328	-	-
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		1 357	1 544	1 252	7 742	6 366	916	2 080	3 336	3 336	3 436	3 336	(3 903)	30 799	73 211	80 758
Vote 3 - INFRASTRUCTURE SERVICES		139 201	81 666	82 846	70 516	75 582	95 227	100 243	104 841	104 841	104 841	104 841	153 503	1 228 147	1 318 672	1 437 756
Vote 4 - COMMUNITY AND PROTECTION SERVICES		258	1 333	1 291	39 585	4 055	1 509	13 415	14 008	15 414	14 932	17 449	49 505	172 752	202 513	206 277
Vote 5 - CORPORATE SERVICES		(5 696)	6 343	359	392	343	370	400	539	539	539	539	826	5 492	4 619	4 957
Vote 6 - FINANCIAL SERVICES		138 830	13 405	29 335	29 777	27 223	50 728	40 866	40 966	40 966	40 966	40 966	(3 133)	490 895	515 349	543 463
Total Revenue by Vote		263 248	114 991	115 083	148 012	113 589	148 751	157 004	163 785	165 161	164 779	167 196	206 884	1 928 413	2 114 364	2 273 211
Expenditure by Vote																
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		1 197	1 333	2 552	1 755	3 167	2 917	3 645	3 710	3 881	3 785	3 785	13 083	44 812	49 452	53 040
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		7 205	9 235	4 734	6 394	7 390	5 091	7 500	8 421	9 099	9 130	8 947	13 840	96 986	110 553	118 765
Vote 3 - INFRASTRUCTURE SERVICES		16 279	69 137	77 876	71 412	71 019	68 592	83 824	81 292	86 913	83 754	84 193	261 849	1 056 140	1 155 574	1 239 724
Vote 4 - COMMUNITY AND PROTECTION SERVICES		12 932	17 772	20 085	20 884	26 391	25 393	26 669	27 056	28 516	31 493	31 680	92 292	361 162	376 861	399 651
Vote 5 - CORPORATE SERVICES		8 290	13 479	8 205	12 934	13 028	10 164	14 604	14 694	14 694	14 694	14 694	40 590	180 072	193 289	205 939
Vote 6 - FINANCIAL SERVICES		4 531	7 287	7 544	7 599	9 692	6 419	7 542	8 112	8 452	7 762	8 349	8 570	91 869	116 685	124 537
Total Expenditure by Vote		50 434	118 244	120 998	120 977	130 687	118 575	143 783	143 286	151 555	150 619	151 648	430 224	1 831 031	2 002 415	2 141 655
Surplus/ (Deficit)		212 813	(3 253)	(5 915)	27 035	(17 118)	30 175	13 221	20 469	13 606	14 160	15 548	(223 360)	97 381	111 949	131 555

WC024 Stellenbosch - Supporting Table SB13 Adjustments Budget - monthly revenue and expenditure (functional classification) - April 2021

Description - Standard classification	Ref	Budget Year 2020/21												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2020/21	Budget Year +1 2021/22	Budget Year +2 2022/23
		Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousands																
Revenue - Functional																
Governance and administration		122 528	30 614	29 966	30 328	27 698	51 186	41 515	41 754	41 754	41 754	41 754	(1 473)	499 378	522 887	551 517
Executive and council		44	–	91	128	75	50	59	122	122	122	122	88	1 023	749	794
Finance and administration		122 484	30 614	29 875	30 200	27 623	51 135	41 457	41 632	41 632	41 632	41 632	(1 559)	498 355	522 138	550 723
Internal audit		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Community and public safety		857	1 922	1 866	48 610	9 827	1 968	14 743	15 368	16 774	16 292	18 809	43 814	188 850	259 358	273 869
Community and social services		81	1 093	82	1 436	1 114	223	922	1 088	1 480	1 554	3 514	4 886	17 473	17 361	18 332
Sport and recreation		0	11	–	4	88	0	59	374	374	832	374	1 242	3 361	8 748	794
Public safety		175	222	1 202	38 135	2 773	1 165	12 351	12 462	13 477	12 462	13 477	43 018	150 918	175 343	186 027
Housing		601	595	582	7 034	5 853	580	1 412	1 443	1 443	1 443	1 443	(5 332)	17 098	57 906	68 716
Health		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Economic and environmental services		684	811	398	1 858	1 402	752	2 835	8 214	8 214	8 214	8 214	21 021	62 620	15 562	16 190
Planning and development		684	777	389	546	377	251	2 408	3 848	3 848	3 848	3 848	14 733	35 558	9 403	8 963
Road transport		–	27	2	1 303	945	498	416	4 355	4 355	4 355	4 355	6 318	26 931	6 021	7 080
Environmental protection		–	6	7	9	80	3	11	11	11	11	11	(30)	131	139	147
Trading services		139 169	81 635	82 844	69 207	74 632	94 837	98 055	98 563	98 563	98 563	98 563	144 567	1 179 199	1 313 444	1 428 516
Energy sources		67 477	58 224	59 713	44 149	48 052	40 338	60 615	60 664	60 664	60 664	60 664	106 400	727 624	802 603	863 220
Water management		17 004	11 557	11 012	8 093	11 647	16 092	14 321	14 567	14 567	14 567	14 567	25 084	173 079	216 164	239 863
Waste water management		26 977	6 610	6 595	11 562	9 590	20 712	13 815	13 815	13 815	13 815	13 815	14 661	165 784	167 542	183 518
Waste management		27 711	5 244	5 523	5 403	5 342	17 694	9 304	9 517	9 517	9 517	9 517	(1 579)	112 711	127 135	142 116
Other		9	10	9	9	9	9	9	9	9	109	9	8	207	113	120
Total Revenue - Functional		263 248	114 991	115 083	148 012	113 569	148 751	157 158	163 908	165 315	164 932	167 349	207 937	1 930 252	2 111 364	2 270 211
Expenditure - Functional																
Governance and administration		14 022	22 108	17 277	22 194	25 215	19 273	24 926	25 587	26 022	25 236	25 824	58 070	305 756	349 849	373 164
Executive and council		2 922	2 947	3 363	4 623	3 834	3 483	3 941	3 941	4 037	3 941	3 941	11 149	52 122	59 639	63 886
Finance and administration		10 715	18 762	13 417	17 124	20 401	14 223	19 770	20 430	20 769	20 079	20 667	42 683	239 040	274 705	282 998
Internal audit		385	398	498	448	980	1 567	1 216	1 216	1 216	1 216	1 216	4 238	14 595	15 505	16 480
Community and public safety		12 835	17 603	18 559	20 582	25 936	24 940	27 686	28 729	30 172	33 556	33 755	130 389	405 733	426 812	451 510
Community and social services		1 948	1 889	1 980	2 493	2 887	2 247	2 586	2 651	2 901	6 867	7 074	8 358	43 900	40 909	43 434
Sport and recreation		2 034	2 477	2 373	4 596	4 357	4 221	3 797	3 922	4 893	3 884	3 884	9 123	49 581	51 007	54 188
Public safety		7 208	11 554	13 471	11 427	16 073	16 548	16 558	18 755	18 921	18 921	18 921	104 181	274 538	295 426	311 647
Housing		1 645	1 684	1 735	2 046	2 818	1 924	2 746	3 401	3 457	3 864	3 876	8 738	37 735	39 470	42 241
Health		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Economic and environmental services		9 631	11 838	13 339	15 680	15 437	9 475	15 587	15 866	19 355	17 363	17 167	45 945	206 682	216 315	231 158
Planning and development		6 514	8 558	8 828	5 890	6 840	4 859	6 462	6 943	7 615	7 239	7 044	4 214	81 004	83 303	89 752
Road transport		2 321	2 459	3 382	8 505	6 937	3 174	6 894	6 691	9 435	7 820	7 820	33 308	98 748	103 360	109 446
Environmental protection		796	822	1 129	1 285	1 660	1 442	2 232	2 232	2 304	2 304	2 304	8 423	26 932	29 651	31 959
Trading services		13 945	66 696	70 822	62 541	64 099	64 887	75 573	73 095	75 971	74 428	74 867	195 712	912 636	1 009 314	1 085 692
Energy sources		2 610	53 106	54 395	39 373	36 817	34 346	43 473	43 479	43 799	43 799	43 799	85 800	524 796	573 867	613 817
Water management		2 894	2 785	5 171	6 411	8 307	13 605	11 452	9 688	9 172	9 172	9 172	39 874	127 903	156 470	172 409
Waste water management		5 662	6 137	5 640	8 384	10 903	11 045	11 405	9 979	12 635	11 940	12 379	35 219	141 329	168 162	182 286
Waste management		2 780	4 667	5 617	8 373	8 073	5 683	9 244	9 749	10 365	9 517	9 517	34 820	118 609	110 815	117 180
Other		–	–	–	–	–	–	10	10	35	35	35	98	224	126	132
Total Expenditure - Functional		50 434	118 244	120 998	120 977	130 687	118 575	143 783	143 286	151 555	150 619	151 648	430 224	1 831 031	2 002 415	2 141 655

Description - Standard classification	Ref	Budget Year 2020/21												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2020/21	Budget Year +1 2021/22	Budget Year +2 2022/23
		Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousands																
Surplus/ (Deficit) 1.		212 813	(3 253)	(5 815)	27 035	(17 118)	30 175	13 374	20 622	13 759	14 313	15 701	(222 287)	99 221	108 949	128 555

WC024 Stellenbosch - Supporting Table SB14 Adjustments Budget - monthly revenue and expenditure - April 2021

Budget Year 2020/21															Medium Term Revenue and Expenditure Framework		
Description	Ref	July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2020/21	Budget Year +1 2021/22	Budget Year +2 2022/23	
		Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	
R thousands																	
Revenue By Source																	
Property rates		99 830	25 643	26 665	27 131	26 619	26 639	33 270	33 270	33 270	33 270	33 270	163	399 239	417 735	444 889	
Service charges - electricity revenue		54 159	58 132	59 551	43 279	47 916	25 297	56 203	56 203	56 203	56 203	56 203	105 092	674 441	760 500	817 538	
Service charges - water revenue		10 604	10 694	10 400	7 484	11 021	9 310	12 393	12 393	12 393	12 393	12 393	27 240	148 720	181 374	194 978	
Service charges - sanitation revenue		13 324	6 499	6 486	6 248	6 894	7 364	9 026	9 026	9 026	9 026	9 026	16 368	108 312	126 594	135 455	
Service charges - refuse		14 929	5 140	5 419	5 289	5 231	5 252	6 525	6 525	6 525	6 525	6 525	4 418	78 305	91 225	106 278	
Service charges - other		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Rental of facilities and equipment		726	793	888	783	742	702	883	883	883	883	883	1 545	10 592	17 270	18 307	
Interest earned - external investments		282	4 429	2 255	2 111	251	1 517	1 906	1 906	1 906	1 906	1 906	2 497	22 870	34 522	29 358	
Interest earned - outstanding debtors		(1)	907	901	1 024	958	989	1 107	1 107	1 107	1 107	1 107	2 969	13 281	14 211	15 206	
Dividends received		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Fines, penalties and forfeits		-	104	455	37 180	643	609	10 907	10 907	10 907	10 907	10 907	37 356	130 881	149 335	158 297	
Licences and permits		1	1	466	533	1 334	456	459	459	459	459	459	420	5 503	5 834	6 184	
Agency services		-	-	285	291	756	190	244	244	244	244	244	188	2 931	3 107	3 293	
Transfers and subsidies		67 412	1 349	-	6 162	1 665	65 804	16 007	17 358	18 765	17 924	20 800	(25 957)	207 288	181 180	197 574	
Other revenue		1 981	1 301	1 114	1 486	1 020	722	2 659	2 659	2 659	2 659	2 659	10 990	31 908	42 181	45 152	
Gains on disposal of PPE		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Revenue		263 248	114 991	115 083	139 000	105 049	144 852	151 589	152 940	154 347	153 906	156 382	183 287	1 834 273	2 025 069	2 172 509	
Expenditure By Type																	
Employee related costs		38 881	40 222	44 166	42 185	63 410	45 436	43 288	43 611	43 616	47 578	47 578	32 524	532 497	623 493	676 723	
Remuneration of councillors		1 551	1 551	1 535	1 535	1 535	1 535	1 761	1 761	1 761	1 761	1 761	3 085	21 133	22 401	23 745	
Debt impairment		-	-	190	11	4	8	6 167	6 167	6 167	6 167	6 167	42 958	74 007	76 008	78 072	
Depreciation & asset impairment		-	-	-	30	23	73	14 421	14 421	14 421	14 421	14 421	128 548	200 779	214 881	224 550	
Finance charges		-	-	-	-	-	14 576	785	785	785	785	785	13 146	31 649	52 710	65 154	
Bulk purchases		333	50 090	52 234	35 326	34 563	30 484	39 852	38 406	37 304	37 304	37 304	57 996	451 196	516 151	562 501	
Other materials		640	949	2 440	2 178	1 955	3 231	3 254	3 218	4 978	4 136	4 137	14 375	45 490	44 082	46 204	
Contracted services		1 180	7 117	16 884	23 102	19 281	15 627	19 666	20 032	27 123	23 378	24 220	64 410	262 000	244 744	265 781	
Grants and subsidies		2 703	5 874	167	248	89	102	916	916	941	941	941	(2 764)	11 073	10 800	11 200	
Other expenditure		5 166	12 442	3 381	16 363	9 826	7 504	13 673	13 969	14 458	14 146	14 333	75 807	201 057	197 345	207 725	
Loss on disposal of PPE		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Expenditure		50 434	118 244	120 988	120 977	130 687	118 575	143 783	143 288	151 555	150 610	151 648	430 084	1 830 881	2 002 415	2 141 835	
Surplus/(Deficit)		212 813	(3 253)	(5 915)	18 023	(25 638)	26 276	7 805	9 654	2 791	2 888	4 733	(248 797)	3 382	22 654	30 653	
Transfers and subsidies - capital (monetary allocations) (National / Provincial and District)		-	-	-	9 012	8 520	-	4 594	9 993	9 993	10 451	9 993	21 725	84 282	89 295	100 702	
Transfers and subsidies - capital (monetary allocations) (National / Provincial Departmental Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporations, Higher Educational Institutions)		-	-	-	-	-	3 899	975	975	975	975	975	2 924	11 697	-	-	
Transfers and subsidies - capital (in-kind - all)		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Surplus/(Deficit) after capital transfers & contributions		212 813	(3 253)	(5 915)	27 035	(17 118)	30 175	13 374	20 622	13 759	14 313	15 701	(222 147)	99 361	111 949	131 555	

WC024 Stellenbosch - Supporting Table SB15 Adjustments Budget - monthly cash flow - April 2021

Monthly cash flows	Ref	Budget Year 2020/21												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2020/21	Budget Year +1 2021/22	Budget Year +2 2022/23
		Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousands																
Cash Receipts By Source	1															
Property rates		(50 860)	(76 000)	(56 050)	(201 467)	(87 192)	(254 383)	(48 796)	(49 417)	(52 548)	(50 496)	(50 752)	370 275	(807 685)	(675 251)	(722 379)
Service charges - electricity revenue		26 775	19 613	18 450	15 428	15 737	(10 146)	(39 996)	(40 002)	(40 322)	(40 322)	(40 322)	(367 964)	(483 073)	(552 149)	(591 118)
Service charges - water revenue		2 858	(1 081)	(1 245)	(2 238)	(2 318)	(3 214)	(8 268)	(6 704)	(5 988)	(5 988)	(5 988)	(49 523)	(88 696)	(116 528)	(139 613)
Service charges - sanitation revenue		(569)	(3 298)	(230)	1 979	(3 971)	(2 486)	(7 775)	(6 349)	(8 044)	(8 044)	(8 044)	(47 823)	(94 656)	(116 369)	(127 882)
Service charges - refuse		491	59	1 111	2 196	(1 098)	(822)	(8 792)	(9 042)	(9 042)	(9 042)	(9 042)	(66 406)	(109 280)	(101 064)	(106 520)
Service charges - other		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rental of facilities and equipment		(99)	(75)	(127)	(130)	(259)	(135)	(391)	(391)	(391)	(391)	(391)	(1 892)	(4 673)	(5 049)	(5 454)
Interest earned - external investments		(0)	444	436	434	448	462	-	-	-	-	-	(2 225)	-	-	-
Interest earned - outstanding debtors		-	4 072	1 948	1 852	-	1 188	-	-	-	-	-	(9 059)	-	-	-
Dividends received		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fines, penalties and forfeits		(1 960)	(1 877)	(2 010)	34 745	(2 558)	(4 402)	(3 086)	(3 086)	(3 086)	(3 086)	(3 086)	(66 697)	(60 231)	(74 979)	(79 420)
Licences and permits		(476)	(471)	(72)	7	505	(22)	(646)	(646)	(646)	(646)	(646)	(3 993)	(7 752)	(8 431)	(9 171)
Agency services		-	-	285	291	756	190	-	-	-	-	-	(1 522)	-	-	-
Transfer receipts - operational		(20 013)	18 813	(2 765)	1 965	690	63 318	(4 174)	(5 182)	(5 990)	(5 277)	(5 895)	(89 581)	(54 071)	(16 111)	(16 926)
Other revenue		(2 765)	(2 433)	(2 912)	(2 824)	(4 089)	(2 946)	(3 462)	(3 462)	(3 462)	(3 462)	(3 462)	(6 260)	(41 540)	(45 551)	(49 525)
Cash Receipts by Source		(48 817)	(42 235)	(43 179)	(147 763)	(83 391)	(213 499)	(125 385)	(124 031)	(129 520)	(126 755)	(127 629)	(342 852)	(1 552 855)	(1 711 501)	(1 839 007)
Other Cash Flows by Source																
Transfers receipts - capital		17 025	-	-	12 727	6 945	5 415	-	-	-	-	-	(42 113)	-	-	-
Contributions & Contributed assets		-	-	-	(382)	-	-	-	-	-	-	-	382	-	-	-
Proceeds on disposal of PPE		(8)	(4)	-	(2)	(3)	-	(2)	(2)	(2)	(2)	(2)	3	(23)	(24)	(26)
Short term loans		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing long term/financing		-	-	-	(50)	-	-	-	-	-	-	-	90	-	-	-
Increase (decrease) in consumer deposits		(30)	90	50	(2)	342	62	-	-	-	-	-	(511)	-	-	-
Decrease (Increase) in non-current debtors		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Decrease (Increase) other non-current receivables		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Decrease (Increase) in non-current investments		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Receipts by Source		(29 630)	(42 149)	(43 130)	(135 511)	(76 106)	(208 022)	(125 386)	(124 033)	(129 522)	(126 757)	(127 630)	(384 801)	(1 552 878)	(1 711 526)	(1 839 033)
Cash Payments by Type																
Employee related costs		38 881	40 222	44 166	42 185	63 410	45 436	43 288	43 611	43 616	47 578	47 578	32 524	532 497	623 493	676 723
Remuneration of councillors		1 551	1 551	1 535	1 535	1 535	1 535	1 761	1 761	1 761	1 761	1 761	3 085	21 133	22 401	23 745
Finance charges		-	-	-	-	-	14 576	785	785	785	785	785	13 146	31 649	52 710	65 154
Bulk purchases - Electricity		333	50 030	50 225	32 777	30 681	30 240	35 854	35 854	35 854	35 854	35 854	56 697	430 254	487 122	521 220
Bulk purchases - Water & Sewer		-	60	2 009	2 550	3 881	244	3 998	2 552	1 450	1 450	1 450	1 299	20 942	29 030	31 281
Other materials		640	949	2 440	2 178	1 955	3 231	3 254	3 218	4 978	4 136	4 137	14 375	45 490	44 082	46 204
Contracted services		1 160	7 117	16 884	23 102	19 281	15 627	19 666	20 032	27 123	23 378	24 220	64 410	262 000	244 744	255 781
Transfers and grants - other municipalities		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfers and grants - other		2 703	5 674	167	248	89	102	916	916	941	941	941	(2 764)	11 073	10 600	11 200
Other expenditure		5 168	12 452	3 483	16 392	9 826	7 505	13 673	13 969	14 458	14 146	14 333	75 662	201 067	197 345	207 725
Cash Payments by Type		50 436	118 255	129 909	120 965	130 659	118 495	123 195	122 698	130 967	130 031	131 060	258 433	1 556 105	1 711 526	1 839 033
Other Cash Flows/Payments by Type																
Capital assets		-	-	46 224	1 165	462	-	14 898	46 246	63 246	72 014	69 737	139 888	453 880	436 268	458 119
Repayment of borrowing		-	-	-	-	-	13 884	-	-	-	-	-	(5 613)	8 271	14 632	19 576
Total Cash Flows/Payments		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Payments by Type		50 436	118 255	167 133	122 130	131 122	132 379	138 093	168 944	194 214	202 045	200 797	392 708	2 018 257	2 162 425	2 318 729

Monthly cash flows	Ref	Budget Year 2020/21												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2020/21	Budget Year +1 2021/22	Budget Year +2 2022/23
		Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousands																
NET INCREASE/(DECREASE) IN CASH HELD		(80 088)	(160 404)	(210 263)	(257 841)	(207 228)	(340 401)	(263 480)	(282 976)	(323 738)	(328 802)	(328 427)	(777 510)	(3 570 935)	(3 873 951)	(4 155 762)
Cash/cash equivalents at the monthly year beginning:		—	(80 066)	(240 471)	(450 734)	(708 375)	(915 602)	(1 256 004)	(1 519 483)	(1 812 460)	(2 136 196)	(2 464 998)	(2 793 425)	—	(3 570 935)	(7 444 886)
Cash/cash equivalents at the monthly year end:		(80 066)	(240 471)	(450 734)	(708 375)	(915 602)	(1 256 004)	(1 519 483)	(1 812 460)	(2 136 196)	(2 464 998)	(2 793 425)	(3 570 935)	(3 570 935)	(7 444 886)	(11 600 647)

WC024 Stellenbosch - Supporting Table SB16 Adjustments Budget - monthly capital expenditure (municipal vote) - April 2021

Description - Municipal Vote	Ref	Budget Year 2020/21												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2020/21	Budget Year +1 2021/22	Budget Year +2 2022/23
		Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousands																
Multi-year expenditure appropriation	1															
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		1	-	8	7	-	1	14	-	-	10	-	-	40	44	49
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		-	-	-	-	-	-	391	1 736	1 278	1 900	1 884	3 436	10 626	3 000	5 500
Vote 3 - INFRASTRUCTURE SERVICES		14	274	1 962	8 516	5 002	10 081	5 345	13 640	15 665	21 812	27 008	26 556	135 676	154 622	222 142
Vote 4 - COMMUNITY AND PROTECTION SERVICES		20	119	788	1 220	1 908	1 074	842	3 559	1 594	3 746	2 184	7 282	24 338	18 085	14 960
Vote 5 - CORPORATE SERVICES		-	-	66	549	1 782	853	1 129	1 328	1 584	2 294	1 106	8 116	18 818	34 600	28 200
Vote 6 - FINANCIAL SERVICES		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital Multi-year expenditure sub-total	3	35	393	2 824	10 292	8 702	12 009	7 722	20 263	20 122	29 762	32 183	45 391	189 698	210 361	270 851
Single-year expenditure appropriation																
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		2	-	314	2	215	219	-	1 186	1 490	1 922	1 334	778	7 462	3 619	45 065
Vote 3 - INFRASTRUCTURE SERVICES		79	1 839	6 921	21 336	9 687	12 788	3 132	20 431	33 505	31 862	27 070	12 940	181 617	205 094	124 139
Vote 4 - COMMUNITY AND PROTECTION SERVICES		18	44	1 131	882	1 293	938	126	208	2 946	3 709	3 922	4 159	19 376	13 844	15 815
Vote 5 - CORPORATE SERVICES		-	1 974	48 075	3 558	951	375	3 813	4 125	5 056	4 381	5 120	(22 648)	54 877	2 850	2 050
Vote 6 - FINANCIAL SERVICES		4	-	-	99	5	3	5	33	127	358	108	108	850	200	200
Capital single-year expenditure sub-total	3	102	3 854	56 441	25 875	12 160	14 324	7 178	25 983	43 124	42 252	37 554	(4 663)	264 182	225 907	187 269
Total Capital Expenditure	2	137	4 247	59 265	36 167	20 862	26 333	14 898	46 246	63 246	72 014	69 737	40 728	453 880	436 268	458 119

WC024 Stellenbosch - Supporting Table SB17 Adjustments Budget - monthly capital expenditure (functional classification) - April 2021

Description	Ref	Budget Year 2020/21												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2020/21	Budget Year +1 2021/22	Budget Year +2 2022/23
		Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousands																
Capital Expenditure - Functional																
<i>Governance and administration</i>		60 076	(818)	4 629	59 641	3 603	1 912	(844)	426	3 422	3 188	2 357	(63 207)	74 585	37 694	30 489
Executive and council		2 876	2 930	3 249	4 169	3 693	3 286	3 910	3 819	3 915	3 838	3 619	(39 483)	40	44	49
Finance and administration		56 823	(3 925)	963	55 045	(751)	(1 782)	(5 971)	(4 609)	(1 709)	(1 865)	(2 678)	(14 996)	74 545	37 650	30 450
Internal audit		377	376	418	408	660	409	1 216	1 216	1 216	1 216	1 216	(8 728)	—	—	—
<i>Community and public safety</i>		8 582	5 468	7 920	(30 734)	7 633	16 380	13 468	20 506	23 097	34 456	30 399	(87 059)	50 111	30 249	66 385
Community and social services		1 601	(3 300)	1 688	(2 953)	(1 556)	5 410	944	845	1 860	4 837	2 855	(9 384)	2 818	8 455	11 650
Sport and recreation		2 025	1 875	2 086	2 397	3 113	2 583	4 959	5 585	8 239	11 164	7 189	(33 579)	17 646	13 200	3 980
Public safety		3 294	5 309	2 304	(29 939)	8 621	9 762	6 363	8 907	8 987	11 364	13 200	(29 725)	18 466	3 800	5 700
Housing		1 662	1 582	1 862	(229)	(2 546)	(1 376)	1 182	5 160	4 011	7 090	7 155	(14 371)	11 182	4 794	45 065
Health		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<i>Economic and environmental services</i>		5 438	6 177	3 199	(8 327)	5 076	7 270	13 803	21 350	32 802	37 688	46 782	(60 553)	110 912	98 213	71 620
Planning and development		3 728	3 637	3 379	(6 236)	11 261	10 593	2 168	4 357	6 949	8 705	8 474	(25 621)	31 415	51 129	24 575
Road transport		923	1 749	(1 203)	(3 215)	(7 641)	(4 400)	9 414	12 622	23 441	25 740	35 703	(16 700)	76 433	43 610	38 565
Environmental protection		785	791	1 022	1 124	1 436	1 077	2 321	4 371	2 513	3 243	2 615	(18 232)	3 064	4 474	8 480
<i>Trading services</i>		(74 085)	(11 015)	(15 738)	(19 401)	(16 359)	(25 553)	(97 714)	(58 021)	(34 322)	(33 151)	(43 411)	647 044	218 272	269 112	289 605
Energy services		(40 986)	(17 495)	(17 768)	(15 108)	(23 466)	(2 218)	(65 460)	(62 875)	(65 373)	(61 198)	(62 863)	479 208	44 399	67 885	114 942
Water management		(8 998)	1 120	763	1 837	1 742	(3 171)	(15 067)	(5 352)	2 035	1 206	1 765	81 102	58 984	94 167	76 018
Waste water management		(12 081)	4 326	1 403	(4 973)	3 251	(9 483)	(12 135)	15 672	30 612	28 184	21 602	35 820	102 198	85 815	51 900
Waste management		(12 021)	1 034	(137)	(1 156)	2 113	(10 681)	(5 052)	(5 466)	(1 597)	(1 343)	(3 915)	50 914	12 692	21 245	46 745
<i>Other</i>		(9)	(10)	(9)	(9)	(9)	(9)	1	1	28	(74)	28	72	—	—	—
Total Capital Expenditure - Functional		(0)	0	(0)	1 170	(58)	0	(71 186)	(15 739)	25 126	42 107	36 164	436 296	453 880	436 268	458 119

WC024 Stellenbosch - Supporting Table SB18a Adjustments Budget - capital expenditure on new assets by asset class - April 2021

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavold.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousands		A	7	8	9	10	11	12	13	14		
Capital expenditure on new assets by Asset Class/Sub-class												
Infrastructure		142 335	163 156	-	-	-	-	-	-	163 156	168 606	244 961
Roads Infrastructure		39 530	50 682	-	-	-	-	-	-	50 682	50 031	20 450
Roads		24 430	23 553	-	-	-	-	-	-	23 553	41 181	15 750
Road Structures		13 560	25 631	-	-	-	-	-	-	25 631	3 850	2 700
Road Furniture		1 550	1 697	-	-	-	-	-	-	1 697	5 000	2 000
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Storm water Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Drainage Collection		-	-	-	-	-	-	-	-	-	-	-
Storm water Conveyance		-	-	-	-	-	-	-	-	-	-	-
Attenuation		-	-	-	-	-	-	-	-	-	-	-
Electrical Infrastructure		30 250	27 380	-	-	-	-	-	-	27 380	30 925	90 211
Power Plants		-	-	-	-	-	-	-	-	-	-	-
HV Substations		-	-	-	-	-	-	-	-	-	-	-
HV Switching Station		-	-	-	-	-	-	-	-	-	-	-
HV Transmission Conductors		-	-	-	-	-	-	-	-	-	-	-
MV Substations		1 500	1 500	-	-	-	-	-	-	1 500	10 572	70 427
MV Switching Stations		-	-	-	-	-	-	-	-	-	-	-
MV Networks		16 650	17 211	-	-	-	-	-	-	17 211	14 353	14 084
LV Networks		5 700	5 269	-	-	-	-	-	-	5 269	5 100	4 600
Capital Spares		6 400	3 400	-	-	-	-	-	-	3 400	800	1 100
Water Supply Infrastructure		34 605	36 094	-	-	-	-	-	-	36 094	60 181	89 900
Dams and Weirs		-	-	-	-	-	-	-	-	-	-	-
Boreholes		-	-	-	-	-	-	-	-	-	-	-
Reservoirs		12 000	19 710	-	-	-	-	-	-	19 710	28 000	61 000
Pump Stations		-	-	-	-	-	-	-	-	-	-	-
Water Treatment Works		400	400	-	-	-	-	-	-	400	400	-
Bulk Mains		2 580	11 751	-	-	-	-	-	-	11 751	15 000	5 000
Distribution		19 825	4 233	-	-	-	-	-	-	4 233	16 781	23 800
Distribution Points		-	-	-	-	-	-	-	-	-	-	-
PRV Stations		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	100
Sanitation Infrastructure		32 200	36 488	-	-	-	-	-	-	36 488	9 400	2 600
Pump Station		-	-	-	-	-	-	-	-	-	-	-
Relocation		1 000	2 200	-	-	-	-	-	-	2 200	1 200	-
Waste Water Treatment Works		200	200	-	-	-	-	-	-	200	200	800
Outfall Sewers		31 000	34 088	-	-	-	-	-	-	34 088	8 000	2 000
Toilet Facilities		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Solid Waste Infrastructure		5 500	12 145	-	-	-	-	-	-	12 145	18 000	41 400
Landfill Sites		2 000	9 888	-	-	-	-	-	-	9 888	7 000	20 000
Waste Transfer Stations		2 000	1 067	-	-	-	-	-	-	1 067	8 000	9 000
Waste Processing Facilities		-	-	-	-	-	-	-	-	-	-	100
Waste Drop-off Points		500	500	-	-	-	-	-	-	500	500	500
Waste Separation Facilities		500	190	-	-	-	-	-	-	190	500	500
Electricity Generation Facilities		500	500	-	-	-	-	-	-	500	2 000	11 300
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Rail Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Rail Lines		-	-	-	-	-	-	-	-	-	-	-
Rail Structures		-	-	-	-	-	-	-	-	-	-	-
Rail Furniture		-	-	-	-	-	-	-	-	-	-	-
Drainage Collection		-	-	-	-	-	-	-	-	-	-	-
Storm water Conveyance		-	-	-	-	-	-	-	-	-	-	-
Attenuation		-	-	-	-	-	-	-	-	-	-	-
MV Substations		-	-	-	-	-	-	-	-	-	-	-
LV Networks		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Coastal Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Sand Pumps		-	-	-	-	-	-	-	-	-	-	-
Piers		-	-	-	-	-	-	-	-	-	-	-
Revetments		-	-	-	-	-	-	-	-	-	-	-
Promenades		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Information and Communication Infrastructure		50	166	-	-	-	-	-	-	166	70	100
Data Centres		-	-	-	-	-	-	-	-	-	-	-
Core Layers		-	-	-	-	-	-	-	-	-	-	-
Distribution Layers		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		50	166	-	-	-	-	-	-	166	70	100
Community Assets		5 500	13 218	-	-	-	-	-	-	13 218	13 750	13 200
Community Facilities		1 500	9 739	-	-	-	-	-	-	9 739	11 250	13 200
Halls		-	254	-	-	-	-	-	-	254	-	-
Centres		-	-	-	-	-	-	-	-	-	-	-
Crèches		-	-	-	-	-	-	-	-	-	-	-
Clinics/Care Centres		-	-	-	-	-	-	-	-	-	-	-
Fire/Ambulance Stations		-	-	-	-	-	-	-	-	-	-	-
Testing Stations		-	-	-	-	-	-	-	-	-	-	-
Museums		-	-	-	-	-	-	-	-	-	-	-
Galleries		-	-	-	-	-	-	-	-	-	-	-
Theatres		-	900	-	-	-	-	-	-	900	10 000	12 000

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted 7	Accum. Funds 8	Multi-year capital 9	Unfore. Unavoid. 10	Nat. or Prov. Govt 11	Other Adjusts. 12	Total Adjusts. 13	Adjusted Budget 14	Adjusted Budget	Adjusted Budget
		A	A1	B	C	D	E	F	G	H		
R thousands												
<u>Libraries</u>		290	447	-	-	-	-	-	-	447	-	-
<u>Cemeteries/Crematoria</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Police</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Parks</u>		150	150	-	-	-	-	-	-	150	-	-
<u>Public Open Space</u>		1 150	1 862	-	-	-	-	-	-	1 862	1 250	1 200
<u>Nature Reserves</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Public Ablution Facilities</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Markets</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Stalls</u>		-	6 126	-	-	-	-	-	-	6 126	-	-
<u>Abattoirs</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Airports</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Taxi Ranks/Bus Terminals</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Capital Spares</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Sport and Recreation Facilities</u>		4 000	3 479	-	-	-	-	-	-	3 479	2 500	-
<u>Indoor Facilities</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Outdoor Facilities</u>		4 000	3 479	-	-	-	-	-	-	3 479	2 500	-
<u>Capital Spares</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Heritage assets</u>		-	934	-	-	-	-	-	-	934	1 000	-
<u>Monuments</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Historic Buildings</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Works of Art</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Conservation Areas</u>		-	934	-	-	-	-	-	-	934	1 000	-
<u>Other Heritage</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Investment properties</u>		1 000	5 436	-	-	-	-	(0)	(0)	5 436	700	200
<u>Revenue Generating</u>		800	3 550	-	-	-	-	(0)	(0)	3 550	500	-
<u>Improved Property</u>		800	3 550	-	-	-	-	(0)	(0)	3 550	500	-
<u>Unimproved Property</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Non-revenue Generating</u>		200	1 886	-	-	-	-	-	-	1 886	200	200
<u>Improved Property</u>		200	1 886	-	-	-	-	-	-	1 886	200	200
<u>Unimproved Property</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Other assets</u>		51 109	112 425	-	-	-	-	-	-	112 425	58 784	5 800
<u>Operational Buildings</u>		42 350	58 984	-	-	-	-	-	-	58 984	57 784	5 800
<u>Municipal Offices</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Pay/Enquiry Points</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Building Plan Offices</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Workshops</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Yards</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Stores</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Laboratories</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Training Centres</u>		42 350	58 984	-	-	-	-	-	-	58 984	57 784	5 700
<u>Manufacturing Plant</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Depots</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Capital Spares</u>		-	-	-	-	-	-	-	-	-	-	100
<u>Housing</u>		8 759	53 441	-	-	-	-	-	-	53 441	1 000	-
<u>Staff Housing</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Social Housing</u>		8 759	53 441	-	-	-	-	-	-	53 441	1 000	-
<u>Capital Spares</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Biological or Cultivated Assets</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Biological or Cultivated Assets</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Intangible Assets</u>		-	-	-	-	-	-	-	-	-	-	200
<u>Servitudes</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Licences and Rights</u>		-	-	-	-	-	-	-	-	-	-	200
<u>Water Rights</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Effluent Licences</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Solid Waste Licences</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Computer Software and Applications</u>		-	-	-	-	-	-	-	-	-	-	200
<u>Local Settlement Software Applications</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Unspecified</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Computer Equipment</u>		100	400	-	-	-	-	-	-	400	50	50
<u>Computer Equipment</u>		100	400	-	-	-	-	-	-	400	50	50
<u>Furniture and Office Equipment</u>		2 967	4 021	-	-	-	-	-	-	4 021	2 621	3 379
<u>Furniture and Office Equipment</u>		2 967	4 021	-	-	-	-	-	-	4 021	2 621	3 379
<u>Machinery and Equipment</u>		6 110	14 471	-	-	-	-	-	-	14 471	5 200	6 080
<u>Machinery and Equipment</u>		6 110	14 471	-	-	-	-	-	-	14 471	5 200	6 080
<u>Transport Assets</u>		7 225	16 836	-	-	-	-	-	-	16 836	10 100	22 900
<u>Transport Assets</u>		7 225	16 836	-	-	-	-	-	-	16 836	10 100	22 900
<u>Land</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Land</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Zoo's Marine and Non-biological Animals</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Zoo's Marine and Non-biological Animals</u>		-	-	-	-	-	-	-	-	-	-	-
Total Capital Expenditure on new assets to be adjusted	1	216 345	330 897	-	-	-	-	(0)	(0)	330 897	260 811	298 770

WC024 Stellenbosch - Supporting Table SB18b Adjustments Budget - capital expenditure on renewal of existing assets by asset class - April 2021

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unform. Unaveld.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousands		A	7	8	9	10	11	12	13	14		
Capital expenditure on renewal of existing assets by Asset Class/Sub-class			A1	B	C	D	E	F	G	H		
Infrastructure		34 000	26 456	-	-	-	-	-	-	26 456	22 350	18 530
Roads Infrastructure		13 400	21 545	-	-	-	-	-	-	21 545	7 100	6 500
Roads		8 400	18 443	-	-	-	-	-	-	18 443	7 100	6 500
Road Structures		5 000	3 102	-	-	-	-	-	-	3 102	-	-
Road Furniture		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Storm water Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Drainage Collection		-	-	-	-	-	-	-	-	-	-	-
Storm water Conveyance		-	-	-	-	-	-	-	-	-	-	-
Attenuation		-	-	-	-	-	-	-	-	-	-	-
Electrical Infrastructure		3 600	600	-	-	-	-	-	-	600	3 250	5 430
Power Plants		-	-	-	-	-	-	-	-	-	-	-
HV Substations		600	600	-	-	-	-	-	-	600	250	-
HV Switching Station		-	-	-	-	-	-	-	-	-	-	-
HV Transmission Conductors		-	-	-	-	-	-	-	-	-	-	-
MV Substations		-	-	-	-	-	-	-	-	-	-	-
MV Switching Stations		-	-	-	-	-	-	-	-	-	-	-
MV Networks		3 000	-	-	-	-	-	-	-	-	3 000	4 950
LV Networks		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	480
Water Supply Infrastructure		4 000	3 000	-	-	-	-	-	-	3 000	4 000	4 000
Dams and Weirs		-	-	-	-	-	-	-	-	-	-	-
Boreholes		-	-	-	-	-	-	-	-	-	-	-
Reservoirs		-	-	-	-	-	-	-	-	-	-	-
Pump Stations		-	-	-	-	-	-	-	-	-	-	-
Water Treatment Works		-	-	-	-	-	-	-	-	-	-	-
Bulk Mains		-	-	-	-	-	-	-	-	-	-	-
Distribution		4 000	3 000	-	-	-	-	-	-	3 000	4 000	4 000
Distribution Points		-	-	-	-	-	-	-	-	-	-	-
PRV Stations		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Sanitation Infrastructure		13 000	1 310	-	-	-	-	-	-	1 310	8 000	2 000
Pump Station		-	-	-	-	-	-	-	-	-	-	-
Relocution		12 000	-	-	-	-	-	-	-	-	6 000	-
Waste Water Treatment Works		-	-	-	-	-	-	-	-	-	-	-
Outfall Sewers		1 000	1 310	-	-	-	-	-	-	1 310	2 000	2 000
Toilet Facilities		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Solid Waste Infrastructure		-	-	-	-	-	-	-	-	-	-	600
Landfill Sites		-	-	-	-	-	-	-	-	-	-	-
Waste Transfer Stations		-	-	-	-	-	-	-	-	-	-	-
Waste Processing Facilities		-	-	-	-	-	-	-	-	-	-	-
Waste Drop-off Points		-	-	-	-	-	-	-	-	-	-	600
Waste Separation Facilities		-	-	-	-	-	-	-	-	-	-	-
Electricity Generation Facilities		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Rail Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Rail Lines		-	-	-	-	-	-	-	-	-	-	-
Rail Structures		-	-	-	-	-	-	-	-	-	-	-
Rail Furniture		-	-	-	-	-	-	-	-	-	-	-
Drainage Collection		-	-	-	-	-	-	-	-	-	-	-
Storm water Conveyance		-	-	-	-	-	-	-	-	-	-	-
Attenuation		-	-	-	-	-	-	-	-	-	-	-
MV Substations		-	-	-	-	-	-	-	-	-	-	-
LV Networks		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Coastal Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Sand Pumps		-	-	-	-	-	-	-	-	-	-	-
Piers		-	-	-	-	-	-	-	-	-	-	-
Revetments		-	-	-	-	-	-	-	-	-	-	-
Promenades		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Information and Communication Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Data Centres		-	-	-	-	-	-	-	-	-	-	-
Core Layers		-	-	-	-	-	-	-	-	-	-	-
Distribution Layers		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Community Assets		-	385	-	-	-	-	-	-	385	-	550
Community Facilities		-	-	-	-	-	-	-	-	-	-	-
Halls		-	-	-	-	-	-	-	-	-	-	-
Centres		-	-	-	-	-	-	-	-	-	-	-
Crèches		-	-	-	-	-	-	-	-	-	-	-
Clinics/Care Centres		-	-	-	-	-	-	-	-	-	-	-
Fire/Ambulance Stations		-	-	-	-	-	-	-	-	-	-	-
Testing Stations		-	-	-	-	-	-	-	-	-	-	-
Museums		-	-	-	-	-	-	-	-	-	-	-
Galleries		-	-	-	-	-	-	-	-	-	-	-
Theatres		-	-	-	-	-	-	-	-	-	-	-

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Uniform. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	7 A1	8 B	9 C	10 D	11 E	12 F	13 G	14 H		
R thousands												
<u>Libraries</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Cemeteries/Crematoria</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Police</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Parks</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Public Open Space</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Nature Reserves</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Public Ablution Facilities</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Markets</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Stalls</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Abattoirs</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Airports</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Taxi Ranks/Bus Terminals</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Capital Spares</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Sport and Recreation Facilities</u>		-	385	-	-	-	-	-	-	385	-	550
<u>Indoor Facilities</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Outdoor Facilities</u>		-	385	-	-	-	-	-	-	385	-	550
<u>Capital Spares</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Heritage assets</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Monuments</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Historic Buildings</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Works of Art</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Conservation Areas</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Other Heritage</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Investment properties</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Revenue Generating</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Improved Property</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Unimproved Property</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Non-revenue Generating</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Improved Property</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Unimproved Property</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Other assets</u>		100	200	-	-	-	-	-	-	200	300	-
<u>Operational Buildings</u>		100	200	-	-	-	-	-	-	200	300	-
<u>Municipal Offices</u>		100	200	-	-	-	-	-	-	200	300	-
<u>Pay/Enquiry Points</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Building Plan Offices</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Workshops</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Yards</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Stores</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Laboratories</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Training Centres</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Manufacturing Plant</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Depots</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Capital Spares</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Housing</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Staff Housing</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Social Housing</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Capital Spares</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Biological or Cultivated Assets</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Biological or Cultivated Assets</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Intangible Assets</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Servitudes</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Licences and Rights</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Water Rights</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Effluent Licences</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Solid Waste Licences</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Computer Software and Applications</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Local Settlement Software Applications</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Unspecified</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Computer Equipment</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Computer Equipment</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Furniture and Office Equipment</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Furniture and Office Equipment</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Machinery and Equipment</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Machinery and Equipment</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Transport Assets</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Transport Assets</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Land</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Land</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Zoo's, Marine and Non-biological Animals</u>		-	-	-	-	-	-	-	-	-	-	-
<u>Zoo's, Marine and Non-biological Animals</u>		-	-	-	-	-	-	-	-	-	-	-
Total Capital Expenditure on renewal of existing assets to be adjusted	1	34 100	27 041	-	-	-	-	-	-	27 041	22 650	19 080

WC024 Stellenbosch • Supporting Table SB18c Adjustments Budget • expenditure on repairs and maintenance by asset class • April 2021

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousands		A	7	8	9	10	11	12	13	14		
Repairs and maintenance expenditure by Asset Class/Sub-class												
Infrastructure		46 399	51 889	-	-	-	-	-	-	51 889	48 593	50 783
Roads Infrastructure		11 219	12 648	-	-	-	-	-	-	12 648	11 716	12 244
Roads		10 615	12 465	-	-	-	-	-	-	12 465	11 113	11 613
Road Structures		-	-	-	-	-	-	-	-	-	-	-
Road Furniture		603	183	-	-	-	-	-	-	183	603	630
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Storm water Infrastructure		2 253	2 100	-	-	-	-	-	-	2 100	2 317	2 421
Drainage Collection		-	-	-	-	-	-	-	-	-	-	-
Storm water Conveyance		-	-	-	-	-	-	-	-	-	-	-
Attenuation		2 253	2 100	-	-	-	-	-	-	2 100	2 317	2 421
Electrical Infrastructure		107	107	-	-	-	-	-	-	107	113	118
Power Plants		-	-	-	-	-	-	-	-	-	-	-
HV Substations		107	107	-	-	-	-	-	-	107	113	118
HV Switching Station		-	-	-	-	-	-	-	-	-	-	-
HV Transmission Conductors		-	-	-	-	-	-	-	-	-	-	-
MV Substations		-	-	-	-	-	-	-	-	-	-	-
MV Switching Stations		-	-	-	-	-	-	-	-	-	-	-
MV Networks		-	-	-	-	-	-	-	-	-	-	-
LV Networks		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Water Supply Infrastructure		10 367	7 322	-	-	-	-	-	-	7 322	10 891	11 382
Dams and Weirs		-	-	-	-	-	-	-	-	-	-	-
Boreholes		-	-	-	-	-	-	-	-	-	-	-
Reservoirs		-	-	-	-	-	-	-	-	-	-	-
Pump Stations		-	-	-	-	-	-	-	-	-	-	-
Water Treatment Works		5 922	2 912	-	-	-	-	-	-	2 912	6 225	6 505
Bulk Mains		4 465	4 410	-	-	-	-	-	-	4 410	4 666	4 878
Distribution		-	-	-	-	-	-	-	-	-	-	-
Distribution Points		-	-	-	-	-	-	-	-	-	-	-
PRV Stations		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Sanitation Infrastructure		9 652	15 794	-	-	-	-	-	-	15 794	10 133	10 590
Pump Station		-	-	-	-	-	-	-	-	-	-	-
Reticalation		-	-	-	-	-	-	-	-	-	-	-
Waste Water Treatment Works		5 054	11 578	-	-	-	-	-	-	11 578	5 264	5 502
Outfall Sewers		4 638	4 216	-	-	-	-	-	-	4 216	4 869	5 088
Toilet Facilities		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Solid Waste Infrastructure		1 409	3 199	-	-	-	-	-	-	3 199	1 473	1 638
Landfill Sites		364	344	-	-	-	-	-	-	344	412	430
Waste Transfer Stations		-	-	-	-	-	-	-	-	-	-	-
Waste Processing Facilities		-	-	-	-	-	-	-	-	-	-	-
Waste Drop-off Points		1 015	2 855	-	-	-	-	-	-	2 855	1 061	1 109
Waste Separation Facilities		-	-	-	-	-	-	-	-	-	-	-
Electricity Generation Facilities		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Rail Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Rail Lines		-	-	-	-	-	-	-	-	-	-	-
Rail Structures		-	-	-	-	-	-	-	-	-	-	-
Rail Furniture		-	-	-	-	-	-	-	-	-	-	-
Drainage Collection		-	-	-	-	-	-	-	-	-	-	-
Storm water Conveyance		-	-	-	-	-	-	-	-	-	-	-
Attenuation		-	-	-	-	-	-	-	-	-	-	-
MV Substations		-	-	-	-	-	-	-	-	-	-	-
LV Networks		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Coastal Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Sand Pumps		-	-	-	-	-	-	-	-	-	-	-
Piers		-	-	-	-	-	-	-	-	-	-	-
Revetments		-	-	-	-	-	-	-	-	-	-	-
Promenades		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Information and Communication Infrastructure		11 332	10 718	-	-	-	-	-	-	10 718	11 950	12 469
Data Centres		-	-	-	-	-	-	-	-	-	-	-
Core Layers		10 965	10 352	-	-	-	-	-	-	10 352	11 568	12 089
Distribution Layers		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		366	366	-	-	-	-	-	-	366	383	400
Community Assets		14 062	12 715	-	-	-	-	-	-	12 715	14 782	15 449
Community Facilities		12 641	11 458	-	-	-	-	-	-	11 458	13 297	13 896
Halls		30	30	-	-	-	-	-	-	30	31	32
Centres		-	-	-	-	-	-	-	-	-	-	-
Crèches		-	-	-	-	-	-	-	-	-	-	-
Clinics/Care Centres		-	-	-	-	-	-	-	-	-	-	-
Fire/Ambulance Stations		-	-	-	-	-	-	-	-	-	-	-
Testing Stations		-	-	-	-	-	-	-	-	-	-	-
Museums		-	-	-	-	-	-	-	-	-	-	-
Galleries		-	-	-	-	-	-	-	-	-	-	-
Theatres		-	-	-	-	-	-	-	-	-	-	-

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Net. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	7	8	9	10	11	12	13	14		
R thousands												
<u>Libraries</u>		10	16	-	-	-	-	-	-	15	14	14
Cemeteries/Crematoria		1 009	769	-	-	-	-	-	-	759	1 023	1 070
Police		-	-	-	-	-	-	-	-	-	-	-
Parks		3 004	3 116	-	-	-	-	-	-	3 116	3 139	3 281
Public Open Space		-	-	-	-	-	-	-	-	-	-	-
Nature Reserves		793	343	-	-	-	-	-	-	343	912	953
Public Ablution Facilities		7 795	7 195	-	-	-	-	-	-	7 195	8 178	8 546
Markets		-	-	-	-	-	-	-	-	-	-	-
Stalls		-	-	-	-	-	-	-	-	-	-	-
Abattoirs		-	-	-	-	-	-	-	-	-	-	-
Airports		-	-	-	-	-	-	-	-	-	-	-
Taxi Ranks/Bus Terminals		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Sport and Recreation Facilities		1 421	1 257	-	-	-	-	-	-	1 257	1 486	1 553
Indoor Facilities		-	-	-	-	-	-	-	-	-	-	-
Outdoor Facilities		1 421	1 257	-	-	-	-	-	-	1 257	1 486	1 553
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
<u>Heritage assets</u>		-	-	-	-	-	-	-	-	-	-	-
Monuments		-	-	-	-	-	-	-	-	-	-	-
Historic Buildings		-	-	-	-	-	-	-	-	-	-	-
Works of Art		-	-	-	-	-	-	-	-	-	-	-
Conservation Areas		-	-	-	-	-	-	-	-	-	-	-
Other Heritage		-	-	-	-	-	-	-	-	-	-	-
<u>Investment properties</u>		-	-	-	-	-	-	-	-	-	-	-
Revenue Generating		-	-	-	-	-	-	-	-	-	-	-
Improved Property		-	-	-	-	-	-	-	-	-	-	-
Unimproved Property		-	-	-	-	-	-	-	-	-	-	-
Non-revenue Generating		-	-	-	-	-	-	-	-	-	-	-
Improved Property		-	-	-	-	-	-	-	-	-	-	-
Unimproved Property		-	-	-	-	-	-	-	-	-	-	-
<u>Other assets</u>		11 044	10 621	-	-	-	-	-	-	10 621	11 439	11 925
Operational Buildings		10 577	9 731	-	-	-	-	-	-	9 731	10 925	11 417
Municipal Offices		10 577	9 731	-	-	-	-	-	-	9 731	10 925	11 417
Pay/Enquiry Points		-	-	-	-	-	-	-	-	-	-	-
Building Plan Offices		-	-	-	-	-	-	-	-	-	-	-
Workshops		-	-	-	-	-	-	-	-	-	-	-
Yards		-	-	-	-	-	-	-	-	-	-	-
Stores		-	-	-	-	-	-	-	-	-	-	-
Laboratories		-	-	-	-	-	-	-	-	-	-	-
Training Centres		-	-	-	-	-	-	-	-	-	-	-
Manufacturing Plant		-	-	-	-	-	-	-	-	-	-	-
Depsos		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Housing		466	890	-	-	-	-	-	-	890	483	505
Staff Housing		-	-	-	-	-	-	-	-	-	-	-
Social Housing		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		466	890	-	-	-	-	-	-	890	483	505
<u>Biological or Cultivated Assets</u>		-	-	-	-	-	-	-	-	-	-	-
Biological or Cultivated Assets		-	-	-	-	-	-	-	-	-	-	-
<u>Intangible Assets</u>		-	-	-	-	-	-	-	-	-	-	-
Servitudes		-	-	-	-	-	-	-	-	-	-	-
Licences and Rights		-	-	-	-	-	-	-	-	-	-	-
Water Rights		-	-	-	-	-	-	-	-	-	-	-
Effluent Licences		-	-	-	-	-	-	-	-	-	-	-
Solid Waste Licences		-	-	-	-	-	-	-	-	-	-	-
Computer Software and Applications		-	-	-	-	-	-	-	-	-	-	-
Local Settlement Software Applications		-	-	-	-	-	-	-	-	-	-	-
Unspecified		-	-	-	-	-	-	-	-	-	-	-
<u>Computer Equipment</u>		-	-	-	-	-	-	-	-	-	-	-
Computer Equipment		-	-	-	-	-	-	-	-	-	-	-
<u>Furniture and Office Equipment</u>		5 858	3 886	-	-	-	-	-	-	3 886	6 195	6 476
Furniture and Office Equipment		5 858	3 886	-	-	-	-	-	-	3 886	6 195	6 476
<u>Machinery and Equipment</u>		9 536	536	-	-	-	-	-	-	536	10 097	10 555
Machinery and Equipment		9 536	536	-	-	-	-	-	-	536	10 097	10 555
<u>Transport Assets</u>		3 925	4 156	-	-	-	-	-	-	4 156	4 545	4 752
Transport Assets		3 925	4 156	-	-	-	-	-	-	4 156	4 545	4 752
<u>Land</u>		-	-	-	-	-	-	-	-	-	-	-
Land		-	-	-	-	-	-	-	-	-	-	-
<u>Zoo's, Marine and Non-biological Animals</u>		-	-	-	-	-	-	-	-	-	-	-
Zoo's, Marine and Non-biological Animals		-	-	-	-	-	-	-	-	-	-	-
Total Repairs and Maintenance Expenditure to be adjusted	1	90 823	83 803	-	-	-	-	-	-	83 803	95 620	99 937

WC024 Stellenbosch - Supporting Table SB18d Adjustments Budget - depreciation by asset class - April 2021

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	7	8	9	10	11	12	13	14		
R thousands												
Depreciation by Asset Class/Sub-class												
Infrastructure		164 513	159 664	-	-	-	-	-	-	159 664	171 916	179 652
Roads Infrastructure		64 715	64 715	-	-	-	-	-	-	64 715	67 628	70 671
Roads		63 634	63 634	-	-	-	-	-	-	63 634	66 497	69 480
Road Structures		7	7	-	-	-	-	-	-	7	7	7
Road Furniture		1 075	1 075	-	-	-	-	-	-	1 075	1 123	1 174
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Storm water Infrastructure		1 692	1 692	-	-	-	-	-	-	1 692	1 768	1 848
Drainage Collection		1 562	1 562	-	-	-	-	-	-	1 562	1 632	1 705
Storm water Conveyance		130	130	-	-	-	-	-	-	130	136	142
Attenuation		-	-	-	-	-	-	-	-	-	-	-
Electrical Infrastructure		34 045	29 197	-	-	-	-	-	-	29 197	35 578	37 179
Power Plants		1 468	1 468	-	-	-	-	-	-	1 468	1 534	1 603
HV Substations		32 578	27 729	-	-	-	-	-	-	27 729	34 044	35 676
HV Switching Station		-	-	-	-	-	-	-	-	-	-	-
HV Transmission Conductors		-	-	-	-	-	-	-	-	-	-	-
MV Substations		-	-	-	-	-	-	-	-	-	-	-
MV Switching Stations		-	-	-	-	-	-	-	-	-	-	-
MV Networks		-	-	-	-	-	-	-	-	-	-	-
LV Networks		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Water Supply Infrastructure		45 521	45 521	-	-	-	-	-	-	45 521	47 569	49 710
Dams and Weirs		-	-	-	-	-	-	-	-	-	-	-
Boreholes		-	-	-	-	-	-	-	-	-	-	-
Reservoirs		26 122	26 122	-	-	-	-	-	-	26 122	27 298	28 526
Pump Stations		7	7	-	-	-	-	-	-	7	8	8
Water Treatment Works		19 286	19 286	-	-	-	-	-	-	19 286	20 164	21 072
Bulk Mains		-	-	-	-	-	-	-	-	-	-	-
Distribution		95	95	-	-	-	-	-	-	95	99	103
Distribution Points		-	-	-	-	-	-	-	-	-	-	-
PRV Stations		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Sanitation Infrastructure		15 852	15 852	-	-	-	-	-	-	15 852	16 566	17 311
Pump Station		-	-	-	-	-	-	-	-	-	-	-
Relocation		-	-	-	-	-	-	-	-	-	-	-
Waste Water Treatment Works		4 953	4 953	-	-	-	-	-	-	4 953	5 176	5 408
Outfall Sewers		10 900	10 900	-	-	-	-	-	-	10 900	11 390	11 903
Toilet Facilities		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Solid Waste Infrastructure		2 686	2 686	-	-	-	-	-	-	2 686	2 807	2 934
Landfill Sites		-	-	-	-	-	-	-	-	-	-	-
Waste Transfer Stations		16	16	-	-	-	-	-	-	16	17	18
Waste Processing Facilities		1 378	1 378	-	-	-	-	-	-	1 378	1 441	1 505
Waste Drop-off Points		-	-	-	-	-	-	-	-	-	-	-
Waste Separation Facilities		-	-	-	-	-	-	-	-	-	-	-
Electricity Generation Facilities		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		1 291	1 291	-	-	-	-	-	-	1 291	1 350	1 410
Rail Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Rail Lines		-	-	-	-	-	-	-	-	-	-	-
Rail Structures		-	-	-	-	-	-	-	-	-	-	-
Rail Furniture		-	-	-	-	-	-	-	-	-	-	-
Drainage Collection		-	-	-	-	-	-	-	-	-	-	-
Storm water Conveyance		-	-	-	-	-	-	-	-	-	-	-
Attenuation		-	-	-	-	-	-	-	-	-	-	-
MV Substations		-	-	-	-	-	-	-	-	-	-	-
LV Networks		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Coastal Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Sand Pumps		-	-	-	-	-	-	-	-	-	-	-
Piers		-	-	-	-	-	-	-	-	-	-	-
Revetments		-	-	-	-	-	-	-	-	-	-	-
Promenades		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Information and Communication Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Data Centres		-	-	-	-	-	-	-	-	-	-	-
Core Layers		-	-	-	-	-	-	-	-	-	-	-
Distribution Layers		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Community Assets		10 634	10 634	-	-	-	-	-	-	10 634	11 113	11 613
Community Facilities		7 434	7 434	-	-	-	-	-	-	7 434	7 769	8 118
Halls		220	220	-	-	-	-	-	-	220	230	240
Centres		-	-	-	-	-	-	-	-	-	-	-
Crèches		-	-	-	-	-	-	-	-	-	-	-
Clinics/Care Centres		-	-	-	-	-	-	-	-	-	-	-
Fire/Ambulance Stations		131	131	-	-	-	-	-	-	131	137	143
Testing Stations		-	-	-	-	-	-	-	-	-	-	-
Museums		-	-	-	-	-	-	-	-	-	-	-
Galleries		-	-	-	-	-	-	-	-	-	-	-
Theatres		-	-	-	-	-	-	-	-	-	-	-

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unform. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	7	8	9	10	11	12	13	14		
R thousands												
Libraries		15	15	-	-	-	-	-	-	15	16	17
Cemeteries/Crematoria		564	564	-	-	-	-	-	-	564	590	616
Police		1 762	1 762	-	-	-	-	-	-	1 762	1 842	1 925
Parks		-	-	-	-	-	-	-	-	-	-	-
Public Open Space		1 720	1 720	-	-	-	-	-	-	1 720	1 797	1 878
Nature Reserves		106	106	-	-	-	-	-	-	186	204	214
Public Ablution Facilities		791	791	-	-	-	-	-	-	791	827	864
Markets		-	-	-	-	-	-	-	-	-	-	-
Stalls		-	-	-	-	-	-	-	-	-	-	-
Abattoirs		-	-	-	-	-	-	-	-	-	-	-
Airports		-	-	-	-	-	-	-	-	-	-	-
Taxi Ranks/Bus Terminals		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		2 034	2 034	-	-	-	-	-	-	2 034	2 126	2 221
Sport and Recreation Facilities		3 200	3 200	-	-	-	-	-	-	3 200	3 344	3 495
Indoor Facilities		-	-	-	-	-	-	-	-	-	-	-
Outdoor Facilities		3 200	3 200	-	-	-	-	-	-	3 200	3 344	3 495
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Heritage assets		-	-	-	-	-	-	-	-	-	-	-
Monuments		-	-	-	-	-	-	-	-	-	-	-
Historic Buildings		-	-	-	-	-	-	-	-	-	-	-
Works of Art		-	-	-	-	-	-	-	-	-	-	-
Conservation Areas		-	-	-	-	-	-	-	-	-	-	-
Other Heritage		-	-	-	-	-	-	-	-	-	-	-
Investment properties		472	472	-	-	-	-	-	-	472	493	516
Revenue Generating		472	472	-	-	-	-	-	-	472	493	516
Improved Property		472	472	-	-	-	-	-	-	472	493	516
Unimproved Property		-	-	-	-	-	-	-	-	-	-	-
Non-revenue Generating		-	-	-	-	-	-	-	-	-	-	-
Improved Property		-	-	-	-	-	-	-	-	-	-	-
Unimproved Property		-	-	-	-	-	-	-	-	-	-	-
Other assets		6 684	6 684	-	-	-	-	-	-	6 684	6 985	7 299
Operational Buildings		3 438	3 438	-	-	-	-	-	-	3 438	3 583	3 744
Municipal Offices		3 385	3 385	-	-	-	-	-	-	3 385	3 537	3 696
Pay/Enquiry Points		-	-	-	-	-	-	-	-	-	-	-
Building Plan Offices		-	-	-	-	-	-	-	-	-	-	-
Workshops		44	44	-	-	-	-	-	-	44	46	48
Yards		-	-	-	-	-	-	-	-	-	-	-
Stores		-	-	-	-	-	-	-	-	-	-	-
Laboratories		-	-	-	-	-	-	-	-	-	-	-
Training Centres		-	-	-	-	-	-	-	-	-	-	-
Manufacturing Plant		-	-	-	-	-	-	-	-	-	-	-
Depots		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Housing		3 256	3 256	-	-	-	-	-	-	3 256	3 402	3 556
Staff Housing		-	-	-	-	-	-	-	-	-	-	-
Social Housing		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		3 256	3 256	-	-	-	-	-	-	3 256	3 402	3 556
Biological or Cultivated Assets		-	-	-	-	-	-	-	-	-	-	-
Biological or Cultivated Assets		-	-	-	-	-	-	-	-	-	-	-
Intangible Assets		2 490	2 490	-	-	-	-	-	-	2 490	2 602	2 719
Servitudes		-	-	-	-	-	-	-	-	-	-	-
Licences and Rights		2 490	2 490	-	-	-	-	-	-	2 490	2 602	2 719
Water Rights		20	20	-	-	-	-	-	-	20	21	22
Effluent Licenses		-	-	-	-	-	-	-	-	-	-	-
Solid Waste Licenses		-	-	-	-	-	-	-	-	-	-	-
Computer Software and Applications		2 469	2 469	-	-	-	-	-	-	2 469	2 580	2 697
Lead Settlement Software Applications		-	-	-	-	-	-	-	-	-	-	-
Unspecified		-	-	-	-	-	-	-	-	-	-	-
Computer Equipment		3 527	3 527	-	-	-	-	-	-	3 527	3 686	3 852
Computer Equipment		3 527	3 527	-	-	-	-	-	-	3 527	3 686	3 852
Furniture and Office Equipment		3 086	3 086	-	-	-	-	-	-	3 086	3 225	3 370
Furniture and Office Equipment		3 086	3 086	-	-	-	-	-	-	3 086	3 225	3 370
Machinery and Equipment		5 044	5 044	-	-	-	-	-	-	5 044	5 271	5 509
Machinery and Equipment		5 044	5 044	-	-	-	-	-	-	5 044	5 271	5 509
Transport Assets		9 176	9 176	-	-	-	-	-	-	9 176	9 589	10 021
Transport Assets		9 176	9 176	-	-	-	-	-	-	9 176	9 589	10 021
Land		-	-	-	-	-	-	-	-	-	-	-
Land		-	-	-	-	-	-	-	-	-	-	-
Zoo's, Marine and Non-biological Animals		-	-	-	-	-	-	-	-	-	-	-
Zoo's, Marine and Non-biological Animals		-	-	-	-	-	-	-	-	-	-	-
Total Depreciation to be adjusted	1	205 628	200 779	-	-	-	-	-	-	200 779	214 861	224 550

WC024 Stellenbosch - Adjustments Budget - capital expenditure on upgrading of existing assets by asset class - April 2021

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavald.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousands		A	7	8	9	10	11	12	13	14		
Capital expenditure on upgrading of existing assets by Asset Class/Sub-class												
Infrastructure		82 405	52 476	-	-	-	-	-	-	52 476	94 302	110 019
Roads Infrastructure		12 200	8 425	-	-	-	-	-	-	8 425	16 600	13 250
Roads		8 200	6 050	-	-	-	-	-	-	6 050	13 100	10 250
Road Structures		2 500	1 875	-	-	-	-	-	-	1 875	-	-
Road Furniture		1 500	500	-	-	-	-	-	-	500	3 500	3 000
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Storm water Infrastructure		4 000	2 496	-	-	-	-	-	-	2 496	-	-
Drainage Collection		-	-	-	-	-	-	-	-	-	-	-
Storm water Conveyance		4 000	2 496	-	-	-	-	-	-	2 496	-	-
Attenuation		-	-	-	-	-	-	-	-	-	-	-
Electrical Infrastructure		8 000	16 139	-	-	-	-	-	-	16 139	30 478	16 682
Power Plants		-	-	-	-	-	-	-	-	-	-	-
HV Substations		-	-	-	-	-	-	-	-	-	-	-
HV Switching Stations		-	-	-	-	-	-	-	-	-	-	-
HV Transmission Conductors		-	-	-	-	-	-	-	-	-	-	-
MV Substations		-	-	-	-	-	-	-	-	-	20 800	950
MV Switching Stations		-	-	-	-	-	-	-	-	-	-	-
MV Networks		6 500	14 790	-	-	-	-	-	-	14 790	6 500	6 500
LV Networks		1 500	1 349	-	-	-	-	-	-	1 349	1 675	9 232
Capital Spares		-	-	-	-	-	-	-	-	-	1 601	-
Water Supply Infrastructure		30 500	16 545	-	-	-	-	-	-	16 545	31 167	32 018
Dams and Weirs		-	-	-	-	-	-	-	-	-	-	-
Boreholes		-	-	-	-	-	-	-	-	-	-	-
Reservoirs		-	-	-	-	-	-	-	-	-	-	-
Pump Stations		-	-	-	-	-	-	-	-	-	5 595	-
Water Treatment Works		4 500	6 234	-	-	-	-	-	-	6 234	13 750	19 000
Bulk Mains		19 500	4 500	-	-	-	-	-	-	4 500	-	-
Distribution		4 000	3 310	-	-	-	-	-	-	3 310	8 822	11 518
Distribution Points		-	-	-	-	-	-	-	-	-	-	-
PRV Stations		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		2 500	2 500	-	-	-	-	-	-	2 500	3 000	1 500
Sanitation Infrastructure		24 155	8 436	-	-	-	-	-	-	8 436	13 500	45 500
Pump Station		1 000	-	-	-	-	-	-	-	-	1 000	1 500
Reticalation		-	-	-	-	-	-	-	-	-	-	-
Waste Water Treatment Works		17 155	7 636	-	-	-	-	-	-	7 636	7 500	16 000
Outfall Sowers		5 000	-	-	-	-	-	-	-	-	5 000	26 000
Toilet Facilities		1 000	800	-	-	-	-	-	-	800	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Solid Waste Infrastructure		2 000	292	-	-	-	-	-	-	292	1 000	1 000
Landfill Sites		2 000	292	-	-	-	-	-	-	292	1 000	1 000
Waste Transfer Stations		-	-	-	-	-	-	-	-	-	-	-
Waste Processing Facilities		-	-	-	-	-	-	-	-	-	-	-
Waste Drop-off Points		-	-	-	-	-	-	-	-	-	-	-
Waste Separation Facilities		-	-	-	-	-	-	-	-	-	-	-
Electricity Generation Facilities		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Rail Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Rail Lines		-	-	-	-	-	-	-	-	-	-	-
Rail Structures		-	-	-	-	-	-	-	-	-	-	-
Rail Furniture		-	-	-	-	-	-	-	-	-	-	-
Drainage Collection		-	-	-	-	-	-	-	-	-	-	-
Storm water Conveyance		-	-	-	-	-	-	-	-	-	-	-
Attenuation		-	-	-	-	-	-	-	-	-	-	-
MV Substations		-	-	-	-	-	-	-	-	-	-	-
LV Networks		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Coastal Infrastructure		-	-	-	-	-	-	-	-	-	-	-
Sand Pumps		-	-	-	-	-	-	-	-	-	-	-
Piers		-	-	-	-	-	-	-	-	-	-	-
Revetments		-	-	-	-	-	-	-	-	-	-	-
Promenades		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Information and Communication Infrastructure		1 550	144	-	-	-	-	-	-	144	1 559	1 569
Data Centres		1 550	144	-	-	-	-	-	-	144	1 559	1 569
Core Layers		-	-	-	-	-	-	-	-	-	-	-
Distribution Layers		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Community Assets		15 700	12 838	-	-	-	-	(584)	(584)	12 254	21 904	11 700
Community Facilities		7 650	10 731	-	-	-	-	(584)	(584)	10 147	12 854	10 950
Halls		5 150	6 103	-	-	-	-	-	-	6 103	2 150	1 450
Centres		-	-	-	-	-	-	-	-	-	-	-
Crèches		-	-	-	-	-	-	-	-	-	-	-
Clinics/Care Centres		-	-	-	-	-	-	-	-	-	-	-
Fire/Ambulance Stations		500	3 465	-	-	-	-	(584)	(584)	2 881	-	-
Testing Stations		-	-	-	-	-	-	-	-	-	-	-
Museums		-	-	-	-	-	-	-	-	-	-	-
Galleries		-	-	-	-	-	-	-	-	-	-	-
Theatres		-	-	-	-	-	-	-	-	-	-	-

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget A	Prior Adjusted 7 A1	Accum. Funds 8 B	Multi-year capital 9 C	Unfore. Unavoid. 10 D	Nat. or Prov. Govt 11 E	Other Adjusts. 12 F	Total Adjusts. 13 G	Adjusted Budget 14 H	Adjusted Budget	Adjusted Budget
R thousands												
Libraries		500	200	-	-	-	-	-	-	200	1 200	600
Cemeteries/Crematoria		1 500	843	-	-	-	-	-	-	843	8 000	9 000
Police		-	-	-	-	-	-	-	-	-	-	-
Parks		-	-	-	-	-	-	-	-	-	-	-
Public Open Space		-	-	-	-	-	-	-	-	-	-	-
Nature Reserves		-	50	-	-	-	-	-	-	50	1 504	-
Public Ablution Facilities		-	70	-	-	-	-	-	-	70	-	-
Markets		-	-	-	-	-	-	-	-	-	-	-
Stalls		-	-	-	-	-	-	-	-	-	-	-
Abattoirs		-	-	-	-	-	-	-	-	-	-	-
Airports		-	-	-	-	-	-	-	-	-	-	-
Taxi Ranks/Bus Terminals		-	-	-	-	-	-	-	-	-	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Sport and Recreation Facilities		8 050	2 107	-	-	-	-	-	-	2 107	9 050	750
Indoor Facilities		-	-	-	-	-	-	-	-	-	-	-
Outdoor Facilities		8 050	2 107	-	-	-	-	-	-	2 107	9 050	750
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Heritage assets		1 000	263	-	-	-	-	-	-	263	1 000	1 000
Monuments		-	-	-	-	-	-	-	-	-	-	-
Historic Buildings		1 000	263	-	-	-	-	-	-	263	1 000	1 000
Works of Art		-	-	-	-	-	-	-	-	-	-	-
Conservation Areas		-	-	-	-	-	-	-	-	-	-	-
Other Heritage		-	-	-	-	-	-	-	-	-	-	-
Investment properties		16 500	12 095	-	-	-	-	-	-	12 095	21 000	11 000
Revenue Generating		3 500	3 912	-	-	-	-	-	-	3 912	-	1 000
Improved Property		3 500	3 912	-	-	-	-	-	-	3 912	-	1 000
Unimproved Property		-	-	-	-	-	-	-	-	-	-	-
Non-revenue Generating		13 000	8 183	-	-	-	-	-	-	8 183	21 000	10 000
Improved Property		13 000	8 183	-	-	-	-	-	-	8 183	21 000	10 000
Unimproved Property		-	-	-	-	-	-	-	-	-	-	-
Other assets		4 900	11 754	-	-	-	-	-	-	11 754	9 800	3 050
Operational Buildings		1 900	9 401	-	-	-	-	-	-	9 401	9 800	3 050
Municipal Offices		1 900	4 920	-	-	-	-	-	-	4 920	9 800	3 050
Pay/Enquiry Points		-	-	-	-	-	-	-	-	-	-	-
Building Plan Offices		-	-	-	-	-	-	-	-	-	-	-
Workshops		-	-	-	-	-	-	-	-	-	-	-
Yards		-	-	-	-	-	-	-	-	-	-	-
Stores		-	-	-	-	-	-	-	-	-	-	-
Laboratories		-	-	-	-	-	-	-	-	-	-	-
Training Centres		-	-	-	-	-	-	-	-	-	-	-
Manufacturing Plant		-	-	-	-	-	-	-	-	-	-	-
Depots		-	4 481	-	-	-	-	-	-	4 481	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Housing		3 000	2 353	-	-	-	-	-	-	2 353	-	-
Staff Housing		-	-	-	-	-	-	-	-	-	-	-
Social Housing		3 000	2 353	-	-	-	-	-	-	2 353	-	-
Capital Spares		-	-	-	-	-	-	-	-	-	-	-
Biological or Cultivated Assets		-	-	-	-	-	-	-	-	-	-	250
Biological or Cultivated Assets		-	-	-	-	-	-	-	-	-	-	250
Intangible Assets		-	-	-	-	-	-	-	-	-	-	250
Servitudes		-	-	-	-	-	-	-	-	-	-	-
Licences and Rights		-	-	-	-	-	-	-	-	-	-	250
Water Rights		-	-	-	-	-	-	-	-	-	-	-
Effluent Licences		-	-	-	-	-	-	-	-	-	-	-
Solid Waste Licences		-	-	-	-	-	-	-	-	-	-	-
Computer Software and Applications		-	-	-	-	-	-	-	-	-	-	250
Local Settlement Software Applications		-	-	-	-	-	-	-	-	-	-	-
Unspecified		-	-	-	-	-	-	-	-	-	-	-
Computer Equipment		4 600	6 900	-	-	-	-	-	-	6 900	4 600	4 700
Computer Equipment		4 600	6 900	-	-	-	-	-	-	6 900	4 600	4 700
Furniture and Office Equipment		200	200	-	-	-	-	-	-	200	200	300
Furniture and Office Equipment		200	200	-	-	-	-	-	-	200	200	300
Machinery and Equipment		-	-	-	-	-	-	-	-	-	-	-
Machinery and Equipment		-	-	-	-	-	-	-	-	-	-	-
Transport Assets		-	-	-	-	-	-	-	-	-	-	-
Transport Assets		-	-	-	-	-	-	-	-	-	-	-
Land		-	-	-	-	-	-	-	-	-	-	-
Land		-	-	-	-	-	-	-	-	-	-	-
Zoo's, Marine and Non-biological Animals		-	-	-	-	-	-	-	-	-	-	-
Zoo's, Marine and Non-biological Animals		-	-	-	-	-	-	-	-	-	-	-
Total Capital Expenditure on upgrading of existing assets to be adjusted	1	125 305	96 526	-	-	-	-	(584)	(584)	95 942	152 806	142 269

WC024 Stellenbosch - Supporting Table SB19 List of capital programmes and projects affected by Adjustments Budget - April 2021

Municipal Vote/Capital project	Program/Project description	Project number	IDP Goal Code	Individually Approved Yes/No	Asset Class	Asset Sub-Class	GPS co-ordinates	Medium Term Revenue and Expenditure Framework					
								Budget Year 2020/21		Budget Year +1 2021/22		Budget Year +2 2022/23	
								Original Budget	Adjusted Budget	Original Budget	Adjusted Budget	Original Budget	Adjusted Budget
R thousand			3	6	4	4	5						
Parent municipality: List all capital programs/projects grouped by Municipal Vote													
Entities: List all capital programs/projects grouped by Municipal Entity													
Entity Name Project name													

WC024 Stellenbosch - Supporting Table SB20 Not required - April 2021

Description	Ref	Budget Year 2020/21									Budget Year +1 2021/22	Budget Year +2 2022/23
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	3 A1	4 B	5 C	6 D	8 E	9 F	10 G	11 H		
R thousands												
Revenue By Municipal Entity												
Entity 1 total revenue									-	-		
Entity 2 total revenue									-	-		
Entity 3 (etc) total revenue									-	-		
									-	-		
									-	-		
									-	-		
									-	-		
Total Operating Revenue	1	-	-	-	-	-	-	-	-	-	-	-
Expenditure By Municipal Entity												
Entity 1 total operating expenditure									-	-		
Entity 2 total operating expenditure									-	-		
Entity 3 etc. total operating expenditure									-	-		
									-	-		
									-	-		
									-	-		
									-	-		
Total Operating Expenditure	2	-	-	-	-	-	-	-	-	-	-	-
Capital Expenditure By Municipal Entity												
Entity 1 total capital expenditure									-	-		
Entity 2 total capital expenditure									-	-		
Entity 3 etc. total capital expenditure									-	-		
									-	-		
									-	-		
									-	-		
Total Capital Expenditure	2	-	-	-	-	-	-	-	-	-	-	-

APPENDIX 4

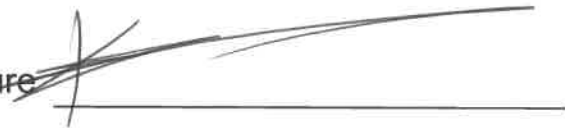
QUALITY CERTIFICATE

I, Geraldine Mettler, municipal manager of Stellenbosch Municipality, hereby certify that the adjustments budget and supporting documentation have been prepared in accordance with the Municipal Finance Management Act and the regulations made under the Act, and that the adjustments budget and supporting documentation are consistent with the Integrated Development Plan of the Municipality.

Name: Kevin Carolus

Acting Municipal Manager of Stellenbosch Municipality

Signature

A handwritten signature in dark ink, consisting of a stylized 'K' followed by a series of horizontal strokes, written over a horizontal line.

Date: 09 April 2021

6.2	MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR MARCH 2021
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Collaborator No:

IDP KPA Ref No:

Meeting Date:

Good Governance and Compliance

14 April 2021

1. SUBJECT:MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR MARCH 2021

2. PURPOSE

To comply with Regulation 36(2) of the Municipal Supply Chain Management Regulations and Section 36 of the Supply Chain Management Policy 2020/2021 to report the deviations to Council.

3. DELEGATED AUTHORITY

Council

FOR NOTING.

4. EXECUTIVE SUMMARY

Regulation 36(2) of the Municipal Supply Chain Management Regulations and Section 36 of the Supply Chain Management Policy (2020/2021) stipulate that SCM deviations be reported to Council. In compliance thereto, this report presents to Council the SCM deviations that occurred during March 2021.

5. RECOMMENDATION

that Council notes the deviations as listed for the month of March 2021.

6. DISCUSSION / CONTENTS

5.1 Background/Legislative Framework

The regulation applicable is as follows:

GNR.868 of 30 May 2005: Municipal Supply Chain Management Regulations

Deviation from and ratification of minor breaches of, procurement processes

36. (1) A supply chain management policy may **allow the accounting officer—**

(a) To **dispense with the official procurement processes established by the policy and to procure any required goods or services through any convenient process, which may include direct negotiations, but only—**

(i) in an emergency;

(ii) if such goods or services are produced or available from a single provider only;

(iii) for the acquisition of special works of art or historical objects where specifications are difficult to compile;

(iv) acquisition of animals for zoos; or

(v) in any other exceptional case where it is impractical or impossible to follow the official procurement processes; and

(b) to ratify any minor breaches of the procurement processes by an official or committee acting in terms of delegated powers or duties which are purely of a technical nature.

(2) The accounting officer must record the reasons for any deviations in terms of sub regulation (1) (a) and (b) and **report them to the next meeting of the council**, or board of directors in the case of a municipal entity, and include as a note to the annual financial statements.

5.2 Discussion

Reporting the deviations as approved by the Accounting Officer for March 2021:

The following deviations were approved with the reasons as indicated below:

DEVIATION NUMBER	CONTRACT DATE	NAME OF CONTRACTOR	CONTRACT DESCRIPTION	REASON	SUBSTANTIATION WHY SCM PROCESS COULD NOT BE FOLLOWED	TOTAL CONTRACT PRICE R
D/SM 12/21	18 March 2021	Merriman BP service station	Procurement of diesel to replenish generators during loadshedding	Emergency procurement of essential services, including transportation and communication facilities or support services critical to the effective functioning of the municipality as a whole.	Diesel is needed to replenish 7 generators which supply electricity to the essential services during loadshedding. Diesel must be procured from a compliant service provider who is in close proximity of the municipality. From 01 April the new National Treasury Transversal tender for fuel come into effect and the municipality will make use of this tender to procure diesel for the generators.	R150 000 (Incl. VAT)
D/SM 13/21	31 March 2021	Vodacom (Pty) Ltd	Appointment of Vodacom (Pty) Ltd for the provision of access point network (APN) 1TB bundled solution on a month to month basis starting from 1 April 2021 - 30 June 2021	Exceptional case and it is impossible to follow the official procurement process	The current service provider was appointed on the transversal tender from National Treasury for the supply and delivery of Mobile Communication Services. This transversal tender ended 31/03/2021. National Treasury is in the process to replace the 2016 tender and we are awaiting the finalisation of that process. All mobile service providers are part of the transversal tender and it is unlikely that we will receive better rates than what	R 900 000.00 (Incl. Vat)

					<p>is bid on the transversal tender.</p> <p>It was therefore not practical for the municipality to go out on tender for the provision of APN Services whilst National Treasury is also busy with a Transversal tender RT15-2021 for the period 1 April 2021 to 31 March 2026. The contract is not finalised yet and we are therefore unable to use the new Transversal tender RT15-2021.</p>	
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6.3 **Financial Implications**

As per table above.

6.4 **Legal Implications**

The regulation applicable is:

GNR.868 of 30 May 2005: Municipal Supply Chain Management Regulations: Deviations from and ratification of minor breaches of, procurement processes.

6.5 **Staff Implications:**

No staff implications

6.6 **Previous / Relevant Council Resolutions:**

None

6.7 **Risk Implications**

That the market may not be tested.

The measures in place to deal with deviations mitigate the risk to an acceptable level.

The auditor general also audit the deviations during the yearly audit

6.8 **Comments from Senior Management:**

The item was not circulated for comment except to Municipal Manager

6.8.1 **Municipal Manager**

Supports the recommendations.

6.3	OVERSIGHT ROLE OF COUNCIL: SUPPLY CHAIN MANAGEMENT POLICY-REPORT ON THE IMPLEMENTATION OF THE SUPPLY CHAIN MANAGEMENT POLICY OF STELLENBOSCH MUNICIPALITY: QUARTER 3 (01 JANUARY 2021 - 31 MARCH 2021)
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Collaborator No:

IDP KPA Ref No:

Meeting Date:

Good Governance and Compliance

14 April 2021

1. SUBJECT:OVERSIGHT ROLE OF COUNCIL: SUPPLY CHAIN MANAGEMENT POLICY-REPORT ON THE IMPLEMENTATION OF THE SUPPLY CHAIN MANAGEMENT POLICY OF STELLENBOSCH MUNICIPALITY: QUARTER 3 (01 JANUARY 2021 - 31 MARCH 2021)

2. PURPOSE

To submit to Executive Management a report for the period 01 January 2021 - 31 March 2021 on the implementation of Council's Supply Chain Management Policy. The report covers the performance of the various delegated functions and the implementation thereof.

3. FOR DECISION BY MUNICIPAL COUNCIL

Section 6 (3) & 4 of the SCM Policy 2020/2021, determines that the Accounting Officer must within 10 days at the end of each quarter; submit a report on the implementation of the SCM Policy to the Executive Mayor. This report must be made public in accordance with section 21A of the Municipal Systems Act (32 of 2000).

4. EXECUTIVE SUMMARY

On a quarterly basis the Accounting Officer must submit a report on the implementation of the Supply Chain Management Policy to the Executive Mayor. In terms of the SCM Regulations and Council's SCM Policy the SCM unit has been delegated to perform powers and functions that related to the procurement of goods and services, disposal of goods no longer needed, the selection of contractors to provide assistance in the provision of municipal services.

5. RECOMMENDATIONS

- (a) that the Executive Mayor and Council takes note of this report and Annexure A attached to the report, and
- (b) that the report be made public in accordance with section 21A of the Municipal Systems Act.

6 DISCUSSION/CONTENTS

6.1 Background

SCM must report within 10 days before the end of each quarter on the implementation of the SCM System.

6.2 Constitutional and Policy Implications

Paragraph 2(1) of Council's SCM Policy determines that all officials and other role players in the supply chain management system of the Stellenbosch Municipality must implement the SCM Policy in a way that gives effect to section 217 of the Constitution and Part 1 of Chapter 11 of the Municipal Finance Management Act (56 of 2003) and other applicable provisions of the Act; is fair, equitable, transparent, competitive and cost-effective; complies with the Regulations and any norms and standards that may be prescribed in terms of section 168 of the MFMA; is consistent with other applicable legislation; does not undermine the objective for uniformity in supply chain management systems between organs of state in all spheres; and is consistent with national economic policy concerning the promotion of investments and doing business with the public sector.

Paragraph 6(1) of the Supply Chain Management Policy of Council determines that the Council of Stellenbosch municipality reserves the right to maintain oversight over the implementation of the SCM Policy as approved and amended from time to time. Paragraph 6(3) of the above stated Policy determines that the Accounting Officer must within 10 days of the end of each quarter; submit a report on the implementation of the Supply Chain Management Policy to the Executive Mayor.

6.3 Environmental implications

None.

6.4 Financial Implications

The financial implications are the transactions for the procurement of goods and services that were processed during the 01 January 2021 - 31 March 2021 and the payments that will derive from these commitments.

6.5 Legal Implications

The Municipal Finance Management Act (section 112) stipulates that the SCM Policy should comply with a prescribed framework as set out in section 112(1) and section 112(2) that stipulates that the regulatory framework for the municipal supply chain management must be fair, equitable, transparent, competitive and cost-effective. Reporting back in terms of paragraph 6(3) of the SCM Policy 2020/2021 to the Executive Mayor and Council on the implementation of the supply chain management system and processes enables the Executive Mayor and Council to maintain the oversight role over the implementation of the SCM Policy as approved by Council.

6.6 Staff Implications

None.

6.7 Previous / Relevant Council Resolutions

None.

APPENDICES

APPENDIX 1: Report for the period 01 January 2021 - 31 March 2021 on the Implementation of Council's Supply Chain Management Policy

APPENDIX 1

STELLENBOSCH MUNICIPALITY

IMPLEMENTATION OF SYSTEM – SUPPLY CHAIN MANAGEMENT

**SECTION 6 OF SCM POLICY:
OVERSIGHT ROLE OF COUNCIL OVER THE IMPLEMENTATION OF SCM POLICY**

PERIOD: 01 JANUARY 2021 - 31 MARCH 2021

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
3(1)(a)	Prepare and submit a draft supply chain management policy complying with regulation 2 to the council of the municipality for adoption.	Accounting Officer	Chief Financial Officer	YES	Done
3(1)(b)	Review at least annually the implementation of the policy.	Accounting Officer	Chief Financial Officer	YES	Done
3(1)(c)	Submit when considered necessary, proposals for amendment of the policy by the Council.	Accounting Officer	Chief Financial Officer	YES	The SCM Policy are part of the budget related policies that are annually reviewed.
3(2)(a)	Make use of any Treasury guidelines determining standards for municipal supply chain management policies, and submit to the council that guidelines standard or modified version therefore, as a draft policy.	Accounting Officer	Chief Financial Officer	YES	All NT guidelines are included in standard documents and the municipalities SCM policy is aligned with the Model SCM policy of NT.
3(2)(b)	Ensure that a draft policy submitted to council that differs from the guideline standard complies with Regulation 2.	Accounting Officer	Chief Financial Officer	YES	Not Applicable
3(1)(c)	Report any deviation from the guideline standard to the National Treasury and relevant provincial treasury	Accounting Officer	Chief Financial Officer	YES	Not Applicable
3(4)	Must, in terms of section 62(1)(f)(iv) take all reasonable steps to ensure that the municipality has and implements a supply chain management policy as set out in Regulation 2	Accounting Officer	Chief Financial Officer	YES	Done

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
5(2)(a)	Make a final award above R10 million (VAT included).	Accounting Officer (after considering recommendation of Bid Adjudication Committee)		YES	In the third quarter there were no final awards above R10 million.
5(2)(b)	Make a final award above R200 000(VAT included), but not exceeding R10 million (VAT included).	Accounting Officer	Bid Adjudication Committee	YES	In the third quarter there were fifteen (15)final awards above R200 000 but not exceeding R10 million.
5(2)(c)	Make a final award not exceeding R200 000(VAT included) including the appointment of consultants	Accounting Officer	CFO and Senior Manager - SCM and Senior Accountants	YES	Operational Delegations are in place with clear segregation of duties as stipulated in MFMA section 115 (b)
5(3)	Submit to the officials referred to in regulation 5(4) within five days of the end of each month a written report containing particulars of each final award, except procurements made out of petty cash, made during that month, including – (a) the amount of the award; (b) the name of the person to whom the award was made; (c) the reason why the award was made to that person; and (d) the BEE/HDI status of that entity/person.	Bid Adjudication Committee (refer regulation 5(4)(a) Chief Financial Officer – 5(4)(b)	Chief Financial Officer Senior Manager SCM	YES	The awards made were submitted ,on the following dates within this quarter: 03 February 2021 01 March 2021 01 April 2021
6(1)	Maintain oversight over the implementation of the supply chain management policy	Municipal Council		YES	The Supply Chain Management policy has been submitted to council in the last quarter of the previous financial year as part of the Budget Related policies.

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
6(2)(a)(i)	Submit a report to council within 30 days of the end of each financial year on the implementation of the supply chain management policy of the municipality.	Accounting Officer		YES	Done
6(2)(a)	Immediately submit a report to council whenever there are serious and material; problems in the implementation of the supply chain management policy, including such a report from any municipal entity as envisaged by this Regulation 6(2)(a)(iii)	Accounting Officer		N/A	To date no serious or material problems occurred in implementing the SCM policy.
6(3)	Submit a report to the mayor of the municipality within ten days of each quarter on the implementation of the supply chain management policy.	Accounting Officer	Chief Financial Officer	YES	Done.
7(1)	Establish a supply chain management unit.	Accounting Officer	Chief Financial Officer	YES	Unit operates under direct supervision of CFO
12(1)	<u>Direct that:</u> a) cash purchases up to transaction value as defined I Council's Petty Cash policy b) one verbal quotation be obtained for any specified procurement of a transaction value lower than R2,000 (VAT included); c) written or verbal quotations for procurement of goods and/or services of a transaction value between R 2, 000.00 and R 10 000.00 (VAT included) d) formal written price quotations for procurement of goods and/or services of a transaction value between R 10,000.00 and R 200,000.00 e) a competitive bidding process be followed for any specific procurement of a transaction value higher than R200 000.	Accounting Officer	Operational delegations in place	YES	The SCM unit is responsible for procurement within these thresholds. Delegations approved and signed by the relevant officials.

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
12(2)(a)	Allow the Accounting Officer to lower, but not to increase, the different threshold values specified in sub regulation(1).	Accounting Officer	Chief Financial Officer	YES	Delegated officials act within delegated thresholds.
14(1)(a)(ii)	Invite prospective providers of goods and services at least once a year through newspaper commonly circulating locally, the website of the municipality	Accounting Officer	Senior : Manager SCM	YES	Done
14(1)(b)	Specify the listing criteria for accredited prospective providers.	Accounting Officer	Chief Financial Officer	YES	Listing criteria is contained within the registration form.
14(1)(c)	Disallow the listing of any prospective provider whose name appears on the National Treasury's database as a person prohibited from doing business with the public sector.	Accounting Officer		YES	SCM consult National Treasury's database of defaulters before awarding of tenders and quotations
14(2)	Update the list of prospective providers at least quarterly to include any additional prospective providers and any new commodities or types of services.	Municipal Council	Chief Financial Officer	YES	Done
15	Requesting reconciliation's on petty cash purchases on a monthly basis.	Chief Financial Officer	Manager: Expenditure section	YES	N/A

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
16(c)	If it is not possible to obtain at least three written quotations, record and report quarterly to the accounting officer, or another official designated by the accounting officer, the reasons for this.	Accounting Officer	Chief Financial Officer	YES	Reports were submitted on the following dates within this quarter. 03 February 2021 01 March 2021 01 April 2021
16(e)	Record the name of potential providers requested to provide written quotation with their quoted prices.	Accounting Officer	Chief Financial Officer	YES	Reports were submitted on the following dates within this quarter. 03 February 2021 01 March 2021 01 April 2021
17(1)(c)	Approve the recorded reasons for not obtaining at least three written price quotations.	Chief Financial Officer	Senior Manager SCM & CFO: below R200,000 Accountants: Acquisitions, Contracts and SCM: Accountant Demand and Chief Buyer : below R200,000	YES	
17(1)(d)	Record the names of the potential formal written price quotation providers and their written quotations.	Accounting Officer	Senior Manager : Supply Chain Management	YES	
17(2)	Report to the CFO within three days at the end of the month on any approvals given during that month by that the designed official referred to in sub-regulation (1) (c).	Chief Financial Officer	Senior Manager: Supply Chain Management	YES	
18 (a)	All requirements in excess of R30,000 (VAT included) by means of formal written price quotations should be advertised for at least 7 days on the	Chief Financial Officer	Senior Manager: Supply Chain Management	YES	Done

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
	website and municipal official website.				
18 (b)	When using the list of accredited prospective providers, it should promote ongoing competition amongst providers by inviting providers to submit quotations on a rotational basis.	Chief Financial Officer	Senior Manager: Supply Chain Management	YES	Done
18(c)	Must take all reasonable steps to ensure that the procurement of goods and services through written quotations or formal written price quotations is not abused.	Accounting Officer	Chief Financial Officer	YES	Quotations and Formal written quotations are placed on the website and only opened on the closing date and time and mitigate the risks during the calling for quotations.
18(d)	Notify the Accounting Officer or CFO in writing on a monthly basis of all written quotations and formal written price quotations accepted by the official acting in terms of a sub-delegation.	Chief Financial Officer	Senior Manager : Supply Chain Management	YES	Reports were submitted on the following dates within this quarter. 03 February 2021 01 March 2021 01 April 2021
22 (b) (i)	The publication notice must contain the closure date for the submission of bids, which may not be less than 3 weeks in case of transactions over R10m (VAT included), or which are of long term nature, or 14 days in any other case, from date on which the advertisement is placed in a newspaper.	Accounting Officer	Bid Specifications Committee	YES	For quarter, three thirty-one (31) tender specifications served before the Bid Specifications committee.
22(2)	The Accounting Officer may determine the closure date for the submission of bids which is less than the 30 days or 14 days requirement, but only if such shorter period can be justified on the grounds of urgency or emergency or any exceptional case where it is impractical or impossible to follow the official procurement process	Accounting Officer		N/A	None

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
23(a) (i)(ii)	The handling, opening and recording of bids should be (i) be opened in public (ii) must be opened at the same time and as soon as possible after the period for the submission of bids has expired;	Accounting Officer	Senior Manager: Supply Chain Management	YES	Done
23 (c)	(ii) make the register available for public inspection (iii) publish the entries in the register and the bid results on the website of the municipality	Accounting Officer	Senior Manager: Supply Chain Management	YES	Done
24(1)	Negotiate the final terms of a contract with bidders identified through a competitive bidding process as preferred bidders, provided that such negotiation – (a) does not allow any preferred bidder a second or unfair opportunity; (b) is not to the detriment of any other bidder; and (c) does not lead to a higher price than the bid submitted. Minutes of such negotiations must be kept.	Accounting Officer	Relevant user department Head of Department or Executive Director	YES	Provision for the signing of a Form of Tender/Service Level Agreement with successful vendors is being made in the tender documents.
26(1)(b)	Appoint the members of the bid specification, evaluation and adjudication committees, taking into account Section 117 of the MFMA.	Accounting Officer		YES	Done
26(1)(c)	Appoint a neutral or independent observer to a bid specification, evaluation or adjudication committee for an attendance and oversight process when this is	Accounting Officer		N/A	Not Applicable

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	appropriate for ensuring fairness and promoting transparency.				
26(3)	Apply the committee system to formal written price quotations.	Accounting Officer		N/A	Committee system is applied for goods/services above R200 000
27(1)	Compile specifications for the procurement of goods and services by the municipality.	Accounting Officer	Bid Specifications Committee, upon advice of the relevant user department	YES	The Director signs for items to serve on Specification committee.
27(2)(g)	Approve specifications compiled by the bid specification committee prior to publication of the invitation for bids.	Accounting Officer	Bid Specifications Committee, upon advice of the relevant user department	YES	The specifications are accompanied with a questionnaire that the relevant department has to complete. Meetings are held according pre-determined schedule.
28(1)(a)	Evaluate bids in accordance with – (i) the specifications for a specific procurement ; and (ii) the points system as must be set out in the supply chain management policy of the municipality in terms of Regulation 27(2)(f) and a prescribed in terms of the Preferential Procurement Policy Framework Act.	Accounting Officer	Bid Evaluation Committee upon advice of the relevant user department.	YES	Have regular BEC scheduled meetings.
28(1)(b)	Evaluate each bidder's ability to execute the contract.	Accounting Officer	Bid Evaluation Committee, upon advice from SCM	YES	Currently part of the Standard Evaluation Report
28(1)(c)	Check in respect of the recommended bidder whether municipal rates and taxes and municipal service charges are not in arrears.	Accounting Officer	Bid Evaluation Committee	YES	Has a screening list that has to be completed.
28(1)(d)	Submit to the adjudication committee a report and recommendations regarding the award of the bid or any other related matter.	Bid Evaluation Committee		YES	Currently part of the Standard Evaluation Report
29(1)(a)	Consider the report and recommendations of the bid evaluation committee where the award value	Accounting Officer	Bid Adjudication Committee	YES	In the third quarter there were ten BAC meetings

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
	exceeds R200 000 (VAT incl.) and make the award up to value of R10m (as per delegated authority)				
29(1)(b)(i)	For bids above R10 million, the SCM BAC will make recommendation to the Municipal Manager to make the final award.	Accounting Officer		YES	In the third quarter there were no final awards above R10 million.
29(1)(b)(ii)	Make another recommendation to the accounting officer on how to proceed with the relevant procurement.	Accounting Officer		YES	None.
29(3)	Appoint the chairperson of the bid adjudication committee.	Accounting Officer		YES	Delegations given is kept for record purposes
29(5)(a)	<p>If a bid adjudication committee decides to award a bid other than the one recommended by the bid evaluation committee, the bid adjudication committee must prior to awarding the bid –</p> <p>(i) check in respect of the preferred bidder whether that bidder's municipal rates and taxes and municipal service charges are not in arrears; and</p> <p>(ii) notify the accounting officer.</p>	Bid Adjudication Committee		YES	None
29(5)(b)	<p>(i) After due consideration of the reasons for the deviation, ratify or reject the decision of the bid adjudication committee referred to in Regulation 29(5)(a); and</p> <p>(ii) If the decision of the bid adjudication committee is rejected, refer the decision of the adjudication committee back to that committee for reconsideration.</p>	Accounting Officer		YES	None

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29(6)	Refer any recommendation made by the evaluation committee or adjudication committee back to that committee for reconsideration of the recommendation.	Accounting Officer		YES	Two (2) tenders were referred back to the BEC in the third quarter
29(7)	Comply with Section 114 of the MFMA within ten working days.	Accounting Officer		YES	Not applicable
31(1)	Request the State Information Technology Agency (SITA) to assist the municipality with the acquisition of IT related goods or services through a competitive bidding process.	Accounting Officer	Bid Adjudication Committee	YES	Not Applicable
31(2)	Enter into a written agreement to regulate the services rendered by, and the payments made to, SITA.	Accounting Officer		YES	Not Applicable
31(3)	<p>Notify SITA together with a motivation of the IT needs of the municipality if –</p> <p>(a) the transaction value of IT related goods or services required by the municipality in any financial year will exceed R50 million (VAT incl); or</p> <p>(b) the transaction value of a contract to be procured by the municipality whether for one or more years exceeds R50 million.</p>	Accounting Officer		YES	Not Applicable
31(4)	Submit to the Council, the National Treasury, the relevant provincial treasury and the Auditor General the SITA comments and the reasons for rejecting or not following such comments if the municipality disagrees with SITA's comments.	Accounting Officer	Senior Manager: Supply Chain Management	YES	Not Applicable

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32(1)	<p>To procure goods or services for the municipality under a contract secured by another organ of state, but only if –</p> <p>(a) the contract has been secured by that organ of state by means of a competitive bidding process applicable to that organ of state;</p> <p>(b) the municipality has no reason to believe that such contract was not validly procured;</p> <p>(c) there are demonstrable discounts or benefits f or the municipality; and</p> <p>that other organ of state and the provider have consented to such procurement in writing.</p>	Accounting Officer	Bid Adjudication Committee	YES	None
35(1)	Procure consulting services above the value of R200 000 (VAT incl.) provided that any Treasury guidelines in respect of consulting services or CIDB guidelines in respect of services related to the build environment and construction works are taken into account when such procurements are made.	Accounting Officer	Bid Adjudication Committee	YES	New tender has been advertised
35(4)	Ensure that copyright in any document produced, and the patent rights or ownership in any plant, machinery, thing, system or process designed or devised, by a consultant in the course of the consultancy service is vested in the municipality.	Municipal Council	Relevant user Department	YES	Not Applicable

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
36(1)(a)	<p>Dispense with the official procurement processes established by the policy and to procure any required goods or services through any convenient process, which may include direct negotiations, but only –</p> <ul style="list-style-type: none"> (i) in an emergency; (ii) if such goods or services are produced or available from a single provider only; (iii) for the acquisition of special worker of art or historical objects where specifications are difficult to compile; (iv) acquisition of animals or zoos; or (v) in any other exceptional case where it is impractical or impossible to follow the official procurement processes (vi) any contract relating to the publication of notices and advertisements by or on behalf of the municipality (vii) any purchase on behalf of the municipality at a public auction (viii) any contract with an organ of state, local authority or a public utility corporation or company (ix) any contract in respect of which compliance therein would not be in the public interest or interest of Council (x) ad-hoc repairs to plant and equipment where it is not possible to ascertain the nature or extent of the work required in order to call for bids (xi) workshop strip & quote 	Accounting Officer	BAC considers deviations and recommend to the Accounting Officer.	YES	Delegations are in place for BAC to recommend deviations to the Accounting Officer. Records and recordings are kept of all meetings. Departments draft memorandums and table items at BEC for consideration and recommendation to the BAC. The BAC upon approval will recommend deviation to the Accounting –Officer.
36(1)(b)	Ratify any minor breaches of the procurement processes by an official or committee acting in terms of delegated powers or duties which are purely of a technical nature.	Accounting Officer		YES	Done

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36(2)	Record the reasons for any deviations in terms of Regulations 36(1)(a) and (b); and Report them to the next meeting of the Council and include as a note to the annual financial statements.	Municipal Council	Accounting Officer	YES	Done
37(2)	Decide to consider an unsolicited bid but only if – (a) the product or service offered is a demonstrably or proven unique innovative concept; (b) the product or service will be exceptionally beneficially to, or have exceptional cost advantages for, the municipality; (c) the person who made the bid is the sole provider of the product or service; and (d) the reasons for not going through the normal bidding processes are found to be sound by the accounting officer.	Accounting Officer		NO	None
37(4)	Submit written comments received pursuant to Regulation 37(3), including any responses from the unsolicited bidder, to the National Treasury and the relevant provincial treasury for comment.	Accounting Officer		NO	None
37(5)	Consider and may award the bid or make recommendations to the accounting officer depending on the delegations to the adjudication committee.	Accounting Officer	Bid Adjudication Committee	YES	None
37(7)	When considering an unsolicited bid, take into account where considering an unsolicited bid – (i) any comments submitted by the public; and	Accounting Officer		NO	None

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	any written comments and recommendations of the National Treasury or the relevant provincial treasury.				
37(8)	Submit to the Auditor General, the relevant provincial treasury and the National Treasury the reasons for rejecting or not following any recommendations of the National Treasury or provincial treasury in regard to the unsolicited bid.	Accounting Officer	Senior Manager: Supply Chain Management	NO	None
38(1)(a)	Take all reasonable steps to prevent abuse of the supply chain management system.	Accounting Officer	Chief Financial Officer	YES	The National Treasury Code of Conduct has been circulated and communicated to municipal staff at various formal and informal meetings.
38(1)(b)	Investigate any allegations against an official or other role player of fraud, corruption, favoritism, unfair or irregular practices or failure to comply with the supply chain management policy, and when justified – (i) take appropriate steps against such official or other role player; or (ii) report any alleged criminal conduct to the South African Police Service.	Accounting Officer	Internal Audit	YES	None
38(1)(c)	Check the National Treasury's database prior to awarding any contract to ensure that no recommended bidder, or any of its directors, is listed as a person prohibited from doing business with the public sector.	Accounting Officer	Senior Manager: Supply Chain Management	YES	The National Treasury website information of the List of Defaulters is currently used to verify.
38(1)(d)	Reject any bid from a bidder – (i) if any municipal rates and taxes or municipal service charges owed by that bidder or any directors to the municipality are in arrears for more than three months;	Accounting Officer	Bid Adjudication Committee Senior Manager: Supply Chain Management	YES	Bid Evaluation checklist is in place

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	(ii) who during the last five years has failed to perform satisfactorily on a previous contract with the municipality or any other organ of state after written notice was given to that bidder that performance was unsatisfactory.				
38(1)(e)	Reject a recommendation for the award of a contract if the recommended bidder, or any of its directors, has committed a corrupt or fraudulent act in competing for the particular contract.	Accounting Officer	Bid Adjudication Committee Senior Manager: Supply Chain Management	YES	Bid Evaluation checklist is in place
38(1)(f)	Cancel a contract awarded to a person if – the person committed any corrupt or fraudulent act during the bidding process or the execution of the contract; or (i) an official or other role player committed any corrupt or fraudulent act during the bidding process or the execution of the contract that benefited that person.	Accounting Officer	Bid Adjudication Committee Senior Manager: Supply Chain Management	YES	Bid Evaluation checklist is in place
38(1)(g)	Reject the bid of any bidder if that bidder or any of its directors – (i) has abused the supply chain management system of the municipality or has committed any improper conduct in relation to such system; (ii) has been convicted for fraud or corruption during the last five years; (iii) has willfully neglected or reneged on or failed to comply with any government, municipal or other public sector contract during the past five years; or	Accounting Officer	Bid Adjudication Committee Senior Manager: Supply Chain Management	YES	Bid Evaluation checklist is in place

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	(iv) has been listed in the Register for Tender Defaulters in terms of Section 29 of the Prevention and Combating of Corrupt Activities Act (No 12 of 2004).				
38(2)	Inform the National Treasury and relevant provincial treasury in writing of any actions taken in terms of Regulation 38(1)(b)(ii), (e)	Accounting Officer	Bid Adjudication Committee Senior Manager: Supply Chain Management	YES	Bid Evaluation checklist is in place
40(1)	The Supply chain policy must provide for an effective system of disposal management for the disposal or letting of assets, including unserviceable, redundant or obsolete assets, subject to sections 14&90 of MFMA	Municipal Council	Chief Financial Officer	YES	Delegations are in place
40(2) a	A Supply Chain management policy must specify the ways in which assets may be disposed of, including by – (i) Transferring the asset to another organ of state in terms of a provision of the MFMA enabling the transfer of assets (ii) Transferring the asset to another organ of state at market related value or, when appropriate, free of charge (iii) Selling the asset (iv) Destroying the asset	Municipal Council	Chief Financial Officer	YES	. As per delegations
40(2) (b)	Stipulate that – Immoveable property may be sold only at market	Municipal Council		YES	Not Applicable

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	related prices except when public interest or the plight of the poor demands otherwise				
40(2)(b)(ii)	Movable assets may be sold either by way of written price quotations, a competitive bidding process, auction or at market related prices, whichever is the most advantageous to the municipality	Accounting Officer	Chief Financial Officer	YES	As per delegations
40(2)(b)(iii)	In the case of the free disposal of computer equipment, the Provincial Department of Education must first be approached to indicate within 30 days whether any of the local schools are interested in the equipment.	Accounting Officer	Chief Financial Officer	N/A	Not Applicable
40(2)(b)(iv)	In the case of the disposal of firearms, the National Conventional Arms Control Committee has approved any sale or donation of firearms to any person or institution within or outside the Republic	Accounting Officer		N/A	Not Applicable
40(2)(c)(ii)	All fees, charges, rates, tariffs, scales of fees or other charges relating to the letting of immovable property are annually reviewed	Municipal Council		YES	Not Applicable
40(2)(d)	Ensure that where assets are traded in for other assets, the highest possible trade-in is negotiated	Municipal Council		N/A	None
40(2)(b)(iii)	In the case of the free disposal of computer equipment, the provincial department of education is first approached to indicate within 30 days whether any of the local schools are interested in the equipment.			N/A	Not Applicable
41(1)	A Supply chain management policy must provide for an effective system of risk management for the identification, consideration and avoidance of	Accounting Officer	Internal Audit	YES	Busy implementing a system for risk management

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	potential risks in the supply chain management system				
42	Establish and implement an internal monitoring system in order to determine, on a retrospective analysis, whether the authorized supply chain management processes were followed and whether the objectives of this policy were achieved.	Accounting Officer	Chief Financial Officer	YES	Implemented
43(2)	Check with SARS whether a person's tax matters are in order before making an award to such person.	Municipal Council	Senior Manager: Supply Chain Management	YES	The Tax Clearance of vendors registered on the Central Supplier Database are checked regularly and before awards are made.
45	Disclose in the notes to the annual financial statements of the municipality particulars of any award of more than R2,000 to a person who is a spouse, child or parent of a person in the service of the state, or has been in the service of the state in the previous twelve months, including – (a) the name of that person; (b) the capacity in which that person is in the service of the state; and (c) the amount of the award.	Municipal Council	Chief Financial Officer	YES	This information was disclosed within the 19/20 financial statements of the municipality.
46(3)(a)	Keep a register of all declarations in terms of Regulation 46(2)(d) and (e).	Accounting Officer	Senior Manager: Supply Chain Management	YES	SCM keep record of it.
46(3)(b)	Declarations must be made to the mayor of the municipality who must ensure that such declarations are recorded in the register.	Accounting Officer	Chief Financial Officer	YES	Declarations are kept at SCM section and hard copy on file.
46(4)	Adopt the National Treasury's code of conduct and Schedule 2 of the Systems Act for supply chain	Accounting Officer	Senior Manager: Supply Chain Management	YES	Code of conduct are circulated annually to all officials

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	management practitioners and other role players involved in supply chain management.		Council's Speaker		
47(2)	Report any alleged contravention of Regulation 47(1) to the National Treasury for considering whether the offending person, and any representative or intermediate through which such person is alleged to have acted, should be listed in the National Treasury's database of persons prohibited from doing business with the public sector.	Accounting Officer	Chief Financial Officer	YES	Not Applicable
48	Disclose to the National Treasury and the relevant provincial treasury any sponsorship promised, offered or granted to the municipality whether directly or through a representative or intermediate, by any person who is – (a) a provider or prospective provider of goods or services to the municipality; or (b) a recipient or prospective recipient of goods disposed or to be disposed, of by the municipality.	Accounting Officer	Senior Manager: Supply Chain Management	YES	None.
49	Persons aggrieved by decisions or actions taken in the implementation of this supply chain management system, may lodge within 14 days of the decision or action, a written objection or compliant against the decision or action.	Accounting Officer		YES	Have an administrative process in place.
50(1)	Appoint an independent and impartial person to assist in the resolution of disputes between the municipality and other persons and to deal with objections, complaints or queries as described more fully in Regulation 49.	Accounting Officer		YES	Done.
50(1)(a)	Responsible to assist the person appointed in terms of Regulation 50(1) to perform his or her functions effectively.	Accounting Officer		YES	Done

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50(4)(b)	Appointed must submit monthly reports to the Accounting Officer on all disputes, objections, complaints or queries received, attended to or resolved.	Accounting Officer		YES	The appointed official is responsible for the submission of the monthly report to the Municipal Manager.
51	Service provider that acts on behalf of municipality to provide any service or act as a collector of fees, service charges or taxes and the compensation payable to service provider, contract must stipulate a cap on compensation payable to the service provider; that such compensation must be performance based.	Accounting Officer		YES	Done

7.	CONSIDERATION OF ITEMS BY THE EXECUTIVE MAYOR: [ALD G VAN DEVENTER (MS)]
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7.1	COMMUNITY AND PROTECTION SERVICES: (PC: CLLR R BADENHORST)
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NONE

7.2	CORPORATE SERVICES: (PC: CLLR AR FRAZENBURG)
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NONE

7.3	FINANCIAL SERVICES: (PC: CLLR P CRAWLEY (MS))
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7.3.1	WRITE-OFF OF INDIGENT DEBT OLDER THAN 90 DAYS WHICH IS CONSIDERED IRRECOVERABLE
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Collaborator No:

IDP KPA Ref No:

Meeting Date:

Good Governance and Compliance

14 April 2021

**1. SUBJECT: WRITE-OFF OF INDIGENT DEBT OLDER THAN 90 DAYS WHICH IS
CONSIDERED IRRECOVERABLE**

2. PURPOSE

To obtain approval from Council in terms of Section 3(1) of the Irrecoverable Debts Policy

3. DELEGATED AUTHORITY

Council to approve.

4. EXECUTIVE SUMMARY

Indigent debt rises constantly despite the fact that it is periodically written off. This is mainly due to the municipality's inability to terminate or restrict electricity supply in areas where the municipality does not provide the service, coupled with the municipality's inability to manage and prevent excessive consumption of water.

Almost 80% of the Indigent Debt being proposed for write-off in this report, stems from water consumption.

Large scale installation of Water Management Devices (WMDs) will provide relief for both challenges, as it will assist in preventing an indigent consumer from building up an outstanding amount that he/she is unable to pay.

5. RECOMMENDATIONS

- (a) that Council approves the write-off Indigent Debt older than 90 Days in terms of S3(1) of the Irrecoverable Debt Policy as recommended in the amount of R11 035 040.71 plus adjustments possibly made between date of report and date of actual write-off;
- (b) that the amounts written off, be recovered from the Provision for Bad Debt; and
- (c) that all indigent consumers on the attached list, who are not connected to the water network with a Water Management Device, as a matter of urgency and as per a previous Council decision, be connected to the water network with a Water Management Device.

6. BACKGROUND / DISCUSSION

6.1 Background

Irrecoverable debt relating to indigent consumers is written off periodically. Due to the general inability of indigent consumers to pay their accounts, these debts however, arise and increase constantly.

There are two main challenges faced by the municipality that hamper efforts at credit control and debt collection.

Firstly, there are several areas where the municipality does not provide an electricity service. Consequently, the termination or restriction of the electricity supply is not possible.

The second reason is the way that indigent consumers tend to have high water consumption that results in high accounts that they are unable to pay.

The full outstanding amount of Indigent Debt older than 90 days amounts to R17.9 million of which approximately R6.9 million will be written off in terms of the delegations of the Irrecoverable Debts Policy.

6.2 Discussion

Both the above-mentioned issues can be dealt with by the large-scale installation of water management devices. (WMD) Such devices are being installed by the Water Division, but unfortunately, the majority of indigent consumers do not yet have such devices. All WDMs should also be capped at 6 Kilolitres, being the amount of Free Basic Water supplied to an indigent consumer in terms of the Indigent Policy.

The majority of people living in areas where the municipality does not provide electricity are also registered indigent consumers. Installation of WMDs will in these instances, also address the issue of high accounts that are not paid.

An amount of R14.2 million of the full outstanding balance being reported on (R17.9 million) stems from unpaid water consumption. This relates to almost 80% of the total outstanding debt, which clearly proves the urgent need for a large-scale roll-out of Water Management Devices.

Should the WMD have pre-paid functionality as well, the challenges can really be addressed in a meaningful way.

Indigent consumers will then get their free Water and Electricity Units, as well as free Sewerage and Refuse and buy on a cash basis, any additional water and electricity that they might require. An indigent consumer need never have to have an unpaid account, or an account that cannot be afforded again.

Irrecoverable debt stemming from indigent consumers will then largely be a thing of the past.

The Table below provides an indication of the outstanding debt per geographical area:

SUBURB	WATER DEBT OLDER THAN 90+ DAYS	TOTAL DEBT OLDER THAN 90+ DAYS
Lanquedoc	R1 425 185	R1 748 683
Stellenbosch	R436 572	R680 011
Cloetesville	R983 130	R1 309 024
Franschhoek	R2 030 240	R2 471 960
Idas Valley	R665 420	R837 563
Pniel/Johannesdal	R116 464	R203 099
Jamestown	R64 410	R153 983
Kayamandi	R2 390 280	R2 931 135
Kylemore	R571 319	R794 289
Klapmuts	R4 182 694	R4 911 762
La Motte	R738 740	R974 951
Raithby	R49 328	R120 398
Tenantville	R20 452	R38 675
Wemmershoek	R567 028	R717 688
TOTAL	R14 241 262	R17 893 221

In most of the cases the traditional credit control and debt collection procedures have been undertaken, but have been unsuccessful. Furthermore it is not cost effective to incur further expenses to recover the outstanding debt of indigent consumers.

The actual list of accounts and their details are available in electronic format only as they are quite large reports. Should it be required, the reports could be printed out.

6.3 Financial Implications

The full amount written off will be recovered from the Provision for Irrecoverable Debts.

6.4 Legal Implications

Write-off is done in terms of the approved Irrecoverable Debts Policy.

6.5 Staff Implications

None.

6.6 Previous / Relevant Council Resolutions:

None

6.7 Risk Implications

None.

6.8 Comments from Senior Management:**6.8.1 Director: Corporate Services:****6.8.1 Chief Financial Officer:**

Compiled the Item.

ANNEXURES: A-**FOR FURTHER DETAILS CONTACT:**

NAME	<i>A Treurnich</i>
POSITION	<i>Senior Manager: Revenue & Expenditure</i>
DIRECTORATE	<i>Financial; Services</i>
CONTACT NUMBERS	<i>021 808 8016</i>
E-MAIL ADDRESS	<i>andre.treurnich@stellenbosch.org.za</i>
REPORT DATE	<i>30 March 2021</i>

7.4**HUMAN SETTLEMENTS: (PC: CLLR N JINDELA)**

NONE

APPENDIX 1

Account	90P	Suburb
371650042	20 418,77	CVILL
600094009	20 442,64	KMAND
10251393	20 524,07	LDOC
10165674	20 785,11	KMUTS
10703474	20 920,29	KMUTS
370744278	20 946,51	CVILL
10162451	21 067,56	KMUTS
10705610	21 222,76	KMUTS
10301539	21 368,07	FHPLA
10615739	21 516,65	FGDAL
321650047	21 516,78	PBERG
10247022	21 613,61	LDOC
10084595	21 701,54	KMORE
10420698	22 228,14	JTOWN
370722450	22 283,47	CVILL
10274992	22 424,13	LDOC
10849648	22 503,50	KMUTS
10672833	22 574,18	KMUTS
703203205	22 716,77	KMUTS
100277	22 810,83	PNIEL
10669233	22 869,91	KMUTS
10156205	23 063,98	KMUTS
600148012	23 123,03	KMAND
10106444	23 322,31	KMAND
10107218	23 500,50	IVAL
375500365	23 742,26	CVILL
10042999	23 825,12	KMORE
44804	24 015,33	FGDAL
10267185	24 156,20	LAMOT
10201233	24 189,89	KMAND
10333215	24 207,25	KMAND
10163809	24 241,02	KMUTS
620000745	24 445,86	KMAND
703192105	24 459,98	KMUTS
10246980	24 486,80	LDOC
10258046	24 555,96	LAMOT
10236266	24 869,25	LDOC
371931046	24 946,92	CVILL
10353691	24 968,37	IVAL
10105436	25 041,64	IVAL
10670130	25 410,93	KMUTS
10703979	25 431,29	KMUTS
10248676	25 655,46	LAMOT
10270510	25 707,61	WEMHK
10277115	25 800,40	WEMHK
703612294	25 816,53	KMUTS
10056497	26 085,03	KMAND
703210809	26 166,83	KMUTS
703202606	26 276,06	KMUTS

10286838	26 527,28	CVILL
23540507	26 651,53	IVAL
10252686	26 725,33	IVAL
10042968	26 742,85	KMORE
10349894	26 912,30	FHPLA
600343004	26 973,97	KMAND
10248607	27 132,01	LAMOT
600079006	27 178,68	KMAND
10297869	27 317,15	LDOC
600341033	27 324,01	KMAND
600286037	27 929,17	KMAND
10278642	28 068,34	LAMOT
10668342	28 183,74	KMUTS
10067208	28 278,25	KMAND
10271690	28 288,15	LDOC
460660802	28 296,55	GOAKS
10219113	28 356,13	KMAND
10248913	28 385,90	LAMOT
10626571	28 450,22	KMAND
703612005	28 509,16	KMUTS
707073165	28 574,60	KMORE
10155565	28 785,08	KMUTS
460290629	28 830,57	GOAKS
600341026	29 006,29	KMAND
10275278	29 043,68	LDOC
10721700	29 163,28	KMUTS
10495270	29 211,06	FHPLA
10418549	29 305,92	KMAND
10349928	29 436,31	FHPLA
10250347	29 474,15	LDOC
100093	29 552,21	PNIEL
10201240	29 813,74	KMAND
10270967	30 388,00	WEMHK
10270778	30 585,49	WEMHK
100624	31 128,08	PNIEL
703217019	31 259,33	KMUTS
460710505	31 273,59	GOAKS
10278611	31 332,74	LAMOT
10250196	31 464,57	LDOC
10251520	31 739,99	LDOC
10414040	31 805,41	JTOWN
600124003	31 832,93	KMAND
10698473	31 891,82	KMUTS
707073488	31 952,72	KMORE
703202259	31 994,68	KMUTS
10870024	32 333,04	KMAND
10106114	32 343,42	KMAND
10275807	32 614,94	GOAKS
10181049	32 709,58	KMAND
703201155	32 888,76	KMUTS

460670801	32 982,02	GOAKS
10219508	33 508,40	KMAND
10258060	33 605,19	LAMOT
10147276	33 613,75	CVILL
10272268	33 712,35	LDOC
46497	33 721,81	FGDAL
703202101	34 082,00	KMUTS
703206806	34 416,05	KMUTS
10236039	35 674,44	LDOC
10668775	35 875,68	KMUTS
703210256	36 054,80	KMUTS
460330639	36 574,76	GOAKS
10274514	36 586,37	LDOC
10672266	36 699,44	KMUTS
10350038	36 995,93	FHPLA
703190804	37 542,44	KMUTS
461070022	37 771,59	GOAKS
375531246	37 788,89	CVILL
10251355	37 895,30	LDOC
10163098	37 941,45	KMUTS
10270486	37 992,97	WEMHK
44079	38 232,97	FGDAL
10349973	38 606,00	FHPLA
10365434	38 672,65	FGDAL
10350021	38 946,68	FHPLA
10248906	38 997,00	LAMOT
10162884	39 251,77	KMUTS
10174940	39 871,69	KMAND
10670934	40 286,11	KMUTS
10235076	41 058,66	LDOC
10270266	41 182,00	WEMHK
370741567	41 262,33	CVILL
10236101	41 574,27	LDOC
10267305	41 814,14	LAMOT
703209201	42 244,99	KMUTS
10411652	42 467,52	IVAL
10672730	42 523,75	KMUTS
379220209	42 786,31	CVILL
10247118	42 970,06	LDOC
703200305	44 180,29	KMUTS
100174	44 455,88	PNIEL
10612231	45 592,12	KMAND
10113866	46 303,00	KMUTS
40367	46 366,91	FGDAL
10671492	47 267,75	KMUTS
10495342	48 609,21	FHPLA
10355284	48 627,89	CVILL
10250251	49 176,72	LDOC
23403851	49 350,35	IVAL
47955	50 116,58	FGDAL

10257777	51 209,64	LAMOT
15231	51 236,31	FGDAL
10163342	51 264,86	KMUTS
10246454	51 819,98	LDOC
600216003	53 888,81	KMAND
42149	53 981,13	FGDAL
10272086	54 610,58	LDOC
10495115	54 755,72	LDOC
10436961	55 125,83	KMAND
10301591	56 644,63	FHPLA
10514102	56 737,02	KMUTS
600147004	57 070,02	KMAND
10277438	57 720,95	WEMHK
10350100	57 984,50	FHPLA
370800653	58 857,79	CVILL
10349904	60 088,20	FHPLA
10514119	61 077,95	KMUTS
10671076	61 364,71	KMUTS
370733137	62 018,62	CVILL
10672857	62 996,86	KMUTS
10218370	64 021,88	KMAND
10102677	64 335,65	KMAND
10349911	65 441,59	FHPLA
10251331	65 615,95	LDOC
10247716	66 059,85	LAMOT
10171411	67 990,54	KMUTS
703210500	68 399,05	KMUTS
372182513	69 419,43	CVILL
703211154	70 509,75	KMUTS
10171507	71 767,95	KMUTS
10042621	71 948,69	KMORE
600254007	72 883,73	KMAND
10682296	74 342,23	LAMOT
10155895	76 293,58	KMUTS
370721277	77 373,84	CVILL
10155479	78 370,29	KMUTS
10301553	79 559,86	FHPLA
10270383	80 304,58	WEMHK
372795359	83 560,87	CVILL
10698916	89 607,55	CVILL
10272110	94 622,98	LDOC
40305	96 450,35	FGDAL
620002709	98 020,36	KMAND
10056727	98 838,92	KMAND
10704358	99 063,07	KMUTS
10312704	99 669,72	IVAL
10248030	100 074,52	LAMOT
112060316	103 993,66	USING
13421021	104 277,05	IVAL
43384	109 311,14	FGDAL

10140224	115 215,77	RAITH
703208808	116 975,97	KMUTS
10350069	117 766,15	FHPLA
707561516	120 965,60	KMORE
10270400	126 145,43	WEMHK
15750031	130 253,96	IVAL
10102718	139 667,61	KMAND
41698	162 503,78	FGDAL
10083824	169 992,95	GOAKS
703211202	212 058,11	KMUTS
703192057	212 303,96	KMUTS
600600635	218 801,39	KMAND
10200531	233 353,07	KMUTS
10155747	240 638,79	KMUTS
10514054	502 050,40	KMUTS

11 035 040,71

7.5	INFRASTRUCTURE SERVICES: (PC: CLLR Q SMIT)
7.5.1	REQUEST FOR APPROVAL OF STELLENBOSCH MUNICIPALITY BY-LAW ON ROADS AND STREETS

Collaborator No: 696755
 IDP KPA Ref No: Good Governance and Compliance
 Meeting Date: 14 April 2021

1. SUBJECT: REQUEST FOR APPROVAL OF STELLENBOSCH MUNICIPALITY BY-LAW ON ROADS AND STREETS

2. PURPOSE

That Council notes and approves the Draft By-Law on Roads and Streets.

3. DELEGATED AUTHORITY

Municipal Council, however the Mayor may request the Portfolio Committee to render assistance in terms of Section 80 of the Local Government Municipal Structures Act, Act 117 of 1998, as amended.

4. EXECUTIVE SUMMARY

The Draft By-Law gives effect to the rights contained in Section 24 of the Constitution, supported by Section 11 of the Local Government Municipal Systems Act 200 (Act 32 of 2000), where, a Local Government may proclaim By-Laws to govern the services that is delivered to the constituencies of the Republic of South Africa.

As the Road Authority for Municipal Roads and Streets within the jurisdiction of the Municipality, the Council may define and regulate, activities and functions on roadways, walkways and other spaces within road reserves.

The proposed By-Law on Roads and Streets aims to promote a safe environment for the benefit of all roads and sidewalk uses and provides procedures, methods and practices to manage the use of roads, streets, sidewalks and road verges.

5. RECOMMENDATIONS

- (a) that the Draft By-Law on Roads and Streets, attached as **Annexure A**, be accepted in terms of Section 12(2) to 12(3) and 13 of the Municipal Systems Act; and
- (b) that Council notes that a public participating process was followed and considers the discussion on comments received.

6. DISCUSSION / CONTENTS

6.1 Background

Stellenbosch Municipality's first By-Law on Streets was promulgated in June 2010, Provincial Gazette 6756.

The Directorate Infrastructure Service revised the By-Law on Streets, aspects of older ordinances and new legislation has also been incorporated into the draft By-Law. It was also necessary to amend the name of the By-Law, incorporating Roads to allow for the increased responsibilities that the Municipality needs to exercise over Municipal Main Roads.

6.2 Discussion on the By-Law

Relevant existing internal By-Laws and Policies such as the existing Streets By-Law, the Draft Parking By-Law and the NMT policy were reviewed and assessed. Comparative reviews of a number of By-Laws, promulgated by other Municipalities (relating to roads and streets) were also carried out. Relevant legislation such older Municipal and Road Ordinances, and newer legislation such as the Draft Western Cape Provincial Infrastructure Bill 2020, and the National Road Traffic Amendment Bill, were analysed. Relevant sections were incorporated, new sections drafted and substantive enhancements and technical editing was made to the existing By-Law.

Along with improving safety for all road and sidewalk users, and promoting universal accessibility within the Road Reserve, the By-Law defines and regulates functions and activities which are allowable, prohibits activities that are hazardous to users and damaging to Municipal infrastructure, and empowers the Municipality to act on infringements within the road reserve.

6.2.1 Discussion on the Comments Received

Comments were received by a Stellenbosch Municipal Councilor, these comments (adding more descriptive detail to Clause 16), were reviewed and supported and changes were incorporated into the document.

Rank properties have supplied a document which mainly proposes standards applicable to spaces needed for pedestrian movements on sidewalks, highlighting examples where pedestrian movements are obstructed and proposing guidelines for the placing of seating for outdoor dining,

The Roads and Streets Bylaw enables the Municipality to provide for adequate spaces within the road reserve, for pedestrians, vehicles etc., but does not stipulate standard details and guidelines, and therefore no changes to the Bylaw is required.

The proposals contained in the submitted document are adequately addressed through various other municipal policies, master planning and departmental standards and guidelines. For example:

- The Stellenbosch Municipality Policy on Outdoor regulate the use of sidewalks or road reserves for the purpose of outdoor dining and trading.
- The Municipality's Design Guidelines and Minimum Standards for Civil Engineering Services set minimum sidewalk widths.

The Municipality's Non-Motorized Transport Policy (NMT) and Masterplan are currently being reviewed internally, proposes NMT strategies / policy and implementation plans.

The Directorate acknowledges and supports the informative documentation submitted by Rank Properties. The Municipality is aware that at times spaces reserved for pedestrians movements are obstructed and encroached upon and is addressing these as a matter of urgency.

6.3 Financial Implications

None

6.4 Legal Implications

The revised By-Law may reduce Municipal liabilities (third party claims) as it allows for more effective control of activities within roads and street reserves.

Municipal Systems Act:

- “12. *Legislative procedures.*—(1) Only a member or committee of a municipal council may introduce a draft by-law in the council.**
- (2) A by-law must be made by a decision taken by a municipal council—**
- (a) in accordance with the rules and orders of the council; and**
 - (b) with a supporting vote of a majority of its members.**
- (3) No by-law may be passed by a municipal council unless—**
- (a) all the members of the council have been given reasonable notice; and**
 - (b) the proposed by-law has been published for public comment in a manner that allows the public an opportunity to make representations with regard to the proposed by-law.**
- (4) Subsections (1) to (3) also apply when a municipal council incorporates by reference, as by-laws, provisions of—**
- (a) legislation passed by another legislative organ of state; or**
 - (b) standard draft by-laws made in terms of section 14.**
- 13. *Publication of by-laws.*—A by-law passed by a municipal council—**
- (a) must be published promptly in the Provincial Gazette, and, when feasible, also in a local newspaper or in any other practical way to bring the contents of the by-law to the attention of the local community; and**
 - (b) takes effect when published or on a future date determined in or in terms of the by-law.”**

6.5 Staff Implications

None

6.6 Previous / Relevant Council Resolutions:

37TH COUNCIL MEETING: 2020-08-24: ITEM 11.5.2

RESOLVED (nem con)

- (a) that the content of this report be noted;
- (b) that the Draft By-Law on Roads and Streets, attached as **ANNEXURE A**, be accepted as per Section 12(1) of the Municipal Systems Act, as amended; and
- (c) that a Public Participation process be launched as per Section 12(3)(b) and Section 21 of the Municipal Systems Act.

6.7 Risk Implications

None

RECOMMENDATIONS FROM JOINT INFRASTRUCTURE AND COMMUNITY AND PROTECTION SERVICES COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2021-03-04: ITEM 5.1.1

- (a) that the Draft By-Law on Roads and Streets, attached as **ANNEXURE A**, be accepted in terms of Section 12(2) to 12(3) and 13 of the Municipal Systems Act; and
- (b) that Council notes that a public participating process was followed and considers the discussion on comments received.

ANNEXURES

Annexure A: Draft By-Law on Roads and Streets.
 Annexure B: Roads and Streets By-Law Delegations
 Annexure C: Advertisement Notice for Comments
 Annexure D: Comments Received

FOR FURTHER DETAILS CONTACT:

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REPORT DATE	22 October 2020

ANNEXURE A

[LOCAL AUTHORITY NOTICE OF XXX.]

[DATE OF COMMENCEMENT: XXX.]

This By-Law

was published by *Provincial Gazette* No. XXX dated XXX.

STELLENBOSCH MUNICIPALITY

ROADS AND STREETS BY-LAW

APPROVED BY COUNCIL ON XXX

AND

PROMULGATED IN TERMS OF SECTION 11 OF THE LOCAL GOVERNMENT: MUNICIPAL
SYSTEMS ACT, 2000 (ACT 32 OF 2000)

STELLENBOSCH MUNICIPALITY STREETS BY-LAW
(20XX)

To give effect to the right contained in section 24 of the Constitution of the Republic of South
Africa, 1996 and to—

- promote the realisation of a safe environment for the benefit of residents within the area of jurisdiction of the Municipality;
- promote universal accessibility to streets; and
- provide for procedures, methods and practices to manage the use and utilisation of streets in the area of jurisdiction of the Stellenbosch Municipality.

Under the provisions of sections 152 and 156 of the Constitution of the Republic of South Africa, 1996, and section 11 of the Local Government: Municipal Systems Act, 2000 (Act 32 of 2000), Stellenbosch Municipality enacts as follows:

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23

DRAFT V.06 [20201109]

1. Definitions

In this By-law, words used in the masculine gender include the feminine, the singular includes the plural and vice versa, the Afrikaans text shall prevail in the event of an inconsistency between the different texts, and, unless the context otherwise indicates –

“animals” mean any means any tame or wild mammal, reptile, amphibia, fish or bird, and includes domesticated animals;

“caravan” means any vehicle permanently fitted out for use by persons for living and sleeping purposes, whether or not such vehicle is a trailer;

“Council” means the municipal Council of Stellenbosch;

“encroachment” includes any source of annoyance, damage, danger, intrusion or inconvenience to persons using a street, sidewalk, walkway, road reserve forming part thereof, or public place;

“firearm” means a firearm, as contemplated in the Firearms Control, 2000 (Act 60 of 2000);

“heavy motor vehicle” includes a truck, light truck, bus, horse-and-trailer, caravan, or any other like vehicle wherein it is possible to have persons residing, sleeping or committing any unlawful act or conduct;

“informal parking attendant” means a person who is in possession of a permit issued by the Municipality and who assists with the pointing out of parking or supervising over vehicles in a street, parking area or public place;

“kerb line” means the boundary between the shoulder and the verge or, in the absence of a shoulder, the part between the edge of the roadway and the verge;

“motor vehicle” means any self-propelled vehicle and includes –

- (a) a trailer, and
- (b) a vehicle having pedals and an engine or an electric motor as an integral part thereof or attached thereto and which is designed or adapted to be propelled by means of such pedals, engine or electric motor, or both such pedals, engine or electric motor, but does not include –
 - (i) any vehicle propelled by electrical power derived from storage batteries and which is controlled by a pedestrian;
 - (ii) any vehicle with a mass not exceeding 230 kg and specially designed and constructed, and not merely adapted, for the use of any person suffering from some physical defect or disability and used solely by such person; or
 - (iii) a pedal cycle having pedals and an engine or an electrical motor as an integral part thereof with a maximum design speed not exceeding 45 km/h;

“municipal area” means the area of jurisdiction of Stellenbosch Municipality as determined in terms of the Local Government: Municipal Demarcation Act, 1998 (Act 27 of 1998);

“municipal manager” means a person appointed in terms of section 82 of the Local Government: Municipal Structures Act, 1998 (Act 117 of 1998);

“Municipality” means the Stellenbosch Municipality established by Provincial Notice No. 489 of 2000 in *Provincial Gazette* 5590 of 22 September 2000 as amended from time to time, or its successors in title; and includes any –

- (a) political structure;
- (b) political office bearer;
- (c) Councillor;
- (d) duly authorised agent, service provider or any employee thereof, acting in connection with this By-law by virtue of a power vested in the Municipality and so authorised, delegated or sub-delegated to such –
 - (i) political structure;
 - (ii) political office bearer;
 - (iii) councillor;
 - (iv) agent;
 - (v) service provider; or
 - (vi) employee;

“park” means to keep a vehicle, whether occupied or not, stationary for a period of time longer than is reasonably necessary for the actual loading or unloading of persons or goods from such vehicle, but does not include any such keeping of a vehicle by reason of a cause beyond the control of the person in charge of such vehicle;

“parking area” means any area provided by the Municipality for the parking of vehicles and pedal cycles;

“parking meter” means a device for registering and visibly recording of a parking period in accordance with the insertion of a coin or other prescribed object therein and includes a post or fixture to which it is attached;

“parking period” means that period of parking in a demarcated space which is permitted by the insertion into the parking meter allocated to such space of a coin or other object as prescribed;

“pedal cycle” means –

- (a) any bicycle or tricycle designed for propulsion solely by means of human power; or
- (b) any bicycle or tricycle with operable pedals and an electric motor with a total weight that does not exceed 30kg: Provided that the electric motor may not be capable of propelling the bicycle or tricycle unassisted at a speed not exceeding 25km/h; and

“pedal cyclist” has a corresponding meaning;

“prescribed” means determined by resolution of the Council from time to time, and in relation to a fee, means as set out in the tariff policy of the Municipality;

“prior written permission of the Municipality” means permission granted by the Municipality

–

- (a) in writing and in the prescribed format; and
- (b) upon receipt of a written application in accordance with the applicable process prescribed by the Municipality for that matter, from time to time;

and such permission may be made subject to conditions determined by the Municipality after due consideration of the application;

“Provincial Gazette” means the official gazette of the Western Cape Province contemplated in section 33(1) of the Constitution of the Western Cape, 1998 (Act 1 of 1998);

“public place” includes any of the following, located in the area of jurisdiction of the Municipality, which has either been declared as such in terms of applicable legislation, or to which the public or any section thereof has free access, or which is commonly used by the public or any section thereof:

- (a) thoroughfare;
- (b) bridge;
- (c) trail;
- (d) pavement;
- (e) alley square;
- (f) garden;
- (g) parking area;
- (h) square;
- (i) park;
- (k) recreation ground;
- (l) sports ground;
- (m) sanitary lane;
- (n) open space;
- (o) shopping centre on municipal land;
- (p) unused or vacant municipal land; or
- (q) cemetery, and includes
- (r) any place contemplated in subsections (a) – (q) which has –
 - (i) in connection with any subdivision or layout of land into erven, been provided, reserved or set apart for use by the public or the owners or occupiers of such erven, whether or not it is shown on a general plan, plan of subdivision or diagram;
 - (ii) at any time been dedicated to the public;
 - (iii) been used by the public without interruption for a period of at least thirty years; or
 - (iv) at any time been declared or rendered such by the Municipality or other competent authority;

“semi-trailer” means a trailer having no front axle and so designed that at least 15% of its tare is super-imposed on and borne by a vehicle drawing such trailer;

“sidewalk” means that portion of a street between the outer boundary of the roadway and the boundary lines of adjacent properties or buildings which is intended for the use of pedestrians,

pedal cyclists and any other category of vehicles as may be determined by the Municipality in accordance with section 42(1);

“street” means

- (a) any path, road, cycle path, thoroughfare or any other place, and includes –
 - (i) the verge of any such road, street or thoroughfare;
 - (ii) any footpath, sidewalk or similar portion of a road reserve;
 - (iii) any bridge, ferry or drift traversed by any such road, street or thoroughfare; and
- (b) any other object belonging to an area contemplated in subsection (a) which was –
 - (i) declared or rendered such by the Municipality or other competent authority, or
 - (ii) constructed by a local authority, and
- (c) any land, with or without buildings or structures thereon, which is shown as an area contemplated in subsection (a) on –
 - (i) any plan of subdivision or diagram approved by the Municipality or other competent authority and acted upon, or
 - (ii) any general plan as defined in the Land Survey Act, 1997 (Act 8 of 1997), registered or filed in a deeds registry or Surveyor General's office,
 unless such land is on such plan or diagram described as a private street;

“trailer” means a vehicle which is not self-propelled and designed or adapted to be drawn by a motor vehicle, but does not include a sidecar fitted to a motorcycle;

“trolley” means a push trolley, pushcart or any table, stand or basket on wheels;

“vehicle” –

- (a) means a device designed or adapted mainly to travel on wheels, tyres or crawler tracks and includes such a device which is connected with a draw-bar to a breakdown vehicle and is used as part of the towing equipment of a breakdown vehicle to support any axle or all the axles of a motor vehicle which is being salvaged other than such a device which moves solely on rails; and
- (b) includes –
 - (i) a motor vehicle;
 - (ii) a pedal cycle; and
 - (iii) any other subcategory of vehicles as may be determined by the Municipality in accordance with section 42(1)(a).

“verge” means that portion of a road, street or thoroughfare, including the sidewalk, which is not the roadway or the shoulder;

“walkway” means a structure built for exclusive use by pedestrians, pedal cyclists and other subcategories of vehicles as may be determined by the Municipality in accordance with section 42(1);

“work” means work of any nature whatsoever undertaken on any land within the area of jurisdiction of the Municipality and, without in any way limiting the ordinary meaning of the word, includes the –

- (a) erection of a new building;
- (b) alterations or additions to any existing building;
- (c) laying of cables and pipes;
- (d) dumping of building or other material anywhere in a street, on a sidewalk or walkway, or in a public place; or
- (e) delivery to, or removal from, any site of any soil or material of any nature whatsoever.

2. Application of this By-law, exemptions and conditions. –(1) This By-law does not derogate from the provisions of any other legislation and also binds an organ of state.

(2)(a) Notwithstanding the provisions in subsection (1), any person may, by means of a prior written application stating the reasons in full, apply to the Municipality for exemption from any provision of this By-law.

- (b) The Municipality may –
 - (i) approve such exemption in full or subject to reasonable conditions; or
 - (ii) refuse such exemption on reasonable grounds.
- (c) The Municipality may, on reasonable grounds, revise or cancel such exemption or condition of an exemption.
- (d) Where applicable, an exemption does not take effect before the applicant has undertaken in writing to comply with all conditions imposed under subsection (2)(b)(i).
- (e) In the event that –
 - (i) an activity for which exemption has been applied, commences before receipt of the undertaking contemplated in subsection (2)(d) by the Municipality, or
 - (ii) any condition of an exemption granted by the Municipality is not fully complied with, the exemption granted, lapses with immediate effect.

3. Construction and maintenance of streets, sidewalks and walkways. –(1) The Municipality may construct and maintain streets, sidewalks and walkways as required and with due consideration of any legal process, to accommodate the necessary pedestrian, pedal cyclist and other vehicle traffic flow.

- (2) The Municipality may –
 - (a) exercise its duty to construct or maintain such streets, sidewalks or walkways irrespective of the existence of a structure in the area where the sidewalk or walkway will be built; and
 - (b) issue a written notice to the owner of said structure to remove it within a specific period.
- (3) The owner of a structure contemplated in section 4(2) must remove the structure at own cost and within the period stipulated in a written notice issued by the Municipality to do so.
- (4) If the owner does not comply with the written notice, the Municipality may remove the structure at the cost of the Owner.

4. Regulating encroachments on streets, sidewalks, walkways and road reserves. –(1)

No person may, without prior written permission of the Municipality, cause an encroachment on a street, sidewalk, walkway or road reserve forming part thereof by –

- (a) making, constructing, reconstructing, or altering;
 - (b) constructing a veranda, stoep, steps or other protrusion within;
 - (c) erecting a post or any other structure on;
 - (d) planting or causing to be planted, any tree, shrub or other plant on or allowing any such tree, shrub or plant to remain on; or
 - (e) placing or causing to be placed any other impediment or obstruction on,
- such a street, sidewalk, walkway or road reserve forming part thereof, other than in accordance with conditions prescribed by the Municipality.

(2) If an encroachment is caused in contravention with subsection (1), the Municipality may, –

- (a) by written notice, order the person responsible for causing such encroachment, to remove said encroachment within the period specified in the notice; and
- (b) in the event of non-compliance with such written notice, remove said encroachment.

(3) The Municipality must immediately thereafter notify the person concerned in writing of their liability to pay the costs of the carrying out of the removal as contemplated in subsection (2)(b).

(4) Any person failing to comply with a notice issued in terms of subsection (2) is guilty of an offence.

5. Regulating goods or building materials causing obstruction. –(1) No person may, except in accordance with prior written permission of the Municipality, deposit, place, pack, unpack or leave any goods in a street, on a sidewalk or walkway, in a public place, or in an area specifically designated therefore, other than for a reasonable period during the loading, off-loading or removal thereof.

(2) No person may bore or cut stone, slake or sift lime, or mix building materials in a street, on a sidewalk or walkway, in a public place.

6. Prohibitions on objects and animals causing an obstruction. –(1) No person may –

- (a) in any way obstruct the pedestrians, pedal cyclists and other vehicle traffic on a sidewalk, walkway or in a public place by bringing, or allowing to be brought thereon, any animal, object or vehicle;
- (b) allow their animals to roam freely on sidewalks or in public roads without the necessary control mechanisms; or
- (c) allow, permit or cause any animal to graze or stray in or about any street or public space.

(2) A person contemplated in subsection (1) must at all times keep such animal in a manner that does not pose a danger or annoyance to the traffic or public.

(3) The prohibition in subsection (1)(a) does not apply to a perambulator or wheel-chair used for the conveyance of children or the disabled.

7. Rules on advertising. –(1) Subject to the applicable By-laws of the Municipality, no person may, except in accordance with prior written permission of the Municipality, display any

–

- (a) advertisement;
- (b) placard;
- (c) poster; or
- (d) bill,

in a street, on a sidewalk or walkway, in a public place.

(2) A written application for the erection of advertising signs contemplated in subsection (1) must be submitted to the Municipality as prescribed, or as determined by the By-laws on Outdoor Advertising/Advertising Signs of the Municipality.

8. Regulating planting of trees, shrubs or plants. –(1) No person may, except in accordance with prior written permission of the Municipality, in a street, on a sidewalk or walkway, or in a public place –

- (a) plant a tree, shrub or plant;
- (b) in any way cut down, remove, climb, break or damage a tree, shrub or plant growing there;
- (c) mark or paint any tree, shrub or plant growing there; or
- (d) attach any advertisement thereto.

(2) Any tree, shrub or plant planted in a street, on a sidewalk or walkway, or in a public place become the property of the Municipality.

9. Regulating trees or growth causing an interference or obstruction. –(1) The Municipality may, by written notice, order the owner or occupier of any property upon which any tree or other growth interferes with overhead wires or is a source of annoyance, damage, danger or inconvenience to persons using a street, sidewalk, walkway or public place, to prune or remove such tree or growth to the extent and within the period specified in such notice.

(2) Any person failing to comply with a notice issued in terms of subsection (1) is guilty of an offence.

(3) If any person fails to comply with a notice in terms of this section, the Municipality may itself prune or remove the tree or growth at the expense of the person on whom the notice was served.

10. Regulating conduct regarding refuse, motor vehicle wrecks, waste material, etc. – No person may, except in accordance with prior written permission of the Municipality, and subject to the applicable By-laws of the Municipality on waste management –

- (a) dump, leave or accumulate any garden refuse, motor vehicle wrecks, spare parts of vehicles, building or waste materials, rubbish or any other waste products in any street, sidewalk, walkway or public place; or
- (b) allow, or permit any of, the prohibitions contemplated in paragraph (a).

11. Regulating activities related to vehicles. –(1) No person may, in a street, sidewalk, walkway or public place, –

- (a) effect any repairs or service to a vehicle, except where necessary for the purpose of removing such vehicle from the place where it was involved in an accident;
- (b) clean or wash a vehicle;
- (c) wash, clean, dry, paint or bleach any other article or thing;
- (d) park or leave a heavy motor vehicle parked overnight in a public place in a residential area.

(2) The Municipality may issue a written notice to the owner or person in control of the said vehicle, to remove it within a specific period, failing which it may itself remove the vehicle at the expense of the person on whom the notice was served.

(3) Any person failing to comply with the notice contemplated in subsection (2), is guilty of an offence.

(4) No driver, person in control of a motor vehicle or passenger in the motor vehicle shall permit any amplified noise to emanate from the motor vehicle such that it is audible at more than 50 meters.

12. Regulating specific acts regarding games, sports and events. –(1) No person may–

- (a) play games, roll a hoop, fly a kite, shoot with a bow and arrow or catapult, discharge fireworks or a missile, or throw a stone, stick or other projectile in, onto or across a street, sidewalk, walkway or public place; or
- (b) do anything in a street, sidewalk, walkway or public place which may endanger the life or safety of any person, animal or thing or may be a nuisance, obstruction or annoyance to the public,

unless that place is provided with clear signs, identifiable paving or equipment which distinguishes it as “street park”.

(2) No person may play cricket, football or any game, or indulge in any pastime whatsoever in a street, sidewalk, walkway or public place, except on such places as the municipality may set apart for the purposes of a particular game, sport or pastime.

(3) No person may erect a tent or place chairs or any article in, onto or across a street, sidewalk, walkway or public place for the purpose of a funeral, party or any other event, except in accordance with prior written permission of the Municipality/Council.

13. Regulating use of explosives and firearms. –(1) No person may use explosives or undertake blasting operations in a street, sidewalk, walkway or public place, except in accordance with –

- (a) prior written permission of the Municipality; and
- (b) any other applicable By-law.

(2) No person may, except for a lawful purpose, discharge any firearm or air, gas or alarm gun or pistol, unless discharged –

- (a) in any shooting range which complies with the provisions of any law applicable thereto;
- (b) for signalling the start of a race at an organised and controlled sports meeting, provided that blank cartridges only are fired thereby; or
- (c) in accordance with prior written permission of the Municipality.

14. Regulating conveyance of animal carcasses or other waste. –No person may carry or convey through a street, sidewalk, walkway or public place the carcass, parts or offal of an animal or fish, polluted liquid, or any garbage, night soil, refuse, litter, rubbish, manure, gravel or sand, unless –

- (a) properly covered; and
- (b) conveyed in such type of container or in such a manner as will not allow any of the items contemplated, or parts thereof, to be spilt in a street, sidewalk, walkway or public place, and

subject to the applicable By-laws of the Municipality.

15. Regulating erection of fences, etc. –(1)(a) No person may, except in accordance with prior written permission of the Municipality, erect, cause or permit to be erected, a barbed wire, razor wire, electrified or other dangerous fence, railing, paling or other barrier which is, or may become, a danger to a member of the public by reason of –

- (i) spikes or other sharp or pointed protrusions; or
- (ii) the nature of its construction or design,

on the boundary of a street, sidewalk, walkway or public place.

- (b) The full technical details of the proposed electrified fence, railing, wall or other barrier must accompany any written application for permission submitted to the Municipality.

(2) The safety of pedestrian, pedal cyclist and other vehicle traffic may not be compromised by the height of any tree, bush, vegetation, wall, hedge or fence at the junction of a street.

(3) No person may dry or spread washing, bedding or other items on or from a fence on the boundary of a street or public place.

16. Regulating building materials, dangerous objects and cleanliness.— (1) No person may, except in accordance with prior written permission of the Municipality, –

- (a) bore or cut stone or bricks, slake or sift lime;
- (b) mix building materials; or
- (c) store, deposit, leave or cause to be stored, deposited or left –
 - (i) sand, stone, earth, bricks, timber, corrugated iron sheets, lime, cement; or
 - (ii) other building or excavated material of whatever nature, in a street, sidewalk, walkway, or public place or on municipal property.

(2) No person may leave, accumulate or cause to be left or accumulated from premises owned or occupied by him or her, any broken glass or other potentially dangerous object in a street, sidewalk, walkway or public place.

(3) No person may drop or place or permit to be spilled, dropped or placed, any matter or substance in a street, on a sidewalk or walkway, or in a public place that may interfere with the cleanliness of such area, without removing it or causing it to be removed within a reasonable time in the circumstances.

(4) The Municipality may remove any materials, objects, matter and substance contemplated in this section and recover the cost of removal and/or storage from the person in breach thereof.

17. Prohibition on placing article in or on a building. –No person may place any article in or on a building facing a street, on a sidewalk or walkway, or a public place, where it is likely to cause injury or damage to any person or property if it were to fall on that street, a sidewalk, walkway, or public place, without taking all reasonable steps to prevent the article from falling onto such area.

18. Regulating races and sports events. –(1) No person may, except in accordance with prior written permission of the Municipality, hold a race or sporting event in a street, on a sidewalk or walkway, or a public place.

(2) An applicant for permission to hold such a race or sporting event must pay the prescribed tariff and deposit for the costs to be incurred by the Municipality during and after the race or sports event, at least xx days prior to commencement of the race or event: Provided that, if the actual costs incurred are higher than the deposited amount, such person is liable to pay the difference to the Municipality upon proof of such expenses.

19. Prohibitions regarding balconies and verandas. –No person may use a balcony or veranda erected beyond the boundary line of a street, sidewalk, walkway or public place for purposes of–

- (a) trading or the storage of goods, or
- (b) washing or drying of clothes thereon, or enclose or partition a balcony or veranda erected beyond the boundary line of such a street, sidewalk, walkway or public place thereof as a living or bedroom.

20. Prohibition of parking of heavy motor vehicles, trailers and caravans. –(1) No person may park a –

- (a) heavy motor vehicle;
- (b) trailer;
- (c) semi-trailer; or
- (d) caravan,

on a street within the Municipal area for an uninterrupted period exceeding two hours, except on places reserved for parking of heavy motor vehicles: Provided further that the above provisions do not apply to the actual loading or unloading of such vehicle.

(2) Unless the contrary is proved, any vehicle parked in contravention of subsection (1) is deemed to have been parked by the owner thereof.

21. Regulating the protection of surfaces. –(1) No person may, except in accordance with prior written permission of the Municipality, make, or cause to be made, an excavation or dig, or cause to be dug, a pit, trench or hole in any street, on any sidewalk or walkway, or in any public place.

(2) No person may –

- (a) use a vehicle or allow it to be used in any street, on any sidewalk or walkway, or in any public place, if such vehicle is in such a defective condition that it will or may cause damage to such area;
- (b) drive, push, roll, pull or propel any object, machine or other material through or along a street, sidewalk, walkway or public place, –
 - (i) in such a way, or
 - (ii) while such object, machine or material is in such a condition, as may damage, break or destroy the surface of such area in any way; or
- (c) without prior written permission of the Municipality, except a necessary excavation, pit, trench or hole, undertake any work which may cause the surface of any street, sidewalk, walkway or public place to be altered, damaged or broken: Provided that such permission may be subject to payment of an amount sufficient to cover the cost of repairing any damages resulting from such actions, as a deposit before commencement of the work.

(3) If the Municipality identifies a person who, as a result of any action referred to in subsection (1), has damaged, broken or destroyed the surface of any street, sidewalk, walkway or public place, the cost of repairing any damages, as determined by the Municipality, may be recovered from the offender.

(4) Any person who is the owner of land on which any work is done is liable to the Municipality for any damage to any portion of any street, sidewalk, walkway or public place caused by or in connection with the execution of such work by such owner, his employee or any independent contractor acting on behalf of such owner.

(5) When any work which has to be undertaken on any land entails the driving of vehicles over kerbs, sidewalks, walkways or road verges, the owner of such land shall not commence, or allow any other person to commence, any such work unless and until such a person has deposited with the Municipality an amount sufficient to cover the cost of repairing any damage which may be caused to any portion of such area as a result of, or in connection with, the execution of such work by such owner, his employee or any independent contractor acting on behalf of such owner.

(6) After completion of the work contemplated in subsection (5), the Municipality may itself undertake the repair of any portion of the damaged area to the account of the owner and may set off the cost of such repairs against such deposit: Provided that if the cost is less than the amount of the deposit, the Municipality must refund the balance to the depositor and if the amount deposited does not cover such cost, the owner is liable for the difference, which becomes payable on receipt of an invoice from the Municipality specifying the additional amount due.

(7) No person other than an authorised official of the Municipality in the performance of his duties may apply, mark, paint or draw lines, marks, words, signs or advertisements on the surface of a street, sidewalk, walkway or public place .

22. Prohibition of damaging specific property. –No person may deface, damage, tamper or in any way interfere with any notice-board, road traffic sign, street-name board or other similar sign or any advertisement which has been erected in a street, on a sidewalk or walkway, or in public place by, or with the permission of, the Municipality.

23. Regulating street and door-to-door collections and distribution of handbills. –(1) No person may, except in accordance with prior written permission of the Municipality, –

- (a) collect, or attempt to collect, money, organise, or in any way assist in the organisation of such collection;
- (b) from door-to-door collect, beg, solicit or accept donations;
- (c) distribute any handbill or similar advertising material, or cause it to be distributed; or
- (d) place any handbill or similar advertising material, or cause it to be placed on or in any vehicle,

in any street, on any sidewalk or walkway, or in any public place.

(2) The Municipality may levy an application fee, as determined from time to time by the Municipality, in respect of any application in terms this section: Provided that this subsection does not apply to any registered welfare of benevolent organisation.

24. Prohibition on administering poison. –No person other than an official of the Municipality or an authorised person who administers legally approved weed-killers or poisons, may use, set or cast poison in any street, on any sidewalk or walkway, or in any public place.

25. Regulating processions. –(1) Subject to the provisions of subsection (7), no person may, except in accordance with prior written permission of the Municipality, –

- (a) hold, organise, initiate, control or actively participate in a procession or gathering;
- (b) dance or sing or play a musical instrument;
- (c) do anything which is likely to cause a gathering of persons or the disruption or obstruction of traffic; or
- (d) use any loudspeaker or other device for the reproduction or amplification of sound, in any street, on any sidewalk or walkway, or in any public place

(2) Any person who intends to perform or carry out any one or more of the actions described in subsection (1) in any street, on any sidewalk or walkway, or in any public place must submit a written application for permission thereto, to reach the Municipality at least seven days before the date upon which any one or more of such actions is or are intended to be performed or carried out.

(3) An application contemplated in subsection (2) must contain the following –

- (a) full details of the name, address and occupation of the applicant;
- (b) full details of the –
 - (i) street or public place where or route along which any one or more of the actions is or are intended to be performed or carried out; and
 - (ii) proposed starting and finishing times or any one or more of the aforesaid actions;
- (c) in the case of processions and gatherings, the number of persons expected to attend;
- (d) request for assistance by traffic officers, if required; and
- (e) general details of the purpose of any one or more of the aforesaid actions intended to be performed or carried out.

(4) Any application submitted in accordance with subsection (3) must be considered by the Municipality, and if, in the opinion of the Municipality any one or more of the actions to be performed or carried out as proposed in such application –

- (a) is, or are not likely to be, in conflict with the interests of public peace, good order or safety, the Municipality must issue a certificate granting permission and authorisation for the performance or carrying out of any one, or more, of such actions: Provided that the Municipality may determine such conditions as it deem necessary to uphold public peace, good order or safety; or
- (b) will, or is likely to, be in conflict with the interests of public peace, good order or safety may be refused by the Municipality.

(5) The Municipality may withdraw any permission granted in terms of subsection (4), if, as a result of further information, it is of the opinion that the performance or carrying out of the action or action in question will be in conflict with the interests of public peace, good order or safety.

(6) Persons who intend participating actively in a procession, or gathering in any street need not apply to the Municipality for permission thereto and it is not illegal for such persons to participate actively in such procession or gathering if the organiser, promoter or controller thereof has obtained the permission of the Municipality.

- (7) The provisions of this section do not apply to a –
 - (a) wedding or funeral processions; and
 - (b) gathering or demonstration as contemplated by the Regulation of Gatherings Act, 1993 (Act 205 of 1993), in which case the provisions of the said Act apply.

26. Prohibition on public indecency. –No person may, in any street, sidewalk, walkway or public place–

- (a) appear without being clothed in such a manner as decency demands;
- (b) or in view of such a place, urinate, excrete, behave in any indecent manner by exposing his or her person or otherwise, make use of any indecent gesture, or commit, solicit or provoke any person to commit any riotous, disorderly or indecent act;
- (c) sing any obscene or profane song;
- (d) use any profane, foul, indecent or obscene language;
- (e) in any way loiter or solicit or inconvenience or harass any other person for the purpose of begging; or
- (f) use any threatening, abusive or insulting words or gestures or behaviour with intent to cause a breach of the peace or whereby a breach of the peace is likely to be caused.

27. Prohibition regarding overflow water. –With the exception of rainwater, no person may cause or allow any dirty, waste, swimming pool, infected or otherwise polluted water to flow from his premises into a street, sidewalk, walkway or public place.

28. Control of stormwater and watercourses on public road. –(1) No person may, except in accordance with prior written permission of the Municipality, –

- (a) lead or discharge any water on, over or across; or
 - (b) by any means whatever, raise the level of water in any river, dam or watercourse to cause interference with or endanger,
- a street, sidewalk, walkway or public place.

(2) The Municipality may, subject to any laws which may be applicable and after obtaining consent of the owner and the occupier, if any, of the land concerned –

- (a) deviate any watercourse, stream or river: Provided that the deviation is necessary for the protection of a public road or structure related to a public road or for the construction of a structure connected with or belonging to a street, sidewalk, walkway or public place;
- (b) divert stormwater from, or under, a street, sidewalk, walkway or public place onto private property other than land occupied by buildings, other structures or improvements; and
- (c) pay reasonable compensation as agreed between the owner or occupier and the Council, for any damage caused as a result of any action taken in terms of this subsection, or failing such agreement, compensation determined by arbitration in terms of the Arbitration Act 42 of 1965 or an alternative dispute resolution process.

29. Prohibitions regarding behaviour in public. –(1) No person may–

- (a) cause a nuisance to other persons by loitering, standing, sitting, lying, congregating or begging;
- (b) sleep, overnight or erect any shelter;
- (c) wash or dry clothes, blankets or any other domestic articles;
- (d) use abusive, insulting, obscene, threatening or blasphemous language;
- (e) fight or act in a riotous manner;
- (f) discharge a firearm, airgun or air-pistol;
- (g) annoy or inconvenience any other person by yelling, shouting or making any noise in any manner whatsoever;
- (h) defecate, urinate or wash himself;
- (i) solicit or importune any person for the purpose of prostitution or immorality;
- (j) engage or participate in gambling;
- (k) use intoxicating liquor or drugs;
- (l) spit;
- (m) be drunk;
- (n) obstruct traffic in any manner; or
- (o) litter or leave behind, or allow, permit or cause littering, by means of cigarette butts, matches, beer- or cold drink cans or bottles, any glass or plastic bottles, disposable nappies or any other container, rubbish or refuse, in any street, sidewalk, walkway or public place.

(2) Any person contravening subsection (1) must, upon instruction by an authorised official, discontinue doing so.

30. Prohibitions regarding handling of animals. –No owner or person in charge of, or responsible to supervise, any wild or ferocious animal, monkey, livestock, or trek- or horned cattle may –

- (a) turn such animal loose;
- (b) leave such animal at any time insufficiently attended in;
- (c) keep such animal –
 - (i) at large; or
 - (ii) in such a manner as to be a danger or annoyance to the traffic or public, or
- (d) allow, permit or cause the animal to graze or stray, in, or about a street, sidewalk, walkway or public place.

(2) No person may walk a dog a street, sidewalk, walkway or public place unless it is on a leash and under control of that person.

(3) No person may leave any injured, feeble, emaciated, diseased or dying animal on a street, sidewalk, walkway or public place except for the purpose of seeking assistance for the removal of such animal from that area.

31. Regulating display of street number of places. –(1) The Municipality may prescribe, by written notice to the owner of any premises, that a number allocated to such premises by the Municipality shall be displayed and the owner of such premises shall, within 30 days of the date of such notice, display the allocated number on the premises.

- (2) A number contemplated in subsection (1) must be–
 - (a) displayed in a conspicuous position on the premises and must at all times be visible and legible from the adjacent street; and
 - (b) replaced by the owner of the premises as often as it gets obliterated, defaced or illegible.
- (3) If the owner contemplated in subsection (1) fails to comply with such notice, the Municipality may execute the notice and the owner is liable for the reasonable cost incurred by the Municipality in so doing.

32 Regulating bridges and crossings. –No person may, except in accordance with prior written permission of the Municipality, make, or built to or in front of, –

- (a) any dwelling; or
- (b) other premises in any street or public place,

a private crossing, walkway, bridge or culvert.

33. Regulating amusement shows and devices. –(1) No person may, except in accordance with prior written permission of the Municipality, set up or use in any street, sidewalk, walkway or public place any circus, whirligig, roundabout or other side-show or device for the amusement or recreation of the public –

- (a) unless suitable sanitary conveniences for both sexes of the staff have been provided; and
- (b) if it is in any way dangerous or unsafe for public use.

(2) Assistance by traffic officers will be provided by the municipality on application.

(3) An applicant for permission to hold such a show or set up such a device must pay the prescribed tariff and deposit for the costs to be incurred by the Municipality during and after the event, at least seven working days prior to commencement of the race or event: Provided that, if the actual costs incurred are higher than the deposited amount, such person is liable to pay the difference to the Municipality upon proof of such expenses.

(4) An authorised official of the Municipality must, for the purposes of inspection, at all reasonable times have free access to such circus, whirligig, roundabout or other side-show or device.

34. Prohibitions regarding animal-drawn vehicles and push or pull carts. –(1) No person may drive, or cause to be driven, an animal-drawn vehicle along or through streets, –

- (a) during the hours when it would be required of motor vehicles to have their lights switched on; or

- (b) with a gradient of 20° or more.
- (2) No person may push or pull any cart along or through streets –
 - (a) during the hours when it would be required of motor vehicles to have their lights switched on; or
 - (b) with a gradient of 20° or more.
- (3) No person may –
 - (a) simultaneously drive, or be in control of, more than one animal-drawn vehicle in a street or public place;
 - (b) drive, or be in control of, an animal-drawn vehicle in a street or public place if he is under 16 years of age;
 - (c) if he or she is in control of an animal-drawn vehicle in a street, allow a person under 16 years of age to drive or be in control of such vehicle; or
 - (d) outspan, or allowed to be outspanned, any vehicle drawn by animals in a street or public place.

35. Regulating sleeping in vehicles. –No person may sleep in a vehicle in a street or public place, other than a motor vehicle parked at stands duly so allocated by the Municipality.

36. Regulating informal parking attendants. –(1) No person may act as an informal parking attendant in a street, parking area or public place, except in accordance with prior written permission of the Municipality.

(2) The Municipality may levy a registration tariff, the amount of which is determined by Municipality and fixed in the registration, as a requirement for the registration of parking attendants, provided that where a Memorandum of Agreement exists between the municipality and a service provider for the provision of a parking management system, such a tariff will not be levied.

37. Regulating costs and tariffs. –(1) The Municipality may charge fees and monies for the permission granted in terms of this By-law and may require the deposit of an amount of money as security for damages, repair, mopping up, losses and other costs.

- (2) Notwithstanding any other provisions of this By-law, the Municipality may, –
 - (a) where the permission of the Municipality is required before a person may perform a certain action or build or erect anything, and such permission has not been obtained; and
 - (b) where any provision of this By-law is contravened under circumstances in which the contravention may be terminated by the removal of any structure, object, material or substance,

serve a written notice on the owner of the premises or the offender, as the case may be, to terminate such contravention, to remove the structure, object, material or substance, or to take

such other steps as the Municipality may require to rectify such contravention, within the period stated in such notice.

(3) Any person who fails to comply with a notice in terms of subsection (1) is guilty of an offence, and the Municipality may, without prejudice to its powers to take action against the offender, take the necessary steps to implement such notice at the expense of the owner of the premises or the offender, as the case may be.

- (4) The payment of deposits and tariffs to the Municipality are subject to the following:
- (a) the Municipality may determine the estimated tariffs, and a deposit equal to these tariffs in respect, must be paid in cash or by bank-guaranteed cheque at the date of application;
 - (b) any mutual adjustment must be made after conclusion of the sporting event, procession or gathering, or the setting up of the circus, whirligig, roundabout or other side-show or device, as the case may be, as soon as the actual costs have been determined by the Municipality;
 - (c) the Municipality may, at its sole discretion, exempt an applicant from the payment of the tariffs and the deposit upon written reasons being provided to the Municipality prior to the commencement of the escorting, race or sporting event, procession or gathering, or the set up of the circus, whirligig, roundabout or other side-show or device: Provided that, in the event that the municipality is unable to grant exemption for whatever reason prior to the commencement of the event, the applicant must pay the tariffs, which must, if exemption is granted thereafter, be refunded to the applicant;
 - (d) the Municipality may approve the appointment of marshals and prescribe their responsibilities and attire to perform functions on a street, sidewalk, walkway or in a public place; and
 - (e) the Municipality must prescribe the minimum number of marshals required to assist at a race or sporting event, procession or gathering, or the set up of the circus, whirligig, roundabout or other side-show, or device, racing event, sporting event, procession and a gathering in general.
- (5) Subsection (1) does not apply to a funeral procession.

38. Regulating limitation on access to certain areas. –No person may, except in accordance with prior written permission of the Municipality, close or barricade any street, sidewalk, walkway or a public place, or part thereof, or restrict access to any such place.

39. Regulating closure or diversion of certain areas. –(1) The Municipality may permanently close or divert any street, sidewalk, walkway or a public place, or part thereof, or restrict access to any such place.

- (2) When the Municipality decides to act in terms of subsection (1), it must –
- (a) give written notice of such intention in terms of its communication policy; or
 - (b) in the absence of such policy, give notice of its intention in a local newspaper in at least two official languages.

(3) Any objection against the decision to act as contemplated in subsection (2) must be delivered in writing to the Municipal manager within 30 days from the date of the notification contemplated in subsection (2) for consideration by the Council, a committee or person who has delegated powers to decide upon it.

(4) Notwithstanding the provisions of subsection (2), the Municipality may temporarily close or restrict access to any street, sidewalk, walkway or a public place, or part thereof –

- (a) for the purpose of or pending the construction, reconstruction, maintenance or repair of such place;
- (b) for the purpose of or pending the construction, erection, laying, extension, maintenance, repair or demolition of any building, structure, works or service alongside, on, across, through, over or under such place;
 - (i) if such street or public place is, in the opinion of the Municipality, in a state dangerous to traffic;
 - (ii) by reason of any emergency or public event which, in the opinion of the Municipality, requires special measures for the control of traffic or special provision for the accommodation of crowds; or
 - (iii) for any other reason which, in the opinion of the Municipality, renders the temporary closing of such street necessary,
- (c) and temporarily divert such access.

(2) The municipal manager may in his discretion, for general information, place a notice of such temporary closure, restriction or diversion in a local newspaper.

40. Certain functions of Municipality regarding streets, sidewalks, walkways and public places. –The Municipality may, in its area,

- (a) make, construct, reconstruct, alter and maintain;
- (b) name and re-name; and
- (c) allocate and re-allocate numbers to properties abutting on, streets, sidewalks, walkways and public places.

41. Declaration of streets and public places. –(1) The Municipality may –

- (a) declare any land, or portion of land, under its control to be a street, sidewalk or walkway, or any street, sidewalk or walkway, or portion thereof to be a public place; and
- (b) declare any private street or portion thereof to be a public street, or any place or portion thereof to be a public place.

(2) When the Municipality decides to act in terms of subsection (1), it must –

- (a) give written notice of such intention in terms of its communication policy; or
- (b) in the absence of such policy, give notice of its intention in a local newspaper in at least two official languages

(3) Any objection against the intended action must be delivered in writing to the municipal manager within 30 days from the date of notification in terms of subsection (2) for submission to Council, a committee or person who has delegated powers to decide upon it.

42. Determination of subcategories and regulation of pedestrians, pedal cyclists and subcategories. –(1) The Municipality may –

- (a) by Notice in the *Provincial Gazette* determine any other subcategory of vehicles and regulate such subcategory as contemplated in paragraph (b); and
- (b) regulate the use by pedestrians, pedal cyclists and other subcategories of vehicles of a specific street, sidewalk, walkway or public place, or a section or part thereof, where the use thereof is not suitable for pedestrians, pedal cyclists or such subcategory of vehicles, as the case may be.

(2) When exercising its powers as contemplated in subsection (1)(b), the Municipality must erect a road traffic sign which clearly indicates the regulated use and area of application.

43. Offences and penalties. –Any person who contravenes or fails to comply with any provision of this By-law is guilty of an offence and liable upon conviction to –

- (a) a fine or imprisonment, or either such fine or imprisonment or to both such fine and such imprisonment;
- (b) in the case of a continuing offence, to an additional fine or an additional period of imprisonment or to such additional imprisonment without the option of a fine or to both such additional fine and imprisonment for each day on which such offence is continued; and
- (c) a further amount equal to any costs and expenses found by the court to have been incurred by the Municipality as result of such contravention or failure.

44. Repeal of By-laws. –The By-laws listed in the Schedule hereto are hereby repealed to the extent indicated in the third column thereof.

45. Short title and commencement. –This By-law shall be known as the By-law relating to Streets and comes into operation on the date of publication thereof in the *Provincial Gazette*.

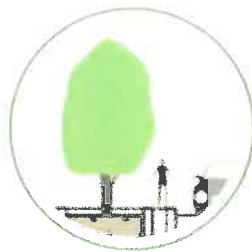
ANNEXURE B

ITEM NUMBER	LEGISLATIVE MANDATE	DESCRIPTION OF POWER OR FUNCTION	RESPONSIBILITY / DELEGATED FROM	DELEGATED TO	SUB-DELEGATED TO	CONDITIONS/ LIMITATIONS/ INSTRUCTION TO ASSIST
ROADS AND STREETS BY-LAW DATED July 2020						
RSB1	Roads and Streets By-Law S3	Decision to construct sidewalks and walkways	Municipal Manager	Director: Infrastructure Services	Senior Manager: Transport, Roads, Stormwater Traffic Engineering	
RSB2	Roads and Streets By-Law S4	Conclude encroachment agreements	Municipal Manager	Director: Infrastructure Services	Senior Manager: Transport, Roads, Stormwater Traffic Engineering	
RSB3	Roads and Streets By-Law S7	Authorization to advertise	Municipal Manager	Director: Infrastructure Services	Senior Manager: Transport, Roads, Stormwater Traffic Engineering	
RSB4	Roads and Streets By-Law S9	Instruct owner or occupier to cut tree branches away from overhead lines	Municipal Manager	Director: Infrastructure Services	Senior Manager: Electricity Services	
RSB5	Roads and Streets By-Law S11(2)	Instruct Person to remove Vehicles	Municipal Manager	Director: Community Services	Senior Manager: Protection Services	
RSB6	Roads and Streets By-Law S16	Regulating building materials, dangerous objects and cleanliness	Municipal Manager	Director: Infrastructure Services	Senior Manager: Transport, Roads, Stormwater Traffic Engineering	
RSB7	Roads and Streets By-Law S18	Issuing permits for races and sport events	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
RSB8	Roads and Streets By-Law S21(5)	Issuing permits to travel over curbs, sidewalks, walkways or road verges	Municipal Manager	Director: Infrastructure Services	Senior Manager: Transport, Roads, Stormwater Traffic Engineering	
RSB9	Roads and Streets By-Law S23	Regulating street and door-to-door collections and distribution of handbills	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
RSB10	Roads and Streets By-Law S24	Regulating administration of poison for weed killing	Municipal manager	Director: Community & Protection Services	Senior Manager: Community Services	
RSB11	Roads and Streets By-Law S25	Regulating Processions	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
RSB12	Roads and Streets By-Law S28	Allow a deviation to allow stormwater or watercourse water to run onto a street	Municipal Manager	Director: Infrastructure Services	Senior Manager: Transport, Roads, Stormwater Traffic Engineering	

ITEM NUMBER	LEGISLATIVE MANDATE	DESCRIPTION OF POWER OR FUNCTION	RESPONSIBILITY / DELEGATED FROM	DELEGATED TO	SUB-DELEGATED TO	CONDITIONS/ LIMITATIONS/ INSTRUCTION TO ASSIST
RSB13	Roads and Streets By-Law S31	Regulating display of street numbers	Municipal Manager	Director: Infrastructure Services	Senior Manager: Transport, Roads, Stormwater Traffic Engineering	
RSB14	Roads and Streets By-Law S32	Regulating bridges and crossings	Municipal Manager	Director: Infrastructure Services	Senior Manager: Transport, Roads, Stormwater Traffic Engineering	
RSB15	Roads and Streets By-Law S33	Regulating Amusement Shows and Devices	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
RSB16	Roads and Streets By-Law S35	Regulating Informal Parking Attendants	Director: Community & Protection Services	Senior Manager: Protection Services	Manager: Traffic & Law Enforcement Services	
RSB17	Roads and Streets By-Law S37	Regulating costs and tariffs	Council			
RSB18	Roads and Streets By-Law S38	Regulating Limited Access	Director: Infrastructure Services	Senior Manager: Transport, Roads, Stormwater Traffic Engineering	Manager: Roads & Stormwater	
RSB19	Roads and Streets By-Law S39	Regulating Closure or diversions	Director: Infrastructure Services	Senior Manager: Transport, Roads, Stormwater Traffic Engineering	Manager: Roads & Stormwater	
RSB20	Roads and Streets By-Law S40(a)	Make, reconstruct, alter and maintain roads	Municipal Manager	Director: Infrastructure Services	Senior Manager: Transport, Roads, Stormwater Traffic Engineering	
RSB21	Roads and Streets By-Law S40(b)	Name and rename roads and streets	Council			
RSB22	Roads and Streets By-Law S40(c)	Allocate and reallocate numbers to properties	Municipal Manager	Director: Planning and Economic Development		
RSB23	Roads and Streets By-Law S41	Declaration of Streets and public places	Municipal Manager	Director: Planning and Economic Development	Senior Manager: Development Planning	
RSB24	Roads and Streets By-Law S42	Determination of subcategories and regulation of pedestrians, pedal cyclists and subcategories	Municipal Manager	Director: Infrastructure Services	Senior Manager: Transport, Roads, Stormwater Traffic Engineering	

ANNEXURE C

ANNEXURE D



Stellenbosch Streets

September 2020

Streets By-Law: Public Comment

Stellenbosch Streets

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Stellenbosch Streets



1. INTRODUCTION:

Existing Stellenbosch sidewalk infrastructure caters adequately to pedestrians providing that simple rules are adhered to.

The suggestions contained in the document refer mainly to use of sidewalks for placing of café seating.

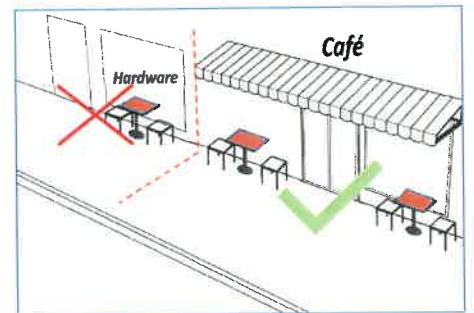
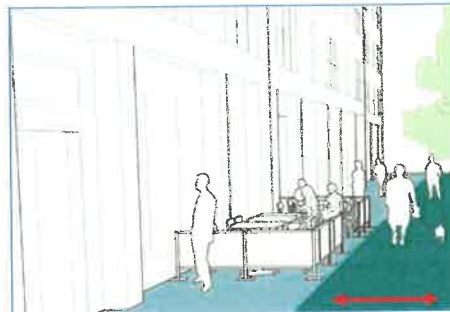
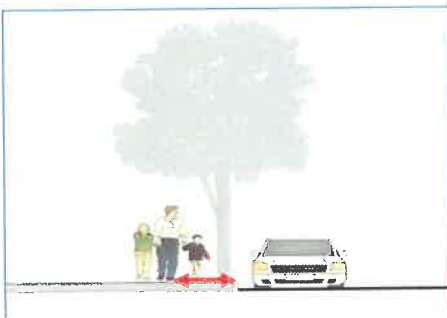
We hope that the pedestrian experience of townspeople and visitors will be improved through the consistent implementation / application of strict rules.

Stellenbosch Streets



2. The optimal configuration of sidewalks is one that applies 3 main rules:

- 2.1.1 An uninterrupted **CURBSIDE SETBACK** of 60cm wide.
- 2.1.2 A 1.4m to 1.6m – wide **PEDESTRIAN BELT**.
- 2.1.3 Table seating **PARAMETERS** not to exceed store frontage.



Stellenbosch Streets



2.1 The Proposed Standards:

2.1.1 CURBSIDE SETBACK

A CURBSIDE "SETBACK" of 60 cm wide along the entire length of sidewalk free of any obstacles (this is to be uniformly applied regardless of the type of parking adjacent). See [Diagram A](#).

- Trees will inevitably encroach on this area and residents have learned to live with that, but café seating or street furniture is avoidable.
- People should be able to exit their cars without their doors hitting against street furniture.
- One should be able to load groceries or children from the sidewalk instead of the street side of the car.



Stellenbosch Streets



2.1 The Proposed Standards (cntd):

2.1.2 PEDESTRIAN BELT

A "PEDESTRIAN BELT" of 140cm – 160cm wide, free of any obstacles.

There are two options available to establishments:

1. A continual pedestrian belt that includes the "curb side setback". See Diagram B
2. A separate pedestrian belt. See Diagram A



Stellenbosch Streets



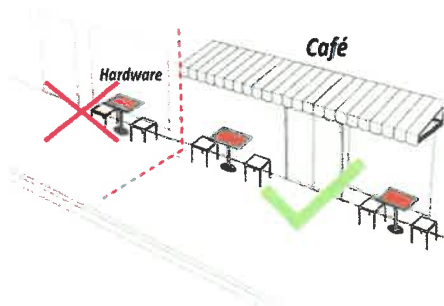
2.1 The Proposed Standards (cntd):

2.1.3 SHOPFRONT PARAMETERS

The space that any establishment may lease on sidewalks is to mirror (and not exceed) its own frontage in:

- Width of frontage (PARAMETERS)
- The nature of business conducted
- Branding

The next page gives a thorough explanation of why we feel that this is an important element in optimal sidewalk use.



Stellenbosch Streets

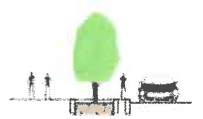


2.1.3 SHOPFRONT PARAMETERS (cntd):

Logic supporting this strict rule - (Refer to Diagram B)

- a) If seating exceeds the width of the tenanted premises, the lack of direct access to patrons from the establishment means more traffic by staff along the **pedestrian belt** as opposed to access via a shorter and more immediate route. This defeats the objective of making sidewalks pedestrian friendly. To serve a restaurant table of any number of patrons takes a minimum of 17 trips to and from the table. Much of this is done carrying trays with drinks or carrying dishes with food. The Stellenbosch Municipality Policy on Outdoor Dining 2013, refers to this in section A, clause 3.2.2 on page 7 (see attached document).
- b) In addition to this, patrons get up and cross the **pedestrian belt** to access the toilets or to pay their bill or to get staffs' attention. This also adds to frequency of traffic and should be kept to the shortest possible route.
- c) Security and general quality of service are enhanced if the seating corresponds to the premises as staff can monitor the area effectively. This is made more complicated where patrons items are positioned further from the tenant and out of direct view.
- d) There are many examples of establishments that have made use of their interior space for which they pay rent to seat their patrons. If establishments target street side dining entirely, it results in a very limited offering when the weather is not conducive to outdoor dining which is counter – productive.

Stellenbosch Streets



2.1.3 SHOPFRONT PARAMETERS (cntd):

Logic supporting this strict rule - (Refer to [Diagram B](#))

- e. If a retailer that sells goods, eg clothing or gifts, chooses not to take up the sidewalk leasing opportunity in order that shoppers may see its shopfront and have unrestricted line-of-sight access to it, a neighboring café should not be allowed to encroach. It may happen that a shop that wants to be visible to window shoppers at night has a neighbor that seat crowds in front of the clothing shop window. The clothing shop cannot police this as they are not present and rely on the implementation of this rule by the municipality and law enforcement at all times – day and night.
- f. An individual business should not be allowed to strategically rent a whole street's sidewalk in order to stymie his or her competition or establish a monopoly. Limiting usage to the [parameters](#) of the rental space avoids this contingency.
- g. At the same time, even if a neighboring business has no objection to such an encroachment, the encroachment or leasing of sidewalks beyond the [parameters](#) of the rental premises opens the door to other retailers or tenants exploiting the opportunity to charge “key money” for their consent. Similarly a refusal by a neighbor may cause enmity and even intimidation. This can all be avoided if the municipality has a strict rule that disallows this practice. The Stellenbosch Municipality Policy on Outdoor Dining 2013, refers to this in section A, clause 3.2.2 on page 7 and clause 5.3 on page 10 (see attached document).
- h. Allowing non-adjointing tenants to rent sidewalk space and unduly encumber pedestrian areas will risk the impression that the municipality is exploiting sidewalk space at the expense of pedestrians for income (even if this is misconstrued).
- i. The way in which shop frontages and premises have developed organically into complementary forms of retail is disrupted by the prospect that one type of retail can simply take up limitless swathes of sidewalk frontage. Limiting seating to actual frontage automatically creates a natural break in types of retail and avoids a monotony of street – side offering. It also affords people parking their cars access from vehicles to the pedestrian band periodically. The Stellenbosch Municipality Policy on Outdoor Dining 2013, refers to this in section A, clause 3.2.2 on page 7 (see attached document).

2.2 Diagrams A1, A2, B1, B2 & C:

DIAGRAM A1 – showing a separate pedestrian belt and curbside setback

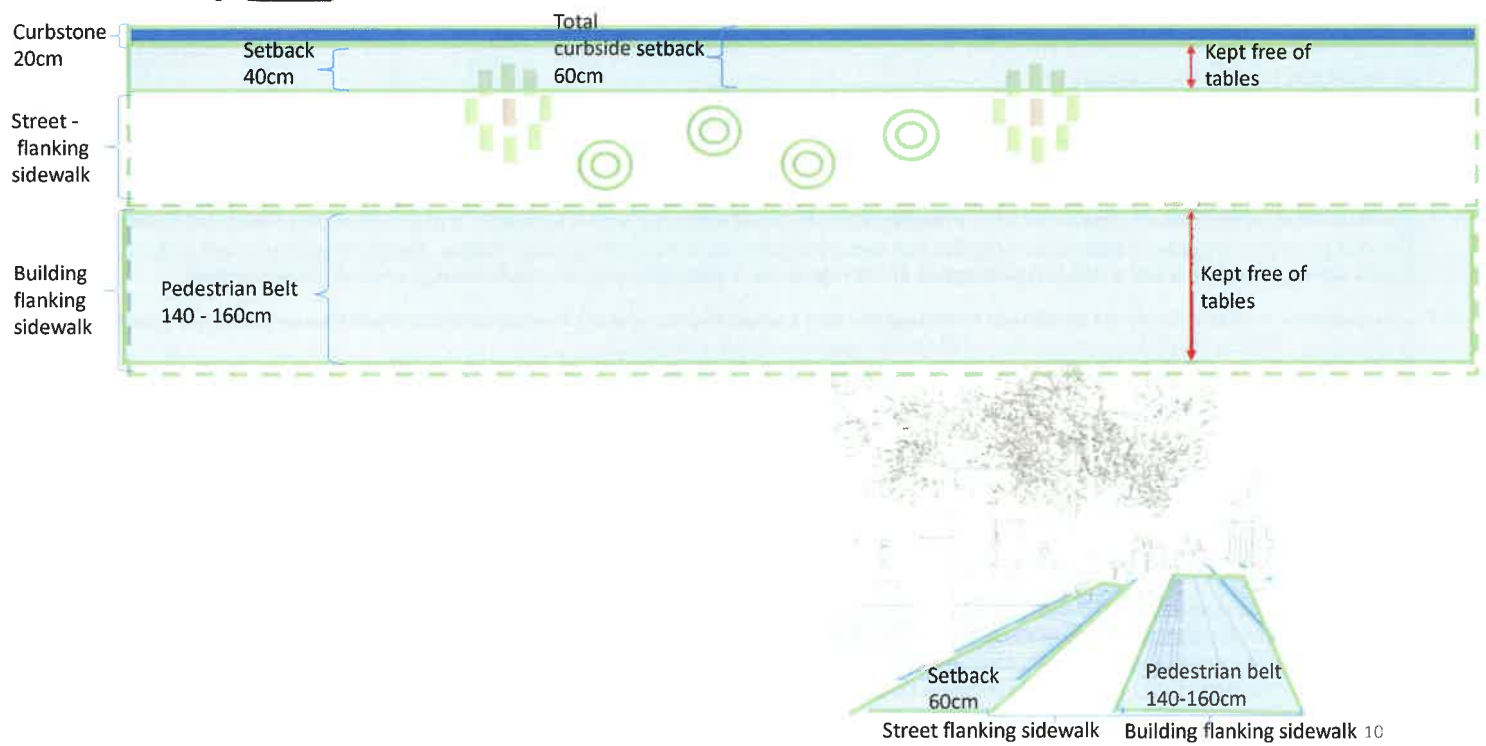


DIAGRAM A2 - expanded logic

- Some curbstones are uneven or have a rounded edge which means that they are not suitable as a surface along which to walk, but instead they serve as a step or a demarcation.
- The **setback** or **pedestrian belt** measurement should therefore start from the inner edge of the curbstone if the curbstone is unusable.
- In the top diagram, the total area allowed without obstacles is 140cm + the curbstone;
- This makes the configuration suggested in the first diagram (top right) the more logical one for street cafés that want to optimise seating areas as it leaves more space for use by seated patrons.

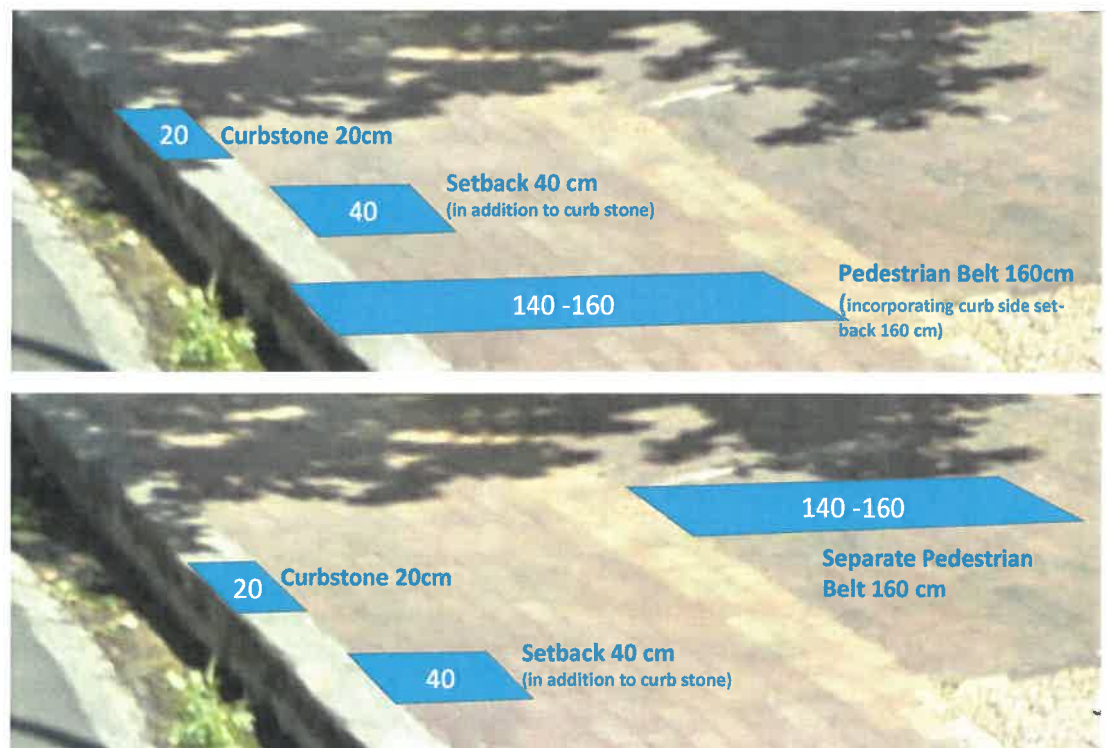
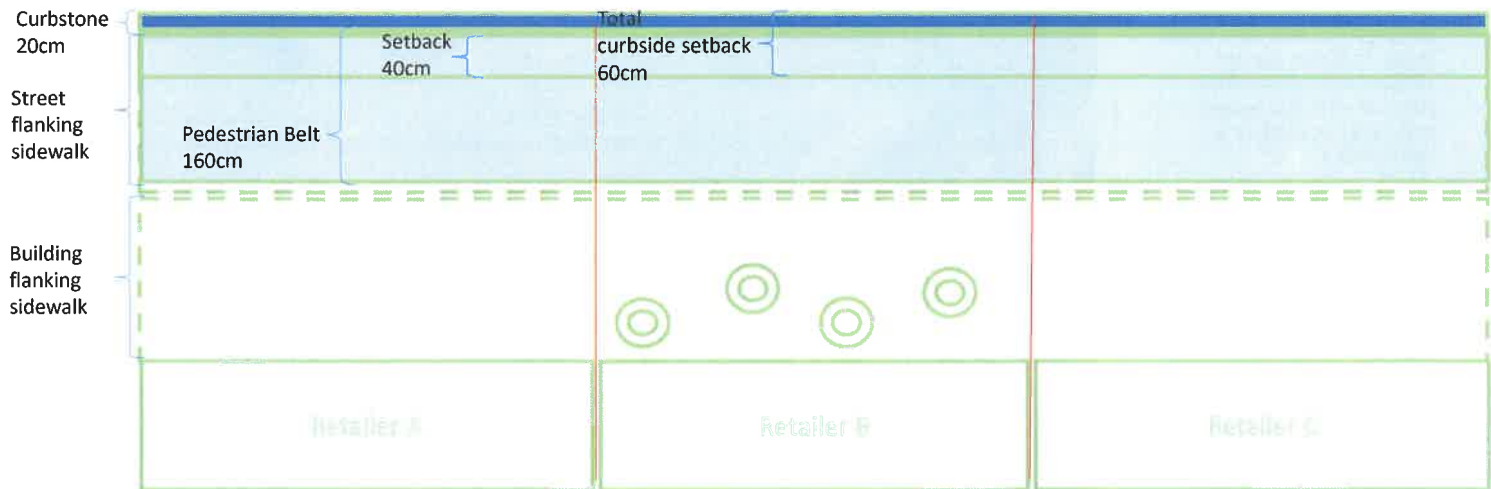
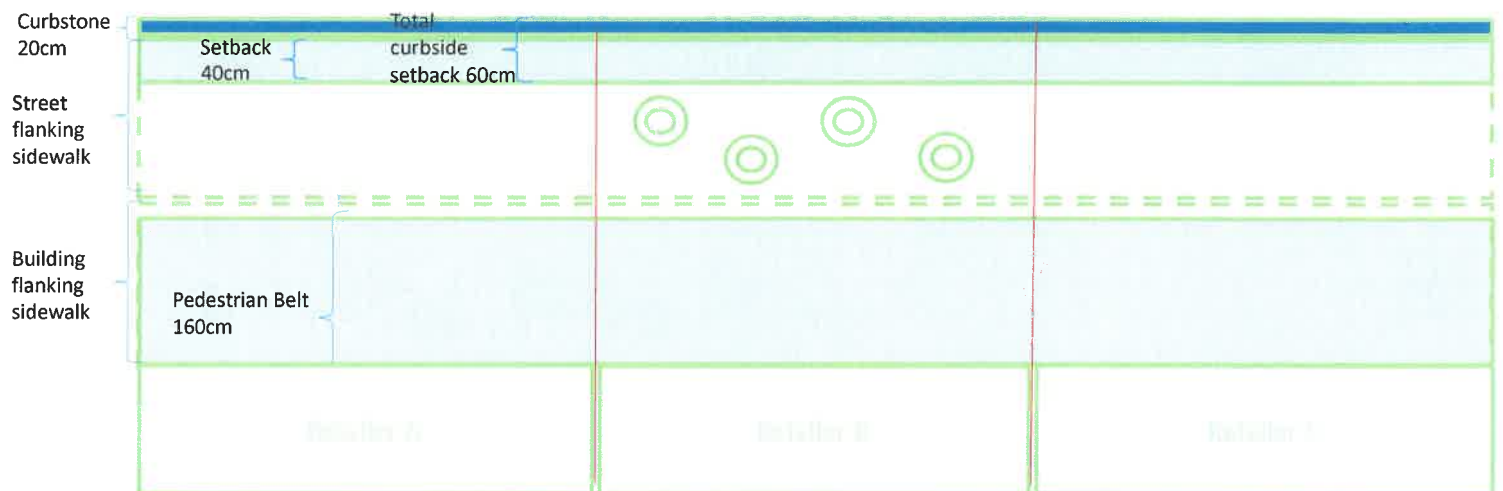


DIAGRAM B1 – showing a *pedestrian belt* and *curbside setback* in one



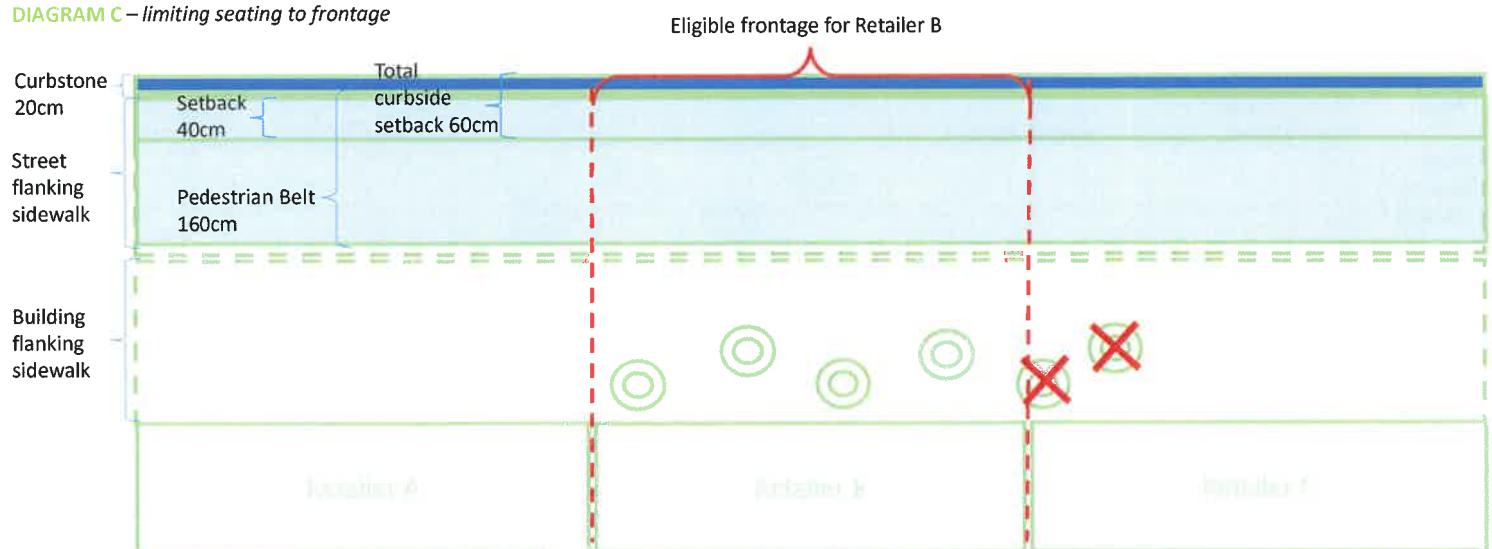
- This choice of configuration leaves more space for seating as the *curbside setback* and the *pedestrian belt* are a contiguous band that jointly provide pedestrian access and leave a broader remainder of sidewalk for café seating.

DIAGRAM B2 – showing a separate *pedestrian belt* and *curbside setback*



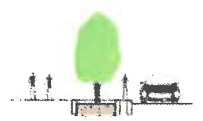
- This choice of configuration leaves less space for seating as the pedestrian is afforded the *curbside setback* in addition to the *pedestrian belt*.

DIAGRAM C – limiting seating to frontage



- Retailers should be eligible to use only sidewalk space directly in front of their premises.
- This is the case regardless of whether neighboring businesses agree to the use of the space or whether neighboring businesses either use or do not use space that they are eligible to use.

Stellenbosch Streets



2.3 Proposed Standards (cntd):

- Access to the **pedestrian belt** from the road should be available to pedestrians accessing their vehicles every 6m by way of an access point or "aisle" of at least 1,4m wide (so that people exiting their vehicles can access the **pedestrian belt**). Refer to **Diagram D**.
- Standards are to be applied to locations both when in use and when not in use (establishments are to be responsible for positioning of furniture as well as patrons). If tables do not encroach on the **pedestrian belt** or on the **curbside setback** when not in use, that does not necessarily mean that they will not encroach once patrons are seated. It is essential that the pedestrian areas are uninterrupted by seated patrons. The Stellenbosch Municipality Policy on Outdoor Dining 2013, refers to this in section A, clause 3.2.2 on page 7 and clause 5.2 on page 10 (see attached document).
- Staff that are addressing seated patrons are to have access to their guests from a vantage point that does not interfere with the pedestrian areas or with the aisle providing access to **pedestrian belts** from the road.
- Standards are to be enforced uniformly (day and night, weekends and weekdays).
- It is easy for establishments to blame patrons for moving furniture and encroaching on pedestrian areas whereas they might turn a blind eye as it is in their commercial interest to allow it. It is therefore essential that there should be independent policing of these rules.

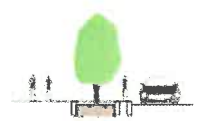
Stellenbosch Streets



2.3 Proposed Standards (cntd):

- The width required as a “pedestrian belt” is to be a continuous space, ie one cannot add the width of two areas of access together in order to reach the required measure. An example: If two narrow spaces on either side of a tree would, if added together, meet the requirement, it would still be required that either of the two spaces should independently meet the required width of a pedestrian belt. The Stellenbosch Municipality Policy on Outdoor Dining 2013, refers to this in section A, clause 3.2.2 on page 7 (see attached document).
- Standards are to be applied to all types of users including retailers, casual vendors or cafés.
- “Obstacles” are defined to include planters, signs, staff, patrons, furniture, displayed items and the like.
- Where an immovable obstacle such as a large oak tree makes it impossible to have a full “pedestrian belt” on either side of the tree, it does not warrant the excuse that the pedestrian belt along the rest of the sidewalk can be reduced to the same constrained width. The principle is that, wherever possible, the pedestrian belt requirements are to be met. The Stellenbosch Municipality Policy on Outdoor Dining 2013, refers to this in section A, clause 3.2.2 on page 8 (see attached document).
- The way in which tables and chairs are positioned must cater for the position from which staff address patrons. It is of little use positioning patrons out of the way of the pedestrian belt and then having a waiter stand in the pedestrian belt in order to take an order and speak to patrons.

Stellenbosch Streets



3. Questions Remaining and some further suggestions:

- a) What if a business owner elects not to lease an adjoining sidewalk?
In such an instance the sidewalk is to be left vacant (this is critical in order to avoid an instance where street fronting businesses are coerced or intimidated into leasing adjoining sidewalk space for fear of a competitor or neighbour or other third party leasing the space). By electing not to lease sidewalk space, the retailer must not be at risk of someone else leasing it.
- b) The lease term for leasing of sidewalks is to be limited to the term of the lease of the adjoining space. (This avoids the contingency where a tenancy can change, and a previous tenant can still have a right to occupy the sidewalk in front of it. This can be resolved by a clause in the lease with the municipality that allows for a notice period).
"Sidewalk Tenants" should be able to lease sidewalk space on a monthly basis so that they are not forced to use and staff sidewalks on an annual basis. A notice period contained in the lease agreement with the municipality may make the enforcement of this provision more practical. Similarly, if the sidewalk use is granted pursuant to a permit application, the permit application can also be made subject to more frequent renewals or a notice period.
- c) The use of the sidewalk (nature of business) must match that of the adjoining tenant.
- d) Oak trees that are well established and block sidewalks are to be circumvented with sidewalks by the municipality where practical. Where that cannot be done, the trees must take preference and seating should not be allowed closer than 1.4m from the stem. The Stellenbosch Municipality Policy on Outdoor Dining 2013, refers to this in section A, clause 3.3.1 on page 6 and clause 3.2.2 on page 8 (see attached document).

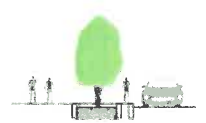
Stellenbosch Streets



3. Questions Remaining and some further suggestions (cntd):

- e) Appoint a street café or sidewalk management director who patrols the sidewalks and to whom others report. This can be a part-time job for a member of municipal staff or law enforcement. Another alternative is to have “marshals” enforcing the terms of lease agreements as well as smoking laws etc. Such marshals could play a further role in policing:
Beggars / street performers / skateboarders / loiterers etc. When permits are issued these rules can be made clear.
- f) Where one retailer leaves the street-side setback free of obstacles and the neighboring retailer chooses to keep the building-side free of obstacles, there is an obvious conflict as pedestrians will have to weave along the sidewalk depending on each retailer’s unique setup.
(This can be solved by requiring each retailer to free up the meter closest to the common boundary). [Diagram f](#)
In addition to this, there should be an allowance for a clear line of sight along the length of the sidewalk that remains open regardless of the apportionment of sidewalk space and the resulting café seating.
- g) Designate a special area as a starting point within which to implement this arrangement.
- g) Boundaries of leased sidewalk space can be indicated with neat pins fixed to the sidewalks. The Stellenbosch Municipality Policy on Outdoor Dining 2013, refers to this in section A, clause 5.1 on page 9 (see attached document).
- h) Paving must be of a high quality (all new paving is to be supervised in order to avoid the towns people being left with low quality surfaces after contractors have left).

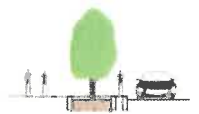
Stellenbosch Streets



3. Questions Remaining and some further suggestions (cntd):

- j) Municipal obstacles such as lamp poles; electricity transformers; signed posts; bins are to be repositioned wherever necessary in order to maintain the **pedestrian belt**. An alternative is for sidewalks adjacent to such municipal obstacles to remain unused and unlet, although it would be welcomed for the municipality to show a willingness to move such obstacles where it is practical to do so. The Stellenbosch Municipality Policy on Outdoor Dining 2013, refers to this in section A, clause 3.2.2 on page 8 (see attached document).
- k) The height of sidewalks adjacent to roads are to accord with regulations given the risk posed by raised sidewalks (pedestrians falling into roads, car doors not being able to open etc).
- l) Marshals should have actual bylaws and leases in their possession. In addition they can have a tape measure or measuring stick that they can use in order to substantiate their assertion that cafes are encroaching.
- m) The width of the **setback** from the streets as well as the **pedestrian belt** must specifically cater for the curbstone itself. (It must specifically say whether the curbstone is included in the measurement of the **setback** or the **pedestrian belt**). It is suggested that the curbstone should be excluded from the required measurement. Refer to **Diagram A**. The Stellenbosch Municipality Policy on Outdoor Dining 2013, refers to this in section A, clause 3.2.2 on page 7 (see attached document).
- n) Electric wires or lights attached to oak trees to be strictly forbidden.

Stellenbosch Streets



3. Questions Remaining and some further suggestions (cntd):

- o) Better lighting to avoid injury and crime at night.
The Stellenbosch Municipality Policy on Outdoor Dining 2013, refers to this in section A, clause 5.4 on page 10 (see attached document).
- p) How does one know if a portion of sidewalk is privately owned or municipal?
Often businesses and property owners are under the impression that a portion of land adjoining their building or beneath an overhanging balcony belongs to them. This is mostly **not** the case. Most (if not all) of the covered walkways in the town center are municipal.
- q) Only establishments that have accessible toilet facilities adjoining the sidewalk should be allowed to rent sidewalk space.
- r) If the street seating dispensation is not revisited and enforced, it allows for someone to:
 - Rent a minuscule number of square meters from a property along a street,
 - Set out a mass of outdoor seating preferred by tourists,
 - Open for business just before peak season,
 - Spend a nominal amount on furniture and next to nothing in terms of capital layout compared to existing establishments,
 - Allow smoking and monopolize as much business as, or more business than, businesses that employ a large number of staff and spend a large amount of capital and pay large amounts of rent.
 - Close after season having exploited what the town has to offer without much sacrifice or paying rates or employing people or committing to long term leases etc.

Stellenbosch Streets

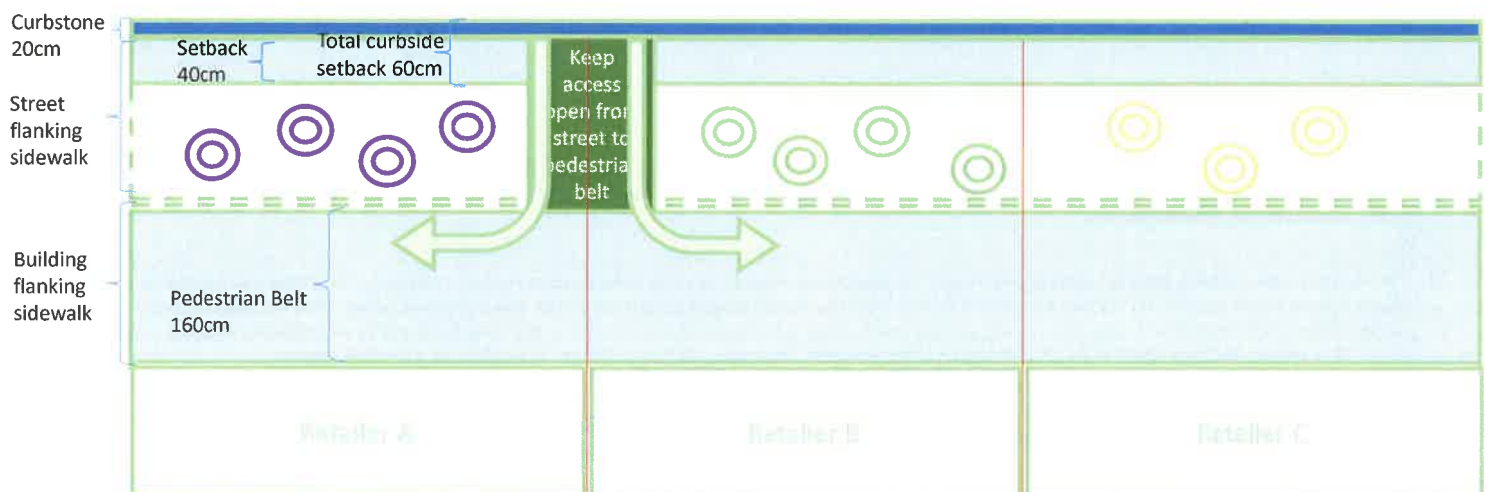


3. Questions Remaining and some further suggestions (cntd):

- s) Alternatively one can open a small coffee window in, for argument's sake, a furniture shop and fill the street with tables and compete with established coffee shops that have expensive infrastructure and pay a lot in rent. They can then simply encourage their patrons to use the toilets of the surrounding establishments.
- t) Those that have existing outdoor seating that might be reduced as a result of strict enforcement of municipal laws, must keep in mind that they have indoor space for which they pay a high rental that typically stands vacant as patrons prefer the outdoor seating. The reduced outdoor seating does not mean that those patrons will go elsewhere, they will simply sit inside. This is the case if the policy is **uniformly applied**. Those that have ample outdoor room as a result of landscaping will inevitably pay more rent for the luxury of more outdoor space.
- u) If the policy is not uniformly applied, one establishment will not idly stand by and stick to the rules while another encroaches and "cashes in" on what the town has to offer at the expense of others.
- v) Similarly, if an establishment feels that it is essential to have more outdoor space, it can rent a location that provides it. One should not be able to access the outdoor seating by simply annexing the pedestrian sidewalk. The goodwill of most establishments will follow them to their new location – this makes it an illogical argument to say that one's business is entirely reliant on outdoor seating.

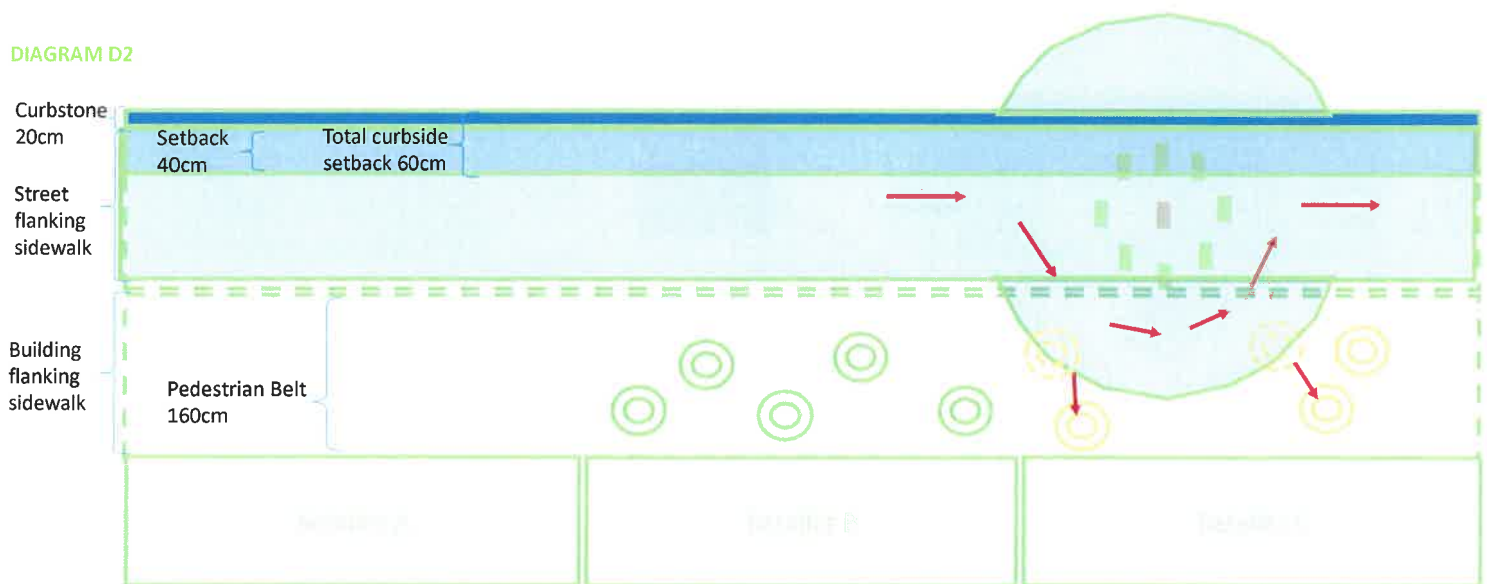
3.1 Diagrams D1, D2 & E:

DIAGRAM D1 – explaining the need for frequent access points to the *pedestrian belts*



- Access from the curbside to the *pedestrian belt* must be afforded those parking their cars or returning to their parked cars or exiting their uber either in line with the boundary between shop fronts/retailers or at 6m intervals.

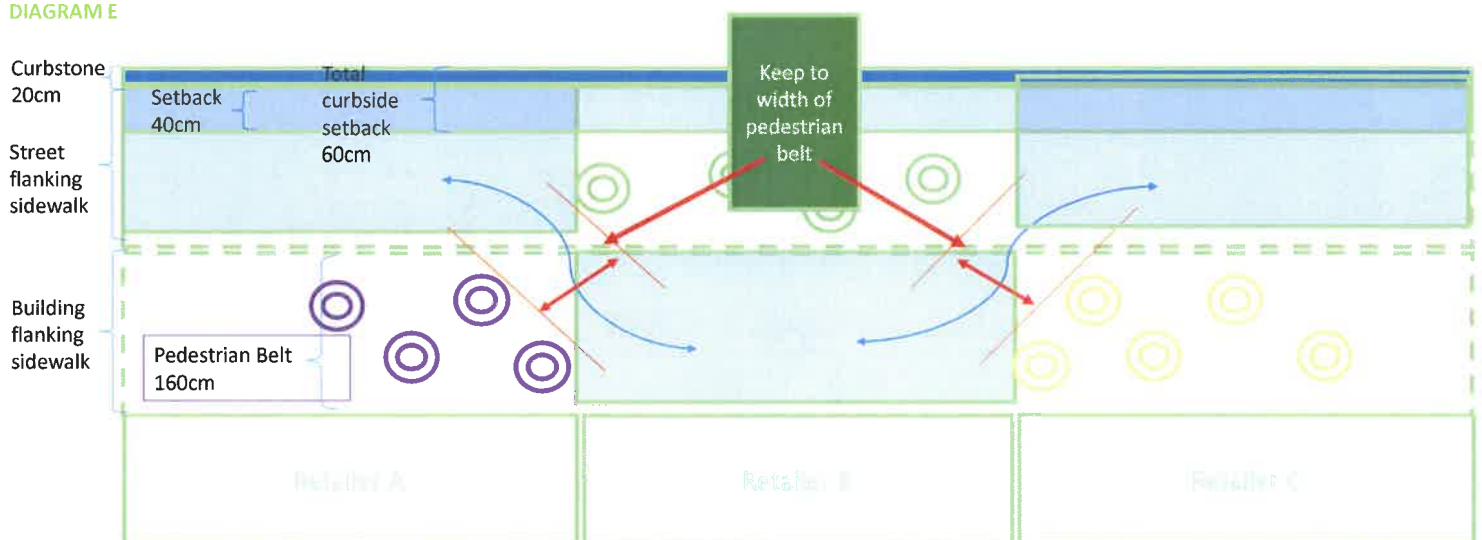
DIAGRAM D2



Tree in the way of curb setback and constraining pedestrian belt:

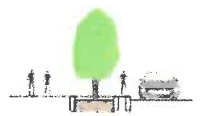
- Municipality can elect to either extend sidewalk into street to accommodate the tree or alternatively disallow use of sidewalk between tree and building to allow for pedestrian belt to maneuver around the tree.

DIAGRAM E



- Retailers choosing alternate options for street furniture.
- This should be discouraged, and a uniform street design should instead be encouraged, ie one – or – the – other for a particular street or area.
- Logically a dispensation that avoids staff crossing the **pedestrian belt** is desirable.

Stellenbosch Streets



4. A well-researched guideline:

(This is a summary of the work contained in a study compiled for the Institute Climate and Society (ICS) in May of 2019 titled "The 8 Principles of Sidewalks. Please see the end of this section for links to useful examples of successful street seating and usage policies from elsewhere)

The "pedestrian zone / belt" is the area of a sidewalk intended exclusively for uninterrupted pedestrian traffic. Defined as a "footway", it may not be obstructed by any item, including urban furniture, infrastructure, dropped curbs for vehicle access or any other such interference, whether permanent or temporary.

PRINCIPLES

Sizing the pedestrian zone should be calculated to comfortably accommodate a maximum flow of 25 pedestrians per minute, in both directions, for each meter of width, while 1.20 m is the minimum permitted width. Thus, to determine the width of the pedestrian zone, considering the flow of pedestrians, the equations is as follows:

$$L = F / K + \sum i \geq 1,20 \text{ m}$$

Stellenbosch Streets



4. A well-researched guideline:

$$L = F / K + \sum i \geq 1,20 \text{ m}$$

Where:

L is the width of the **pedestrian zone**;

F is the estimated or measured flow of pedestrians during peak hours, considering a comfort level of 25 pedestrians per minute for each meter of width;

K equals 25, which represents the pedestrian flow per minute, defining the comfort level for the sidewalk according to Brazilian Technical Standards (NBR) 9050/2015;

$\sum i$ is the sum of values relative to the impedance factors, that is, elements on the sidewalk that are avoided by pedestrians: 0.45 m adjacent to the store facades;

0.25 m adjacent to the urban furniture; 0.25 m adjacent to the entrances of the adjacent buildings.

(The clearance height for overhead obstacles should be at least 2.10 m.)

Stellenbosch Streets



4. A well – researched guideline (cntd):

BENEFITS

- Correctly sizing the **pedestrian zone** makes the sidewalk more comfortable and inviting;
- Sidewalks with clearly defined **pedestrian zones** help prevent conflicts among walking pedestrians, pedestrians standing in front of stores and urban furniture.
- The width of the **pedestrian zone** is one of the main features of an accessible sidewalk, which should allow a wheelchair to be able to turn and change direction or pass another wheelchair.
- Correctly sized **pedestrian zones** increase the value of tourism and leisure areas when they allow couples, friends and families to walk together.

APPLICATION

- Correctly sizing of the **pedestrian zone** depends on pedestrian demand and is subject to a local diagnosis, especially during peak pedestrian flow periods.
- Other jurisdictions with useful street use bylaws / laws:

<https://wri.org/cities/sites/default/files/8-Principles-of-Sidewalks.pdf>

<https://www.toronto.ca/wp-content/uploads/2017/11/98b5-Chapter-4.pdf>

https://nacto.org/docs/usdg/active_design_shaping_the_sidewalk_experience_nycdot.pdf

<https://www.imtac.org.uk/sites/imtac/files/media-files/Pavement%20cafe%20evaluation%20%28Final%20Version%29.pdf>

5. Images: Stellenbosch sidewalks

- Existing sidewalks can serve as a benchmark for an acceptable width to strive for and apply universally.
- Widths vary from 130cm to 150cm
- These are, however, lower traffic areas and not the equivalent of what is called “downtown” in other towns or cities.
- A wider sidewalk may be called for in the more congested parts of the town center.



Images: Stellenbosch sidewalks (cntd)

- Example of an average and acceptable width of sidewalk.
- Measurements here typically range from 1.3m to 1.5m
- These parts of town do not have the same high volume of traffic as others, eg in Church, Andringa and Ryneveld Street.



Images: Stellenbosch sidewalks (cntd)

- This retailer has done a good job of avoiding the pedestrian belt.

(although it benefits from the larger setback of the building from the curb)



Images: Stellenbosch sidewalks (cntd)

- This sidewalk allows ample access to pedestrians but is a low frequency area outside of the town center.



Images: Stellenbosch sidewalks (cntd)

- No need to amend sidewalk on the side of the road to accommodate the tree given that there is ample room to pass on the other side.



Images: Stellenbosch sidewalks (cntd)

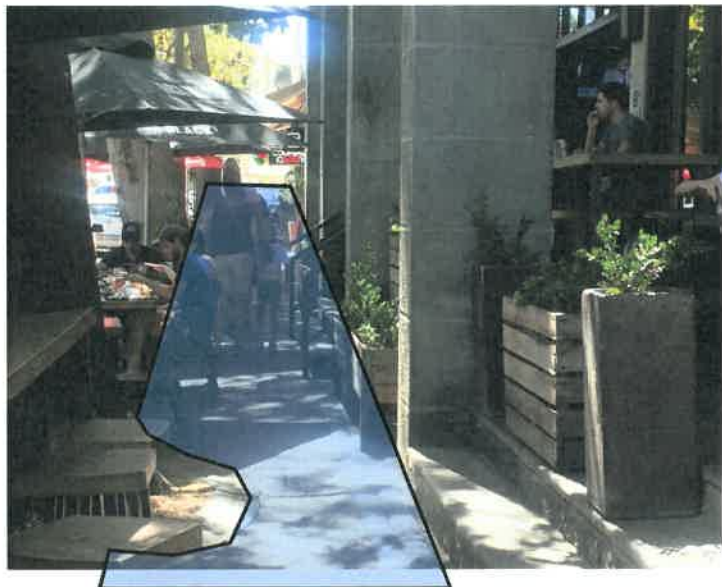
- Well managed area.

A better solution can be tailored to accommodate the signpost which is currently an obstacle to wheelchair movement.



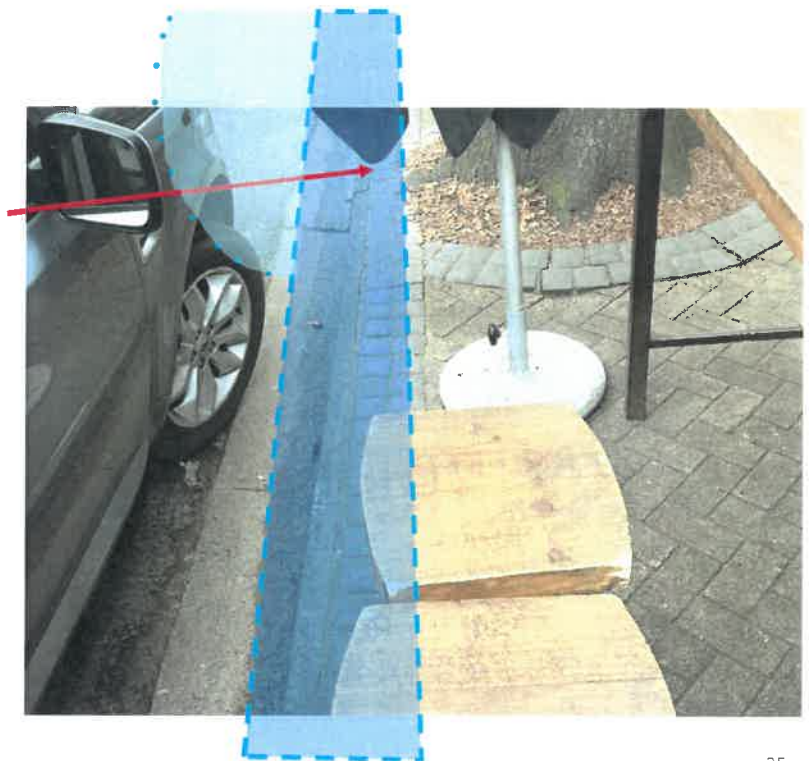
Images: Stellenbosch sidewalks (cntd)

- If the option of a pedestrian belt against the building is applied, obstacles are to be removed and chairs are to be positioned facing up and down the direction of the pedestrian belt.
- This avoids patrons backing into the pedestrian belt



Images: Stellenbosch sidewalks (cntd)

- Furniture encroaching on the setback.
- If there is not enough of a pedestrian belt width on the other side of the tree, application can be made to extend the sidewalk around the tree.



Images: Stellenbosch sidewalks (cntd)

- Planters to move 40 cm from curb.
- People entering or exiting their cars must have some space to open their car door without pushing up against something.
- They must also be able to put bags down somewhere while they open their doors.



Images: Stellenbosch sidewalks (cntd)

- Curbside buffer setback to be enforced and pedestrian belt to be enforced.



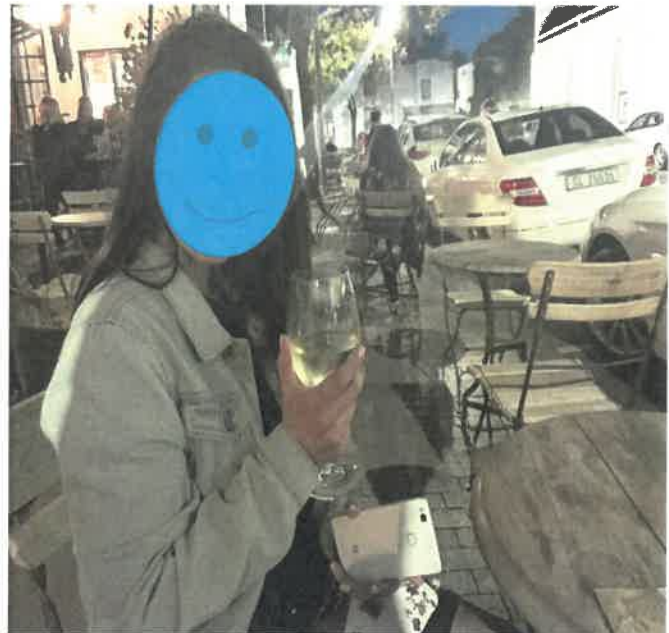
Images: Stellenbosch sidewalks (cntd)

- Owners to ensure that clients do not infringe on the pedestrian belt.
- This is best achieved through enforcement of the terms of the lease agreement.



Images: Stellenbosch sidewalks (cntd)

- Keep 1.4m clear from inside of curb or else 40cm adjacent to curb and further 1.4m elsewhere
(these are suggested measurements that might be adjusted upwards).



Images: Stellenbosch sidewalks (cntd)

- Seating and other obstacles to be spaced away from the curb both when in use and when vacant.
- The business leasing the sidewalk to see that patrons do not encroach on either of the pedestrian belt or setback.



Images: Stellenbosch sidewalks (cntd)

- Pots on the curb – keep 40cm clear of the curb.



Images: Stellenbosch sidewalks (cntd)

- Eligible space for the adjoining tenant.



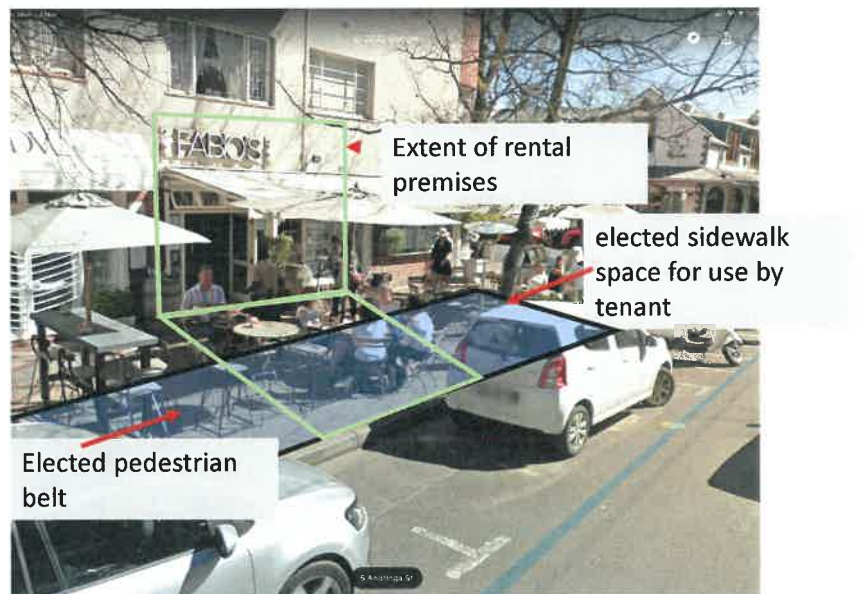
Images: Stellenbosch sidewalks (cntd)

- These tables far exceed the frontage of the shop that is rented and fronts the sidewalk.



Images: Stellenbosch sidewalks (cntd)

- These tables far exceed the frontage of the shop that is rented and fronts the sidewalk.



Images: Stellenbosch sidewalks (cntd)

- All types of businesses must accord with their rental agreement and not infringe on the pedestrian belt.
- Items for sale ought to be further set back from the pedestrian belt to avoid those perusing them becoming obstacles to pedestrian movement.



Images: Stellenbosch sidewalks (cntd)

- Tree planted in middle of sidewalk - a mistake.



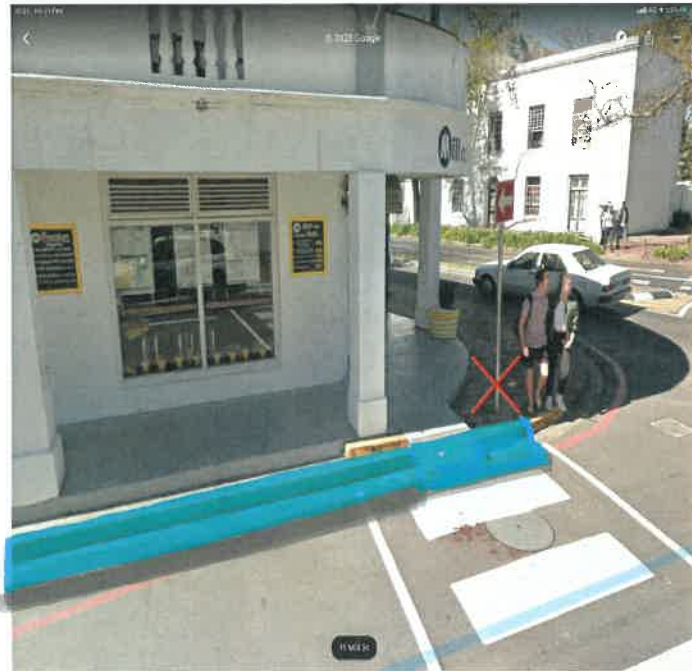
Images: Stellenbosch sidewalks (cntd)

- Move this lamp post to line up with other obstacles including trees.
- Make sure that promotional signs are attached at the correct height.



Images: Stellenbosch sidewalks (cntd)

- Pole to be repositioned.
- Improve Wheelchair ramp.
- Consider application for extended sidewalk.



Images: Stellenbosch sidewalks (cntd)

- Move transformer to line up with other obstacles including trees.



Images: Stellenbosch sidewalks (cntd)

- Pedestrian belt free except for A-frame.



Images: Stellenbosch sidewalks (cntd)

- Remove A-Frame given that 1.2m from inside edge of curbstone to be kept clear.
- The width indicated by the blue arrow is wide enough but if someone was to join the table with a third seat, it would encroach.
- To solve this, the area could be demarcated clearly.



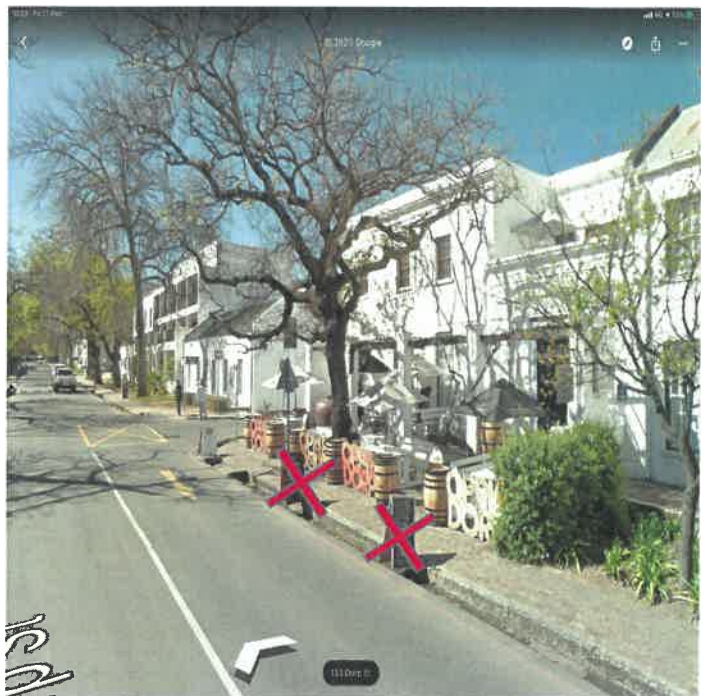
Images: Stellenbosch sidewalks (cntd)

- A-frame signage in the way of pedestrians at crossing.



Images: Stellenbosch sidewalks (cntd)

- Remove A-Frames because they are hazardous.



Images: Stellenbosch sidewalks (cntd)

- The stairs leading to this establishment are very wide and there is ample opportunity to access the raised area from the sides or from other stairways.
- This means that some of the steps could be removed to make way for seating closer to the raised tier.



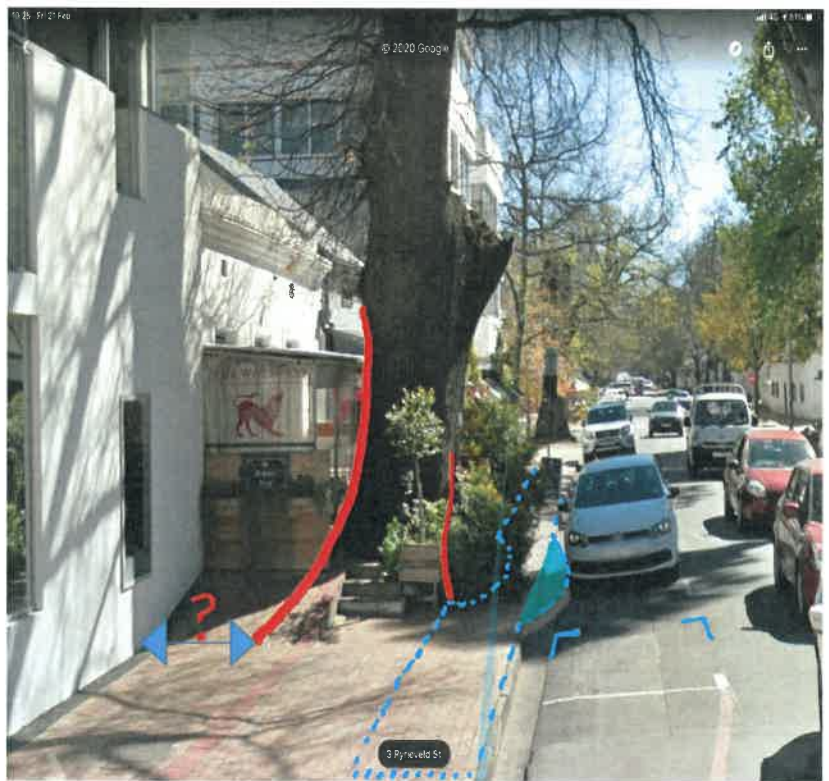
Images: Stellenbosch sidewalks (cntd)

- No way to walk past this tree.
- Extend sidewalk and move parking back to accommodate it.



Images: Stellenbosch sidewalks (cntd)

- Whereas a case can be made for pedestrian traffic to pass on the building side of the sidewalk, exceptions could be made allowing for extension of the sidewalk.
- In this instance, the tree would have – if the sidewalk was to have remained at the same level as the surrounding – been in the way of pedestrians given that its stem fans outwards.



Images: Stellenbosch sidewalks (cntd)

- Posts placed in line with trees a good logic.
- Signage somewhat untidy, but not an impassable obstacle.



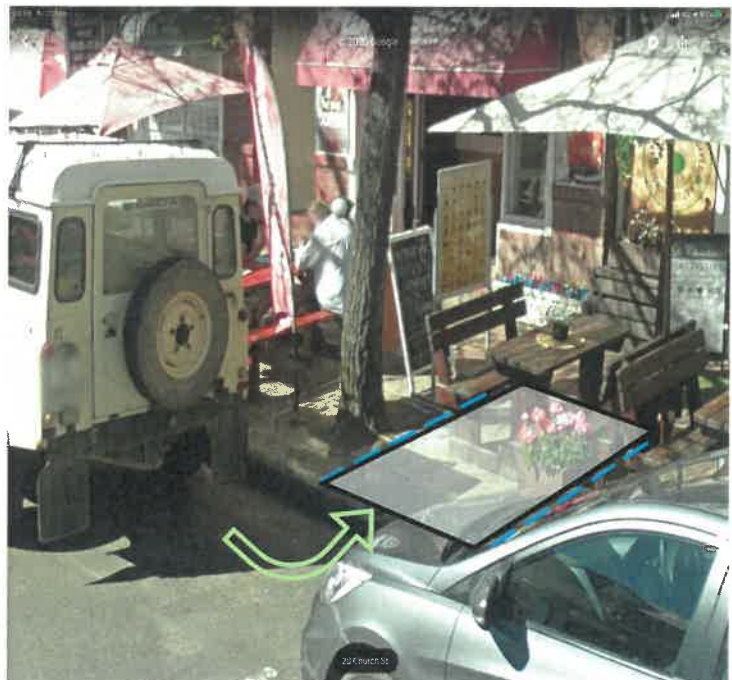
Images: Stellenbosch sidewalks (cntd)

- Whereas a 1.4m from inner edge of curbstone gap may be enough for two people to pass, this is not the case if drivers are exiting their cars.
- Until a solution is found, one might assume that drivers will be mindful of pedestrians when entering and exiting their cars and afford pedestrians right-of-way.



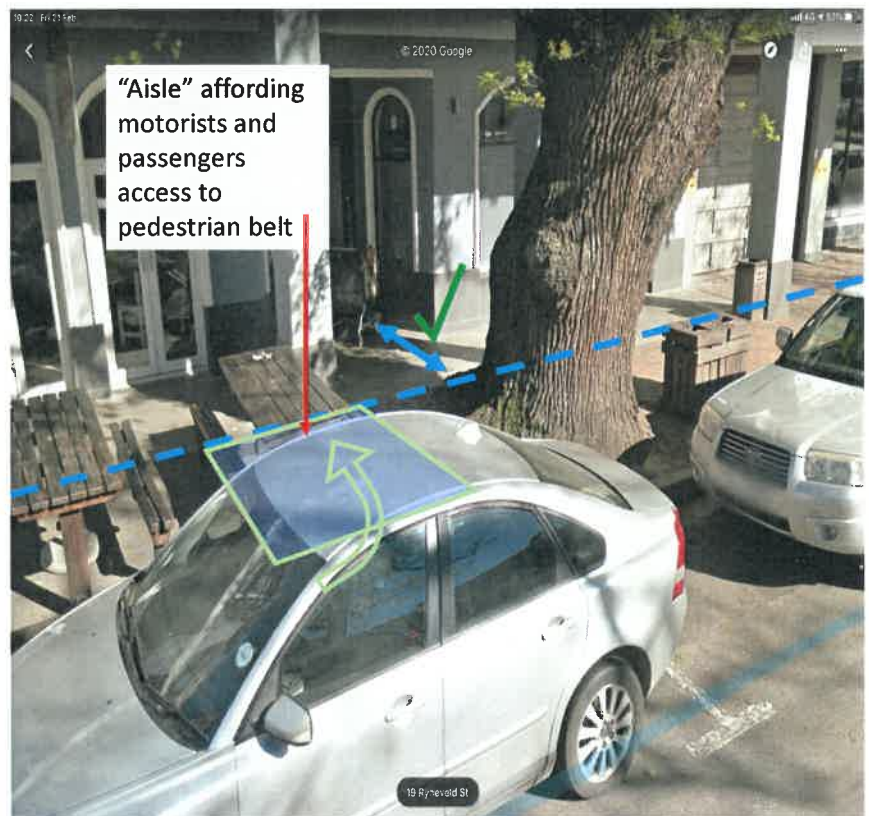
Images: Stellenbosch sidewalks (cntd)

- People exiting vehicles must be able to access the pedestrian belt and therefor have a space of 1.4m? at intervals through which to move.



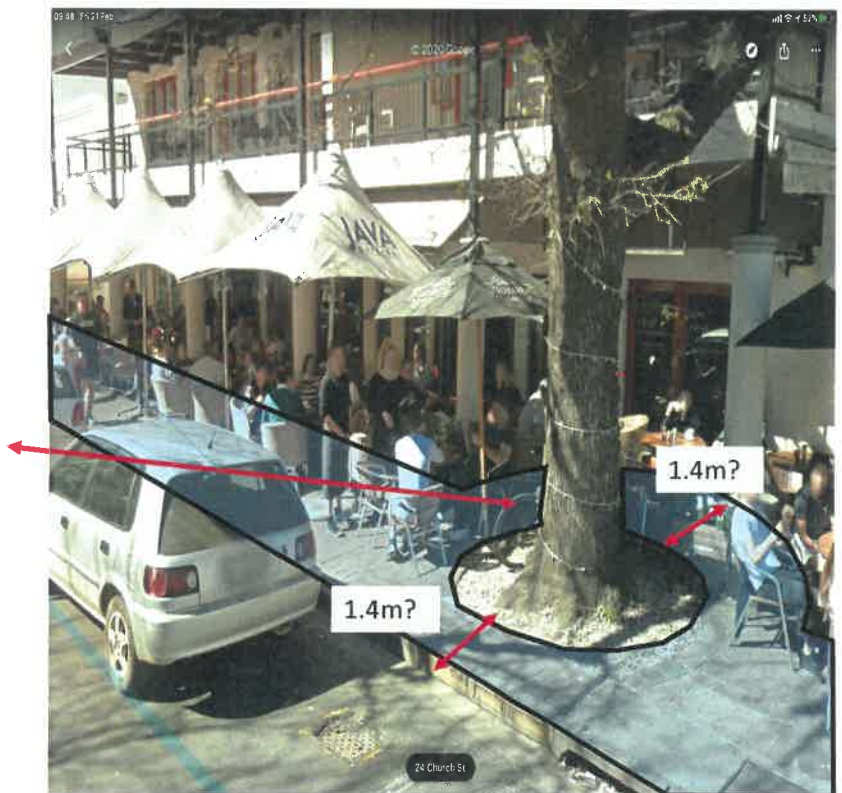
Images: Stellenbosch sidewalks (cntd)

- In an instance where a tree is an obstacle, the tree takes preference. The adjoining owner is to make peace with the fact that the space adjoining the building should be kept open for pedestrians.
- Access to pedestrian belt also to be provided.



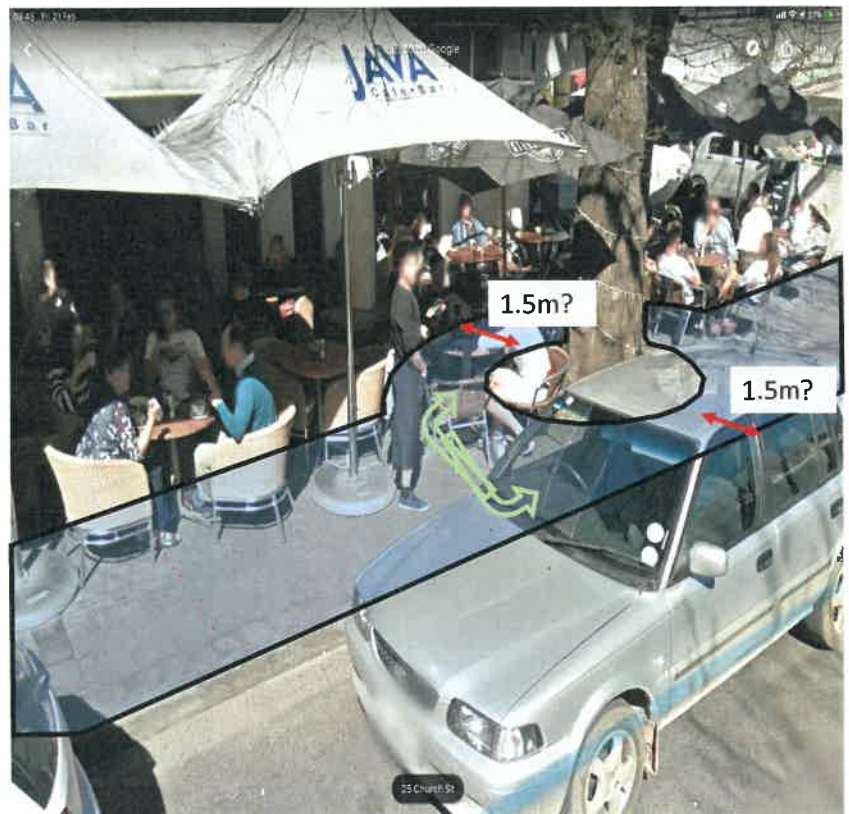
Images: Stellenbosch sidewalks (cntd)

- The pedestrian belt is encroached upon. It can be clearly demarcated and abided by.
- The tree is in the way, if there is enough room on the building side to reroute the pedestrian belt, the municipality can insist that such an area should be kept free of obstacles.



Images: Stellenbosch sidewalks (cntd)

- Either one of the two routes has to satisfy the required width for pedestrian belt.



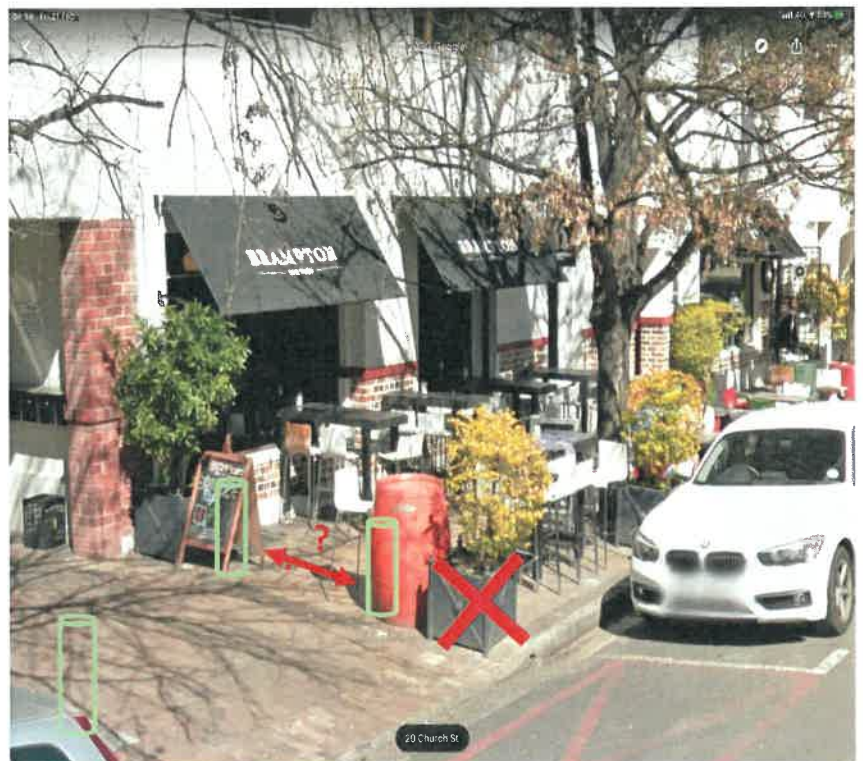
Images: Stellenbosch sidewalks (cntd)

- These chairs and tables (grey plastic) have been recently added and far exceed the extent of the frontage of the tenant that services them.
- In addition, this seating is immediately next to the point of access of pedestrians using a crossing. It is a congregation point that should be left free of street furniture and other obstacles.



Images: Stellenbosch sidewalks (cntd)

- Planter too close to curb.
- Other obstacles do not allow for a 1.4m wide pedestrian belt.
- Bollards should be installed to mark the exit of vehicles.
- Tables that jut out from building to be shortened so that they do not infringe.



Images: Stellenbosch sidewalks (cntd)

- The pedestrian belt should be abided by.

Currently 1.2, extend to 1.4m?



Images: Stellenbosch sidewalks (cntd)

1: Pedestrian belt inaccessible.



Images: Stellenbosch sidewalks (cntd)

2: Setback area inaccessible.



Images: Stellenbosch sidewalks (cntd)

3: Pedestrian braving the road to get around obstacles



Images: Stellenbosch sidewalks (cntd)

Option A:

- Move umbrella stands away from curb and keep 1.4m pedestrian belt free of obstacles at all times.
- In order to afford the restaurant maximum seating, a 1.4m setback from the road would work better. (See next picture)



Images: Stellenbosch sidewalks (cntd)

- Width of 1.4m to be kept free of obstacles.
- In the instance where the seating beyond the pedestrian belt is chosen, it means staff cross the pedestrian area repeatedly and must address the patrons from alongside in order to avoid standing in the pedestrian belt.
- This reinforces the logic that the option of having the pedestrian belt adjoining the road is the more desirable.



Images: Stellenbosch sidewalks (cntd)

Option B:

- Pedestrian belt flanking street; bollards indicating cars exiting; seating to be repositioned to the left.



Images: Stellenbosch sidewalks (cntd)

- Signpost in the way, can be moved.



Images: Stellenbosch sidewalks (cntd)

- Where a sidewalk is elevated and has steps (not a ramp) leading up to it, the bottom tier is to be used in preference to the top tier for application as a pedestrian belt.



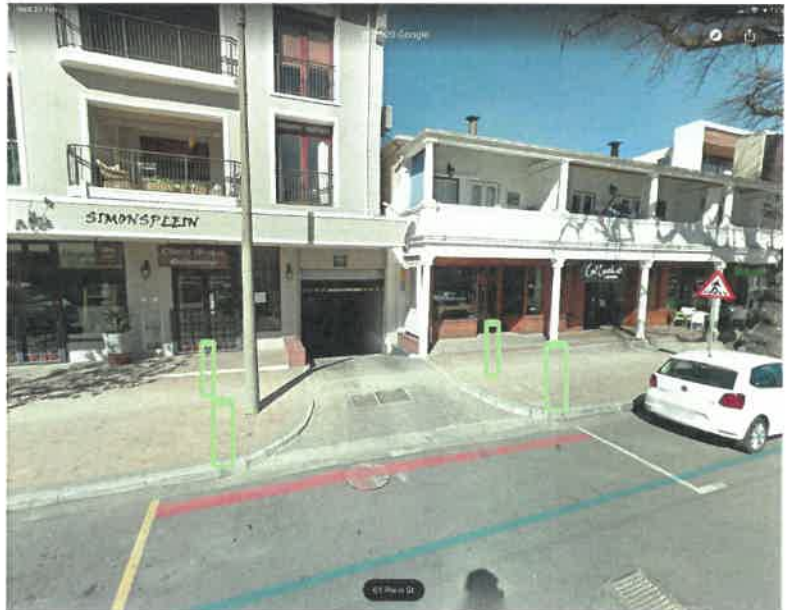
Images: Stellenbosch sidewalks (cntd)

- This raised area can be lowered in order to change the step into a slope allowing wheelchair access and as a precaution to people stumbling over the step.



Images: Stellenbosch sidewalks (cntd)

- Bollards alert pedestrians to vehicle exit.



Images: Stellenbosch sidewalks (cntd)

- Unsightly bins to be removed or replaced.
- Umbrella stands are a dangerous obstacle, especially overnight and should not be left on the pedestrian sidewalk.



6. Images: Foreign towns and cities

The slides that follow show instances of non encroachment on the pedestrian belt in foreign towns and cities as well as scenes of suitable use of sidewalk space.



- No encroachment, ample room for pedestrians.

Images: Foreign towns and cities (cntd)



- No encroachment, ample room for pedestrians.

Images: Foreign towns and cities (cntd)



- Enough room for three people to comfortably pass each other.

Images: Foreign towns and cities (cntd)



- No encroachment, ample room for pedestrians.

Images: Foreign towns and cities (cntd)



- No encroachment, ample room for pedestrians.

Images: Foreign towns and cities (cntd)



- No encroachment, ample room for pedestrians.

Images: Foreign towns and cities (cntd)



- No encroachment, ample room for pedestrians.

Images: Foreign towns and cities (cntd)



- Clients (pedestrians themselves by necessity) as well as those operating the establishment respecting the pedestrian belt.



- Establishments helping to maintain decorum in a pedestrian friendly district.

Images: Foreign towns and cities (cntd)



- An uplifting, uncluttered, healthy social environment that allows free pedestrian flow.



- No encroachment, ample room for pedestrians.

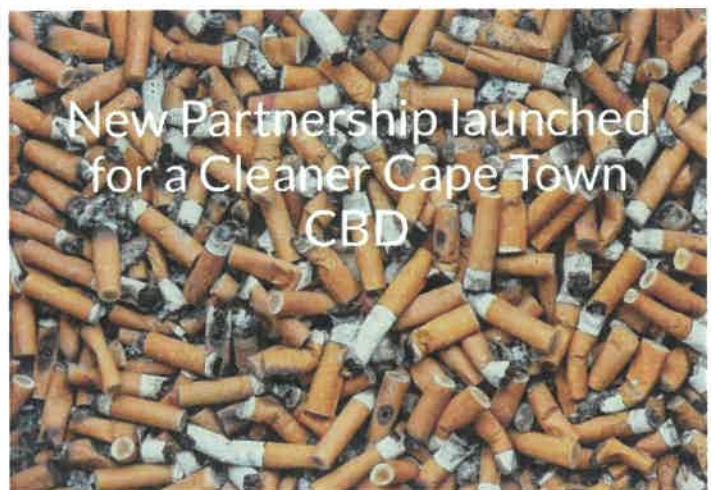
A local example:

- No encroachment, ample room for pedestrians.

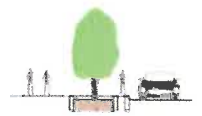


7. Cigarette butt litter campaign suggestion

- Smoking is bad for the health of staff of establishment and passers – by.
- Follow the link regarding the blight of smokers' litter in the city of Cape Town:
- <https://smoke-free-future.fin24.com/-New-Partnership-launched-for-a-Cleaner-Cape-Town-CBD/>



Stellenbosch Streets



8. CONCLUSION

- Sidewalks are intended for pedestrians and they should enjoy priority.
- An exact measure is to be applied to:
 - The pedestrian belt
 - The curbside setback
- Rules must be enforced at all times of the day and uniformly across the board in order to ensure a fair result.
- Leases should reflect the rules and be used in order to maintain decorum.
- Use of the pavement is to be reserved for the adjoining tenant and limited to the extent of its premises.

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Stellenbosch Streets

September 2020

Streets By-Law: Public Comment

Silvia Pretorius

From: Rikus Badenhorst
Sent: Monday, 14 September 2020 18:35
To: Engineering Services
Cc: Charl Kitching; Gary Boshoff
Subject: Roads and Streets By-Law - Comments

Dear Director Louw

The request for comment as advertised on proposed Roads and Streets By-Law refers.

I would like to propose the inclusions and alterations indicated in Red for Section 16:

16. Regulating building materials, dangerous objects and cleanliness.

–(1) No person may, except in accordance with prior written permission of the Municipality, –

(a) bore or cut stone or bricks, slake or sift lime;

(b) mix building materials; or

(c) store, deposit, leave or cause to be stored, deposited or left –

(i) sand, stone, earth, bricks, timber, corrugated iron sheets, lime, cement; or

(ii) other building or excavated material of whatever nature,

in a street, sidewalk, walkway, ~~or~~ public place or on municipal property.

(2) No person may leave, accumulate or cause to be left or accumulated from premises owned or occupied by him or her, any broken glass or other potentially dangerous object in a street, sidewalk, walkway or public place.

(3) No person may drop or place or permit to be spilled, dropped or placed, any matter or substance in a street, on a sidewalk or walkway, or in a public place that may interfere with the cleanliness of such area, without removing it or causing it to be removed within a reasonable time in the circumstances.

(4) The Municipality may remove any materials, objects, matter and substance contemplated in this section and recover the cost of removal ~~and/or~~ storage from the person in breach thereof.



Kind regards, Vriendelike Groete

Cllr. Rikus Badenhorst

Councillor: Ward 21

**Mayco Member: Community &
Protection Services**

T: +27 21 808 8350 Ward Office

T: +27 21 808 8012 Mayco Office C:
+27 82 654 1048

Email:

Rikus.Badenhorst@stellenbosch.gov.za

Plein Street, Stellenbosch, 7600

www.stellenbosch.gov.za



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http://www.stellenbosch.gov.za/main_pages/disclaimerjae.htm



7.5.2	POSTER BY-LAW
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Collaborator No: 696737
 IDP KPA Ref No: Good Governance and Compliance
 Meeting Date: 14 April 2021

1. SUBJECT: POSTER BY-LAW

2. PURPOSE

To obtain Council's approval to commence with another public participation process for the acceptance of the attached Draft By-Law Relating to Outdoor Advertising and Signage

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

This item deals with the accepting of a Draft By-Law Relating to Outdoor Advertising and Signage.

The purpose of this By-Law is to control, manage and regulate outdoor advertising and signage and to provide mechanisms and guidelines for the control, regulating and management thereof and for matters connected therewith.

This By-Law was published as a draft before but so many comments have been received via the public participation processes that it has to be republished for comment.

Once the Draft By-Law has been accepted, the By Law will be advertised for Public Comment and the comments will be adjudicated, where after a final report will be submitted to Council

5. RECOMMENDATIONS

- (a) that the Second Draft of the By-Law Relating to Outdoor Advertising and Signage, attached as **ANNEXURE A**, be accepted as the copy of the By-Law to be used in the second Public Participation process;
- (b) that this Second Draft By-Law Relating to Outdoor Advertising and Signage be duly advertised for the purpose of a Public Participation process; and
- (c) that upon the completion of the Public Participation process, the Second Draft By-Law together with any comments/objections by the public be resubmitted to Council for final approval and adoption.

6. DISCUSSION / CONTENTS

6.1 Background

The original Draft By-Law was approved for public participation by Council on 31 October 2018. The Draft By-Law was published for Public Comment on November 2018. See attached advertisement attached as **ANNEXURE B**.

Quite a number of public comments were received and these were debated at Section 80 committee on 05 September 2019.

It was decided to arrange sessions with the entities that offered comments. Various sessions were held with interested and affected parties.

6.2 Discussion

The entire By-Law has been debated with the public at meetings held on the following dates:

- 3 February 2020
- 19 February 2020
- 2 September 2020

Finalisation was reached at 2 September 2020 and due to the large amount of changes it has been decided to advertise the update draft for a second time. It is felt that this is necessary to sufficient changes being brought to create an extensively changed document. It is therefore requested that this By-Law be advertised for a second time for public comment.

6.3 Environmental implications

This report does not have any direct environmental implications.

6.4 Financial Implications

There are existing tariffs for advertising within public places

6.5 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation and would constitute an *intra vires* resolution.

The following legislation must be complied with:

- a. The Constitution, Act 106 of 1996, as amended
- b. The Municipal Systems Act, Act 32 of 2000, as amended
 - “**12. Legislative procedures.**—(1) *Only a member or committee of a municipal council may introduce a draft by-law in the council.*
 - (2) *A by-law must be made by a decision taken by a municipal council—*
 - (a) *in accordance with the rules and orders of the council; and*
 - (b) *with a supporting vote of a majority of its members.*
 - (3) *No by-law may be passed by a municipal council unless—*
 - (a) *all the members of the council have been given reasonable notice; and*
 - (b) *the proposed by-law has been published for public comment in a manner that allows the public an opportunity to make representations with regard to the proposed by-law.*
 - (4) *Subsections (1) to (3) also apply when a municipal council incorporates by reference, as by-laws, provisions of—*
 - (a) *legislation passed by another legislative organ of state; or*
 - (b) *standard draft by-laws made in terms of section 14.*
13. *Publication of by-laws.*—A by-law passed by a municipal council—
 - (a) *must be published promptly in the Provincial Gazette, and, when feasible, also in a local newspaper or in any other practical way to bring the contents of the by-law to the attention of the local community; and*
 - (b) *takes effect when published or on a future date determined in or in terms of the by-law.”*
- c. The South African National Roads Agency Limited and National Roads Act, 1998 (ACT NO. 7 OF 1998), as amended
- d. The Consumer Protection Act, Act 68 of 2008, as amended.
- e. The Promotion of the Administrative Justice Act, Act 3 of 2000

6.6 Staff Implications

This report has no additional staff implications to the Municipality.

6.7 Previous / Relevant Council Resolutions:

21ST COUNCIL MEETING: 2018-10-31: ITEM 7.6.2 RESOLVED (nem con)

- (a) *that the report be accepted;*
- (b) *that the Draft By-Law Relating to Outdoor Advertising and Signage, attached as ANNEXURE 1, be accepted as the copy of the By-Law to be used in a Public Participation process;*
- (c) *that the Draft By-Law relating to Outdoor Advertising and Signage be duly advertised for the purpose of a public participation process until the end of January 2019; and*
- (d) *that, upon the completion of the public participation process, the Draft By-Law together with any comments/objections by the public be resubmitted to Council for final approval and adoption.*

6.8 Comments from Executive Management:**6.8.1 Executive Manager: Infrastructure Services:**

Writer of the report

RECOMMENDATIONS FROM JOINT INFRASTRUCURE, PLANNING & LOCAL ECONOMIC DEVELOPMENT AND COMMUNITY & PROTECTION SERVICES COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2021-03-04: ITEM 5.1.1

- (a) that the Second Draft of the By-Law Relating to Outdoor Advertising and Signage, attached as **ANNEXURE A**, be accepted as the copy of the By-Law to be used in the second Public Participation process;
- (b) that this Second Draft By-Law Relating to Outdoor Advertising and Signage be duly advertised for the purpose of a Public Participation process; and
- (c) that upon the completion of the Public Participation process, the Second Draft By-Law, together with any comments/objections by the public, be resubmitted to Council for final approval and adoption.

ANNEXURES

Annexure A: Copy of the Second Draft By-Law Relating to Outdoor Advertising and Signage.

Annexure B: Copy of newspaper advert used for public participation of the first Draft By-Law.

FOR FURTHER DETAILS CONTACT:

NAME	Deon Louw
POSITION	Director
DIRECTORATE	Infrastructure Services
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REPORT DATE	22 October 2020

ANNEXURE A

ANNEXURE A

STELLENBOSCH MUNICIPALITY SECOND DRAFT BY-LAW RELATING TO OUTDOOR ADVERTISING AND SIGNAGE

To control, manage and regulate outdoor advertising and signage and to provide mechanisms and guidelines and policies for the control, regulating and management thereof and for matters connected therewith.

PREAMBLE

WHEREAS section 156(2) and (5) of the Constitution provides that a Municipality may make and administer By-laws for the effective administration of the matters which it has the right to administer, and to exercise any power concerning a matter reasonably necessary for, or incidental to, the effective performance of its functions;

AND WHEREAS Part B of Schedule 5 to the Constitution lists Billboards and the display of advertisements in public places as local government matters to the extent set out in section 155(6) (a) and (7);

AND WHEREAS the Stellenbosch Municipality seeks to manage, control and regulate outdoor advertising and signage and any matters connected therewith;

BE IT ENACTED by the Council of the Stellenbosch Municipality, as follows:—

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1. Definitions

In this by-law, unless inconsistent with the context-

“advertisement” means any representation of a word, name, letter, figure or object or an abbreviation of a word or name, or any symbol, or any light which is not intended solely for illumination or as a warning against any dangers and **“advertising”** has a similar meaning;

“advertisement ownership” mean that person or body that has authorised the advertising of information or a product. The authority who contracts a service provider for such an advertisement, the service provider who physically mounts or displays such an advertisement and the owner or body who's information or product is being advertised, will jointly and severally be responsible for such advertisement and may jointly or severally be charged for any misconduct of this By-Law

“advertising structure” means any physical structure designed for an advertising sign, any detached screen or board that is greater than 4.5 m² in overall size; supported by or made from a structure that is used to be affixed, displayed or shown as a sign.

“aerial sign” means a sign that is displayed or performed in the air, including but not limited to balloons and blimps that can be viewed from within the Municipality's area of jurisdiction;

“approval” means approval by the Municipality and “approve” has a corresponding meaning;

“areas of control” means those areas set out in Schedule 1 of this By-Law; and which may be modified or amended from time to time, which amendments and modifications will be graphically depicted by way of maps as prepared by the Municipality;

“authorized official” an employee of the Municipality or any other person who is appointed or authorized thereto to perform any act, function or duty related to the

provisions of this By-Law, or exercise any power in terms of this By-Law; and “**official**” has a corresponding meaning;

“**banner**” means any material upon which a sign is displayed in such a manner as to be fully legible in windless conditions, attached to one or more ropes, poles or flagstaffs projecting vertically, horizontally or at an angle, or attached to buildings or special structures, but excludes banners carried as part of a procession. A flag which is not displayed on an approved flagpole shall for the purposes of this By-Law be deemed to be a banner;

“**billboard**” means any screen or board which stands free and is larger than 4.5m² in total area; which is supported by, or consists of, a structure used, for the purpose of posting, displaying or exhibiting a sign;

“**Central Business District (CBD)**” means an area in the built environment demarcated as such on the Spatial Development Framework for a town;

“**class 2 roads**” means the roads which form the primary network for the urban areas as a whole and which are characterized by high volumes, restricted access and fairly high speeds;

“**class 3 roads**” means roads that distribute traffic between the principal residential, industrial and business districts of the town and which form the link between the primary network (class 2 roads) and the roads within residential areas;

“**clear height**”, in relation to a sign, means the vertical distance between the lowest edge of the sign and the natural level of the surrounding ground, footway or roadway immediately below the sign;

“**commercial advertising**” means any words, letters, logos, figures, symbols, pictures relating to the name of a business, trade, partnership, individual, or any information, recommendation or exhortation in respect of any particular goods manufactured or sold, or any particular services rendered or offered, or any event for commerce or entertainment, including sporting events;

“commercially sponsored sign” means a sign which advertises goods or services, but the erection of which has a secondary purpose, which is to promote or contribute to some recognized public or community goal or function;

“common boundary facade” means any façade of a building which is built abutting a rear or side boundary of an erf and which façade is blank, that is, having no architectural features, which includes windows;

“composite sign” means a single freestanding advertising structure for the display of more than one sign;

“consultant” means a suitably qualified independent person or company that acts on behalf of, or as an agent of, an applicant for approval of a sign in terms of this By-Law;

“continuing offence” means an offence in terms of this By-Law, which offence continues to exist after the expiry of the notice period referred to in a notice served in terms of this By-Law;

“custom made design” means the design of any sign, which features special effects such as specialist character cut outs or shapes or three-dimensional presentations or moving parts or a combination thereof, and which is uniquely designed or constructed for erection in a particular location;

“development board” means a sign displayed at premises upon which building operations are currently in progress and relating to any services being provided, work being done or goods being supplied in connection with such building operations, but excludes contract boards for building and civil engineering projects as required in terms of the National Building Regulations and Control Act, 1977 (Act 103 of 1977);

“display” means the display of a sign and includes the erection of any billboard, sign or structure intended solely or primarily for the support of a sign or billboard, and

includes the display of a sign of a business, trade partnership or individual connected with the contents of the sign or sign, and “displayed” has a corresponding meaning;

“electronic sign” means a sign which has an electronically controlled, illuminated display surface which allows all, or a portion, of the sign to be changed or illuminated in different ways;

“Environmental Impact Assessment” (EIA) means an assessment carried out in accordance with the Municipality’s guidelines for outdoor advertising;

“estate agency” means a person who markets, sells or leases properties with or without buildings erected thereon and **“estate agent”** has a corresponding meaning;

“existing sign” means any sign previously approved by the Municipality;

“flat sign” means a sign which is affixed to, or painted directly onto a wall of a building but not onto or over windows or doors or architectural articulations and which at no point projects more than 250mm in front of the surface of such wall;

“freestanding sign” means any sign or group of signs contained or displayed on one freestanding structure which is not attached to a building or to any structure or object not intended to be used for the primary purpose of advertising;

“gateway route” means a prominent route with an entrance to or exit from a specific part of the Municipality’s jurisdiction, consisting of man-made or natural features and creating a strong sense of arrival or departure and which is consistent with city planning or development framework plans or By-Law, and which may be geographically depicted by way of maps or listed by the Municipality;

“graphic” includes but is not limited to any component which contributes to the visual appearance or aesthetics of a sign, including its background;

“headline poster” means a temporary poster advertising the contents of a daily or weekly newspaper;

“height of a sign” is calculated by measuring the vertical distance between the uppermost and lowest parts of the advertising panel;

“Heritage Impact Assessment” (HIA) means a visual and contextual assessment of the impact that any proposed sign may have on the cultural heritage, whether built or recognized at the locality where the proposed sign will be displayed;

“internally illuminated sign” means an advertisement or structure used to display an advertisement which has been installed with electrical or other power and an artificial light source which is fully or partially enclosed within the structure or sign and which light is intended to illuminate the advertisement or a portion thereof;

“law” means any law, proclamation, ordinance, Act of Parliament or Provincial Legislature, or any other enactment having the force of law;

“locality bound advertising” means any sign displayed on a specific erf, premises or building and may include such a sign on municipal owned land, adjacent to, abutting on or within 5 meters of the aforementioned erf, premises or building, which sign refers to an activity, product, service or attraction, located, rendered or provided on or from that erf or those premises;

“loose portable sign” means a freestanding locality bound notice or advertising board placed or erected in the road reserve or in a public place;

“movable sign” means a sign not permanently fixed and not intended to remain fixed in one position, but does not include any moving part on a fixed permanent sign;

“Municipality” means the Municipality of Stellenbosch established in terms of section 12 of the Municipal Structures Act, 117 of 1998, and includes duly authorized agent,

service provider or any employee thereof acting in connection with this By-Law by virtue of a power vested in the Municipality and delegated or sub-delegated to such agent service provider or employee;

“new sign” means any sign first displayed after the promulgation of this By-Law;

“non-profit body” means a body established primarily to promote a community goal or benefit without direct or personal financial gain, and may include educational, sporting, medical, municipal departments, bodies as well as charities or community organizations;

“organ of state” means—

- (a) any department of state or administration in the national, provincial or local sphere of government;
- (b) any other functionary or institution—
 - (i) exercising a power or performing a function in terms of the Constitution or a provincial constitution; or
 - (ii) exercising a public power or performing a public function in terms of any other Legislation;

“overall height”, in relation to a sign, means the vertical distance between the uppermost edge of the sign and the finished level of the ground, footway or roadway immediately below the centre point of the sign;

“perimeter of an intersection” means the perimeter of the area embraced within the prolongation of the road reserve lines of two or more public roads that join one another at any angle, whether or not one such public road crosses the other;

“person” includes—

- (a) any organ of state;
- (b) any company incorporated or registered as such under any law; and

- (c) any body of persons, whether incorporated or not, functioning as a single entity for whatever purpose;

“poster” means temporary signs capable of being attached to the Municipal electrical light standards or pasted to fixed structures to advertise events or campaigns, including elections or referenda of limited duration and excluding signs advertising markets, exhibitions or events which are held on a regular basis;

“projected sign” means any sign projected by a laser projector, video projector, or other apparatus;

“projecting sign” means a sign which is affixed to a wall of a building and which at some point projects more than 250mm in front of the surface of such wall;

“public façade” means any façade of a building that has architectural articulations and which is visible to the public;

“public place” means any public road, public street, thoroughfare, bridge, subway, footway, foot pavement, footpath, sidewalk, (or similar pedestrian portion of a road reserve), lane, square, open space, garden, park or enclosed place vested in the Municipality, or other state authority or indicated as such on the Surveyor General's records, or utilized by the public or zoned as such in terms of the applicable zoning scheme;

“public road” means public road as defined in the National Road Traffic Act, 1996 (Act 93 of 1996);

“road reserve” means the area contained within the statutory width of a road, and includes roadways, shoulders and sidewalks and the airspace above such roadways, shoulders and sidewalks and all other areas within the road reserve boundary;

“roadway” means that portion of a road, street or thoroughfare improved, constructed or intended for vehicular traffic as defined in the National Road Traffic Act, 1989 (Act 29 of 1989);

“roof sign” means a sign affixed to a roof of a building where the top edge of any point of that sign does not exceed the height of the roof plane to which it is affixed;

“Rural Area” means an area outside the urban edge excluding natural areas as described in schedule 1;

“scenic route” means a road designated as such on an approved zoning scheme or from which landscapes or features of aesthetic or cultural significance can be seen or viewed as designated by the Municipality;

“security sign” means an outdoor sign for neighbourhood watch and similar schemes, and a sign containing the name, logo, address and telephone number of a security company contracted to protect, or security system installed to protect, the premises on which the sign is displayed;

“service station facility sign” means freestanding signs at petrol filling stations, roadside rest and service areas and includes service station pylon signs;

“shop” means a building used for retail trade or services;

“sign” means any object, product, replica, advertising structure, mural, device or board which is used to publicly display a sign or which is in itself a sign and includes a poster, billboard and an advertisement which is included in the architectural design of a building or structure and which is visible from any public place;

“signalized traffic intersection” means an intersection controlled by traffic signals;

“sky sign” means a sign where the top edge of any point of that sign exceeds the height of the roof plane to which it is affixed;

“sponsored sign” means a sign, the primary purpose of which is not to advertise goods or services but which displays a graphic or content which promotes community or public awareness of a recognized public or community goal;

“street name signs” means pole-mounted, double-sided, internally illuminated or un-illuminated signs displayed in combination with names of streets, not exceeding one (1) m²;

“street furniture” means public facilities and structures which are not intended primarily for advertising and includes but is not limited to seating benches, planters, bins, pole mounted bins, bus shelters, sidewalk clocks, drinking fountains, Telkom boxes, traffic signal controllers, electricity boxes, post boxes and telephone booths, but excludes road traffic signs, traffic signals, street lights or any other road-related structures;

“teardrop banner” means any material in a teardrop shape with or without a printed sign which is fully legible in windless conditions and held taught by a spring tension and supported by a single flexible pole;

“temporary signs” means signs which are displayed for a maximum period of 14 days, or such other period as may be approved by the Municipality;

“thickness”, in relation to a projecting sign, means the width of such sign measured parallel to the plane of the main wall to which such sign is affixed;

“third-party advertising” means the advertising of goods or services that are not made, procured, sold or delivered from the property on which the sign or sign advertising those goods or services is fixed or placed, and includes advertising which is not locality bound;

“three dimensional sign” means a sign containing more than 2 dimensions, including product replicas;

“Traffic Impact Assessment” (TIA) means a study carried out by a registered professional engineer with demonstrable experience in the field of traffic engineering that investigates the impact a proposed sign may have on vehicle, pedestrian, or cyclist safety and traffic operation, which study should recommend any mitigating measures that may be required as a result of that impact;

“traffic sign” means a road traffic sign as prescribed in the National Road Traffic Act, 1996 (Act 93 of 1996);

“traffic signal” means a road traffic signal as prescribed in the National Road Traffic Act, 1996 (Act 93 of 1996);

“transit advertising” means advertising by means of a movable sign which is capable of being transported by road either on or in conjunction with a motorized vehicle, including trailers primarily used for advertising;

“transportation terminals” means any area designated by the Municipality as such, where the formal interchange of modes of public transport takes place by the public, including, but not limited to designated railway stations, official taxi terminals and bus terminals;

“Urban conservation area” means an area in the build environment demarcated as such on the Spatial Development Framework for a town;

“Urban Edge” means an area in the build environment demarcated as such on the Spatial Development Framework for a town;

“urban edge line” means a predetermined point to point boundary line as determined by the Municipality, which has as its purpose, the containment of urban development;

“Urban Areas” means an area within the urban edge of a town;

“veranda” includes a cantilever canopy and sunblind;

“Visual Impact Assessment (or VIA)” means the analysis of the potential visual impacts to boundary walls and fences. The document that contains a visual impact analysis is also often referred to as a visual impact assessment or VIA.

“window signs” means signs which are temporarily or permanently painted on, or attached to the window-glass of a building;

“zone” means a land use zone as set out in the relevant zoning schemes or Town Planning Regulations as amended from time to time and applicable to any erf on which a sign is displayed or intended to be displayed and **“zoning”** has a corresponding meaning.

2. Principles

- 2.1 To maintain the sensitive environmental quality of each area.
- 2.2 To promote the aesthetic sensitivity of the environment
- 2.3 To find a balance between outdoor advertising opportunities and economic development on the one hand, and the conservation of visual, tourist, environmental and heritage characteristics and traffic safety on the other side.
- 2.4 Outdoor advertising must respect the integrity of any site where it is displayed supplement the character of the area.
- 2.5 To give recognition to the substantial amount of technical details that apply to specific types of signs and their effect on specific places.
- 2.6 To give recognition to the Stellenbosch Heritage Guidelines & Policies

CHAPTER 1

3. Submission of applications

(1) Other than those signs referred to in section 13(3) to 13(11) of this By-Law, no person may display any advertisement or erect or use any sign for advertising purposes without the Municipality's approval in terms of this By-Law and any other applicable legislation.

(2) Every person intending to display a new sign or to alter or to add to an existing approved sign or submit a signage plan in terms of a Site Development Plan proposal, must apply in writing to the Municipality which application must be accompanied by the following information in duplicate:

(a) a site plan, drawn to a scale of not less than 1:200, showing the following—

(i) the site on which it is proposed that the sign is to be erected or displayed;

(ii) the position of the sign and the building, if any, to which it is to be attached;

(iii) every building and the existing signs on the site;

(iv) existing and proposed landscaping, traffic signals and road traffic signs; and

(v) the positions, with dimensions, of the sign in relation to the boundaries of the site and the location of the streets abutting the site, together with its existing approved zoning conditions;

(b) a drawing, which complies with the requirements of the National Building and Regulations Standards Act, 1977 (Act 103 of 1977), and is in sufficient detail to enable the Municipality to consider the appearance of the sign and all relevant construction detail, including a description of the materials of which the sign is to be constructed, the colours to be used, and whether or not the sign is to be illuminated; In the latter event, the plan must indicate whether or not the sign is an electronic sign and, if so, full details must be furnished;

(3) The drawing referred to in sub-section (2)(b) must have detailed drawings of such sign to a scale of not less than 1:20 and a site plan indicating the position of the sign on the site to a scale of not less than 1:50;

(4) If a sign is to be attached to or displayed on the wall or façade of a building, the Municipality may require the submission of an additional drawing, drawn to a scale of not less than 1:100, showing—

- (i) an elevation of the building in colour;
- (ii) the details and position of the proposed sign; and
- (iii) the details and the position of every existing sign on the building

Alternatively the Municipality may require a coloured print of or an artist's photographic- or computer-generated impression of the building with the details of the proposed sign superimposed on such graphic and drawn as nearly as is practicable to the same scale as that of the graphic;

(5) If the applicant is not the registered owner of the property on which the sign will be erected, he or she must obtain the consent of the registered owner of the land or building on which the sign is erected, indicating that person's knowledge of the application.

(6) The Municipality may require the submission of any or all of the following studies or assessments—

- (a) an Environmental Impact Assessment (either the 1st stage thereof; being the completion of an Environmental Checklist or in its entirety);
- (b) a Heritage Impact Assessment; and
- (c) a Traffic Impact Assessment.

(7) If a community or portion thereof or a person will be affected by the proposed sign, it may require a public participation process prior to considering the approval.

(8) The Municipality may require a signage master plan in respect of any development where the erection of numerous signs is proposed or the rationalization of previously approved signs is required so as to allow it to consider a consistent design master plan prior to assessment of any individual sign.

(9) The Municipality must notify the applicant of any additional requirements it has within 21 working days of the date of submission of the original application and payment of the application fee.

(10) The Municipality must retain a copy of each document that formed part of an application.

(11) The Municipality may require a written notice from the applicant or person to confirm that an approved sign was erected.

4. Fees and general factors in considering approval of applications, amendments and conditions

(1) Every person who applies to the Municipality for approval in terms of this By-Law must, on making application, pay to the Municipality an application fee as determined by the Municipality and no sign may be erected until such time as the application fees have been paid in full.

(2) In considering an application for the display of an advertisement or the erection of a sign in terms of this By-Law, or an amendment or condition attaching or to be attached to an approval, the Municipality may have regard to the following factors:

(a) The area of control in which the proposed sign is to be erected or displayed as set out in Schedule 1 of this By-Law; provided that if a sign falls into more than one area of control or if a proposed site in one area of control may impact on an adjacent area of control, the Municipality shall be entitled to determine the area of control pertaining to that application;

(b) the locality or landscape and the advertising opportunities pertaining to that area of control; the number of signs already displayed or proposed to be displayed on the erf and in the area surrounding the erf concerned;

(c) the findings of any Traffic Impact Assessment, Environmental or Heritage

(d) Impact Assessment and public participation processes where applicable

(e) locality bound signs must relate to the lawful use of a property provided that no such sign must be affixed to or placed on residential premises or portions thereof other than is permitted by or for home industries and legal temporary uses; uses; and

(f) that no sign or advertisement may be designed or displayed that—

(i) will constitute a danger to any person or property;

(ii) will display any material or graphic which does not comply with the requirements of the Advertising Standards Authority of South Africa.

(iii) will be detrimental to the environment or amenity of the neighbourhood by reason of either its size, intensity, frequency, illumination, quality of design, material, proposed graphic or locality.

(iv) will obscure any other signs approved in terms of this By-Law or its predecessor; and

(v) will be detrimental or otherwise negatively impact on the environment, whether artificial or natural.

(3) Subject to any conditions in Schedule 16, all new signs or advertising structures approved under this By-law and any successive By-Law, may remain on display uninterrupted until such time as they do not comply with the provisions of this By-Law or any other applicable legislation.

5. Factors relating to specific signs, areas of control, and commercial sponsored signs

(1) The Municipality may, in addition to the factors set out in section 4 of this By-Law, apply certain minimum standards to certain specific sign types and proposed localities when an application for approval is made in respect thereof and will apply certain specific criteria to applications for the erection of signs by non-profit bodies.

(2) The specific standards and criteria are set out in schedules 1 to 23 of this By-Law. The Schedules are part of the By-Law and are not any less important than the content of the By-Law itself.

(3) Schedule 1 of this By-law indicates the areas of control in which certain specific sign types may be permitted, subject always to approval in terms of this By-law and furthermore subject to any additional requirement pertaining to a specific sign type as set out in the remaining schedules.

(4) The description of areas or routes in Schedule 1 should be read with the definitions as contained in the Municipality's Zoning Scheme Regulations.

(5) The Municipality may grant an exemption from the terms of this By-Law in respect of sign types or areas of control set out in Schedules 10, 11 and 12 of this By-Law having regard to—

(a) the area of control where it is proposed to display the signs;

(b) nature of the event;

(c) duration of the erection or display of the sign;

(d) size of the proposed sign;

- (e) any traffic, safety, environmental or heritage impact assessment; and
- (f) the outcome of any public participation process.

DRAFT

CHAPTER 2

6. Standard conditions for approval

- (1) All signs and advertising structures must be properly erected and constructed of the requisite strength and must be secure and must comply with the requirements pertaining thereto of the National Building Regulations and Standards Act, 1977 (Act 103 of 1977).
- (2) The applicant to whom approval has been granted and the owner of the property or building to which it is attached shall be jointly and severally liable for the maintenance thereof and must undertake at least one inspection per year thereof with a view to satisfying themselves as to the safety thereof.
- (3) Where any sign or advertising structure is vandalised or becomes torn or damaged or otherwise falls into a state of disrepair, and/or dilapidation the applicant to whom the approval has been granted and the owner of the fixture or property which or to which a sign is attached must within 7 working days of a notice in writing to do so, repair it.
- (4) All signs and their support structures must be constructed of incombustible, durable materials suited to the function, nature and permanence of the sign.
- (5) All glass used in a sign, other than glass used in illumination, must be safety glass of at least 3mm thick.
- (6) Glass panels used in a sign must not exceed 0.9m² in area, each panel being securely fixed in the body of the sign, structure or device independently of all other panels.
- (7) Every sign and its support structure must be kept in a state of good repair.
- (8) No sign may obstruct the opening and closing of any window or opening provided for ventilation of a building or obstruct any stairway or doorway or other means of exit from the building or prevent movement of people from one part of a roof to another.
- (9) No advertising structure may be closer to overhead electrical equipment than the minimum distance as prescribed in the Occupational Health and Safety Act, Act 85 of 1993.

7. Electrical requirements

- (1) All signs needing an electrical connection must preferably be supplied from the existing electrical supply on the erf where it is to be erected. If this is not possible, application for a metered electricity supply must be made to the relevant authority.
- (2) Every sign in connection with which electricity is used, must be provided with suitable capacitors to prevent interference with radio and television reception.
- (3) Each power cable and conduit containing electrical conductors in respect of a sign must be so positioned and fixed so that it is safe, unseen, inaccessible and child tamper proof and animal proof.
- (4) Each interior high-voltage installation that runs unattended (such as a window display) and each exterior high-voltage installation must have an acceptable type of fireman's switch in accordance with the requirements as stipulated in sections 6.7.2 and 7.5 of SANS 0142 1993 promulgated in terms of the Occupational Health and Safety Act.

8. Illumination requirements

- (1) The Municipality may approve an illuminated sign, provided that the provisions of this By-Law are complied with and that such illumination does not constitute a road safety hazard or cause undue light spillage.
- (2) Signs may not be illuminated if no sign content is displayed.
- (3) Requirement for internal illumination or electronic signs—
 - (a) internally illuminated and electronic signs may only be displayed in areas of partial and minimum control and must be less than 2.1m².
 - (b) electronic signs may not have subliminal flashes; and (c) prior to erection, the Municipality may require a Traffic Impact Assessment, Environmental and Heritage Impact Assessment to be conducted, the results of which must indicate that no detrimental impact on traffic is envisaged. In addition the Municipality may require subsequent traffic monitoring of any internally illuminated or electronic sign.
- (4) Requirements for external illumination:
 - (a) the light source emanating from external illumination must not be visible to traffic traveling in either direction;

(b) external illumination must not be positioned so as to create any undue light spillage beyond the surface area of the sign; and

(c) approved way leaves must be obtained from the Director: Infrastructural Services or his/her nominee prior to any excavations for the installation of signs. This also applies for signs to be erected in the vicinity of overhead power lines.

(5) Electricity Power sources may be applied for as per the conditions of the Electricity Services By-Law

9. Road traffic safety requirements

(1) Signs may not be erected in an area where they are an unacceptable distraction for drivers, which acceptability may be determined in terms of the guidelines laid down in the S.A. Road Traffic Signs Manual.

(2) Electronic signs may not be permitted if they are visible from class 2 or 3 roads, gateway route or a scenic routes unless expressly approved in writing by the Municipality.

(3) Advertising on bridges, towers, telecommunication masts, pylons or street poles shall not be permitted.

(4) The graphic content of signs must not have the potential to be visually interpreted as a road traffic sign, due to any factor, including but not limited to the following:

- (a) any stylised or pictorial presentation of a road traffic sign or traffic signal;
- (b) any word, symbol, logo or other device used on a road traffic sign;
- (c) use of combinations of colours specified for road traffic signs, in a manner likely to lead to confusion; and
- (d) any reflector paint or material.

(5) Signs may not be erected in an area where the traffic volume, the average following headway, or accident history requires a higher degree of awareness from drivers.

(6) Signs may not be attached to or obscure a road traffic sign or traffic signal specifically provided for in the South African Road Traffic Signs Manual or the South African Development Community Road Traffic Signs Manual.

(7) Signs may not be erected within the road reserve of any public road unless expressly approved by the Municipality.

(8) When located at signalized traffic intersections, signs may not have the colours red or yellow or green as main colours and may not obscure or interfere with any road traffic sign or traffic signal.

(9) Electronic signs shall not be permitted within 80 meters of the perimeter of a signalised traffic intersection.

(10) Flashing or running messages or variable transition messages that have a message change interval of greater than 0, 3 seconds or have transition effects between message changes shall not be permitted if viewable from a public road. Such signs will not be permitted within Historical Areas or upon roads with high traffic flow at night.

(11) Static display, simple transition signs must display a complete frame for an information cycle length of not less than 60 seconds when visible from a signalised traffic intersection and 30 seconds at other locations.

(12) All signs larger than 4.5m² erected adjacent to a public road or in a railway reserve intended to advertise to persons using class 2 and 3 roads must be spaced a minimum specified distance from any other sign or road traffic sign, such distance measured parallel to the centre line of the roadway, in accordance with the measurements set out in Table 1 below:

TABLE 1: LINEAR SPACING BETWEEN SIGNS

Instance	Spacing required when visible for traffic on road with a speed of:		
	≤ 60 km/h (Outside of Urban Areas)	61 – 80km/h	≥80km/h
Where a sign follows a road sign	120m	200m	300m
Where a sign follows another sign	250m	250m	300m
Where a sign precedes a road sign	40m	70m	100m

(13) The abovementioned minimum distances specified in Table 1 above may be decreased by the Municipality if the sign falls within an area of minimum control, or in other areas of control on submission of a Traffic Impact Assessment motivating a reduction of this spacing to the satisfaction of the Municipality. The Municipality may prepare a list or map of designated areas in which the abovementioned spacing requirements shall not be applicable.

10. Legal requirements

All signs to be erected or displayed within the area of jurisdiction of the Municipality must, in addition to complying with this By-Law, comply with all other applicable legislation, including any applicable Zoning Scheme Regulations or condition of approval or any departure from the applicable Zoning Scheme Regulations.

11. Approval

(1) The Municipality may refuse any application or grant its approval subject to conditions relating to the erection or use of the sign and including a condition that the owner of any sign or billboard on the land or building on which it is erected or displayed, or both such owners or the person whose product or services are advertised, indemnify the Municipality against any consequences flowing from the erection, display or mere presence of such sign.

(2) The Municipality may, at any time, withdraw an approval granted in terms of this By-Law or its predecessor or amend any condition or impose a further condition in respect of such approval, if a sign or advertising structure:

- (a) is in a state of disrepair and/or dilapidation;
- (b) remains unused for more than 90 consecutive days;
- (c) becomes redundant or obsolete;

(d) no longer complies with any provision of this By-Law; or

(e) is substantially altered from the original approved application by way of either structure or graphic content.

(3) Should an approved sign not be erected within 12 months from the date of approval or within such other time as is specified in the approval, such approval shall lapse, unless that period is extended in writing by the Municipality prior to such lapse.

(4) In the event that the structure supporting such sign is intentionally demolished before the expiry of the approval period, the approval shall lapse and no further sign or supporting structure may be erected or re-erected without the Municipality's approval.

(5) All decisions made by the Municipality in terms of this ordinance with regard applications must be in writing and within 60 calendar days after a completed application was received, or within 60 calendar days after receipt of additional information as required by the Municipality.

(6) In notifying an applicant of the outcome of the application the Municipality must inform such applicant or an objector of his right to appeal in terms of section 12.

CHAPTER 3: GENERAL PROVISIONS

12. Appeal

A person whose rights are affected by a decision in terms of a delegated power may appeal against that decision by giving written notice of the appeal and the reasons therefore in terms of section 62 of the Local Government: Municipal Systems Act, Act 32 of 2000 to the Municipal Manager within 21 days of the date of the notification of the decision.

13. Signs for which Municipality's approval not required

(1) Should any sign not comply with the conditions relative to each sign type listed below an application in terms of section 3 will be required.

(2) Subject to compliance with the conditions relative to each sign provided for in sub-sections (3) to (11), and any other applicable legislation, or condition imposed by the Municipality, no application for approval is required in terms of this By-Law in respect of the signs provided for in sub-sections (3) to (11).

(3) Development Boards

(a) Development boards shall be removed forthwith when the building operations are complete or if the building operations are discontinued, or when the provisions of the services, the doing of the work, or the supply of the goods to which the sign relates has ceased.

(b) The Municipality may order the removal of any such sign if the building operations have been substantially completed or discontinued or an Occupancy Certificate has been issued by the Municipality, or the provision of the services, the doing of the work or the supply of the goods to which it relates, has for all practical purposes ceased, and such signs may thereupon be forthwith removed but no later than 5 days after the date of the order for removal thereof.

(c) If the premises on which building operations are in progress, are to be used wholly for residential purposes, only one development board may be displayed and such development board may not exceed 3m² in total area.

(d) If the premises are not to be used wholly for residential purposes, no more than two development boards may be displayed and the aggregate area of both development boards may not exceed 5m² in total area;

(e) If the signage, whether on freestanding boards, or flexible building covering material, include any other form of third party advertising, such sign must then comply with the provisions of Schedule 8 hereto and approval for the display thereof must first be obtained in terms of this By-Law.

(4) To Let/For Sale Signs

(a) These include any sign not exceeding (400mm x 500mm) (0.2m²) in total area displayed at existing premises or at properties upon which a new building is being erected and relating to accommodation being offered to rent or purchase in the building; and

(b) on condition that any such sign must be removed within 2 weeks from date of issue of the occupation certificate or conclusion of a contract.

(5) On Premises Business Signs

These include any sign not illuminated, not projecting over a public road and not exceeding 0.2m² in total area notifying only the types of trade, business, industry or profession lawfully conducted by any occupant or permanent resident of the premises to which it is attached, the name of such occupant, the type of activity, the address and telephone number of such premises and the hours of attendance (if any); provided that only one such sign per occupant may be displayed.

(6) Window Signs

These include any locality bound signs which are temporarily or permanently painted on or attached to the window glass of a building used for commercial, office, industrial or entertainment purposes, or any other temporary or permanent sign which is displayed within 2 meters of any window or external opening through which it can be seen from the outside such a building, on condition that no window sign may exceed 4m² in an area of maximum control. (Not more than 50% of window and not more than total area or 4m²)

(7) Signs incorporated in the face of a building

Any sign forming an integral part of the fabric of a building (but excluding a painted sign or a sign affixed in any manner onto the building), on condition that no such sign may exceed 0.2m² in total area.

(8) Security Signs

Any security sign not projecting over a public road and not exceeding 0.2m² in total area indicating either that a security watch scheme is in operation or that a security company has been contracted to protect the premises on which the sign is displayed, on condition that—

- (a) only one such sign is displayed on any public road or each street frontage of such premises; and
- (b) the said sign displays only the name, logo, address and telephone number of a security company contracted to protect the premises on which the sign is displayed.

(9) Sponsored, Commercially sponsored and Non-Profit Body Signs: less than 4.5m².

- (a) Any such sign whether erected by or in connection with a non-profit body or not; not exceeding 4.5m² in total area on condition that no more than 5% of the total surface area of the sign is used for third party advertising; and the sign is not illuminated, and furthermore provided that only one such sign may be permitted per erf.
- (b) Signs which comply with provisions of sub-section (a) may, when erected on Municipal land, only be erected once agreement has been concluded with the Municipality, wherein the extent of the community or public benefit and the terms of the erection of the sign has been agreed.
- (c) All other sponsored signs are dealt with in Schedule 16 and 17.

(10) Advertising on Vehicles

Signs painted or affixed directly onto the body of a motorised vehicle unless transit advertising

14. Disfigurement

No person may destroy, harm, damage or disfigure or deface the front or frontage of any street, road traffic sign, wall, fence, land, rock, tree or other natural feature, or the front or frontage or roof of any building or structure in any manner whatsoever during construction or through the display or use of a sign or the writing or painting of any sign, symbol, letters or numerals. Furthermore, no person may disfigure any sign legally displayed in terms of this By-Law.

15. Damage to Municipal property

No person may, in the course of erecting or removing any sign, or banner, cause damage to any tree, electric standard or service or other Municipal installation or property and street furniture.

16. Entry and inspections

The Municipality shall be entitled, through its authorized officers, to enter into and upon any premises, at a reasonable time for the purpose of carrying out any inspection necessary for the proper administration and enforcement of the provisions of this By-Law.

17. Presumptions

Any person charged with an offence in terms of this By-law who is—

- (a) alone or jointly with any other person responsible for organising, or in control of any meeting, function or event, to which a sign or poster relates, shall be deemed, until the contrary is proved, to have knowingly displayed every unlawful sign or poster displayed in connection with such meeting, function or event or to have caused or allowed it to be so displayed;
- (b) the person whose name appears on an unlawful sign or whose product or services are advertised on such sign, shall be deemed, until the contrary is proved, to have displayed such sign, or to have caused or allowed it to be displayed;
- (c) the owner of any land or building on which any unlawful sign was or is displayed, shall be deemed, until the contrary is proved, to have knowingly displayed such sign, or caused or allowed it to be displayed.

18. Enforcement and removal of signs

- (1) If any sign displayed is in contravention of this By-law, the Municipality may without prejudice to or in addition to the right to take legal steps or prosecute, serve a notice

on the owner or lessee of the sign, or the land owner or occupant on whose land the sign is erected or displayed, or person whose product or services are advertised, calling upon such person to remove such sign or carry out such alteration thereto or do such work as may be specified in such request or notice, within a time frame specified therein.

(2) A notice served in terms of sub-section (1) may be withdrawn or varied by the Municipality, by agreement with the person so served, or failing such agreement, by the service of a further notice.

(3) Should the Municipality's directives, as set out in the notice, not be carried out within the time period specified therein, the Municipality may, without further notice to the person upon whom the notice was served, remove or alter the sign or do such work as may be specified in such notice.

(4) Any costs incurred by the Municipality in removing signs, or in doing alterations or other works required in terms of a notice, may be recovered from the person on whom the notice was served.

(5) Notwithstanding any other clause in this By-law, if a sign is, or is reasonably considered to be an imminent danger to life or property, the Municipality itself may, after a minimum of six (6) hours prior notice carry out or arrange for the removal of such sign in event of the noncompliance with such notice.

(6) Any costs incurred by the Municipality in carrying out or arranging for the removal of any sign may be recovered from the owner or lessee of the sign, or the landowner on whose land the sign was erected, or the person whose product or services were advertised, jointly and severally.

(7) Unlawful or dangerous signs removed by the Municipality may be reclaimed from the Municipality on payment in full to it of any costs incurred by the Municipality in the removal of the said sign, as well as payment of the costs incurred in the storage of such sign.

(8) Any unlawful signs removed by the Municipality and not reclaimed within two months of the date of removal may be disposed of or be sold by the Municipality to defray its removal or storage costs.

19. Service of notices

(1) A notice, order or any other document issued by the Municipality in terms of this By-law is deemed to be duly issued if an official of the Municipality, formally delegated, signed it.

(2) Any notice or other document that is served on a person in terms of this By-law is regarded as having been duly served—

(a) when it has been delivered to that person personally;

(b) when it has been left at that person's place of residence or business in the Republic with a person apparently over the age of 16 years;

(c) when it has been posted by registered or certified mail to that person's known residential or business address in the Republic, and an acknowledgment of the posting thereof from the postal service is obtained;

(d) if that person's address in the Republic is unknown, when it has been served on that person's agent or representative in the Republic in the manner provided by paragraphs (a), (b) or (c); or

(e) if that person's address and agent or representative in the Republic is unknown, when it has been posted in a conspicuous place on the land or business premises to which it relates;

(f) in the event of a body corporate, when it has been delivered at the registered office of the premises of the body corporate; or

(g) when it has been delivered, at the request of that person, to his or her e-mail address.

(3) Service of a copy is deemed to be service of the original.

(4) When any notice or other document is served on the owner, occupier, or holder of any property, or right in any property, it is sufficient if that person is described in the notice or other document as the owner, occupier, holder of the property or right in question, and it is not necessary to name that person.

20. Liaison forums in community

(1) The Municipality may establish liaison forums in the community for the purposes to—

- (a) ensure the local community participation in the implementation and execution of this By-Law; and
- (b) promoting local economic development and the conservation of visual, tourist, environmental and heritage characteristics of the Stellenbosch Municipal area;

(2) A forum as contemplated in sub-section (1) may consist of-

- (a) a person or persons of an interested party or an affected person or community;
- (b) designated official or officials of the Municipality and
- (c) a council member of the relevant council committee

(3) The Municipality may request-

- (a) a forum to give their input or
- (b) make use of a forum's special knowledge or capacity

(4) A forum of persons or a person as defined in sub clause (2) may give input on their own accord to the Municipality for its consideration, but will have no powers

21. Offences and Penalties

(1) A person who contravenes any provision or fails to comply with any provision of this By-law, or fails to comply with a notice issued in terms of this By-law, commits an offence and shall upon conviction be liable to—

- (a) a fine or imprisonment, or either such fine or imprisonment or to both such fine and such imprisonment; and
- (b) in the case of a continuing offence, to an additional fine or an additional period of imprisonment or to such additional imprisonment without the option of a fine or to both such additional fine and imprisonment for each day on which such offence is continued; and

(c) a further amount equal to any costs and expenses found by the court to have been incurred by the Municipality as result of such contravention or failure.

(2) A person commits an offence if he or she—

(a) threatens, resists, hinders, obstructs or otherwise interferes with, or who uses foul or abusive language towards or at an employee or contractor of the Municipality in the exercise of any powers or performance of any duty or function in terms of this By-law; or

(b) impersonates an employee or contractor of the Municipality.

22. Conflict with other legislation

(1) In the event of any conflict between any provision of this By-law and National and Provincial legislation, standards, policies or guidelines, the National and Provincial legislation, standards, policies or guidelines shall prevail subject to section 151(3) and 156(4) of the Constitution.

(2) In the event of an inconsistency between the different texts the English text shall prevail.

23. Exemptions

Notwithstanding the provisions of this By-Law, the Municipality may, on written application, exempt any person or class of persons from any or all of the requirements of this By-Law in considering such exemption it may impose any conditions or requirements it deems appropriate.

24. Repeal of By-Law

The stipulations of any By-law previously passed by the municipality or any abolished Municipality

now incorporated in the present Municipality are herewith repealed as far as they relate to matters provided for in this By-Law and insofar as it has been made applicable to the Municipality by the authorization for the execution of powers and functions covered

in Section 84(3) of the Local Government: Municipal Structures Act, 1998 (Act 117 of 1998).

25. Transitional arrangements

(1) Anything done before the promulgation of this By-Law, which was not done in terms of a provision repealed in this By-law and was unlawful, shall in the event of such act or sign still not complying with the provisions of this By-law, be unlawful and the Municipality in such case may take the necessary action in terms of section 19 hereof.

(2) All legal signs that exist at the date of publication of this By-Law, must in all respects comply with the regulations within a period of grace of 12 months from the date of publication. Any sign that fail to comply after the grace period of 12 months will be removed.

(3) The municipality could instruct an owner of a sign to remove it should the sign fail to comply to the regulations of this By-Law. Should the owner neglect to remove the sign and/or within the grace period of 12 months then the Municipality reserves the right to remove such sign at the expense of the owner.

(4) When a sign as a result of the change of ownership or occupation or a change in the nature of a business, industry, trade or profession performed on the premises or due to the installation of new traffic signs or a change in the level or location of any road, foot path or kerbstone or due to any other factor what so ever, no longer comply with the regulations of this By-Law then the person responsible for the sign must immediately remove, erase or change the sign to comply to this By- Law.

26. Short title and commencement

This By-Law shall be known as the Outdoor Advertising and Signage By-Law and Signage.

SCHEDULE 1: AREAS OF CONTROL

Area Type	Natural Area	Rural Area	Urban Area	Urban Area	Urban Area
Control Strength	Maximum	Maximum	Maximum	Partial	Minimum
Area Description	Proclaimed, declared or zoned nature reserve and conservation areas. Protected natural environment. Forestry areas. River corridors. 1:100 Year flood plains. Wetlands. Game reserves	Agricultural areas/zones. Horticultural areas. Rural small holdings. Large private open spaces (e.g. golf courses). Scenic routes. Scenic landscapes. Scenic features. Municipal parks. Urban edge zones as defined in the Urban Edge Policy. Agricultural and horticultural areas/zones and adjacent road and rail reserves. Specific areas or sites designated as maximum control by way of a map as contained in the zoning scheme regulations prepared by the Municipality.	Urban conservation overlay areas. Declared Heritage sites. Graded buildings and places. Residential zones and adjacent road and rail reserves. Pedestrian malls and pedestrian squares. Private Open Spaces e.g. Golf courses. River corridors. Specific areas or sites designated as maximum control by way of a map as contained in the zoning scheme regulations prepared by the Municipality.	Central business districts, unless within an urban conservation area. Mixed use commercial and residential areas. Commercial ribbon development and activity corridors. Commercial and business districts and adjacent streets and rail reserves. Entertainment district or complexes with commercial zones. Educational institutions, Sports fields and stadiums. Undetermined zones (including railway reserves, transport use zones). Specific areas or sites designated as partial control by way of a map as contained in the zoning scheme regulations prepared by the Municipality.	In Heritage insensitive areas. Designated transportation terminals unless historical conservation area or graded building or site. Designated areas within undetermined zones. Specific areas or sites designated as minimum control by way of a map as contained in the zoning scheme regulations prepared by the Municipality. Industrial zones.

SCHEDULE 2: BILLBOARDS

(1) Subject to approval in terms of this By-Law, the erection or display of Billboards, whether custom made or of standard design, is permitted only in areas of minimum control and subject to a traffic safety audit and visual impact assessment. In addition:

- (a) If the proposed erf where the billboards are to be erected borders on class 2 and 3 roads the billboard may not be placed less than 5 meters from the property's boundary line. If the proposed site of erection of a billboard has been designated as a gateway then no billboards will be permitted within such gateway;
- (b) Billboards must comply with the standard conditions of approval set out in this By-Law;
- (c) Billboards must not encroach over the boundary line of the property on which it is erected, whether such encroachment is aerial or on ground level;
- (d) Billboards must have a minimum clear height of 2.4m and a sign structure which does not exceed a maximum height of 7.5m above natural ground level;
- (e) Billboards must not exceed a maximum total size of 6 x 3m (18m²) provided that on any V-shaped structure, two such panels may be permitted;
- (f) Billboards must be displayed between the angles of 90° and 60° to the direction of oncoming traffic;
- (g) Billboards must be spaced a minimum distance apart as specified in section 9 of this By-Law;
- (h) If located at signalized traffic intersections, Billboards may not be erected or displayed within 50 meters of the perimeter of the intersection if un-illuminated; and within 80 meters of the perimeter of the intersection if illuminated;
- (i) If erected along the right hand side of a section of road, such that its graphics are visible to a driver traveling on the left hand side of the road, shall be deemed to have replaced the advertising opportunity that existed on the left hand side of the road;
- (j) Billboards must have a minimum letter or number height of 285mm.

SCHEDULE 3: LOCALITY BOUND FREESTANDING AND COMPOSITE SIGNS

(1) Subject to approval in terms of this By-Law and subsection 5, the erection or display of locality Bound freestanding and composite signs are permitted only in urban areas of maximum, partial and minimum control and subject to a traffic safety audit and visual impact assessment. In addition:

(a) Locality bound freestanding signs may only be permitted in the following instances:

- (i) where business premises are set back 15 meters or more from the boundary of the road reserve; or
- (ii) where it is not reasonably possible to affix appropriate signs to a building; or
- (iii) where such a sign is necessary to allow the public to locate the entrance to business premises; or
- (iv) where the existence of a freestanding composite sign may prevent the proliferation of signs.

(2) Locality bound freestanding composite signs may not exceed 4,5 meters in height and in addition may not exceed 4.5m² in total area. This provision may be waived, after having regard to the following factors:

- (a) if such increase reduces the number of individual signs facing any one street boundary of the site, thereby minimising the visual impact on the surrounding environment;
- (b) if more than two significant roads approach the site in question;
- (c) the number of businesses which will be advertising on such sign;
- (d) the number of approach or exit routes to the site in question;
- (e) the applicable zoning of the area surrounding the site in question.

(3) Service Station freestanding pylon signs must be locality bound and may only be erected or displayed at service stations adjacent to and directly accessible from the public road at which such a sign is directed and only one Service Station freestanding facility sign per street boundary may be permitted.

(4) Service station freestanding pylon signs may not exceed 7,5 meters in height and may not consist of more than eight advertising panels of 4.5m² each in total area. In areas of maximum control the maximum height is 4,5 meters and an area of 7.0m² on each side.

(5) In conservation areas and single residential zones only standard locality bound, free standing and

composite signs shall be allowed as prescribed in Schedule 18.

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SCHEDULE 4: SIGNS ATTACHED TO WALLS OF BUILDINGS: FLAT AND PROJECTING SIGNS

Subject to approval in terms of this By-Law, the erection or display of flat and projecting signs are permitted in all areas of maximum, partial or minimum control. In addition, flat and projecting signs may:

- (1) not be allowed within 1.0 meters of the edge of a roadway nor may it extend to within 1.0 meters of the edge of a roadway;
- (2) not project in front of a wall more than 1,5 meters in the case of a sign which has a clear height of more than 7,5 meters or more than 1 meter in the case of any lesser clear height;
- (3) not project more than 250mm over a footway unless such sign has more than 2.4 meters clear height;
- (4) not obstruct the view from any window or any other external opening of any building and no portion of any such sign may obstruct the opening or closing of any window, door or any other openings
- (5) not exceed 5m² in total area and may not exceed 20% (in areas of maximum control), 30% (in areas of minimum and partial control) or one-quarter of the overall area of the surface to which they are affixed or painted whichever is the lesser. This size restriction may be waived on condition that:
 - (a) an Environmental Visual Impact Assessment be submitted to the Municipality indicating no detrimental environmental impact is envisaged;
 - (b) or in a conservation area, a Heritage Impact Assessment be submitted to the Municipality indicating no detrimental heritage impact is envisaged; and
 - (c) only graphics designed and created by a suitably qualified consultant be displayed on such sign;
- (6) may be considered for approval on blank common boundary facades of non-residential buildings.
- (7) if the sign appears on public facades of any building—
 - (a) be so designed as to become an integral part of the building design; and
 - (b) when a third-party sign, only be permitted if custom-made and subject to the requirements of 5(a) to (c) above.

(8) is not allowed on the sides of buildings around the areas of maximum and partial control.

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SCHEDULE 5: SKY SIGNS

(1) Subject to approval in terms of this By-Law, the erection or display of sky signs whether custom made or of standard design, is permitted in areas of minimum control only. In addition, sky signs must:

(a) be limited to a maximum total size of 4.5m² and subject to Traffic Safety Assessment and Visual Impact Assessment indicating no detrimental environmental impact is envisaged; and

(b) not obstruct the view from any other building.

(2) Sky signs along the top edge of the roof of cultural, historic or architecturally significant buildings will only be permitted if they are locality bound, un-illuminated and consist of individual cut-out letters or logos.

SCHEDULE 6: ROOF SIGNS

(1) Subject to approval in terms of this By-Law, the erection or display of roof signs is permitted only in areas of minimum control .

In addition:

(a) The total area of any roof sign affixed flush onto or painted onto a roof of a building may not exceed one-quarter of the overall area of the roof to which it is affixed or painted.

(b) When attached to the bottom edge of a roof or vertically midway on the roof of a building, such sign may not exceed 1 metre in height and its total area may not exceed 25% of the roof area to which it is affixed.

(2) It shall be permissible to affix a roof sign along the edge of a roof of a building, if such sign is composed of a single line of individual, cut-out letters, without visible bracing or support but may not be erected along more than two edges of such roof and may not exceed 3.6m² in total area; with a maximum height of 1 metre.

SCHEDULE 7: SIGNS ON A VERANDAH, BALCONY, CANOPY, SUPPORTING COLUMNS, PILLARS AND POSTS

Subject to approval in terms of this By-Law and subsection 11 below, the erection or display of signs on a veranda, balcony, canopy, supporting columns, pillars and posts may only be permitted in areas of medium and minimum control on the condition that they also comply with the following:

(1) No signs may be attached to Historical Buildings

(1) No such signs will be allowed on or over architectural features of buildings.

(2) Such signs may be affixed flat onto or painted on a parapet wall, balustrade or railing of a veranda or balcony, and beam or fascia of a veranda or balcony.

(3) The sign may not exceed 1m in height or project above or below or beyond either end of the surface to which it is affixed, or project more than 250mm in front of the surface to which it is affixed or project over a roadway or within 0,6 meters of the edge of the roadway.

(4) Such signs may be affixed flat onto or painted on supporting columns, pillars and posts. In this regard, no sign may project more than 50mm in front of the surface to which it is affixed and may not extend beyond any of the extremities of such column, pillar or post. Signs affixed flat onto non-rectangular supporting structures must be curved to fit the form of such structure.

(5) Only one sign per column, pillar or post will be allowed.

(6) Such signs suspended below the roof of a veranda, canopy or the floor of a balcony may not exceed 1,8 meters in length or 600mm in height.

(7) Every such sign must be at right angles to the building line.

(8) No signs suspended under a canopy may extend beyond the external edge of the canopy or veranda to which it is attached.

(9) All suspended signs must have a clear height of at least 2,4 meters.

(10) Such signs on the roof of a veranda, canopy or balcony, excluding the main roof of a building, must be composed of a single line of freestanding individual, cut- out silhouette letters without visible bracing or other visible means of support and may not be erected along more than two edges of such roof of a veranda or balcony.

(11) No such sign shall be allowed in a conservation area within a single residential zone unless a Heritage Impact Assessment was submitted which found that no negative impact would be made on the heritage resources.

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SCHEDULE 8: SIGNS ON BOUNDARY WALLS AND FENCES AND ON CONSTRUCTION SITE HOARDINGS

Subject to approval in terms of this By-Law, the erection or display of signs on boundary walls and fences is permitted only for locality bound signs in urban areas of maximum, minimum or partial control and in addition:

(1) In urban areas of maximum and partial control, the Municipality may approve an application to affix a locality bound sign against a boundary wall only if the sign is indented into the wall or composed of individual, un-illuminated cut-out letters or symbols fixed flat on such wall not projecting more than 50mm from the face of such wall.

(2) In areas of minimum control, the Municipality may approve, subject to Visual Impact Assessment—

(a) an application to affix a locality bound sign flat onto a boundary wall only if it does not project more than 50mm from the face of such wall; and

(b) an application to affix a locality bound flat sign with a maximum size of 0.5m² onto the permanent fence of an erf.

(3) Third party and locality bound advertising on construction site hoardings and fences must comply with the following conditions:

(a) any one sign may not exceed a vertical dimension of 3 meters and total area of 18m² and in the case of construction site cladding, the graphic must comply with the requirements of the Advertising standards Association of South Africa.

(b) any such sign may not project more than 100mm in front of the hoarding or fence to which it is affixed;

(c) it may not be illuminated in areas of maximum and partial control; and

(d) advertising will not be allowed on construction site hoardings and fences within the cone of vision of motorists at signalised traffic intersections.

SCHEDULE 9: HEADLINE POSTERS

Subject to approval in terms of this By-Law, the erection or display of headline posters is permitted in all areas except natural and rural areas of maximum control. In addition:

- (1) Headline posters may not exceed 0.9m x 0.6m in area.
- (2) The commercial content of the poster may not exceed 20% of the area of the poster nor may such commercial lettering be larger than the main lettering in the remainder of the poster.
- (3) The posters may be attached to Municipal electrical light poles only where approved by the Municipality for the express purposes of these posters.
- (4) Posters may not be affixed to traffic signal poles, or other poles which carry road traffic signs, or poles erected for any other purpose except as provided for in item 5 below, or any other street furniture, walls, fences, trees, rocks or other natural features.
- (5) Headline posters may not be pasted on municipal electric light poles but are to be mounted on board and affixed securely with stout string or plastic ties unless a permanent frame has been approved for this purpose.
- (6) Only one headline poster per pole, regardless of which newspaper group it is, will be permitted, and must be at a uniform height of approximately 2 meters.
- (7) The number of posters as well as the designated areas for the display of headline posters as approved by the Municipality must be strictly adhered to.
- (8) All "special events" posters are to comply with the following:
 - (a) the name of the newspaper group, the "special event" and the date of the "special event" must appear on the posters in letters not less than 50mm in height;
 - (b) the special event posters may not be displayed more than 14 days before the date of the event and they must be removed within 48 hours after the date of the event shown on the poster.
- (9) Headline posters and fastenings are to be removed on a daily basis failing which the posters will be removed, at the newspaper group's expense, in accordance with the standard charges for removal of posters.
- (10) The Municipality may recover the costs of the removal of unauthorised posters, and the reinstatement of the surface from which such posters were removed, from the person responsible for the display of such posters or the newspaper group concerned.

(11) The Municipality may remove any poster displayed in contravention of the abovementioned conditions.

(12) Any poster not removed on a daily basis or a poster relating to a “special event by due date referred to in item 8(b) may be removed by the Municipality.

(13) The display of unauthorised posters is illegal, and the Municipality may also remove such posters.

(14) The Municipality may determine the costs involved for the removal of unauthorised posters.

(15) Application must be made on an annual basis by each newspaper group for permission to display such posters subject to an annual fee per newspaper group.

(16) A deposit per newspaper group who wishes to display posters must be paid annually against which a charge for the removal of any poster which contravenes the By-Law will be levied. In the event of the above deposit being exhausted, permission to display such poster may be withdrawn until a further deposit is submitted to the Municipality.

SCHEDULE 10: POSTERS, BANNERS, TEAR-DROP BANNERS, FLAGS AND BALLOONS

Subject to approval in terms of this By-Law, the erection or display of posters, banners, tear-drop banners and flags other than those referred to in Schedule 11, or balloons, is permitted in all areas, except areas of maximum control. **Only to be displayed within or adjacent to property associated with advertisement.** In addition:

- (1) The display of posters, banners, tear-drop banners, flags and balloons is prohibited on any bridge or across any public road, and along any road designated by the Municipality, unless consent has been obtained from the Municipality.
- (2) Posters, banners, tear-drop banners, flags and balloons may not be attached so as to interfere with or constitute a danger to passing pedestrians or vehicular traffic.
- (3) No banner, or flag-type banner may be larger than 5m², and no flag may be larger than 2m²; provided further that no flagpole may exceed a relevant height restriction of the zoning of the premises, up to a maximum of 8m above natural ground level, measured directly below the pole;
- (4) No poster, banner, tear-drop banner, flag, or balloon may be displayed within 30 meters of **any road traffic sign or traffic signal.- special permission required for display within 30m**
- (5) Posters, banners, flags, or balloons may not be affixed to trees, traffic signal poles, electrical or service authority distribution boxes, or other poles which carry road traffic signs, rock, other natural features, street furniture or other Municipal property.
- (6) Posters, banners, tear-drop banners, flags, or balloons may not be affixed in such a way that they unfairly prejudice other businesses or organisations or obscure any approved existing signs.
- (7) Only one banner per premises will be permitted unless the Municipality's written permission is obtained for more than one.
- (8)
 - (i) A maximum of five flagpoles bearing national flags may be erected on the premises of an accommodation facility on a single residential erf
 - (ii) Subject to the conditions laid down in paragraph 4, a maximum of two tear-drop banners or flags displaying the name, corporate symbol or nature of the business on the premises on which it is displayed, may be allowed.

(9) Posters, banners, tear-drop banners, flags and balloons not kept in a good condition may not be displayed and must be removed after notification by the Municipality.

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SCHEDULE 11: TEMPORARY POSTERS, TEAR-DROP BANNERS, BANNERS AND FLAGS ON PUBLIC ROADS AND PUBLIC PLACES

Subject to approval in terms of this By-Law, the erection or display of posters, banners, tear-drop banners and flags in public roads or public places, for the purpose of advertising specific events, is permitted in all areas of control except natural and rural areas of maximum control. In addition—

- (1) Approval for third party advertising on posters, banners, tear-drop banners, flags and balloons may only be granted for a function or event conducted for religious, educational, social welfare, animal welfare, sporting, civic or cultural purposes or for a function or event relating to a Municipal, Provincial or Parliamentary election or referendum.
- (2) The name of the host organisation, the date and venue must appear on the material in letters not less than 50mm in height.
- (3) Posters, banners tear-drop banners and flags may only be erected to advertise the event and the name or emblem of a sponsor may not cover more than 20% of the surface of the material.
- (4) The Municipality may levy a tariff to cover the cost for the removal of material which has been erected without the approval of the Municipality given under the hand of an authorized official.
- (5) Posters, banners, tear-drop banners and flags may be displayed for a maximum period of fourteen days prior to the event and must be removed within 2 days from the date of the event or the last day thereof as applicable.
- (6) Posters with a maximum measurement of 80 cm x 50 cm must be mounted on a board and affixed securely with stout string or plastic fastening without damage caused to the poles. No securing material with a metal content is permitted.
- (7) Posters, banners, tear-drop banners and flags, excluding election posters and flags, may only be erected in the roads, or places as indicated by the Municipality and may not be erected in residential areas or on bridges. No **political** banners will be allowed.
- (8) Only one poster or flag per organisation may be erected on every second streetlight pole.

- (9) Posters and flags must be erected at a uniform height of approximately 2 meters.
- (10) No posters, banners, tear-drop banners or flags may be affixed to trees, traffic signs, traffic signals, central ridges, existing advertising signs or any municipal buildings or over hydrant identification signs.
- (11) No posters, banners, tear-drop banners and flags may be displayed within 30 meters of any road traffic sign or traffic signal.
- (12) All materials used to affix the posters must be removed together with the posters.
- (13) The Municipality may remove any indecent or torn posters, banners, tear-drop banners or flags, or any posters, banners or flags which create a traffic hazard in the opinion of the Municipality
- (14) The Municipality is exempted from claims that may be instituted against the Municipality as a result of the display of posters, banners, tear-drop banners and flags.
- (15) The display of posters, banners, tear-drop banners and flags purely for commercial advertising is not permitted, provided that any poster, banner or flag which relates to a sport, the arts, or a cultural event may be permitted, despite such posters, banners, tear-drop banners or flags containing commercial elements. The commercial element may not exceed 20% of the extent of the poster, banner, tear-drop banner or flag.
- (16) Organisations or persons who obtained approval to display posters or flags must pay a deposit as determined by the Municipality, which shall entitle that person to display the said poster or flag for a maximum period of 14 days, or such time as stipulated by the Municipality. No poster or flag may be displayed without such deposit having been paid.
- (17) The Municipality may remove or request the applicant to remove all posters, banners, tear-drop banners or flags should any of the above conditions not be complied with.
- (18) Posters, banners, tear-drop banners or flags that are not removed by the due date may be removed by the Municipality in which case the deposit paid in terms of item 15 will be forfeited to the Municipality.
- (19) Banners will be erected or removed by the Municipality at a rate as approved from time to time and the banner must comply with the specifications as laid down by the Municipality.

SCHEDULE 12: ESTATE AGENT SIGNS

Subject to approval in terms of this By-Law, the erection or display of estate agent signs is permitted in all areas except natural areas of maximum control. Only estate agents registered with the Estate Agents Board will be allowed to erect show houses signs. Proof of registration must accompany the application. In addition:

(1) Estate Agencies must apply annually for permission to display signs and approval may be subject to payment of an annual fee in accordance with the Municipality's by-law and policy on tariffs.

(2) A deposit may be required by the Municipality against which a charge for the removal of any sign which contravenes this By-law will be levied. In the event of the above deposit being exhausted, permission to display such signage may be withdrawn until a further deposit is paid to the Municipality.

(3) Any Estate Agent sign unlawfully erected, or in contravention of the provisions of this Schedule, will be subject to a charge by the Municipality; in the event of the said sign not being removed, photographic evidence of the unlawful sign may be obtained by the Municipality prior to levying the said charge.

(4) "For sale", "Sold" and "To let" signs shall be fixed flat to the surface of the boundary fence or wall of the property.

(5) "Sold" signs may be displayed, fixed flat to the surface of the boundary fence or wall of the property, for a maximum period of two weeks.

(6) No sign may be erected in such a way that any part of it is closer than 1.5m from a road verge.

(7) No sign may be erected on centre islands.

(8) No sign may obscure a road traffic sign.

(9) No signs may be erected on any tarred area of pavements.

(10) Estate agent signs may not exceed 0.3m² in total area.

(11) "Show House" signs may be displayed only from 12h00 on Fridays to 20h00 on Sundays.

(12) Show house signs may not be affixed to trees, traffic signals, street poles or other poles which carry road traffic signs, walls, fences, rocks, other natural features or landscaped areas, street furniture, or other Municipal property, unless such other display is authorised by the Municipality in writing.

(13) On each sign, the wording "On Show", "Show House", "Show Flat" or "Show Plot" with the Agency's name and directional arrow must be displayed as well as the date.

(14) Show house signs may be displayed on stakes making use of a design approved by the Municipality. Estate Agent signs may not be displayed on concrete, tarred or paved surfaces. It is not permissible for stakes to penetrate the ground deeper than 15cm.

(15) Not more than six estate agent directional signs will be permitted in total per show house, show plot or block of flats in which a show flat is on display. The definition of one sign will include the display of two signboards only when such boards are sandwiched back to back around an electric light pole.

(16) Show houses signs may not be displayed along Scenic Routes or on any bridge, public park or public open space.

(17) Directional signs may be displayed along main routes only, being the shortest route from a main road to the property.

(18) Only one directional sign per show house/flat/plot may be displayed along class 2 or 3 roads, excluding roads referred to in item 7 above.

SCHEDULE 13: LOOSE PORTABLE SIGNS

Subject to approval in terms of this By-Law, the erection or display of loose portable signs is permitted in areas of minimum and partial control as well as designated areas within urban areas of maximum control. In addition:

(1) Loose portable signs may not be placed in a road reserve or in public open spaces without the written permission of the Municipality.

(2) The Municipality may remove and impound loose portable signs placed without permission in a road reserve or on Municipal property. Owners can recover their signs on payment of the prescribed fee as determined the Municipality which will be used to defray the cost of removal, storage and transportation.

3) The following criteria will apply in respect of an application in terms of item 1:

(a) that it does not pose a hazard in terms of safety to the public;

(b) that it does not obstruct or cause inconvenience to the public either by its physical size or location;

(c) that it does not unfairly prejudice other traders;

(d) that the loose portable sign or proposed number thereof does not detract from the amenity of the local streetscape or local environment;

(e) that it is intended solely to advertise the name of the business, goods or services for sale from the advertiser's premises;

(f) that the maximum dimensions of the proposed loose portable sign must be 1.2m (height) x 0.6m (width).

(g) that it may be placed directly in front of the advertiser's premises, provided that the above criteria are met; and

(h) that a minimum clear footway width of 1,8 meters must remain clear and 2,5 meters in the central business district and sidewalks with high pedestrian volumes.

(4) The Municipality may demarcate areas within the road reserve or on municipal property where, during normal trading hours, applicants may then place the approved loose portable signs. The said signs must be removed outside normal trading hours and stored away from public view.

(5) The Municipality may levy tariffs for displaying the loose portable signs, which tariffs shall be payable in advance for a maximum period of six months.

(6) Applicants will be required to indemnify the Municipality against any claims from third parties that may arise, due to the placement of loose portable signs within the road reserve or on municipal property.

(7) Notwithstanding the above, the Municipality may cause the removal or impoundment of the sign or signs should the applicant contravene any of the above conditions.

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SCHEDULE 14: AERIAL SIGNS

Subject to approval in terms of this By-Law, the erection display of aerial signs is permitted only in urban areas of minimum control. In addition:

- (1) No aerial signs affixed to any building or structure may be flown at a height of more than 45 meters from the surface measured from ground level.
- (2) Aerial signs may not be flown above a public road. time

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SCHEDULE 15: TRANSIT ADVERTISING

Subject to approval in terms of this By-Law, the erection or display of transit signs is permitted only in urban areas of minimum control.

In addition:

- (1) The parking of a transit sign which is visible from a public road or a public place for the purpose of third-party advertising is prohibited, except if it is displayed on a designated display site approved in terms of this By-Law as well as the Streets By-Law.
- (2) Transit signs parked on private property for the purpose of storage must be positioned in such a manner as not to be visible from a street or public place.
- (3) The advertising panel or portion of the vehicle used for transit advertising may not exceed a cumulative total of 18m².
- (4) The Municipality may designate sites in areas of minimum control for transit advertising and may publish notices indicating such sites.
- (5) Notwithstanding any provisions of this By-Law, the Municipality may, without prior notice, remove any unauthorised transit signs from municipal property, and, in the case of unauthorised transit advertising on private property, the Municipality may serve a notice ordering the removal thereof in terms of this By-Law.
- (6) Transit signs must be properly fixed to the ground at the parking location.

SCHEDULE 16: SIGNS ON MUNICIPAL LAND OR BUILDINGS

(1) No sign may be displayed or erected on municipal land or buildings without the written permission of the Municipality.

(2) The following specific conditions and criteria will apply to the signs mentioned in items (a) to (c) below:

(a) Commercially sponsored signs other than those in section 13 (10).

Notwithstanding the area of control within which it is proposed to erect a commercially sponsored sign on Municipal land or buildings, and subject to compliance with all other provisions of this By-Law, the Municipality may consider a commercially sponsored sign for approval, subject to the following:

(i) Public or community needs or goals must be identified or adopted by the Municipality and if such needs can be addressed either entirely or in part by the granting of concessions to particular persons for the erection of commercially sponsored signs, the Municipality may call for public input on such public or community needs or goals and the related advertising opportunity.

(ii) In order to identify such public or community needs or goals, the Municipality and other interested authorities must consult prior to proposals being invited, so as to establish conditions, criteria and constraints in respect of such advertising.

(iii) The Municipality's Supply Chain Management Policy will apply.

(iv) that any proposal be evaluated on the following factors:

(aa) the adherence to the principles of this By-law;

(bb) the design contribution;

(cc) the best community benefit offered;

(dd) the creativity and public safety;

(ee) the permanence of the contribution to the community goals or needs; and

(ff) the recovery cost over the period of the erection of the sign as opposed to the largest advertising opportunity or financial gain.

(v) When contributions in kind are to be recovered by the Municipality, a conversion thereof to a monetary contribution to the Municipality's income base will be assessed.

(vi) the Municipality, as landowner, reserves the right not to proceed with any proposal prior to final approval thereof and the call for invitations for proposals in any respect shall not be regarded decision by the Municipality to proceed with the erection of a sign in respect of a specific site.

(vii) Once accepted, any sign to be erected in terms of this schedule must be the subject matter of a written agreement between the Municipality as landowner and the person responsible for the erection of the sign.

(b) Sponsored signs

Notwithstanding the area of control within which it is proposed to erect such a sign on Municipal owned land or buildings and subject to compliance with all other provisions of this By-Law, the Municipality may consider a sponsored sign for approval on condition that:

(i) written detail will be provided which clearly indicates the recognised community goals which will be promoted by the erection or display of the proposed sign;

(ii) signs with a political content will not be permitted;

(iii) no more than 5% of the total surface of the sign is used for third party advertising.

(iv) the maximum size of any such sign will be 6m x 3m; provided in the event of a V-shaped sign where the size may not exceed two panels of 6m x 3m each. Not allowed in areas of maximum control

(v) applications for billboards to be erected in terms of this section must comply with the requirements as set out in Schedule 2.

(vi) no sign erected in terms of this clause be located within 5 meters of a property's boundary line.

(c) Non-profit body signs

Notwithstanding the area of control within which it is proposed to erect a sign, and subject to compliance with all other provisions of this By-Law, the Municipality may consider the erection of a sign by or for the benefit of a non-profit body subject to compliance to a VIA and with the requirements set out in Schedule 17.

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SCHEDULE 17: SIGNS ERECTED BY OR FOR THE BENEFIT OF NON-PROFIT ORGANISATIONS

(1) Notwithstanding the area of control within which it is proposed to erect a sign by or for the benefit of a non-profit organisation, and subject to compliance with all other provisions of this By-Law, the Municipality may consider such a sign for approval subject to the following:

(a) written details from the host non-profit organisation regarding the nature and extent of the support to be received from the erection or display of the sign must be delivered to the Municipality together with the other information set out in Section 3 of this By-Law;

(b) the extent of involvement of previously disadvantaged communities, small businesses, job creation and empowerment will be considered in any proposal;

(c) any proposal will be evaluated on the following factors;

(i) the adherence to the principles or provisions of this By-Law;

(ii) the design contribution;

(iii) the best community benefit offered;

(iv) the creativity and public safety; and

(v) the permanence of the contribution to the community goals or needs as opposed to the largest advertising opportunity or financial gain.

(d) in the event of it being proposed that the said sign will be erected on municipal property:

(i) the Municipality must evaluate the proposal;

(ii) the Municipality as landowner reserves the right not to proceed with any proposal prior to final approval thereof; and

(iii) if accepted, a written agreement between the Municipality, the person responsible for the erection of the sign and the non-profit body must be entered into.

(e) In addition the following conditions will apply:

(i) signs with a political content will not be permitted;

(ii) the maximum size of any such sign is 6m x 3m; provided in the event of a V-shaped sign being proposed, its maximum size will not exceed two panels of 6m x 3m each;

(iii) applications for billboards to be erected in terms of this section must comply with the requirements as set out in Schedule 2;

(iv) no sign erected in terms of this clause may be located within 5 meters of a property's boundary line;

(v) the name of the non-profit body must be displayed on the sign with a maximum 300mm lettering height;

(vi) all parties that may be affected by the erection or display of such sign must be given opportunity for their input;

(vii) the Municipality may require submission of impact assessment studies; and

(viii) no more than two individual signs of 6m x 3m each may be permitted, or alternatively one V-shaped sign with a maximum of two panels of 6m x 3m each on any one property. In addition, only one sign per street frontage will be permitted.

SCHEDULE 18: STANDARD FREE STANDING AND COMPOSITE SIGNS FOR THE CONSERVATION AREA

(1) Subject to approval and in accordance to this By-Law, the erection and display of standard free standing and composite signs will be the primary way of advertising in conservation areas and in areas of single residential zoning. In addition:

(a) Only one standard advertising structure, designed according to Municipal requirements, will be allowed on a property.

(b) A composite sign of maximum two advertising signs and size not exceeding an area of 1.8 m² per advertising structure showing only the name of the business and its main product will be allowed.

(c) In the case of a business centre, more than one advertising sign per advertising structure will be allowed in which case the centre's name and the names of the businesses in the centre may be displayed.

(2) The signs and advertising structures shall:

(a) Comply to the design standards and requirements of the Municipality.

(b) Not be displayed in the road reserve.

ANNEXURE B

Eikestad NUUS
 Skakel 021 887 2840

Betrekings Kennisgewings Boedels Veilings

KENNISGEWING VAN 'N ARTIKEL 24G PUBLIEKE DEELNAME PROSES

in terme van die Wet op Nasionale Omgewingsbestuur, Wet No. 107 van 1998, soos gewysig en die Omgewingsimpakstudieregulasies van 2014, soos gewysig en Artikel 24G Boeteregulasies (Goewermmentskennisgewing Nr. R. 698), vir die volgende projek:

ARTIKEL 24G RETROSPEKTIEWE OMGEWINGSMAGTIGINGSAAANSOEK VIR DIE ONTWIKKELING VAN 'N RESTAURANT, DRYWENDE DEK, VERBINDINGSOPRIT, KOMBUIS EN ABLUSIEBLOK BY HIDDEN VALLEY WINES BINNE 'N WATERLOOP, OP GEDEELTE 7 VAN DIE PLAAS GROENERIVIER NR. 571, STELLENBOSCH, WES-KAAP

Onwettige Aktiwiteite: Konstruksie van 'n restaurant, drywende dek, verbindingsoprit, kombuis en ablusieblok binne 'n waterloop, 'n klein sytak van die Groenerivier, sonder omgewingsmagtiging. Ligging: Die fasiliteit is geleë op die Hidden Valley Wines plaas, Gedeelte 7 van Plaas Nr. 571, langs Annandaleweg, Stellenbosch.

Aansoek vir die registrasie van die volgende onwettige aktiwiteite: Lystingskennisgewing 1 van die Omgewingsimpakstudieregulasies van 2014, soos gewysig (RK Nr. R. 327): Aktiwiteite 12 en 19.

Geleentheid om deel te neem: Lede van die publiek word uitgenooi om te registreer as belanghebbende en/of geïnteresseerde partye (B&GPe) en/of om skriftelike kommentaar op die voorgestelde projek te stuur, per e-pos of gewone pos, aan Cornerstone Omgewingskonsultante. Enige skriftelike voorleggings deur B&GPe moet die volgende insluit: die B&GPe se naam, kontakbesonderhede (posadres en e-pos adres), en 'n aanduiding van enige direkte besighede-, finansiële-, persoonlike of ander belange wat hul in die aansoek mag hê. Slegs geregistreerde B&GPe sal in kennis gestel word gedurende die res van die publieke deelname proses.

Doel van registrasieperiode: B&GPe het 20 dae om te registreer om deel te neem aan die openbare deelnameproses, vanaf Donderdag 15 November 2018 tot Dinsdag 4 Desember 2018. Die advertensie is ook beskikbaar op die volgende webwerf: www.hiddenvalleywines.co.za. Enige toekomstige openbare dokumente sal beskikbaar wees op www.cornerstoneenviro.co.za.

Datum van die advertensie: Donderdag, 15 November 2018 in die Eikestadnuus koerant.

Vir meer inligting, of om te registreer as 'n B&GPe, en/of om kommentaar in te dien, kontak gerus vir:



CORNERSTONE ENVIRONMENTAL CONSULTANTS
 Contact person: Pieter de Villiers | Postal address: PO Box 12606, Die Boord, Stellenbosch, 7613 | Fax: 086 435 2174
 Tel: 021 887 9099 | Email: info@cornerstoneenviro.co.za | Web: www.cornerstoneenviro.co.za



NOTICE OF SECTION 24G PUBLIC PARTICIPATION PROCESS

in terms of the National Environmental Management Act, Act 107 of 1998, as amended (NEMA), the Environmental Impact Assessment (EIA) Regulations, 2014, as amended and the Section 24G Fine Regulations (Government Notice No. R. 698), for the following project:

SECTION 24G RETROSPECTIVE ENVIRONMENTAL AUTHORISATION APPLICATION FOR THE DEVELOPMENT OF A RESTAURANT, FLOATING DECK, RAMP, KITCHEN AND ABLUTION BLOCK AT HIDDEN VALLEY WINES WITHIN A WATERCOURSE, ON PORTION 7 OF FARM GROENE RIVIER NO. 571, STELLENBOSCH, WESTERN CAPE

Activities unlawfully commenced with: Construction of a restaurant, floating deck, connecting ramp, kitchen and ablation block, within a watercourse, a small tributary of Groene Rivier, without environmental authorisation.

Location: The facility is situated at Hidden Valley Wines, Portion 7 of Farm No. 571, which lies adjacent the Annandale Road, Stellenbosch.

Application for retrospective Environmental Authorisation for the following listed activities: Listing Notice 1 of the EIA Regulations, 2014, as amended (GN No. R. 327): Activities 12 and 19.

Opportunity to Participate: Members of the public are invited to register as interested and/or affected parties (I&APs) and/or to submit written comments on the rectification process, via e-mail or post, to Cornerstone Environmental Consultants. Any submissions by I&APs should please include the I&AP's name, contact details (postal address and e-mail address), and an indication of any direct business, financial, personal or other interest, which they may have in the application. **Only registered I&APs will be notified during the remainder of the public participation process.**

Duration of registration period: I&APs have 20-days to register to participate in the public participation process, from the date of the advert, which is from **Thursday, 15 November 2018 until Tuesday, 4 December 2018**. The advert will also be available to view on the following website: www.hiddenvalleywines.co.za. Any future public documents will be available to view on www.cornerstoneenviro.co.za.

Date of Advertisement: Thursday, 15 November 2018 in the Eikestadnuus newspaper.

For more information, to register as an Interested and/or Affected Party, and/or to submit comments, please contact:



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MUNISIPALE KENNISGEWING : 32/2018

OPENBARE PUBLIEKE DEELNAME PROSES VIR NUWE 'PLAKKAAT' VERORDENING

Kennis geskied hiermee dat Stellenbosch Munisipaliteit 'n nuwe Verordening vir Plakkate ter tafel lê vir openbare inspeksie en kommentaar by die onderskeie biblioteke in die Stellenbosch munisipale area asook op www.stellenbosch.gov.za vanaf **9 November - 10 Desember 2018**

Alle kommentaar moet verwys word na die Direkteur: Infrastruktuurdienste

Kontak persoon: Deon Louw
Tel: 021 808 8213
E-Pos: engineering.services@stellenbosch.gov.za
Onderwerpslyn: Poster By-Law

Geraldine Mettler
 MUNISIPALE BESTUURDER
 Posbus 17
 STELLENBOSCH
 7599

Kennisgewing Nr. 32/2018 Datum: 01 November 2018

MUNICIPAL NOTICE: 32/2018 CALLING ON PUBLIC FOR COMMENTS ON NEW POSTER BY-LAW

Notice is hereby given that Stellenbosch Municipality has revised the By-Law for Posters, available for public comment at the libraries in the Stellenbosch municipal area and on www.stellenbosch.gov.za from **09 November - 10 December 2018**

All comments must be submitted to the Director: Infrastructure Services

Contact person: Deon Louw
Tel: 021 808 8213
Email: engineering.services@stellenbosch.gov.za
Subject matter: Poster By-Law

Geraldine Mettler
 MUNICIPAL MANAGER
 PO BOX 17
 STELLENBOSCH
 7599

Notice No 32/2018 Date: 01 November 2018



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DRAFT PARADYSKLOOF NATURE AREA ENVIRONMENTAL MANAGEMENT PLAN

Notice is herewith given of the draft Paradyskloof Nature Area Environmental Management Plan for comment.

The document is available on the municipal website (<https://www.stellenbosch.gov.za>). Copies are available at the Municipal Advice Centre in Stellenbosch (municipal offices, Plein Street, Stellenbosch) as well as Plein Street and Jamestown library.

Comment on the document must be submitted in writing to Schalk van der Merwe, PO Box 17, Stellenbosch, 7599, faxed to 021 887 7446 or mailed to schalk.vandermerwe@stellenbosch.gov.za. The closing date for receipt of comment is 31 January 2019.

KONSEP OMGEWINGSBESTUURSPLAN VIR PARADYSKLOOF NATUURAREA

Kennis geskied hiermee van die beskikbaarheid van die konsep Omgewingsbestuursplan vir Paradyskloof Natuurarea vir kommentaar.

Die dokument is beskikbaar op die munisipale webtuiste (<https://www.stellenbosch.gov.za>). Afskrifte is beskikbaar by die munisipale Advieskantoor te Stellenbosch (munisipale kantore, Pleinstraat, Stellenbosch) asook Pleinstraat- en Jamestown biblioteek.

Skriftelike kommentaar op die dokument kan gerig word aan Schalk van der Merwe, Posbus 17, Stellenbosch, 7599, gefaks word na 021 887 7446 of per e-pos gestuur word aan schalk.vandermerwe@stellenbosch.gov.za. Die sluitingsdatum vir die ontvang van kommentaar is 31 Januarie 2019.

7.5.3	REQUEST FOR APPROVAL OF STELLENBOSCH ROADS MASTER PLAN
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Collaborator No:	702617
IDP KPA Ref No:	Good Governance and Compliance
Meeting Date:	14 April 2021

1. SUBJECT: REQUEST FOR APPROVAL OF STELLENBOSCH ROADS MASTER PLAN

2. PURPOSE

That Council approves the 2018 - 2019 Roads Master Plan.

3. DELEGATED AUTHORITY

Municipal Council

4. EXECUTIVE SUMMARY

The aim of the Roads Master Plan (RMP) is to analyse the capacity of road network and identify current and future mobility needs and recommend the required road infrastructure that will ensure an effective road network and a balanced supply of accessibility and mobility.

The Transport model developed, not only identifies additional road infrastructures requirements, but also identifies spaces that must be reserved for future roads and transport needs. The RMP provides recommendations and serves as reference in preparing short-term (5 year), medium and long term (20+ year) perspectives for implementing transportation projects in future.

The RMP also provides input into other strategic plans, such as the Spatial Development Framework (SDF), Integrated Development Plan (IDP), Comprehensive Integrated Transport Plan (CITP) and Integrated Public Transport Networks (IPTN).

The modeling results suggest that main roads leading into Stellenbosch and various roads within the Stellenbosch are heavily congested, and operate beyond their capacity, particularly in the peak periods.

5. RECOMMENDATIONS

- (a) that the content of this item be noted;
- (b) that the Draft Roads Master Plan attached as **ANNEXURE A**, be accepted; and
- (c) that the Draft Roads Master Plan be advertised for public comment as part of the public participation process.

6. DISCUSSION / CONTENTS

6.1 Background

Stellenbosch Municipality undertook the development of a RMP in 2012, and the document as finalised in November 2012. The Attached Draft 2018 - 2019 RMP is a full review of the 2012 Roads Master Plan.

The compilation of the RMP comprises an assessment of the road network, collecting traffic data and developing a transport network model taking into account the latest information from Spatial Development Framework (SDF), Housing Pipeline and Integrated Development Program (IDP) were taken into account to ensure that the RMP update reflected the latest policy objectives.

6.2 Discussion

Some of the recommendations highlighted in the RMP are:

- Adam Tas Road could become the busiest section of road in Stellenbosch, and will require additional capacity.
- Upgrade and reconfigure the Adam Tas intersections with the R44/Alexander Street and Merriman Avenue.
- Jamestown Road: Road Network Development required due to major residential developments planned for this area.
- The conceptual planning of the following intersections upgrades has been undertaken, the detail design and construction should be implemented as soon as possible:
 - Adam Tas and Helshoogte Road (including the closure and relocation of the Helshoogte Rd/La Colline Road T-junction further east).
- Stellenbosch Municipality should start the process to expropriate and purchase the land required to construct future roads, specifically the implementation of portions of the Western Bypass and Eastern Link Road, and other roads associated with proposed housing developments and catalytic projects as defined in the draft 2019 MSDF. Future road reserves should be formally registered with the Surveyor General to protect them.
- The planning of portions of the western bypass and/or a combination of substantial upgrading of the R44 must commence in conjunction with the Provincial Western Cape Government (PWCG). This should ideally occur prior to the construction of the proposed intersection upgrades along the R44 to prevent abortive work.

The RMP proposes various types of projects, both small and large, for implementation over a 20 year period. Once a proposal is identified for further assessment or possible implementation, the following is required:

- Further feasibility studies and assessments including the compilation of cost estimates and an assessment on resource requirements.
- Compliance with internal municipal processes such as incorporation onto the Municipality's Capital Prioritization System and Integrated Development Plan (IDP).
- Council approval.
- External approvals such as environmental and public participation.
- Confirmation that funding and other resources (human resources) are in place.

6.3 Financial Implications

Detailed cost estimates are carried out once a proposal is identified for further assessment or implementation. The cost estimates / funding analysis will determine the financial implications and the most appropriate funding source / model will be selected. The implementation of proposals may be phased to coincide with available funding. Examples of sources of funding are: Municipal Capital Funding, Development Contributions, Provincial Roads Authority and Infrastructure Grants

6.4 Legal Implications

The Departments of Transport's Draft White Paper on Roads Policy for South Africa (December 2017) states that "Roads master planning must be undertaken as part of an integrated transport and land use planning process.

Public participation is carried-out on the following platforms:

- Municipality's Mobility Forum – the RMP, and proposals contained therein are regularly discussed at the quarterly Municipality's Mobility Forum Meetings.
- The IDP Process – namely Ward and Sector Engagements.
- A full public participation process is undertaken prior to the implementation of listed proposals.

The recommendations in this report comply with Council's policies and all applicable legislation.

6.5 Staff Implications

A detailed resource requirement assessment will be carried out once a proposal is identified for further assessment or implementation. This assessment would determine, for example, whether internal capacity is sufficient or whether external resources will be needed. Proposals listed in the RMP could be undertaken by:

- Stellenbosch Municipality's internal staff or appointed consultants and contractors.
- Developers, in accordance with Municipal standards, and to the approval of the Municipality.
- The PWCG (Roads and Transport Department) in collaboration with the Municipality.

6.6 Previous / Relevant Council Resolutions:

The Municipality's first RMP (2012) was commissioned and by the Municipality's Roads and Transport Division and approved by the Infrastructure Services Directorate. At the time it was considered a high-level technical management tool with a purpose to inform decision making, within the Directorate. At the time the RMP was not considered an item to be tabled at Council, it was subsequently decided that all Master Planning, including the Roads Master Plan would be tabled to Council.

6.7 Risk Implications

The RMP propose new routes which, in most cases, are supported by interested and affected parties, due to its merits and the benefit derived from improving and strengthening the municipality's road network. It should be noted that certain proposals may not receive support from interested and affected parties. A full public participation process will however be conducted prior to the implementation of listed proposals.

6.8 Comments from Senior Management:

6.8.1 Director: Infrastructure Services

Author of the report

6.8.2 Director: Corporate Services:

The recommendations are supported.

6.8.3 Municipal Manager:

Supported

RECOMMENDATIONS FROM INFRASTRUCTURE SERVICES COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2021-03-04: ITEM 5.1.1

- (a) that the content of this item be noted;
- (b) that the Draft Roads Master Plan attached as **ANNEXURE A**, be accepted; and
- (c) that the Draft Roads Master Plan be advertised for public comment as part of the public participation process.

ANNEXURES**Annexure A: DRAFT ROADS MASTER PLAN 2018****FOR FURTHER DETAILS CONTACT:**

NAME	Deon Louw
POSITION	<i>Director</i>
DIRECTORATE	<i>Infrastructure Services</i>
CONTACT NUMBERS	021 808 8213
E-MAIL ADDRESS	Deon.louw@ Stellenbosch.gov.za
REPORT DATE	18 February 2021

ANNEXURE A



STELLENBOSCH MUNICIPALITY

STELLENBOSCH MUNICIPALITY ROADS MASTER PLAN 2018 UPDATE

30 AUGUST 2019

ORIGINAL



STELLENBOSCH MUNICIPALITY ROADS MASTER PLAN 2018 UPDATE

STELLENBOSCH MUNICIPALITY

REPORT (FINAL)
ORIGINAL

PROJECT NO.: 24310
DATE: AUGUST 2019

WSP
THE PAVILION, 1ST FLOOR
CNR PORTSWOOD AND BEACH ROAD, WATERFRONT
CAPE TOWN, 8001
SOUTH AFRICA

T: T +27 21 481 8700
WSP.COM

Your ref.: B/SM 28/16

Our ref.: 24310

30 August 2019

ORIGINAL

Roscoe Bergstedt
STELLENBOSCH MUNICIPALITY
Department: Engineering Services
PO Box 17
Stellenbosch
7599

Dear Sir:

Subject: Project B/SM 28/16 - Update of the Stellenbosch Roads Masterplan

Please find attached the Final Road Master Plan report for Stellenbosch Municipality for your approval.

Kind regards,

Christo Bredenhann
Associate: Transport Planning

QUALITY MANAGEMENT

ISSUE/REVISION	FIRST ISSUE	REVISION 1	REVISION 2	REVISION 3	REVISION 3
Remarks	Draft	For review	For review	For approval	Final
Date	16 July 2018	14 December 2018	15 May 2019	20 June 2019	30 Aug 2019
Prepared by	Darren Osborne & Christo Bredenhann <i>Pr. Eng</i>	Darren Osborne & Christo Bredenhann <i>Pr. Eng</i>	Darren Osborne & Christo Bredenhann <i>Pr. Eng</i>	Darren Osborne & Christo Bredenhann <i>Pr. Eng</i>	Darren Osborne & Christo Bredenhann <i>Pr. Eng</i>
Signature					
Checked by	Christo Bredenhann <i>Pr. Eng</i>	Christo Bredenhann <i>Pr. Eng</i>	Christo Bredenhann <i>Pr. Eng</i>	Christo Bredenhann <i>Pr. Eng</i>	Christo Bredenhann <i>Pr. Eng</i>
Signature					
Authorised by	Patrick Riley <i>Pr. Tech Eng</i>	Herbert Phahlane <i>Pr. Eng</i>	Herbert Phahlane <i>Pr. Eng</i>	Herbert Phahlane <i>Pr. Eng</i>	Herbert Phahlane <i>Pr. Eng</i>
Signature					
Project number	24310	24310	24310	24310	24310
Report number	Ver 1.0	Ver 2.0	Ver 3.0	Ver 4.0	Ver 4.1
File reference	Z:\24000 - 24999\24310 - Stellenbosch Mun Roads MP\31 CV\01-DOCS\02-Reports	Z:\24000 - 24999\24310 - Stellenbosch Mun Roads MP\31 CV\01-DOCS\02-Reports	Z:\24000 - 24999\24310 - Stellenbosch Mun Roads MP\31 CV\01-DOCS\02-Reports	Z:\24000 - 24999\24310 - Stellenbosch Mun Roads MP\31 CV\01-DOCS\02-Reports	Z:\24000 - 24999\24310 - Stellenbosch Mun Roads MP\31 CV\01-DOCS\02-Reports

SIGNATURES

PREPARED BY

Christo Bredenhann *Pr Eng*
Associate: Transport Planning

REVIEWED BY

Herbert Phahlane *Pr Eng*
Director: Civil & Water Infrastructure

This report was prepared by WSP for the account of STELLENBOSCH MUNICIPALITY, in accordance with the professional services agreement. The disclosure of any information contained in this report is the sole responsibility of the intended recipient. The material in it reflects WSP's best judgement in light of the information available to it at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. WSP accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report. This limitations statement is considered part of this report.

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EXECUTIVE SUMMARY

BACKGROUND TO THE ROADS MASTER PLAN UPDATE

Stellenbosch Municipality undertook the development of a Roads Master Plan in 2011 and 2012, and the document as finalised in November 2012. The 2012 Roads Master Plan was the first undertaken by the Municipality to cover the full municipal area, and included a formalised Road Network Classification and a prioritised list of road infrastructure projects.

This report is the 2018/2019 update of the 2012 Roads Master Plan.

The aim of the 2012 Roads Master Plan was to assist in integrating and coordinating the planning and implementation process for future road infrastructure. It also included the identification and classification of all Class 1 to Class 4 roads within the Stellenbosch Municipal Area. The roads in the Municipality belong to the Municipality, the Western Cape Provincial Government, SANRAL and private land-owners. The Roads Master Plan is a planning tool for the future improvement and development of Stellenbosch's transportation infrastructure. It is a key guide for local, district and provincial authorities in determining and allocating the funding for future improvements within the area. It provides recommendations and serves as reference in preparing short-term (5 year), medium and long term (20+ year) perspectives for implementing transportation projects in future. The RMP supports various other strategic plans, such as the Spatial Development Framework (SDF), Integrated Development Plan (IDP), Comprehensive Integrated Transport Plan (CITP) and Integrated Public Transport Networks (IPTN).

It is essential to plan, fund, manage and implement transportation infrastructure to ensure sustainable, economic and socially acceptable transport services for all residents, workers and visitors of Stellenbosch. Stellenbosch Municipality recognised this issue and conducted comprehensive household surveys in 2008 identifying people's transport movements and demographics. Based on the information collected, a Transport model was prepared for the SMA to identify not only additional road infrastructures required, but also establish a public transport system. The 2012 report confirmed that particular routes within Stellenbosch are heavily congested, particularly in the morning peak period.

The 2012 RMP reported that the previous Stellenbosch Comprehensive Integrated Transport Plan (CITP) identified the core issues and problems that exist within the SMA. This emphasized how complex transport planning within Stellenbosch is due to a number of factors and issues including:

- University of Stellenbosch
- Urban structure of the town of Stellenbosch
- Population and Employment
- Socio-economic disparities
- Location within the Western Cape Province
- Existing infrastructure and services
- Environmental, historical and other constraints

The 2018/2019 CITP has been updated, and it is expected that the above issues will remain, and in some cases issues and problems may have worsened. A review of the CITP is scheduled for the 2019/ 2020 financial year, and remaining issues will be assessed.

A number of critical planning studies are currently in process including the updated Stellenbosch SDF (2019 Draft), Stellenbosch IDP and various Provincial Arterial Master Plans. The existing information from drafts, and final drafts where available, was used in this report. The RMP should however be updated, and expanded on, in future when new information becomes available.

SOME KEY ELEMENTS OF THE 2018 ROADS MASTER PLAN

The existing road transport network in SM the area were assessed, including a multi-modal modelling approach. The existing road network was classified and all traffic counts available were included in the analysis of the road network.

Emphasis was placed on using the updated and calibrated EMME/4 model as an information source for the decision making process in updating the RMP. Parallel to the modelling process, traffic data collection formed a primary task to ensure that the RMP update reflected the latest policy objectives.

The EMME/4 transport network modelling utilised for the 2012 RMP was updated for the 2018 RMP update. The model has been independently developed and maintained over the past 25 years, and it can be used with confidence as a modelling platform, provided the necessary spatial refinements are undertaken.

MODELLING THE SCENARIOS

Cape Town's existing EMME/4 Metropolitan Transport Model was used as the principal transport modelling platform for the 2018 RMP update. This system incorporates the entire greater metropolitan area, including Stellenbosch, and thereby ensures a regional balance between employment and population forecasts. A number of long-term land use scenarios, which were developed by the City of Cape Town have been used as the basis of the 2018 base model update and future 2040 Transport Demand Modelling scenario. This scenario also captures the latest known residential, industrial and commercial development proposals in the Stellenbosch Municipal Area. The Base year in the model was set as 2018 and the 2040 scenario included all feasible developments extracted from information provided by Stellenbosch Municipality. Recent studies as well as data refinements were incorporated.

One of the main advantages of using the metropolitan model is its ability to address the regional interdependence between Stellenbosch, its surrounding towns and the Cape Town Metropolitan Area. The EMME/4 Metropolitan Transport Model has been in use since 1992 and has been updated regularly, i.e. to reflect changes in the transport network and land use patterns. The latest 2011 census information, and more recent 2013 metropolitan-wide household interview data, have also been incorporated into the modelling system.

RESULTS OF THE MODELLING

The 2018 modelling results suggest that the following road sections operate beyond their capacity and they should be investigated further for possible improvements, and to be included in the next RMP:

- The R304 between Bottelary Road and the R44
- The R44 (south) between Paradyskloof and the Van Reede intersection
- Bird Street between the R44 and Du Toit Street
- Merriman and Cluver Streets between Bird Street and Helshoogte Road
- Dorp Street between the R44 and Piet Retief Street
- Adam Tas Road between its junction with the R44 and Merriman Street

- Piet Retief Street
- Van Reede and Vrede Streets between the R44 and Piet Retief Street
- Alexander Street between the R44 and Bergzicht Street
- George Blake Street

In addition, a number of access roads are under severe pressure. These include the following:

- The Welgevonden access road
- Lang Street into Cloetesville
- La Colline access off the R310
- The Technopark access road

It is clear that the road network will not be able to supply the required capacity for the medium to long-term growth needs of Stellenbosch. This is very evident on the higher order Provincial roads. It is therefore acknowledged that some roads, particularly in the historic town area, may in future operate at or over capacity during peak periods (unless modal shift changes). It should also be noted that weekday AM and PM peak period traffic congestion will spread over a longer time (peak hour spreading) as a result of historic and present capacity problems.

The 2040 traffic assignment indicates the need for various general capacity improvements, and these were introduced during the modelling process and formed part of the final output:

- Polkadraai Road: It was assumed that the last remaining single carriageway sections will be dualled well before 2035, in accordance with the Provincial roads infrastructure programme.
- R44 North: This road requires a dual carriageway from Stellenbosch to Welgevonden. The R44 in the vicinity of Klapmuts also requires additional road capacity due to the proposed future residential and employment concentration in this area.
- Adam Tas Road: This could become the busiest section of road in Stellenbosch, requiring 3 lanes per direction between the R44 and Merriman. In addition, the R44, Alexander, George Blake and Merriman intersections also need to be improved or reconfigured to provide additional capacity.
- R304 (Koelenhof Road): The model results indicated that this road should be dualled between the R44 and Bottelary Road.
- Merriman and Cluver Street link: Upgrade to dual carriageway or minimum 2-lanes per direction required between Bosman Street and Banghoek Road.
- Dorp Street: Capacity improvements required between the R44 and Adam Tas Road. Conceptual planning has been undertaken for the dualling of this section.
- Van Reede / Vrede Streets: These roads required dualling between the R44 and Piet Retief Street, with further improvements at the R44 / Van Reede intersection.
- Van Reede Street westbound extension to Technopark: The extension of this road to provide a second access to Technopark linking into Electron road.
- Technopark, De Zalze, Brandwacht and Welgevonden access roads: Dualling and/or intersection improvements are required.
- Jamestown Road: Road Network development required due to major residential developments planned for this area.
- Baden Powell Drive: Dualling of remaining sections between the N2 and Polkadraai Road.

It is recommended that all the above road projects could, with further investigation and analysis, be included in the next RMP update. Some of the above projects are included in the list of identified road projects.

It should be noted that instead of providing additional traffic lanes, capacity could also be increased by changes to the road classification. For example, a vehicular lane along a mobility route can generally carry

significantly more vehicles than the same lane on a lower order road. There are also fewer delays due to fewer intersections along a mobility route.

THE EASTERN LINK ROAD

The Eastern Link Road (previously incorrectly referred to as the eastern bypass) has been contemplated for a long time, but has never been formally adopted due to public and environmental concerns. However, the scale, nature and potential benefits of this project make it an ideal candidate for inclusion in the 2018 RMP.

The preliminary alignment was coded into the model as a single carriageway Class 4 collector road. This route involves the extension of Van Reede Road and a connection with Pastorie Road at the Theological Faculty with a new proposed bridge crossing over the Eerste River. Other alignment alternatives would include the widening of the Coetzenburg bridge near the CBD. However the modelling results, of alternative routes near the CBD, are expected to be of a similar order due to only marginal differences in travel time and distance.

Based on this limited modelling assessment, the following results are important:

- The term “bypass” is a misnomer, considering that very little traffic deviates from the R44 onto this route as an alternative access into the Stellenbosch CBD.
- The link road mainly serves as an internal connector, carrying a maximum of about 450 vehicles per hour in any given direction between the R44 and the proposed Van Reede extension.
- Traffic on the proposed Van Reede extension to Dorp Street, across the Eerste River, is however significantly higher (850 vehicles per hour), serving as an alternative to the congested Piet Retief Road.
- Traffic on the R44 near the Technopark intersection reduces by about 300 vehicles per hour as a result of local traffic using the new link road. Between Van Reede and Dorp Street, the reduction is more than 200 vehicles per hour, mainly as a result of the proposed Van Reede extension.
- If planned correctly, the link road could also play an important role as a non-motorised transport (NMT) and public transport route, and will provide suburbs such as Paradyskloof and Brandwacht with easy access to the CBD.
- In future, the Eastern Link Road would also service residential developments in Jamestown with access to the CBD.

In terms of these findings, a strong case can be made for a first phase implementation between Van Reede and Pastorie Street. This should have immediate benefits, considering the lack of adequate crossings of the Eerste River and the present traffic demand in this area. The phased implementation of the Paradyskloof-Trumali Road portion would also have immediate benefits due to access restrictions on the R44 and proposed residential developments in the area.

THE WESTERN BYPASS

The concept of a western bypass (identified in the CITP) has been around for a very long time, but the actual alignment details have never been fully articulated. Generally, there is a perception that traffic conditions along the R44 have deteriorated to such an extent that an alternative high order bypass requires serious investigation.

There would be considerable long-term benefits for having a bypass to Stellenbosch, which include:

- Significant relief to motorists, especially along the R44
- Benefits to the town itself (less through traffic, congestion and pollution)
- Reduced urban creep
- Environmental benefits in the form of reduced car emissions
- The possibility of allowing future land use developments and new urban design initiatives.

Notwithstanding the benefits, there are also negative aspects:

- Environmental impacts to building new roads
- High construction costs
- Impact to affected local land owners.

Three preliminary road alignments have been used to assess the traffic impact of this bypass proposal:

- A high speed (100 km/h) Class 1 Expressway, connecting to the R44 in the vicinity of the Annandale intersection, extending north and north-eastwards to intersect with the R310 and the R304 from where it joins the R44 with a Class 2 arterial connection just north of Welgevonden.
- A similar but shorter bypass proposal which starts at a future grade separated Technopark intersection, sharing a short section of lower order Class 2 arterial with the surrounding land use developments. A speed limit of 80km/h was modelled.
- A reduced bypass proposal, starting at the Technopark access and ending at the R310 (North-South link road).

The 2040 traffic assignment results clearly show a strong northbound demand of between 600 and 1300 vehicles per hour along different sections of this road. The section from the Eerste River crossing to the R310 (Adam Tas Road) may even require a 4-lane dual carriageway cross-section, if the bypass also connects to Technopark.

The 2040 network scenario comparison with and without the Western Bypass illustrates the impact of the bypass on the surrounding road network, with numerous link road traffic increases and reductions. In terms of the modelling results, one may conclude that the bypass could have a positive impact on the existing Provincial Road system in and around Stellenbosch. For example, traffic reductions of more than 1200 vehicles per hour (both directions) are expected on Adam Tas Road and the R44 south of the CBD – generally where Stellenbosch currently experiences its worst traffic problems.

It should be noted however that the northernmost section, referred to as the Welgevonden Link Road, carries very little traffic on its own and, without the rest of the bypass scheme, and has little impact on the surrounding road system. Only when the full scheme is implemented, does this link become a viable network element.

The traffic assignment results of the second bypass proposal from Technopark to Welgevonden were modelled. The traffic volumes on the bypass are generally between 10 and 20 per cent lower than for the previous alternative, largely as a result of reduced travel time benefits. The impact on the Provincial Road system is therefore also slightly lower, as shown by the scenario comparison. Interestingly, a small (6%) increase in traffic can be observed southbound on the section between the R310 and Technopark.

In view of the findings, it was decided to also test the impact of a much reduced bypass alternative, which simply connects between the Technopark and the R310. Compared with the previous bypass proposal, the results show a slight reduction in traffic, mainly in the southbound direction towards Technopark. Nevertheless, this road still carries a significant amount of westbound traffic which otherwise would have travelled to the CBD in order to reach the R310.

A large proportion of the traffic on this section of the proposed bypass is as a direct result of future (2040) anticipated residential developments in the undeveloped areas between the bypass, Die Boord and Technopark. Different land use scenarios for this part of Stellenbosch could significantly alter the road requirements and transport patterns in this area.

Detailed geometric and transport analysis of the possible different routes, scenarios and types of intersections will be required. This will also have to be workshopped with all the relevant role players and it is expected to involve comprehensive public participation and environmental and heritage impact assessments. Since these processes normally takes a long time, it should be considered to start this process as soon as possible.

The timing for the implementation of the full bypass and in particular its Welgevonden link is dependent on the different land use scenarios for this part of Stellenbosch, however, it is expected that proposed housing developments (Northern Extension and Droëduike) as well as the proposed Adam Tas Corridor, will accelerate the need for further implementation of portions of the Western Bypass.

R44 UPGRADE AND RECLASSIFICATION

An alternative to the Western Bypass with arguably less environmental impact involves the upgrade of the existing R44 by re-establishing it as a higher speed Class 1 (urban) arterial with limited accesses. This alternative should form part of the feasibility studies for a Western Bypass discussed above.

The possibility to develop a combined mobility corridor for the R44 and commuter rail system in the urban portion of Stellenbosch, could include a better situated intermodal transport facility and possibly opening of land for development. It is expected that some of the feasibility will be tested in further studies as part of the Stellenbosch Arterial Management Plan and more micro simulations in the urban area.

Not long ago the R44 operated much like a freeway / expressway. However, due to some questionable land use decisions, this road is constantly under pressure to be downgraded and incorporated into Stellenbosch's expanding urban fabric. The result is more signalised intersections, lower speed and reduced lane capacity – all contributing to traffic congestion and delays.

Despite various road management plans and attempts to address the problems, none have been bold enough to suggest a total re-engineering of the existing R44 within its present road reserve. For this reason it was decided to use the 2040 Stellenbosch model to investigate the possible impact of such a proposal.

While keeping the number of traffic lanes on the R44 the same as in all previous modelling scenarios, the class of road was upgraded to that of an urban expressway between Jamestown and Cloeteville, with an 80 km/h speed and lane capacity of 1700 vehicles per hour. This scenario implies major changes to limit access to the R44 and further geometric improvements to intersections, including some grade separation. As expected, this resulted in significant volume increases, particularly along the Adam Tas section of the R44. Nevertheless, the traffic flow situation also improved notably due to the higher lane capacity of the upgraded road.

The scenario comparison clearly shows some of the benefits of this proposal on the traffic situation in the Stellenbosch town area.

2040 DENSIFICATION ANALYSIS

The latest 2018 SM Zoning Scheme is in the process of being approved, and the draft document was made available for this project. An important change from the previous Zoning scheme is that the Municipality will allow densification off all single residential erven by allowing a second dwelling on SR1/SR2 erven. The potential impact of this densification on the road network could be substantial. The road network that could be impacted the most is within Stellenbosch town. This is due to the large number of suburban areas with single residential erven that could be densified, coupled with the existing constrained road network in town. Residential densification in areas such as Franschoek, Raithby and Pniel is not expected to have a major impact on the road network.

The future uptake of this new zoning allowance and resultant residential densification in Stellenbosch town is difficult to predict. A 20% additional uptake by the 2040 design year was modelled.

The percentage uptake for the planning horizon listed above is in addition to normal growth in the number of residential units. This occurs through the development of vacant erven and the redevelopment of new residential properties through consolidation and/or rezoning of erven. Note that these potential uptakes were not informed by any economic or other analysis, and is only indicative to determine the impact on the road network. Additional analysis will be required as part of future spatial development and road master planning. The future uptake in this new zoning allowance should be accurately recorded for this purpose.

In addition to the road network tests, an impact assessment of the preliminary densification land use scenario was undertaken. The comparative results show a very small general impact on the road system, with a slight decrease of trips into the Stellenbosch town area and vice versa for outbound commuters. The traffic increases in the town centre is expected to add marginally to those network elements that are already congested, but the overall impact appears to be relatively small and of short duration.

The traffic growth is largely in proportion to the scale of the densification assumption of 20%. Although the Municipality is actively promoting NMT, no meaningful shift to NMT or public transport became apparent, largely due to the fact that this exercise did not allow for additional employment in the town centre, or for the use of second dwellings as student accommodation or lower income housing.

Significant densification/ development is expected in Klappmuts, Droëduike, Adam Tas Corridor, Botmanskop and Jamestown. The extent to which these developments will be implemented and its impact on the road network will still need to be explored.

KRIGEVILLE SCHOOLS PRECINCT

Vehicular trips to schools account for a large percentage of total vehicular trips in the AM peak period. Less than 10% of high school learners utilise public transport and even less walk or cycle. This means that the majority are dropped off and collected by private vehicles or privately operated buses. The traffic impact caused by scholars is most significant in Krigeville where five schools are located.

A Transport Management Plan with the title “The Development of a Transport Management Plan around the various schools located off the intersection of the R44 and Van Reede Street, Stellenbosch” was prepared by Pendulum Consulting in June 2011. This report dealt specifically with traffic congestion due to activities with learner transport in the area, as well as local residential streets being used as “rat-running routes” to the CBD and to drop and collect learners at the various schools.

The outcome of the report proposed several changes with respect to parking, bus parking, education, awareness as well as road improvements. Some of these improvements has since been implemented.

An additional assessment was carried out where various infrastructure upgrades were assessed, and the following was recommended: The conversion of Doornbosch Road to a 1-way with traffic travelling northbound, the signalisation of the intersection of Van Reede Road with Doornbosch Road and a left-turning slip lane on the western approach at the intersection of Van Reede Road with Doornbosch Road.

The option can be implemented in the short-term and will result in the best improvement of the traffic operations on the local road network.

COSTING OF PROJECTS

The 2012 list of all possible road infrastructure projects were updated and costed with 2018 construction rates. Prioritisation of the projects was not undertaken for the 2018 RMP update.

CONCLUSIONS

Stellenbosch Municipality has implemented minimal new or upgraded road infrastructure subsequent to the finalisation of the 2012 Road Master Plan due to various reasons. The population and economic opportunities are growing, placing an ever greater strain on the Municipality's road network.

This RMP attempts to address this shortfall. A number of critical planning studies are currently in process including the updated 2019 Stellenbosch SDF, which is currently in draft format, the Stellenbosch IDP, and various others. Existing information from drafts, where available, were used in this report. The next RMP update must incorporate the other related studies, critically the SDF.

The 2018 update of the RMP concludes the following:

- The previous CITP previously identified the core issues and problems within the Stellenbosch Municipal Area, highlighting the difficulties in preparing a “one size fits all” solution.
- Public Transport can play a major role in reducing private vehicle dependencies, and Stellenbosch needs to invest much more time and effort toward these solutions taking into account the existing poor rail services and public transport availability from neighbouring municipalities, such as the City of Cape Town's existing and planned MyCiTi IRT network.
- Approximately 7 km (2.5%) of the roads in SM are in a poor or very poor condition, and these are found throughout the SM.
- The latest EMME/4 transport model was recalibrated with 2018 and 2019 traffic volumes at critical intersections.
- The road classification system based on the principals set out in TRH26, utilised in the 2012 RMP, was retained. The classification of the Class 1 to Class 4 road network was retained unchanged.
- Stellenbosch Municipality provided high-level information of future land-use developments within the Stellenbosch Municipal Area. The land-use information has been included in the 2040 horizon-year EMME/4 model.
- Several key focus areas were identified in the 2012 RMP, based on previous studies and known constraints of the road network. The focus areas for this 2018 RMP update was moderated and limited to the following important areas :
 - General capacity improvements
 - Stellenbosch CBD
 - R44 north and south of Stellenbosch CBD
 - Western Bypass
 - Eastern Link Road - Brandwacht/Paradyskloof
 - Technopark access
 - 2040 Densification analysis
 - Krigeville schools precinct
- The proposals put forward within these key areas have been included into the EMME/4 model for the 2040 horizon-year scenario.
- Specific attention was given to the following projects due to their future impact on the Stellenbosch Municipal Area road network.

- Eastern Link Road – a proposed class 4 road from Technopark running through Paradyskloof and Brandwacht into the CBD, thereby removing some local traffic from the R44.
- Western Bypass – a proposed class 2 road linking the R44 south of Stellenbosch with the R304 north. Two options from the 2012 RMP were tested:
 - Technopark/R44 southern starting point
 - Annandale/R44 southern starting point
- R44 Upgrade and reclassification – Significant upgrades to the R44 and the grade separating of some intersections to improve safety, mobility and capacity.
- The 2012 priority list of future road improvement projects were updated. The priority list identifies the key projects for implementation, and a high-level cost per project was determined from 2018 construction rates.
- The scope of this study did not include the prioritisation of these projects per planning period (short/medium/long-term). However projects are annotated as High or Medium priority.
- The existing road network and modal split will not be able to support the longer-term growth needs of the Stellenbosch area at acceptable Levels of Services. It is therefore acknowledged that some roads, particularly in the historic town area, will continue to operate at or over capacity during peak periods, unless substantial modal shift occurs. It is also expected that weekday AM and PM peak period congestion will increase, thereby worsening the Level of Service and increasing the length of the peaks.

RECOMMENDATIONS

- Refer to the Project list in Section 8.2 for the full list of road upgrade proposals. It is recommended that the prioritisation of the projects are determined in conjunction with the relevant Municipal Departments (land-use planning etc.), and revised on an at least annual basis, or as development needs requires. The planning of these proposals should then commence, with a focus on the short to medium-term projects.
- It is recommended that the following general capacity improvements should be investigated and analysed further, for inclusion in the next RMP update. Note that some of these projects fall under the jurisdiction of the Provincial Government.
 - Polkadraai Road: The remaining single carriageway sections from Cairngorm Road to Vlottenburg (unnamed road) to be upgraded to a dual carriageway (2 lanes per direction) before 2035, in accordance with the Provincial road infrastructure programme.
 - R44 north of the Stellenbosch CBD: Upgrade to dual carriageway from the end of the current dual carriageway north of Fir Road to the Welgevonden access at Hendrikse Road.
 - The R44 in the vicinity of Klapmuts will require additional capacity due to the proposed future residential and employment developments in the area, as well as future upgraded road links off the R44.
 - Adam Tas Road could become the busiest section of road in Stellenbosch, and will require 3 lanes per direction between the R44 in the south and Merriman Avenue to the north.
 - In addition, it is planned with high priority (short term) to upgrade and reconfigure the Adam Tas intersections with the R44/Alexander Street and Merriman Avenue.
 - The Adam Tas/George Blake intersection also need to be improved or reconfigured to provide additional capacity.
 - R304 (Koelenhof Road): Upgrade to dual carriageway between Adam Tas (R44) in the south to Bottelary Road/Kromme Rhee Road.
 - Merriman and Cluver Street link: Upgrade to dual carriageway or minimum 2-lanes per direction required between Bosman Street and Banghoek Road.
 - Lower Dorp Street: Capacity improvements required between the R44 and Adam Tas Road. Conceptual planning has been undertaken for the dualling of this section.
 - Van Reede and Vrede Street link: These roads required dualling between the R44 and Piet Retief Street, with improvements at the R44 / Van Reede intersection.
 - Van Reede Street westbound extension linking into Electron road to provide a second access to Technopark.
 - R44 - Technopark, De Zalze, Brandwacht and Welgevonden access roads: Dualling and/or intersection improvements are required.

- Jamestown Road: Road Network Development required due to major residential developments planned for this area.
- Baden Powell Drive: Dualling of remaining single carriageway sections between the N2 and Polkadraai Road.
- The conceptual planning of the following intersections upgrades has been undertaken, the detail design and construction should be implemented as soon as possible:
 - Adam Tas and Merriman Avenue.
 - Adam Tas and Helshoogte Road (including the closure and relocation of the Helshoogte Rd/La Colline Road T-junction further east).
- Stellenbosch Municipality should discuss this report in more detail with other interested and affected parties and start a public participation process to discuss the outcome of the RMP.
- Stellenbosch Municipality should adopt the RMP, giving it legal status. The RMP should be distributed privately and publically, informing planners/developers as well as the public of future road schemes within the municipal area. The RMP should be incorporated into the CITP.
- Stellenbosch Municipality should continue discussions/workshops with CoCT's IRT department to explore opportunities to extend their future MyCiTi bus services to include Stellenbosch.
- Stellenbosch Municipality should start the process to expropriate and purchase the land required to construct future roads, specifically the implementation of portions of the Western Bypass and Eastern Link Road, and other roads associated with proposed housing developments and catalytic projects as defined in the draft 2019 MSDF. Future road reserves should be formally registered with the Surveyor General to protect them.
- The planning of the western bypass and/or a combination of substantial upgrading of the R44 must commence in conjunction with the PWCG. This should ideally occur prior to the construction of the proposed intersection upgrades along the R44 to prevent abortive work.
- The RMP should be incorporated into Stellenbosch Municipality's asset management database, (IMQS). IMQS is an Infrastructure Management System software. The priority list should also be incorporated.
- Planning for the funding of the road projects must commence to ensure that the short and medium term priority listing can be achieved.
- The planning and commissioning of each project should ideally be retested using the 2018 EMME/4 model and detailed intersection capacity analysis to ensure that each project will achieve its objectives.
- Future revision and amendments to the RMP should be coordinated to ensure that other parallel planning processes are undertaken in an integrated manner, such as land-use planning and public transport planning.
- This updated RMP should assist to plan future land-use developments within the Stellenbosch Municipal area. Future planning processes such as the SDF and IDP should complement this RMP, and vice-versa.
- Future revision of and amendments to the RMP should be coordinated to ensure that other parallel planning processes are undertaken in an integrated manner.

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APPENDICES

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ABBREVIATIONS & ACRONYMS

AADT	Average Annual Daily Traffic
AMP	Arterial Management Plan
CITP	Comprehensive Integrated Transport Plan
CBD	Central Business District
CPTR	Current Public Transport Record
CWDM	Cape Winelands District Municipality
WCPG	Western Cape Provincial Government
EIA	Environmental Impact Assessment
GIS	Geographical Information System
IDP	Integrated Development Plan
LM	Local Municipality
MIG	Municipal Infrastructure Grant
NT	National Treasury
NMT	Non-Motorised Transport
OLB	Operating License Board
OLS	Operating License Strategy
O & M	Operation and Maintenance
P/a	Per Annum
RCAMM	South African Road Classification and Access Management Manual
RMP	Roads Master Plan
PPP	Private Public Partnership
SDF	Spatial Development Framework
SMA	Stellenbosch Municipal Area
SM	Stellenbosch Municipality
ToR	Terms of Reference
US	Stellenbosch University
vpd	Vehicles per Day (24 hour period)

1 INTRODUCTION

1.1 BACKGROUND

This report is an update of the 2012 Stellenbosch Municipality Roads Master Plan. The 2012 Roads Master Plan (RMP) was the first undertaken by the Municipality to cover the full municipal area, and included a formalised Road Network Classification and a prioritised list of road infrastructure projects.

An update is required to ensure that the following are accurately reflected in the revised RMP:

- Historic and planned land-use changes.
 - Planned land-use policies that may impact the road network in the future.
 - Traffic volume changes, including modal split trends.
 - Road upgrades (major or minor) undertaken by all road authorities within the Municipality.
 - Assessment and update of the prioritised list of road infrastructure projects.
 - Changes in functional classifications of road links or portions thereof, where relevant.
-

1.2 PURPOSE OF THE ROADS MASTER PLAN

The purpose of this RMP update is to assist Stellenbosch Municipality (SM) and other authorities such as the South African National Roads Agency Ltd (SANRAL) and the Provincial Government of the Western Cape (PGWC) to integrate and coordinate the planning and implementation of road and transportation infrastructure within and to and from the Municipality.

A RMP is a planning tool for the future improvement and development of all transportation infrastructure within the municipal area. It is also a tool for the Municipality and Provincial authority to determine and allocate funding for future infrastructure. RMP's normally provide recommendations for preparing short to long-term implementation plans, namely:

- 5-year (immediate / short-term)
- 10-year (medium term)
- 15-year (medium/long term)
- 20-year (ultimate design horizon)

The RMP therefore assist in prioritising road projects for intervention purposes, such as new links, the upgrading of existing links, rehabilitation and maintenance. Another example of such interventions would be the limiting of further development within a particular area until such time as particular road improvements, identified within the RMP, have been implemented.

Municipal officials are therefore able to use the RMP to support various transport policies such as the Spatial Development Frameworks (SDF), Integrated Development Plans (IDP), Comprehensive Integrated Transport Plans (CITP) and Integrated Public Transport Networks (IPTN).

The Committee of Transport Officials (COTO) has developed “TRH26 – South African Road Classification and Access Management Manual” which provides guidance on how a road must be managed in order to function

effectively and in accordance with its classification. It emphasises that “Road authorities in South Africa have an obligation to plan, design, construct and maintain the road network, to protect the public investment in the road infrastructure, to ensure the continued functionality of the transportation system and to promote the safety of traffic on the road network.”

1.3 WHY DOES STELLENBOSCH NEED A RMP?

This explanatory section was included in the 2012 RMP, and is repeated hereunder with minor edits as no major changes has occurred to the overall transportation network.

Stellenbosch is easily accessible by road from all directions, however the primary routes into and out of Stellenbosch are currently operating at or close to capacity. All major routes through Stellenbosch serve as regional mobility routes, which as they pass through the town centre, leads to design conflicts of mobility versus access and safety. The nature of Stellenbosch being inter-linked with the Cape Town Metro and surrounding towns like Paarl and Somerset West and Strand coupled with a peculiar user and trip origin/destination profile provides an interesting, but complex conundrum.

Added to this is the presence of premium agricultural land, historical buildings, farms and routes, surrounded by mountainous geography. Public perception and the resistance to changing transport habits towards public transport and non-motorised options are also factors to be taken into account when managing and planning transportation within the SMA.

Furthermore, commuters exit or enter the SMA daily to get to their place of work. It is essential to plan, manage and implement transportation infrastructure to ensure sustainable, economic and socially acceptable transport services and facilities to those living in the SMA. Stellenbosch Municipality recognised this issue and conducted comprehensive household surveys in 2008 identifying people’s transport movements and demographics. Based on the information collected, a Transport model was prepared for the SMA to identify not only additional road infrastructures required, but also establish a public transport system. The report confirmed that particular routes within Stellenbosch are heavily congested, particularly during the weekday morning peak period. It also confirmed that a large percentage of commuters travelling through the Stellenbosch Central Business District (CBD) do not live or work within the CBD, but are merely passing through in order to travel elsewhere in the District.

The situation was put into context in 2011 following the completion of the Stellenbosch Comprehensive Integrated Transport Plan (CITP) that identified the core issues and problems that currently exist within the SMA. This emphasizes how complex transport planning within Stellenbosch is due to the following limitations:

- University of Stellenbosch

The US campus, in terms of its staff, students and operational practices, has an undeniable impact on the municipality’s road and transport networks.

- Urban structure

Over many years, Stellenbosch has developed from a compact university town to a dispersed and disjointed pattern of residential settlements, employment hubs and decentralized commercial activities. Most of the newer developments are located along the Provincial arterial roads, and are poorly integrated with the town.

- Population and Employment

Stellenbosch is fairly unique in that it has a large employment surplus and student population, both of which contribute significantly to the severity of transport problems in and around the town area. Residential accommodation remains in short supply and land use policies have largely been unsuccessful in dealing with this problem.

— Socio-economic disparities

Like all South African towns, Stellenbosch exhibits extreme disparities between high- and low-income residents. This manifests itself in the housing market, participation in the economy, and more specifically in terms of travel behaviour.

— Location

Due to its location, Stellenbosch lies at the confluence of a number of high-order Provincial through routes. These roads play an important long distance mobility function, which provide connectivity between surrounding and neighbouring towns, the National Freeways, and are vital for the economic well-being of Stellenbosch. Unfortunately, this mobility function is under pressure.

— Existing infrastructure and services

Despite major land-use developments around Stellenbosch, little has been done to improve transport infrastructure and services. Nearly all roads leading into Stellenbosch lack capacity, pedestrian facilities are inadequate and public transport is limited to minibus-taxi services for the poorer communities. Unfortunately, previous transport studies focused primarily on localised public transport initiatives within the Stellenbosch urban area, which will do little to offset the huge impact of daily car commuters from external origins.

— Environmental, historical and other constraints

Stellenbosch's unique character and picturesque environment remains a draw card for tourist related industries, research and educational facilities as well as specialized office employment. These same features also make it extremely difficult to consider implementing radical land-use solutions or major infrastructure projects to alleviate the growing transport problems. The mountainous geographical constraints further limit Stellenbosch's growth potential and the establishment of additional access routes into or around the town area.

1.4 APPOINTMENT

WSP Group Africa (Pty) Ltd was appointed in March 2018 by Stellenbosch Municipality to update the 2012 Stellenbosch Roads Master Plan. Jeffares & Green (Pty) Ltd and Vela VKE Consulting Engineers undertook the modelling and establishment of the first Road Master Plan for the Municipality in 2012.

Emphasis was placed on using the Stellenbosch Municipalities existing EMME/4 model as an information source for the decision making process when developing the RMP. The existing Stellenbosch Town road hierarchy, cadastral boundaries and the latest aerial photographs were obtained, which were used to update the RMP.

Equilibre Multimodal Equilibrium (EMME) is a complete travel demand modelling system for urban, regional and national transportation forecasting. It is used in over half the world's populous cities and therefore one of the most trusted transportation forecasting software packages available. Version 4 was used for the modelling in this update. Refer to www.inrosoftware.com for more information.

1.5 STUDY AREA

The Stellenbosch Municipality covers 831 km², including the extents of Franschhoek, Pniel and Klapmuts. Stellenbosch falls within the Cape Winelands District Municipality in the Western Cape Province. The Cape Winelands district is situated next to the Cape Metropolitan area and encloses 22 309 km². It is a landlocked area between the West Coast and Overberg coastal regions. The district includes five local municipalities; namely Stellenbosch, Drakenstein, Witzenberg, Breede Valley and Langeberg.

A location plan of the Stellenbosch Municipality is shown in Figure 1-1. The RMP covers the entire SMA, however the EMME modelling includes the greater Cape Metropolitan area, including SMA, Paarl and Worcester.



Figure 1-1: Stellenbosch Municipality location within the Western Cape Province

Source: Wikimedia.org

1.6 METHODOLOGY

The methodology is briefly described below.

1.6.1 LITERATURE REVIEW

A literature survey was undertaken of all the relevant existing documents (draft or final). These documents are the following:

- Stellenbosch Municipality 2012 Roads Masterplan.
- Stellenbosch Municipality NMT Network Plan (Vol 1 & 2), June 2015.
- Stellenbosch Transport Model: Transport Modelling Report, 2010.
- Stellenbosch Municipality Comprehensive Integrated Transport Plan (CITP) 2016 – 2020.

- Update Stellenbosch Comprehensive Integrated Transport Plan, October 2018.
- Stellenbosch Municipality Draft Strategic Development Framework (SDF), May 2018.
- Stellenbosch Municipality Draft Strategic Development Framework (SDF), January 2019.
- Stellenbosch Municipality Final Draft Strategic Development Framework (SDF), June 2019.
- Transit Oriented Development Policy.
- Integrated Public Transport Network Policy.
- Public Transport Service Network: Initial Operations and Business Plans, 2016.
- Stellenbosch Municipality Urban Development Strategy Status Quo Report, Draft 1, May 2017.
- Stellenbosch Western Bypass Status Report, April 2017.
- The Development of a Transport Management Plan around the various schools located off the intersection of the R44 and Van Reede Street, Stellenbosch. Pendulum Consulting, June 2011.
- A new gateway for Stellenbosch, Conceptual Study for TOD in Stellenbosch. Royal Haskoning DHV, May 2018.
- Stellenbosch Municipality, Pavement Management System, Network / Strategic Level Assessment, Paved Roads, V&V Consulting Engineers, 2015.
- Stellenbosch Municipality, Pavement Management System, Network / Strategic Level Assessment, Unpaved Roads, V&V Consulting Engineers, 2015.
- Stellenbosch Municipality Upgrade of Intersections along R44 and Helshoogte Road, Stellenbosch. ICE Group, Revision 1, June 2015.
- Stellenbosch Local Municipality, Road Asset Management Plan, Ver. 1.1, SMEC, April 2019.

The review included verification of which of the 2012 RMP recommendations has been implemented, are in the process of implementation, has been programmed for later implementation or are no longer considered due to changes in circumstances, land-use, strategies and/or policies.

A number of critical planning studies are currently in process including the updated Stellenbosch SDF, Stellenbosch IDP and various Arterial Master Plans. The existing information (draft only where available), were used to inform this RMP update. The RMP should however be updated in future when new information becomes available.

1.6.2 EMME MODEL UPDATE, CALIBRATION AND SURVEYS

Mr Wilfred Crous, an independent expert, undertook the EMME/4 transport network modelling for the 2012 RMP, and he undertook the modelling for this 2018 update. The model has been independently developed and maintained by Mr Crous over the past 25 years, and it can be used with confidence as a modelling platform, provided the necessary spatial refinements are undertaken.

CALIBRATION

The most recent traffic survey data and the latest aerial photography were obtained and utilised to update and calibrate the EMME model. Gaps in the data, or where data is regarded as outdated or un-useable for whatever reason were identified and additional traffic surveys were undertaken. Refer to Chapter 4.

In some instances there are differences between the recommendations of the 2012 Roads Master Plan and current planning with regards to infrastructure proposals and upgrades, including major land-use planning changes. These variations were noted for consideration in the EMME modelling calibration.

1.6.3 LAND-USE DEVELOPMENT SCENARIO ANALYSIS

The primary output of the modelling of the road network for the various planning horizons is to determine the impact of densification, land-use development and public transport provision (modal shift) on the road network. The model identified and/or reconfirmed the road network requirements in order to support the land-use scenarios for the various planning horizons.

The land-use proposals were obtained from the Municipality, and will be workshopped before the Scenario testing is undertaken to ensure agreement from the various Municipal departments. Note that the modelling is not intended as a land-use planning exercise, but a road network planning exercise in support of the agreed land-use planning and other initiatives (public transport, TOD, etc.).

A number of critical planning studies are currently underway, including the update of the Stellenbosch SDF, Stellenbosch IDP and various Arterial Master Plans. The SDF is scheduled for public participation towards the end of 2018, for approval by Council in May 2019. The final SDF was scheduled for completion by March 2019.

The existing information from drafts, where available, were used to inform this update. The RMP should however be updated in future when new information becomes available.

1.6.4 ASSESSMENT OF PUBLIC TRANSPORT SYSTEM PROVISION IMPACTS

The future provision of a public transport system and services will impact the requirements for road infrastructure. It was the intention to model the Municipality's public transport proposals as part of the EMME modelling process to test the impact of the proposals. However, the available information is too high-level and with an unknown implementation framework, and was not incorporated in the modelling.

1.6.5 ROAD NETWORK ASSESSMENT AND PROPOSALS

The EMME modelling results identified current and future (horizon year) network capacity constraints. These results, and Client inputs, were utilised to test and update the RMP's recommendations. The high-level prioritisation of the projects includes cost estimates of the various recommendations to assist the Client with their implementation planning.

The current road network classification were revised, where required, with inputs from the Client.

1.7 LIAISON

A brief record of the meetings that were held are listed below:

— Inception meeting:	23 March 2018
— Client meeting:	19 April 2018
— Meeting with PGWC:	26 April 2018
— Meeting with STB Planning:	3 May 2018
— Meeting with STB Planning:	11 May 2018
— Client & Province consultants:	22 May 2018

— Client & ICE consultants:	28 May 2018
— Client meeting & R44/US meeting:	8 June 2018
— Client meeting:	27 June 2018
— Client & University of Stellenbosch representatives meeting:	4 September 2018
— Stellenbosch Mobility Forum	21 November 2018
— Client meeting:	11 December 2018
— Client meeting:	7 February 2019
— Client meeting:	25 April 2019
— Client meeting:	22 May 2019

2 EXISTING TRANSPORT WITHIN THE STELLENBOSCH MUNICIPAL AREA

2.1 GENERAL INFORMATION

The 2016-2020 CITP states the following modal split within SM:

- Light vehicles: 87%
- Minibus taxis: 7.5%
- Bus: 4.5%
- Heavy vehicles: 1.5%
- Rail : No information available

2.2 ROAD-BASED MOTORISED TRANSPORT (PRIVATE)

This transport mode is dealt with throughout this RMP and is noted here for completeness.

2.3 NON-MOTORISED TRANSPORT

Non-Motorised Transport (NMT) is a dominant mode of transport for some towns within the Stellenbosch municipal area, whereby cycling and walking provide basic mobility to a large percentage of the population. Although this Roads Master Plan does not specifically focus on NMT, it does support the fact that this mode of transport forms an integral part of present and future transport solutions.

Most new roads are utilised by NMT users and therefore NMT facilities should always be considered from the outset. NMT Master Plans for the US, the SMA as well as the Cape Winelands District have been completed and these master plans contain lists of projects to be implemented. These initiatives are wholeheartedly supported by SM. All new and existing roads should be evaluated to ensure sufficient provision is made for NMT users where applicable. Refer to Figure 2-1.

Important to note is the required policy and trade-offs between safety and mobility along high order roads, especially the Provincial arterials. Should pedestrians and cyclists be encouraged to use these routes, or should separate facilities be provided.

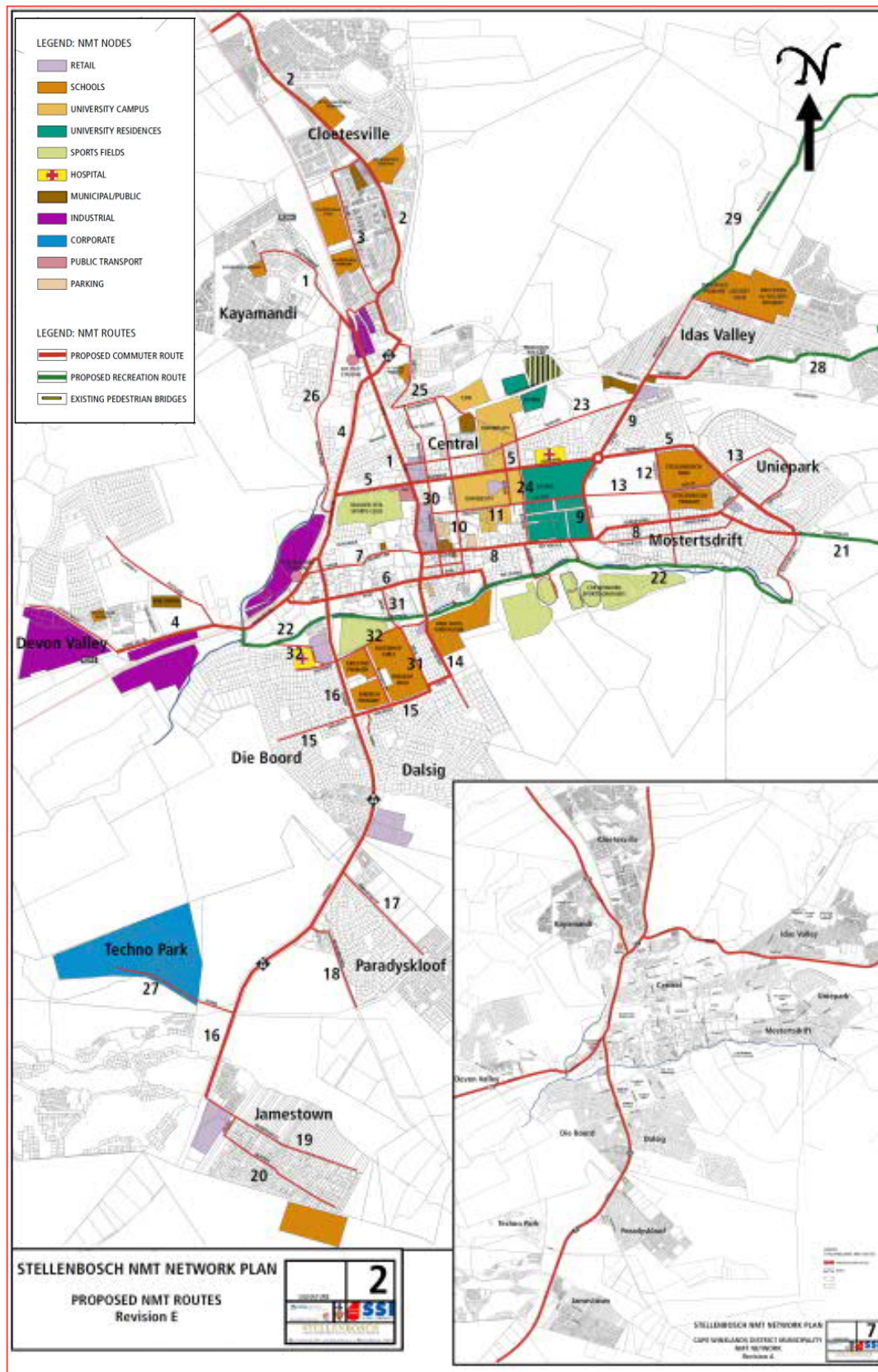


Figure 2-1: Stellenbosch and Cape Winelands District NMT Network Plan

Source: Stellenbosch Municipality

2.4 PUBLIC TRANSPORT

2.4.1 ROAD BASED PUBLIC TRANSPORT

Approximately 12% of all road traffic within the SM is public transport (buses and mini-bus taxis) - Source: 2016-2020 CITP. This is low compared to the neighbouring Cape Town Metropolitan area with approximately 36% of road based transport serviced by public transport.

Existing long distance commuter bus services are in operation in the Stellenbosch Municipal area during the morning and afternoon peak periods. They are the following:

- GABS service in operation (June 2018):
 - Mitchells Plain – Luzuko – Stellenbosch
 - Strand – Somerset West - Stellenbosch
- Limited bus services for learner transport to some schools within SM. Trip and passenger numbers are not available.
- The University of Stellenbosch operates weekday shuttle services to and from various campus destinations to decentralised parking facilities. These services are mostly free of charge and is exclusively for the use of students and staff.

There are currently 9 informal and 3 formal mini-bus taxi ranks within the Stellenbosch Municipal area. The taxi ranks include:

- Kayamandi – informal on-street rank
- Kayamandi – long distance
- Kayamandi (Bird Street/George Blake) – New formal rank
- Bergzicht – CBD, formal rank
- Stellenbosch Railway Station – External services to Stellenbosch
- Adam Tas
- Pniel
- Lanquedoc – informal rank
- Franschhoek – on-street rank near shopping centre on Main Road (R45)
- Franschhoek – Groendal rank
- Klapmuts- formal rank
- Jamestown

Three taxi associations currently operate within the Stellenbosch Municipal area. These are:

- Stellenbosch Taxi Association
- Kayamandi Taxi Association
- Franschhoek Taxi Association

2.4.2 RAIL BASED PUBLIC TRANSPORT

The Passenger Rail Agency of South Africa (PRASA) operates Metrorail passenger services in the Cape Metropolitan area, including Stellenbosch. SM is served by a branch of the Northern line, and the service is accessible via seven railway stations; namely Lynedoch, Vlootenburg, Stellenbosch (CBD), Du Toit, Koelenhof, Muldersvlei and Klapmuts. The length of this section of the railway line within SM is approximately 18km. Refer to Figure 2-2 for the rail map of the Cape Metro, including the portion that serves SM.

PRASA currently has three categories of railway lines - categories A, B and C – with the category A railway lines being the most important ones with the majority of passengers. The prioritisation of PRASA projects are sorted according to this categorization. The Stellenbosch line falls into the category C grouping.

To note: no recent rail data is available of the number of trains or rail commuters to and from Stellenbosch Municipality. The last rail census was conducted in 2012, this information is regarded as out-dated given the known deterioration of Metrorail services within the Cape Metropole. The dualling of the Northern line through Stellenbosch is critical, and is on the Priority list for planning and implementation by PRASA.

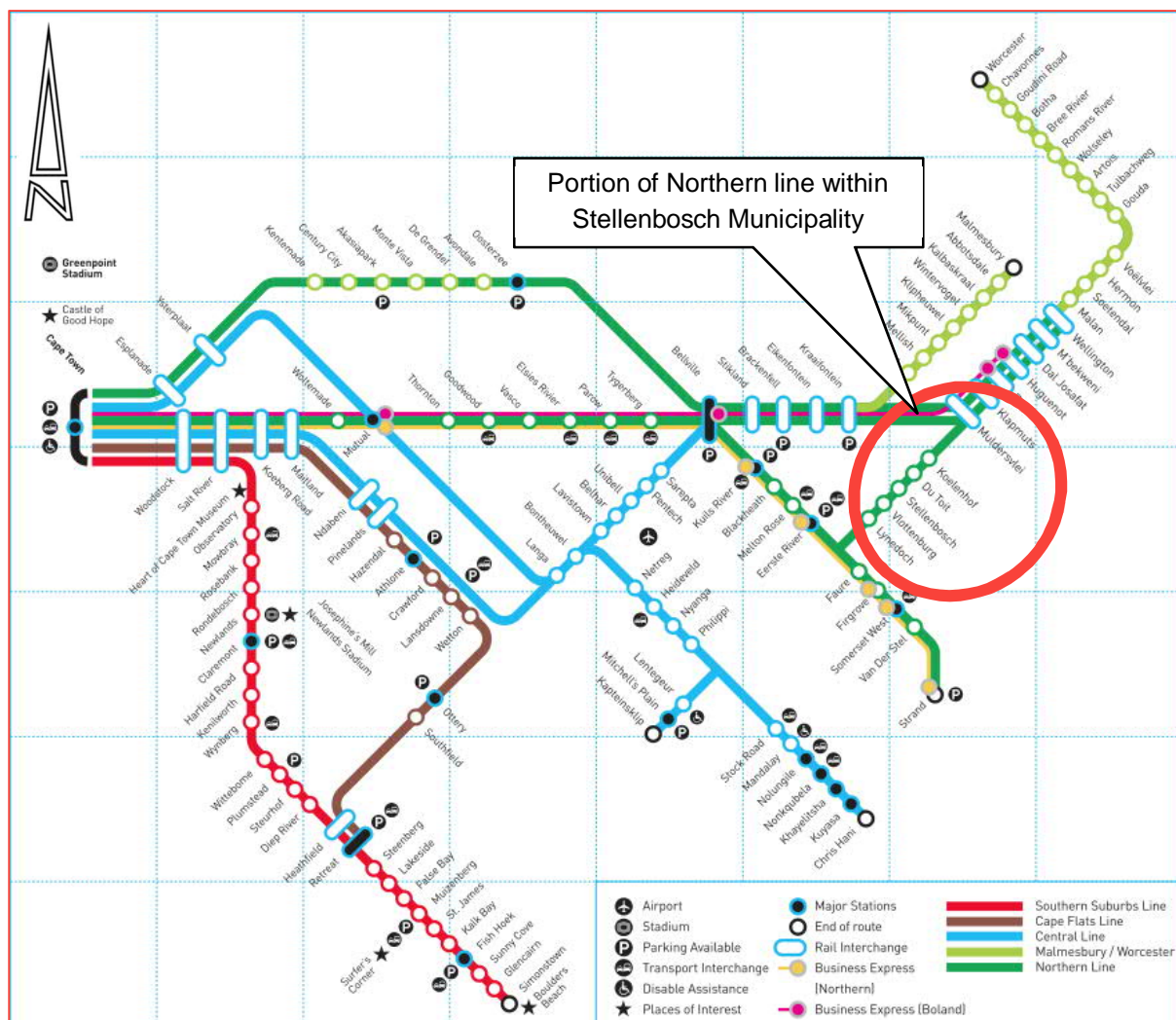


Figure 2-2: Cape Town Metro rail network

Source: Metrorail

3 EXISTING ROAD NETWORK

3.1 GENERAL

Stellenbosch Municipality covers an area of approximately 831 km² (90,000Ha). The SM owns and maintains the majority of the road network. The CWDM, of which the Stellenbosch area forms one of its five regions, are an agent to the Provincial roads authority and also assist in the maintenance of the Provincial road network.

The PGWC owns and maintains the Provincial road network within the SM area and within urban areas (such as the Stellenbosch and Franschhoek CBD's). The 80/20 principal is applied whereby SM contributes the smaller portion of funding towards the upkeep of Provincial roads. The extent of the Provincial Roads are primarily in the rural locations connecting the towns of Stellenbosch, Raithby, Klapmuts, Kylemore, Pniel, Wemmershoek and Franschhoek. SANRAL owns and maintains the N1 Freeway, located on the north-western border of the SM.

Figure 3-1 is an extract from the 2016-2020 CITP showing the SM major road network.

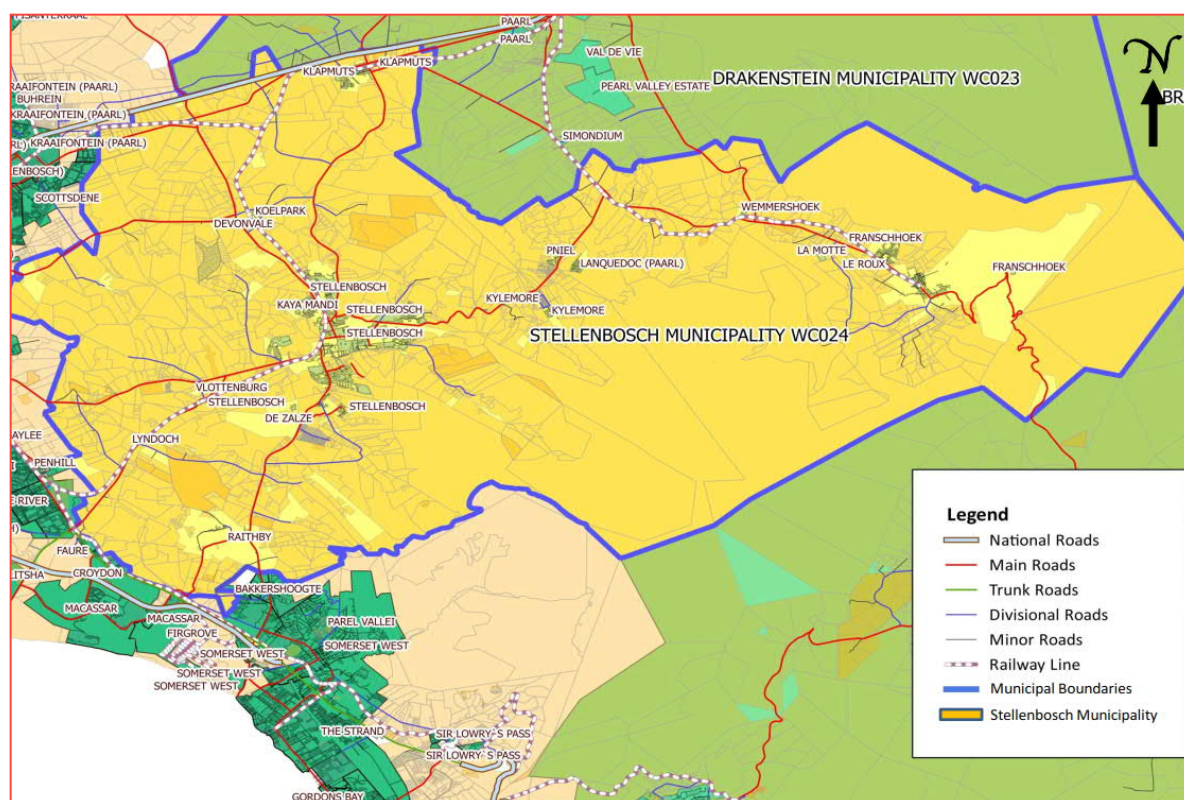


Figure 3-1: Stellenbosch Municipality National and Provincial Proclaimed road network

Source: Stellenbosch Municipality

The 2019 draft SDF estimates the current population of SM at 176 500 people. It has a highly unequal household income distribution, with one of the highest Gini Coefficients in South Africa. 53% of households are classified as low-income, with 20% of these having no registered income. Unemployment stood at around 20% in 2011, and continues to rise.

The Gini coefficient is a measure of statistical dispersion intended to represent income or wealth distribution, and is the most commonly used measurement of inequality. The Gini coefficient measures the inequality among values of a frequency distribution, (for example income).

3.2 TRAFFIC VOLUMES ON MAJOR ROUTES

The majority of the population, job opportunities and higher education facilities are situated within Stellenbosch town, therefore the traffic volumes to and from and within the town are much higher than elsewhere in the SM. During the weekday morning and afternoon peak periods, the primary routes into and out of the CBD are congested. Table 3-1 lists a breakdown of the number of vehicles travelling in and out of town during the AM peak. Refer to Figure 3-2 that shows the 2019 weekday AM vehicle volumes in and out of the CBD along the major routes.

Table 3-1: Weekday AM Peak hour Vehicle Volumes (Inbound & Outbound)

PRIMARY ROAD	2012 RMP		June 2018*		March 2019*	
	VPH INBOUND	VPH OUTBOUND	VPH INBOUND	VPH OUTBOUND	VPH INBOUND	VPH OUTBOUND
R44 (opposite Paradyskloof)	2468	1372			2286	1849
R44 (south of Technopark)	2794	782			3167	1157
R44 / Van Reede (north of Technopark)			2229	1896	2336	1949
R310 (west of the R44)	665	491			1465	1045
R310 (before the Polkadraai intersection)	665	491				
R310 (Devon Valley Road intersection)	1725	1463				
R310 (At Dorp Street)			1984	1200	2161	1233
R304 (north of Kayamandi)	1266	429				
R304 (at George Blake Rd)			1183	674		
R44 (north of Helshoogte)	1447	479				
R44 (at Helshoogte Road)			1344	695	1586	742
R310 Helshoogte (east of Cluver Road)	530	258				
R310 Helshoogte (at La Colline Road)			508	792	652	1244
Jonkershoek Road (east of Omega Road)	139	147				

* Surveyed traffic

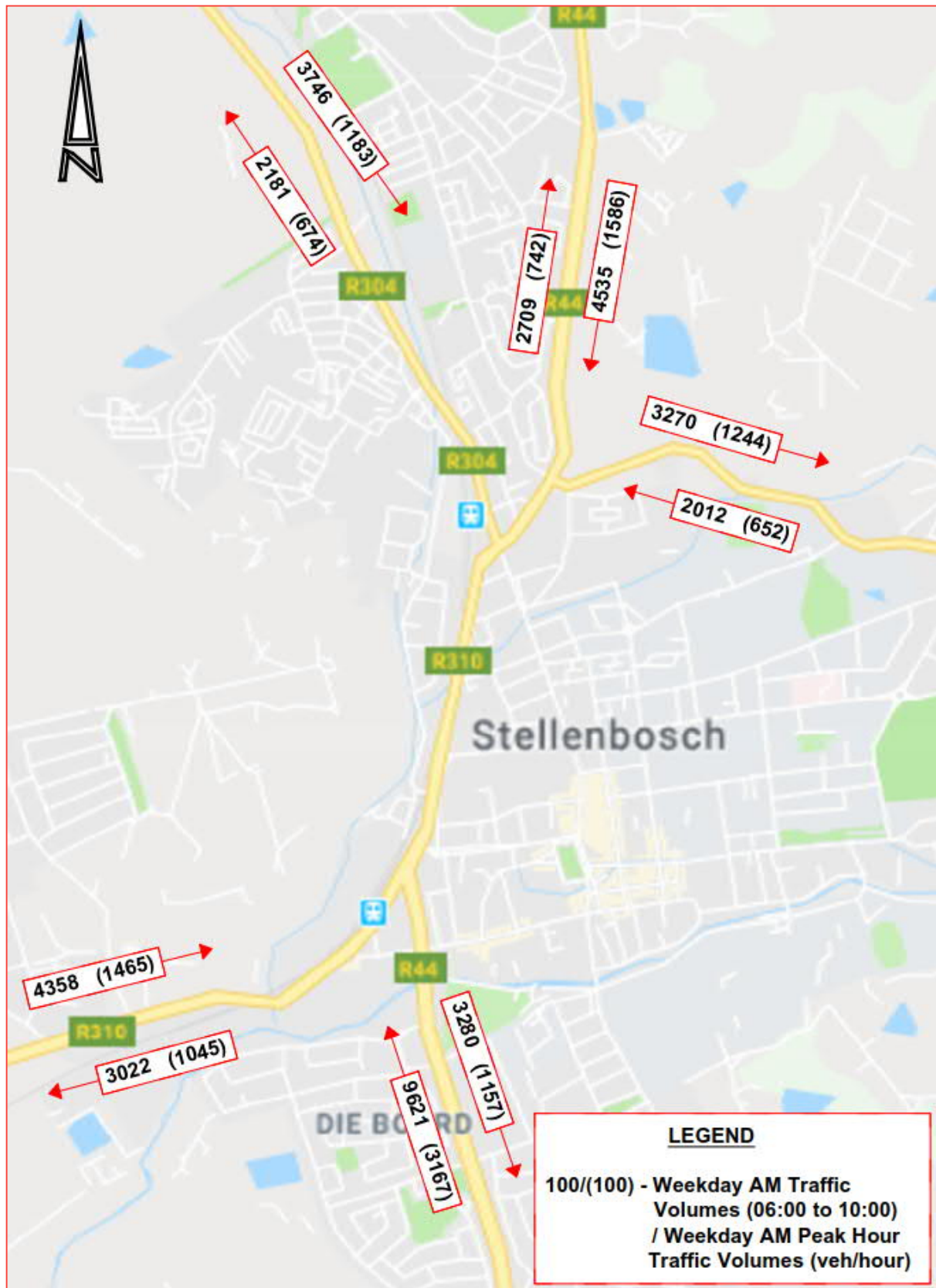


Figure 3-2: Weekday AM peak vehicle volumes

ANALYSIS

- The R44 conveys the highest vehicle volumes during the AM peak period with approximately 2,229 vph travelling northbound from Somerset West and Strand to the Stellenbosch CBD (June 2018 volumes). This has increased approximately 4.5% to 2336 vph (March 2019). This increase was measured in less than a year.
 - Inbound volumes along the R44 (south of Technopark) has increased by approximately 13% from 2012 to 2019 to 3167 vph. As a consequence, long queues and delays are experienced on the R44 during the weekday AM peak.
 - The R44 conveys approximately 1,586 vph travelling southbound to the Stellenbosch CBD from Welgevonden and further north. This has increased substantially from the 1,344 vph counted in June 2018.
 - The R310 (Adam Tas) conveys approximately 2,161 vph travelling eastbound to the Stellenbosch CBD during the AM peak period, and 1,233 vph westbound towards Cape Town.
 - The R310 (Helshoogte) conveys approximately 652 vph travelling westbound to the Stellenbosch CBD during the AM peak period.
- The R304 conveys approximately 1,183 vph travelling southbound to the Stellenbosch CBD from north of Kyamandi.
- From the above analysis it can be seen that the background traffic, as measured during the weekday AM peak hour, is increasing on all the major link roads, in and out of the CBD. Where intersections are operating near or at capacity, the result is an increase in the length of the peak period, and increased delays and queues.

The SM requested a high-level estimate of the number of persons entering the CBD, this is briefly discussed below. Refer to

Table 3-2 for the total number of vehicles entering and leaving the CBD during a weekday AM peak. The average vehicle classification along these links are:

- Light vehicles: 93%
- Taxis: 3.7%
- Buses: 0.2%
- Heavy vehicles: 3.1%

The number of persons per vehicle is assumed as:

- Light vehicles: 1.5 persons
- Taxis: 10 persons
- Buses: 50 person

Note that the number of persons per vehicle is estimated from the EMMIE model's values, and averaged for income group and buses and taxis that may enter or leave town without passengers. These numbers excludes all non-motorised transport, motorcycles and rail passengers.

The total net number of persons entering the CBD during the weekday AM peak is estimated at over 18,000 and during the weekday AM highest peak hour nearly 6000.

Table 3-2: 2019 Weekday AM peak vehicle volumes to the CBD (major routes only)**WEEKDAY AM PEAK (6:00 - 10:00)**

Origin	In	Out	TOTAL IN (vehicles)	TOTAL IN (persons)
R44 (from Somerset West)	9621	3280	6341	11775
R310 (from CT)	4385	3022	1363	2531
R310 (Helshoogte)	2012	3270	-1258	-2336
R44 (Welgevonden)	4535	2709	1826	3391
R304 (George Blake)	3746	2181	1565	2906
Total	24299	14462	9837	18 268

WEEKDAY AM PEAK HOUR (+/- 7:00 - 8:00)

Origin	In	Out	TOTAL IN (vehicles)	TOTAL IN (persons)
R44 (from Somerset West)	3167	1157	2010	3733
R310 (from CT)	1465	1045	420	780
R310 (Helshoogte)	652	1244	-592	-1099
R44 (Welgevonden)	1586	742	844	1567
R304 (George Blake)	1183	674	509	945
Total	8053	4862	3191	5 926

3.3 PAVEMENT ASSESSMENT

The Provincial Pavement Management Systems (2010), states that the average rating of the Provincial road network was “poor”. The surface and structural condition of the road network is indicated as 19% poor and 13% very poor.

The results of the latest SM Road Asset Management Plan, dated April 2019, is briefly summarised here. Refer to the report: Stellenbosch Local Municipality, Road Asset Management Plan, Ver. 1.1, SMEC, April 2019.

The total road network consist of the following:

— Paved (Dual carriageway)	5.5 km
— Paved (flexible)	288.5 km
— Paved (block)	6.0 km
— Paved (concrete)	0.1 km
— Roundabouts	1.1 km
— Gravel	11.1 km
— Earth	0.1 km
— Total	312.5 km

3.3.1 GENERAL ROAD CONDITIONS

The general road conditions are described broadly in terms of the visual condition index (VCI) of each road. This index represents a weighted average of the condition based on all defects. Approximately 7 km (2.5%) of the roads in SM are in a poor or very poor condition. Refer to Table 3-3.

Table 3-3: SM General Road Condition (2019)

Town	General Road Condition					Grand Total
	1 - Very Good	2 - Good	3 - Fair	4 - Poor	5 - Very Poor	
Devonvale	3.4	0.2	3.6	0.6	0.0	7.8
Franschhoek	20.7	8.3	2.3	0.5	0.4	32.2
Klapmuts	14.8	3.2	1.7	1.1	0.0	20.8
Kylemore	3.4	2.2	0.8	0.4	0.0	6.7
La Motte	1.9	0.1	2.0	0.6	0.0	4.6
Lanquedoc	6.1	0.9	1.0	0.7	0.0	8.7
Meerlust	0.0	0.8	0.2	0.0	0.0	1.0
Pniel	7.6	1.4	0.5	0.9	0.2	10.6
Raithby	1.2	1.0	0.4	0.0	0.2	2.8
Stellenbosch	118.7	86.3	10.6	0.9	0.5	216.9
Grand Total	177.8	104.2	23.2	5.8	1.3	312.3

3.3.2 COMPONENT CONDITIONS

The distributions (per m²) of Surfacing (SCI), Pavement (PCI) and Formation (FCI) Condition indices are shown for all areas are shown in Table 3-4, Table 3-5 and Table 3-6. The generally poor surfacing condition occur throughout the SM.

Table 3-4: Surfacing condition

Town	Surfacing Condition (sqm)					Total
	1 - Very Good	2 - Good	3 - Fair	4 - Poor	5 - Very Poor	
Devonvale	0	0	356	598	28 254	29 209
Franschhoek	4 421	1 020	16 824	27 011	134 644	183 921
Klapmuts	1 011	25 715	17 676	9 913	41 985	96 299
Kylemore	1 087	1 629	2 914	3 827	22 187	31 644
La Motte	0	1 576	7 284	1 099	0	9 960
Lanquedoc	0	20 297	11 233	7 047	3 794	42 372
Meerlust	0	0	0	6 038	0	6 038
Pniel	2 788	1 637	4 137	10 587	34 559	53 707
Raithby	0	0	716	3 745	8 493	12 954
Stellenbosch	30 937	38 182	101 730	217 093	1 087 714	1 475 656
Grand Total	40 244	90 057	162 870	286 958	1 361 630	1 941 759

Table 3-5: Formation condition

Town	Formation Condition (sqm)					Total
	1 - Very Good	2 - Good	3 - Fair	4 - Poor	5 - Very Poor	
Devonvale	598	28 610	17 234	3 089	0	49 532
Franschhoek	17 608	155 349	13 182	12 031	3 147	201 318
Klapmuts	51 286	47 982	7 332	8 167	679	115 445
Kylemore	4 197	23 239	2 713	4 601	413	35 164
La Motte	8 483	1 476	9 399	4 579	0	23 937
Lanquedoc	28 051	9 173	5 147	0	0	42 372
Meerlust	0	2 546	3 491	0	0	6 038
Pniel	6 497	43 099	2 742	2 864	2 666	57 868
Raithby	0	8 292	3 946	0	1 415	13 653
Stellenbosch	176 700	1 070 922	194 884	49 303	20 088	1 511 897
Grand Total	293 420	1 390 691	260 071	84 634	28 408	2 057 224

Table 3-6: Pavement condition

Town	Pavement Condition (sqm)					Total
	1 - Very Good	2 - Good	3 - Fair	4 - Poor	5 - Very Poor	
Devonvale	0	0	16 191	13 018	0	29 209
Franschhoek	5 442	7 279	54 624	100 635	16 294	184 275
Klapmuts	8 573	37 999	25 866	27 931	7 184	107 552
Kylemore	1 554	1 855	8 713	13 773	6 492	32 387
La Motte	4 167	4 525	899	368	0	9 960
Lanquedoc	11 328	17 533	4 131	5 586	3 794	42 372
Meerlust	0	0	3 184	1 645	1 208	6 038
Pniel	4 359	2 849	16 642	26 435	5 038	55 323
Raithby	0	0	3 510	6 890	2 555	12 954
Stellenbosch	38 291	95 728	465 390	742 468	165 382	1 507 259
Grand Total	73 714	167 767	599 149	938 751	207 947	1 987 329

3.3.3 ROAD NETWORK CLASSIFICATION

The SM road network has developed over many years, primarily informed by the surrounding land- use and network needs. The size and importance of destinations that needs to be served by the network normally determines the class of road required to serve them. Access management provides the means to ensure that the designated roads are able to serve land uses in an appropriate and efficient manner. Land use and transport integration thus means that the hierarchy and protection of the different road classes, appropriate to their function, is an integral part of enabling efficient and sustainable land use.

The 2012 RMP classified the SM road network by utilising a road hierarchy system ranging from Class 1 to Class 5 depending on various criteria according to the South African Road Classification and Access Management Manual (RCAMM).

Figure 3-3 shows an extract from TRH26: South African Road Classification and Access Management Manual (COTO, 2012) indicating the Mobility and Access Functional Classification of as road. A clear distinction is

required between the mobility and access function of a road in order to ensure they operate as designed in terms of traffic volumes and safety.

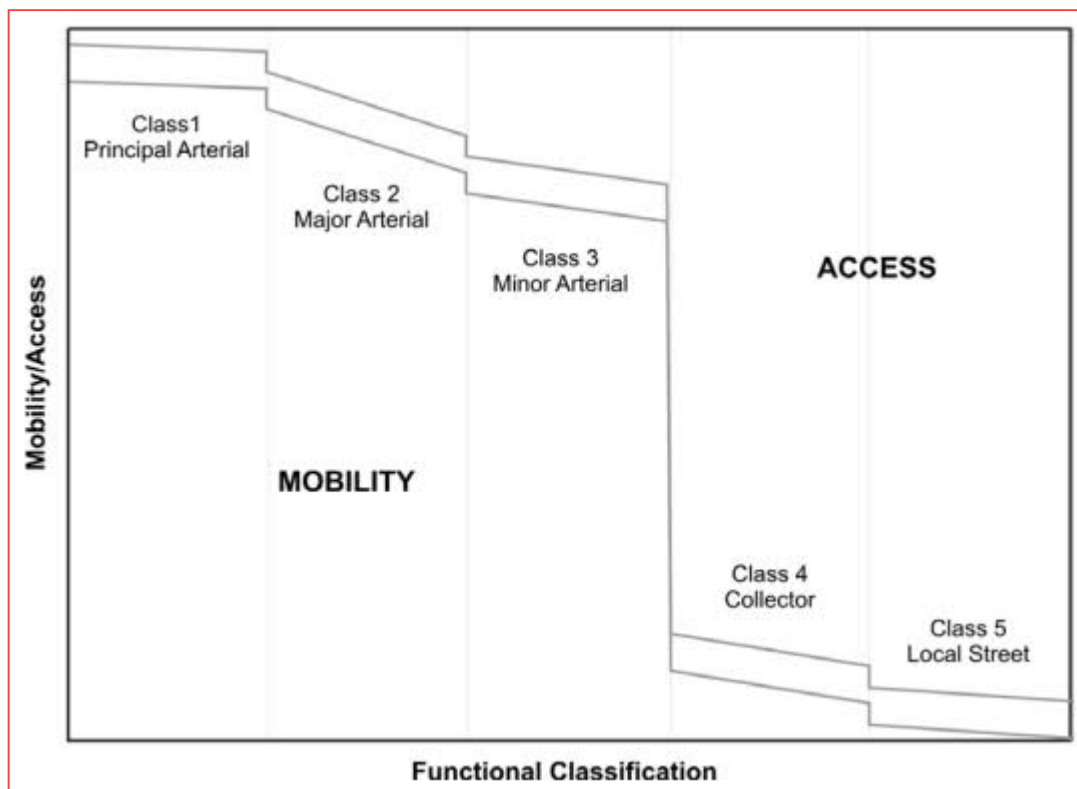


Figure 3-3: Mobility and Access functional classification

Source: TRH26

The following road categories were used in the 2012 RMP, and has been retained for the 2018 update:

Urban Roads

- Class U1: urban principal arterials

Urban principal arterials serve the major economic activity centres of an urban area and often serve as connectors to the rural Class 1 routes. They are the highest trafficked roads, heavy utilised for freight movement, and have the longest trip lengths. These roads are mostly found in metropolitan areas and large cities. Being the longest urban routes, they often stretch from boundary to boundary and connect with other metropolitan or rural principal arterial routes. These roads would normally be 10 km or more in length.

Class U1 principal arterials carry large volumes of traffic - typically 40 000 vpd (24 hours) or more, but can sometimes carry volumes in excess of 120 000 vpd. Because of the large traffic volumes and the requirement to carry high traffic flows over long distances, Class U1 principal arterials are typically freeways, e.g. the N1 freeway. Traffic calming is prohibited along these routes and access is limited, and typically grade separated.

- Class U2: urban major arterials

Urban major arterials serve the larger economic activity centres of an urban area and are traffic corridors with high traffic volumes and long trip lengths. They usually connect with arterials of an equal or higher Class (1 or 2). They should be continuous with a minimum length of about 5 km with high mobility and few accesses. The major arterials would typically carry large volumes of traffic of about 20 000 to 60 000 vpd, e.g. the R44.

- Class U3: urban minor arterials

Urban minor arterials serve economic activity nodes and residential districts, have moderate traffic volumes and serve moderate trip lengths. They are the last leg on the mobility road network, bringing traffic close to (within a kilometre at most) its final destination. Minor arterials function as through routes on a district scale. While still carrying predominantly through traffic, they serve shorter distance trips with a length of around 2 km, but can be as short as a single block if connecting higher order routes. The roads usually connect Class 4 collectors to the Class 2 major arterials, but can connect to the Class 1 principal arterial network. The minor arterials would typically carry volumes of traffic of between 10 000 and 40 000 vpd, e.g. Annandale Road.

— Class U4: urban collector streets

Collector streets are used to penetrate local neighbourhoods with the purpose of collecting and distributing traffic between local streets and the arterial system. The streets are mainly intended to serve an access function with limited mobility and traffic volumes, trip lengths and continuity must be limited. They should not carry any through traffic but only traffic with an origin or destination along or near to the street. The majority of the traffic using the collector street will have a destination in the street itself or in a local street leading off the collector, e.g. Van Reede Road. A collector street must not be quicker to use to pass through an area than a mobility road or else 'rat-running' can occur. Rat-running along these routes may then require traffic calming measures, which is expensive to retrofit and could lead to other traffic issues.

— Class U5: urban local streets

Class 5 urban streets provide access to individual properties. They should only provide an access function or activity, and traffic volumes and trip lengths must be limited. They must not be continuous between roads of a higher order than a Class 4, e.g. Church Street. Local streets should not carry any through traffic but only traffic with an origin or destination along the street, i.e. all the traffic using the local street will have an origin or destination along the street itself.

Rural Roads

— Class R1: rural principal arterials

Class R1 arterials are continuous routes that would typically serve several nodes along each route. The routes are typically characterised by high through traffic volumes, long travel distances or both. They are seldom less than 50km in length. AADT would in most cases exceed 1000 vpd on the long distance routes, 5000 vpd on medium distance routes and can reach 100,000 vpd or more on shorter routes.

— Class R2: rural major arterials

Class R2 arterials are continuous routes that would usually serve several nodes, typically within a province. The routes are characterised by relatively high traffic volumes, relatively long travel distances or both. They often start and end within the provincial boundaries, but can cross into adjoining provinces. They are seldom shorter than 25km in length. AADT would typically exceed about 500 vpd on long distance routes, 2000 vpd on medium distance routes but on shorter routes, the volumes could exceed 25000 vpd.

— Class R3: rural minor arterials

Class R3 arterials are not always continuous, often stopping when a particular destination is reached, although they could also serve more than one node in a district and can cross adjoining districts. The typical lengths of these routes would vary between about 5km and 100km. These roads have low traffic volumes, typically between 100 and 2000 vpd.

— Class R4: rural collector roads

These roads form the link to local destinations. They do not carry through traffic but only traffic with an origin or destination along or near the road. A collector road should not be faster to use to pass through an area than the alternative mobility road. These roads would typically give access to smaller rural settlements, tourist areas, mines, game and nature parks or heritage sites. The roads can also provide direct access to large farms. The length of these roads is mostly shorter than 10km. Traffic volumes should not be more than about 1000 vpd.

— Class R5: rural local roads

Class 5 roads provide direct access to smaller individual properties such as within rural settlements, as well as small to medium sized farms in rural areas. They serve no other purpose than to give local access. The

length of these roads would mostly be shorter than 5km and traffic volumes should not be more than about 500 vpd.

Refer to Figure 3-4 for the road hierarchy map developed for the 2012 RMP and to Section 8.1 for additional information.

The Road Asset Management Plan states that the road network classes are as follows, refer to Table 3-7.

Table 3-7: SM Road network – Functional class

Municipality/Town	Functional Class				Grand Total
	Arterial	Distributor	Collector	Access	
Stellenbosch	4.0	0.0	58.1	250.4	312.5
Devonvale	0.0	0.0	0.0	7.8	7.8
Franschhoek	0.0	0.0	2.9	29.3	32.2
Klapmuts	0.0	0.0	0.0	20.8	20.8
Kylemore	0.0	0.0	0.7	6.0	6.7
La Motte	0.0	0.0	0.0	4.6	4.6
Lanquedoc	0.0	0.0	1.6	7.1	8.7
Meerlust	0.0	0.0	0.0	1.0	1.0
Pniel	0.0	0.0	0.0	10.6	10.6
Raithby	0.0	0.0	0.0	2.8	2.8
Stellenbosch	4.0	0.0	52.9	160.1	217.0

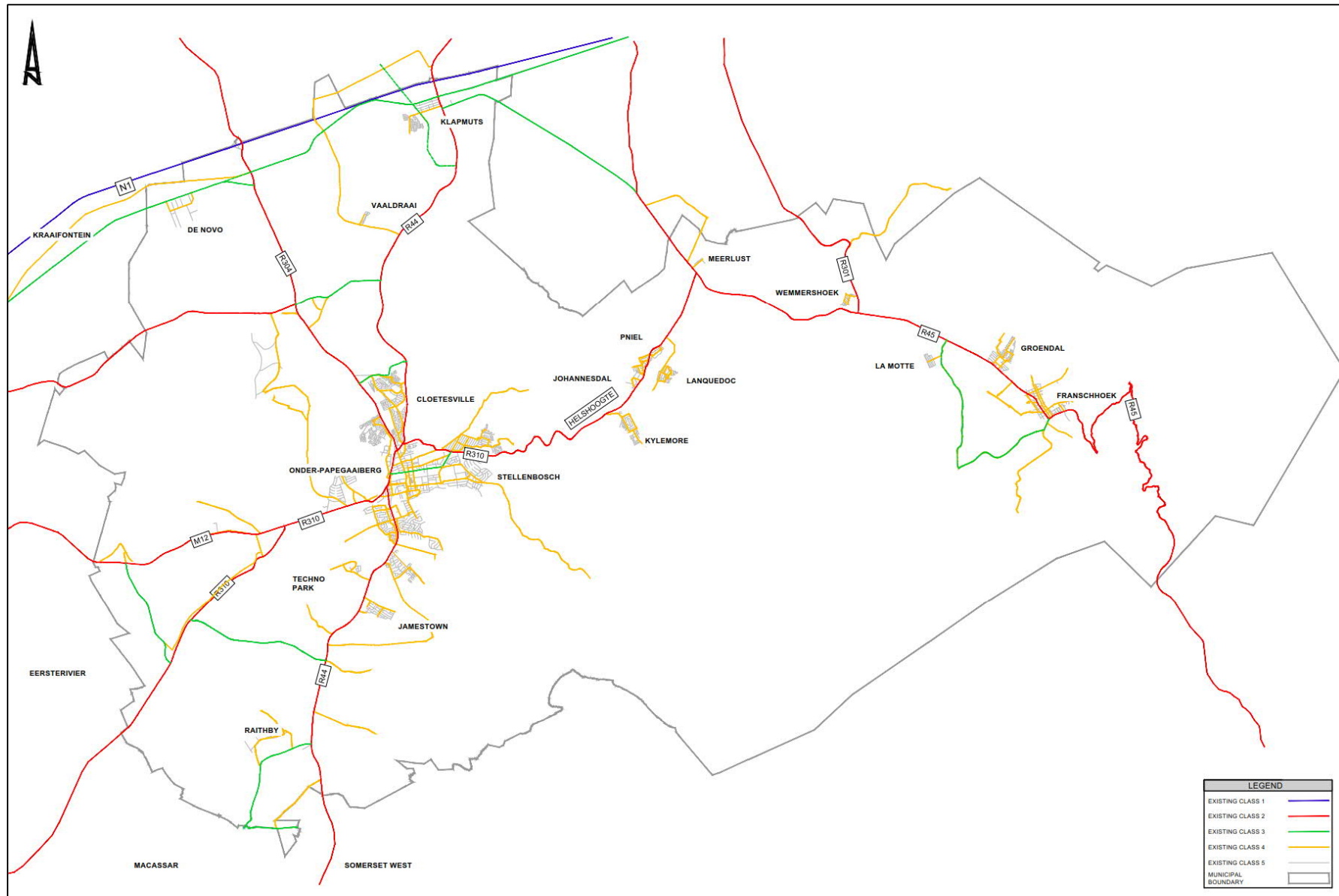


Figure 3-4: Stellenbosch Municipality Road Network Hierarchy (2018)

4 MODELLING OF THE STELLENBOSCH ROAD NETWORK

4.1 INTRODUCTION

The 2018 RMP update requires detailed transportation modelling, and the Cape Town EMME/4 Metropolitan Transport Model was used as the transport modelling platform. EMME/4 remains one of the most sophisticated, powerful and widely used transport modelling systems in the world.

The EMME model was used in 2009 as a strategic planning tool to analyse and assess the transport system in and around Stellenbosch, to develop a Public Transport Operations Plan and, later in 2012, to prepare the Roads Master Plan for Stellenbosch.

In view of the present modelling objectives, it was decided to update and continue using the EMME/4 Cape Metropolitan Transport Model as the principal modelling platform for the RMP update. One of the reasons for using the metropolitan model was that this system incorporates the entire greater metropolitan area, including Stellenbosch, and thereby ensures a regional balance between employment and population forecasts.

Using this database also provided alignment with long-term Cape Town Metropolitan growth projections. A number of long-term land-use scenarios, which were recently developed by the City of Cape Town have been used as the basis of the 2040 Transport Demand Modelling scenario. This scenario also captures the latest residential, industrial and commercial development proposals in the Stellenbosch Municipal Area.

4.2 MODELLING SYSTEM

One of the main advantages of using the metropolitan model is its ability to address the regional interdependence between Stellenbosch, its surrounding towns and the Cape Town Metropolitan Area. The EMME/4 Metropolitan Transport Model has been in use since 1992 and has been updated regularly, i.e. to reflect changes in the transport network and land use patterns. The latest 2011 census information, and more recent 2013 metropolitan-wide household interview data, have also been incorporated into the modelling system.

The model has been used for various applications, and is generally used as a basic conventional four-step demand model, which is particularly useful for strategic investigations. The traffic assignment step has recently been upgraded with a variable demand methodology which more accurately reflects the road network's capacity constraints. It therefore automatically determines the peak hour traffic demand and the length of the peak period across the metropolitan network. Another major improvement has been the introduction of a new modal split modelling routine which is more dynamic and responsive to the public transport network attributes.

In its present form, the metropolitan model focuses mainly on AM peak period commuter demand, covering the whole of the Cape Town Metropolitan Area, including Atlantis, Paarl/Wellington, Malmesbury, Franschhoek, Stellenbosch and the Helderberg area. It currently consists of 2 281 transport zones and more than 23 000 one-directional network links, representing all major metropolitan transport infrastructure components. It also incorporates all metropolitan commuter rail services and existing MyCiTi trunk and feeder systems. Future network proposals have been defined in accordance with the Cape Town's long term Metropolitan Road Network and MyCiTi public transport proposals.

The EMME/4 model has been used for a number of important metropolitan studies in the Cape Town municipal area, including the City's Development Contribution (DC) Policy, its Congestion Management Strategy and its Medium-Term Integrated Investment Framework (MTIIF). An older (2008) version of the EMME model was used as the basis for the initial transport model for the Stellenbosch Municipal Area. This work was done by Jeffares & Green (Pty) Ltd, and the results were documented in the Transport Modelling Report of June 2010. The transport zones and road network in the present (2018) model still reflect the level of detail that was introduced for the Stellenbosch study.

4.3 THE FOUR-STEP MODELLING APPROACH

For reasons of transparency and simplicity, the Stellenbosch Model has been implemented as a fairly conventional four-step modelling approach for determining the AM commuter demand across the metropolitan area, and Stellenbosch in particular. These steps are as follows:

- Trip Generation: Household and employment data are used to determine the number of commuter origins and destinations in each transport zone. This information was updated to comply with the latest land use information from the City of Cape Town and the Stellenbosch Municipality.
- Trip Distribution: Household interview data provides the basis for determining the trip distribution patterns between zones of origin and destination. A 3-dimensional matrix balancing technique is then used to compute present and future (2040) travel demand for different income groups.
- Modal Split: A two-tier modal split procedure is followed. Firstly, to determine the split between motorised and non-motorised travel, and secondly, to determine the demand for public and private transport. Different modal split functions are used for different income groups, to allow for known variations in perceptions and preferences around modal choice. The travel time effects of traffic congestion are taken into account.
- Assignment: Private transport is converted into peak hour vehicular trips and assigned onto the (road) network using a variable demand equilibrium assignment procedure. Public transport passengers are assigned onto certain (allowable) elements of the road network, as well as rail services, using a multi-path routine in EMME/4.

It should be noted that the first three modelling steps involve income stratification, where demand calculations are performed for each income group separately. In addition to the commuter demand, a separate travel matrix was constructed for students enrolled at the University of Stellenbosch. This was also converted into motorized and non-motorised trips, which were assigned in conjunction with the commuter matrices.

The Municipality also requested a more detailed study of the traffic issues currently experienced in the vicinity of the schools located along the R44 and Doornbosch Road. This study and its findings were undertaken and reported separately.

4.4 TRIP GENERATION

4.4.1 GENERAL

The trip generation model uses household and employment data to determine the home-work commuter demand, with trip productions as the origin totals at the home end and trip attractions as the destination totals at the employment end.

Usually, trip generation models allow for income variations within a particular zone, but in the Stellenbosch model, this was not necessary due to the relatively small transport zones with fairly homogeneous socio-economic population profiles. Each residential zone could be classified in terms of typical income categories, as described below.

4.4.2 INCOME STRATIFICATION

The Stellenbosch model has been developed around four separate household income groups in terms of the 2011 census categories. Although the income ranges were not determined scientifically, the following general principles were used to produce the income stratification:

- *Low Income* – Annual household income is less than R 38 200. This income group is mostly reliant upon public transport and live in low-cost housing or informal settlements. House prices are typically less than R 250 000.
- *Lower Middle Income* – Annual household income varies between R 38 200 and R 307 600. This income group prefers to use public transport. House prices vary between R 250 000 and R 1 000 000.
- *Upper Middle Income* – Annual household income varies between R 307 600 and R 614 400. These households prefer to use private transport, but will use public transport if services are up to standard. House prices vary between R 1 mil and R 2.5 mil.
- *High Income* – Annual household income is in excess of R 614 400. These households only use private transport and their house prices exceed R 2.5 mil.

Due to the relatively small number of “*High Income*” households in the metropolitan area, this income group is often combined with the “*Upper Middle Income*” group and collectively referred to as “*Higher Income*”. Similarly, the “*Low- and Lower Middle Income*” groups are sometimes referred to as “*Lower Income*”.

4.4.3 TRIP PRODUCTIONS

For each residential zone, the trip productions are calculated by multiplying the number of households (or residential units) in a particular zone by the average number of workers per household in that zone. These figures were obtained as follows:

- Household figures were extracted from the 2011 census data and updated by data from the 2016 IMQS infrastructure management system for Stellenbosch. More recent land use developments were also included in the model.
- Workers per household were obtained from the (2009) Stellenbosch household interview surveys and adjusted by the latest (2011) census data.
- Future household increments (2018 to 2040) were obtained from 2016 IMQS forecasts as well as previous IDP proposals. This was further updated with recently approved development applications and other known land use proposals for the Stellenbosch area.
- An alternative 2040 transport modelling scenario was developed in accordance with IDP policy objectives to attain much greater residential densities in the Stellenbosch Town area. For this purpose it was assumed that a minimum of 20% residential infill can be achieved in all higher income areas.
- Household information for the rest of the metropolitan area was obtained from the Cape Town Metropolitan Transport Model. Future land use forecasts are based upon a modified version of Cape Town’s Pragmatic Densification (PD) scenario.

Table 4-1 provides a summary of the 2018 households and trip productions, as well as the 2040 estimates based on the assumptions described above. It should be noted, that the number of workers per household can vary from zone to zone depending on income category and variations in type of accommodation and family structure.

Table 4-1: 2018 – 2040 Households and Commuter Trip Productions in the Stellenbosch Town Area

(University students excluded)

Income Group	Households	%	Workers per Household	Trip Productions (person trips)	%
2018					
Higher Income	11 173	46	1.08 average	12 085	45
Lower Income	12 969	54	1.12 average	14 464	55
2018 TOTAL	24 142	100		26 549	100
2040 Trend					
Higher Income	20 622	44	1.14 average	23 550	49
Lower Income	26 225	56	0.94 average	24 640	51
2040 TOTAL	46 847	100		48 190	100
2018 – 2040 Growth	94.0%			81.5%	
2040 Densification					
Higher Income	21 381	45	1.15 average	24 645	50
Lower Income	26 225	55	0.94 average	24 640	50
2040 TOTAL	47 606	100		49 285	100
2018 – 2040 Growth	97.2%			85.6%	

The “2040 Trend” land use scenario suggests that the number of households in each income category could double over the next 23 years. This is possible due to future expansion plans for Kayamandi; some anticipated infill in and around the Stellenbosch town centre; and new higher income residential developments to the south of Stellenbosch along the R44 corridor. The trip productions are however anticipated to grow at a slower rate due to the future population mix with higher unemployment amongst the lower income groups.

The alternative 2040 Densification Scenario is based upon the Municipal Zoning Scheme By-laws, which allows moderate densification in conventional residential areas through additional dwellings with a similar built form and character. For this purpose it was decided to set a minimum target of 20% residential infill in all higher income areas where the Trend scenario indicates less growth. Otherwise, the two future scenarios are identical.

The summary results in Table 4-1 show that this particular Densification Scenario does not have a significant impact on the overall housing demand in Stellenbosch, given that properties in higher income areas will primarily be subdivided to create additional dwellings of a similar price category.

The Trend and Densification growth scenarios are further discussed in **Chapter 5**.

4.4.4 TRIP ATTRACTIONS

Trip attractions refer to the number of work opportunities (employment) in each transport zone. Since there are no direct sources of reliable employment information, the following actions were used to establish some realistic estimates:

- Employment surveys in some of the larger industrial zones.
- Employment estimates from traffic counts (e.g. Technopark).
- The analysis of household interviews, which indicated where people work, by income category.
- The extraction of commuting data from the Cape Town EMME model.
- Obtaining staff figures from Stellenbosch University websites.
- Land use development applications (m² GLA)
- Future employment increments (2018 to 2040) were obtained from 2016 IMQS forecasts as well as previous IDP proposals. This was further updated with recently approved development applications and other known land use proposals for the Stellenbosch area.
- Employment information for the rest of the metropolitan area was obtained from the Cape Town Metropolitan Transport Model. Future land use forecasts are based upon a modified version of Cape Town's Pragmatic Densification (PD) scenario.

The summary figures in Table 4-2 indicate that the total employment in the Stellenbosch town area is approximately 33 000. This makes Stellenbosch quite unique, considering that for all income groups, the number of local work opportunities are greater than the actual workforce living in this area. Presently, the higher income surplus is about 25%, but this could change if future (white collar) employment growth fails to match the expected increase in higher income population.

It is important to realise that the figures below refer to residents in the Stellenbosch Town Area only. The surplus shown is therefore an indication of the job opportunities that need to be filled by people living outside the Stellenbosch Town Area. In reality however, the need for external workers will be greater, considering that not all Stellenbosch residents work within the Town Area.

It should be noted that the employment figures in Table 4-2 are indicative only, and should be treated with caution. As stated before, these figures were obtained from indirect sources and should therefore at some stage be updated by more extensive employment surveys.

Table 4-2: 2018 – 2040 Employment in the Stellenbosch Town Area

Income Group	Trip Attractions (person trips)	%	Trip Productions from Table 5.1 (person trips)	Net Employment Surplus
2018				
Higher Income	16 327	49	12 085	4 242
Lower Income	16 729	51	14 464	2 265
2018 TOTAL	33 056	100	26 549	6 507
2040 Trend				
Higher Income	20 861	40	23 550	-2 689
Lower Income	31 857	60	24 640	7 217
2040 TOTAL	52 718	100	48 190	4 528
2018 – 2040 Growth	59.5%		81.5%	
2040 Densification				
Higher Income	20 861	40	24 645	-3 793
Lower Income	31 857	60	24 640	7 217
2040 TOTAL	52 718	100	49 285	3 433
2018 – 2040 Growth	59.5%		85.6%	

The employment growth scenario is further discussed in *Chapter 5*.

4.5 TRIP DISTRIBUTION

4.5.1 GENERAL

Trip distribution is usually the 2nd step in the conventional transport modelling process, and involves the number of trip interactions between given origins (productions) and destinations (attractions) in a study area, for a specific trip purpose. In the Stellenbosch model, a 3-dimensional matrix balancing technique is used to compute the distribution of commuter trips, using an observed or given profile of trip length frequencies as the 3rd dimension constraint. This is done separately for different income groups.

The results of the trip distribution process are stored in a tabular form, referred to as an origin-destination (O-D) matrix. In the case of the Stellenbosch model, the O-D matrices for commuter trips and student travel have been combined to determine the full impact of peak period travel demand. Home-school trips are not yet included in the model.

4.5.2 COMMUTER O-D MATRICES

Observed commuter matrices were used to construct and analyse trip average length frequencies for each income group. These frequency diagrams represent people's propensity to travel and are essential in the development of 3-dimensional trip distribution models.

After a preliminary assessment, the trip data for the two higher and two lower income groups were combined to produce two separate trip distribution models. The diagram in Figure 4-1 shows the trip length frequencies for each of these income groups in the Stellenbosch Town Area. Typically, the vast majority of residents are employed within a 12km range, which corresponds with the location of employment opportunities in and around Stellenbosch.

Generally, the frequency patterns are very similar for the two income groups, except that the higher income group has a significantly larger proportion of short (0 – 2km) trip lengths. This is due to previous apartheid land use patterns and the increasing tendency for higher income people to work from home.

The average trip lengths in Figure 4-1 confirm that Stellenbosch residents travel shorter distances to work opportunities than their metropolitan counterparts whose trip lengths are on average more than one kilometre longer.

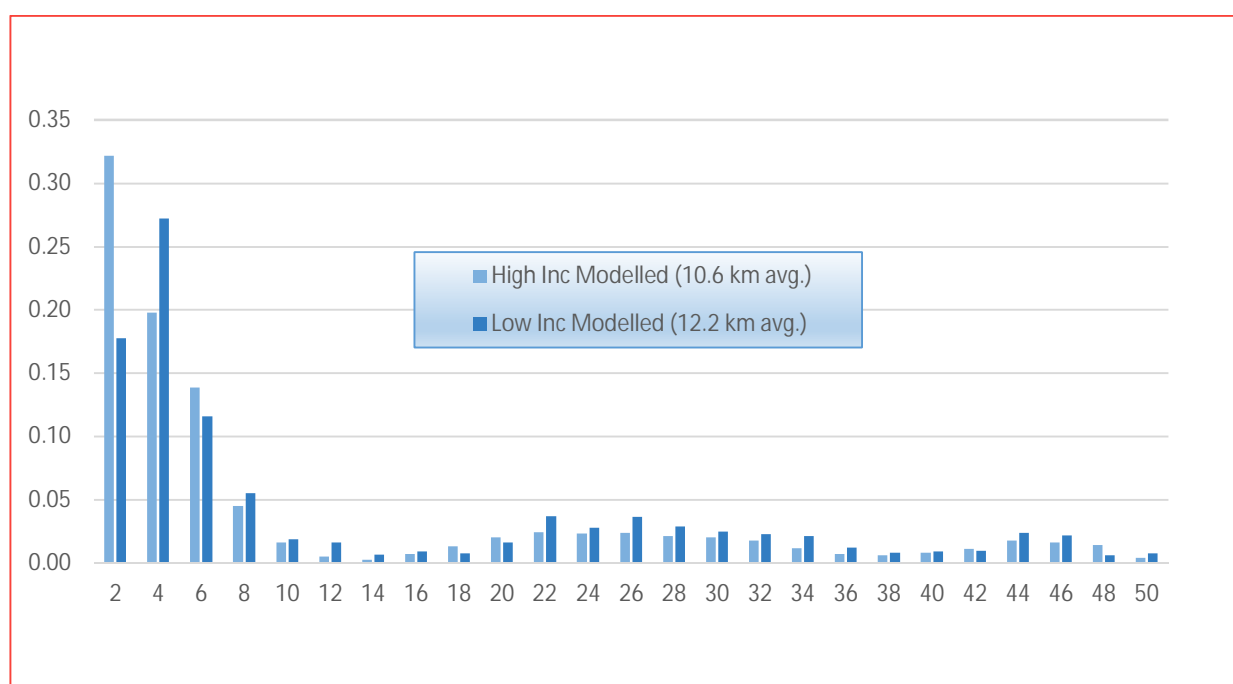


Figure 4-1: Trip length frequencies for Stellenbosch residents

Table 4-3 shows that vast majority of local residents work in the Stellenbosch area. The 30% that work elsewhere is however a normal pattern, even for areas with an employment surplus. This is due to the fact that members of multi-worker households cannot always find suitable employment in the same area, and that people do not necessarily relocate when changing jobs.

Table 4-3: Commuter Destinations for Residents in the Stellenbosch Town Area (2018)

Trip Destinations	Higher Income	%	Lower Income	%	Total %
Stellenbosch Town Area	8 526	70.9	8 124	62.1	66.3
Stellenbosch Region	230	1.9	678	5.2	3.6
Helderberg	425	3.5	433	3.3	3.4
Rest of Metro Area	2 836	23.6	3 854	29.4	26.6
TOTAL	12 017	100.0	13 089	100.0	100.0

Table 4-4 clearly shows the impact of the employment surplus in Stellenbosch. A large proportion of Stellenbosch's workforce (50%) resides in neighbouring towns, from where they have to commute every day. Helderberg, Kuilsriver, Brackenfell and Kraaifontein, have established themselves as the main dormitory suburbs.

Table 4-4: Commuter Origins for Employment Opportunities in the Stellenbosch Town Area (2018)

Trip Destinations	Higher Income	%	Lower Income	%	Total %
Stellenbosch Town Area	8 526	52.6	8 124	48.8	50.7
Stellenbosch Region	106	0.7	300	1.8	1.2
Helderberg	3 213	19.9	786	4.7	12.2
Paarl/ Franschhoek Valley	681	4.2	1 165	7.0	5.6
Rest of Metro Area	3 659	22.6	6 259	37.6	30.2
TOTAL	16 185	100.0	16 632	100.0	100.0

4.5.3 STELLENBOSCH UNIVERSITY STUDENT MATRIX

Stellenbosch University has about 20 000 full-time students, of which 6 500 reside in hostels and other University accommodation around the campus. Another 8 500 live in the Stellenbosch Town Area. The remaining 5 000 commute from neighbouring towns, as shown in Table 4-5. These figures were obtained from recent sources and used to construct a student trip distribution matrix from reported travel patterns in a 2004 US parking study. The 3 400 staff members at the University were treated as normal commuters and added to the trip attractions for Stellenbosch.

Table 4-5: University of Stellenbosch Student Accommodation

Place of Residence	Student Numbers	%*
Campus Accommodation	6 500	32.5
Stellenbosch Town Area	8 500	42.5
Helderberg	1 737	8.7*
Bellville/ Durbanville/ Kraaifontein	1 151	5.8*
Kuilsriver/ Eersteriver/ Brackenfell	808	4.0*
Paarl/ Wellington/ Franschhoek	465	2.3*
Rest of Metropolitan Area	840	4.2*
TOTAL	20 000	100.0

* Distribution for neighbouring towns obtained from 2004 US Parking Study.

It has been noted that the University recently adopted a policy to restrict future growth of its Stellenbosch campus to 24 000 full-time students.

4.6 MODAL SPLIT

4.6.1 GENERAL

Conventional transport models make use of modal split functions to determine the choice of mode(s) for a particular trip purpose between a given origin and destination pair. This is done separately for each income group in terms of the following sequential steps:

- A choice between motorised or non-motorised travel (NMT). This is dependent upon walking distance, topography, safe environment, NMT facilities, weather conditions, etc. The age of commuters and income also play a role. Generally higher income people tend to walk shorter distances than lower income commuters.
- A further choice for motorised travellers, between public and private transport. Trip lengths, travel time, travel cost, and quality of service are key determinants of modal choice, and the perceptions thereof vary significantly amongst different income groups. Typically, higher income groups value travel time and convenience much higher than travel cost, while the opposite is true for lower income commuters.

These choice processes have been replicated in the EMME model structure by means of a 2-level nested binomial logit model, with different calibration constants for different income groups. The resulting public and private transport matrices can then be assigned onto the relevant road and public transport networks.

4.6.2 WALKING / WORKING FROM HOME

For modelling purposes it was decided to include working-from-home (which does not involve commuting) into the non-motorised travel segment. Previous household interview surveys indicate that a significant proportion of

the workforce nowadays prefer to work from home, and that this is particularly prevalent in higher income suburbs where up to 20% of the residents may be employed as such.

Walking, or cycling to work is largely dependent upon income and the proximity of the employment destination. This is illustrated by the walk: non-walk diversion curves in Figure 4-2, which were developed from household interview data. NMT matrices were produced for each income group by applying these modal split functions to the commuter matrices in the previous section. The same process yielded the relevant matrices for motorized travel.

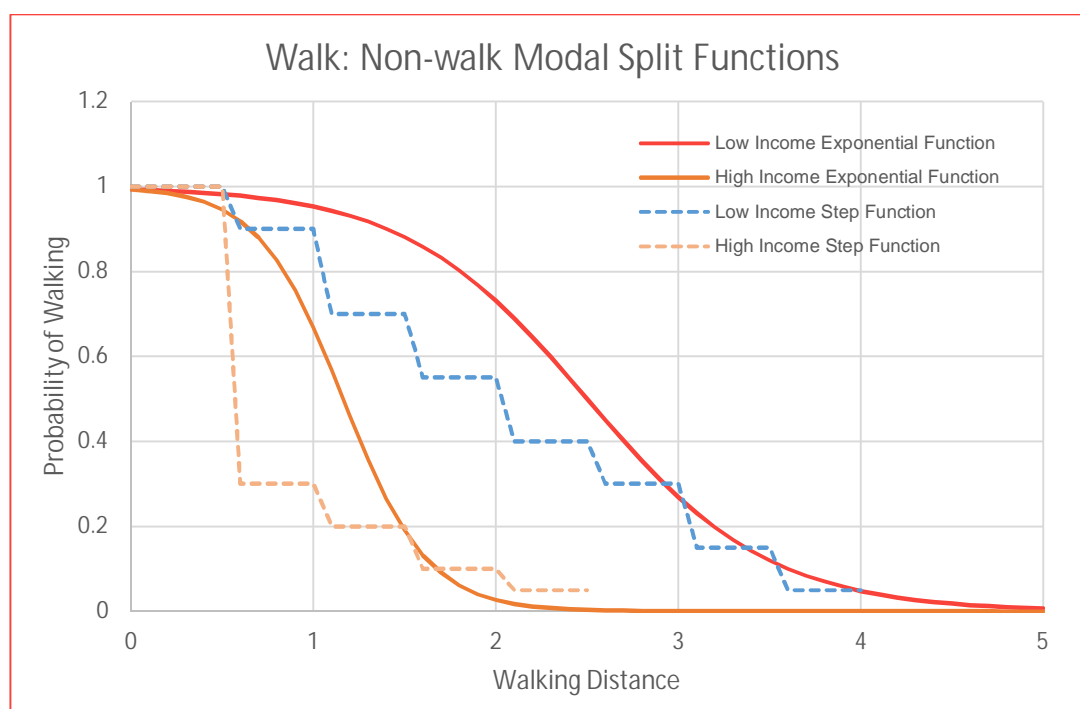


Figure 4-2: Walk: Non-walk Modal Split Functions

The main pedestrian demand patterns can be obtained by assigning the non-motorised commuter matrix onto the road network, using a simple minimum-path routine in EMME transport model.

4.6.3 PUBLIC / PRIVATE TRANSPORT

In South African cities, the choice between public and private transport is primarily a function of household income and the availability of public transport services. This has been confirmed by previous metropolitan household interview surveys which were used to calibrate modal split models for each of the four income groups referred to earlier.

Typical logit type functions were used to determine the probability of choice, based upon:

- The difference between travel time by car and travel time by public transport for the higher income groups; and
- The difference between travel cost by car and travel cost by public transport for the lower income groups.

The 2018 model results for Stellenbosch are shown as average modal split figures (for motorized travel) in Figure 4-3. The disaggregate results were then used to produce the relevant public and private transport matrices for the different income groups. An additional private transport matrix was produced for students, assuming that all longer distance motorised travel will be by car.

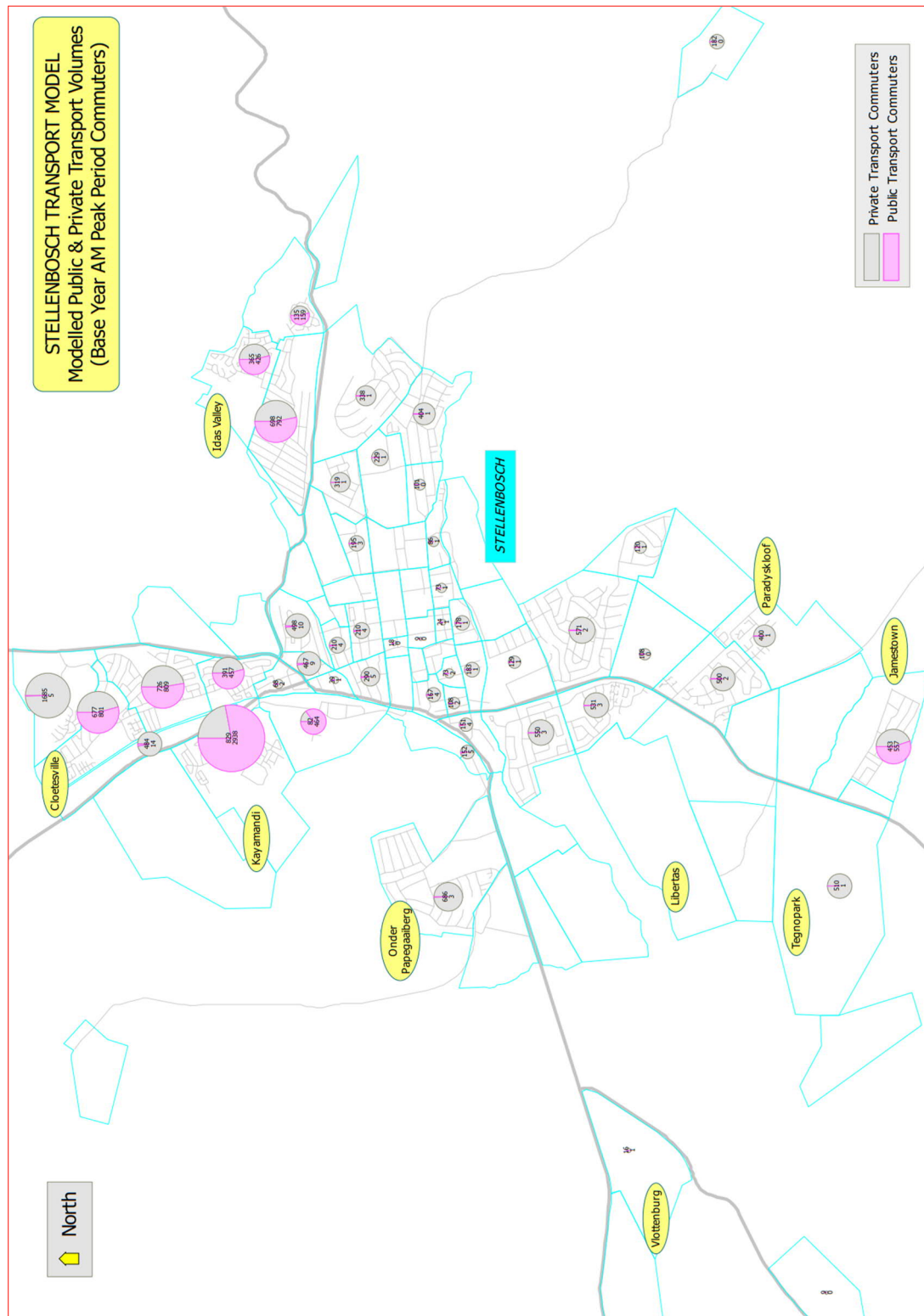


Figure 4-3: Public/ Private Modal Shares in the Stellenbosch Town Area (2018)

The public transport demand matrices can be assigned onto the road network using a minimum-path routine. This usually provides the best visualisation of demand patterns in the form of passenger desire lines. Alternatively, it can also be assigned onto specific routes and services. This involves using a probabilistic multi-path routine, based upon the concept of optimal strategies. This assignment methodology also includes the rail system, which provides public transport access to metropolitan destinations.

The private transport commuter matrices are converted into vehicular traffic using typical vehicle occupancy figures, as shown in Table 4-6. This private transport (vehicle) matrix can then be assigned onto the road network according to the procedure described in *Section 4.7*.

Table 4-6: Stellenbosch Model: Vehicle Occupancy Figures for Stellenbosch Residents

Income Group	Average No. of Occupants per car
High Income	1.1
Upper Middle Income	1.1 – 1.5
Lower Middle Income	1.5 - 1.8
Low Income	2.6
Students	2.0

4.7 TRAFFIC ASSIGNMENT

EMME/4 uses a variable demand equilibrium procedure to assign vehicular traffic onto the road network. This is done by using volume-delay functions to simulate the reduction in travel speed as a result of increased traffic congestion. This methodology more accurately reflects the road network's capacity constraints, by assigning traffic beyond a single peak hour. This process can be summarised as follows:

- A given land use scenario's peak period vehicular demand matrix is used as an input into the model. The assignment procedure then splits the peak period traffic into the assigned peak hour matrix plus a matrix of the residual traffic i.e. the traffic that cannot be accommodated on the network during the peak hour.
- After the traffic in the peak hour has been assigned, secondary assignments are performed until there are no more residual demand volumes. Each additional iteration produces a new peak hour, which adds to the peak period traffic on each link.

Important outputs of the variable demand assignment are:

- The relationships between the peak hour and peak period traffic demand (peak hour factors) for each zone pair across the metropolitan area;
- The peak hour as well as the total peak period traffic demand on each link in the network; and
- The average length of the peak period at all origins and destinations.

These indicators provide valuable comparative information about the intensity and duration of peak period congestion in different parts of the metropolitan area, including Stellenbosch. The focus on the peak period conditions, rather than the peak hour alone, produces a far more rational, equitable and comprehensive approach to network analysis and planning.

The 2018 base-year vehicle assignment results and traffic counts are shown in **Figures 4.4 to 4.7** and discussed in Section 4.8.

4.8 CURRENT TRAFFIC (2018)

The Municipality made various recent traffic count data available to assist in the calibration of the EMME/4 model. These are briefly listed below:

- Adam Tas TOD modelling - cordon counts with number plate surveys.
- Stellenbosch signalisation update - all the signalised intersections were counted during March 2019. The results of these counts were received fairly late in the appointment, and were only used to undertake spot checks of the EMME model's calibration.

Additional traffic surveys were undertaken for the model calibration. Weekday AM classified traffic counts were undertaken from 12 – 14 June 2018 and from 19 – 21 June 2018 at the following intersections:

- R304 (Bird Street) / George Blake Street
- R304 (Bird Street) / R44 (Adam Tas Road)
- R310 (Helshoogtre Road) / Adam Tas Road
- R310 (Helshoogtre Road) / La Colline Road
- Adam Tas Road / Merriman Avenue
- Adam Tas Road / Alexander Street
- R310 (Adam Tas Road) / R44 (Strand Street)
- R310 (Adam Tas Road) / Dorp Street
- R44 (Strand Street) / Dorp Street

The following outputs of the recalibrated EMME/4 model outputs are included:

- Figure 4-4: 2018 Weekday AM *peak hour* traffic volumes – (various survey sources)
- Figure 4-5: 2018 Weekday AM *peak hour* traffic volumes - modelled
- Figure 4-6: 2018 Weekday AM peak period traffic volumes – modelled
- Figure 4-7: 2018 Weekday AM *peak hour* volume/capacity analysis – modelled

These figures are also included in Appendix A1.

The traffic counts were used in an iterative calibration process to assess the model's assignment results and, where necessary, to make adjustments to the network and link attributes.

The most recent 2018 peak hour traffic counts are shown in Figure 4-4. A comparison between the base-year model assignment (Figure 4-5) and the observed traffic confirms a generally good fit, particularly on the higher order roads leading into the study area, where the differences are in most instances less than 10 percent (within the margin of error for traffic counts). Even the higher order collectors within Stellenbosch appear to have realistic assignment results.

To illustrate the results further, the modelling system was also used to perform a link-based volume: capacity analysis. The results are shown in, and clearly illustrate the major capacity problems on the road network in and around Stellenbosch. Intuitively this appears to be correct and provides further justification of the model's accuracy.

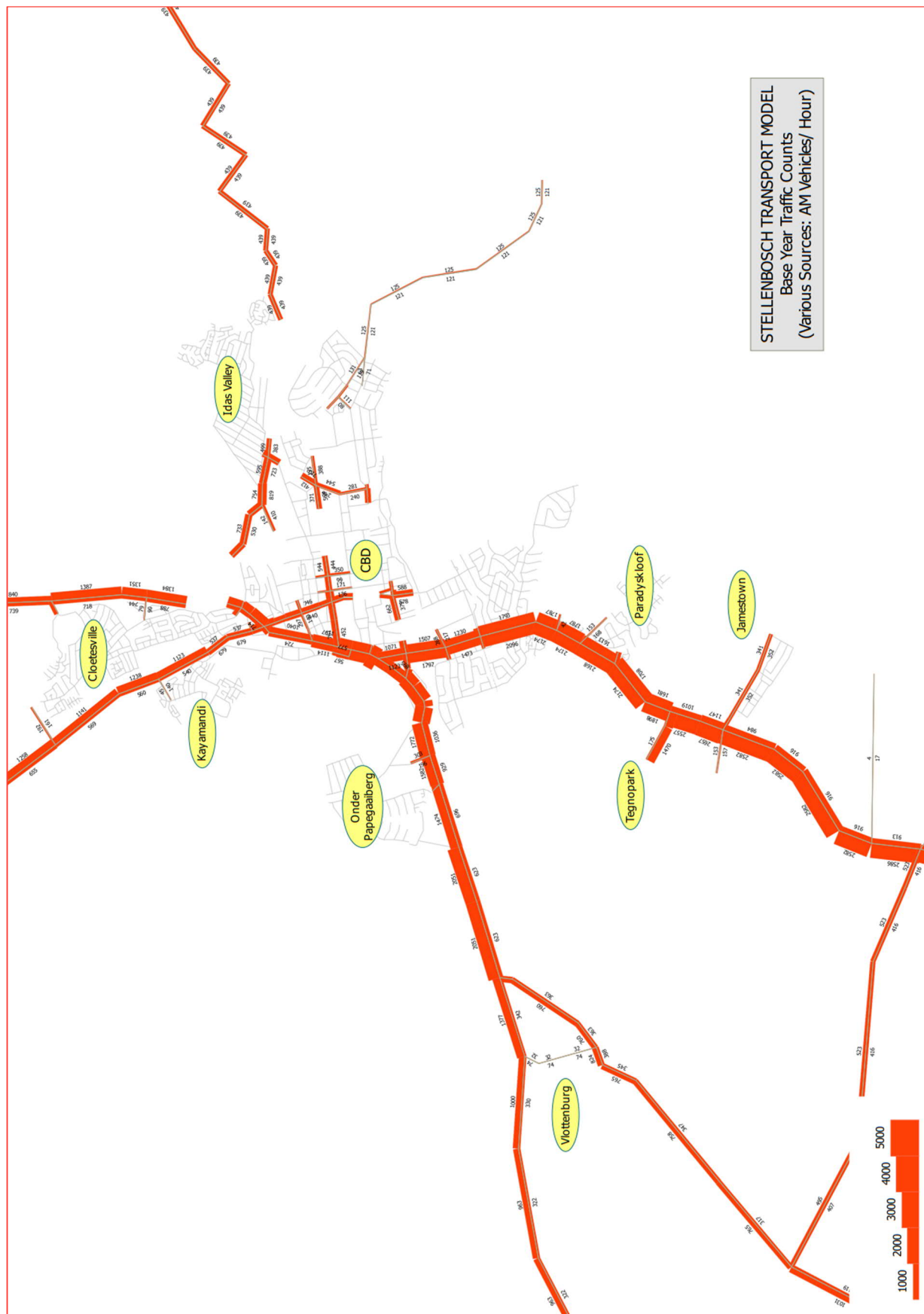


Figure 4-4: 2018 Weekday AM *peak hour* traffic volumes (various survey sources)

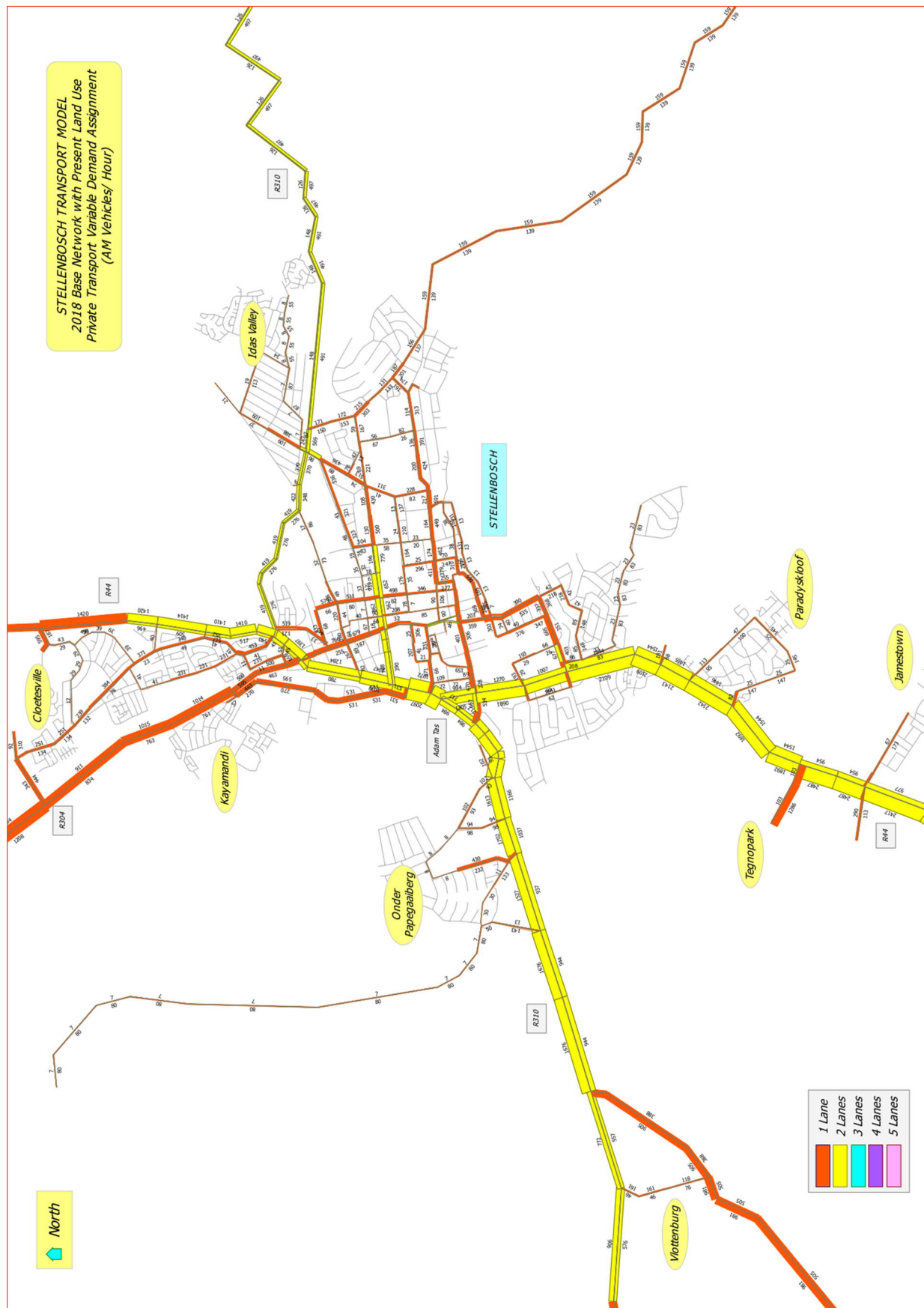


Figure 4-5: 2018 Weekday AM peak hour traffic volumes – modelled

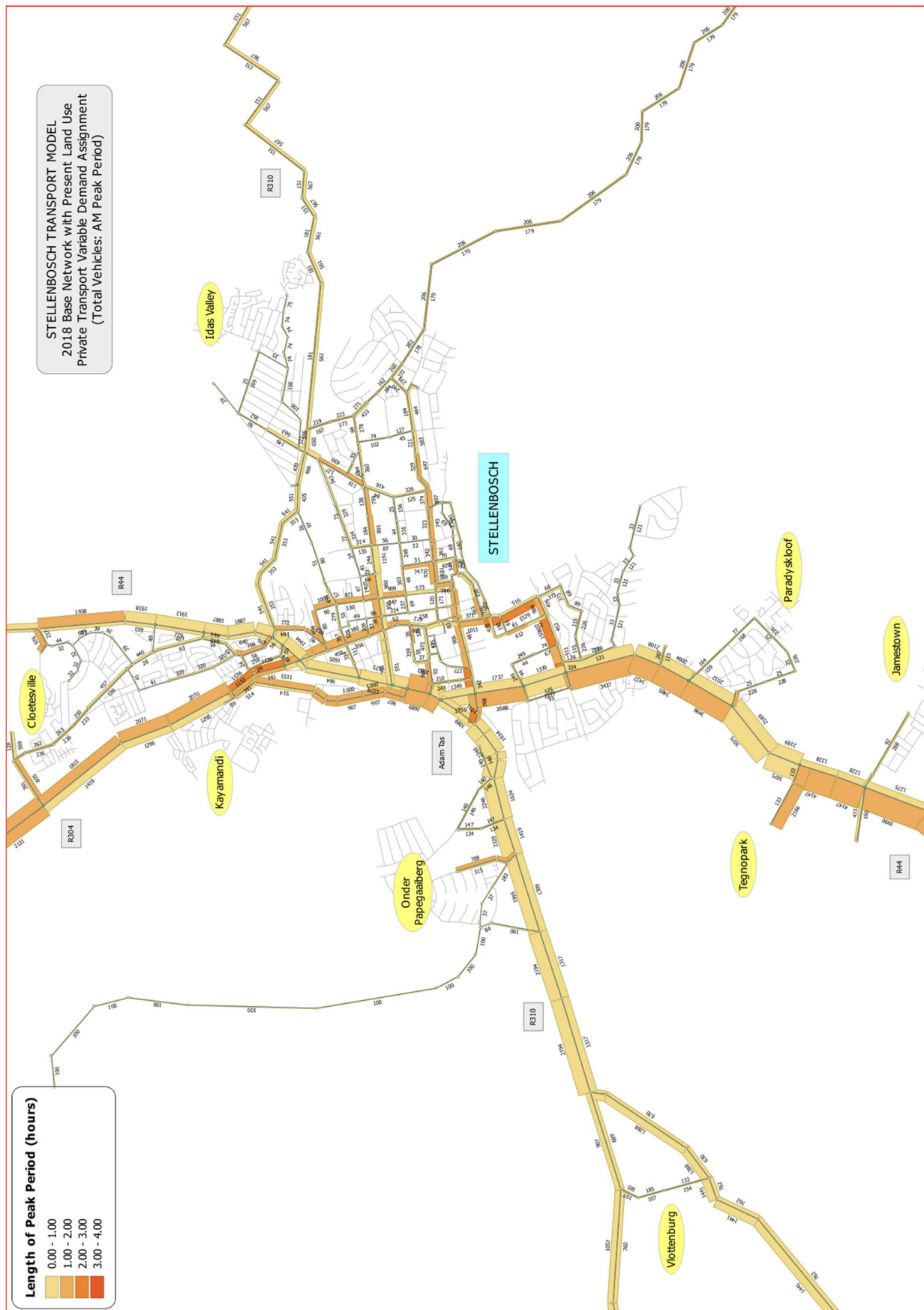


Figure 4-6: 2018 Weekday AM *peak period* traffic volumes - modelled

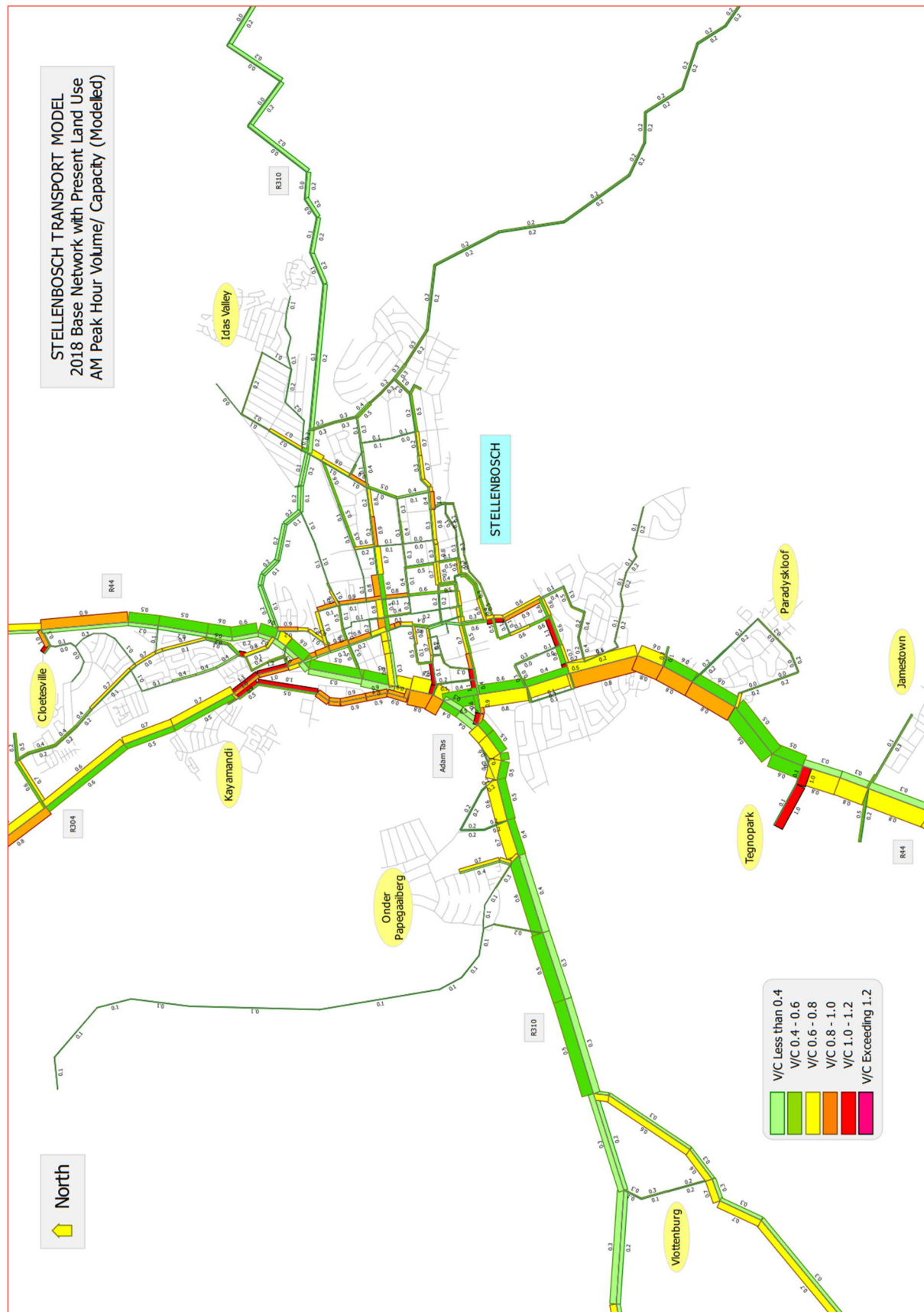


Figure 4-7: 2018 Weekday AM *peak hour* volume/capacity analysis - modelled

5 PRESENT AND FUTURE LAND-USE PLANNING

5.1 SPATIAL DEVELOPMENT FRAMEWORK

As the population within the SMA increases so does the need to:

- Supply land for additional homes, and
- Create opportunities for employment to all inhabitants.

The task of identifying suitable developable land for this is becoming more difficult.

The Stellenbosch SDF attempts to address this by identifying suitable developable land and to identify already developed land that could better utilised (densification, land-use changes, etc.). The 2017 SDF proposed future land uses for all urban settlements within the SMA. The SDF does not give any indication of the likely trip generation of these future developable areas, which is necessary to prepare the RMP. SM has begun to address this issue and the Planning Department has begun to populate the future land uses with densities, type of land use, area and likely timescales of implementation. The 2035 scenario therefore includes all feasible developments extracted from Stellenbosch Municipality's Asset Management System. This scenario was based on a desktop potential and should be verified in the SDF update, currently underway.

The identified developable areas are not guaranteed, since the development of land is subject to numerous factors such as environmental sensitivity, the financial environment, market demand and bulk engineering services capacity (e.g. water reticulation and sewer capacity). Nevertheless, the information obtained is the potential developable areas and is as accurate as currently available.

This will be subject to future review and updates of the 2019 SDF, which is currently ongoing.

Refer to the following outputs:

- Figure 5-1: Residential growth (Number of dwelling units). This represents the bulk of the future growth areas. The figure shows the relevant areas where the number of households is likely to rise.
- Figure 5-2: Employment growth opportunities. This figure shows the areas where the number of employment opportunities is likely to increase.

The increased household and employment growth in the various nodes will naturally lead to increased transport demand and pressure on the road network and public transport services.

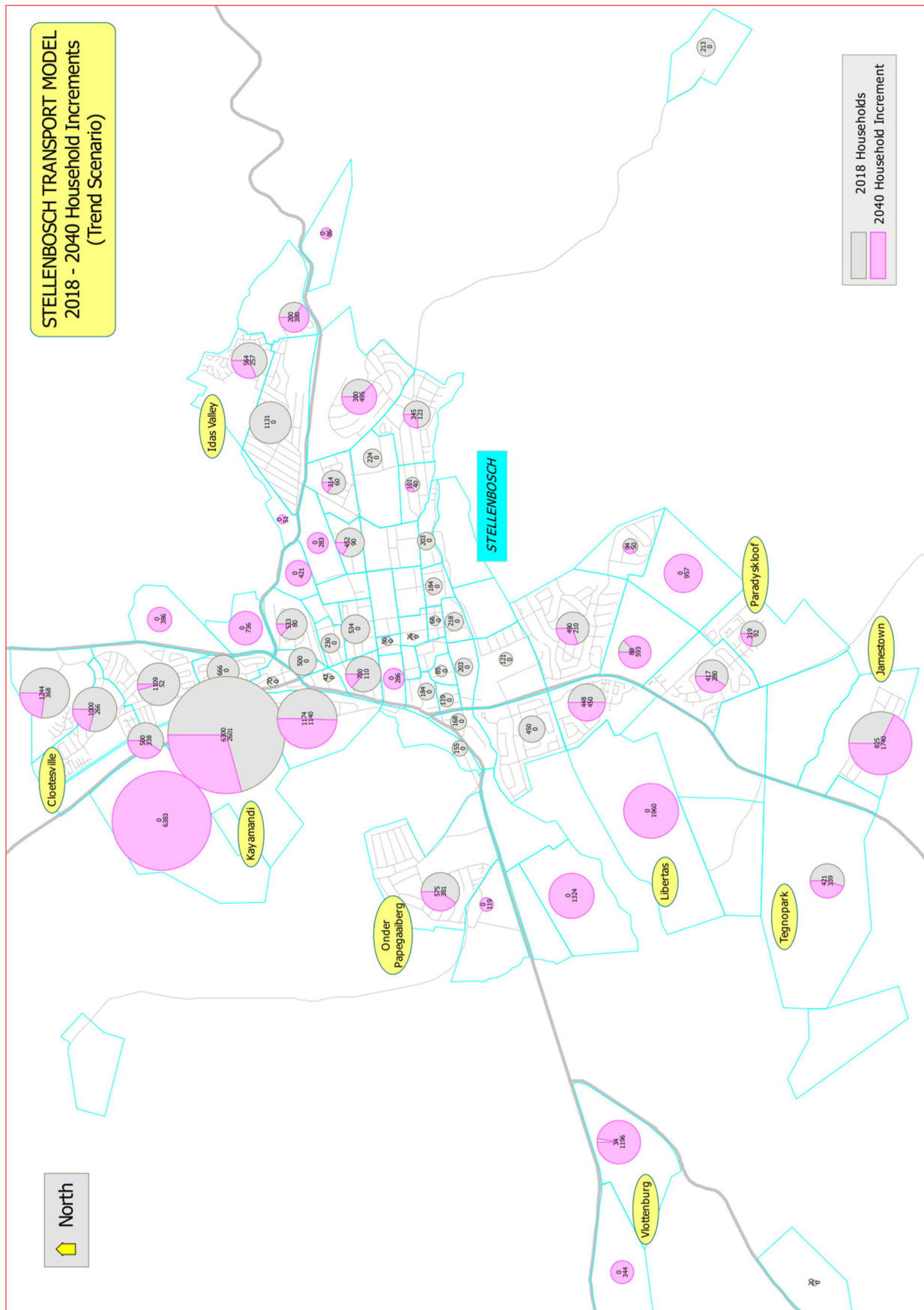


Figure 5-1: Potential residential growth areas (Trend Scenario)

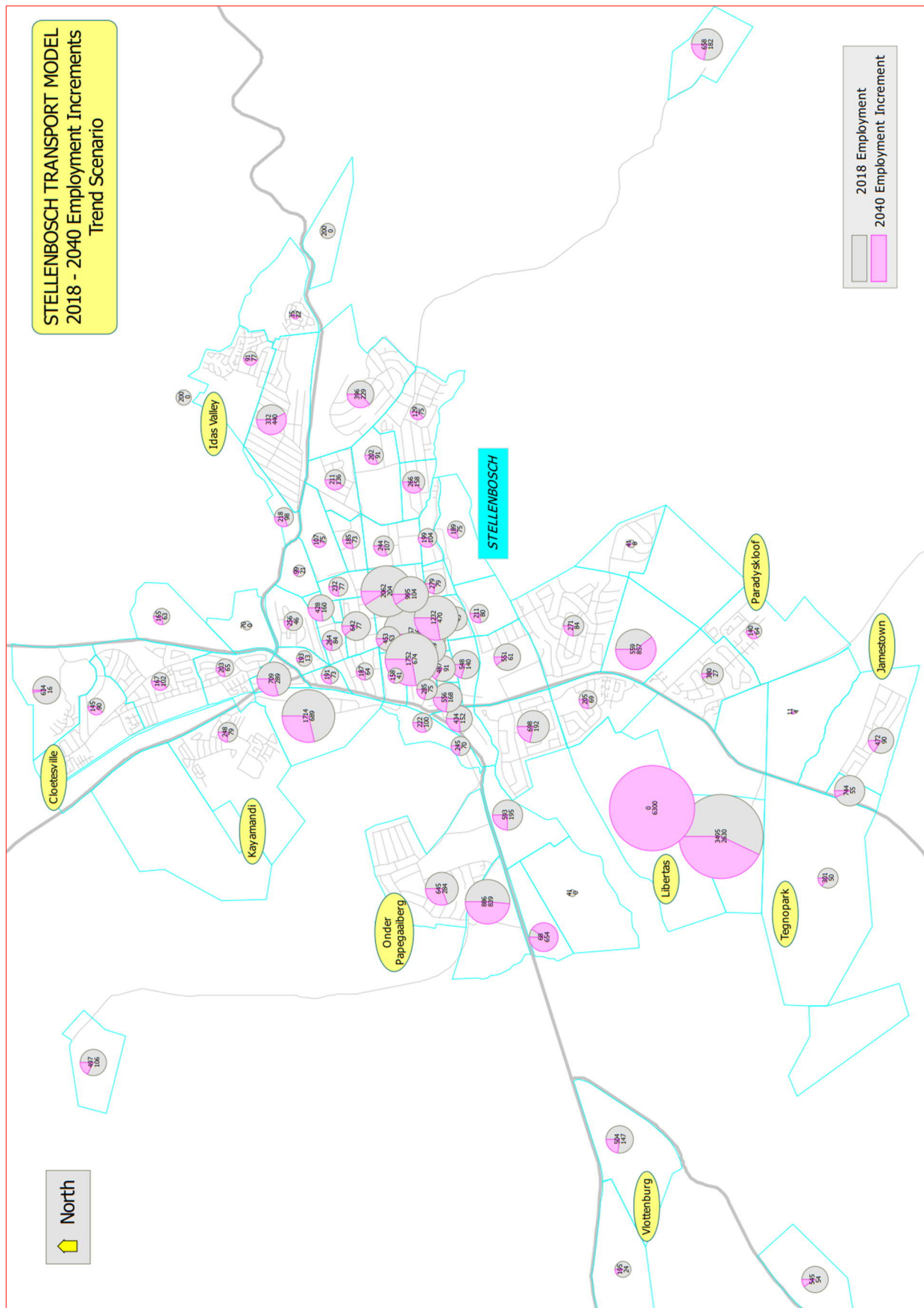


Figure 5-2: Potential employment opportunities growth areas

5.2 2018 ZONING SCHEME

The latest 2018 SM Zoning Scheme By-Law is expected to be approved soon, and will replace the current 2015 Zoning Scheme By-Law. An important change from the previous Zoning scheme is that the Municipality will allow densification off all single residential erven by allowing a second dwelling on SR1/SR2 zoned erven.

The potential impact of this densification on the road network could be substantial. The road network that could be impacted the most is expected to be within Stellenbosch town. This is due to the large number of suburban areas located here with single residential erven. These could be densified, and coupled with the existing constrained road network in town, the impact may be greatest. Residential densification in areas such as Franschhoek, Raithby and Pniel is not expected to have a major impact on the road network.

The future uptake of this new zoning allowance and resultant residential densification in Stellenbosch town is difficult to predict. The following scenario was proposed and modelled:

- 2040 design horizon (22 years): 20% additional uptake

The percentage uptake for the 2040 planning horizon is in addition to normal growth in the number of residential units. These occur through the development of vacant erven and the redevelopment of new residential properties through consolidation and/or rezoning of erven. The resultant additional number of residential units, per area, are shown in Figure 5-3.

Note that the potential uptake was not informed by any economic or other analysis, and is only indicative to determine the potential impact on the road network. Additional analysis will be required as part of future spatial development and road master planning. The future uptake in this new zoning allowance should be accurately recorded by SM for this purpose.

Refer to Chapter 7.4 for the high-level analysis results.

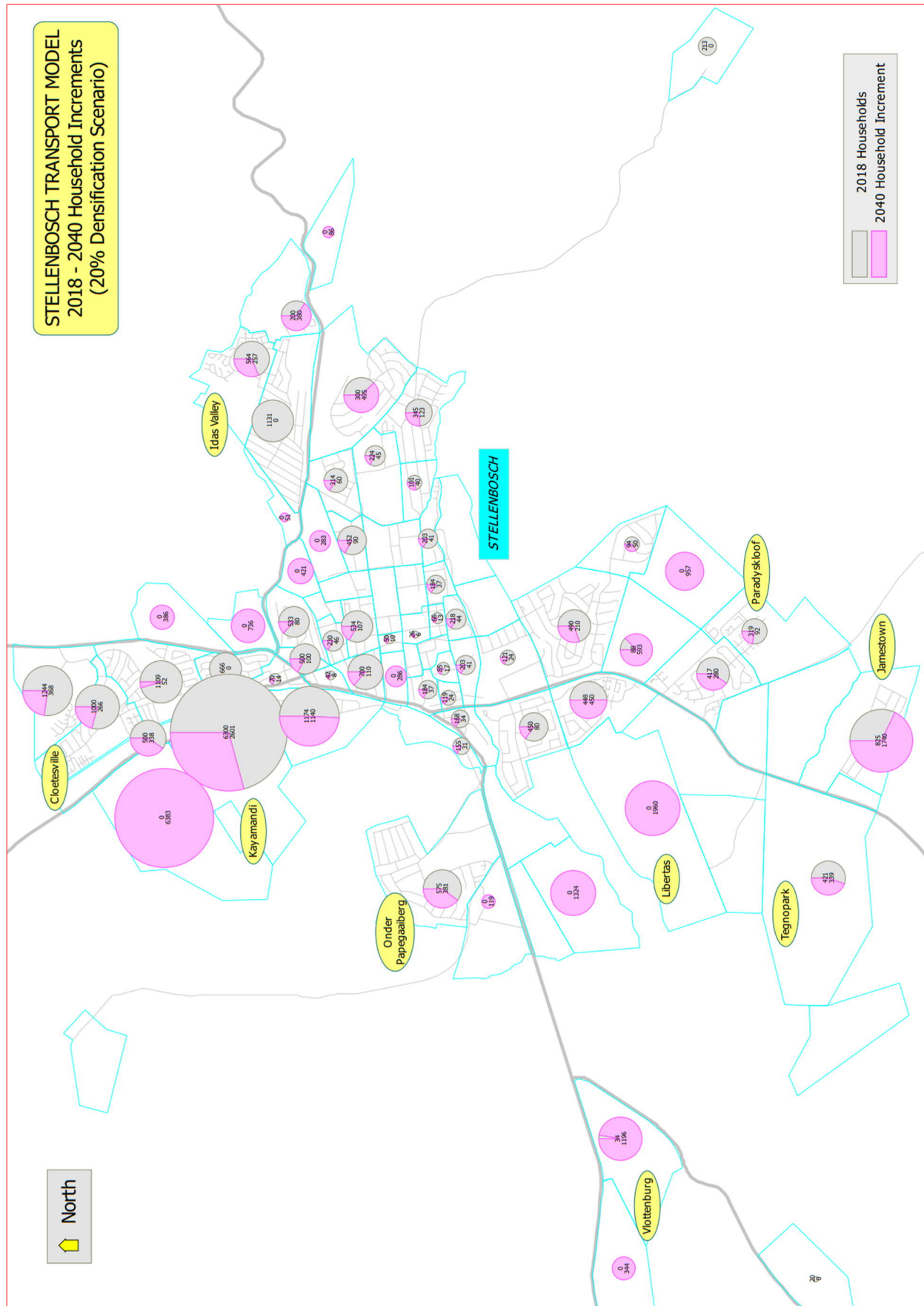


Figure 5-3: Potential residential growth (2040 Densification Scenario)

5.3 LARGE SCALE HOUSING DEVELOPMENTS

The SM has identified various areas for future residential development. The development types are broadly noted below:

- Mega projects (Mix-used developments)
- Upgrade of Informal Settlements (UISP)
- GAP market / FLISP subsidies
- BNG Housing / subsidised housing (including backyarders)
- CRU/Social Housing
- Servicing of sites

The identified areas are the following:

- Kayamandi northern extension
 - Approximately 86ha of developable land
 - Potential of +/- 6 000 residential opportunities of various housing typologies
- Jamestown Phase 2 & Phase 3
 - Potential of +/- 400 housing opportunities
 - BNG, lower GAP-housing, high density units and serviced sites
 - Phase 4: No development rights for this portion has been applied for. Possible opportunities will be a combination of lower GAP-housing, bonded houses (higher GAP-housing) and upmarket developments
- Botmaskop
 - Approximately 98ha (portion of Erf 3363 and a portion of Erf 3393) and combined sites of ±35-40ha
 - Opportunity for social and middle income housing
 - Potential for +/- 600 Social housing opportunities
 - Lower GAP-housing, high density units, bonded houses (higher GAP-housing) and upmarket developments
- Droëdyke
 - The site comprises 64ha privately owned land, 25,3ha municipal land and 102,9ha state land
 - Potential for +/- 3550 mixed-use housing opportunities
- Cloetesville
 - The site comprises 17.6ha Portion of Erf 7001, Erf 8915 and Smartie Town (Municipal owned land)
 - Undetermined potential residential housing opportunities
- De Nova
 - The site comprises a 193ha portion on Portion 10 of Farm 727 (Agricultural/institutional land outside the urban edge)
 - Potential +/- 184 mixed-used opportunities
- Idas Valley
 - Approximately 9.5ha (portion of Erf 9445 and Erf 11330, Municipal owned land)
 - Potential +/- 350 residential housing properties and +/- 89 mixed used opportunities
- Jonkershoek (Bosdorp)
 - Approximately 2ha Municipal and Government owned land
- Klappmuts
 - Approximately 39.2ha (portion of Erf 342, Erf 2181, Erf 2183 and portion 2 of Farm 744, Municipal owned land)
 - Potential +/- 1319 subsidized housing opportunities and +/- 295 other opportunities
- Kylemore

- Approximately 5.9ha (Portion of Erf 64, Government owned land)
- Potential +/- 171 other opportunities
- La Motte
 - Approximately 76.1ha (portion of Erf 1158, Erf 1339, Government owned land)
 - Potential +/- 592 other opportunities
- Langrug
 - Approximately 12.7ha on various erven, Municipal owned land
 - Potential +/- 1200 other opportunities
- Vlottengburg
 - Approximately 4.4ha on various farms 393, Municipal owned land
 - Potential +/- 144 other opportunities

These housing projects could be rolled out over the next 3 financial years, however the implementation will be dependent on the Division of Revenue Act's (DORA) allocations provided to the municipality and many other factors such as the land-use application process, Environmental Impact Assessments, etc. The development areas will require internal local road networks with connectivity to the higher order local roads, NMT and public transport accessibility. The road network requirements will have to be determined, and potentially modelled, as part of the planning process of these projects. These planned housing developments has not been included in the EMME modeling of this RMP update.

6 SUMMARY OF PREVIOUS & CURRENT FOCUS AREAS

6.1 INTRODUCTION

This section focus on a combination of known projects and issues, as well as those highlighted in previous technical reports or legal planning documents. Not all the studies have status of approval, but are included as information for completeness and relevance in this RMP update. Note: some sections below has been included verbatim from the 2012 RMP.

6.2 STELLENBOSCH CBD

It is widely perceived by road users that traffic conditions within the CBD are at capacity during the peak periods. The transport model does not support this, except for on arterials and some links. It is common that road improvement schemes face opposition from the public due to various reasons. Critical issues to consider include the protection of the heritage and unique historic, cultural, tourism and student nature and character of the town. With these limitations, future growth in vehicle access to the CBD will be limited and emphasis on alternative transport modes is supported. This would include linking different modes of transport into a combined transport system including NMT facilities, roads, public transport and rail infrastructure. More off-street parking will provide the opportunity for road space to become available for alternative public use.

The RMP recognises that the CBD will have road rehabilitation improvements as well as other local improvements, and that new improvements may be developed in future.

6.2.1 CHURCH AND ANDRINGA STREETS

SM commissioned plans for the upgrading of Church and sections of Andringa Streets to enhance the public space and provide improved pedestrian facilities for this very touristic area. These plans formed the basis for renewing the CBD into a more user and friendly area, and was implemented during 2013 and 2014.

6.2.2 INTERSECTION UPGRADES

The SM recently implemented intersection upgrades at the following intersections, listed below.

- | | |
|----------------------------|----------------------------------|
| — R44 and Bird | Signals and intersection upgrade |
| — R44 and Van Reede | Signals and intersection upgrade |
| — R310 and Lelie | Signals and intersection upgrade |
| — R310 and Cluver | Signals and intersection upgrade |
| — Hammanshand and Ryneveld | Signals and intersection upgrade |

Several other main road intersections within the Stellenbosch CDB and along the R45 (Franschhoek) are being considered for upgrading. The SM intends to carry out studies and compile designs for these upgrades, and will schedule the implementation once approval is obtained by the Western Cape Government's Department of Transport and Public Works.

6.2.3 TRAFFIC SIGNAL TIMING OPTIMISATION

The SCOOT system has been removed from all signalised intersections within Stellenbosch. The Municipality has embarked on a Traffic Signal Timing Optimisation programme, and has commenced with studies to introduce a pilot project that will allow for the optimizing of traffic timing signals at main road intersections within the CBD. By optimizing signal timing, timing will match demand, allowing for green waves along routes, ultimately reducing congestion and delays at intersections.

6.3 R44 - SOUTH OF THE STELLENBOSCH CBD

The R44 (MR27) is the only arterial between Stellenbosch and Somerset-West. Several historic studies and reports have been prepared to address access management along the link in an attempt to maintain mobility and to increase capacity, both north and south of Stellenbosch. These reports confirm that the R44 south of Stellenbosch carry the highest vehicular volumes within the municipal area, and is severely congested during weekday peak periods.

The Western Cape Government Department of Transport and Public Works commissioned the planning, design and implementation of level of service and safety improvements to the R44 between Somerset West and Stellenbosch. The improvements are planned from the Steynsrust Road interchange in Somerset West to the Van Reede Street intersection in the Stellenbosch.

The status of the project, confirmed in April 2018, is:

- Environmental Authorisation was received on 29 March 2018.
- In terms of the EIA process the statutory period for the receipt of any Notifications of Intent to appeal is underway.
- The PGWC has not confirmed an implementation timeframe due to the ongoing EIA process.
- A formal Conceptual Planning Report was not prepared, as the solution has been developed as a Work-In-Progress with the project team and the EIA process.

PROPOSED IMPROVEMENTS

In order to improve safety and the capacity of the R44, a number of improvements are recommended. These include *inter-alia*:

- Introduction of grade separated roundabouts:
 - Intersection of MR27 (R44) and Winery Road (MR166) (km 23,40)
 - Intersection of MR27 (R44) and Annandale Road (DR1050) (km 26,60)
- Closure of all the median openings and modification of some intersections between Somerset West and the Webersvallei Road signalised intersection as facilitated by the introduction of U-turn opportunities at the grade separated roundabouts.
- Closure of the median opening opposite Bredell Road and the left-in to Bredell Road.
- Relocation of the intersection of Stellenrust Road and MR27 (R44), in conjunction with a realignment of Stellenrust Road. A realignment to link in to the proposed Annandale Road roundabout should be investigated as a possible alternative to the currently proposed option of linking up to the Mountain Breeze Farmstall.
- Possible upgrading of the Steynsrust interchange to include north facing ramps for ease of providing grade separated U-turns for traffic to the south of Winery Road.
- Consolidation of driveways with the implementation of frontage and back roads to improve mobility on the route.
- Co-ordination of uniformly spaced signalised intersections on the approach to Stellenbosch by means of an automated traffic control (ATC) system operating in conjunction with the other signals along the route.

- Introduction of a comprehensive speed over distance camera monitoring system to effect a reduction in travel speed between Somerset West and Stellenbosch.
- Investigation of improved street lighting on the route south of Webersvallei Road in order to improve safety and operating conditions for all modes of travel.
- A re-evaluation and rationalisation of the plethora of particularly tourism and facility signage on the route and the renewal thereof.

Refer to Figure 6-1 to Figure 6-12 for the conceptual design drawings contained in the Basic Assessment undertaken by SLR Consulting.

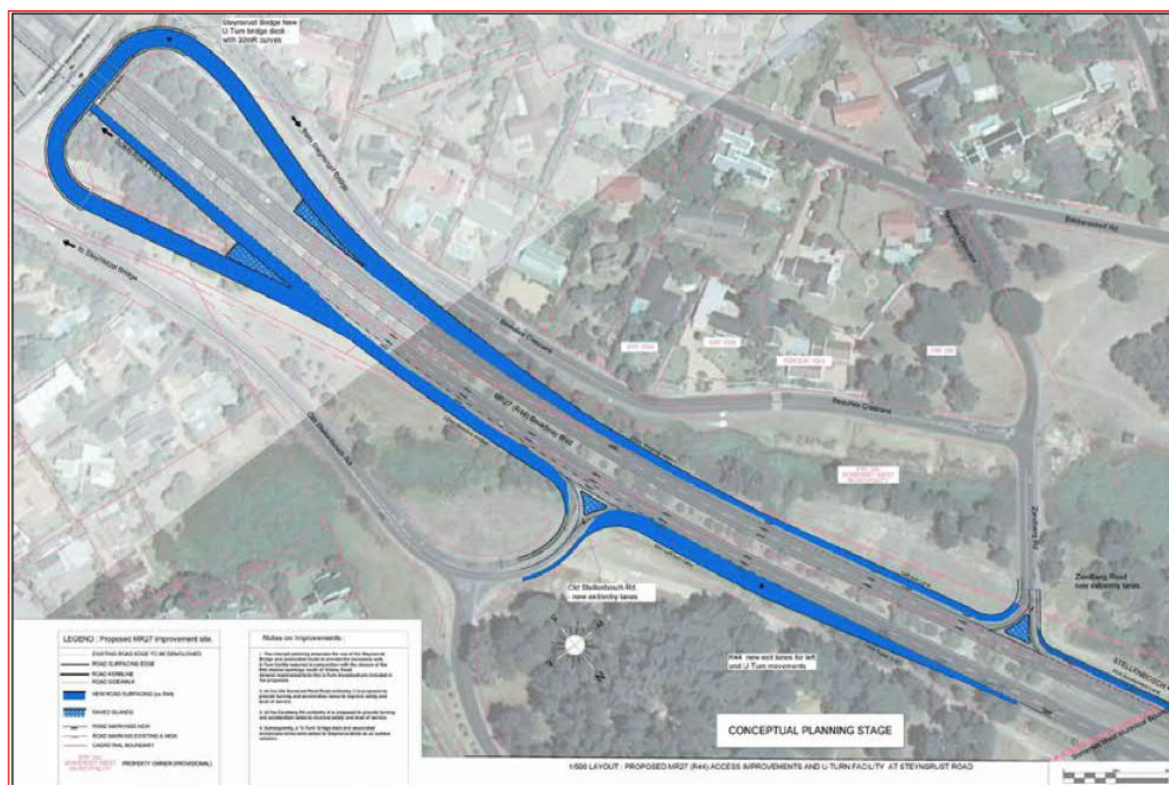


Figure 6-1: R44/Steynsrust interchange upgrade (Somerset West)

Source: Kantey & Templer



Figure 6-2: Bredell Road/Klein Helderberg Road adjustments

Source: Kantey & TEMPLER

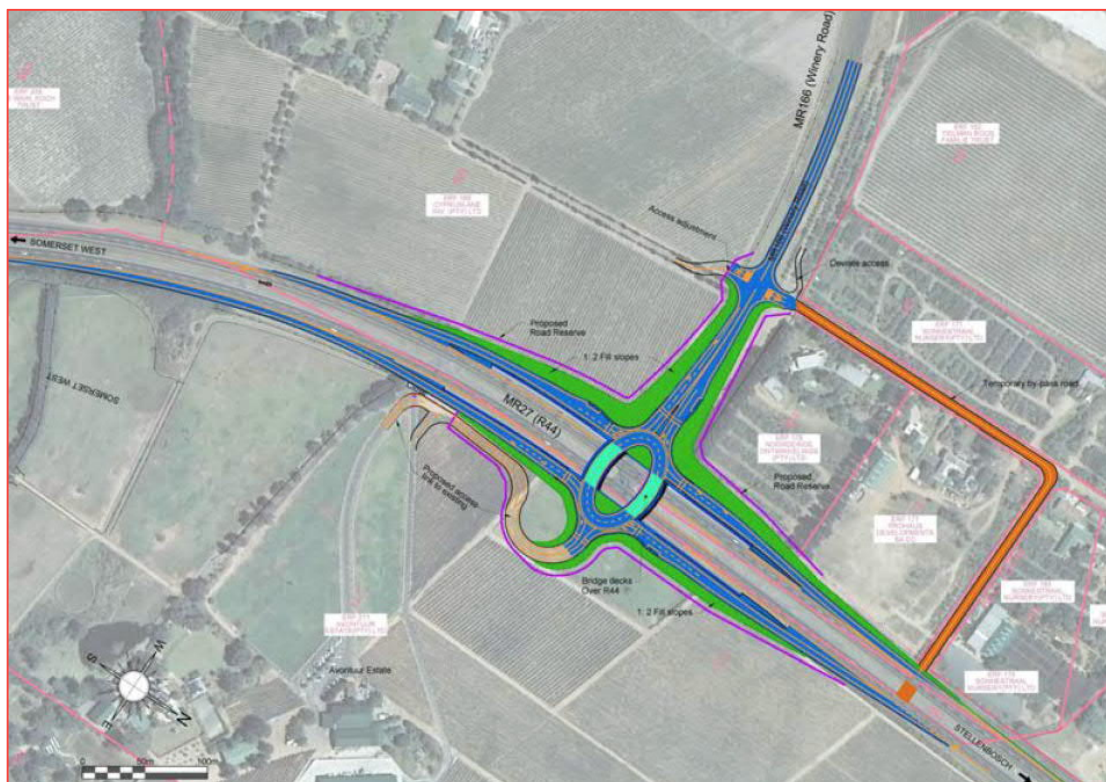


Figure 6-3: R44/Winery Road grade-separated roundabout with fill slopes

Source: Kantey & TEMPLER

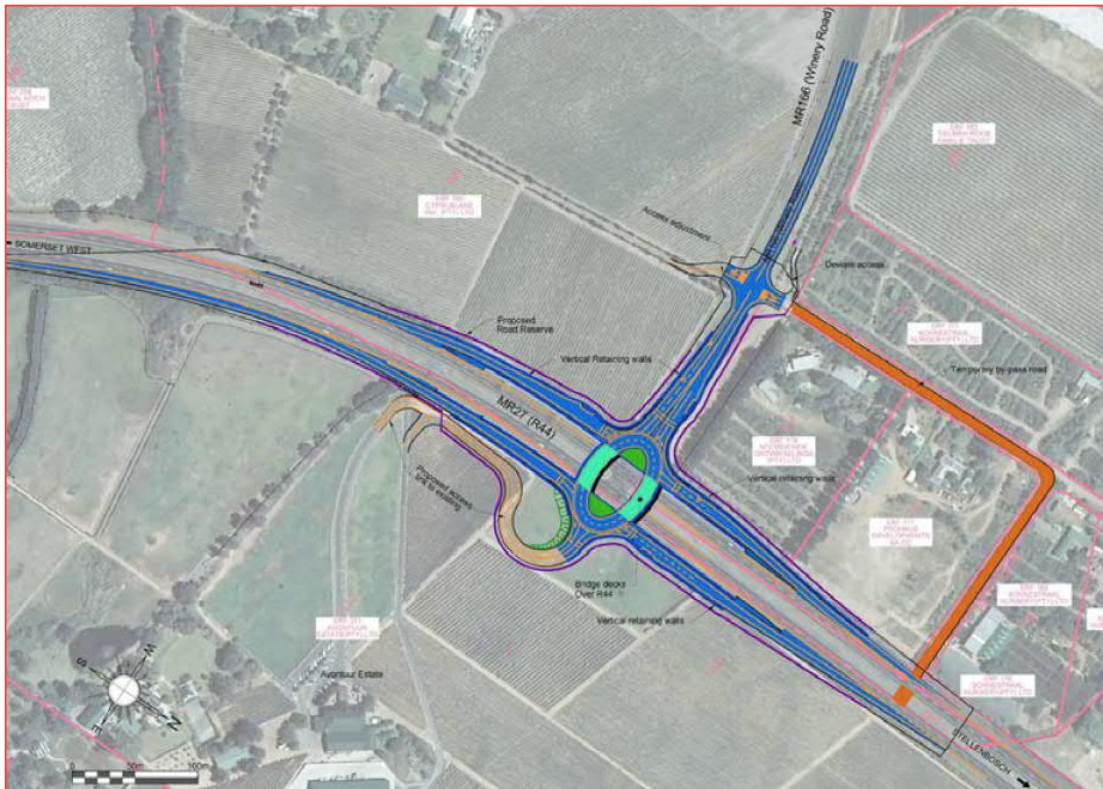


Figure 6-4: R44/Winery Road grade-separated roundabout with vertical retaining walls

Source: Kantey & TEMPLER

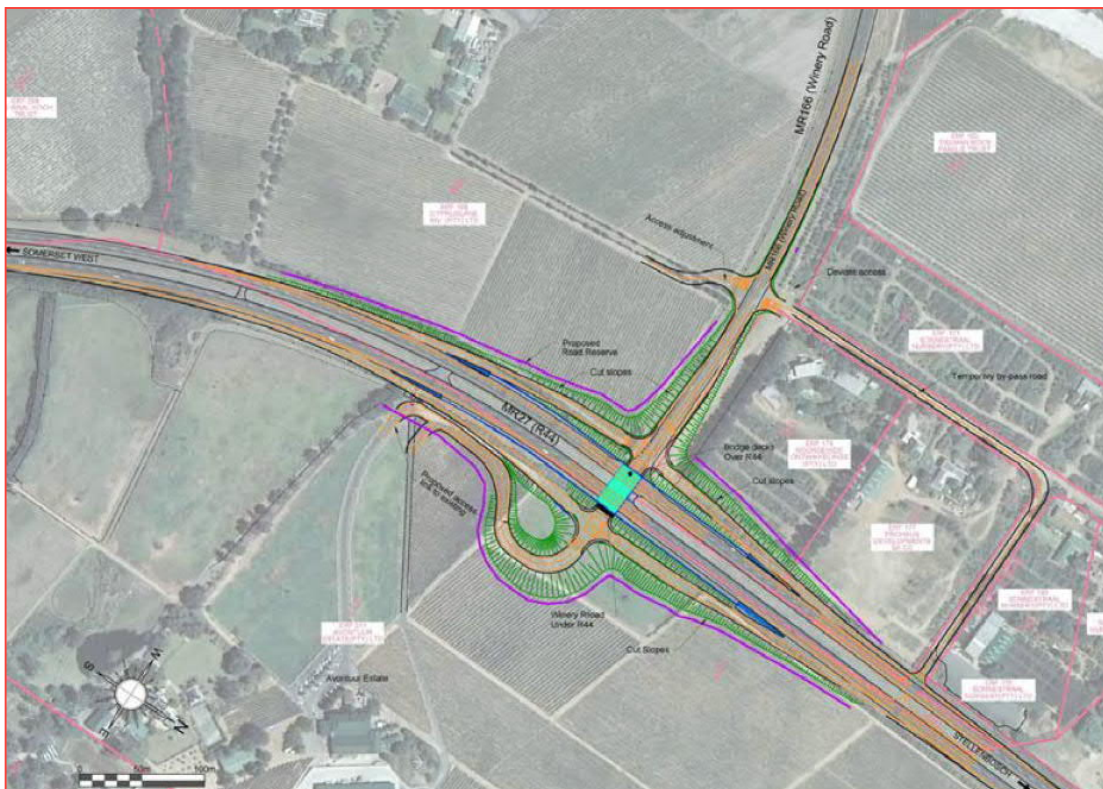


Figure 6-5: R44/Winery Road below-ground diamond interchange

Source: Kantey & TEMPLER



Figure 6-6: R44/Annandale Road grade-separated roundabout with ramp embankments

Source: Kantey & TEMPLER



Figure 6-7: R44/Annandale Road grade-separated roundabout with vertical retaining walls

Source: Kantey & TEMPLER



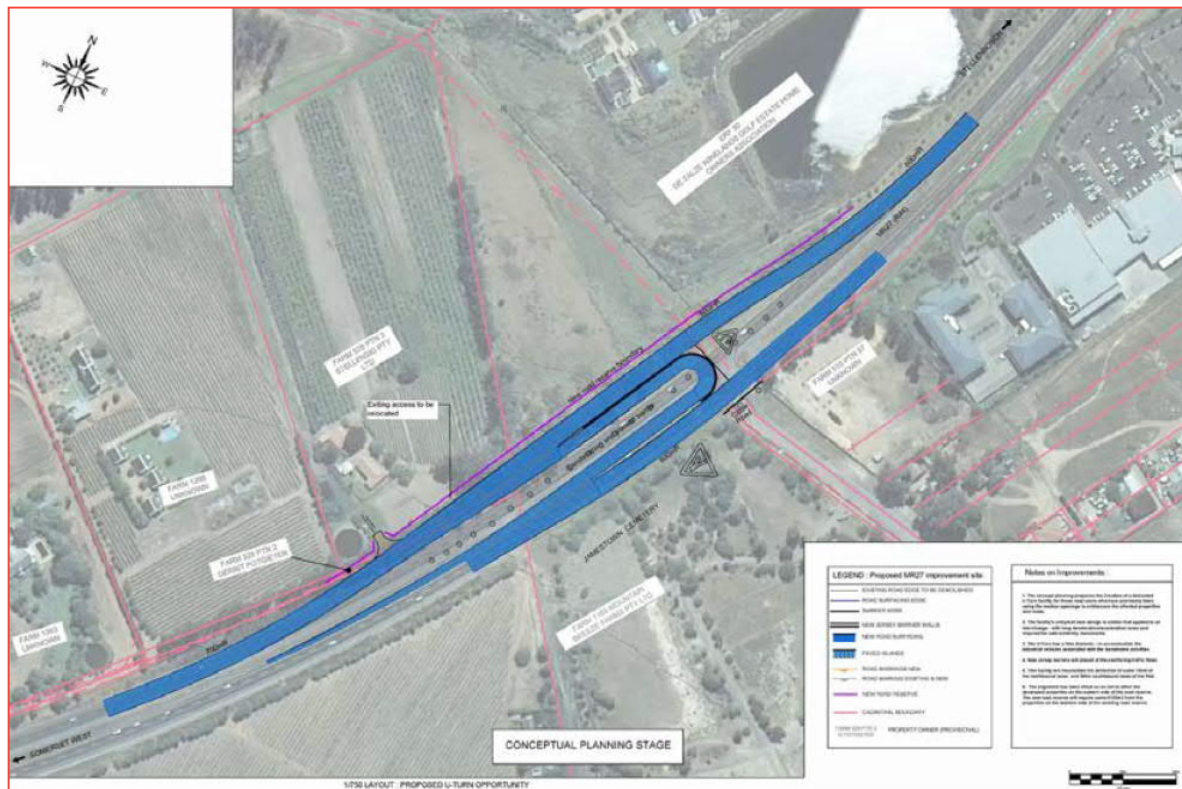


Figure 6-10: R44/Jamestown at-grade U-turn facility

Source: Kantey & Templer

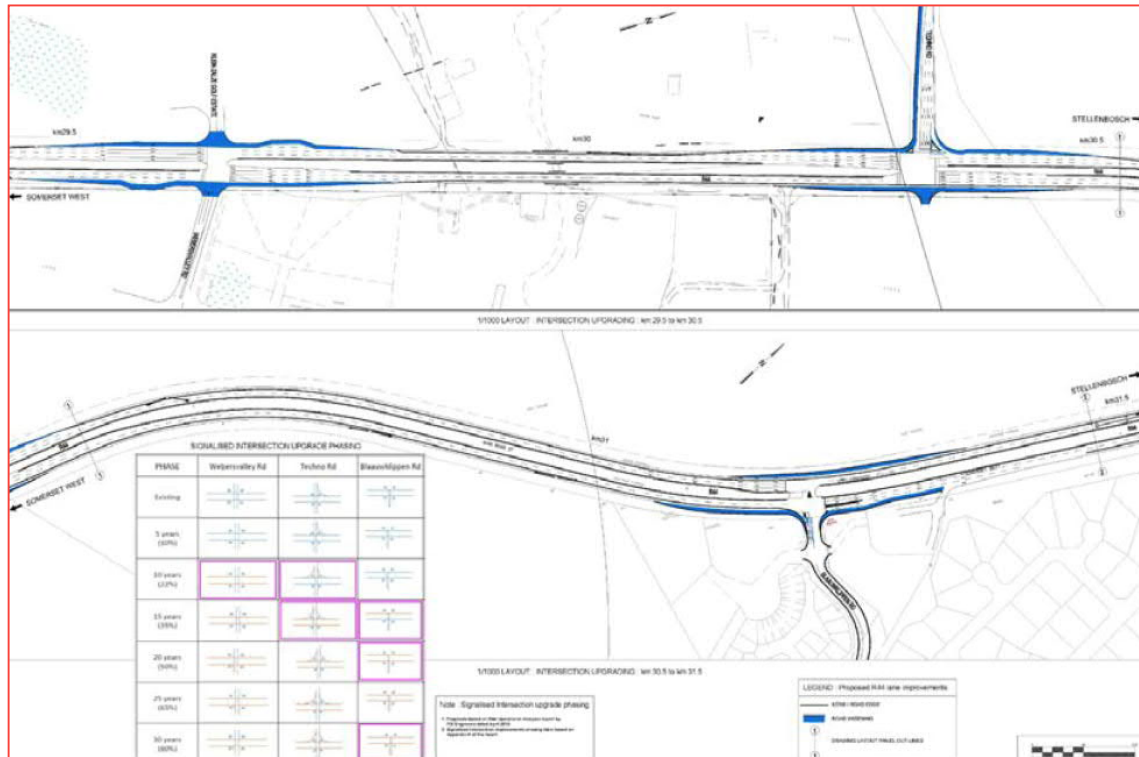


Figure 6-11: R44/Webersvallei Road/Technopark & Blaauwklippen Road improvements

Source: Kantey & Templer

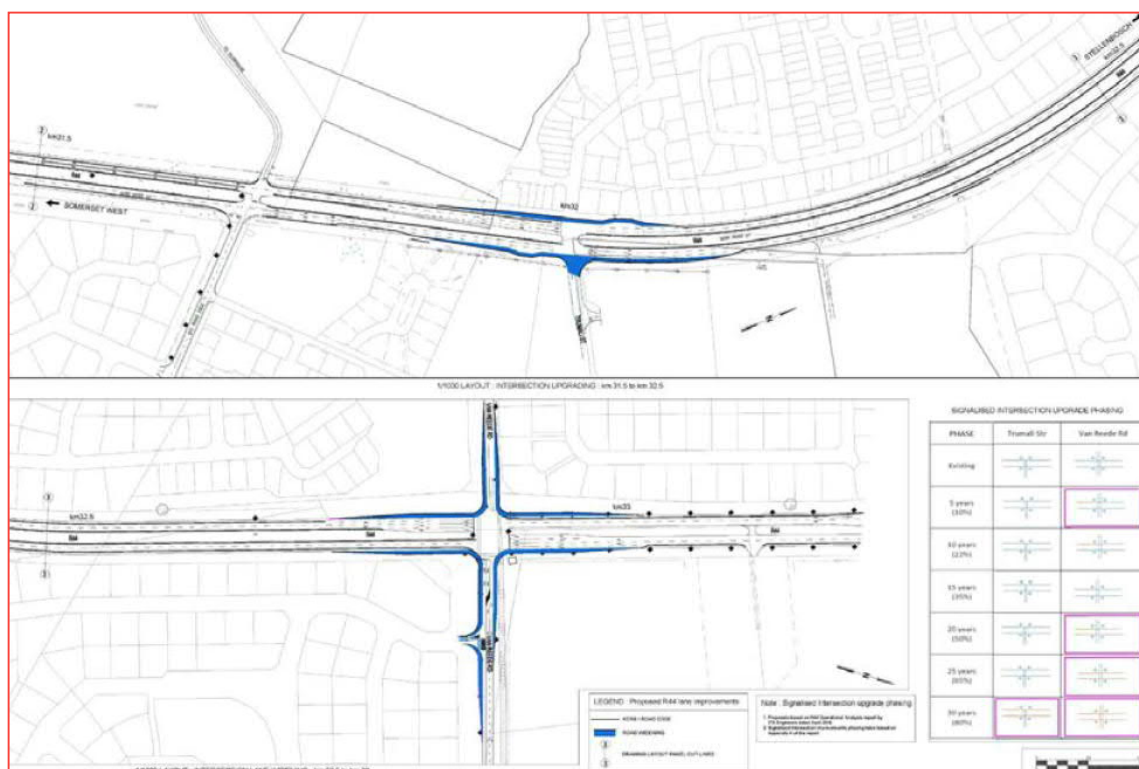


Figure 6-12: R44/Trumali Street & Van Reede Street improvements

Source: Kantey & Templer

6.4 R44 - NORTH OF STELLENBOSCH CBD

The Western Cape Government Department of Transport and Public Works commissioned the drafting of an Access Management Plan (AMP) for the portion of the R44 from the Stellenbosch CBD to just north of the N1. Given the predicted growth for the wider study area and the availability of land, two future road reserves were proposed: a narrower 32 m reserve for the urban section and a wider 50m reserve for the northern rural section.

An Access Management Study is included within the AMP providing details of all accesses that would need to be closed, relocated or amended. The list is extensive and not included within this report.

The status of the expected phased implementation of this project could not be confirmed.

6.5 BRANDWACHT/PARADYSKLOOF (EASTERN LINK ROAD)

The Brandwacht and Paradyskloof suburbs has close proximity to the Stellenbosch CBD, and are expected to have several infill densification developments in future. A review of existing transport documents suggest that the concept of a connector link has been noted for many years given that the only available current connector route is the R44. The suggested Eastern Link Road would essentially be a connection of Paradyskloof to Brandwacht, thereby negating the need for residents to use the R44. This will reduce traffic along the R44.

The Stellenbosch NMT Network Plan of 2009 makes mention of the opportunity to create the Eastern Link road from Paradyskloof running through Brandwacht and linking onto Piet Retief Street within the CBD. This route could increase the usage of NMT and reduce vehicle usage.

Due to an increase in the rate of development presently encountered in Brandwacht and Paradyskloof, two additional link roads have been analysed: namely Schuilplaats and a connecting road between Schuilplaats and the Eastern link road. Refer to Section 7.3.2

6.6 UPGRADING OF INTERSECTIONS

The transport model and volume capacity analysis clearly illustrates the major capacity problems on the major and to a lesser extent on the minor road network in and around Stellenbosch. It also shows that the R44 towards Helderberg and the R304 towards Koelenhof cannot support any further developments without significant infrastructure improvements. The Helshoogte road has some capacity for further residential developments at Kylemore, Pniel and the Boschendal area.

Previous studies indicated that the following intersection upgrades are needed due to saturated peak hour traffic:

- Van Reede and Strand Street
Upgraded in 2015
- Langstreet South/Helshoogte Road and Adam Tas Street
Not undertaken to date
- Merriman Avenue and Adam Tas Street
Not undertaken to date
- Integrate the Alexander Street intersection at Adam Tas Street with the existing Adam Tas and Strand Street intersection
Not undertaken to date
- Update Dorp Street/Strand Street intersection.
Minor upgrades in 2016

Also refer to Chapter 6.18 for more information on these local (lower order) improvements.

6.7 TECHNOPARK

Despite some local improvements over the years, the signalised intersection on the R44 experiences major capacity issues. The two conflicting movements are the high volume of right turning traffic into Technopark conflicting with the high volume of left turning traffic into Technopark and the northbound through traffic. The historic proposal for the upgrading of a portion of Techno Road to two lanes per direction to improve traffic flow near to the intersection with the R44 has been approved.

There is approximately 60 000 m² Gross Leasable Area (GLA) of latent development rights within Technopark, including 20,000 m² GLA of the approved new Capitec Bank headquarters.

Recent developments and approvals in Technopark has accelerated the need for improvements to the access road and its intersection with the R44. The following road upgrades are currently being implemented.

- Techno Avenue to be upgraded from the R44 to Proton Street.
- Additional turning lanes on the R44 approaches.

- New roundabout at Techno Avenue/development access & Klein Zalze Wine Estate.
- New roundabout at Techno Avenue/Proton Avenue.

Refer to Figure 6-13 for the layout of these upgrades.



Figure 6-13: R44/Techno Avenue approved upgrades

Source: ICE Group (Pty) Ltd

A second access to Technopark has also been proposed, the feasibility study and conceptual plans have been compiled. This link forms part of the future Western Bypass and links Technopark with Adam Tas Road.

6.8 WESTERN BYPASS

A western bypass route bypassing Stellenbosch CBD was formally identified as a need in the 2011 CITP. In 1975 a report entitled “Stellenbosch Traffic Study” was prepared by Mackintosh, Bergh & Sturgess which modelled the town centre for the then future years 1985 and 1995. The results indicated that a western bypass would be required in the year 1995 and that this route would need to be classified a higher order road (Class 1). The modelling undertaken at that time indicated that traffic travelling through Stellenbosch CBD attributed to a large percentage of the total traffic (generally 15 % and up to 60%).

The 2016-2020 CITP did include a conceptual proposal, which is to divert traffic from the R44 to travel around the town centre and to re-join either the R304 and/or R44 north of the town centre. The 2012 RMP considered three preliminary road alignments and assessed the traffic impact of this bypass proposal, namely:

- A high speed (100 km/h) Class 1 Expressway, leaving the R44 in the vicinity of the Annandale intersection, extending north and north-eastwards to intersect with the R310 and the R304 from where it joins the R44 with a Class 2 arterial connection just north of Welgevonden.
- A similar but shorter bypass proposal which starts at a future grade separated Technopark intersection, sharing a short section of lower order Class 2 arterial with the surrounding land use developments. A speed limit of 80km/h was modelled.
- A much reduced bypass proposal, starting at the Technopark and ending at the R310 (North-South link road).

The 2012 RMP recommended that detailed geometric and transport analysis of the possible different routes, scenarios and types of intersections is required. This will also have to be workshopped with all the relevant role players and it is expected to involve comprehensive public participation and environmental and heritage impact assessments.

The portion of the Western bypass between Technopark and Adam Tas Road is currently receiving priority.

BACKGROUND

The idea of a road to bypass Stellenbosch to the west of Stellenbosch originates 20 to 30 years ago. There was also the idea of an eastern bypass from Jamestown through Paradyskloof, Brandwacht/Dalsig area to intersect Van Riebeeck Street opposite Marais Street. This road would have provided an “eastern bypass” to link to the Helshoogte Road. The implementation of this route is difficult, due to buildings of the Boland College that are located on the planned route. It was recently discovered that a route from the R44 from opposite the Techno Avenue-intersection, through Blaauwklippen farm along Wildebosch Road (through Paradyskloof and Brandwacht) and to the east of Dalsig, across Welgevallen and Coetzenburg to tie in opposite Marais Street is a proclaimed Provincial main road. It thus appears that this proclaimed main road was supposed to be the “eastern bypass” mentioned above.

The implementation of a western bypass to Stellenbosch is not seen as the ultimate solution to the traffic congestion in Stellenbosch. Other road infrastructure requirements are the upgrading of intersections along the R44 as well as Helshoogte Road in order to provide more stop-line capacity, the adjustment of the setting of traffic signals throughout Stellenbosch and the provision of the Eastern Link Road with another link across the Eerste River.

ROUTE ASSESSMENT

In order to determine the start- and end-point of the possible bypass road, several route options were considered. Factors that needed to be considered in determining the routes were environmental issues, technical issues such as spacing of intersections and horizontal and vertical alignments standards, traffic desire lines, heritage issues, property issues, future developments, etc. Some of the routes were eliminated based on technical issues, preliminary environmental issues, future developments as well as input from affected property owners, already consulted.

The road will be planned as a dual carriageway. It will tie in with the R44 in the vicinity of the Annandale Road in the south and with the R304 in the vicinity of the Welgevonden Road-intersection in the north, a distance of ± 14 km. The intention is that there will be no direct property access to the road and that all intersections will be grade separated (interchanges).

TRAFFIC MODELLING

Traffic modelling of the bypass road taking into consideration various scenarios of development is currently in an advanced stage. Currently three (3) scenarios of development will be modelled, i.e.

- Scenario 1: The current traffic flows (2018) with and without the bypass road;
- Scenario 2: The estimated traffic flows (2025) including the future developments as per the SDF Amendments of May 2017.
- Scenario 3: The estimated traffic flows (2050) including all possible future developments.

Information with regard to existing and future developments is obtained from the IMQS-system and the Stellenbosch IDP. Possible phasing of the bypass road would also be tested.

PUBLIC PARTICIPATION

Up to now most of the affected property owners (with the exception of a property that is in the process of being transferred to a new owner) have been consulted at least once in one-on-one meetings where the consultant team and the affected owner were present. In some cases more than one such meeting was held. For each meeting “Meeting Notes” were compiled and an attendance register signed. The intention is to meet with all the affected owners again when the official designs commences and more detailed studies are undertaken.

IMPLEMENTATION

It is currently anticipated that the EIA-process would take between 18- and 24 months where after the Conceptual Design would be finalised based on the conditions contained in the Environmental Authorization. During this stage a more accurate cost estimate of the full project should be conducted as well as an economic evaluation in order to determine the feasibility of the project. Refer to Section 7.3.3 for the additional modelling work undertaken as part of this project.

6.9 R304

The WCPG commissioned the preparation of road layouts for the dualling of the R304 from the Adam Tas (R44) intersection in the CBD to Klipheuwel north of the N1. Details of the future upgrades are shown in Figure 6-14, which also indicates the number of lanes required between the respective intersections. The project includes the approximate year for implementing these upgrades as indicated by the different colours.

Subsequent to this, conceptual planning of the future dual carriageway R304 from the Adam Tas intersection to the Welgevonden Boulevard intersection was undertaken. The conceptual design confirms the following geometric design aspects:

- The road reserve varies along the section from the Adam Tas Road intersection to the bridge crossing of the Plankenburg River.
- Widening of the Plankenburg River bridge.
- A 40 m road reserve from the Masitandane Road intersection to a local access road to Mount Simon Estate and Portion 4 of Farm No. 81
- A 50 m road reserve from the local access (noted above) to National Road N1 (beyond the limit of planning).
- Cross-section with two 3.4 m lanes per direction, a median island, on-street parking along some sections in town and surfaced sidewalks
- Intersection upgrades with various turning lane configurations
- Limited/consolidated Left-in Left-out accesses only.

The status of this implementation could not be confirmed.

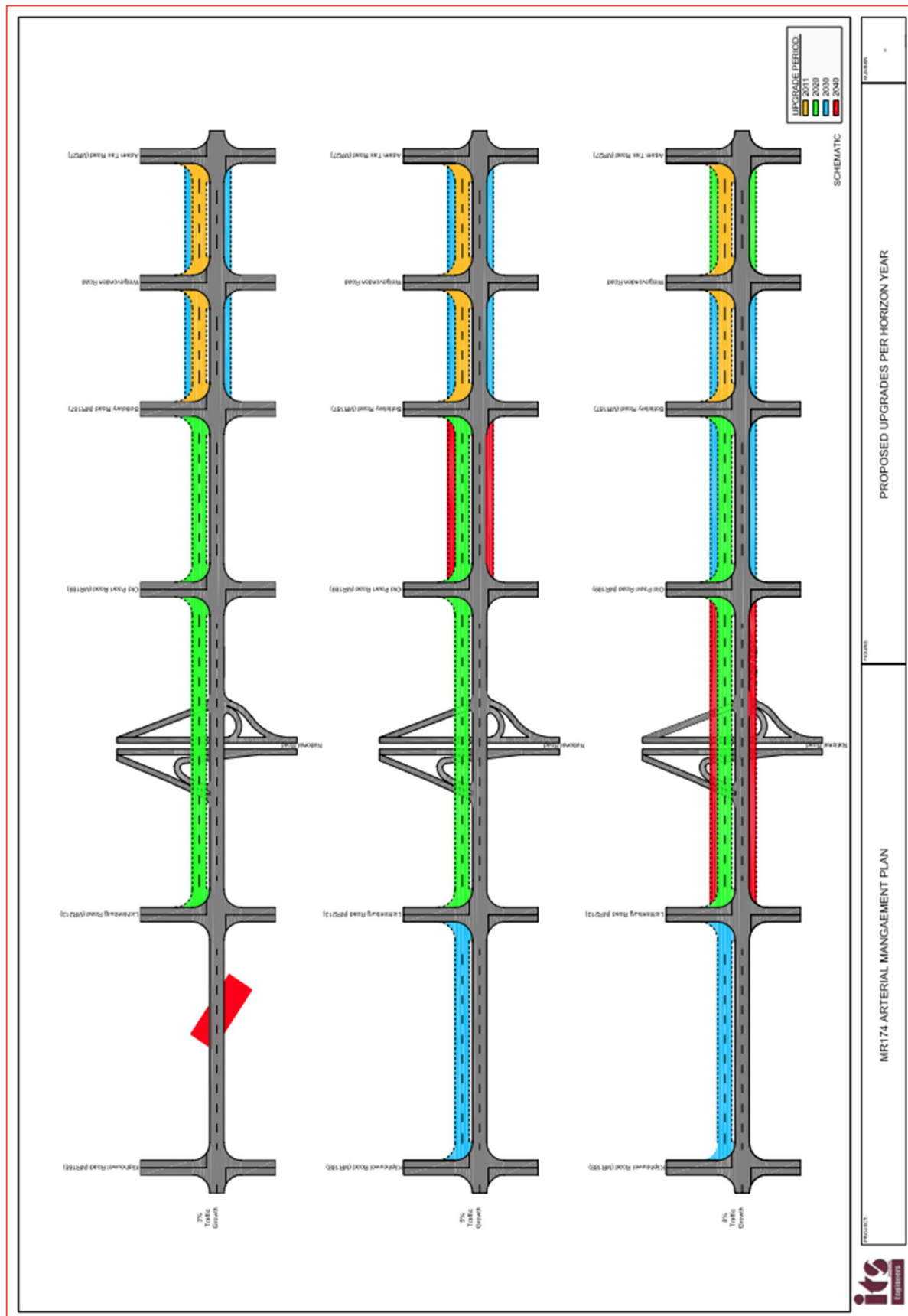


Figure 6-14: R44 future dualling

Source: ITS Engineers

6.10 NON-MOTORISED TRANSPORT PLANS

6.10.1 CAPE WINELANDS DISTRICT MUNICIPALITY - NMT TRANSPORT MASTERPLAN FRAMEWORK

CWDM appointed Nisa Mammon & Associates and SSI to prepare a NMT Transport Masterplan for the entire district, including the Stellenbosch Municipal Area, but excluding the Stellenbosch CBD. The Master Plan produced a vision, a set of objectives, undertook consultations and ultimately proposed an Implementation Plan showing prioritised projects for immediate attention. Specific mention is given to the need to provide public transport facilities at the R45/R310 intersection.

The need to enhance NMT facilities along the R310 serving Kylemore and Pniel and to enable a better connection to Stellenbosch was addressed. Plans highlighted the need to improve facilities along the R310 from Welmoed, Lynedoch and Vlothenburg into Stellenbosch. The master plan included recommendations to provide a Class 1 NMT facility from Jamestown to Paradyskloof along the R44 as well as to enhance the existing NMT facilities into Stellenbosch. It also proposed Class 1 facilities to the north of Stellenbosch along the R304 and R44.

The status and progress of the implementation of the recommendations could not be confirmed. Note that the proposed NMT facilities along the R310, R44 and R304 has not been implemented.

6.10.2 STELLENBOSCH NMT NETWORK PLAN

In 2009, SSI prepared the Stellenbosch NMT Plan, which included a number of projects to be implemented. These projects were included in the CIP.

Sturgeon Consulting undertook the expansion of the NMT network planning on behalf of SM, during 2014 & 2015. The report concluded the following:

- The NMT facilities in Stellenbosch and the municipal areas was reviewed and inventoried. At the same time possible improvements of NMT facilities were evaluated for both Stellenbosch and the municipal nodes.
- Priority NMT projects were identified from the field observations and discussions with various stakeholders. High level cost estimates were determined for the work required for each of the NMT projects.
- The projects were evaluated on various criteria determined in collaboration with SM
- A number of challenges/opportunities were highlighted which needs to be investigated further.
- The projects have been prioritised on a sound basis for future implementation.

The report recommended:

- That the priority projects identified and the determined priority ratings be reviewed by the Stellenbosch Municipality for appropriateness in terms of the municipality's strategy for NMT infrastructure improvements. This should be followed by the appropriate public processes leading to the approval of these projects which will proceed to design and construction based on available funding.
- Where funding is a problem Stellenbosch Municipality should implement the various projects identified in a phased approach per financial year to ensure that the project will be completed.
- The 2015 NMT Network Plan be approved/supported at the highest level possible to ensure future promotion, expansion, completion and integration of NMT in Stellenbosch and the municipal area with an annual budget being allocated for this priority transport mode.

The NMT projects were included in the 2016-2020 CIP, and were not assessed further in this report.

6.10.3 KAYAMANDI LINK TO THE CBD VIA BIRD STREET

SMEC (Vela VKE) prepared plans for the upgrading of Bird and George Blake Streets to improve the pedestrian facilities to the CBD. These links are highly trafficked and the route provides mobility to many pedestrians from Kayamandi and Cloetesville to Du Toit Station, Bergzicht Taxi rank and the Stellenbosch CBD. A portion of the pedestrian facilities along Bird Street was subsequently upgraded and this should proceed to complete the whole route.

The pedestrian level crossing between George Blake and Bird Street west of the taxi rank is unsafe, this was highlighted in the CIP to be resolved. The pedestrian movement at the R44 and Bird Street intersection is already at an unacceptable level of service for vehicle movements without dedicated pedestrian movement phasing. The pedestrians crossing this intersection should be considered in any future improvements to accommodate them and improve safety.

6.10.4 PROVINCIAL SUSTAINABLE TRANSPORT PROGRAMME

The Provincial Sustainable Transport Programme (PSTP) has been established to support the development and implementation of sustainable transport systems in the Greater Western Cape. SM was selected as the first municipality for the implementation of this programme. Through the program, numerous status quo and planning assessments were undertaken and priority NMT infrastructure projects implemented. During the 2016/2017 financial year, NMT Infrastructure to the value of approximate R6M was implemented. The PSTP programme still actively provides support to the municipality by promoting NMT and public transport development.

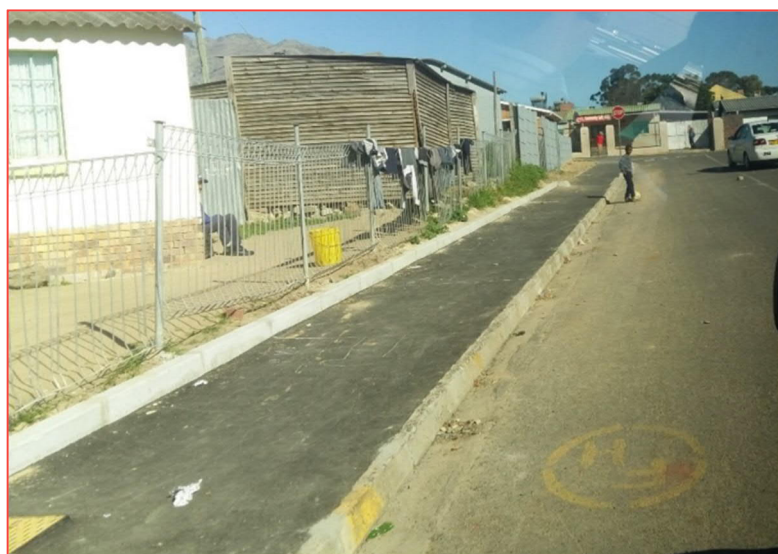


Figure 6-15: Example of NMT infrastructure

Source: SM

6.11 UPGRADE GRAVEL ROADS UPGRADING PROGRAM

The SM had, commencing in 2007, with a gravel road upgrading program, the programme aims to eradicate all gravel roads within residential settlements. The gravel roads, situated in previously disadvantaged and in low income areas, are upgraded to asphalt surface standards. Each year between 2-4 km of gravel roads are upgraded

and it is expected that all identified gravel roads will be upgraded within the next 3 years. The SM is currently upgrading gravel roads in the residential settlements of LaMotte and Wemmershoek, located in the Franschhoek region. Refer to the figures below for examples of the upgrades.



Figure 6-16: Gravel roads in residential areas

Source: SM



Figure 6-17: Example of completed road in residential areas

Source: SM

6.12 LANQUEDOC ACCESS ROAD AND BRIDGE

Lanquedoc is a previously disadvantaged community situated in the Dwars River Region, near Pniel. The access road to Lanquedoc crosses the Dwars River, and has only a single lane bridge. The access road as well as the single lane bridge does not meet the requirements of a developing residential settlement. The SM has commenced with the planning and design for an upgraded access road and additional bridge. The existing

bridge would be retained for Non-motorised Transport (NMT), and the additional bridge will accommodate 2 lanes of vehicular traffic. It is anticipated that construction would commence in 2020.

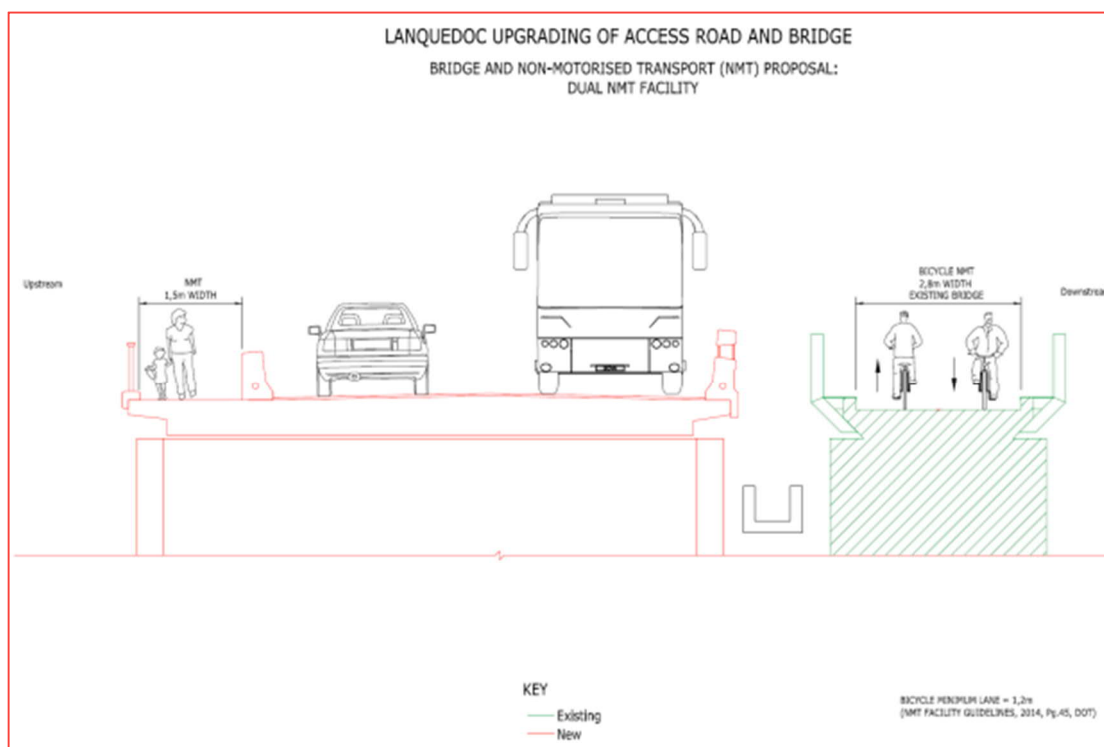


Figure 6-18: Lanquedoc access road bridge

Source: SM

6.13 PUBLIC TRANSPORT

6.13.1 BACKGROUND

In September 2008, Jeffares & Green (Pty) Ltd was appointed by the Stellenbosch Municipality for the Development of a Transport Model and Public Transport Operations Plan for Stellenbosch.

Origin-destination household questionnaire surveys were conducted within all the predetermined zones that constitute the Stellenbosch study area. Part of the questionnaire consisted of public transport related questions intended to gauge the nature of existing public transport demand.

The public transport information obtained from the household surveys was coded into the transport model to represent the existing public transport origin-destination (OD) demand in the AM peak period. OD pairs were then distributed on the known existing public transport routes to complete the existing scenario of the Stellenbosch public transport AM peak hour operations.

This Public Transport Operations Plan (PTOP) for Stellenbosch feeds off the findings of several relevant previous studies, as well as the Stellenbosch Transport Model in order to develop an appropriate scheduled public transport system that is able to more effectively serve the mobility needs of existing public transport users, as well as to attract current private car users.

The public transport system proposed in this report was developed in such a way that the system can be aligned with the proposals of two key recent studies, namely the Stellenbosch Non-motorised Transport Framework Plan (Cape Winelands District Municipality [prepared by SSI], 2009) and the CWDM Public Transport Tourism Project (Cape Winelands District Municipality [prepared by Pendulum], 2009).

This report documents the methodology, analysis and findings of the proposed PTOP. Based on the project scope of work, the following points are addressed in the development of a public transport system for Stellenbosch:

- Identifies routes and stops
- Notionally advises on the frequencies along routes
- Notionally advises on the type of vehicles
- Infrastructure required

6.13.2 PUBLIC TRANSPORT SERVICE NETWORK

Royal Haskoning DHV prepared a Public Transport Service Network: Initial Operational and Business Plans report, dated December 2016. The conclusion and recommendations of the report are repeated here for information.

This study sets out the framework for the provision of an integrated public transport system for the Stellenbosch Municipality comprising of a network of short and long routes and public transport services that will ultimately provide a safe and convenient service for all the inhabitants of the area as well as tourists and visitors. The system will ultimately provide linkages to the greater Cape Town functional region and facilities such as the Cape Town International Airport. Linkages to the MyCiTi Integrated Public Transport Network and commuter rail stations will be provided.

The proposals take into consideration sustainability, equity and cost into consideration. The role to be played by the existing public transport operators in the area is taken into consideration and proposals are made to provide for their participation and formalisation in the business model.

The role played by the Western Cape Provincial Government and their participation in the planning process is acknowledged, particularly in terms of the proposed public transport institutional framework currently being planned that includes the Stellenbosch Municipality.

A preliminary revenue and cost model has been prepared and the estimated costing was presented in the report.

The conclusions of the investigation into the provision of a Public Transport Service Network by the Stellenbosch Municipality are:

- The implementation of a Public Transport Service Network will have major financial and institutional implications for the Stellenbosch Municipality. The preparation of further detailed institutional, business and operational plans are necessary to affirm cost and revenue estimates, the sources and availability of funding required before a final decision can be taken to proceed with the implementation of the proposals.
- The Western Cape Government and the National Department of Transport be approached to ascertain the possibility and requirements for accessing grant funding from the Public Transport Network Grant.
- Consultation with the public transport operators within Stellenbosch be conducted to obtain support and the participation of the operators before the implementation of a pilot phase can take place.
- The City of Cape Town be engaged regarding the possible acquisition of second hand Optare buses from the existing MyCiTi bus fleet, as a possible cost saving measure.

The recommendations of the report are that:

- The Stellenbosch Municipal Council takes note of the outcome and conclusions of the proposals for the introduction of a Public Transport Service Network in Stellenbosch, in particular the institutional and financial implications.
- The proposal for the introduction of a Public Transport Service Network in Stellenbosch be supported, in principle, subject to:
 - The support of the Western Cape Government and the National Department of Transport being obtained for the proposals and for the future submission of an application for grant funding from the national Public Transport Network Grant.
 - The preparation of further detailed institutional, business and operational plans to affirm cost and revenue estimates and the sources and availability of funding.

The status of this report and the further work required must still be confirmed by the Client.

6.14 FREIGHT MOVEMENT

In February 2012, GIBB prepared the “Cape Winelands District Freight Strategy” which focused on the existing freight movements and facilities within the District. The report notes that the major freight routes close to Stellenbosch town are the connections between Stellenbosch and Somerset West (R44), Stellenbosch and Kuils River (310), Stellenbosch to Klapmuts (R44 north), Stellenbosch to Brackenfell (R304) and Stellenbosch to Franschhoek (R310). The portion of the R45 between Villiersdorp and Paarl is also a major freight route for the region. The report furthermore identifies secondary routes that

- Provide access to farming areas.
- Carry freight in the form of supplies for agri-processing (e.g. delivery of bottles).
- Distribute the finished product (e.g. delivery of wine) to the Port of Cape Town for export.

The 2016-2020 CIP concluded the following with regards to the SM Freight Transport Strategy:

- The freight system forms an integral part of the transport network. Freight is moved by means of the road network which is managed by SANRAL as provincial and local government and the rail network, pipelines and ports which are managed and operated for the most part by Transnet.
- The PGWC is mandated with the control of overloading of freight vehicles. There are currently 9 weighbridges within the Province, 1 of which is within the Stellenbosch municipal boundary.
- Overloading is not adequately controlled and there is inadequate legal support for enforcement.
- In Stellenbosch, the inbound heavy vehicle traffic volume accounts for 1% of the morning peak period of the inbound traffic volumes and is not demanding of the road system capacity.
- In Franschhoek, approximately 29% of heavy vehicles are through traffic on the main road. Although an alternative heavy vehicle route may alleviate some pressure on the Franschhoek main road, the majority of heavy vehicle traffic is generated in the town and the surrounding farms and will continue to make use of the main road.
- Proposed Interventions:
 - Development of an infrastructure improvement programme
 - Improve law enforcement and overload control
 - Development of a strategic freight network
 - Promoting and endorsing a self-regulatory entity such as the Road Transport Management System (RTMS)
 - Investigation of the feasibility of installing an additional weighbridge within Stellenbosch
 - Detailed freight surveys are required

- Investigate the use of alternative / preventative measures to deter heavy haul vehicles from using the Franschhoek pass as an alternative to the current Huguenot Tunnel and potentially the N1 Winelands.

6.15 FRANSCHHOEK TRANSPORT MASTER PLAN

ICE Group was appointed by the Stellenbosch Municipality in 2011 to prepare a comprehensive Transport Master Plan for the Franschhoek area. This report proposed road infrastructure improvements for Franschhoek and the surrounding areas of La Motte, Wemmershoek and Groendal. The various relevant road improvements are summarised below and have been included into the proposed RMP:

- The road environment for the R45 should be reclassified, which reduces speeds through the town and assigns a road environment to particular portions of the R45;
- The Stellenbosch Municipality should ensure that sufficient space is reserved for the north- westward extension of Dirkie Uys Street to Beaucoup de L'eau Street;
- The Stellenbosch Municipality should ensure that sufficient space is reserved for a route that will link the MR5618 to Bagatelle Street;
- The one-way bridge where Robertsvlei Road crosses the river should be widened;
- Proposed roundabouts at the following intersections:
 - Main Road / Uitkyk Street / Cabriere Street intersection;
 - Huguenot Street / Lambrecht Street intersection;
 - R45 / Le Roux Street intersection;
 - R45 / La Provence Road intersection,
 - R45 / Nerina Street / Bagatelle Street.

The proposed roundabouts were not implemented, and SM is in the process to appoint consultants to draft new proposals.

6.16 RAIL LEVEL CROSSINGS

PRASA is investigating the removal of all rail level crossings to improve road and rail safety by providing road over rail bridges. There are several level crossings within the SMA, not including those in Franschhoek, as the train line to Franschhoek is no longer operational, or those which are not on public roads. The level crossings are listed below:

- Elsenburg Road north of Muldersvlei train station (LC1)
- Kromme Rhee Road near the intersection with the R304 (LC2)
- Elsenburg Road just south of Koelpark near the R304 intersection (LC3)
- Major pedestrian crossing between George Blake and the R304 (LC4)
- George Blake Road in the CBD (LC5)
- Extension of Oude Libertas Road (Distell) (LC6)
- Winery Road (Distell) (LC7)
- Private Road (LC8)
- Private Road (LC9)
- Vredenheim Farm (LC10)

A recent rail level-crossing elimination project along Vlottenburg Road resulted in the elimination of the following level-crossings:

- Extension of Annandale Road.
- Vlaeberg Road north of Baden Powell Drive.
- Numerous privately owned road level crossings

The location of the remaining level crossings are indicated in Figure 6-19. The EMME modelling work undertaken in this report assumes that all rail level crossings are removed in future, and will have no impact on the capacity or operation of road links.

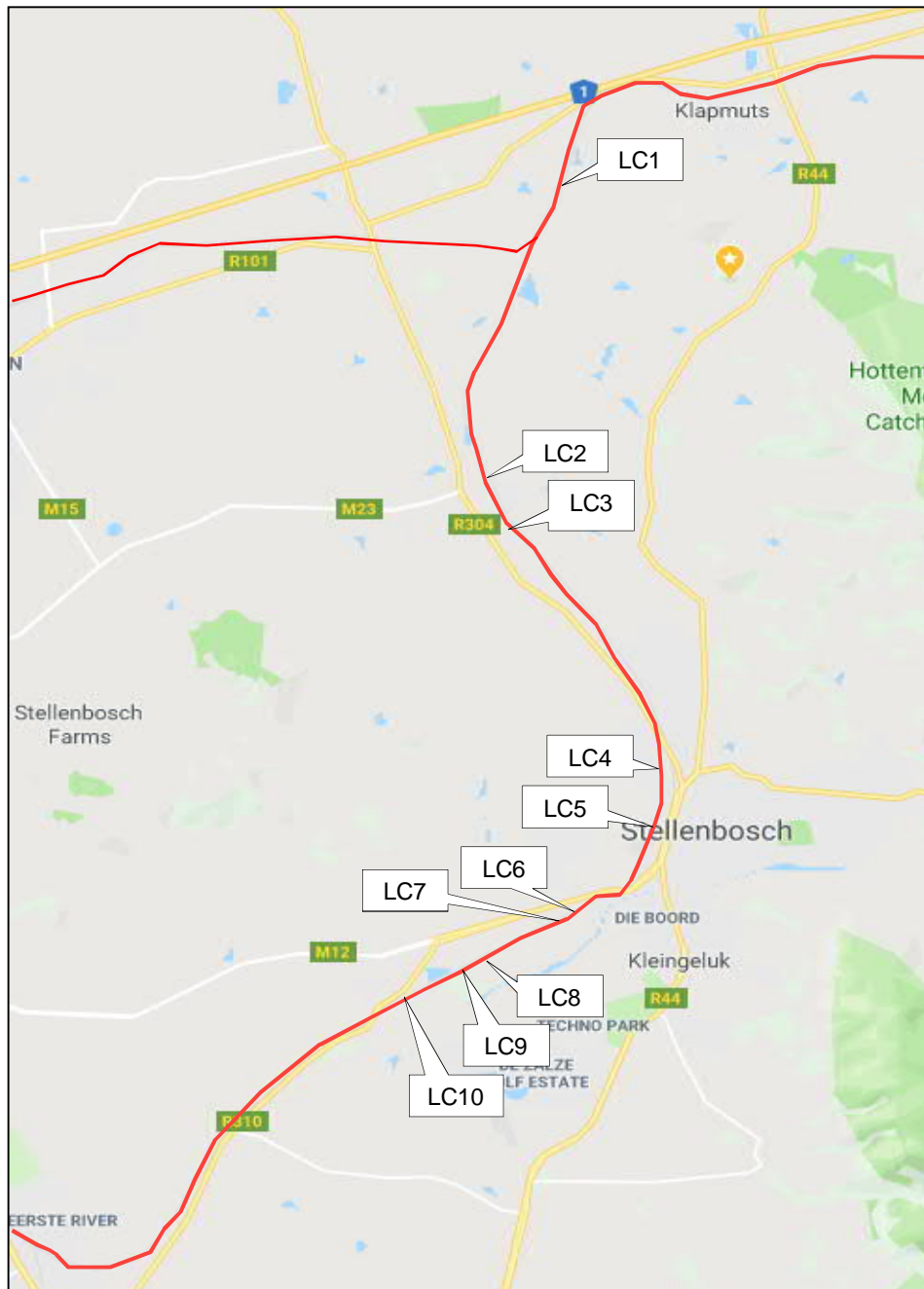


Figure 6-19: Rail Level crossings

6.17 UNIVERSITY OF STELLENBOSCH MOBILITY PLAN

SMEC (Vela VKE) completed a Mobility Master Plan for the University Of Stellenbosch (US) in November 2011. This plan was integrated into the Stellenbosch CITP. The aim of the Mobility study was to fully integrate all modes of transport within the University, while keeping to the vision of the University facilities management team. This vision clearly states: “To attract students and personnel, it is of fundamental importance to have a safe, accessible and appealing campus.”

The Mobility Study were developed in conjunction with the blueprint for the further development of the Stellenbosch campus, namely the “Basis Meesterplan” dated November 2009. In this document an important mobility mode hierarchy has been defined, namely walking, then cycling, commuter/public transport and lastly motorised transport.

The Mobility Plan was later followed up by a Traffic Impact Study based on a complete micro- simulation to show the effects of implementing the plan. In the Master plan Study the following guidelines have been defined for future campus circulation issues. These are:

- To provide safe, efficient, user-friendly and aesthetically pleasing pedestrian routes to foster personal and social interaction and a pedestrian community on campus.
- To provide sufficient functional access for vehicles to do business and provide emergency and operational services.
- To improve the provision of access and alternative transport options for disabled people.
- To cooperate with local traffic authorities to better manage traffic on the campus and to improve safety of pedestrians.
- To provide and promote the use of a regular, comfortable and safe shuttle service to the campus community.
- To make use of bicycles possible with minimal inconvenience to pedestrians. The cycle routes should be integrated with the municipal routes and planning. Safe and user-friendly cycle racks and locking facilities where applicable, must be provided at campus buildings.
- To develop the campus to include more “human spaces” which will enhance the “university town” idea.
- To discourage traffic flow through the campus by closing some roads for through-traffic and by making some roads less vehicle friendly.
- The development of periphery parking modes on the southern and northern edges of the campus to receive commuters before entering the core campus area. From these peripheral parking modes students and personnel can be transported to the core campus by means of shuttle services.
- To redefine pedestrian movement lines by developing certain main pedestrian routes on campus.
- The provision of parking will follow the “user pays” principle. Improved registration processes of vehicles and stricter policing are prerequisites.
- To cooperate closer with Stellenbosch Municipality and business sectors to look at wider solutions than only for the campus area.

The following strategy was recommended:

- To implement the principles stated above includes the integrated solutions given and recommended by the Mobility study to limit parking on the core- campus with supplementing the need with better and the higher use of public transport, shuttle services and additional parking on the periphery of the campus. It also includes the promotion and development of pedestrian and cycle routes with the associated landscaping on parts of the campus.

SHUTTLE SERVICES

A free campus shuttle operates on campus from 7:00 to 17:30. This service focuses on the following needs:

- Transport between the general parking areas on the edge of campus and central campus during the day.
- Transport between the long-term parking area and central points at the residences at specific times during the day and night.
- Transport to and from service divisions and departments on the edge of campus (e.g. Food Science and Welgevallen), to and from central campus.

- Transport of congress attendees to and from the general parking areas on the edge of campus
- Refer to Figure 6-20 for the route map of the current (2018) shuttle services on campus.

LATEST PLANNING

The US confirmed that a new Integrated Transport Plan is expected to be available in June 2018, which will replace the 2012 Mobility Plan. This document was not available at the time of the completion of this report.

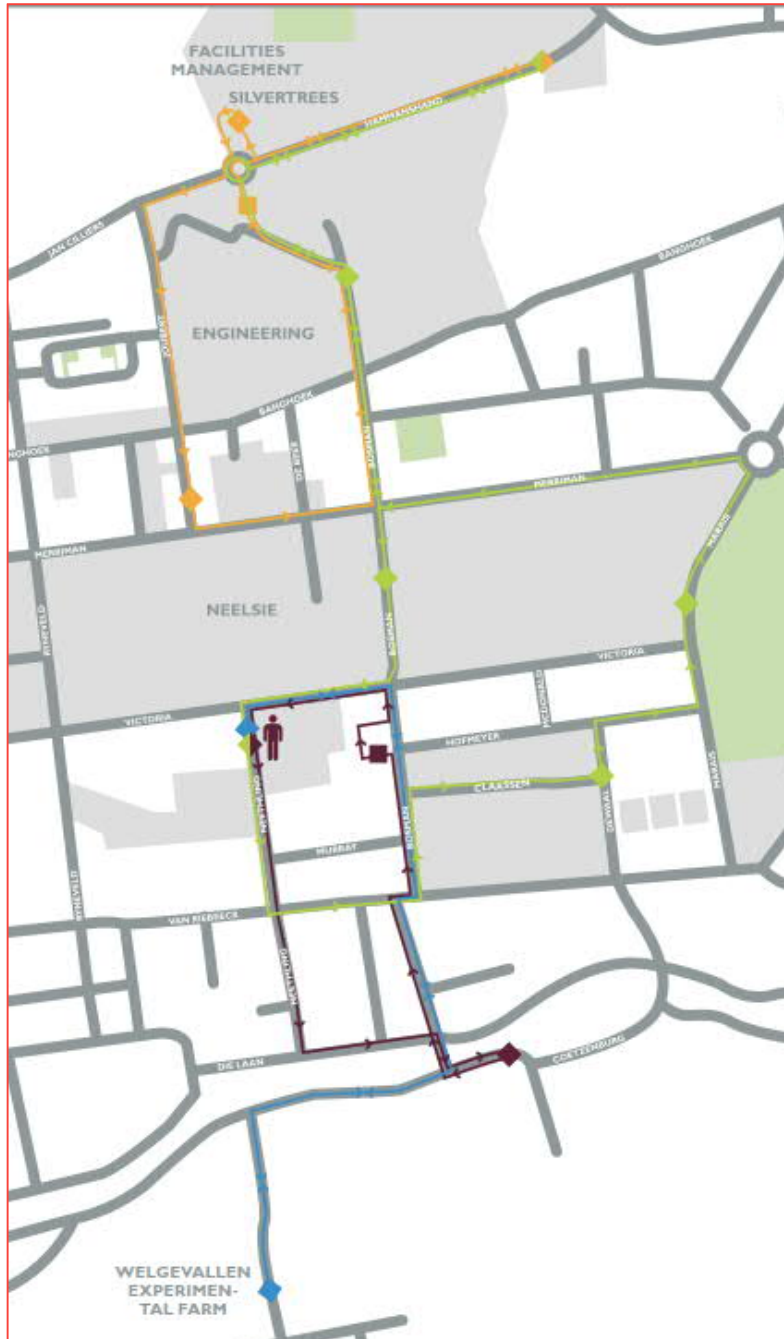


Figure 6-20: US shuttle routes

Source: University of Stellenbosch

6.18 LOW ORDER LOCAL IMPROVEMENTS

The SM has made information available with regards to local upgrades and improvements currently under consideration. The upgrades range from minor intersection upgrades, requests for signalisation etc. The RMP did not model these upgrades, as the timeframe and extent of the implementation cannot be confirmed at this stage.

Upgrades of the following intersections are planned:

- R44 and Helshoogte (R310)
- R44 and La Colline
- R44 and Merriman
- R44 and Molteno
- R44 and Alexander
- R310 and Lower Dorp
- R44 and Dorp
- R44 and Blaauwklippen
- Section of R304 between R44 pass Kayamandi to Sokuqala Street
- Bird and Molteno
- R310 and Oude Libertas
- R310 and Vredenburg
- R310 and Devonvallei
- R44 and Trumali
- R44 and Paradyskloof
- R44 and Technopark

6.19 TRANSIT ORIENTED DEVELOPMENT INITIATIVE

The SM and PGWC commissioned a conceptual study for a Transit Oriented Development (TOD) along the Adam Tas (R44) corridor adjacent to the Stellenbosch railway station. Refer to the report: A new gateway for Stellenbosch, Conceptual Study for TOD in Stellenbosch. Royal Haskoning DHV, May 2018. The broad findings of the study with regards to the potential land -use change and densification within the study area, and the proposed changes to the local road network was incorporated in the 2040 EMME model.

The following section summarises some of the findings and recommendation of the report, *verbatim*:

BACKGROUND AND SCOPE OF THIS STUDY

Stellenbosch is an internationally recognized destination for business, university education, tourism and living. It has plenty of unique heritage values, a striking natural environment and a world-renowned wine industry. In its recent past, Stellenbosch has experienced rapid economic development and growth. This has resulted in urgent urban development challenges.

The two key problems are the growing and persistent traffic congestion on main roads and in the central town area, as well as the shortage of residential space in all market segments. This leads to soaring house prices, continuing social imbalances and forced commuting by people unable to find accommodation in Stellenbosch, which in turn further exacerbates traffic peaks and congestion. These issues are threatening to undermine Stellenbosch's liability and economic vitality.

To pro-actively meet these challenges, the Municipality of Stellenbosch and the Western Cape Province have appointed Royal HaskoningDHV (Pty) Ltd (RHDHV) to undertake a conceptual study for Transit Oriented Development (TOD) in the Adam Tas Road corridor adjacent to the Stellenbosch railway station and extending to the edge of the central town area.

The scope of the conceptual study includes traffic surveys, assessment of primary issues concerning congestion and road safety, and the investigation of sustainable solutions in a holistic TOD perspective. This study follows on from an initial TOD strategy study that was performed in the period from 2013 to 2015.

TRAFFIC SURVEYS AND MICRO-SIMULATION-MODEL

A micro-simulation traffic model of the Stellenbosch road network has been developed from the greater Cape Town region macroscopic traffic model and additional traffic surveys using number plate recognition techniques were conducted in order to calibrate the micro-simulation model. From this information, traffic volumes and travel patterns between origins and destinations throughout Stellenbosch have been established. Findings from the model show that traffic capacity bottlenecks in the central part of the Adam Tas Road corridor are concentrated around the four intersections involving the R310, Alexander Street, George Blake Street and Merriman Street.

The congestion problems are further aggravated by insufficient intersection spacing and non-standard intersection layout, as well as a serious road safety issue in the form of the level crossing of the railway line at George Blake Street. These problems, including the difficulties experienced by pedestrians crossing Adam Tas Road and the railway line, lead to an unacceptable situation with negative side effects in the surrounding area.

PROPOSED INFRASTRUCTURE SOLUTION

Various options for a revised scheme for the central section of the Adam Tas corridor have been studied. The proposed scheme consolidates the four existing T-intersections into two grade separated interchanges. This simplifies traffic circulation and removes the current road safety problem. In addition, as the central segment of Adam Tas Road is freed of intersections, it can be re-positioned in a cut-and-cover tunnel of approximately 500m length. This alleviates the negative urban impact of the Adam Tas corridor and allows for a re-positioning of the railway station into the heart of the proposed TOD scheme, with convenient and safe pedestrian links to the town centre of Stellenbosch. The new station can be developed into a modern public transport hub in a pedestrian priority area. The re-positioning and modernization of the station facility does not require any alterations to the railway tracks.

TRAFFIC MODELLING RESULTS

Micro-simulation modelling has been performed both for the current situation and the proposed scheme. Its results show structural improvements to road capacity and significant reduction of traffic congestion, even taking into account future increased traffic volumes resulting from the proposed TOD developments. Average vehicle delay during morning and afternoon peak traffic periods is reduced by 45%. The revised scheme also shows substantial reductions in air pollution (20%-30%) and fuel consumption (25%) across the Stellenbosch road network. Therefore, it can be concluded that the proposed revised scheme constitutes a sustainable solution for key traffic problems in Stellenbosch.

URBAN DEVELOPMENT VISION

The proposed TOD scheme for the Adam Tas corridor is illustrated in the four conceptual diagrams on the next page. It allows for a transformation of currently underused municipal land in the vicinity of the corridor into a dense and vibrant mixed-use urban district, which extends the heart of the city from Eikestad Mall across the railway line to Papegaaiberg Park. Strategic opportunities are identified in a number of important fields, as follows:

1. An inclusive mixed-use district:

A mixed-use district with a total floor area of 350 000-400 000m² GFA in 20-25 independent blocks can be developed, which translates into about 3500 residential apartments plus commercial urban functions. The new district can be a model for a vibrant, safe and inclusive urban environment, offering good living, working, shopping and education for all income classes. Additionally, the new district is an ideal location for strategic functions such as a new civic centre and additional university facilities.

2. Promoting non-motorized transport:

In the heart of the area, a park-like pedestrian priority setting is created, connecting existing walking lines through the city centre with the new station and public transport hub. This creates effective and safe connections to bus, taxi, cycling and pedestrian facilities. A public car parking hub can be created as part of the new district, which can be accessible from Merriman Street and Alexander Street, but also close to the historic city centre. This alleviates parking pressure in the sensitive historic centre.

3. Catalyst for urban renewal of a wider area:

The TOD will be a catalyst for the further urban renewal of adjacent inner city areas. In particular, the re-aligned George Blake Street link to Merriman Street overpass takes traffic in a northerly direction, thereby alleviating Bird Street and increasing its potential for active urban renewal. Bird Street can be downgraded and transformed into a non-motorized traffic priority boulevard with more space for its vibrant street markets.

4. Shaping a sustainable future for Stellenbosch, in line with its proud heritage:

The TOD is a strategic opportunity to not only solve a critical traffic problem, but at the same time form a game changer for Stellenbosch's urban development: Stellenbosch can move from investor-driven development along the periphery towards a TOD based inclusive and sustainable urban renewal. In this way, the further growth of Stellenbosch can take shape in a way that enhances its vibrant urban lifestyle, preserves natural and infrastructural resources and adds a new chapter to Stellenbosch's proud heritage.

PROPOSED ROAD IMPROVEMENTS

The R44 is the major road access to the Stellenbosch CBD which is becoming increasingly congested. Any improvements that will reduce congestion and increase accessibility will lead to increases in the job market and subsequent economic growth. Congestion reduction proposals that are being addressed in this study are threefold, namely; treatment of the congested Adam Tas Road intersections, improvement of accessibility to Public Transport and dramatic changes to the pedestrian and cycle network. Proposed improvements to the Adam Tas Road intersections are shown in Figure 6-21.

The proposed road infrastructure improvements include the following:

1. Grade separation of the George Blake/ Merriman Ave intersection with the R44.

A key aspect of this initiative is the removal of the level rail crossing of George Blake Street. This is a very dangerous crossing which has resulted in several fatalities in recent years. In addition, this grade separation will also substantially increase the capacity of the R44 by reducing the number of intersections and removal of the right turn traffic conflicts. It also facilitates easy access to the park-and-ride/cycle/walk facility envisaged in the proposed precinct development between Merriman and Alexander Streets.

2. Lowering of the central section of the R44

Lowering of the central section of the R44 flowing through the precinct is necessary to create a Public Transport Interchange facility at the envisaged new Railway Station site. This will create pedestrian, cycle and Public Transport priority and remove the vehicle/pedestrian conflict. It will also enhance NMT and Public transport accessibility and mobility connections to the CBD.

3. Improvements to the R44/R310 and Alexander Road intersections

It is further recommended that the R44/R310 and R44/Alexander Road intersections are combined into a single intersection, which is a short-term proposal until such time as the increase in traffic generated by the TOD and other developments in the town necessitates further improvements to this major intersection. In the long-term, it

is proposed that the dominant flow of the R44 is grade separated through an underpass. This intervention should improve safety and capacity, and reduce the number of intersections, thereby improving mobility.



Figure 6-21: Adam Tas Road Proposed Improvements

Source: Royal Haskoning DHV

WAY FORWARD

SM confirmed that the implementation of the Adam Tas TOD project is on hold indefinitely, and the extent of the upgrades may be revised and reduced. Additional EMME modelling of the TOD proposals were also not required as part of the RMP update.

In the interim, it is planned to support development in the area based on the TOD principles of housing developments near transit opportunities: the availability of public transports services along Adam Tas Road and the nearby Stellenbosch railway station.

7 EVALUATION OF NETWORK PROPOSALS

7.1 GENERAL

Stellenbosch's EMME/4 transport model can be used for the testing of a wide variety of network and land-use scenarios. This includes the analysis and evaluation of proposed (new) road projects, capacity improvements to existing infrastructure, road closures, the introduction of new speed limits and public transport proposals. On the land-use side, the model can also assist in determining the transport impact of specific development proposals.

Presently, the Stellenbosch model consists of a 2018 base year model, as well as a general 2040 future model based on a long-term land use scenario for the whole metropolitan area, including a "trend" projection for Stellenbosch. The former has been used to test the validity of the modelling approach and to highlight present problems, while the latter provides the means for establishing the long-term road improvement needs in the study area. Both models were used to evaluate general capacity improvements as well as specific new projects.

Note: All modelling outputs are included in Appendix A-2.

7.2 2018 BASE NETWORK ANALYSIS

The 2018 base year model is a much improved version of the 2011 Stellenbosch model which was based on 2009 household interview surveys, the Cape Town Metropolitan model and detailed information about US student travel demand patterns. Some network and other changes were also introduced in order to bring the model up to date. The modelling steps and calibration processes are described in *Chapter 4*.

The traffic assignment process involved the present (2018) private transport commuter matrix, plus the student travel demand. The final 2018 base-year vehicle assignment results are shown in Figures 4.5 to 4.7 (Appendix A-1).

The 2018 modelling results confirms that the following road sections operate at capacity and should be investigated further for possible improvements included in the RMP:

- The R304 between Bottelary Road and the R44
- The R44 (south) between Paradyskloof and the Van Reede intersection
- Bird Street between the R44 and Du Toit Street
- Merriman and Cluver Streets between Bird Street and Helshoogte Road
- Dorp Street between the R44 and Piet Retief Street
- Adam Tas Road between its junction with the R44 and Merriman Street
- Piet Retief Street
- Van Reede and Vrede Streets between the R44 and Piet Retief Street
- Alexander Street between the R44 and Bergzicht Street
- George Blake Street

In addition, quite a number of access roads are under severe pressure. These include the following:

- The Welgevonden access road
- Lang Street into Cloetesville
- La Colline access off the R310
- The Technopark access road

Further from the Stellenbosch CBD, the Base Year assessment indicate that the R304/ N1 Interchange ramps require signalisation to improve safety and Level of Service.

It should be noted however that these capacity issues need to be confirmed by traffic counts, on-site inspections and further, more detailed investigations. Some of the problems could possibly be resolved by fairly simple intersection improvements, rather than major road widening schemes.

7.3 2040 TARGET YEAR ASSESSMENT

For the 20-year long-term network evaluation it was decided to use the latest (2040) Cape Town metropolitan spatial development scenario, as the basis for the transport demand modelling. This land use scenario also includes future growth assumptions for the Stellenbosch area, as described in Chapter 4. The 2040 travel demand also allows for a 30 per cent growth in University student traffic. This growth could however be lowered pending the success of the Stellenbosch University Mobility Plan and new Integrated Transport Plan. Note that the US is currently developing a new strategic framework to determine the future size and shape of the University, its campuses and student body. The expected growth rate will be determined from this.

Due to difficulties in determining short- to medium-term land use developments, it was decided to rather focus on one all-encompassing long-term scenario to evaluate the roads master plan. This was firstly used to assess the extent of road network improvements necessary to cope with the future anticipated traffic demand. Thereafter, this network provided a common basis for evaluating new road proposals.

7.3.1 GENERAL CAPACITY IMPROVEMENTS

Having analysed the 2018 model outputs (see Figures 4.5 – 4.7), and some initial model runs with the 2040 traffic demand, it soon became clear that the present road network fails to cope with the longer-term growth needs of the Stellenbosch area. This was particularly evident in the case of the higher order Provincial roads in and around Stellenbosch.

The extent of the required network improvements were then assessed by incrementally adding some additional lane capacity to the most obvious areas of constraint. The process was stopped when, for environmental or other reasons, no further capacity could be provided. It is therefore acknowledged that some roads, particularly in the historic town area, could in future still operate at capacity during peak periods (unless modal shift changes). It should however be noted that the peak period traffic congestion could spread over a longer time interval as a result of unresolved capacity problems. This has been taken into account in the demand modelling exercise.

The final results of the 2040 traffic assignment are shown in Figures 7.1 to Figure 7.3. (Also refer to Appendix A-2). The following general capacity improvements were introduced during this process and formed part of the final output:

- Polkadraai Road: The remaining single carriageway sections from Cairngorm Road to Vlottenburg (unnamed road) to be upgraded to a dual carriageway (2 lanes per direction) before 2035, in accordance with the Provincial road infrastructure programme.
- R44 North of the Stellenbosch CBD: Upgrade to dual carriageway from the end of the current dual carriageway north of Fir Road to the Welgevonden access at Hendrikse Road.
- The R44 in the vicinity of Klapmuts will require additional capacity due to the proposed future residential and employment developments in the area, as well as future upgraded road links off the R44.
- Adam Tas Road could become the busiest section of road in Stellenbosch, and will require 3 lanes per direction between the R44 in the south and Merriman Avenue to the north.
- Adam Tas: Planned high priority (short term) upgrades to and reconfiguration of the intersections with the R44/Alexander Street and Merriman Avenue.
- The Adam Tas/George Blake intersection also need to be improved or reconfigured to provide additional capacity.
- R304 (Koelenhof Road): Upgrade to dual carriageway between Adam Tas (R44) in the south to Bottelary Road/Kromme Rhee Road.
- Merriman and Cluver Street link: Upgrade to dual carriageway or minimum 2-lanes per direction required between Bosman Street and Banghoek Road.
- Lower Dorp Street – Capacity improvements required between the R44 and Adam Tas Road. Conceptual planning has been undertaken for the dualling of this section.
- Van Reede and Vrede Street link: These roads required dualling between the R44 and Piet Retief Street, with improvements at the R44 / Van Reede intersection.
- Van Reede Street westbound extension linking into Electron road to provide a second access to Techno Park.
- R44 - Technopark, De Zalze, Brandwacht and Welgevonden access roads – Dualling and/or intersection improvements are required.
- Jamestown Road – Road Network Development required due to major residential developments planned for this area.
- Baden Powell Drive – Dualling of remaining single carriageway sections between the N2 and Polkadraai Road.

It is recommended that all the above road projects could, with further investigation and analysis, be included in the next RMP update. Note, some of the above projects are already included in the list of identified road projects, refer to Chapter 8.2.

It should be noted however that, instead of providing additional traffic lanes, capacity could also be increased by changes to the road classification. For example, a vehicular lane along a mobility route can generally carry significantly more vehicles than the same width lane on a lower order road. This is because there are fewer delays such as fewer intersections along a mobility route.

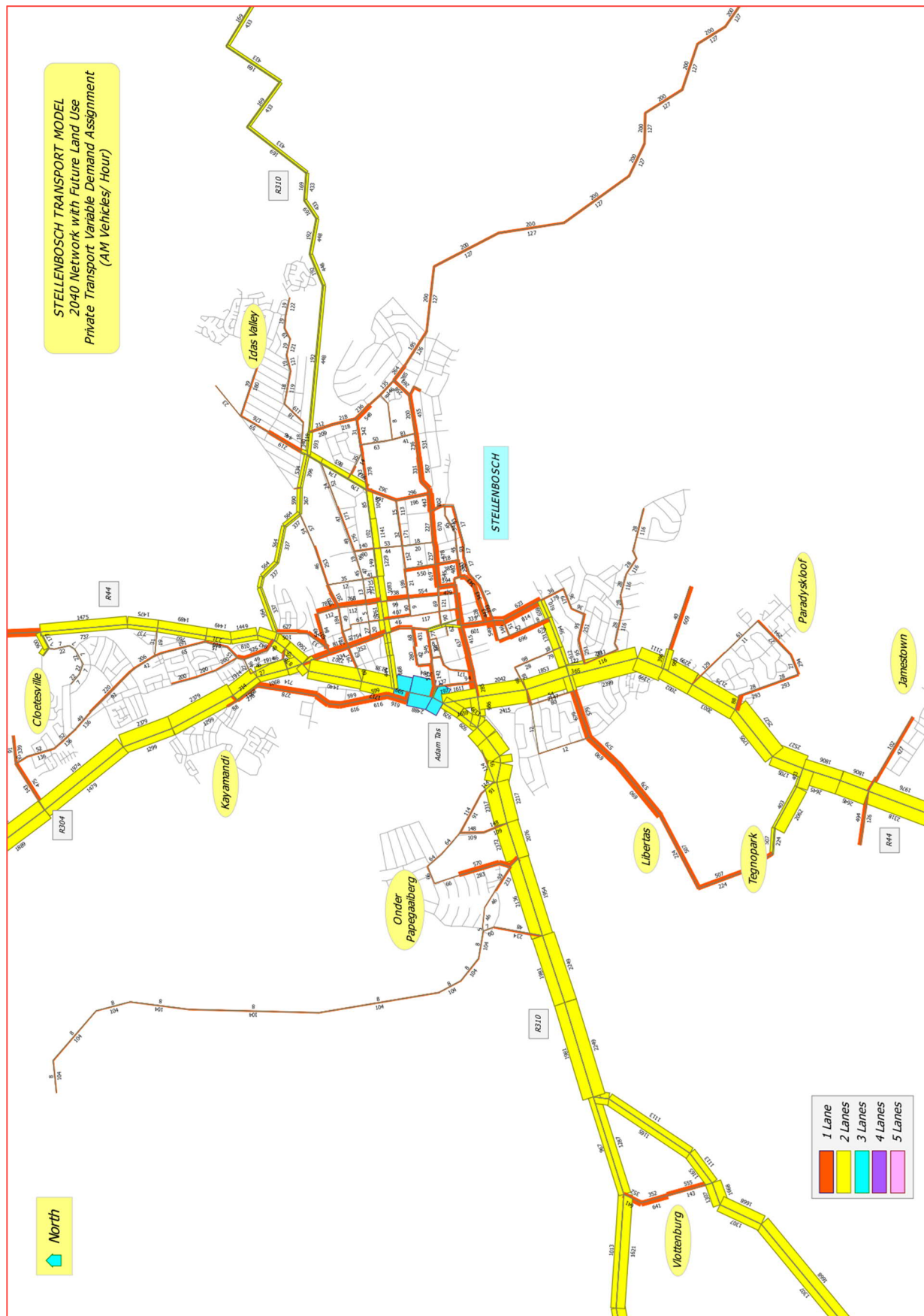


Figure 7-1: 2040 weekday AM peak hour traffic

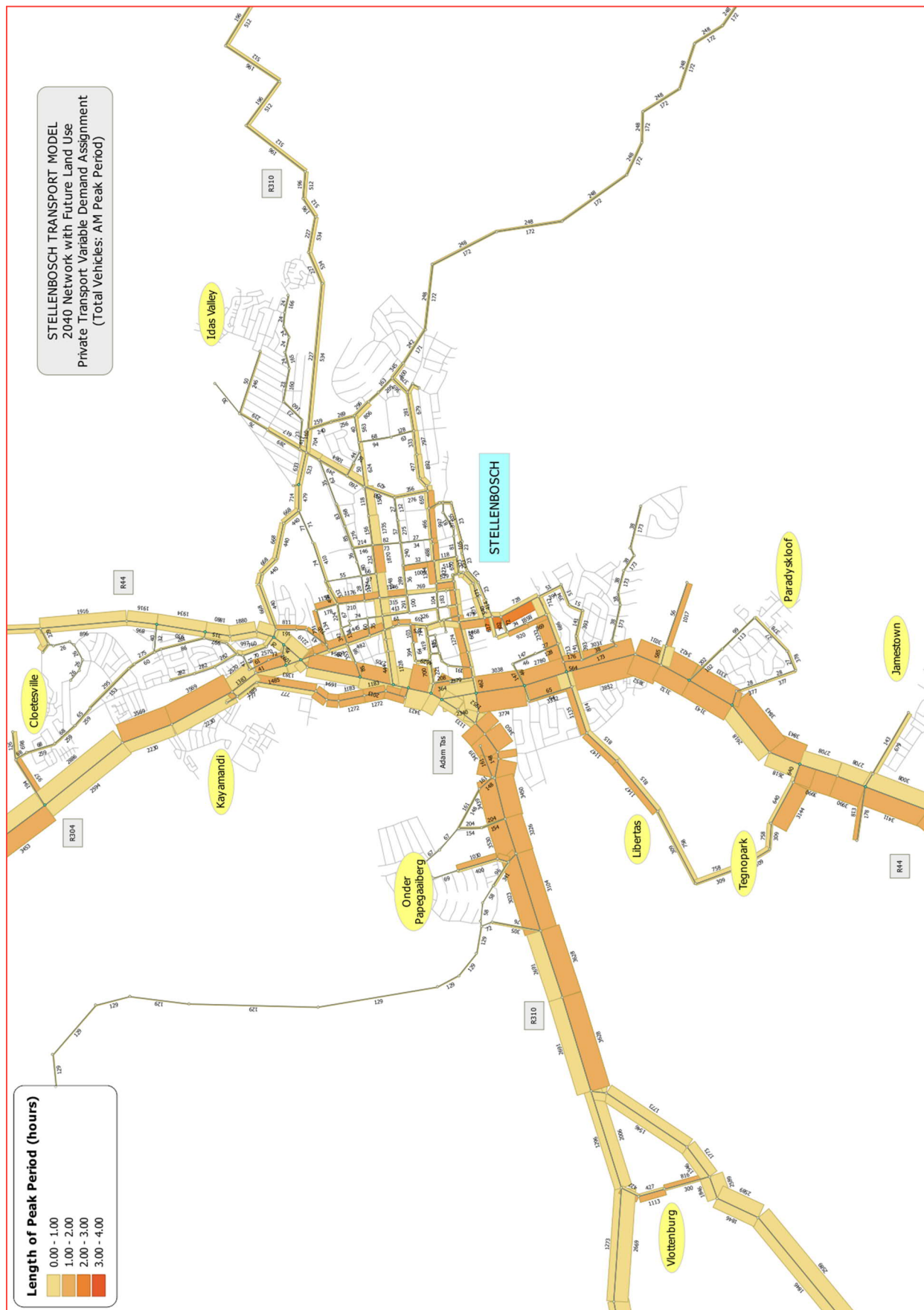


Figure 7-2: 2040 weekday AM peak period traffic

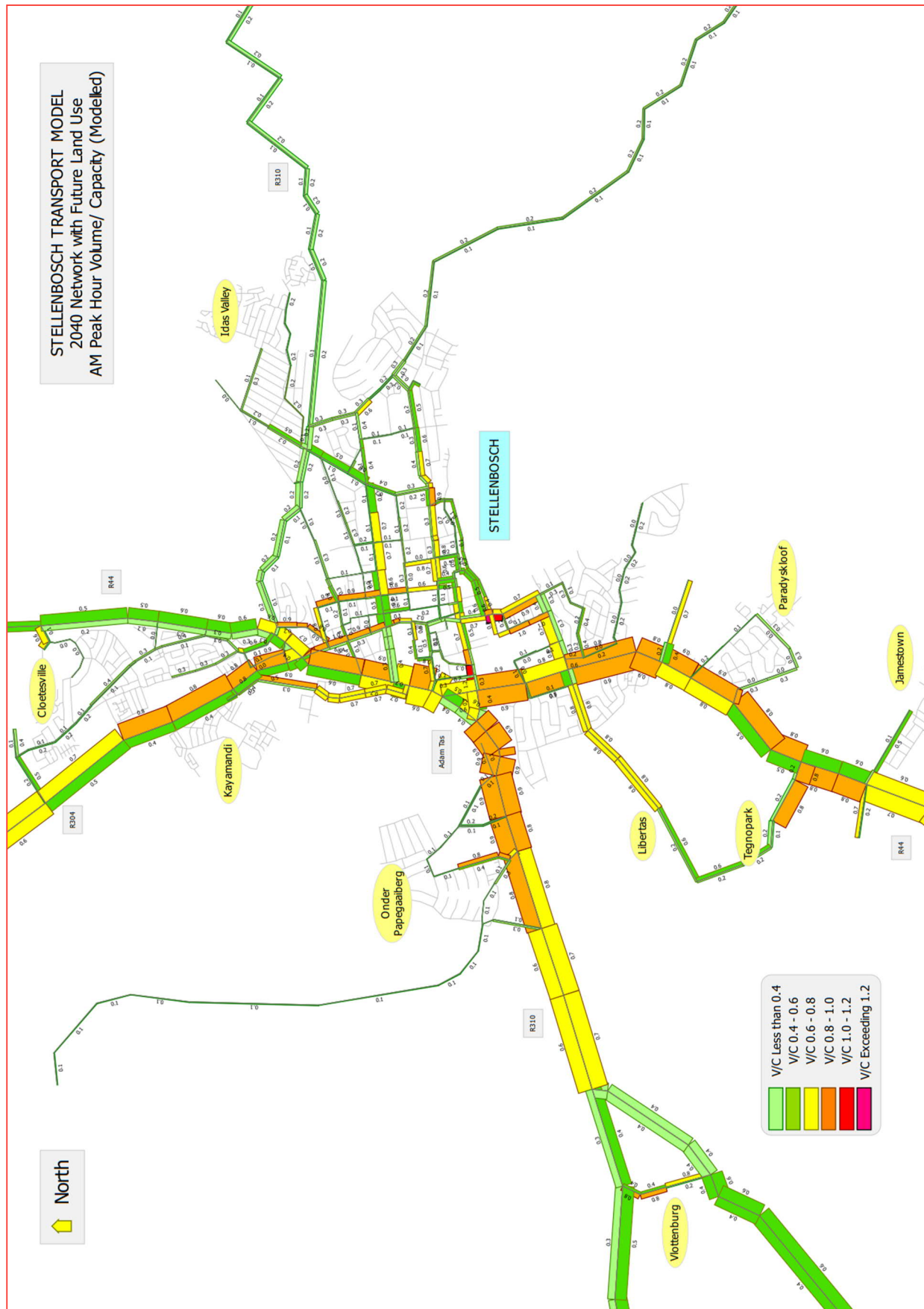


Figure 7-3: 2040 weekday AM peak hour V/C ratios

7.3.2 EASTERN LINK ROAD

The Eastern Link Road (previously incorrectly referred to as the eastern bypass) has been contemplated for a long time (see Section 6.5), but has never been formally adopted due to public and environmental concerns. However, the scale, nature and potential benefits of this project make it an ideal candidate for inclusion in the 2018 RMP.

A preliminary alignment was obtained from the ICE Group of Consulting Engineers, and coded into the model as a single carriageway Class 4 collector road. This route involves the extension of Van Reede Road and a connection with Pastorie Road at the Theological Faculty with a new proposed bridge crossing over the Eerste River. Other alignment alternatives would include the widening of the Coetzenburg bridge near the CBD. However the modelling results, of alternative routes near the CBD, are expected to be of a similar order due to only marginal differences in travel time and distance.

The 2040 private transport commuter matrix was assigned onto this modified network, and the peak hour traffic results are shown in **Figure 7.4**. The next illustration in **Figure 7.5** shows a comparison with the existing network and highlights the attraction of traffic onto the new route. (Also refer to Appendix A-2)

Based on this limited modelling assessment, the following results are of interest:

- The term “bypass” is a misnomer, considering that very little traffic deviates from the R44 onto this route as an alternative access into the Stellenbosch CBD.
- The link road mainly serves as an internal connector, carrying a maximum of about 450 vehicles per hour in any given direction between the R44 and the proposed Van Reede extension.
- Traffic on the proposed Van Reede extension to Dorp Street (across the Eerste River) is however significantly higher (850 vehicles per hour), serving as an alternative to the congested Piet Retief Road.
- Traffic on the R44 near the Technopark intersection reduces by about 300 vehicles per hour as a result of local traffic using the new link road. Between Van Reede and Dorp Street, the reduction is more than 200 vehicles per hour, mainly as a result of the proposed Van Reede extension.
- If planned correctly, the link road could also play an important role as a non-motorised transport (NMT) and public transport route, and will provide suburbs such as Paradyskloof and Brandwacht with easy access to the CBD.
- In future, the Eastern Link Road would also service residential developments in Jamestown with an alternate access to the CBD.

In terms of these findings, a strong case can be made for a first phase implementation between Van Reede and Pastorie Street. This should have immediate benefits, considering the lack of adequate river crossings and the present traffic demand patterns in this area.

The phased implementation of the Paradyskloof-Trumali Road portion would also have immediate benefits due to access restrictions on the R44 and proposed residential developments in the area.

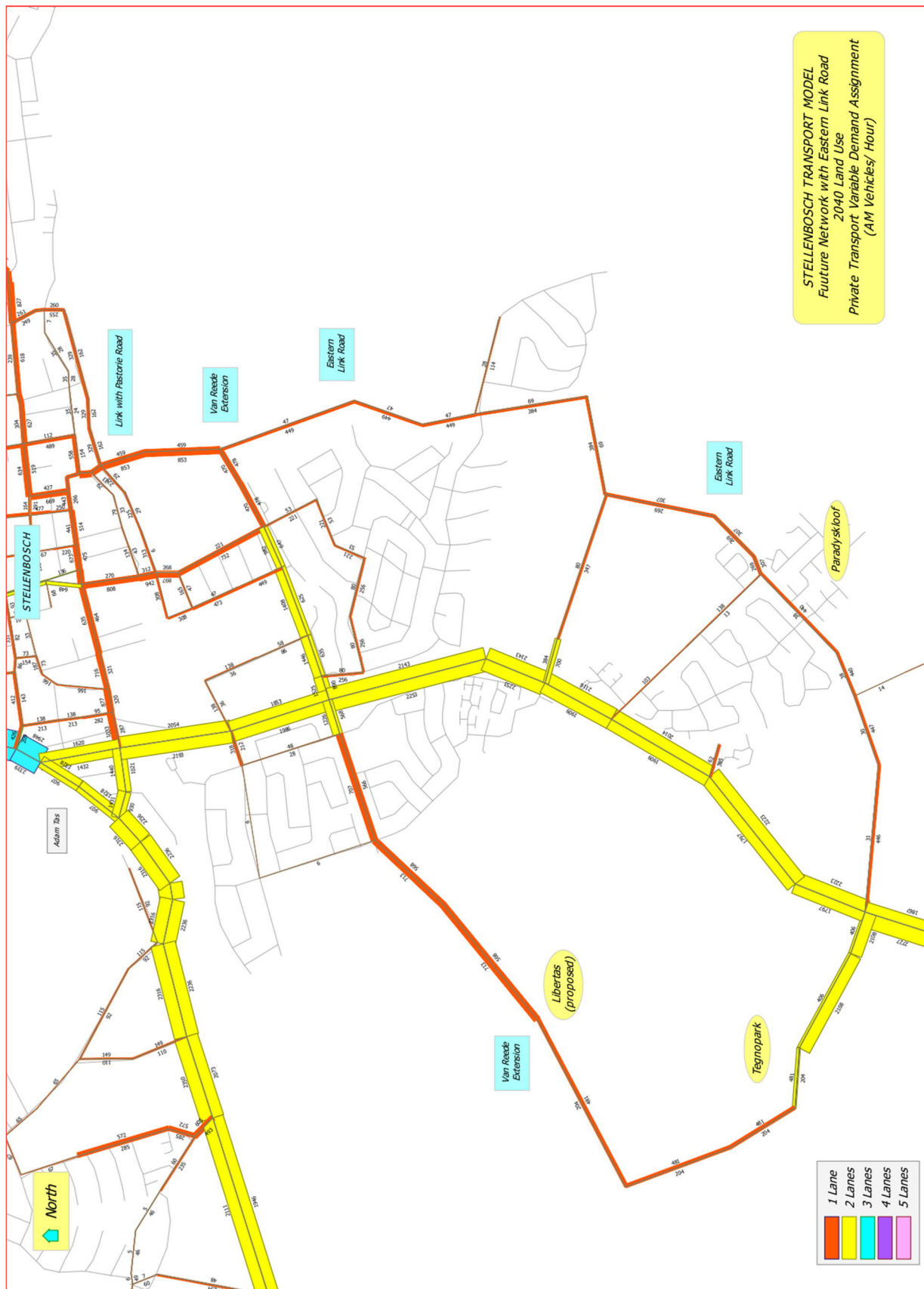


Figure 7-4: Eastern link modified network - 2040 AM peak hour traffic

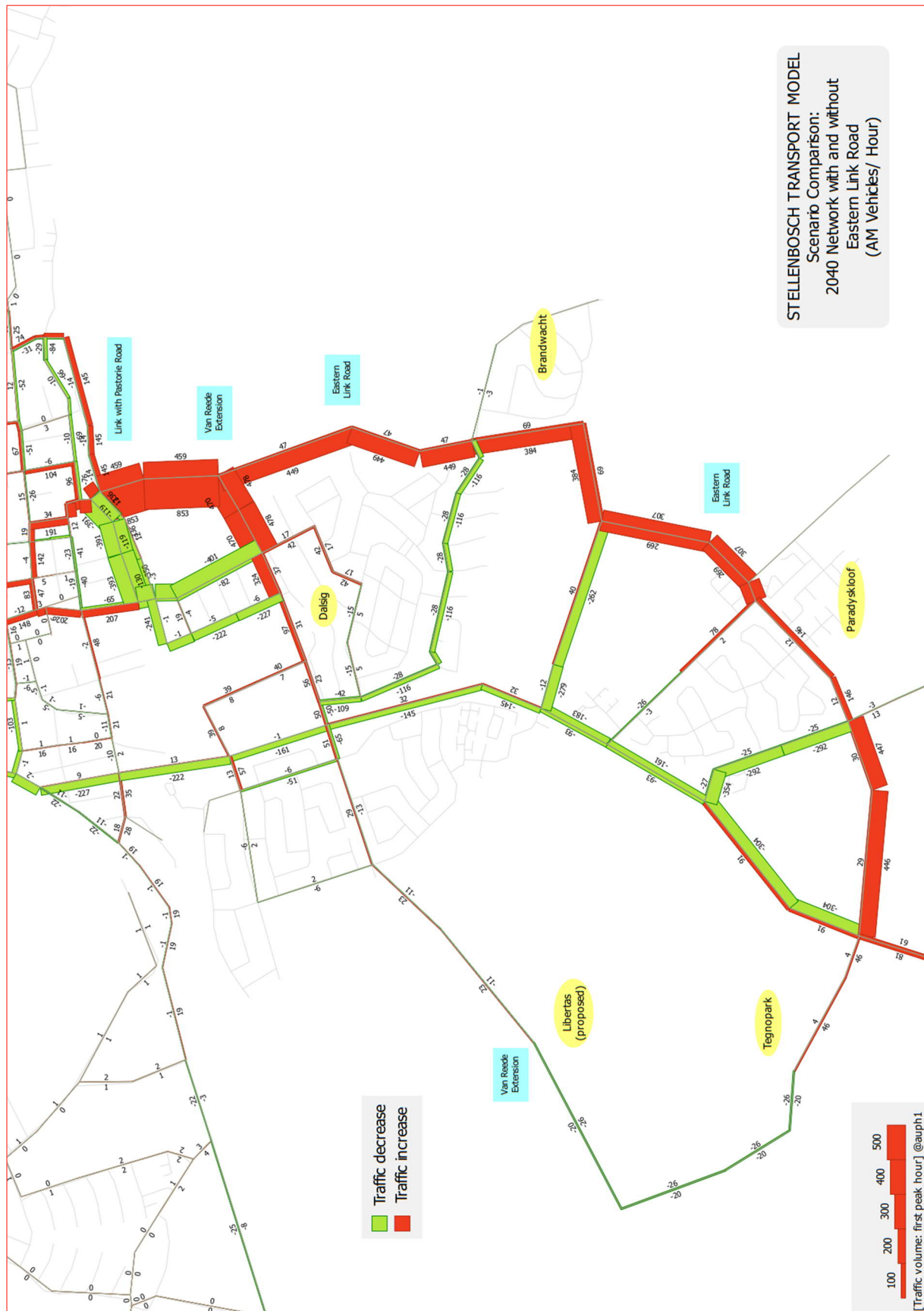


Figure 7-5: Eastern link compared to existing network, attraction of traffic 2040 Weekday AM peak hour

7.3.3 WESTERN BYPASS

The concept of a western bypass (identified in the CITP) has been around for a very long time, but the actual alignment details have never been fully articulated. Generally, there is a perception that traffic conditions along the R44 have deteriorated to such an extent that an alternative high order bypass requires serious investigation.

There would be considerable long-term benefits for having a bypass to Stellenbosch, which include:

- Significant relief to motorists, especially along the R44
- Benefits to the town itself (less through traffic, congestion and pollution)
- Reduced urban creep
- Environmental benefits in the form of reduced car emissions
- The possibility of allowing future land use developments and new urban design initiatives.

Notwithstanding these benefits, there are also some negative aspects:

- Environmental impacts to building new roads
- High construction costs
- Impact to existing land owners

Three preliminary road alignments have been used to assess the traffic impact of this bypass proposal:

- A high speed (100 km/h) Class 1 Expressway, connecting to the R44 in the vicinity of the Annandale intersection, extending north and north-eastwards to intersect with the R310 and the R304 from where it joins the R44 with a Class 2 arterial connection just north of Welgevonden.
- A similar but shorter bypass proposal which starts at a future grade separated Technopark intersection, sharing a short section of lower order Class 2 arterial with the surrounding land use developments. A speed limit of 80km/h was modelled.
- A much reduced bypass proposal, starting at the Technopark and ending at the R310 (North-South link road).

The 2040 traffic assignment results of the first proposal are shown in **Figure 7.6** and clearly show a strong northbound demand of between 600 and 1300 vehicles per hour along different sections of this road. In fact, the section from the Eerste River crossing to the R310 (Adam Tas Road) may even require a 4-lane dual carriageway cross-section, if the bypass also connects to the Technopark development.

Figure 7.7 shows a scenario comparison of the 2040 network with and without the Western Bypass (see **Section 7.3.1**). This clearly illustrates the impact of the bypass on the surrounding road network, with the red and green bars indicating traffic increases and reductions respectively. In terms of these results, one may conclude that the bypass could have a positive impact on the existing Provincial Road system in and around Stellenbosch. For example, traffic reductions of more than 1200 vehicles per hour (both directions) are expected on Adam Tas Road and the R44 south of the town – generally where Stellenbosch currently experiences its worst traffic problems.

It should be noted however that the northernmost section, referred to as the Welgevonden Link Road, carries very little traffic on its own and, without the rest of the bypass scheme, has very little impact on the surrounding road system. Only when the full scheme is implemented, does this link become a viable network element.

The traffic assignment results of the second bypass proposal from Technopark to Welgevonden are shown in **Figure 7.8**. In this instance however, the traffic volumes on the bypass are generally between 10 and 20 per cent

lower than for the previous alternative, largely as a result of reduced travel time benefits. The impact on the Provincial Road system is therefore also slightly lower, as shown by the scenario comparison in **Figure 7.9**. Interestingly, a small (6%) increase in traffic can be observed southbound, on the section between the R310 and the Technopark.

In view of these findings, it was decided to also test the impact of a much reduced bypass alternative, which simply connects between the Technopark and the R310. Compared with the previous bypass proposal, the results in **Figure 7.10** show a slight drop in traffic, mainly in the southbound direction towards the Technopark. Nevertheless, this road still carries a significant amount of westbound traffic which otherwise would have travelled into the town in order to reach the R310 (see **Figure 7.11**).

It should be noted however that a large proportion of the traffic on this section of the proposed bypass is as a direct result of future (2040) anticipated residential developments in the “vacant” area between the bypass, Die Boord and Technopark. Different land use scenarios for this part of Stellenbosch could significantly alter the road requirements and transport patterns in this area.

Detailed geometric and transport analysis of the possible different routes, scenarios and types of intersections will be required. This will also have to be workshopped with all the relevant role players and it is expected to involve comprehensive public participation and environmental and heritage impact assessments. Since these processes normally takes a long time, it should be considered to start this process as soon as possible.

The timing for the implementation of the full bypass and in particular its Welgevonden link is dependent on the different land use scenarios for this part of Stellenbosch, however, it is expected that proposed housing developments (Northern Extension and Droëduike) as well as the proposed Adam Tas Corridor, will accelerate the need for further implementation of portions of the Western Bypass.

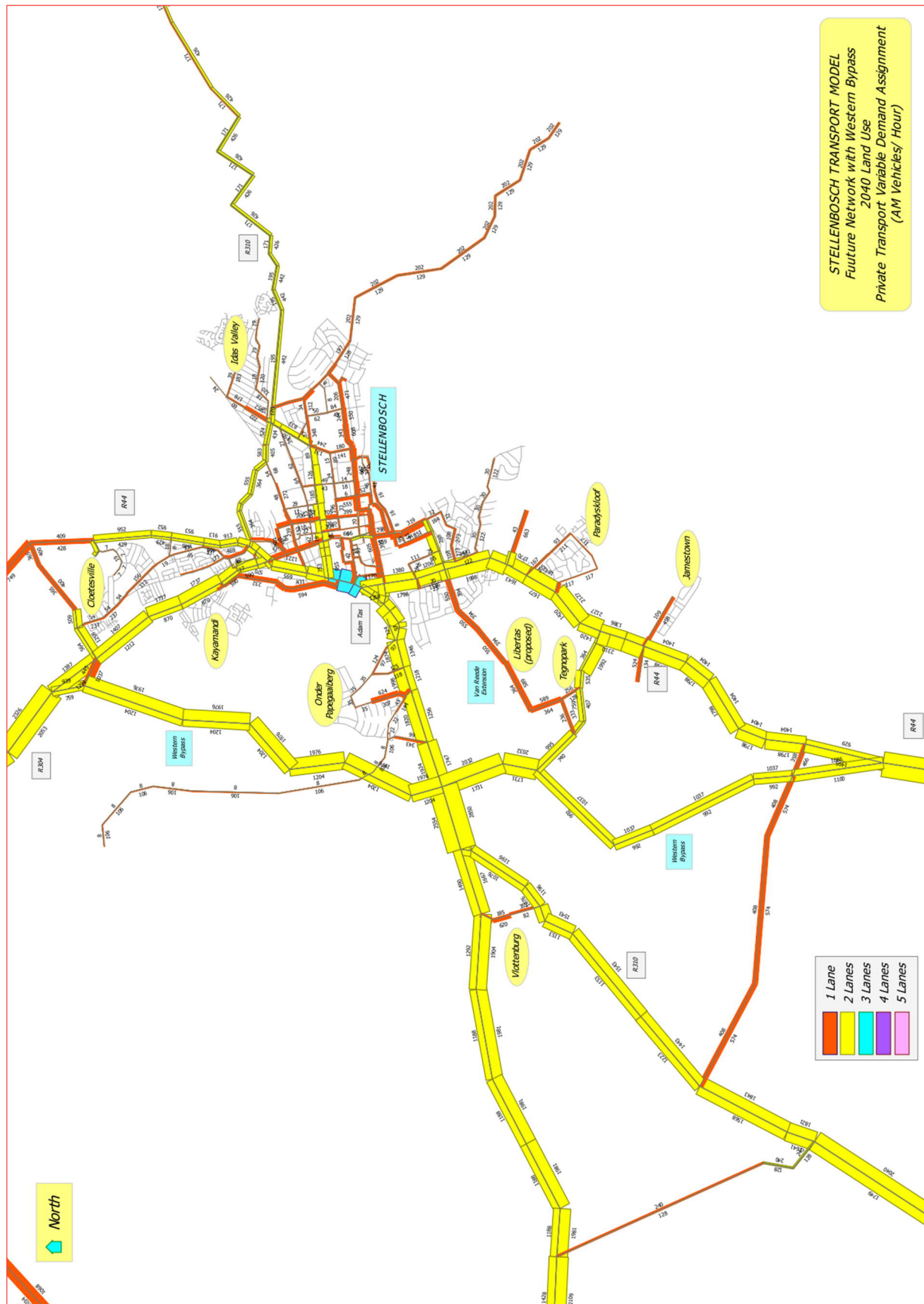


Figure 7-6: Western bypass (Class 1 Expressway, 100 km/h) – 2040 Weekday AM peak traffic

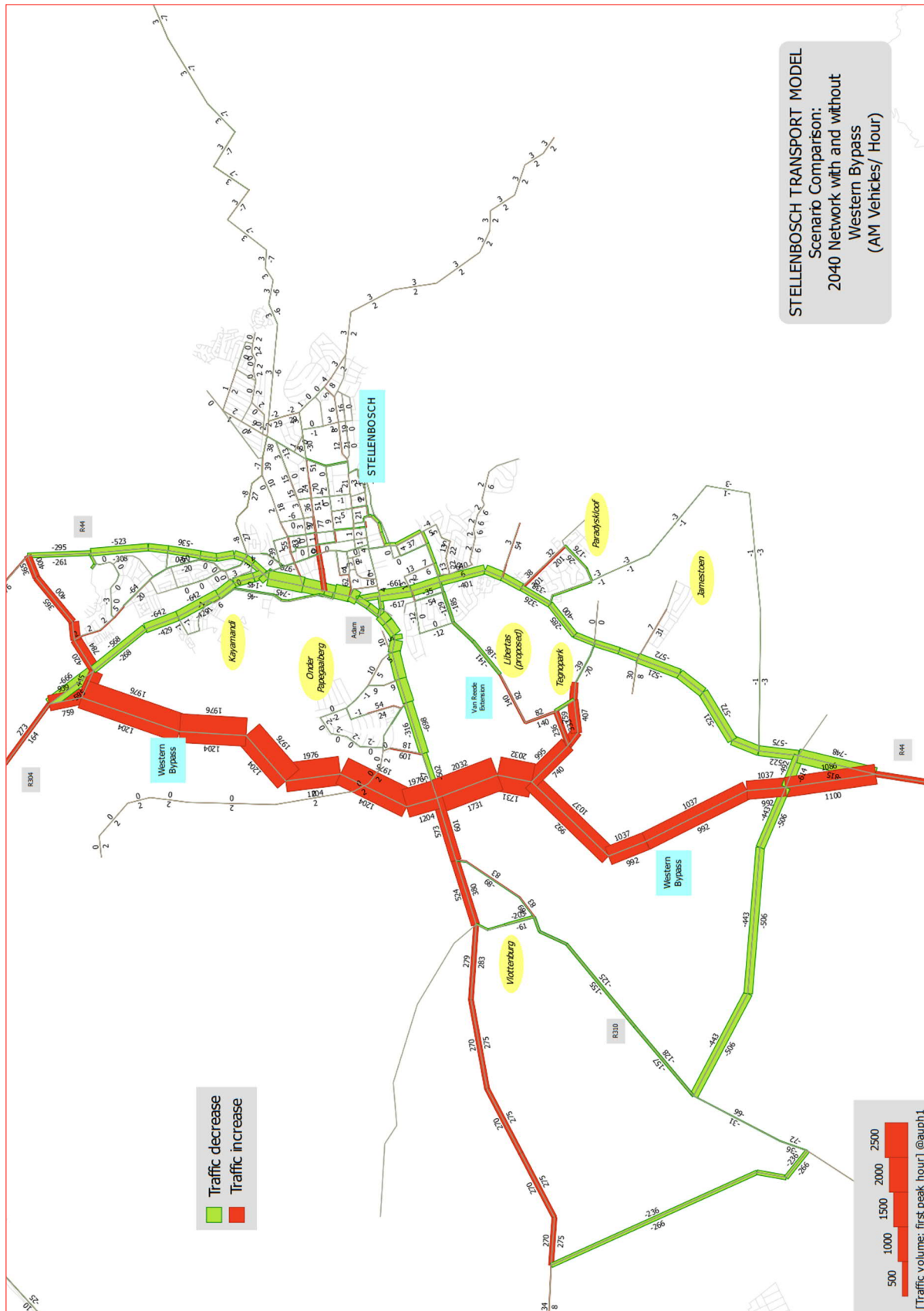


Figure 7-7: Western bypass attraction of traffic - 2040 Weekday AM peak hour



Figure 7-8: Partial Western bypass from grade separated Technopark intersection to R304 (80 km/h) – 2040 Weekday AM peak hour

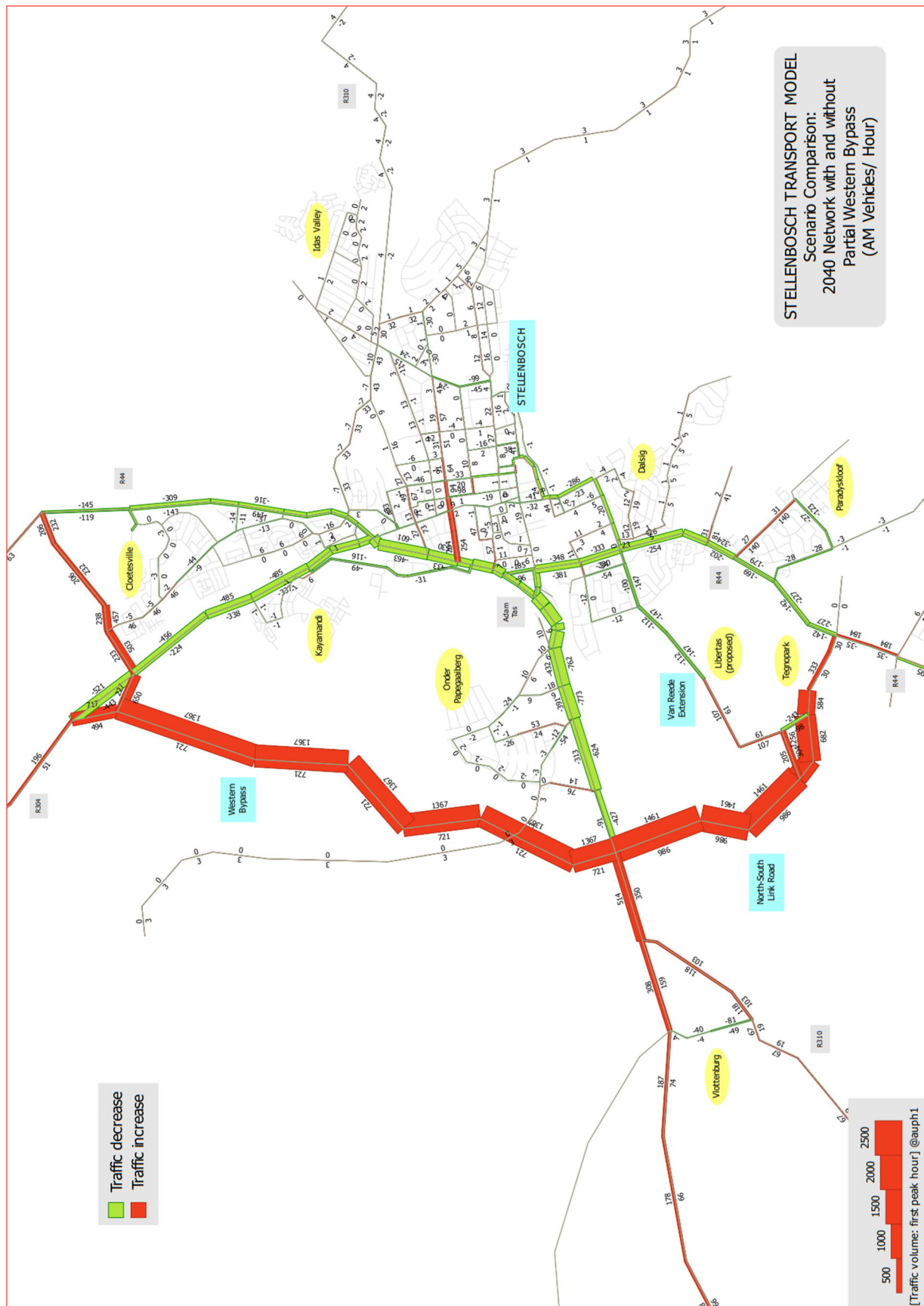


Figure 7-9: Partial Western bypass attraction of traffic - 2040 Weekday AM peak hour

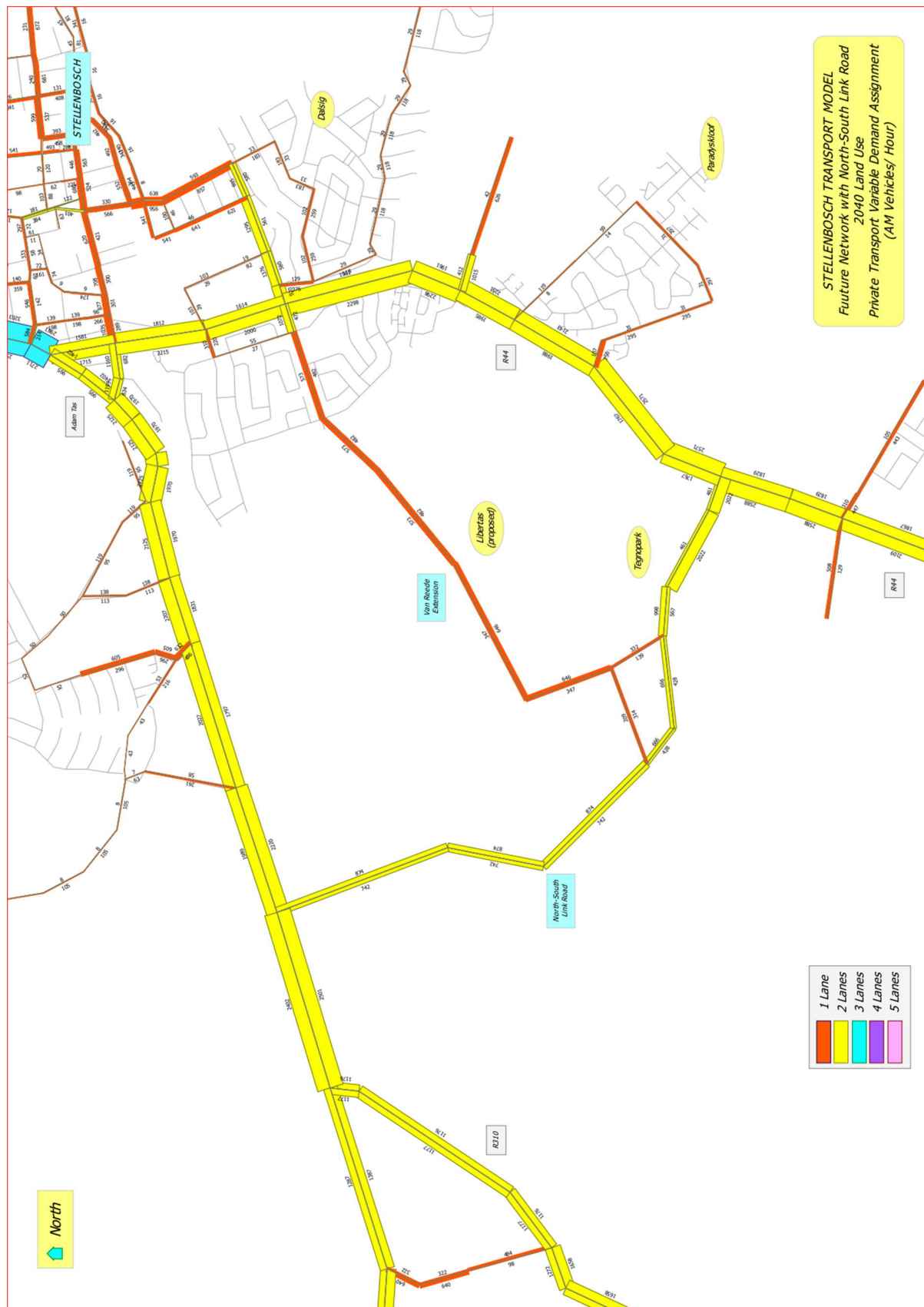


Figure 7-10: Lower order north-south link road – 2040 Weekday AM traffic

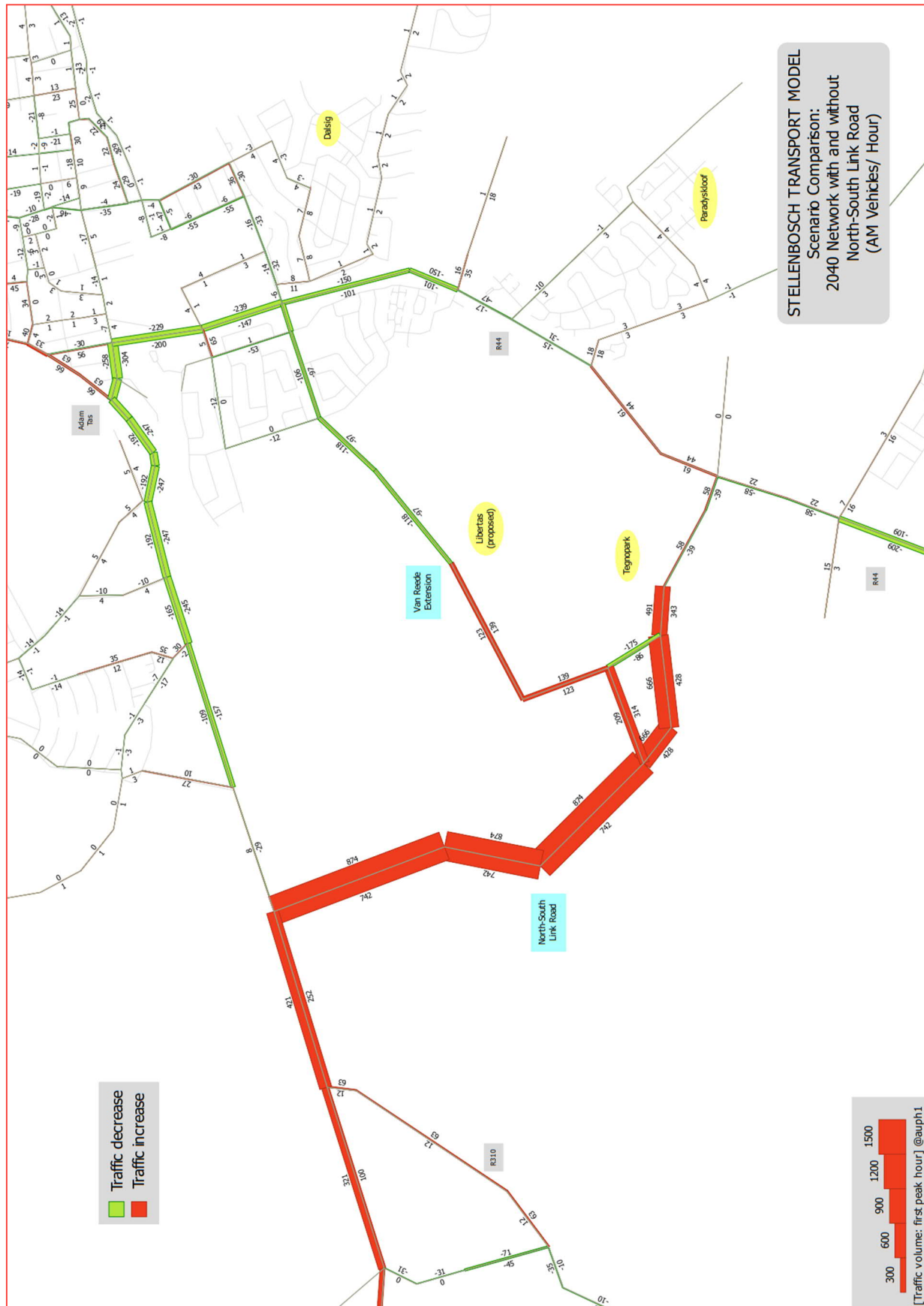


Figure 7-11: Low order north-south link road attraction of traffic - 2040 Weekday AM peak hour

7.3.4 R44 UPGRADE AND CLASSIFICATION

An alternative to the Western Bypass with arguably less environmental impact involves the upgrade of the existing R44 by re-establishing it as a higher speed Class 1 (urban) arterial with limited accesses. This alternative should form part of the feasibility studies for a Western Bypass discussed in Section 7.3.3.

The possibility to develop a combined mobility corridor for the R44 and commuter rail system in the urban portion of Stellenbosch, could include a better situated intermodal transport facility and possibly opening of land for development. It is expected that some of the feasibility will be tested in further studies as part of the Stellenbosch Arterial Management Plan and more micro simulations in the urban area.

Not long ago the R44 operated much like a freeway / expressway. However, due to some questionable land use decisions, this road is constantly under pressure to be downgraded and incorporated into Stellenbosch's expanding urban fabric. The result is more signalised intersections, lower speed and reduced lane capacity – all contributing to traffic congestion and delays.

Despite various road management plans and attempts to address the problems, none have been bold enough to suggest a total re-engineering of the existing R44 within its present road reserve. For this reason it was decided to use the 2040 Stellenbosch model to investigate the possible impact of such a proposal. Also refer to Section 6.3 for the PGWC led project to improve the level of service and safety along the corridor.

While keeping the number of traffic lanes on the R44 the same as in all previous modelling scenarios, the class of road was upgraded to that of an urban expressway between Jamestown and Cloeteville, with an 80 km/h speed and lane capacity of 1700 vehicles per hour. This scenario implies major changes to limit access to the R44 and further geometric improvements to intersections, including some grade separation. As expected, this resulted in significant volume increases, particularly along the Adam Tas section of the R44, see **Figure 7.12**. Nevertheless, as shown in **Figure 7.13**, the traffic flow situation also improved notably due to the higher lane capacity of the upgraded road.

The scenario comparison in **Figure 7.14** clearly shows some of the benefits of this proposal on the traffic situation in the Stellenbosch town area.



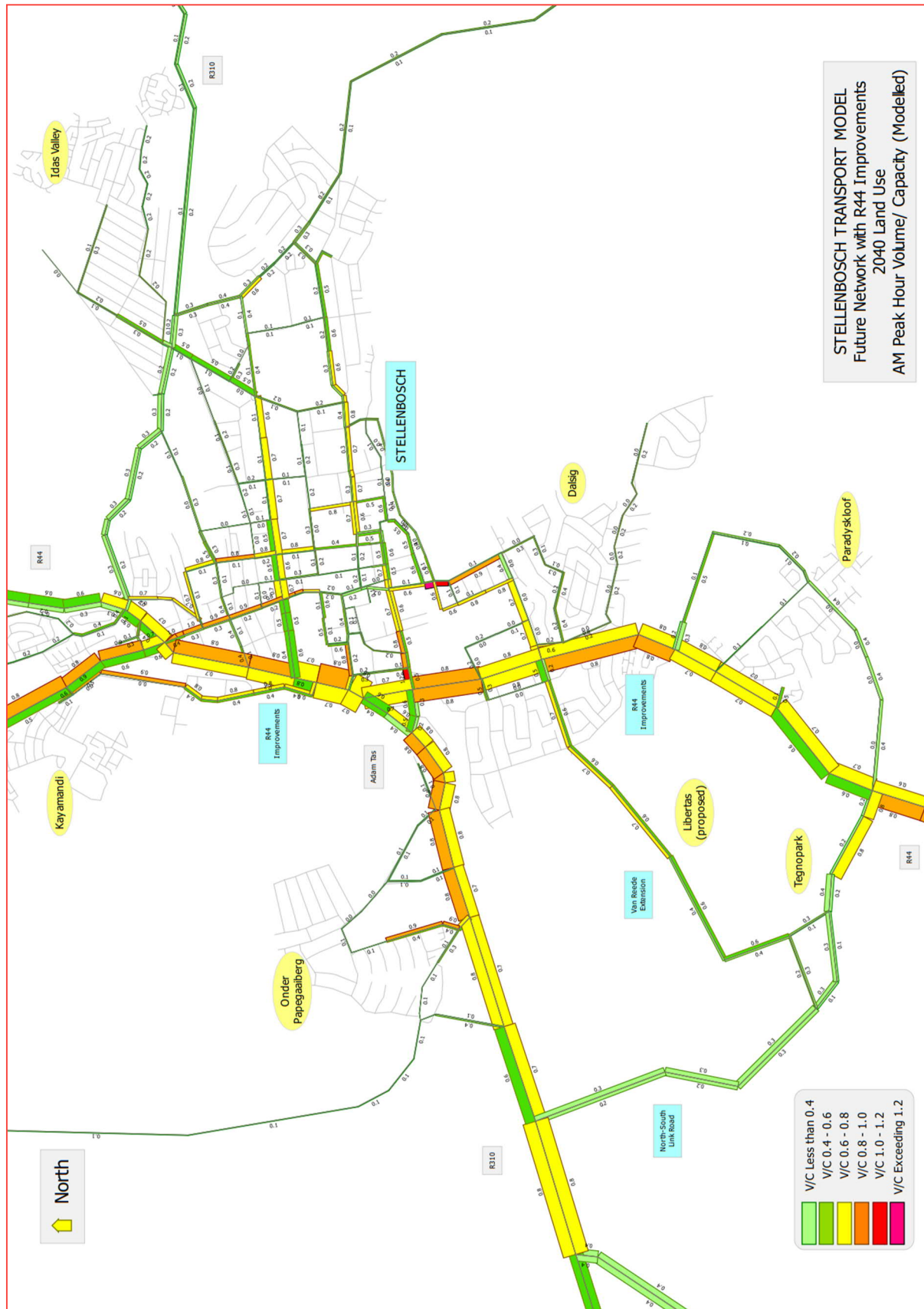


Figure 7-13: R44 urban expressway traffic flow changes - 2040 Weekday AM peak

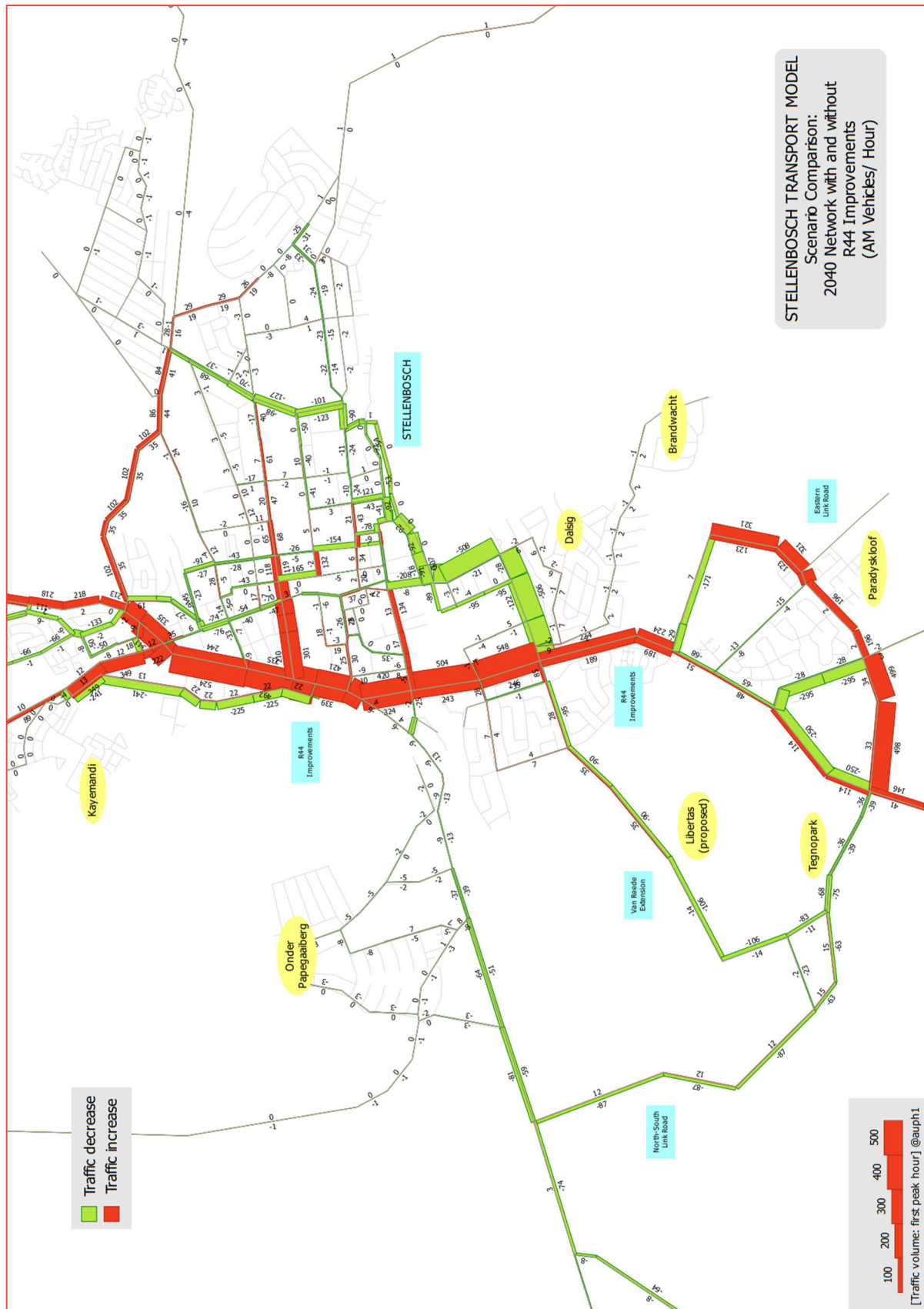


Figure 7-14: R44 urban expressway scenario comparison - 2040 Weekday AM peak

7.4 2040 DENSIFICATION ANALYSIS

In addition to the road network tests, it was also decided to perform an impact assessment of the preliminary densification land use scenario, as described in *Sections 4.4.3 and 5.2*.

The comparative results in Figure 7-15 show a very small general impact on the road system, with a slight decrease of trips into the Stellenbosch town area and vice versa for outbound commuters. The traffic increases in the town centre is expected to add marginally to those network elements that are already congested, but the overall impact appears to be relatively small and of short duration.

The traffic growth is largely in proportion to the scale of the densification assumption of 20%. Although the Municipality is actively promoting NMT, no meaningful shift to NMT or public transport became apparent, largely due to the fact that this exercise did not allow for additional employment in the town centre, or for the use of second dwellings as student accommodation or lower income housing.

Significant densification/ development is expected in Klapmuts, Droëdyke, Adam Tas Corridor, Botmanskop and Jamestown. The extent to which these developments will be implemented and its impact on the road network will still need to be explored.

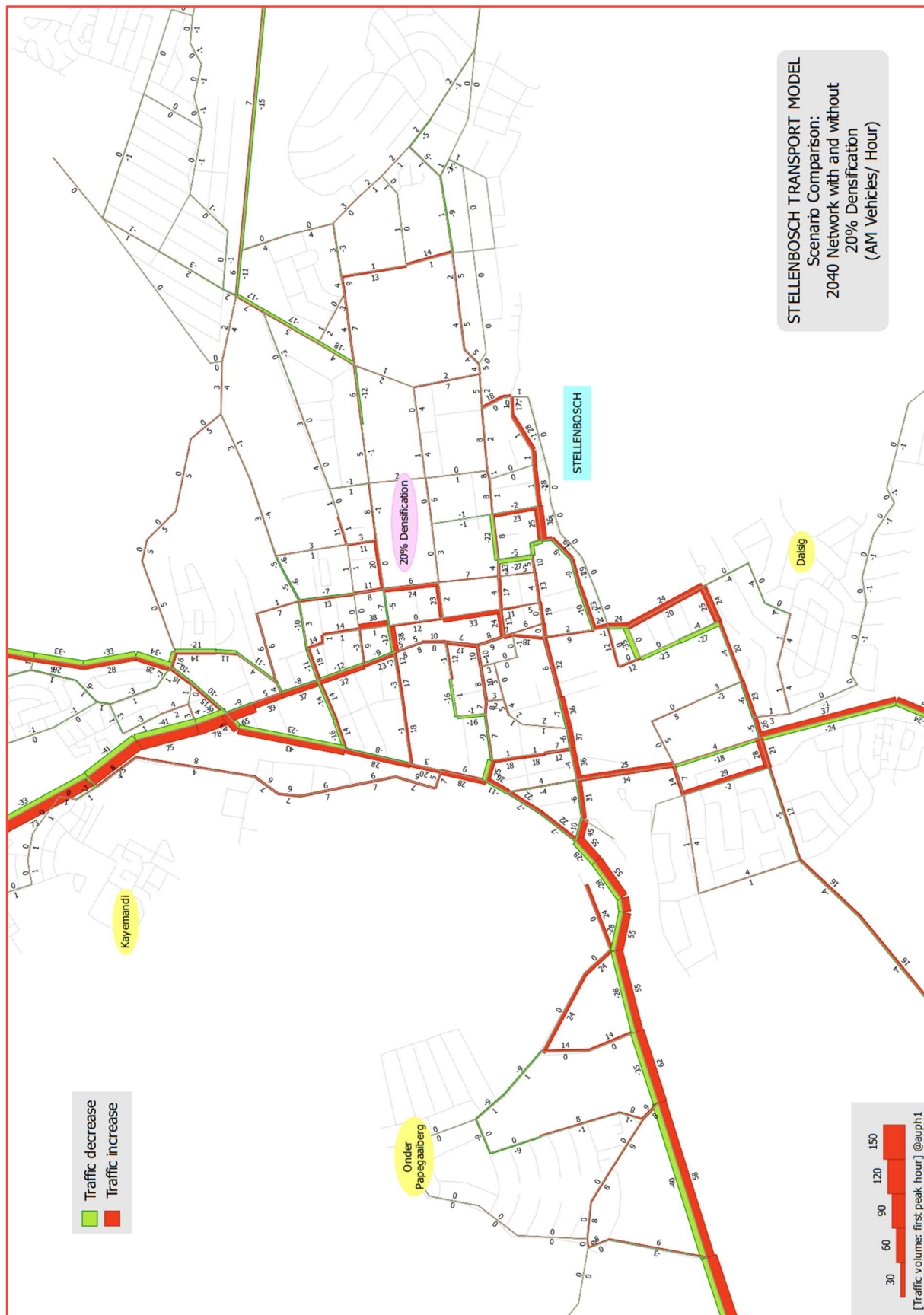


Figure 7-15: Densification land use scenario – 2040 weekday AM peak

7.5 KRIGEVILLE SCHOOLS PRECINCT

Vehicular trips to schools account for a large percentage of total vehicular trips in the AM peak period. Less than 10% of high school learners utilise public transport and even less walk or cycle. This means that the majority are dropped off and collected by private vehicles or privately operated buses. The traffic impact caused by scholars is most significant in Krigeville where five schools are located.

A Transport Management Plan with the title “The Development of a Transport Management Plan around the various schools located off the intersection of the R44 and Van Reede Street, Stellenbosch” was prepared by Pendulum Consulting in June 2011. This report dealt specifically with traffic congestion due to activities with learner transport in the area, as well as local residential streets being used as “rat-running routes” to the CBD and to drop and collect learners at the various schools.

The outcome of the report proposed several changes with respect to parking, bus parking, education, awareness as well as road improvements. Some of these improvements has since been implemented.

7.5.1 2018 REVIEW

An additional assessment of this scholar transport issue was requested as part of this RMP update. Refer to the WSP report: Stellenbosch Municipality Krigeville Schools Precinct Traffic Management Plan, dated April 2019.

The report assessed the following options, listed in Table 7-1.

Table 7-1: School precinct improvement options

Scenario	Description
Scenario 1	Current Traffic Scenario (status quo).
Scenario 2	Conversion of Doornbosch Road to 1-way with traffic travelling southbound.
Scenario 3	Conversion of Doornbosch Road to 1-way with traffic travelling southbound and the signalisation of the intersection of Van Reede Road with Doornbosch Road.
Scenario 4	Conversion of Doornbosch Road to 1-way with traffic travelling northbound.
Scenario 5	Conversion of Doornbosch Road to 1-way with traffic travelling northbound, the signalisation of the intersection of Van Reede Road with Doornbosch Road, left-turning slip lane on the western approach at the intersection of Van Reede Road with Doornbosch Road.
Scenario 6A	<ul style="list-style-type: none"> — New road link between Doornbosch Road and Koch Road/Suidwal Road. — The road link was included in the 2012 Stellenbosch Roads Master Plan and noted as SRMP056. — Traffic volumes have been estimated based on high-level EMME model results. — Only the addition of the new road link has been analysed in the scenario to determine the impact of the road link on the current traffic flow conditions.
Scenario 6B	<ul style="list-style-type: none"> — New road link between Doornbosch Road and Koch Road/Suidwal Road. — Traffic volumes have been estimated based on high-level EMME model results. — Conversion of Doornbosch Road to a 1-way from Van Reede Raod to a new roundabout to be located at the new T-junction of Doornbosch with the Suidwal Extension.

	— Signalisation of the intersection of Van Reede Road with Doornbosch Road, left-turning slip lane on the western approach at the intersection of Van Reede Road with Doornbosch Road.
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Refer to Figure 7-16 for a potential alignment of the Doornbosch Road and Koch Road/Suidwal Road link described in Scenario 6A and 6B.

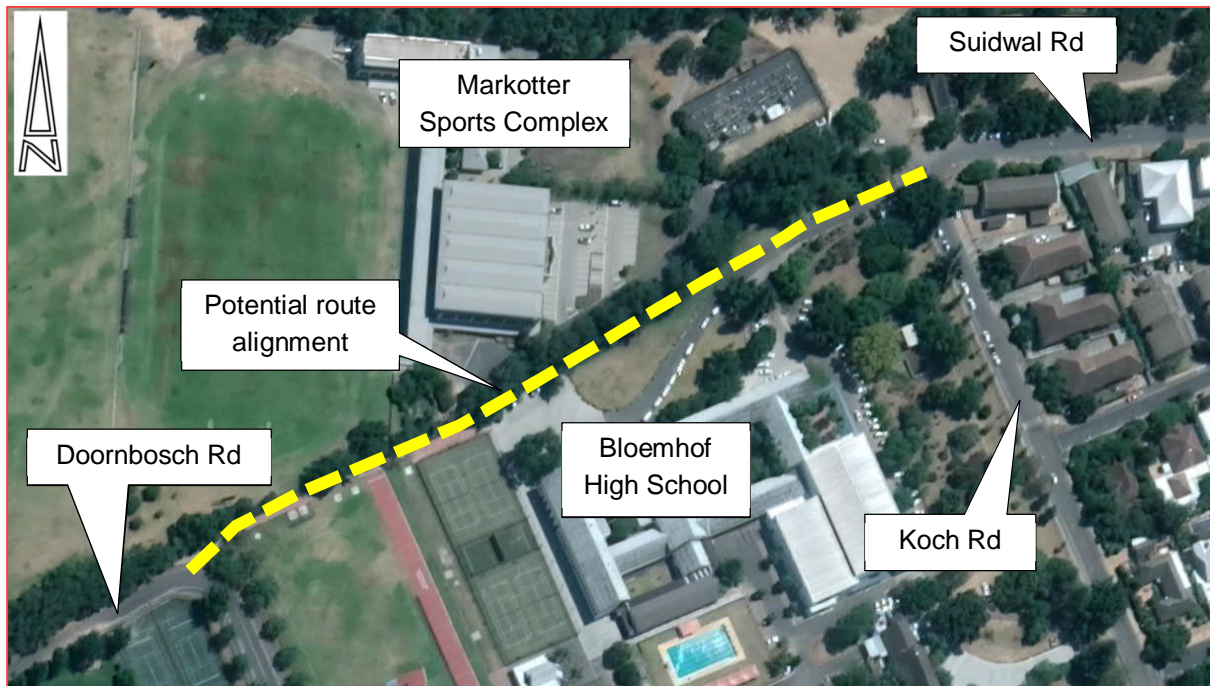


Figure 7-16: Doornbosch Road/Suidwal Rd link – potential alignment

The Traffic Management Plan concluded that Scenario 5 should be implemented. The option can be implemented in the short-term and will result in the best improvement of the traffic operations on the local road network.

The final report has been submitted to SM for approval and further liaison with the schools and other affected parties for potential implementation.

8 STELLENBOSCH ROADS MASTER PLAN PROPOSALS

8.1 ROAD CLASSIFICATION

The 2012 RMP updated the future road classification for all public roads within the Stellenbosch Municipal area. Various additions and changes were proposed at the time, as shown in the hierarchy plan in Figure 3-4

The road classification focussed on road links and not on intersection level detail. SM has confirmed that no changes are required to the current road network hierarchy plan.

8.2 PROPOSED PROJECTS

Refer to Table 8-1 for the current road network upgrade proposals based on the latest EMME modelling, land-use planning and all other relevant information. Note that the majority of these proposals were carried over from the 2012 RMP. The unique project numbers of the 2012 RMP has been carried over, namely SRMP01 etc. Note that the 2018 RMP does not include changes to the Class 5 lowest order roads.

Refer to Figure 8-1 for the location of the major proposals (also included in Appendix B). Note that some of the smaller scale proposals are not show on the drawing.

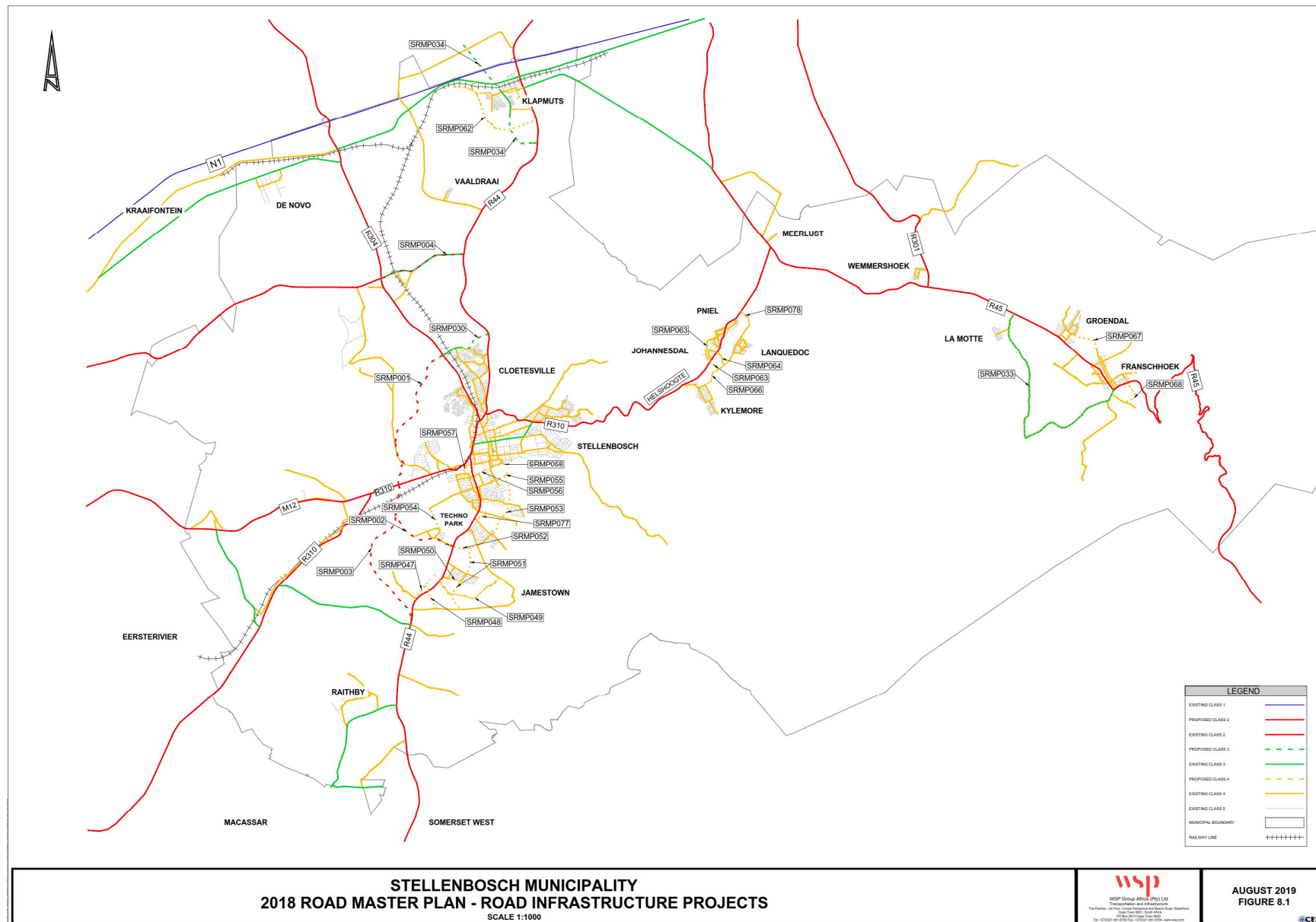


Figure 8-1: 2018 Stellenbosch Road Masterplan proposals

Table 8-1: STB RMP proposed road projects (including Provincial road projects)

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	ROAD NUMBER	PROVINCIAL ROAD NUMBER	ROAD SECTION / INTERSECTION NAMES	IMPROVEMENT TYPE	IMPROVEMENT DESCRIPTION	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	PRIORITY *	COMMENTS/STATUS
SRMP001	Western bypass	PGWC	tbc	-	New road between R310 and R304 (Western bypass - Portion north of Adam Tas Road)	New road	New road between R310 heading north to link with the R304 to tie into the existing intersection with Welgevonden Boulevard. The route runs east of the Stellenbosch land-fill and joins Devon Valley Road for a portion before deviating to pass over the hill	6.0	Class 2, Urban Major Arterial	Dual Carriageway		
SRMP002	Western bypass	PGWC	tbc	-	New road between R44 (Techno Park) and R310 (Adam Tas Road). Western Bypass - interim portion south of the R310.	New road	Upgrade and extension of Techno Avenue from the R44. Intersections with the R44 and R310 to be grade-separated when required. The road will have limited intersections, and access to Techno Park linking into Neutron Road. The route crosses the Eerste river (new bridge), and passes to the west of Van Ryn's Distillery before crossing the railway line (new bridge) and intersecting with Adam Tas. Detailed planning and investigation of route alternatives will be required and an EIA process due to potentially environmentally sensitive areas	4.0	Class 2, Urban Major Arterial	Single Carriageway	High	Detail planning scheduled to commence
SRMP003	Western bypass	PGWC	tbc	-	New road between R44 (near Annandale Road) and R310 (Adam Tas). Western Bypass, ultimate portion south of the R310.	New road	Ultimate north-south link between Annandale Road and Adam Tas running to the east of the airport and De Zalze Estate. The route will cross the Eerste River (new bridge) and passes to the west of Van Ryn's Distillery before crossing the railway line (new bridge) and intersecting with Adam Tas. Detailed planning and investigation of route alternatives will be required, and an EIA process due to potentially environmentally sensitive areas.	6.4	Class 2, Urban Major Arterial	Single Carriageway		
SRMP004	Kromme Rhee Road	PGWC	M23	DR1085	Kromme Rhee Road	Road upgrade	Upgrade to dual carriageway with shoulders, replacement of level crossing at Koelenhof Station with road over rail bridge.	3.5	Class 2, Urban Major Arterial	Dual Carriageway		
SRMP005	R44	Stellenbosch	R44	MR27/MR171	R44 / Van Reede Road	Intersection upgrade	Provide a left turn slip along van Reede Road. Extend existing right turn lane along R44 northbound.	N/a	Class 2, Urban Major Arterials	-		Completed
SRMP006	R44	Stellenbosch	R44	MR27	R44 / Merriman Street	Intersection upgrade	Extend the existing right turn lane along the R44 northbound and widen the carriageway. Provide left turn slip and acceleration lane for left turning traffic on Merriman Street. Provide a left-turning slip and additional lane from Dennesig to Merriman southbound.	N/a	Class 2, Urban Major Arterials	-	High	
SRMP007	Bottelary Road	PGWC	M23	MR187	Bottelary Road / R304 / Devonvale Rd (Blumberg Dr)	Road upgrade	Upgrade Bottelary Rd to dual carriageway between Devonvale Road and R304. New roundabout proposed at intersection with Devonvale Road.	1.0	Class 2, Urban Major Arterials	Dual Carriageway	Medium	Roundabout completed
SRMP008	R44/R310	Stellenbosch	R44/R310	MR27/MR172	R44 / Helshoogte Road	Intersection upgrade	Provide a left turn slip lane on the R44 southbound, and upgrade Helshoogte westbound to left turn, through and double right turn lanes.	N/a	Class 2, Urban Major Arterials	-	High	
SRMP009	Adam Tas	Stellenbosch	R44/R310	MR27/MR177	R44 / Alexander Street / Adam Tas	Intersection upgrade	Realign Alexander Road to form the 4th leg opposite Adam Tas Road southbound.	N/a	Class 2, Urban Major Arterials	-	High	
SRMP010	R44	PGWC	R 44	MR27	R44 / Winery Road	Intersection upgrade	Grade Separation of intersection with free flow on the R44	N/a	Class 2, Urban Major Arterials	Dual Carriageway		
SRMP011	R44	PGWC	R 44	MR27	R44 / Annandale Road	Intersection upgrade	Grade Separation of intersection with free flow on the R44	N/a	Class 2, Urban Major Arterials	Dual Carriageway		
SRMP012	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / Le Roux Street	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2, Urban Major Arterials	-	High	Commence with design for PGWC approval only
SRMP013	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / La Provence Road	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2, Urban Major Arterials	-	High	Commence with design for PGWC approval only
SRMP014	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / Uitkyk Street	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2, Urban Major Arterials	-	High	Commence with design for PGWC approval only
SRMP015	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / Louis Botha Road	Intersection upgrade	Provide medians on approaches to Huguenot Road / Louis Botha intersection to improve safety.	N/a	Class 2, Urban Major Arterials	-	High	Commence with design for PGWC approval only
SRMP016	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / Lambrechts Road	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2, Urban Major Arterials	-	High	Commence with design for PGWC approval only
SRMP017	Lambrechts Road	Stellenbosch	R45	MR191	R45 (Lambrechts Road) / Nerina Street	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2, Urban Major Arterials	-	High	Commence with design for PGWC approval only

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	ROAD NUMBER	PROVINCIAL ROAD NUMBER	ROAD SECTION / INTERSECTION NAMES	IMPROVEMENT TYPE	IMPROVEMENT DESCRIPTION	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	PRIORITY *	COMMENTS/STATUS
SRMP018	R44	PGWC	R 44	MR27	Techno Road to Van Reede Road intersections	Additional lanes	Provision of additional lanes to increase road link capacity and intersection stop line capacity	3.3	Class 2, Urban Major Arterials	Dual Carriageway		
SRMP019												Project removed
SRMP020	R44	PGWC	R 44	MR27	R 44	IRT infrastructure	Provision of intersection upgrades and/or dedicated lanes in congested sections	N/a	Class 2, Urban Major Arterials	Dual Carriageway & median IRT Lanes		Long-term planning
SRMP021	R310	PGWC	M12 & R310	MR177	Stellenbosch Arterial / Polkadraai Road	IRT infrastructure	Provision of intersection upgrades and/or dedicated lanes in congested sections	N/a	Class 2, Urban Major Arterials	Dual Carriageway & median IRT Lanes		Long-term planning
SRMP022	Western bypass	PGWC	-	-	Full length of Western Bypass	Road upgrade	Dualling of full length of Western Bypass	12.4	Class 2, Urban Major Arterials	Dual Carriageway		
SRMP023	Western bypass	PGWC	-	-	Western Bypass / R304 intersection	Interchange	Upgrade to grade-separated interchange	N/a	Class 2, Urban Major Arterials	-		
SRMP024	Western bypass	PGWC	-	-	Western Bypass / R310 intersection	Interchange	Upgrade to grade-separated interchange	N/a	Class 2, Urban Major Arterials	-		
SRMP025	Western bypass	PGWC	R 44	MR27	Western Bypass / R44 intersection	Intersection upgrade	Upgrade to grade-separated interchange. Possible roundabout to accommodate Techno Park access, proposed new east-west route, and possibly De Zalze access. Refer to SRMP003.	N/a	Class 2, Urban Major Arterials	-		
SRMP026												Project removed
SRMP027	R45	PGWC		MR191	Portion of R45 between N1 and Helshoogte Road	Road upgrade	Road upgrades and intersection improvements	9.8	Class 2, Urban Major Arterial	Single Carriageway		
SRMP028 (Full)	R304	PGWC	R304	MR174	Portion of R304 from N1 to R310/R44	Road upgrade	Upgrade to dual carriageway.	13.5	Class 2, Urban Major Arterial	Dual Carriageway		
SRMP028 (Partial)	R304	Stellenbosch	R304	MR174	Portion of R304 from R44 to Kyamandi	Road upgrade	Upgrade to dual carriageway.	0.75	Class 2, Urban Major Arterial	Dual Carriageway	High	
SRMP029	Vlaeberg Road	PGWC	-	DR1052	Vlaeberg Road	Road realignment	Realignment of road in accordance with the AMP for the R310 with a road over rail bridge	0.9	Class 3, Urban Minor Arterial	Single Carriageway		Completed
SRMP030	Welgevonden Boulevard	Stellenbosch	-	-	New road between Lang Road and R44	New road extension	Extension of Welgevonden Boulevard to bypass north of Welgevonden residential area, follow a new alignment and link to the R44 with a signalised intersection. A new entrance to Welgevonden will be required.	1.4	Class 3, Urban Minor Arterial	Single Carriageway		
SRMP031												Project removed
SRMP033	Robertslei Road	PGWC	-	DR1351	DR1343 / DR1351 / MR191	Road upgrade	Upgrade of Robertslei Road to accommodate Heavy Vehicles which will allow bypassing of Franschoek town centre.	10.3	Class 3, Rural Minor Arterials	Single Carriageway	High	
SRMP034	Groenfontein Road	Stellenbosch	-	DR1104	Groenfontein Road from R44 to Protea Road	New road extension	Upgrade of Groenfontein Road to serve proposed new developments in Klappmuts (north and south of the N1).	5.3	Class 3, Urban Minor Arterials	Single Carriageway		
SRMP035	George Balke Road	Stellenbosch	R44	MR27	R44 / George Blake Road / Merriman Avenue	Intersection upgrade	Grade separation of George Blake Road over railway line and R44 to link directly to Merriman Avenue. New slips off/onto R44 from new overpass. Signalised.	N/a	Class 3, Urban Minor Arterials	-		
SRMP036												Project completed
SRMP037	tbc	PGWC	-	MR166	Road and intersection upgrades	Road upgrade	Road rehabilitation and provision of new intersections with Eikendal Road, Bredell Road and the R44.	-	tbc	Single Carriageway		Long-term planning
SRMP038	Old Paarl Road	PGWC	R101	MR189	Portion of Old Paarl Road from the R304 to Bloekompos	Road rehabilitation	Road rehabilitation of the R101.	-	Class 3, Urban Minor Arterial	Single Carriageway		
SRMP039	Stellenbosch Arterial	PGWC	M12	MR177	Portion of M12 from existing dualling to R102	Road rehabilitation	Road rehabilitation of the M12.	-	Class 3, Urban Minor Arterial	Single Carriageway		
SRMP040	Annandale Road	PGWC	-	DR1050	Annandale Road and a portion of Baden Powell Drive	Road rehabilitation	Road rehabilitation of Annandale Road.	-	Class 3, Urban Minor Arterial	Single Carriageway	High	In Progress
SRMP041	Groenfontein Road	PGWC	-	DR1104	Groenfontein Road from Klappmuts to north of the N1	Road regavel	Regavel Groenfontein Road	-	Class 3, Urban Minor Arterial	Single Carriageway		Refer to SRMP034

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SRMP042	Sandringham Road	PGWC	-	DR1094	Sandringham Road	Upgrade to surfaced	Road improvement	-	Class 3, Urban Minor Arterial	Single Carriageway		Project completed
SRMP043	Baden Powell Drive	PGWC	R310	MR168	Baden Powell Drive between the M12 Polkadraai and N2.	Road rehabilitation	Rehabilitation and upgrade of Baden Powell between the N2 and Vlaeberg Road. Section between Polkadraai and Annandale Road is planned.	-	Class 3, Rural Minor Arterials	Single Carriageway	High	In-Progress
SRMP044	Robertsvlei Road	PGWC	-	DR1351	Portion of Robertsvlei Road	Road regravel	Regravelling of existing road	-	Class 3, Rural Minor Arterials	Single Carriageway		Refer to SRMP033
SRMP045	Winery Road / Main Street	PGWC	M9	MR165/MR166	Macassar Road to Winery Road, extension of Main Road	New road & intersection	Realignment of Macassar Road to connect with Winery Road to create improved mobility from south of the N1. Existing portion of Winery Road to be maintained for local farm access only. Main Road to be extended to meet with new road as a priority intersection.	1.3	Class 3, Urban Minor Arterials	Single Carriageway		Upgrade located outside SM
SRMP046												Removed - duplicate in 2012 RMP
SRMP047	R44 / Stellenbosch Airport Service Road	Stellenbosch	-	-	New road link to the R44	New road	New road between the existing service road and tying into proposed intersection on the R44 - required as part of the Stellenrust Road realignment. Allows closure of several private driveways along the R44 with a consolidated access road. May require upgrading of the existing gravel service road. Closure of existing unsafe Aerodrome access off the R44	0.2	Class 4, Urban Collector Streets	Single Carriageway		Refer to SRMP048
SRMP048	R44 link / Stellenrust Rd link	Stellenbosch	-		New road link to the R44	New road	Realignment of Stellenrust Road over the R44 to link onto proposed new road and the closure of the existing unsafe access on the R44.	0.7	Class 4, Urban Collector Streets	Single Carriageway		Refer to SRMP047
SRMP049	New Jamestown Road	Stellenbosch	-	-	New Jamestown access road	New road extension	New Jamestown access road linking existing and proposed residential developments south to new Stellenrust Road realignment and north to Blaauwklippen road / Proposed Eastern Link.	3	Class 4, Urban Collector Streets	Dual Carriageway		Long-term planning
SRMP050	School Road	Stellenbosch	-	-	Upgrade of School Road		School Road upgrade from R44 - pending finalisation of PGWC planned U-turn facility near the R44/School Road intersection	1.5	Class 4, Urban Collector Streets	Single Carriageway		Long-term planning
SRMP051	Pajaro Avenue	Stellenbosch	-	-	Pajaro Avenue extension north and south to connect Stellenrust Road to Blaauwklippen Road	New road extension	Extend Pajaro Avenue northwards to intersect with Blaauwklippen Road and south to Stellenrust Road. Provides link between Jamestown and Paradyskloof.	2.3	Class 4, Urban Collector Streets	Single Carriageway		
SRMP052	Eastern Link Rd (Wildebosch South)	Stellenbosch	-	MR169	Wildebosch Road between R44 and Blaauwklippen Road	New road	The extension of Wildebosch Road to link onto Techno Avenue at the R44 (Portion of Eastern link)	0.95	Class 4, Urban Collector Streets	Single Carriageway	TBC	Extent and intensity of developments as well as Provincial R44 access conditions would determine priority and timing for implementation
SRMP053	Eastern Link Rd (Wildebosch North)	Stellenbosch	-	MR169	Wildebosch Road between Paradyskloof Road and the extension of Van Reede Road	New road	The extension of Wildebosch Road to the north over Trumali Road and in future linking onto Brandwacht, the extension of Van Reede Road and the CBD (Portion of Eastern link)	2.5	Class 4, Urban Collector Streets	Single Carriageway	TBC	Extent and intensity of developments as well as Provincial R44 access conditions would determine priority and timing for implementation
SRMP054	Van Reede Road	Stellenbosch	-	MR171	Van Reede Road	Upgrade & new road extension	Portion of Van Reede Road to be upgraded/widened and extended to link with Neutron Road that will provide second access to Techno Park.	2.3	Class 4, Urban Collector Streets	Single Carriageway		
SRMP055	Van Reede Road	Stellenbosch	-	MR171	Van Reede Road	New road extension	Extension of Van Reede Road to link with proposed new eastern extension of Wildebosch Road. Route runs through potentially sensitive farmlands and although a proclaimed provincial servitude is present, further investigations will be required.	0.6	Class 4, Urban Collector Streets	Single Carriageway		
SRMP056	Suidwal Road	Stellenbosch	-	-	Suidwal Road	New road	Extension of Suidwal Road between Doornbosch Road to Koch Road. The route is near sensitive areas and requires changes to Bloemhof Girls High School parking area.	0.4	Class 4, Urban Local Streets	Single Carriageway		
SRMP057	Stellentia Road	Stellenbosch	-	-	Rokewood Road / Stellentia Road	New road	Extension of Stellentia Road over the Eerste Rive (new bridge) to link onto Rokewood Road at the eastern Culemborg Crescent intersection. Provides an alternative access from Die Boord to the R310, without using the R44.	0.2	Class 4, Urban Collector Streets	Single Carriageway		

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SRMP058	Pastorie Street	Stellenbosch	-	-	Pastorie Road (Noordwal Wes Rd) link to Suidwal Street	New road	Pastorie Street link with Suidwal Road over the Eerste River (new bridge required)	0.2	Class 4, Urban Collector Streets	Single Carriageway		
SRMP059												Project removed
SRMP060												Project removed
SRMP061												Project completed
SRMP062	-	Stellenbosch	-	MR27/MR189	R44 / Sandringham Road (R101)	New road	New Class 4 road between the R44 and R101, Klipmuts	3.7	Class 4, Urban Collector Streets	Single Carriageway		
SRMP063	Simonsberg Street	Stellenbosch	-	MR172	Helshoogte Road / Simonsberg Street	Road upgrade & extension	Simonsberg St extension over the R310 to Main Rd Ext, Johannesburg.	2.1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP064	Sonnestraal Street	Stellenbosch	-	MR172	Helshoogte Road / Sonnestraal Street	Road upgrade & extension	1. Western extension of Sonnestraal Street from the R310 to future Simonsberg Street Ext. 2. Eastern extension of Sonnestraal Street from the R310 to Main Rd Lanquedoc. Eastern extension's access intersections with the R310 LILLO only	1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP065												Project removed
SRMP066	Main Road	Stellenbosch	-	-	Main Road / Simonsberg Ext	New road	Establish the road reserve for Main Road (Lanquedoc) extension to the south to link to Simonsberg St Extension and Kylemore	3	Class 4, Urban Collector Streets	Single Carriageway		
SRMP067	Dirkie Uys Street	Stellenbosch	-	-	Dirkie Uys Street	New road extension	Extension of Dirkie Uys Street to connect with La Provence Street - connecting Groendal with Franschoek.	1.4	Class 4, Urban Collector Streets	Single Carriageway	Medium	
SRMP068	Nerina Street	Stellenbosch	-	-	New access road from the R45 to existing local access road (OP5618)	Road upgrade & extension	Extension of Nerina Road from the R45 to Middagkrans Road, Franschoek.	1.1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP069	The Avenue	Stellenbosch	-	-	The Avenue / Suidwal Street	Bridge Widening	Widening of the existing bridge over the Eerste River to allow two-way traffic	0.1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP070	Vlottenburg Road	Stellenbosch	-	DR1065	Vlottenburg Road	Road realignment	Realignment of Vlottenburg Road to intersect with existing Stellenbosch Kloof Road intersection. This improves safety and reduces the number of intersections and level crossings along Baden Powel. Existing intersection along Baden Powell Drive to be closed.	0.3	Class 4, Urban Collector Streets	Single Carriageway		Completed
SRMP071	Trumali Street	Stellenbosch	-	-	Trumali Street	Road upgrade	Upgrade of Trumali Street to surfaced carriageway to link with proposed Stern link road road. Provides additional linkages for proposed future developments.	0.6	Class 4, Urban Collector Streets	Single Carriageway		In progress
SRMP072	-	Stellenbosch	-	MR172	-	New road	Future Eastern Link Road (Johannesdal).	2.2	Class 4, Urban Collector Streets	Single Carriageway		
SRMP073	Stellenrust Road	PGWC	-	DR1053	Stellenrust Road	Road upgrade	Upgrading of Stellenrust Road	3	Class 4, Urban Collector Streets	Single Carriageway		In progress
SRMP074												Removed - duplicate in 2012 RMP
SRMP075												Removed - duplicate in 2012 RMP
SRMP076	Dorp Street	Stellenbosch	-	-	R44 / Adam Ras	Road upgrade	Upgrade to dual carriageway. Increased capacity from CBD to Adam Tas and northbound traffic on the R44 can access Adam Tas without using the Adam Tas/R44 intersection	0.3	Class 4, Urban Collector Streets	Dual Carriageway		
SRMP077	Schuilplaats Rd	Stellenbosch	-	-	Trumali Street / Paradyskloof Road	New road	Extension of Schuilplaats Rd. to link Paradyskloof Rd to Trumali Street. The link will provide a safer alternative access for residents of Paradyskloof to the R44 via the signalised intersection of the R44/Trumali Street. This will also improve overall LOS and safety along this section of the R44.	0.3	Class 4, Urban Collector Streets	Single Carriageway	High	
SRMP078	Lanquedoc access Rd	Stellenbosch			Lanquedoc	New roads	Upgrade Lanquedoc access road between R310 & Main Road, including a new bridge adjacent to the existing single carriageway bridge	0.25	Class 4, Urban Collector Streets	Single Carriageway		Planning and design underway
tbc	Ben du Toit Extension	Stellenbosch	-	-	Trumali Street / Paradyskloof Road	New road	Potential extension of Ben du Toit Street to link Paradyskloof Rd to Trumali St	0.6	Class 4, Urban Collector Streets	Single Carriageway		Possible future link to be assessed.
tbc		Stellenbosch			Jamestown (South) road network	New roads	Connect Jamestown (southern areas) to housing developments and Stellenrust Road	tbc	Class 4 and/or Class 5	tbc	High	Planning to commence to assess impact on local and regional transport.

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tbc		Stellenbosch			Kyamandi (Northern area) road network	New roads	Road network planning and development to accommodate new housing developments	tbc	Class 4 and/or Class 5	tbc	High	Planning to commence to assess impact on local and regional transport.
tbc		Stellenbosch			Botmanskop Road network	New roads	Road network planning and development to accommodate new housing developments	tbc	Class 4 and/or Class 5	tbc	High	Planning to commence to assess impact on local and regional transport.
tbc		Stellenbosch			Droedyke road network	New roads	Road network planning and development to accommodate new housing developments	tbc	Class 4 and/or Class 5	tbc	High	Planning to commence to assess impact on local and regional transport.
tbc		Stellenbosch			Klapmuts road network	New roads	Road network planning and development to accommodate new housing developments	tbc	Class 4 and/or Class 5	tbc	High	Planning to commence to assess impact on local and regional transport.

* The prioritisation of a road project that falls under the authority of the PGWC will be determined in conjunction with the PGWC

8.3 IMPLEMENTATION AND PHASING OF PROPOSALS

A number of road infrastructure projects have been identified as part of the development of the Roads Master Plan. These prioritisation of these projects will require evaluation based on the following:

- **Western Cape Government (WCG) Construction Projects**

WCG has an on-going programme for road infrastructure projects, refer to Section 8.3.1.

Note, projects listed in Table 8.1 where the roads authority is the PGWC, will be prioritised in conjunction with the Provincial authority.

- **Private Development Driven Projects**

Road infrastructure partly or fully financed by private developer contributions.

- **Local Improvement Projects**

Local intersection/road improvement projects identified in this and previous studies.

- **Short Term Projects (0 to 5 Years)**

Projects already on capex budget or for which funds would be negotiated in the next 5 years. These projects carry the highest priority based on demand outputs from the EMME/4 model together with working knowledge. The majority of these projects have already had engineering design input (i.e. preliminary drawings prepared, public consultation, etc.) and merely need to go out to tender and constructed.

- **Medium Term Projects (5 to 10 Years)**

Projects which form part of the future RMP for SMA, but are only required once other more urgent projects are implemented. Planning for these projects can only start once the 1-5 year projects have been constructed. They also include projects which might require extensive environmental assessments and/or public participation.

- **Long Term Project (>10 years)**

This timeframe includes projects which are needed in the future according to the model, but are not essential. These projects could be linked to future developments.

- **Capital budget**

The available capital budget of the municipality will lastly inform the prioritisation of future projects.

Prioritisation of projects were not undertaken as part of this RMP update. High and medium priority projects are however noted.

8.4 COST ESTIMATES

Refer to Table 8-2 for the high-level cost estimates of the various road infrastructure projects. It must be noted that these values should be used with caution. The cost estimates should be revised as and when a project develops further. The projects costs were estimated as follows:

- Construction rates of the ongoing Annandale Road upgrade were used
- Prelim & general: 15%
- Services: 5%
- Contingencies: 15%

The high-level cost estimates does not include the following:

- Engineering design incl. contract management
- Specialist studies, e/g. Environmental Impact Assessment, Heritage, etc.
- Relocation, placement or replacement of service (major or minor) or drainage structures.
- Land expropriation.
- Escalation.

Table 8-2: High-level costing of 2018 RMP road upgrade proposals

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	2018 COST ESTIMATE (ROADWORKS)	2018 COST ESTIMATE (ROADWORKS)	2018 COST ESTIMATE (P&G)	2018 COST ESTIMATE (SERVICES)	2018 COST ESTIMATE (CONTINGENCIES)	2018 COST ESTIMATE (SUBTOTAL)	2018 COST ESTIMATE (VAT)	2018 COST ESTIMATE (TOTAL)
						ROADWORKS	BRIDGES						
SRMP001	Western bypass	PGWC	6.0	Class 2, Urban Major Arterial	Dual Carriageway	R 47 319 240	R 27 000 000	R 11 147 886	R 3 715 962	R 11 147 886	R 100 330 974	R 15 049 646	R 115 400 000
SRMP002	Western bypass	PGWC	4.0	Class 2, Urban Major Arterial	Single Carriageway	R 25 245 040	R 36 000 000	R 9 186 756	R 3 062 252	R 9 186 756	R 82 680 804	R 12 402 121	R 95 100 000
SRMP003	Western bypass	PGWC	6.4	Class 2, Urban Major Arterial	Single Carriageway	R 40 392 064	R 54 000 000	R 14 158 810	R 4 719 603	R 14 158 810	R 127 429 287	R 19 114 393	R 146 600 000
SRMP004	Kromme Rhee Road	PGWC	3.5	Class 2, Urban Major Arterial	Dual Carriageway	R 14 337 164	R 18 000 000	R 4 850 575	R 1 616 858	R 4 850 575	R 43 655 172	R 6 548 276	R 50 300 000
SRMP005	R44	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP006	R44	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	R 2 778 117		R 416 718	R 138 906	R 416 718	R 3 750 459	R 562 569	R 4 400 000
SRMP007	Bottelary Road	PGWC	1.0	Class 2, Urban Major Arterials	Dual Carriageway	R 21 354 610		R 3 203 192	R 1 067 731	R 3 203 192	R 28 828 725	R 4 324 309	R 33 200 000
SRMP008	R44/R310	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	R 1 115 895		R 167 384	R 55 795	R 167 384	R 1 506 458	R 225 969	R 1 800 000
SRMP009	Adam Tas	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	R 1 727 618		R 259 143	R 86 381	R 259 143	R 2 332 285	R 349 843	R 2 700 000
SRMP010	R44	PGWC	N/a	Class 2, Urban Major Arterials	Dual Carriageway	R 21 943 270		R 3 291 491	R 1 097 164	R 3 291 491	R 29 623 416	R 4 443 512	R 34 100 000
SRMP011	R44	PGWC	N/a	Class 2, Urban Major Arterials	Dual Carriageway	R 21 943 270		R 3 291 491	R 1 097 164	R 3 291 491	R 29 623 416	R 4 443 512	R 34 100 000
SRMP012	Huguenot Road	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP013	Huguenot Road	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP014	Huguenot Road	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP015	Huguenot Road	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP016	Huguenot Road	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP017	Lambrechts Road	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP018	R44	PGWC	3.3	Class 2, Urban Major Arterials	Dual Carriageway	R 10 120 506		R 1 518 076	R 506 025	R 1 518 076	R 13 662 683	R 2 049 402	R 15 800 000
SRMP020	R44	PGWC	N/a	Class 2, Urban Major Arterials	Dual Carriageway & median IRT Lanes	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP021	R310	PGWC	N/a	Class 2, Urban Major Arterials	Dual Carriageway & median IRT Lanes	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP022	Western bypass	PGWC	12.4	Class 2, Urban Major Arterials	Dual Carriageway	R 40 392 064	R 40 500 000	R 12 133 810	R 4 044 603	R 12 133 810	R 109 204 287	R 16 380 643	R 125 600 000
SRMP023	Western bypass	PGWC	N/a	Class 2, Urban Major Arterials	-	R 1 659 125	R 22 500 000	R 3 623 869	R 1 207 956	R 3 623 869	R 32 614 819	R 4 892 223	R 37 600 000
SRMP024	Western bypass	PGWC	N/a	Class 2, Urban Major Arterials	-	R 1 659 125	R 22 500 000	R 3 623 869	R 1 207 956	R 3 623 869	R 32 614 819	R 4 892 223	R 37 600 000
SRMP025	Western bypass	PGWC	N/a	Class 2, Urban Major Arterials	-	R 1 659 125	R 45 000 000	R 6 998 869	R 2 332 956	R 6 998 869	R 62 989 819	R 9 448 473	R 72 500 000
SRMP027	R45	PGWC	9.8	Class 2, Urban Major Arterial	Single Carriageway	R 61 850 348		R 9 277 552	R 3 092 517	R 9 277 552	R 83 497 969	R 12 524 695	R 96 100 000
SRMP028 (Full)	R304	PGWC	13.5	Class 2, Urban Major Arterial	Dual Carriageway	R 106 468 290		R 15 970 244	R 5 323 415	R 15 970 244	R 143 732 193	R 21 559 829	R 165 300 000
SRMP028 (Partial)	R304	Stellenbosch	0.75	Class 2, Urban Major Arterial	Dual Carriageway	R 5 914 905		R 887 236	R 295 745	R 887 236	R 7 985 122	R 1 197 768	R 9 200 000
SRMP029	Vlaeberg Road	PGWC	0.9	Class 3, Urban Minor Arterial	Single Carriageway	N/a		N/a	N/a	N/a	N/a	N/a	N/a
SRMP030	Welgevonden Boulevard	Stellenbosch	1.4	Class 3, Urban Minor Arterial	Single Carriageway	R 7 863 912		R 1 179 587	R 393 196	R 1 179 587	R 10 616 282	R 1 592 442	R 12 300 000

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	2018 COST ESTIMATE (ROADWORKS)	2018 COST ESTIMATE (ROADWORKS)	2018 COST ESTIMATE (P&G)	2018 COST ESTIMATE (SERVICES)	2018 COST ESTIMATE (CONTINGENCIES)	2018 COST ESTIMATE (SUBTOTAL)	2018 COST ESTIMATE (VAT)	2018 COST ESTIMATE (TOTAL)
						ROADWORKS	BRIDGES						
SRMP033	Robertsvlei Road	PGWC	10.3	Class 3, Rural Minor Arterials	Single Carriageway	R 42 288 298		R 6 343 245	R 2 114 415	R 6 343 245	R 57 089 203	R 8 563 380	R 65 700 000
SRMP034	Groenfontein Road	Stellenbosch	5.3	Class 3, Urban Minor Arterials	Single Carriageway	R 29 770 524	R 18 000 000	R 7 165 579	R 2 388 526	R 7 165 579	R 64 490 208	R 9 673 531	R 74 200 000
SRMP035	George Balke Road	Stellenbosch	N/a	Class 3, Urban Minor Arterials	-	R 1 659 125	R 18 000 000	R 2 948 869	R 982 956	R 2 948 869	R 26 539 819	R 3 980 973	R 30 600 000
SRMP037	tbc	PGWC	-	tbc	Single Carriageway	N/a		N/a	N/a	N/a	N/a	N/a	N/a
SRMP038	Old Paarl Road	PGWC	-	Class 3, Urban Minor Arterial	Single Carriageway	R 6 308 292		R 946 244	R 315 415	R 946 244	R 8 516 195	R 1 277 429	R 9 800 000
SRMP039	Stellenbosch Arterial	PGWC	-	Class 3, Urban Minor Arterial	Single Carriageway	R 6 308 292		R 946 244	R 315 415	R 946 244	R 8 516 195	R 1 277 429	R 9 800 000
SRMP040	Annandale Road	PGWC	-	Class 3, Urban Minor Arterial	Single Carriageway	N/a		N/a	N/a	N/a	N/a	N/a	N/a
SRMP041	Groenfontein Road	PGWC	-	Class 3, Urban Minor Arterial	Single Carriageway	R 9 462 438		R 1 419 366	R 473 122	R 1 419 366	R 12 774 292	R 1 916 144	R 14 700 000
SRMP042	Sandringham Road	PGWC	-	Class 3, Urban Minor Arterial	Single Carriageway	N/a		N/a	N/a	N/a	N/a	N/a	N/a
SRMP043	Baden Powell Drive	PGWC	-	Class 3, Rural Minor Arterials	Single Carriageway	N/a		N/a	N/a	N/a	N/a	N/a	N/a
SRMP044	Robertsvlei Road	PGWC	-	Class 3, Rural Minor arterials	Single Carriageway	R 6 864 906		R 1 029 736	R 343 245	R 1 029 736	R 9 267 623	R 1 390 143	R 10 700 000
SRMP045	Winery Road / Main Street	PGWC	1.3	Class 3, Urban Minor Arterials	Single Carriageway	R 7 302 204		R 1 095 331	R 365 110	R 1 095 331	R 9 857 976	R 1 478 696	R 11 400 000
SRMP047	R44 / Stellenbosch Airport Service Road	Stellenbosch	0.2	Class 4, Urban Collector Streets	Single Carriageway	R 1 233 972		R 185 096	R 61 699	R 185 096	R 1 665 863	R 249 879	R 2 000 000
SRMP048	R44 link / Stellenrust Rd link	Stellenbosch	0.7	Class 4, Urban Collector Streets	Single Carriageway	R 4 318 902		R 647 835	R 215 945	R 647 835	R 5 830 517	R 874 578	R 6 800 000
SRMP049	New Jamestown Road	Stellenbosch	3	Class 4, Urban Collector Streets	Dual Carriageway	R 22 881 090	R 18 000 000	R 6 132 164	R 2 044 055	R 6 132 164	R 55 189 473	R 8 278 421	R 63 500 000
SRMP050	School Road	Stellenbosch	1.5	Class 4, Urban Collector Streets	Single Carriageway	R 9 254 790		R 1 388 219	R 462 740	R 1 388 219	R 12 493 968	R 1 874 095	R 14 400 000
SRMP051	Pajaro Avenue	Stellenbosch	2.3	Class 4, Urban Collector Streets	Single Carriageway	R 14 190 678	R 18 000 000	R 4 828 602	R 1 609 534	R 4 828 602	R 43 457 416	R 6 518 612	R 50 000 000
SRMP052	Eastern Link Rd (Wildebosch South)	Stellenbosch	0.95	Class 4, Urban Collector Streets	Single Carriageway	R 5 861 367		R 879 205	R 293 068	R 879 205	R 7 912 845	R 1 186 927	R 9 100 000
SRMP053	Eastern Link Rd (Wildebosch North)	Stellenbosch	2.5	Class 4, Urban Collector Streets	Single Carriageway	R 15 424 650		R 2 313 698	R 771 233	R 2 313 698	R 20 823 279	R 3 123 492	R 24 000 000
SRMP054	Van Reede Road	Stellenbosch	2.3	Class 4, Urban Collector Streets	Single Carriageway	R 14 190 678		R 2 128 602	R 709 534	R 2 128 602	R 19 157 416	R 2 873 612	R 22 100 000
SRMP055	Van Reede Road	Stellenbosch	0.6	Class 4, Urban Collector Streets	Single Carriageway	R 3 701 916		R 555 287	R 185 096	R 555 287	R 4 997 586	R 749 638	R 5 800 000
SRMP056	Suidwal Road	Stellenbosch	0.4	Class 4, Urban Local Streets	Single Carriageway	R 1 596 812		R 239 522	R 79 841	R 239 522	R 2 155 697	R 323 355	R 2 500 000
SRMP057	Stellentia Road	Stellenbosch	0.2	Class 4, Urban Collector Streets	Single Carriageway	R 1 233 972		R 185 096	R 61 699	R 185 096	R 1 665 863	R 249 879	R 2 000 000
SRMP058	Pastorie Street	Stellenbosch	0.2	Class 4, Urban Collector Streets	Single Carriageway	R 1 233 972	R 18 000 000	R 2 885 096	R 961 699	R 2 885 096	R 25 965 863	R 3 894 879	R 29 900 000
SRMP062	-	Stellenbosch	3.7	Class 4, Urban Collector Streets	Single Carriageway	R 22 828 482	R 18 000 000	R 6 124 272	R 2 041 424	R 6 124 272	R 55 118 450	R 8 267 768	R 63 400 000

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	2018 COST ESTIMATE (ROADWORKS)	2018 COST ESTIMATE (ROADWORKS)	2018 COST ESTIMATE (P&G)	2018 COST ESTIMATE (SERVICES)	2018 COST ESTIMATE (CONTINGENCIES)	2018 COST ESTIMATE (SUBTOTAL)	2018 COST ESTIMATE (VAT)	2018 COST ESTIMATE (TOTAL)
						ROADWORKS	BRIDGES						
SRMP063	Simonsberg Street	Stellenbosch	2.1	Class 4, Urban Collector Streets	Single Carriageway	R 12 956 706		R 1 943 506	R 647 835	R 1 943 506	R 17 491 553	R 2 623 733	R 20 200 000
SRMP064	Sonnestraal Street	Stellenbosch	1	Class 4, Urban Collector Streets	Single Carriageway	R 6 169 860	R 18 000 000	R 3 625 479	R 1 208 493	R 3 625 479	R 32 629 311	R 4 894 397	R 37 600 000
SRMP066	Main Road	Stellenbosch	3	Class 4, Urban Collector Streets	Single Carriageway	R 18 509 580		R 2 776 437	R 925 479	R 2 776 437	R 24 987 933	R 3 748 190	R 28 800 000
SRMP067	Dirkie Uys Street	Stellenbosch	1.4	Class 4, Urban Collector Streets	Single Carriageway	R 8 637 804		R 1 295 671	R 431 890	R 1 295 671	R 11 661 036	R 1 749 155	R 13 500 000
SRMP068	Nerina Street	Stellenbosch	1.1	Class 4, Urban Collector Streets	Single Carriageway	R 6 786 846		R 1 018 027	R 339 342	R 1 018 027	R 9 162 242	R 1 374 336	R 10 600 000
SRMP069	The Avenue	Stellenbosch	0.1	Class 4, Urban Collector Streets	Single Carriageway	R 616 986	R 9 000 000	R 1 442 548	R 480 849	R 1 442 548	R 12 982 931	R 1 947 440	R 15 000 000
SRMP070	Vlottenburg Road	Stellenbosch	0.3	Class 4, Urban Collector Streets	Single Carriageway	N/a		N/a	N/a	N/a	N/a	N/a	N/a
SRMP071	Trumali Street	Stellenbosch	0.6	Class 4, Urban Collector Streets	Single Carriageway	R 3 701 916		R 555 287	R 185 096	R 555 287	R 4 997 586	R 749 638	R 5 800 000
SRMP072	-	Stellenbosch	2.2	Class 4, Urban Collector Streets	Single Carriageway	R 13 573 692		R 2 036 054	R 678 685	R 2 036 054	R 18 324 485	R 2 748 673	R 21 100 000
SRMP073	Stellenrust Road	PGWC	3	Class 4, Urban Collector Streets	Single Carriageway	R 18 509 580		R 2 776 437	R 925 479	R 2 776 437	R 24 987 933	R 3 748 190	R 28 800 000
SRMP076	Dorp Street	Stellenbosch	0.3	Class 4, Urban Collector Streets	Dual Carriageway	R 2 288 109		R 343 216	R 114 405	R 343 216	R 3 088 946	R 463 342	R 3 600 000
SRMP077	Schuilplaats Rd	Stellenbosch	0.3	Class 4, Urban Collector Streets	Single Carriageway	R 1 850 958		R 277 644	R 92 548	R 277 644	R 2 498 794	R 374 819	R 2 900 000
SRMP078	Lanquedoc access Rd	Stellenbosch	0.25	Class 4, Urban Collector Streets	Single Carriageway	R 1 542 465	R 18 000 000	R 2 931 370	R 977 123	R 2 931 370	R 26 382 328	R 3 957 349	R 30 400 000
tbc	Ben du Toit Extension	Stellenbosch	0.6	Class 4, Urban Collector Streets	Single Carriageway	R 3 701 916		R 555 287	R 185 096	R 555 287	R 4 997 586	R 749 638	R 5 800 000
tbc		Stellenbosch	tbc	Class 4 and/or Class 5	tbc	tbc		tbc	tbc	tbc	tbc	tbc	tbc
tbc		Stellenbosch	tbc	Class 4 and/or Class 5	tbc	tbc		tbc	tbc	tbc	tbc	tbc	tbc
tbc		Stellenbosch	tbc	Class 4 and/or Class 5	tbc	tbc		tbc	tbc	tbc	tbc	tbc	tbc
tbc		Stellenbosch	tbc	Class 4 and/or Class 5	tbc	tbc		tbc	tbc	tbc	tbc	tbc	tbc
tbc		Stellenbosch	tbc	Class 4 and/or Class 5	tbc	tbc		tbc	tbc	tbc	tbc	tbc	tbc

8.5 PROVINCIAL GOVERNMENT WESTERN CAPE PROJECTS

The Provincial Government Western Cape road projects within SM are described in this section. All information was sourced from the Provincial Road Network Information System:

<https://rnis.westerncape.gov.za/rnis/>

Project are categorised as follows:

- Rehabilitation
- Reseal
- Upgrade
- Regravel

The phasing of the projects are categorised as:

- Under construction
- Scheduled (1-5 years)
- Planned (5-10 years)

Refer to Table 8-3 for the list of PGWC projects per type, currently being constructed, and Figure 8-2 to Figure 8-4 for their locations.

Table 8-3: PGWC Projects under construction

Project Ref. No.	No. on figure	Project Name	Approximate Sections	Type
SRMP043	1	C0914.02 : Baden Powell Dr	Rehabilitation and dualling of Baden Powell Road between N2 and Vlaeberg Road, including realigned quarter-link with R102	Rehab/Upgrade
	1	C1087 : R44 – 6 Sections	Stellenbosch to Klapmuts	Reseal
	2	Devon Valley Road	Polkadraai – Devon Valley Hotel	Reseal
	3	Stellenbosch Kloof Rd	Polkadraai – Jordan Wine Estate	Reseal
	4	Jonkershoek Rd	Omega Road to +/- 4.1 km to east	Reseal
SRMP040	1	C0921 : Annandale Rd	R310 to 1.8 km east of R44	Upgrade
	2	C1080 : Stellenrust Rd	R44 to +/- 3.7 km to east	Upgrade

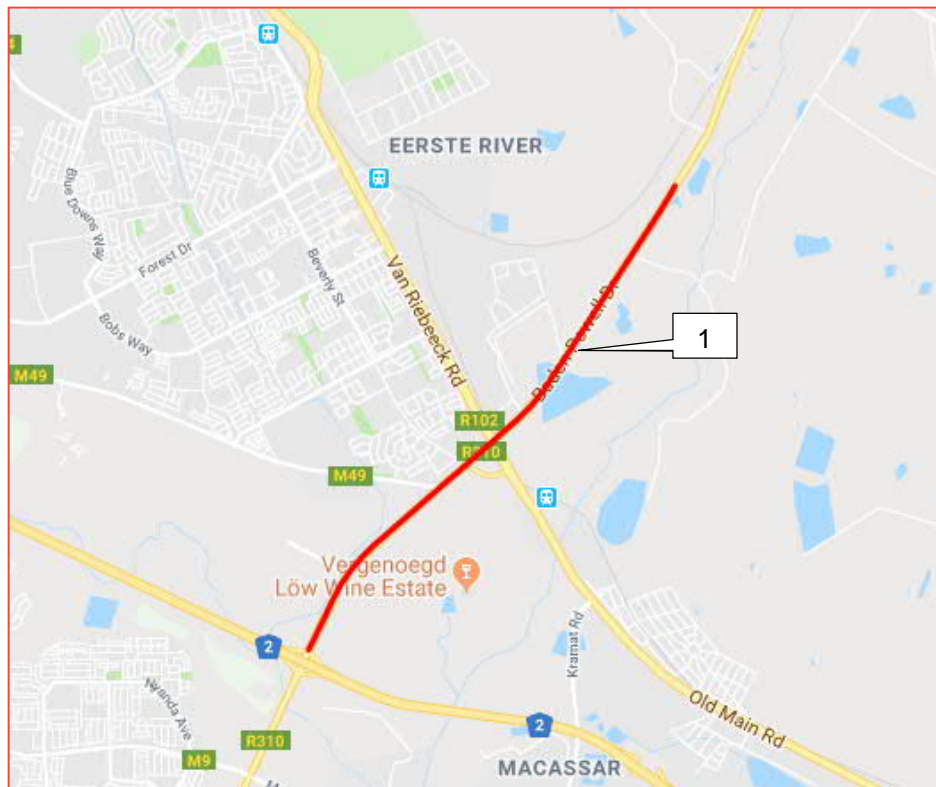


Figure 8-2: PGWC Projects under construction – Rehabilitation

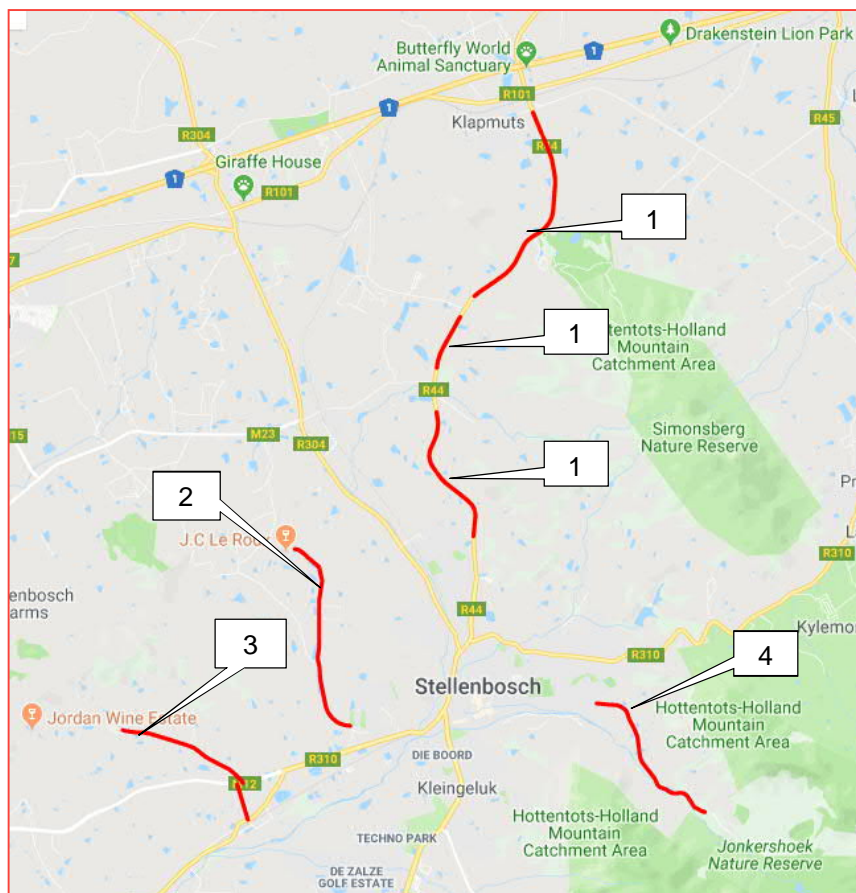


Figure 8-3: PGWC Projects under construction – Reseal



Figure 8-4: PGWC Projects under construction – Upgrade

Refer to Table 8-4 for the list of PGWC scheduled (1-5 years) projects, per type. Refer to Figure 8-5 to 8-7 for their locations.

Table 8-4: PGWC Scheduled projects (1-5 years)

Project Ref. No.	No. on figure	Project Name	Section	Type
SRMP004	1	C1049 : Kromme Rhee Rd	R304 – R310	Reseal
	1	C1120 : R301	R45 – N1	Upgrade
SRMP027	2	C0749.02 : R45	R310 – R101	Upgrade
	3	C0850.01: Simonsvlei Road	R101 - Klapmuts-Simondium RD	Upgrade
	4	C1049 : Prote Rd / Hercules Pilaar Rd / Hoopenberg Rd	R44 – R304	Upgrade
SRMP044	1	Robertsvlei Rd	tbc	Regravel

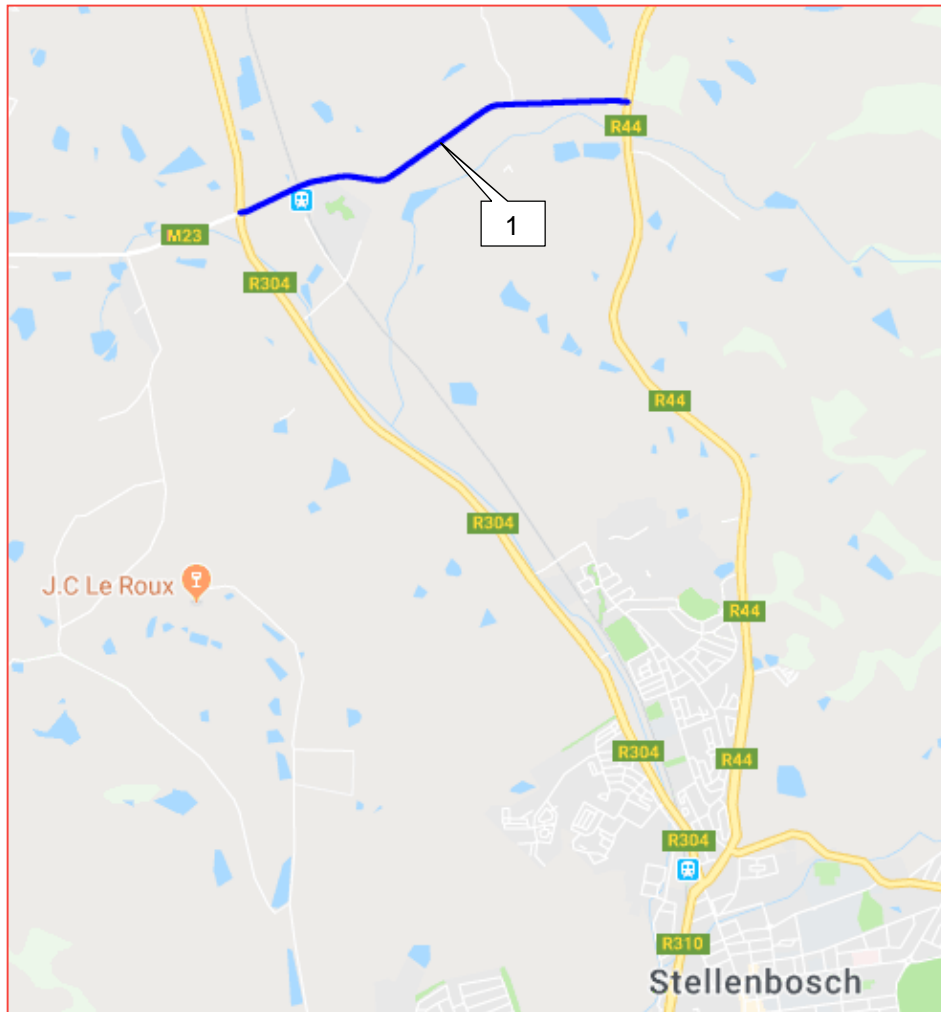


Figure 8-5: PGWC Scheduled Projects – Reseal

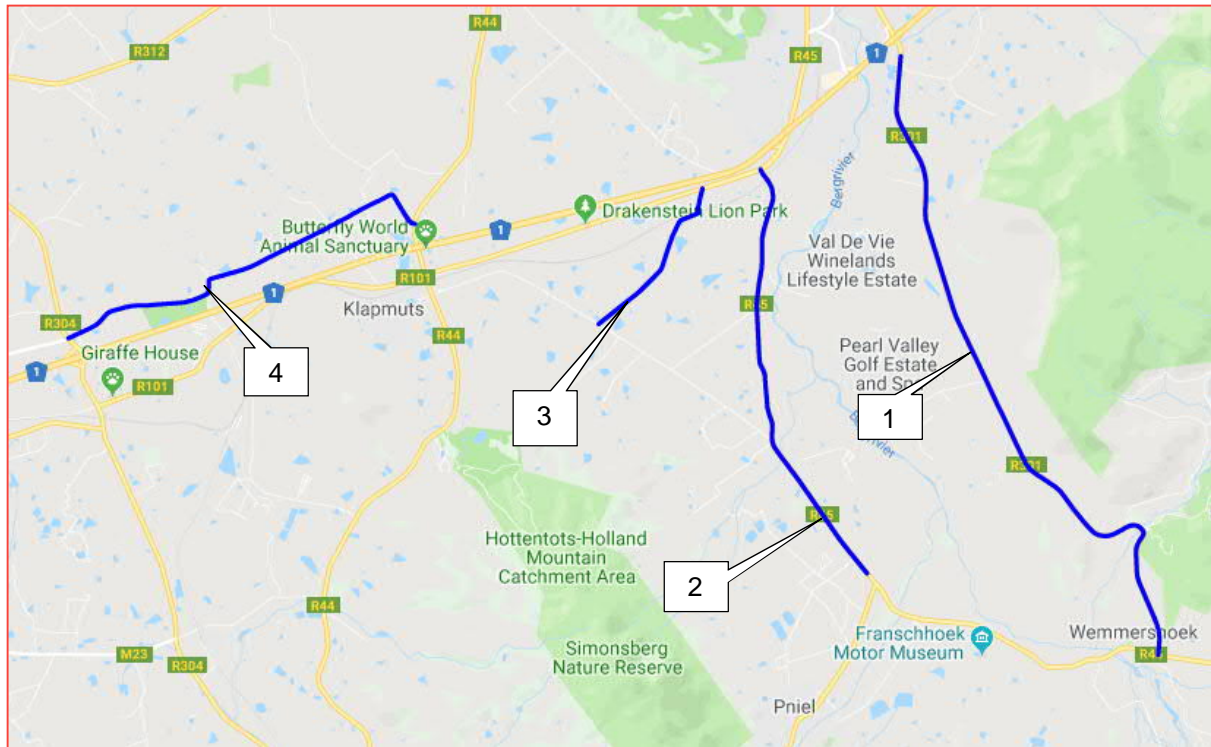


Figure 8-6: PGWC Scheduled Projects – Upgrade

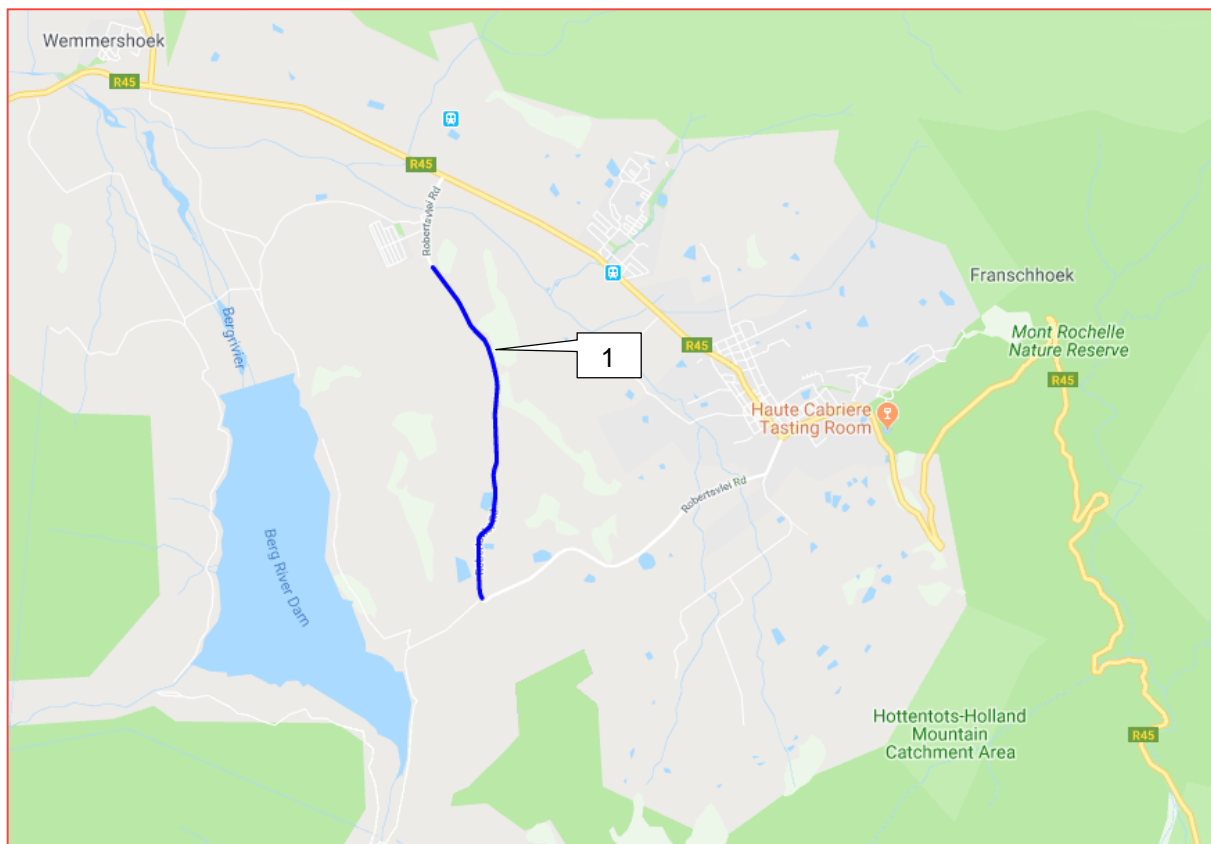


Figure 8-7: PGWC Scheduled Projects – Regravel

Refer to Table 8-5 for the f PGWC planned (5-10 years) projects, per type, and Figure 8-8 and 8-9 for their locations.

Table 8-5: PGWC Planned (5-10 years) projects

Project Ref. No.	Project Name	Section	Type
SRMP043	C0914 : R310	Polkadraai Rd – Annandale Rd	Rehabilitation
	C1092 : R44	Main Rd – Blaauwklippen Rd	Reseal



Figure 8-8: PGWC Planned Projects – Rehabilitation

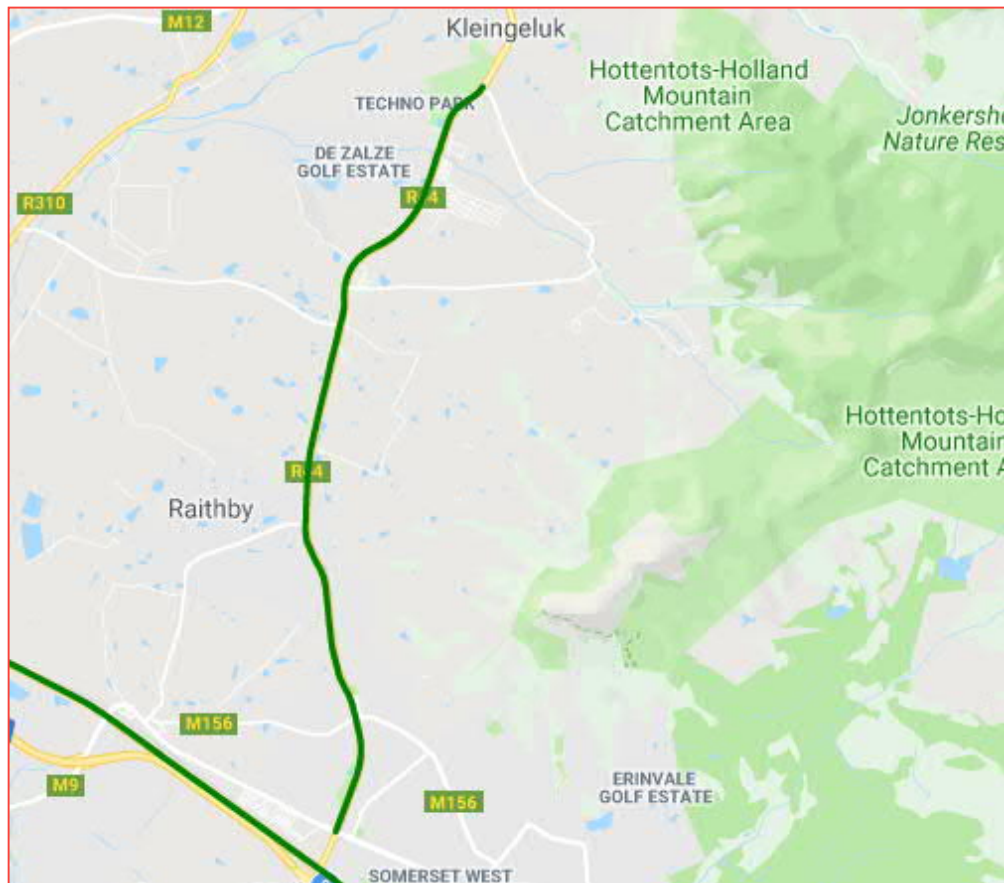


Figure 8-9: PGWC Planned Projects – Reseal

9 CONCLUSIONS AND RECOMMENDATIONS

9.1 CONCLUSIONS

Stellenbosch Municipality has implemented minimal new or upgraded road infrastructure subsequent to the finalisation of the 2012 Road Master Plan due to various reasons. The population and economic opportunities are growing, placing an ever greater strain on the Municipality's road network and transport services.

This RMP attempts to address this shortfall. A number of critical planning studies are currently in process including the updated 2019 Stellenbosch SDF, which is currently in draft format, the Stellenbosch IDP, and various others. Existing information from drafts, where available, were used in this report. The next RMP update must incorporate the other related studies, critically the SDF.

This 2018 update of the 2012 RMP concludes the following:

- The previous CIP previously identified the core issues and problems within the Stellenbosch Municipal Area, highlighting the difficulties in preparing a “one size fits all” solution.
- Public Transport can play a major role in reducing private vehicle dependencies, and Stellenbosch needs to invest much more time and effort toward these solutions taking into account the existing poor rail services and public transport availability from neighbouring municipalities, such as the City of Cape Town's existing and planned MyCiTi IRT network.
- Approximately 7 km (2.5%) of the roads in SM are in a poor or very poor condition, and these are found throughout the SM.
- The latest EMME/4 transport model was recalibrated with 2018 and 2019 traffic volumes at critical intersections.
- The road classification system based on the principals set out in TRH26, utilised in the 2012 RMP, was retained. The classification of the Class 1 to Class 4 road network was retained unchanged.
- Stellenbosch Municipality provided high-level information of future land-use developments within the Stellenbosch Municipal Area. The land-use information has been included in the 2040 horizon-year EMME/4 model.
- Several key focus areas were identified in the 2012 RMP, based on previous studies and known constraints of the road network. The focus areas for this 2018 RMP update was moderated and limited to the following important areas:
 - General capacity improvements
 - Stellenbosch CBD
 - R44 north and south of Stellenbosch CBD
 - Western Bypass
 - Eastern Link Road - Brandwacht/Paradyskloof
 - Technopark access
 - 2040 Densification analysis
 - Krigeville schools precinct
- The proposals put forward within these key areas have been included into the EMME/4 model for the 2040 horizon-year scenario.
- Specific attention was given to the following projects due to their future impact on the Stellenbosch Municipal Area road network.
 - Eastern Link Road – a proposed class 4 road from Technopark running through Paradyskloof and Brandwacht into the CBD, thereby removing some local traffic from the R44.

- Western Bypass – a proposed class 2 road linking the R44 south of Stellenbosch with the R304 north. Two options from the 2012 RMP were tested:
 - Technopark/R44 southern starting point
 - Annandale/R44 southern starting point
- R44 Upgrade and reclassification – Significant upgrades to the R44 and the grade separating of some intersections to improve safety, mobility and capacity.
- The 2012 priority list of future road improvement projects were updated. The priority list identifies the key projects for implementation, and a high-level cost per project was determined from 2018 construction rates.
- The scope of this study did not include the prioritisation of these projects per planning period (short/medium/long-term).
- The existing road network and modal split will not be able to support the longer-term growth needs of the Stellenbosch area at acceptable Levels of Services. It is therefore acknowledged that some roads, particularly in the historic town area, will continue to operate at or over capacity during peak periods, unless substantial modal shift occurs. It is also expected that weekday AM and PM peak period congestion will increase, thereby worsening the Level of Service and increasing the peak hours.

9.2 RECOMMENDATIONS

- Refer to the Project list in Section 8.2 for the full list of road upgrade proposals. It is recommended that the prioritisation of the projects are determined in conjunction with the relevant Municipal Departments (land-use planning etc.), and revised on an at least annual basis, or as development needs requires. The planning of these proposals should then commence, with a focus on the short to medium-term projects.
- It is recommended that the following general capacity improvements should be investigated and analysed further, for inclusion in the next RMP update. Note that some of these projects fall under the jurisdiction of the Provincial Government.
 - Polkadraai Road: It was assumed that the last remaining single carriageway sections will be dualled well before 2035, in accordance with the Provincial roads infrastructure programme.
 - R44 North: This road requires a dual carriageway from Stellenbosch to Welgevonden. The R44 in the vicinity of Klapmuts also requires additional road capacity due to the proposed future residential and employment concentration in this area.
 - Adam Tas Road: This could become the busiest section of road in Stellenbosch, requiring 3 lanes per direction between the R44 and Merriman. In addition, the R44, Alexander, George Blake and Merriman intersections also need to be improved or reconfigured to provide additional capacity.
 - R304 (Koelenhof Road): The model results indicated that this road should be dualled between the R44 and Bottelary Road.
 - Merriman and Cluver Street link: Upgrade to dual carriageway or minimum 2-lanes per direction required between Bosman Street and Banghoek Road.
 - Dorp Street: Capacity improvements required between the R44 and Adam Tas Road. Conceptual planning has been undertaken for the dualling of this section.
 - Van Reede / Vrede Streets: These roads required dualling between the R44 and Piet Retief Street, with further improvements at the R44 / Van Reede intersection.
 - Van Reede Street westbound extension to Technopark: The extension of this road to provide a second access to Technopark linking into Electron road.
 - Technopark, De Zalze, Brandwacht and Welgevonden access roads: Dualling and/or intersection improvements are required.
 - Jamestown Road: Road Network development required due to major residential developments planned for this area.
 - Baden Powell Drive: Dualling of remaining sections between the N2 and Polkadraai Road.
- The conceptual planning of the following intersections upgrades has been undertaken, the detail design and construction should be implemented as soon as possible:

- Adam Tas and Merriman Avenue.
- Adam Tas and Helshoogte Road (including the closure and relocation of the Helshoogte Rd/La Colline Road T-junction further east).
- Stellenbosch Municipality should discuss this report in more detail with other interested and affected parties and start a public participation process to discuss the outcome of the RMP.
- Stellenbosch Municipality should adopt the RMP, giving it legal status. The RMP should be distributed privately and publically, informing planners/developers as well as the public of future road schemes within the municipal area. The RMP should be incorporated into future reviews of the CITP.
- Stellenbosch Municipality should continue discussions/workshops with CoCT's IRT department to explore opportunities to extend their future MyCiTi bus services to include Stellenbosch.
- Stellenbosch Municipality should start the process to expropriate and purchase the land required to construct future roads, specifically the implementation of portions of the Western Bypass and Eastern Link Road, and other roads associated with proposed housing developments and catalytic projects as defined in the draft 2019 MSDF. Future road reserves should be formally registered with the Surveyor General to protect them.
- The planning of the western bypass and/or a combination of substantial upgrading of the R44 must commence in conjunction with the PWCG. This should ideally occur prior to the construction of the proposed intersection upgrades along the R44 to prevent abortive work.
- The RMP should be incorporated into Stellenbosch Municipality's asset management database, (IMQS). IMQS is an Infrastructure Management System software. The priority list should also be incorporated.
- Planning for the funding of the road projects must commence to ensure that the short and medium term priority listing can be achieved.
- The planning and commissioning of each project should ideally be retested using the 2018 EMME/4 model and detailed intersection capacity analysis to ensure that each project will achieve its objectives.
- Future revision and amendments to the RMP should be coordinated to ensure that other parallel planning processes are undertaken in an integrated manner, such as land-use planning and public transport planning.
- This updated RMP should assist to plan future land-use developments within the Stellenbosch Municipal area. Future planning processes such as the SDF and IDP should complement this RMP, and vice-versa.
- Future revision of and amendments to the RMP should be coordinated to ensure that other parallel planning processes are undertaken in an integrated manner.

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APPENDIX

A EMME MODELLING RESULTS

APPENDIX

A-1 2018 MODELLING OUTPUTS

Figure 4-3: 2018 Public/ Private Modal Shares in the Stellenbosch Town Area

Figure 4-4: 2018 Weekday AM peak hour traffic volumes – (various survey sources)

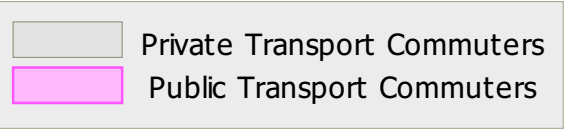
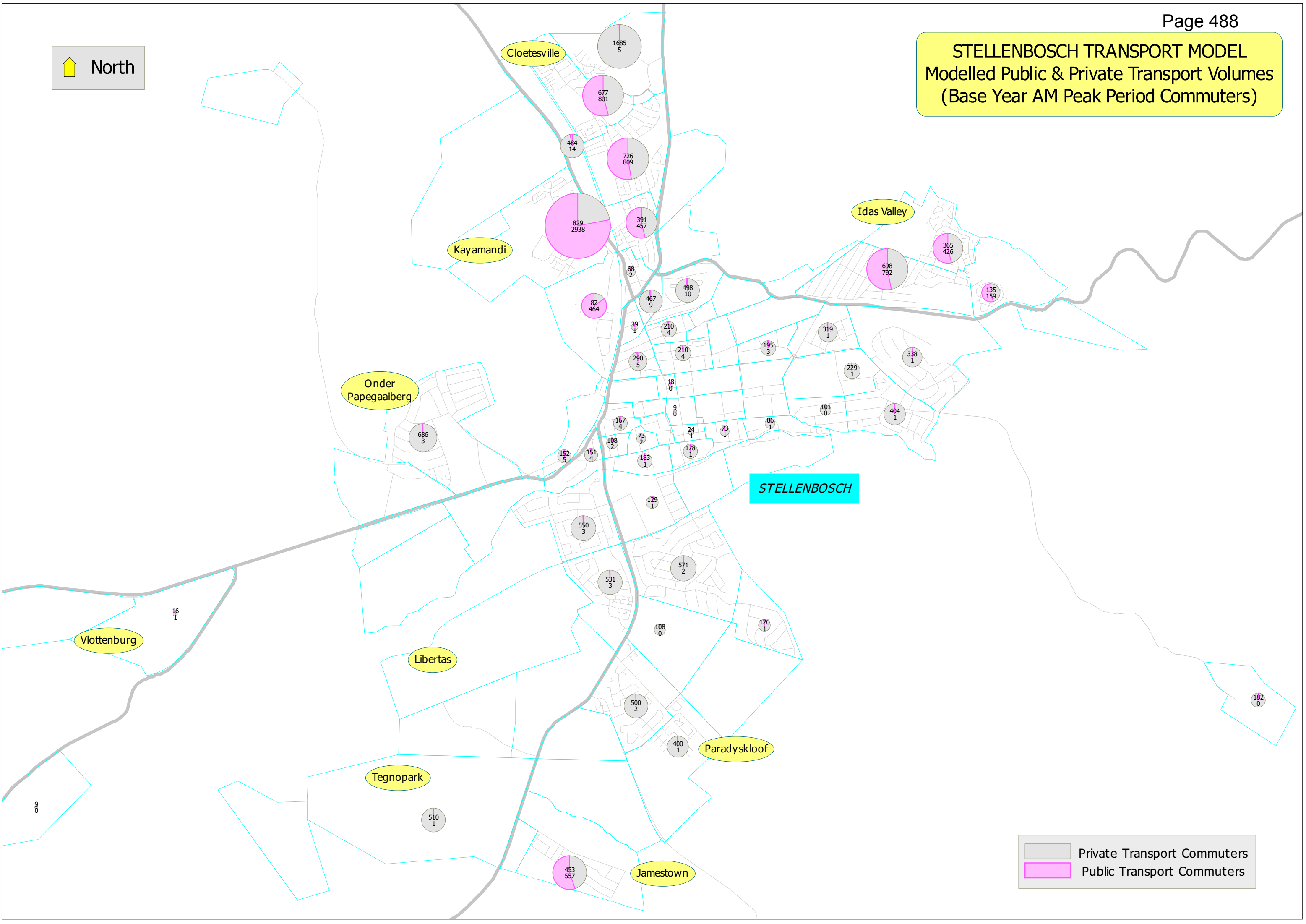
Figure 4-5: 2018 Weekday AM peak hour traffic volumes - modelled

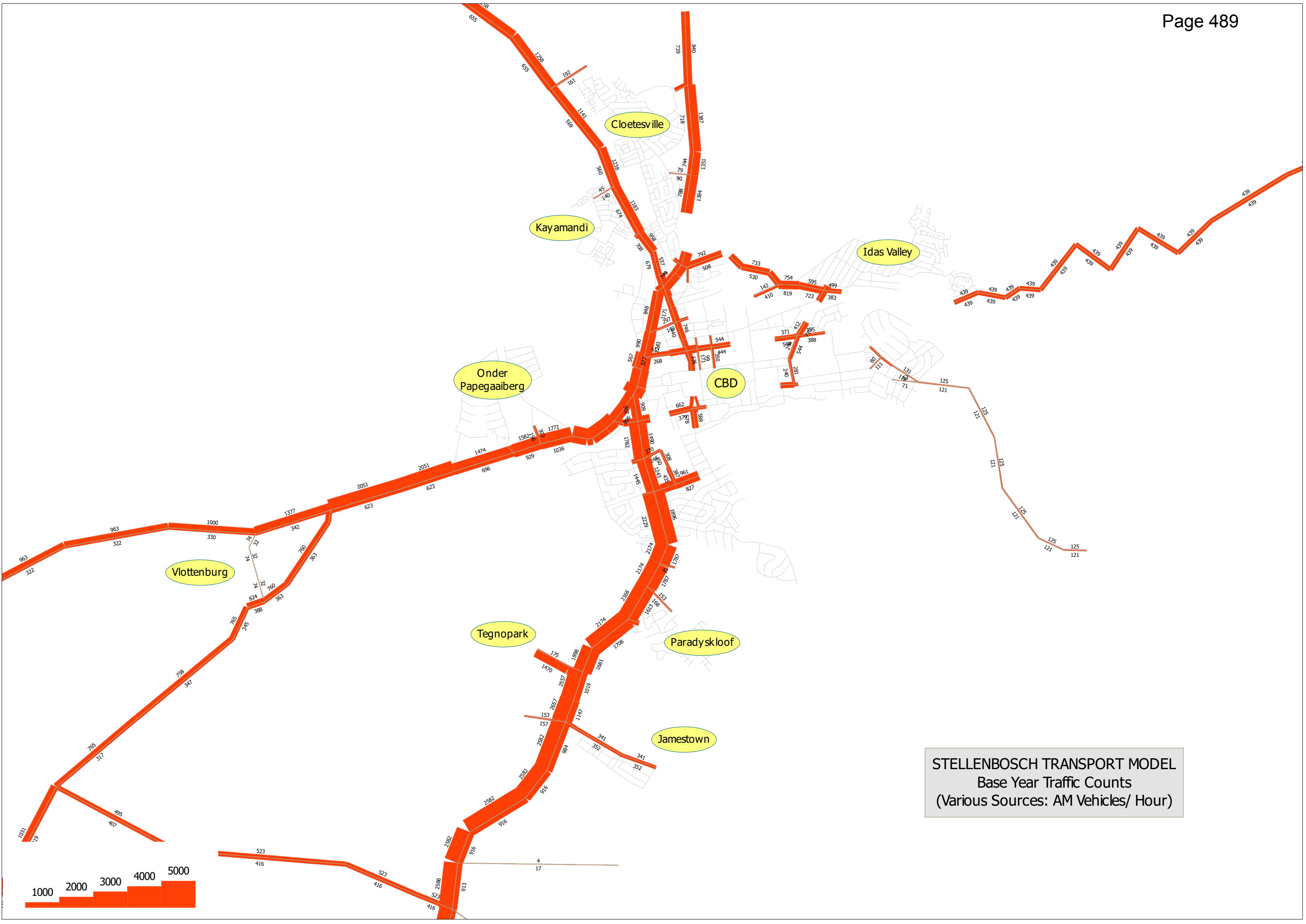
Figure 4-6: 2018 Weekday AM peak period traffic volumes – modelled

Figure 4-7: 2018 Weekday AM peak hour volume/capacity analysis – modelled



STELLENBOSCH TRANSPORT MODEL
Modelled Public & Private Transport Volumes
(Base Year AM Peak Period Commuters)

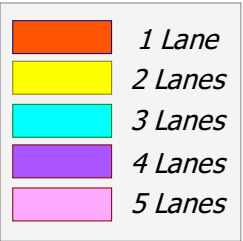
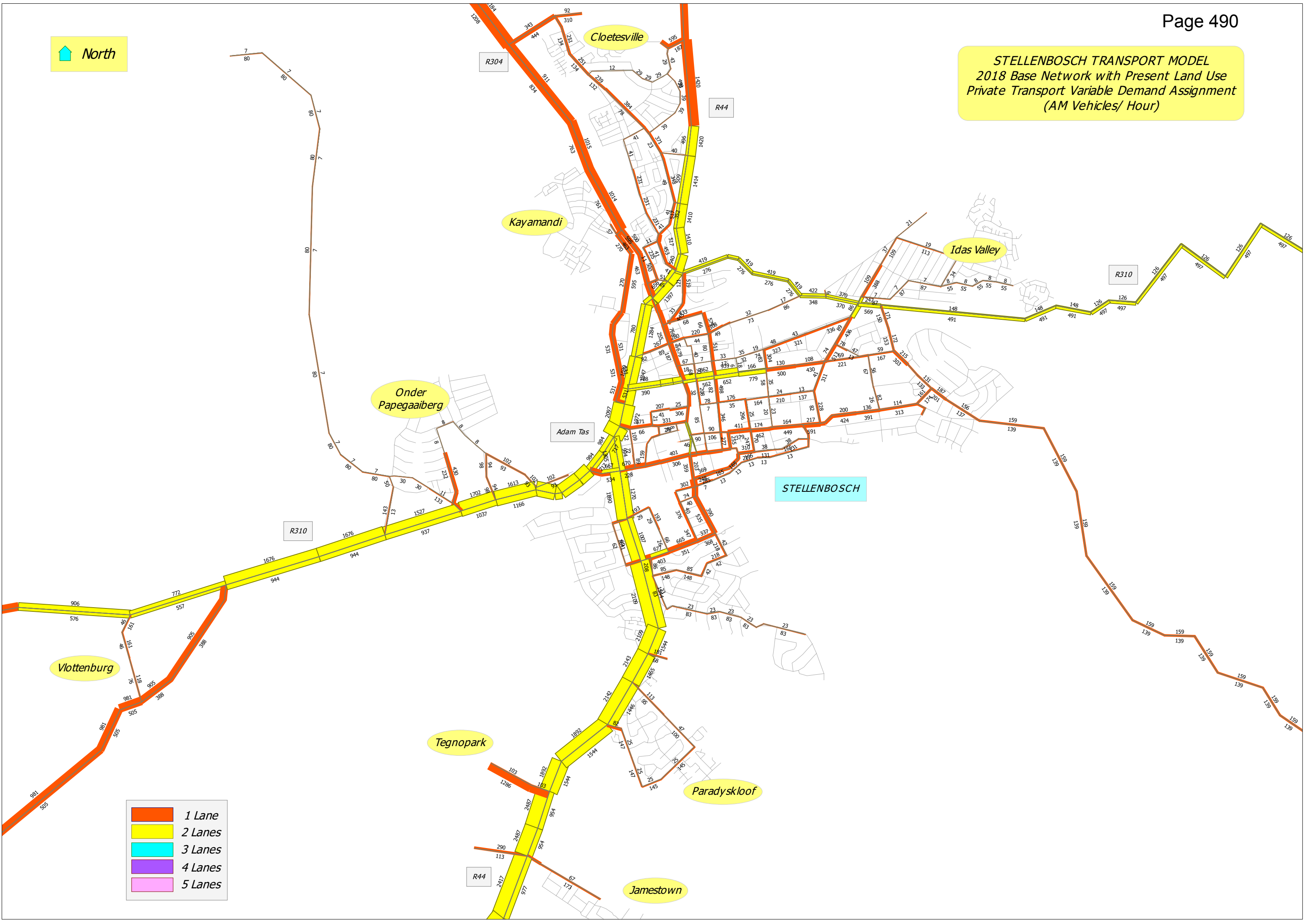




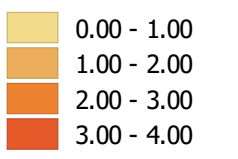
STELLENBOSCH TRANSPORT MODEL
Base Year Traffic Counts
(Various Sources: AM Vehicles/ Hour)



STELLENBOSCH TRANSPORT MODEL
2018 Base Network with Present Land Use
Private Transport Variable Demand Assignment
(AM Vehicles/ Hour)



Length of Peak Period (hours)

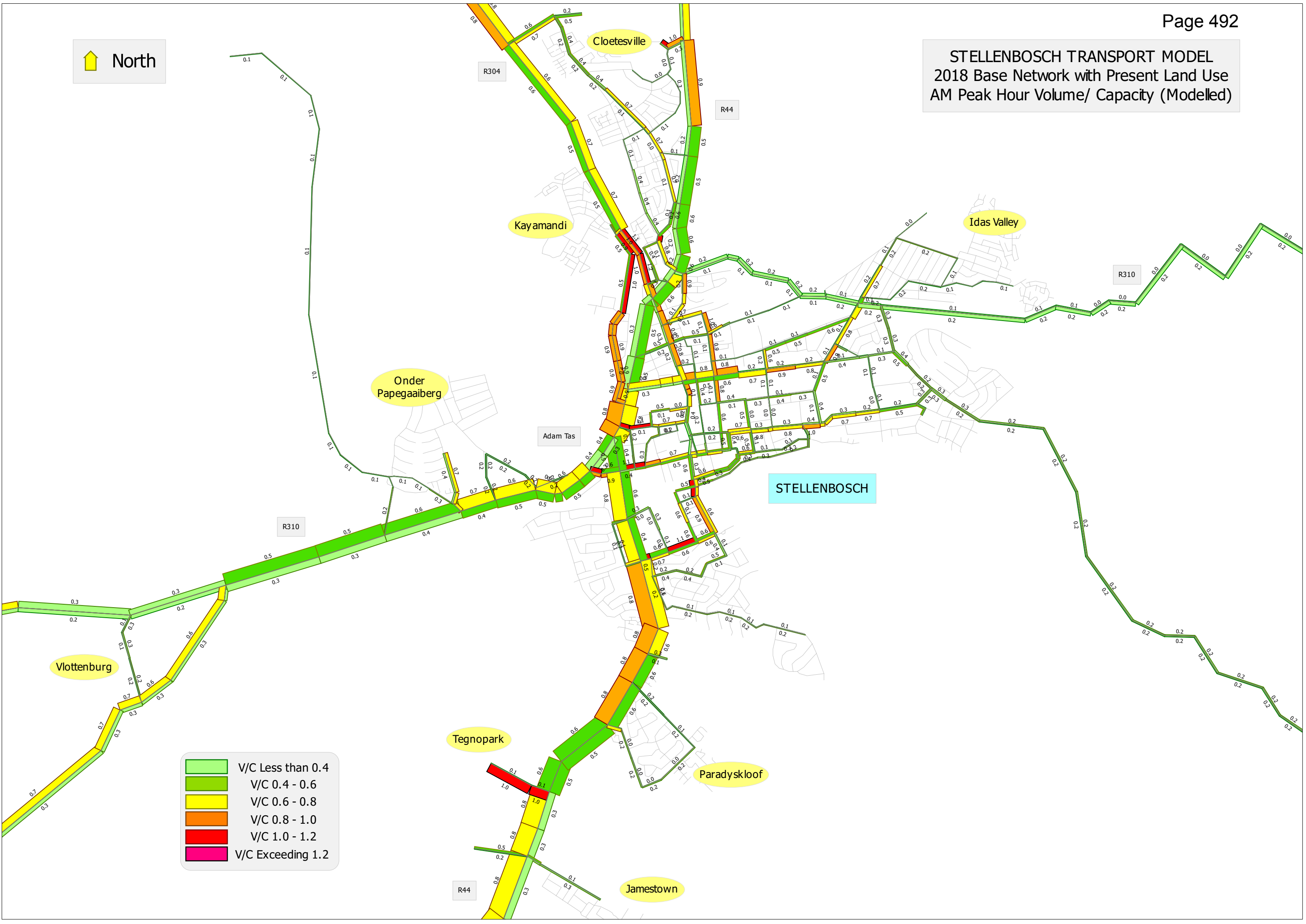


STELLENBOSCH TRANSPORT MODEL
2018 Base Network with Present Land Use
Private Transport Variable Demand Assignment
(Total Vehicles: AM Peak Period)





STELLENBOSCH TRANSPORT MODEL
2018 Base Network with Present Land Use
AM Peak Hour Volume/ Capacity (Modelled)



APPENDIX

A-2 2040 MODELLING OUTPUTS

Figure 5-1: Potential residential growth areas (Trend Scenario)

Figure 5-2: Potential employment opportunities growth areas

Figure 5-3: Potential residential growth (2040 Densification Scenario)

Figure 7-1: 2040 weekday AM peak hour traffic

Figure 7-2: 2040 weekday AM peak period traffic

Figure 7-3: 2040 weekday AM peak hour V/C ratios

Figure 7-4: Eastern link modified network - 2040 AM peak hour traffic

Figure 7-5: Eastern link compared to existing, attraction of traffic 2040 Weekday AM peak hour

Figure 7-6: Western bypass (Class 1 Expressway, 100 km/h) – 2040 Weekday AM peak traffic

Figure 7-7: Western bypass attraction of traffic - 2040 Weekday AM peak hour

Figure 7-8: Partial Western bypass, grade separated Technopark interchange to R304 - 2040 Weekday AM

Figure 7-9: Partial Western bypass attraction of traffic - 2040 Weekday AM peak hour

Figure 7-10: Lower order north-south link road – 2040 Weekday AM traffic

Figure 7-11: Low order north-south link road attraction of traffic - 2040 Weekday AM peak hour

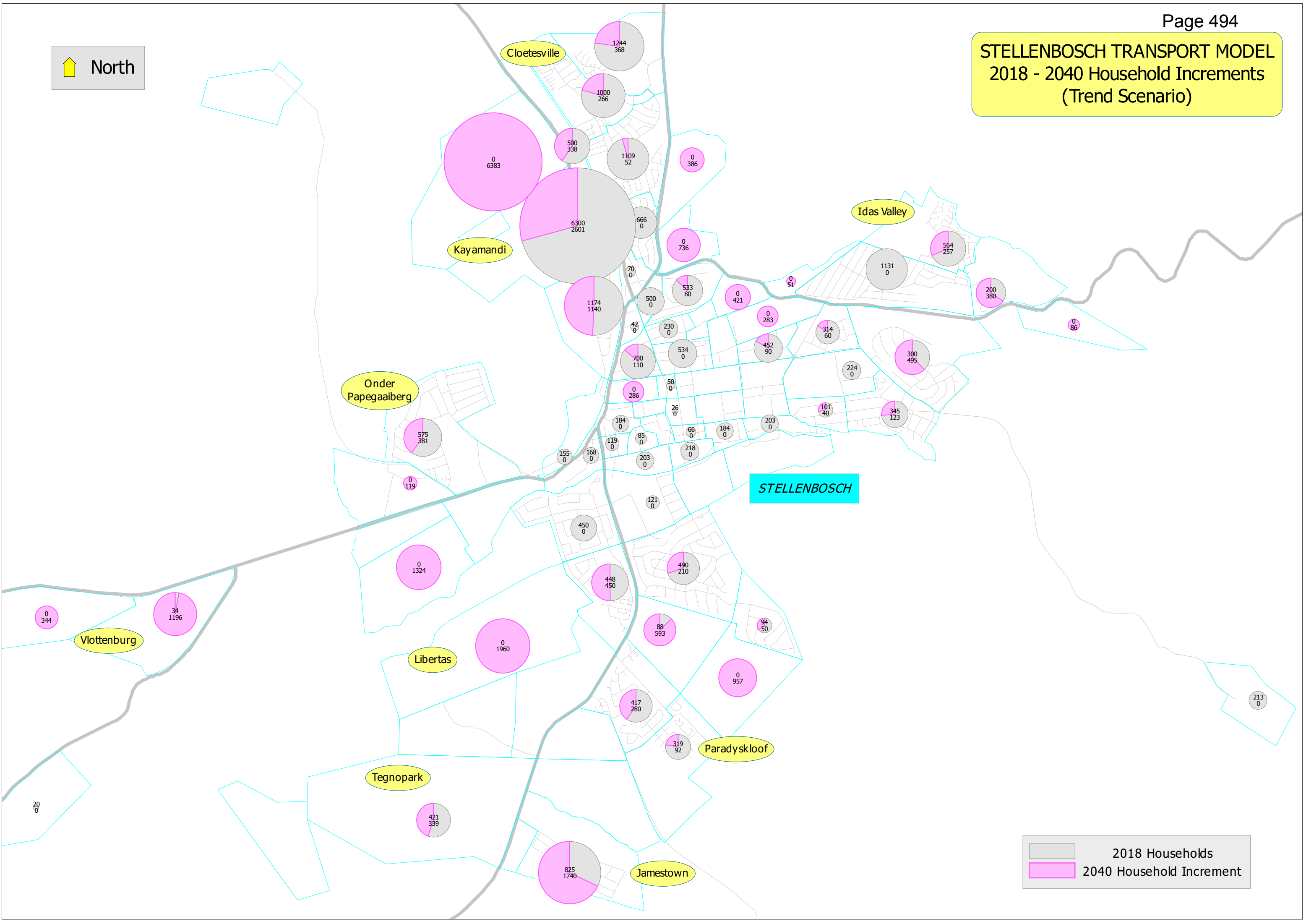
Figure 7-12: R44 urban expressway (80km/h) – 2040 weekday AM peak hour traffic

Figure 7-13: R44 urban expressway traffic flow changes - 2040 Weekday AM peak

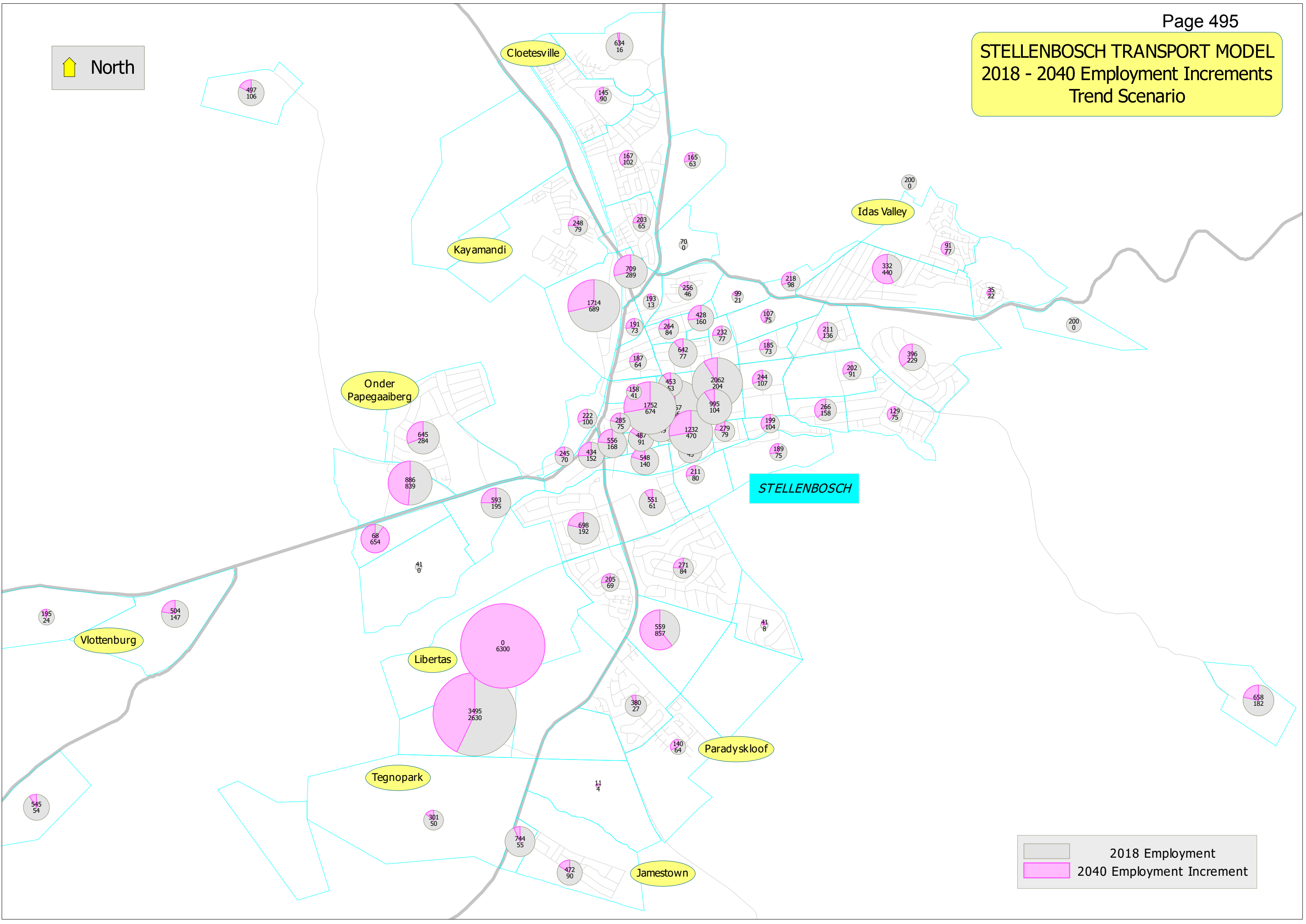
Figure 7-14: 44 urban expressway scenario comparison - 2040 Weekday AM peak

Figure 7-15: Densification land use scenario – 2040 weekday AM peak

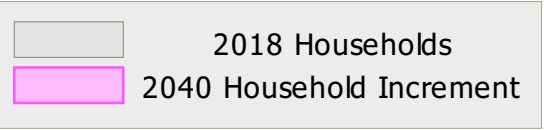
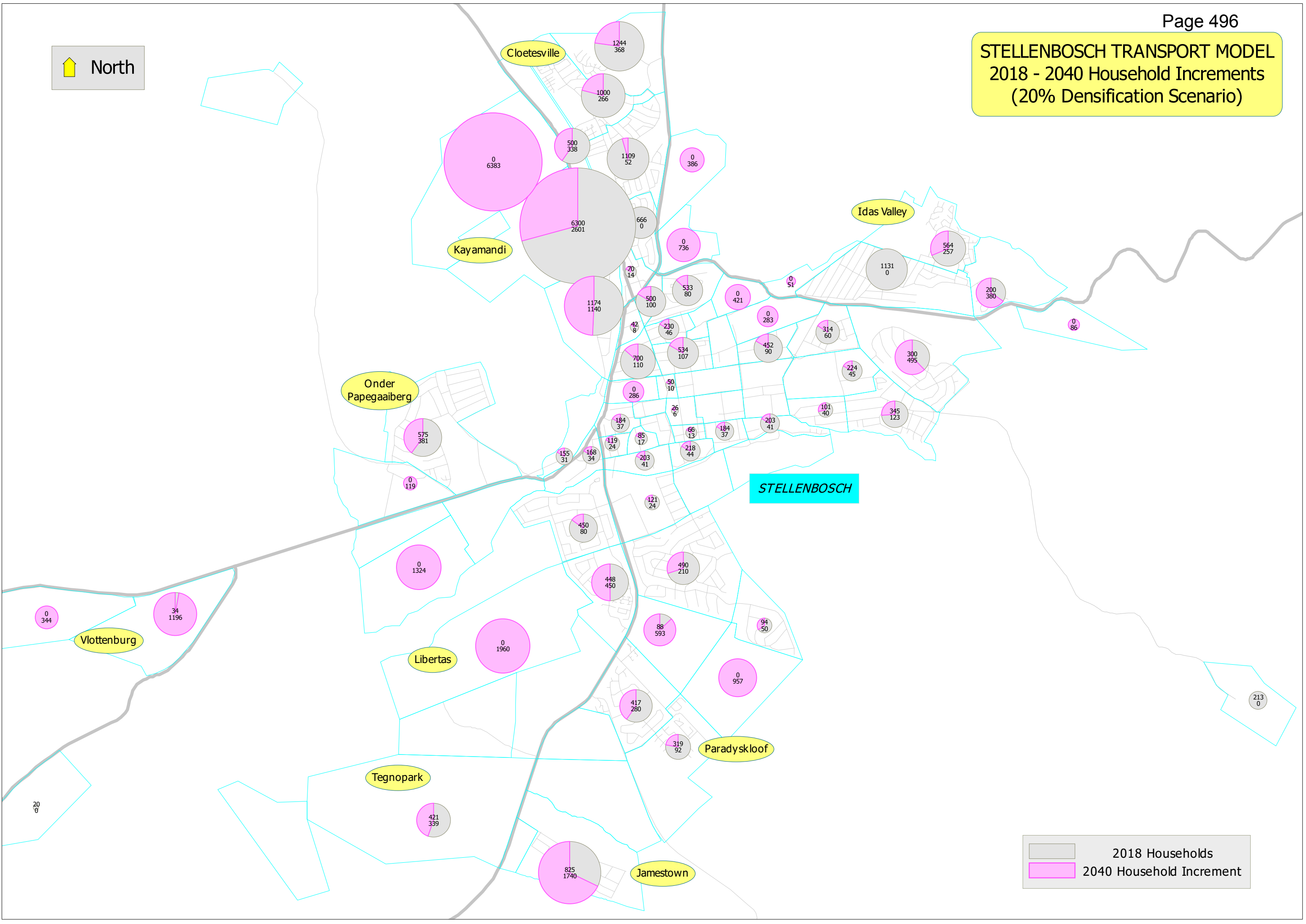
STELLENBOSCH TRANSPORT MODEL
2018 - 2040 Household Increments
(Trend Scenario)



STELLENBOSCH TRANSPORT MODEL
2018 - 2040 Employment Increments
Trend Scenario

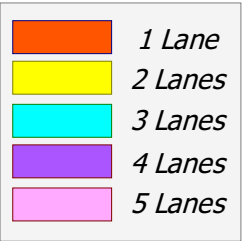
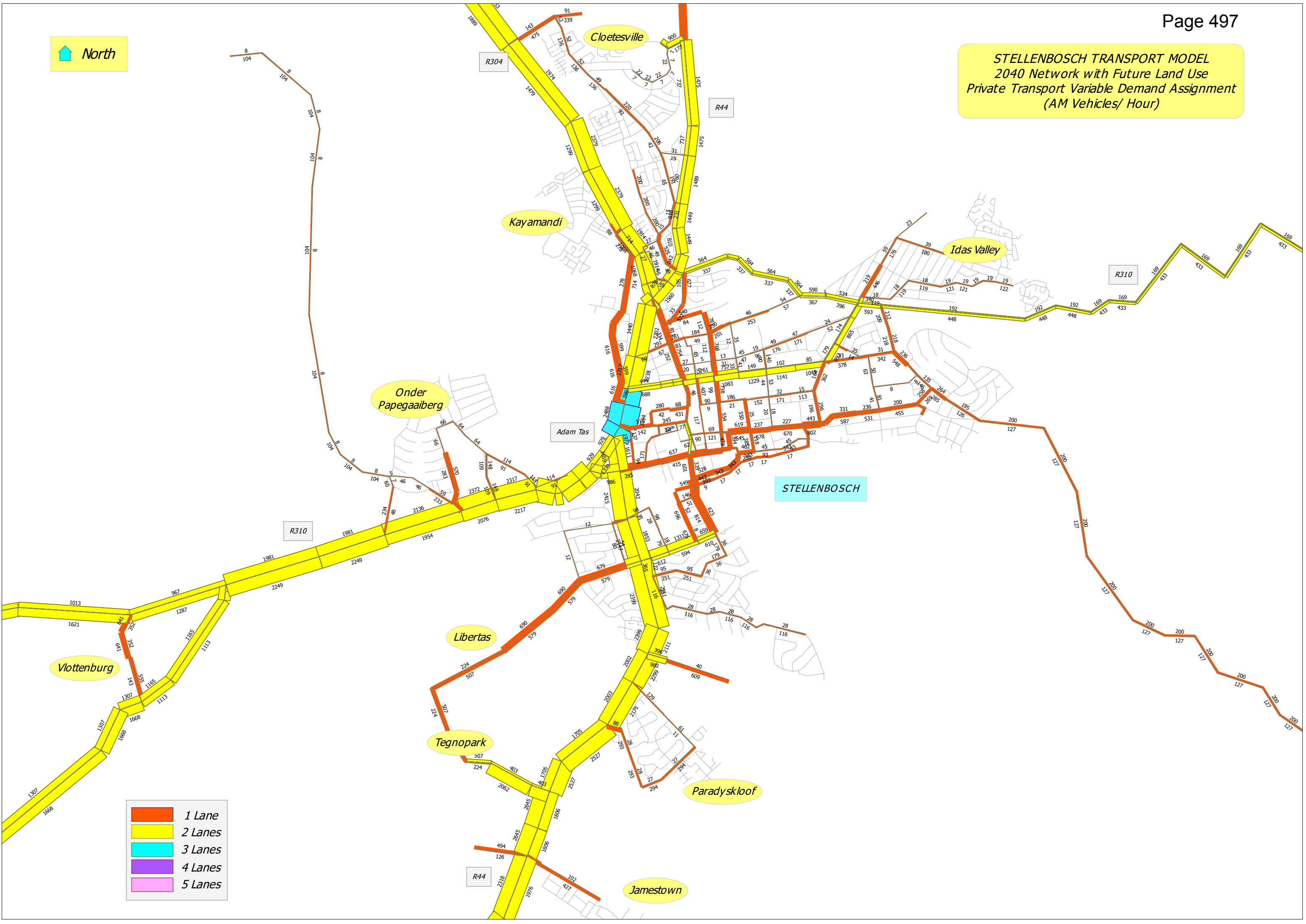


STELLENBOSCH TRANSPORT MODEL
2018 - 2040 Household Increments
(20% Densification Scenario)

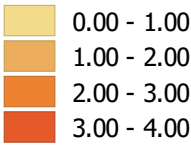




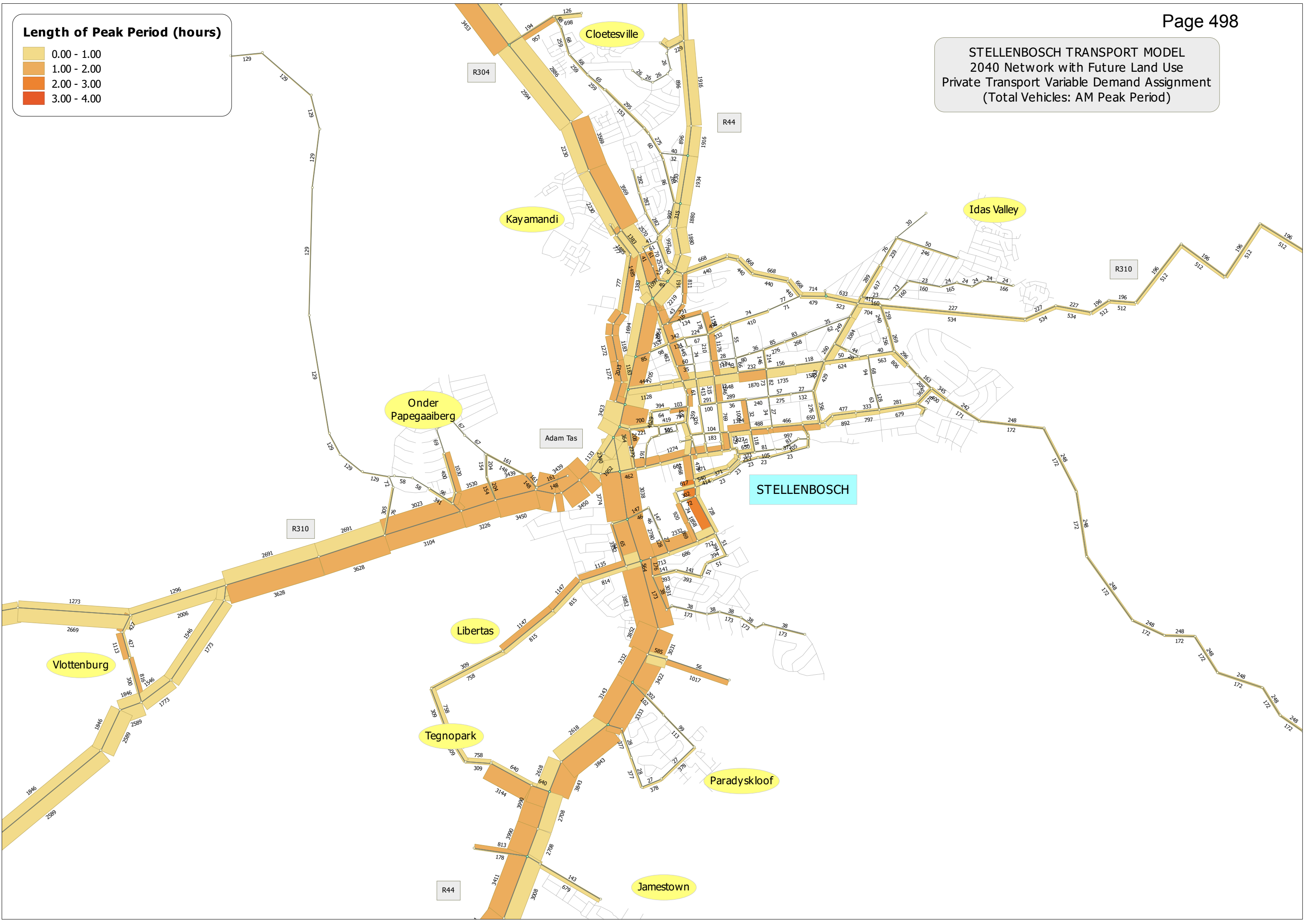
STELLENBOSCH TRANSPORT MODEL
2040 Network with Future Land Use
Private Transport Variable Demand Assignment
(AM Vehicles/ Hour)



Length of Peak Period (hours)

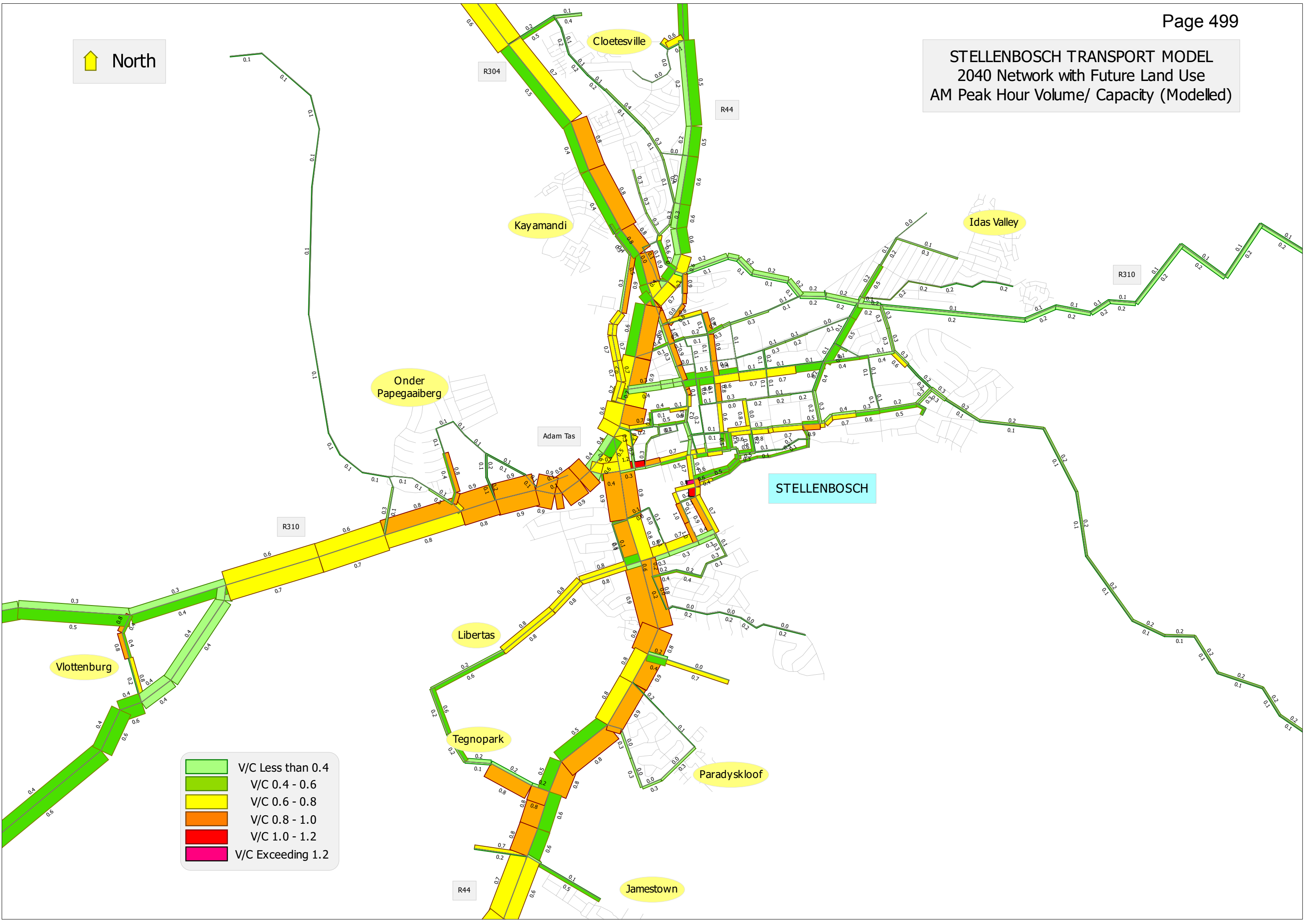


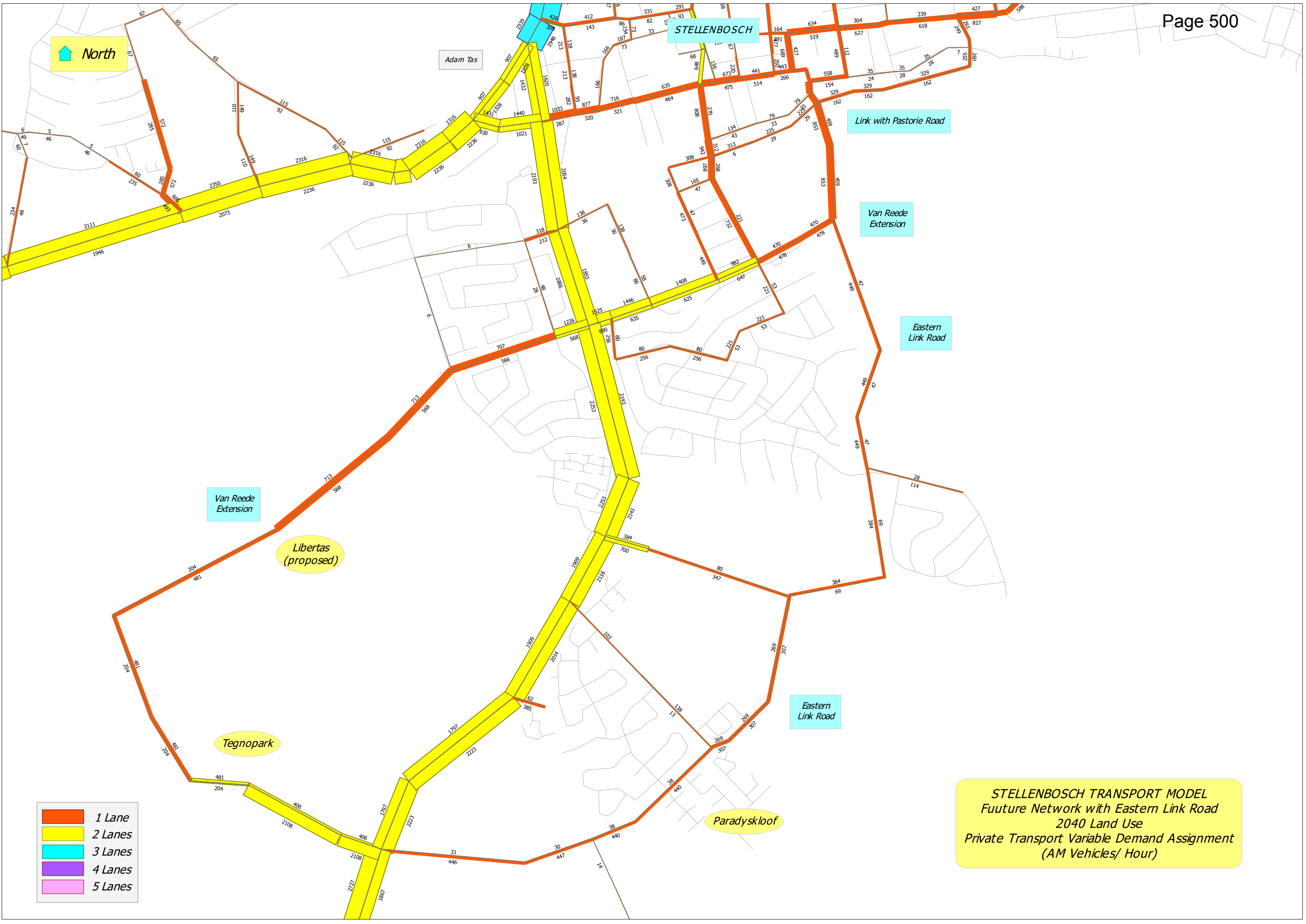
STELLENBOSCH TRANSPORT MODEL
2040 Network with Future Land Use
Private Transport Variable Demand Assignment
(Total Vehicles: AM Peak Period)





STELLENBOSCH TRANSPORT MODEL
2040 Network with Future Land Use
AM Peak Hour Volume/ Capacity (Modelled)





Adam Tas

STELLENBOSCH

Link with Pastorie Road

Van Reede Extension

Eastern Link Road

Van Reede Extension

Libertas (proposed)

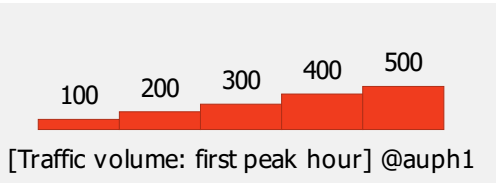
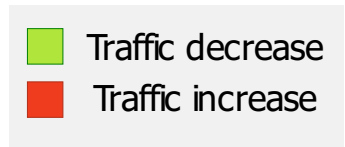
Tegnopark

Eastern Link Road

Paradyskloof

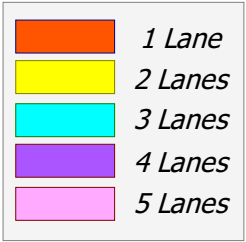
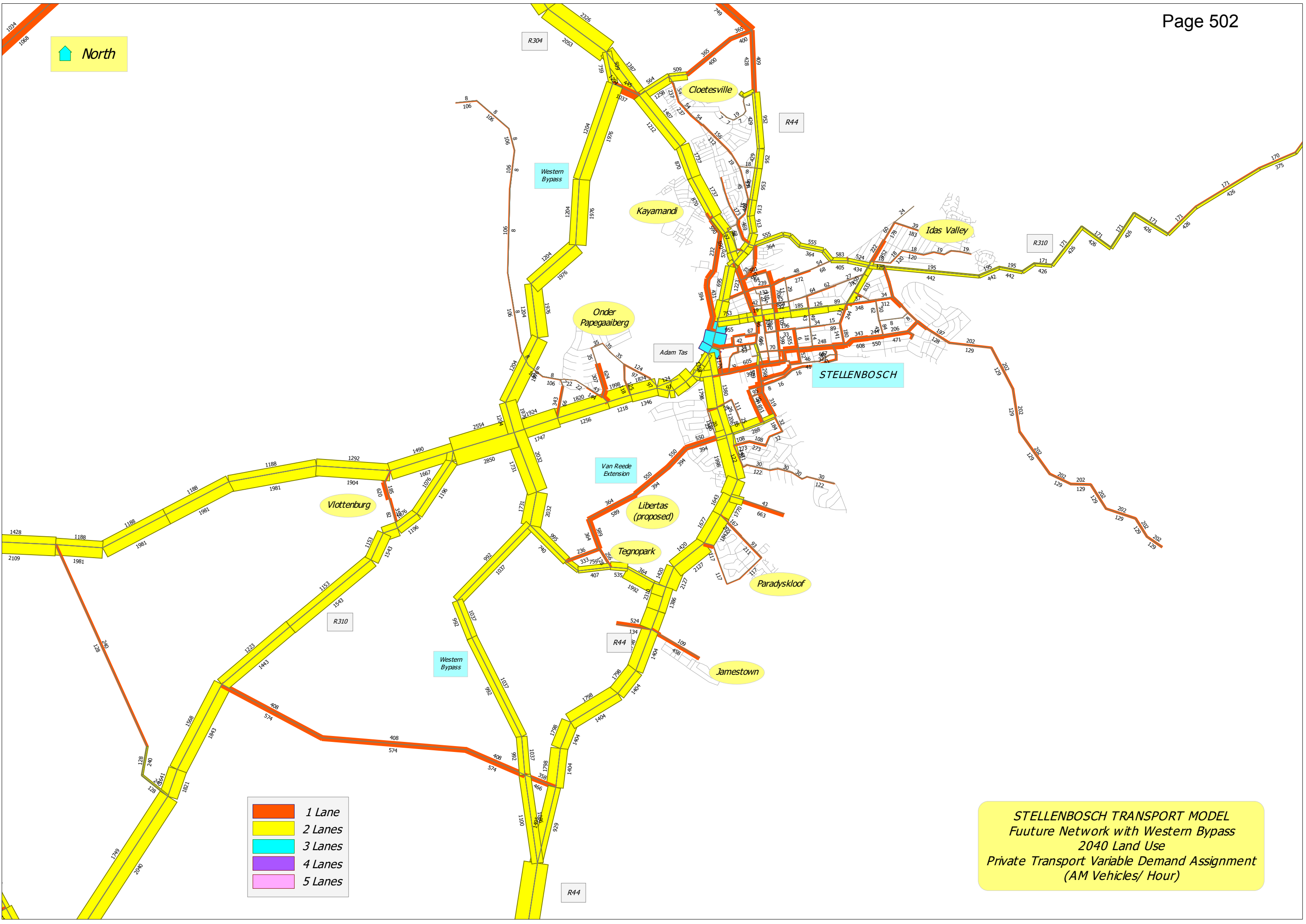
- 1 Lane
- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes

STELLENBOSCH TRANSPORT MODEL
Fuuture Network with Eastern Link Road
2040 Land Use
Private Transport Variable Demand Assignment
(AM Vehicles/ Hour)

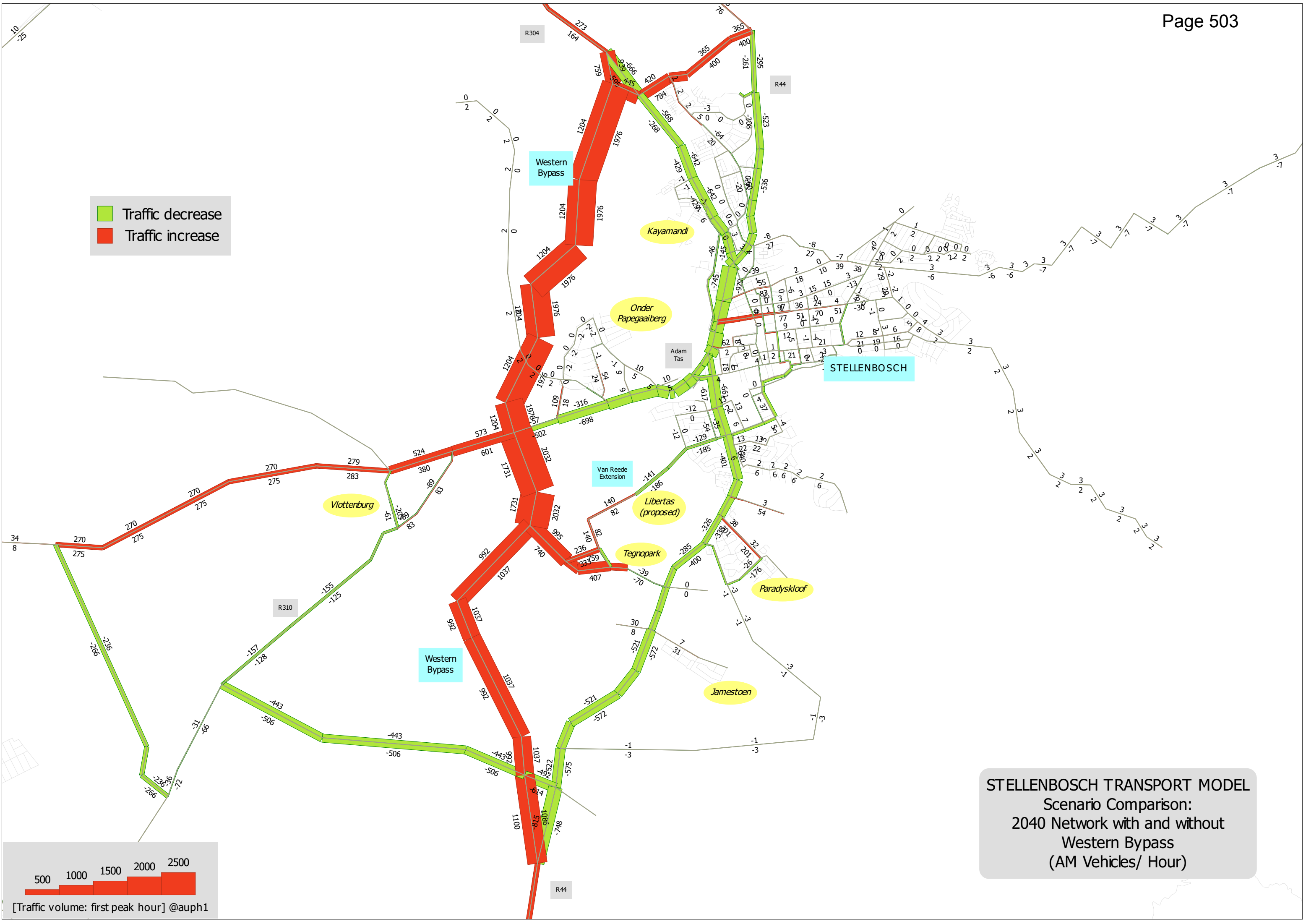


STELLENBOSCH TRANSPORT MODEL
Scenario Comparison:
2040 Network with and without
Eastern Link Road
(AM Vehicles/ Hour)



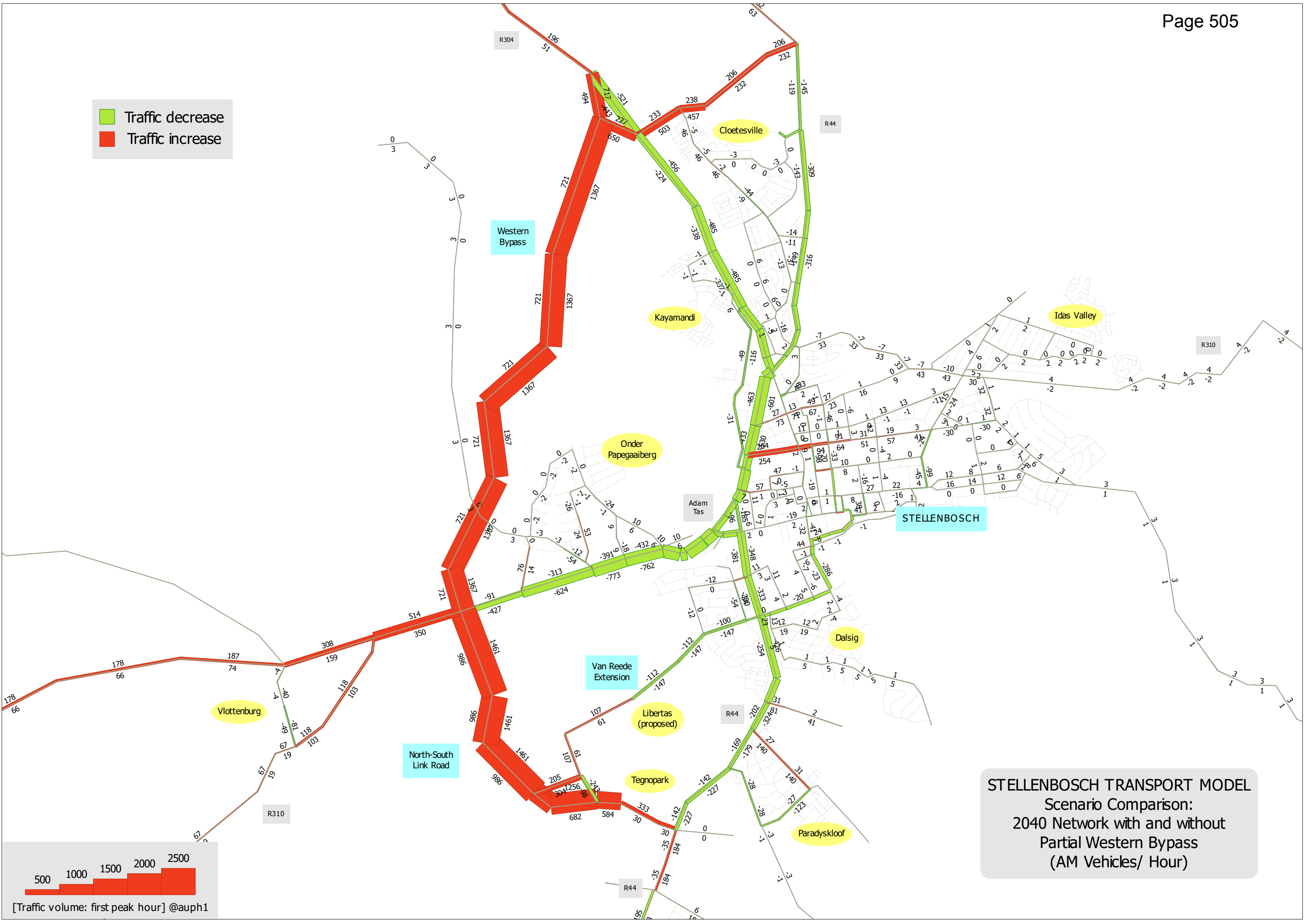


STELLENBOSCH TRANSPORT MODEL
Fuuture Network with Western Bypass
2040 Land Use
Private Transport Variable Demand Assignment
(AM Vehicles/ Hour)





STELLENBOSCH TRANSPORT MODEL
Fuuture Network with Lower Speed Partial Western Bypass
2040 Land Use
Private Transport Variable Demand Assignment
(AM Vehicles/ Hour)





STELLENBOSCH

Dalsig

Paradyskloof

Van Reede
Extension

Libertas
(proposed)

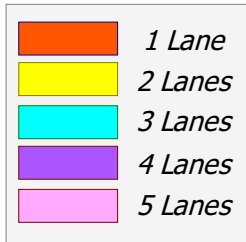
Tegnopark

North-South
Link Road

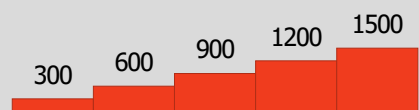
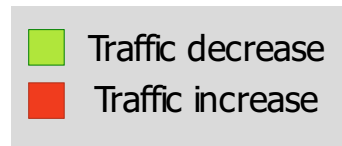
R310

R44

R44



STELLENBOSCH TRANSPORT MODEL
Fuuture Network with North-South Link Road
2040 Land Use
Private Transport Variable Demand Assignment
(AM Vehicles/ Hour)

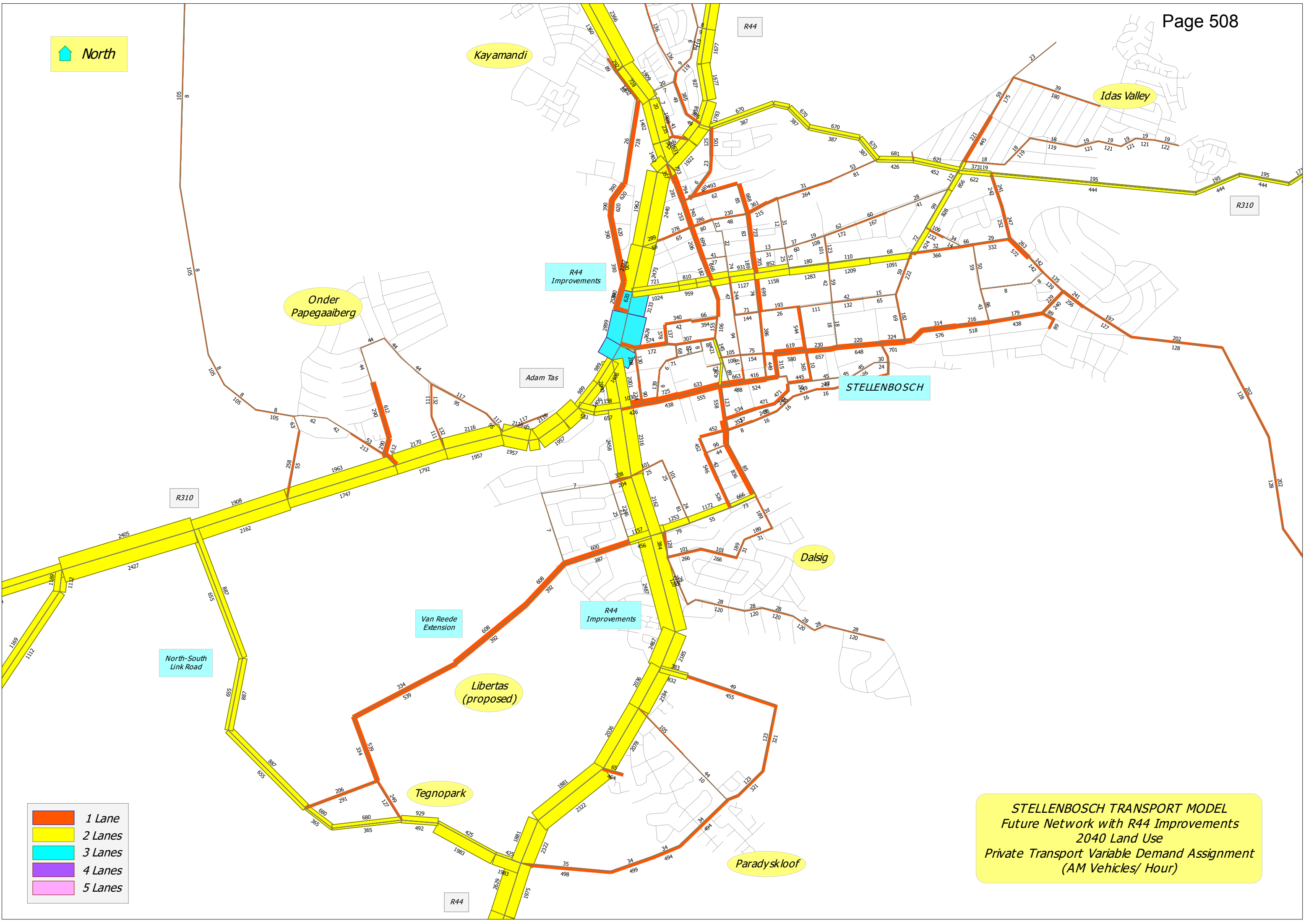


[Traffic volume: first peak hour] @auph1

STELLENBOSCH TRANSPORT MODEL

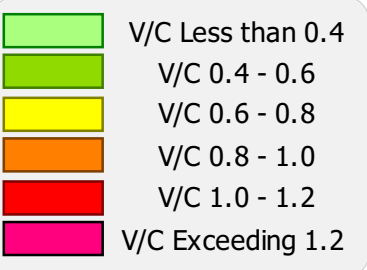
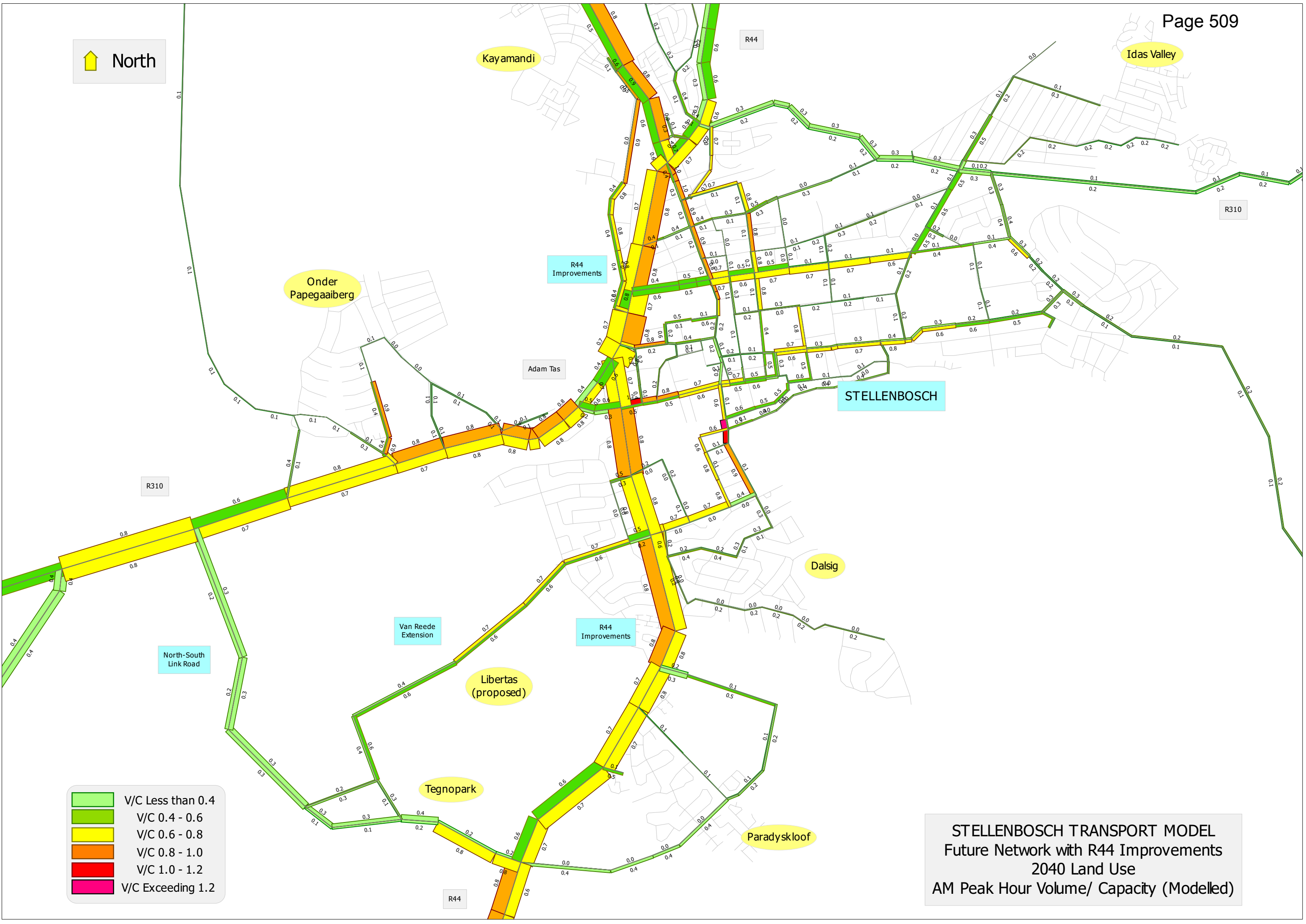
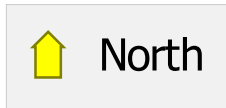
Scenario Comparison:

2040 Network with and without North-South Link Road (AM Vehicles/ Hour)

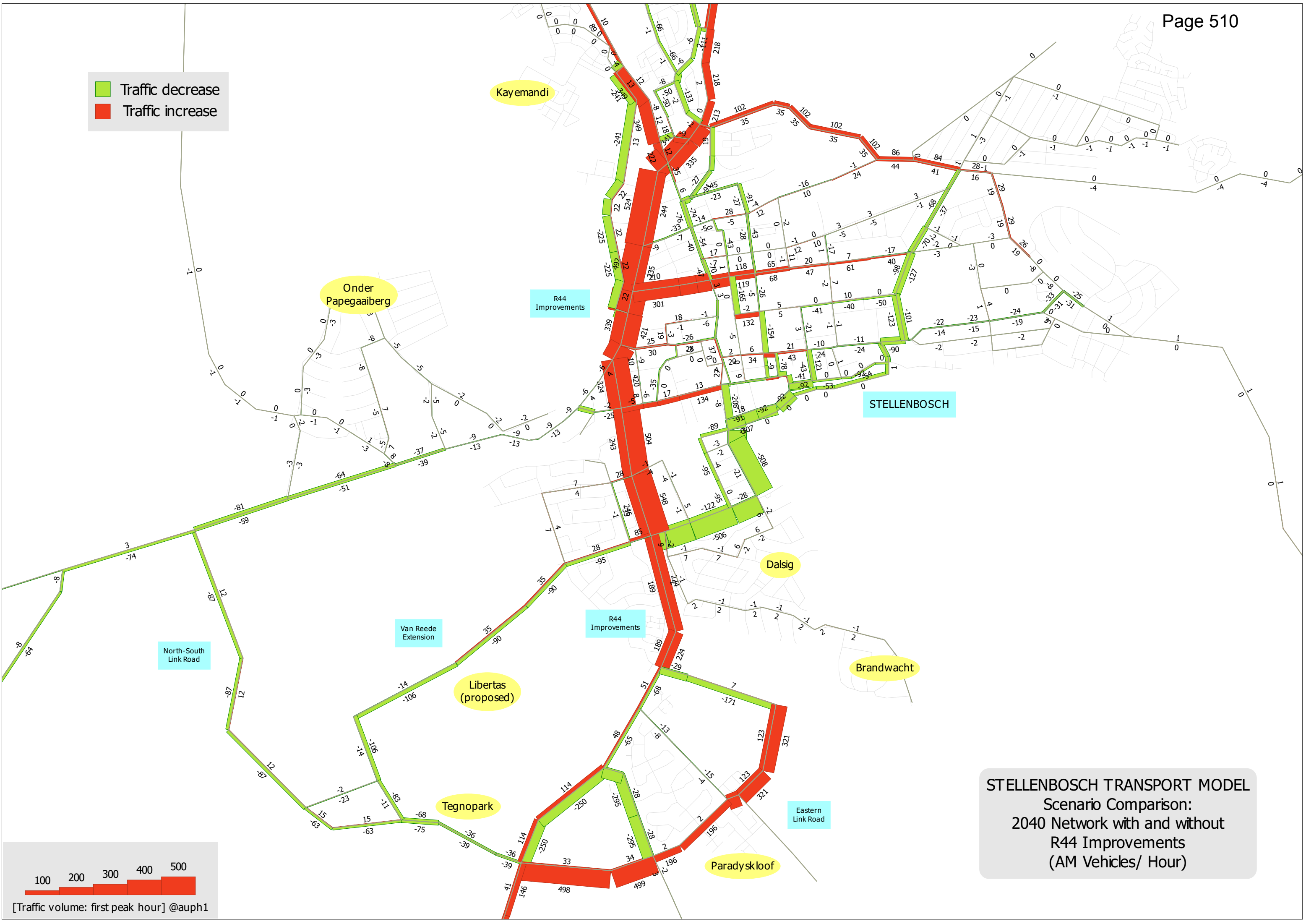
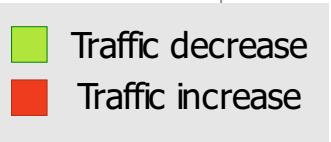


- 1 Lane
- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes

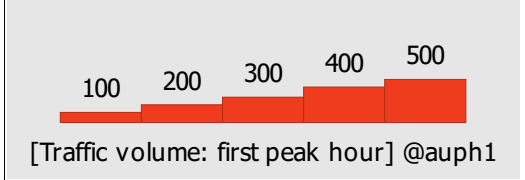
STELLENBOSCH TRANSPORT MODEL
Future Network with R44 Improvements
2040 Land Use
Private Transport Variable Demand Assignment
(AM Vehicles/ Hour)

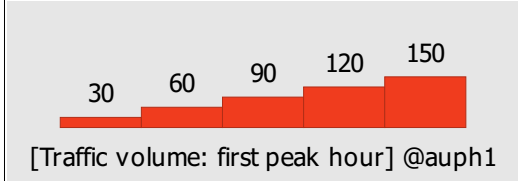
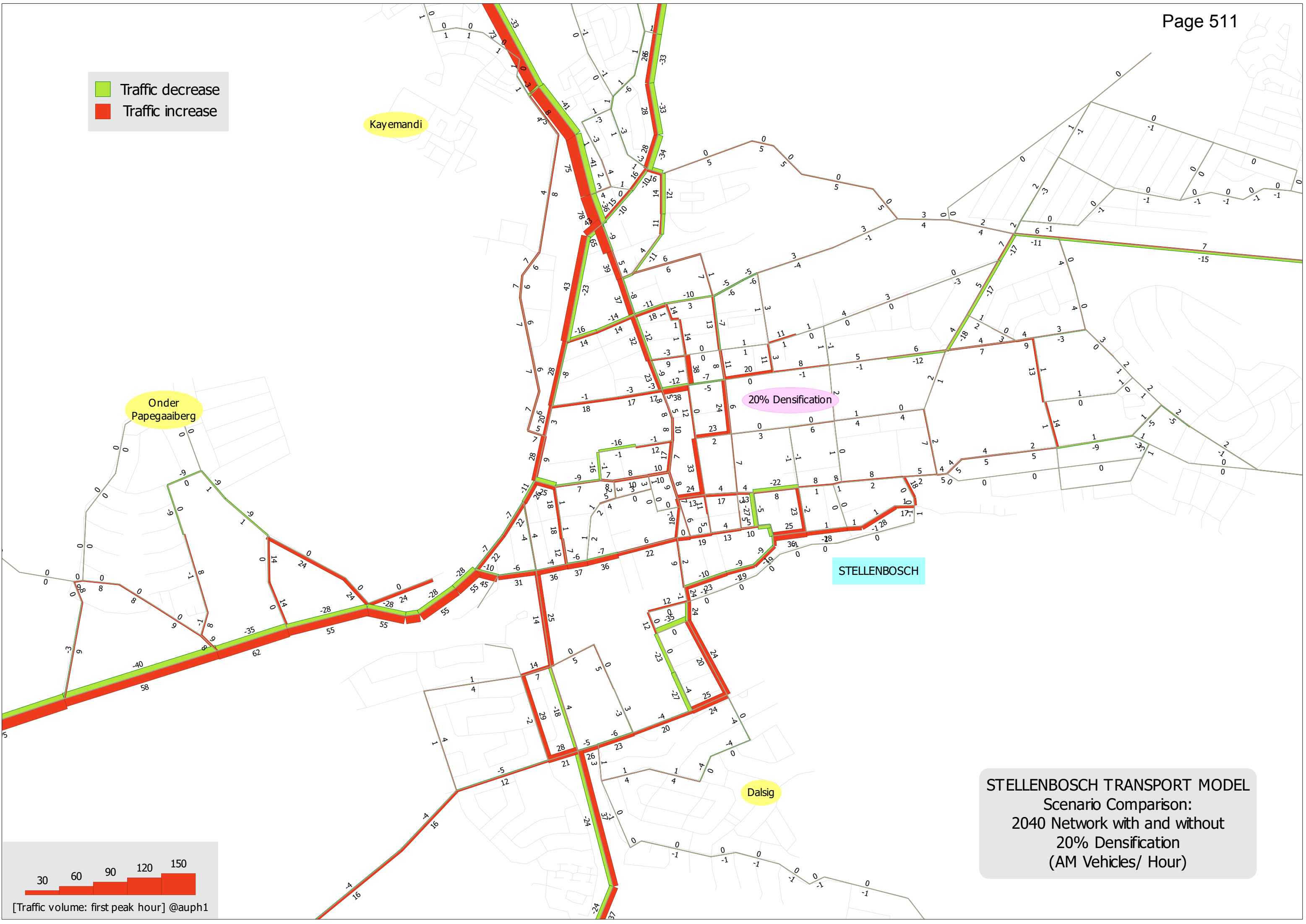
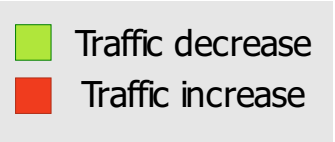


STELLENBOSCH TRANSPORT MODEL
Future Network with R44 Improvements
2040 Land Use
AM Peak Hour Volume/ Capacity (Modelled)



STELLENBOSCH TRANSPORT MODEL
Scenario Comparison:
2040 Network with and without
R44 Improvements
(AM Vehicles/ Hour)

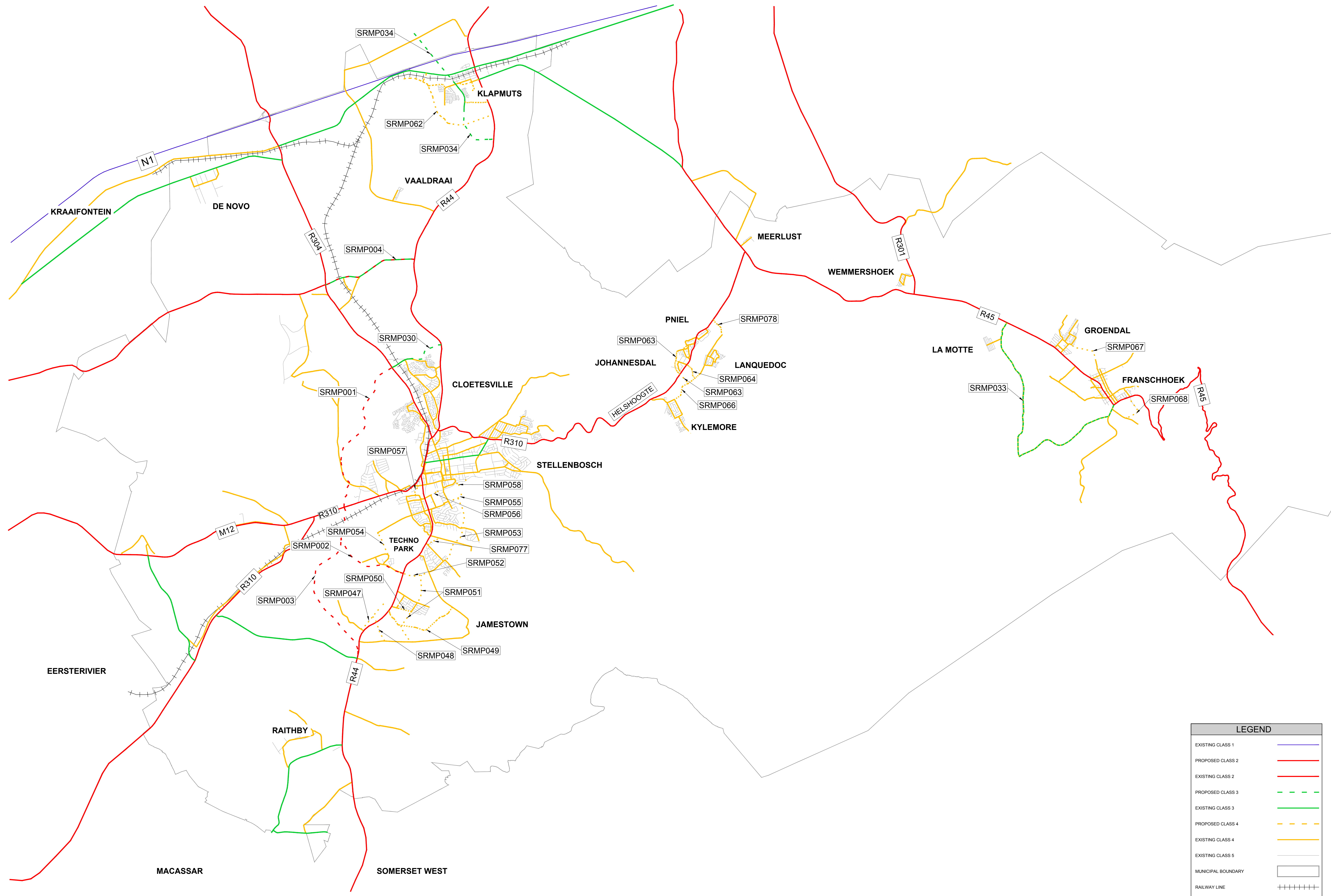
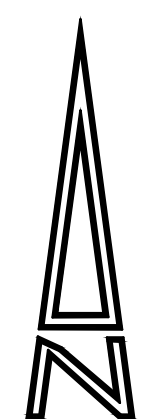




STELLENBOSCH TRANSPORT MODEL
Scenario Comparison:
2040 Network with and without
20% Densification
(AM Vehicles/ Hour)

APPENDIX

B 2018 RMP PROJECTS



LEGEND	
EXISTING CLASS 1	
PROPOSED CLASS 2	
EXISTING CLASS 2	
PROPOSED CLASS 3	
EXISTING CLASS 3	
PROPOSED CLASS 4	
EXISTING CLASS 4	
EXISTING CLASS 5	
MUNICIPAL BOUNDARY	
RAILWAY LINE	

STELLENBOSCH MUNICIPALITY
2018 ROAD MASTER PLAN - ROAD INFRASTRUCTURE PROJECTS
SCALE 1:1000

wsp
WSP Group Africa (Pty) Ltd
Transportation and Infrastructure
The Pavilion, 1st Floor, Corner Portwood and Beach Road, Waterfront
Cape Town 8001, South Africa
PG Box 2615 Cape Town 8002
Tel: +27(0)21-481-8700 Fax: +27(0)21-481-8799 www.wsp.com

AUGUST 2019
FIGURE 8.1



7.5.4	REQUEST FOR APPROVAL OF STELLENBOSCH NON-MOTORISED TRANSPORT (NMT) MASTER PLAN & NMT POLICY
-------	--------------------------------------------------------------------------------------------------------

Collaborator No: 702615
 IDP KPA Ref No: Good Governance and Compliance
 Meeting Date: 14 April 2021

1. SUBJECT: REQUEST FOR APPROVAL OF STELLENBOSCH NON-MOTORISED TRANSPORT (NMT) MASTER PLAN & NMT POLICY

2. PURPOSE

That Council approves the 2020 NMT Master Plan & NMT Policy.

3. DELEGATED AUTHORITY

Municipal Council

4. EXECUTIVE SUMMARY

The aim of the Non-Motorised Transport (NMT) Master Plan & Policy is to analyze the capacity of current network, identify current and future NMT needs, and recommends infrastructure that will ensure an effective NMT network.

NMT as a mode of transport have not traditionally received the recognition and attention as deserved due to a focus that was largely on the private car and motorised modes. With capacity constraints on the road network, alternative modes of transport need to be considered. The most convenient modes of transport for Stellenbosch residents and visitors include walking and cycling. The master plan and policy highlights the NMT needs and requirements, and provides the implementation plan and strategy to address these needs.

5. RECOMMENDATIONS

- (a) that the content of this report be noted;
- (b) that the Draft Non-Motorised Transport Master Plan & Policy attached as **ANNEXURE A**, be accepted; and
- (c) that the draft Non-Motorised Transport Master Plan & Policy be advertised for public comment as part of the public participation process.

6. DISCUSSION / CONTENTS

6.1 Background

Stellenbosch Municipality compiled an NMT network plan with a separate cycling plan in 2015. The new Draft 2019/2020 NMT Master Plan and is a review, update and consolidation of both the aforementioned documents.

The NMT Policy was approved by Council on 25 March 2015 (item 7.2) and is revised and updated to align with the new NMT Master Plan.

6.2 Discussion

The Spatial Development Framework (SDF) of Stellenbosch places strong emphasis on walking and cycling as an alternative mode of transport. One of the SDFs principles is to “pursue balanced communities”, which strives to ensure a safe environment for NMT users by providing adequate infrastructure for cycling and walking for all communities.

Several stakeholder engagements took place including with the NMT working group discussing the content of the update of the NMT Master plan and the Policy document. Some of the outcomes highlighted in the NMT Master Plan & Policy are to:

- Facilitate equal opportunity for pedestrians/cyclists/motorists.
- Provide a framework for the strategic decisions and actions of municipal management concerning NMT matters;
- Connect the outlying communities with the CBD in a safe and attractive manner and improve safety, access to opportunities and the dignity of these communities.
- Provide municipal management with policy principles to guide NMT implementation.
- Creating dignified living spaces in previously disadvantaged areas
- Provide and implementation plan for roll out on NMT infrastructure.

The NMT Master Plan & Policy serves to refine and focus strategic objectives, and strives to position NMT as a consistent long term municipal priority. The principal objective is the construction of a coherent, logical and integrated NMT network for Stellenbosch by 2024.

6.3 Financial Implications

Detailed cost estimates are carried out once a proposal is identified for further assessment or implementation. The cost estimates / funding analysis will determine the financial implications and the most appropriate funding source / model will be selected. The implementation of proposals may be phased to coincide with available funding. Examples of sources of funding are: Municipal Capital Funding, Development Contributions, Provincial Roads Authority and Infrastructure Grants

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation.

6.5 Staff Implications

None

6.6 Previous / Relevant Council Resolutions:

20TH COUNCIL MEETING: 2014-06-25: ITEM 7.3

RESOLVED (majority vote with 16 abstentions)

- (a) that the NMT Policy be adopted by Council, in principle;
- (b) that the NMT Policy be advertised for public comment as part of the public participation process; and
- (c) that the final approval of the policy be considered by Council subject to the comments and input received.

28TH COUNCIL MEETING: 2015-03-25: ITEM 7.2**RESOLVED** (majority vote with 1 abstention)

- (a) that the Non-Motorised Transport Policy, be approved by Council;
- (b) that the working group consist of the Director and Portfolio Chairperson of Engineering Services; and
- (c) that, after consultation they invite any other role players.

6.7 Risk Implications

This report has no risk implications for the Municipality.

6.8 Comments from Senior Management:**6.8.1 Director: Infrastructure Services**

Custodian of the report

6.8.2 Municipal Manager:

Supported

RECOMMENDATIONS FROM INFRASTRUCTURE SERVICES COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2021-03-04: ITEM 5.1.2

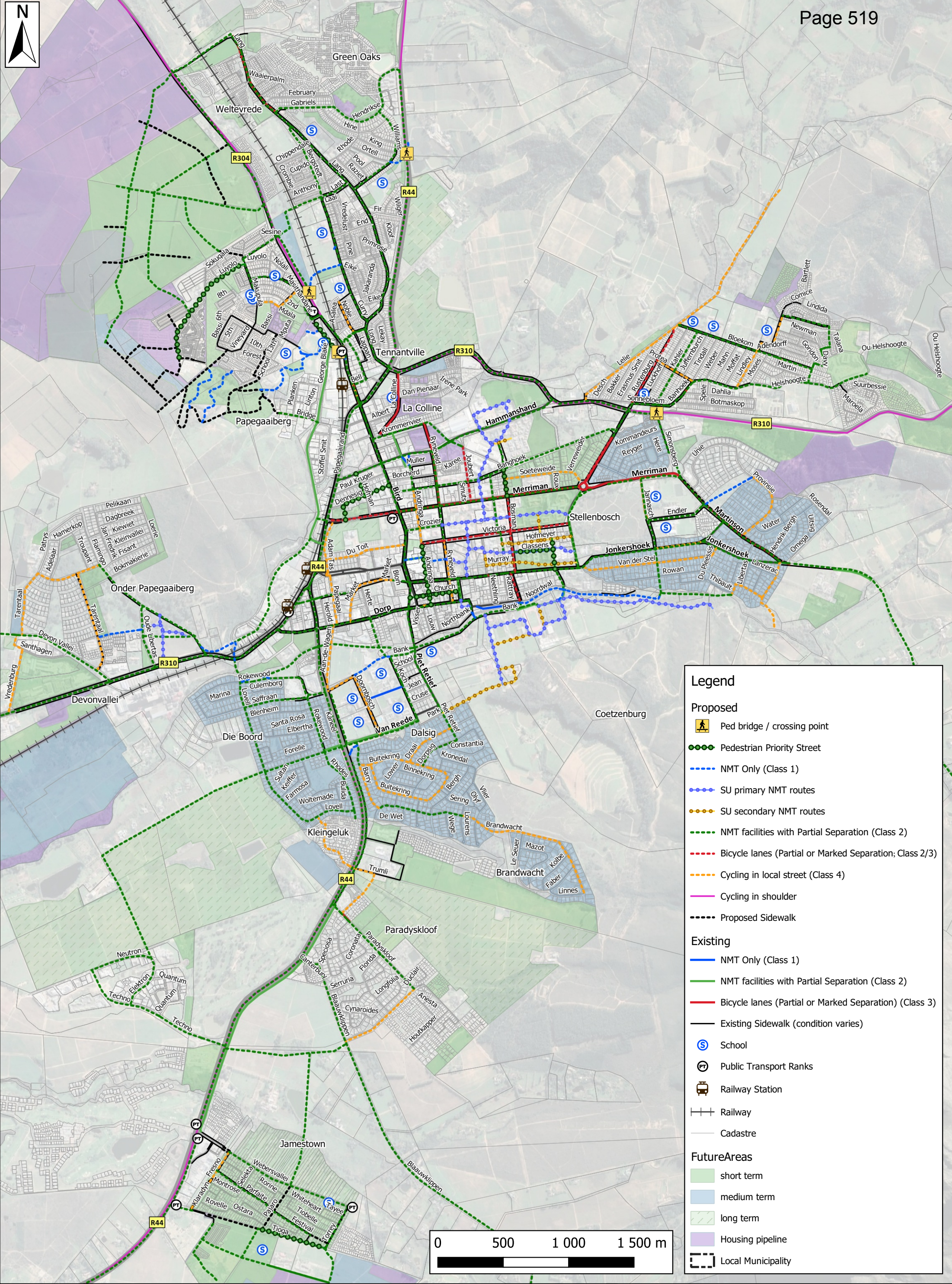
- (a) that the content of this report be noted;
- (b) that the Draft Non-Motorised Transport Master Plan & Policy attached as **ANNEXURE A**, be accepted; and
- (c) that the draft Non-Motorised Transport Master Plan & Policy be advertised for public comment as part of the public participation process.

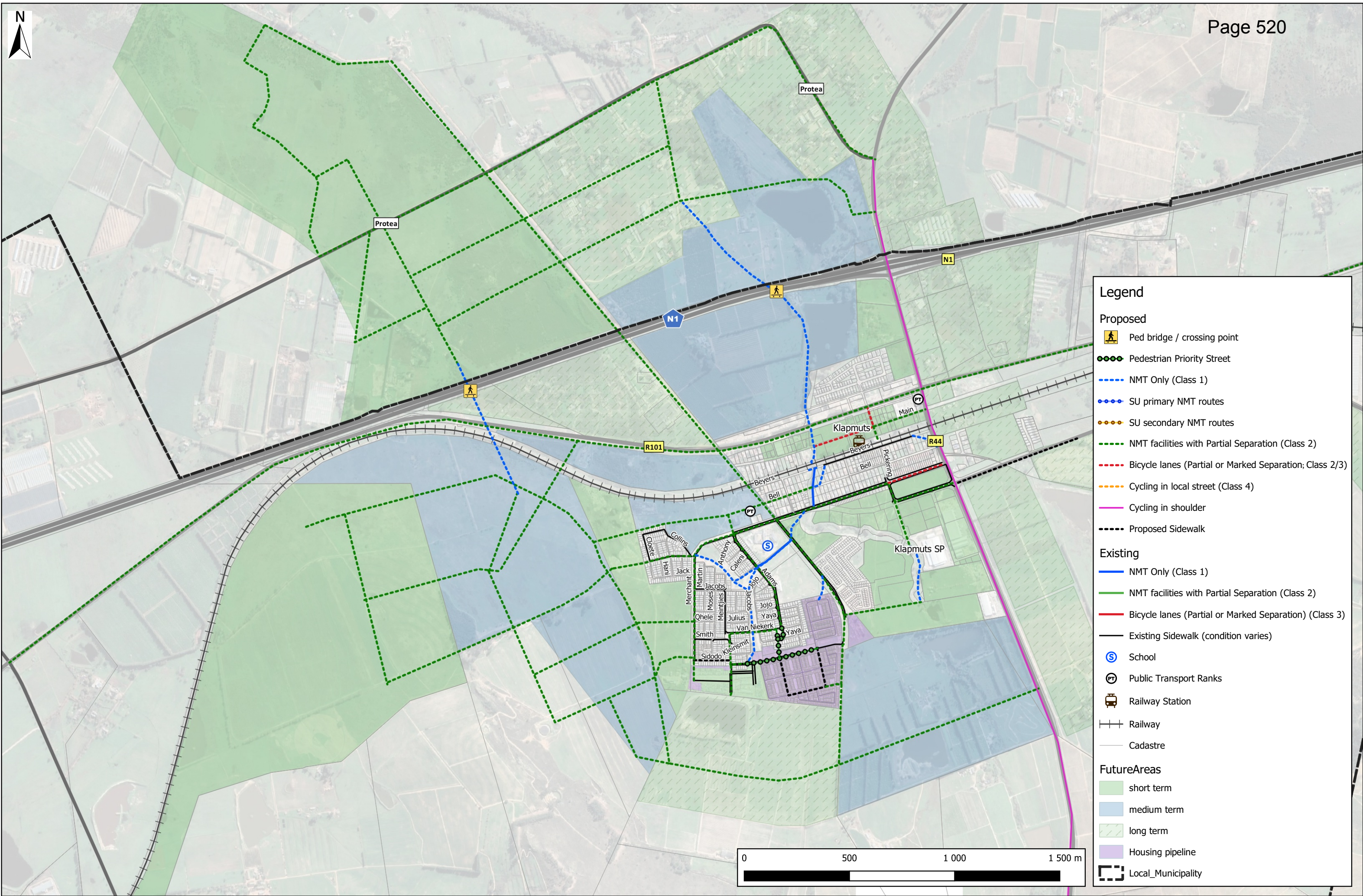
ANNEXURES**ANNEXURE A: DRAFT NON-MOTORISED MASTER PLAN 2020 & POLICY****FOR FURTHER DETAILS CONTACT:**

NAME	Deon Louw
POSITION	<i>Director</i>
DIRECTORATE	<i>Infrastructure Services</i>
CONTACT NUMBERS	021 808 8213
E-MAIL ADDRESS	Deon.louw@ Stellenbosch.gov.za
REPORT DATE	15 February 2021

ANNEXURE A

ANNEXURE A Network Maps





Legend

Proposed

Ped bridge / crossing point

Pedestrian Priority Street

NMT Only (Class 1)

SU primary NMT routes

SU secondary NMT routes

NMT facilities with Partial Separation (Class 2)

Bicycle lanes (Partial or Marked Separation; Class 2/3)

Cycling in local street (Class 4)

Cycling in shoulder

Proposed Sidewalk

Existing

NMT Only (Class 1)

NMT facilities with Partial Separation (Class 2)

Bicycle lanes (Partial or Marked Separation) (Class 3)

Existing Sidewalk (condition varies)

School

Public Transport Ranks

Railway Station

Railway

Cadastre

FutureAreas

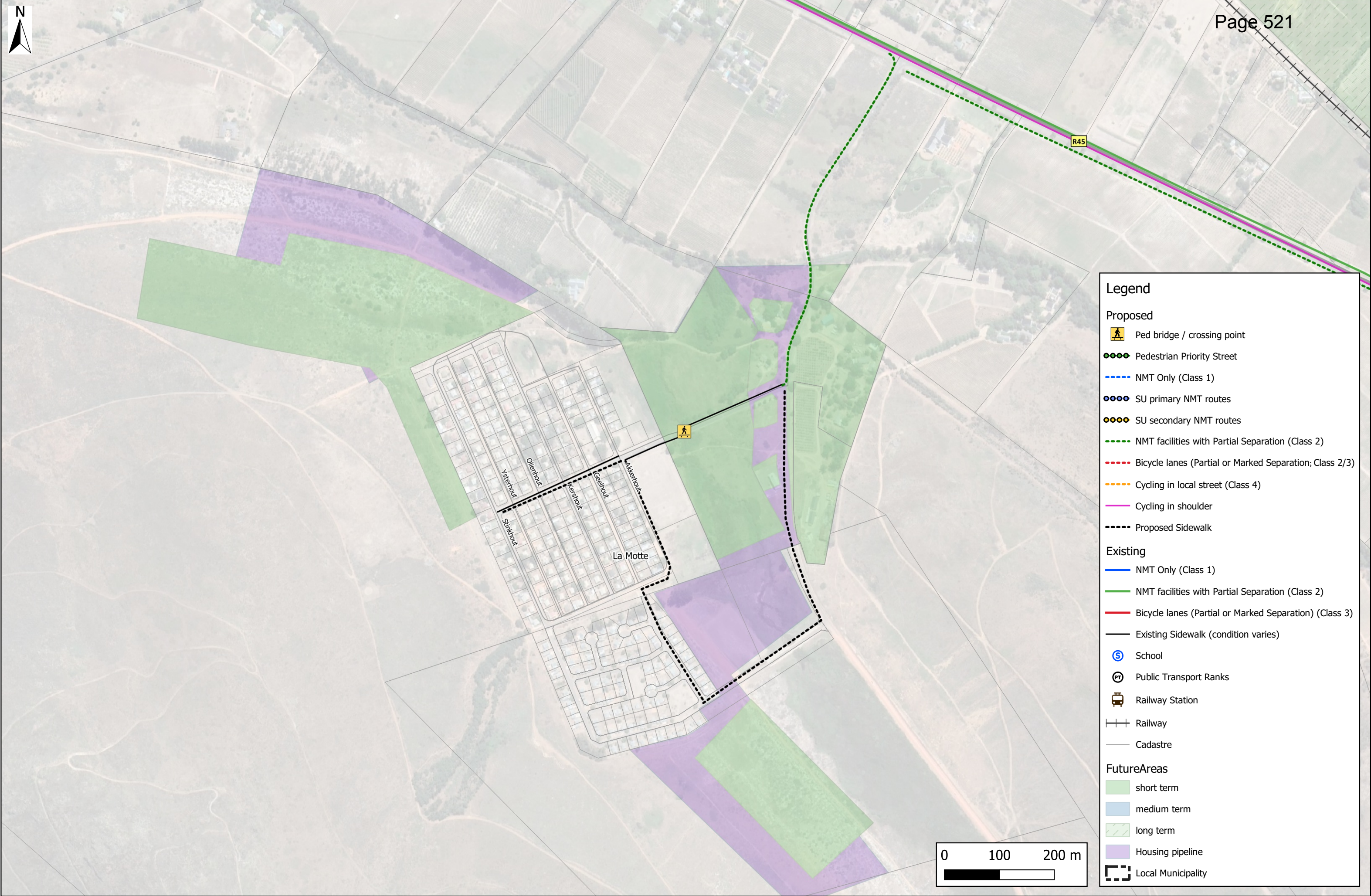
short term

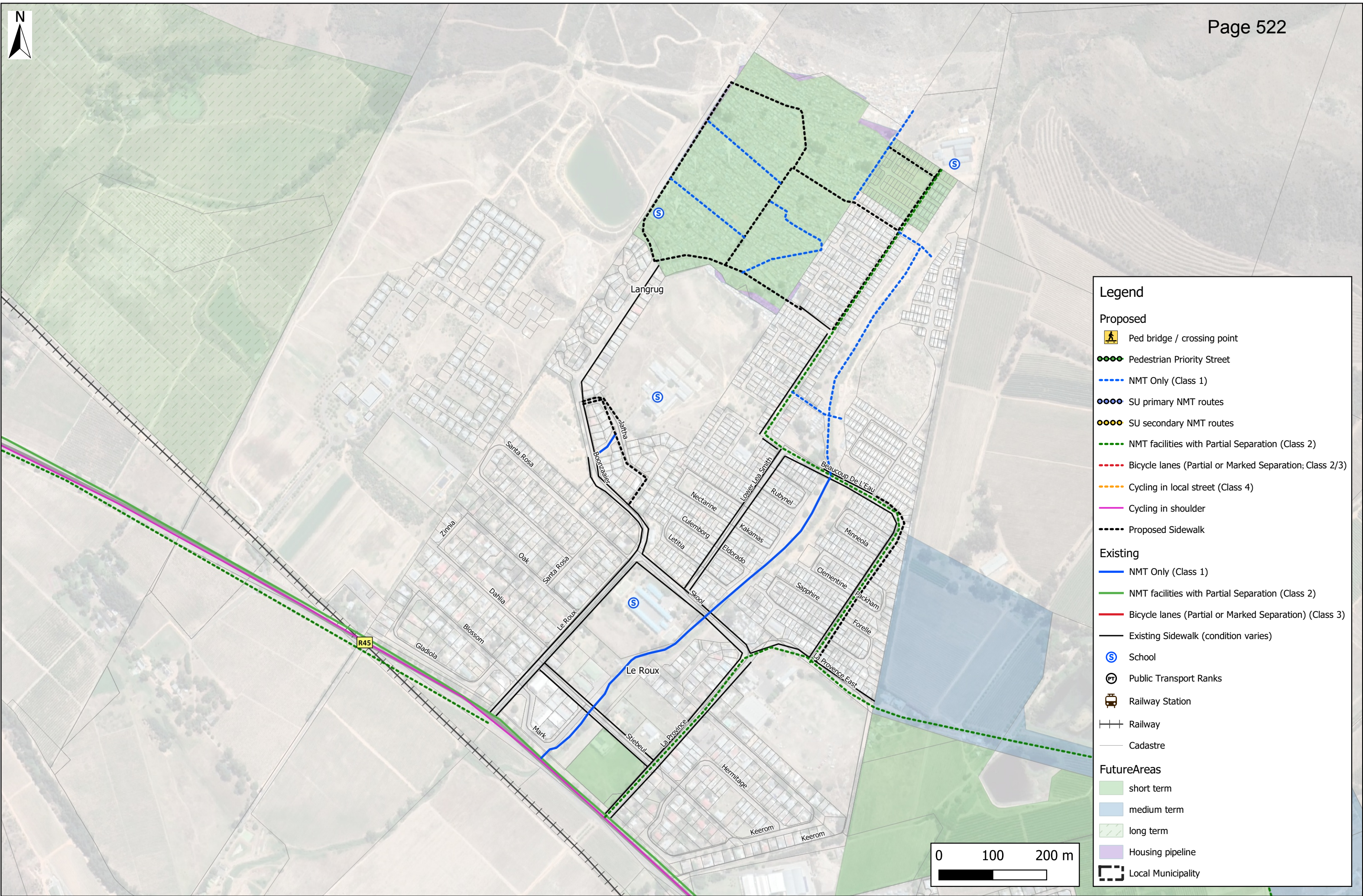
medium term

long term

Housing pipeline

Local_Municipality





Legend

Proposed

Ped bridge / crossing point

Pedestrian Priority Street

NMT Only (Class 1)

SU primary NMT routes

SU secondary NMT routes

NMT facilities with Partial Separation (Class 2)

Bicycle lanes (Partial or Marked Separation; Class 2/3)

Cycling in local street (Class 4)

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Bicycle lanes (Partial or Marked Separation) (Class 3)

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School

Public Transport Ranks

Railway Station

Railway

Cadastre

FutureAreas

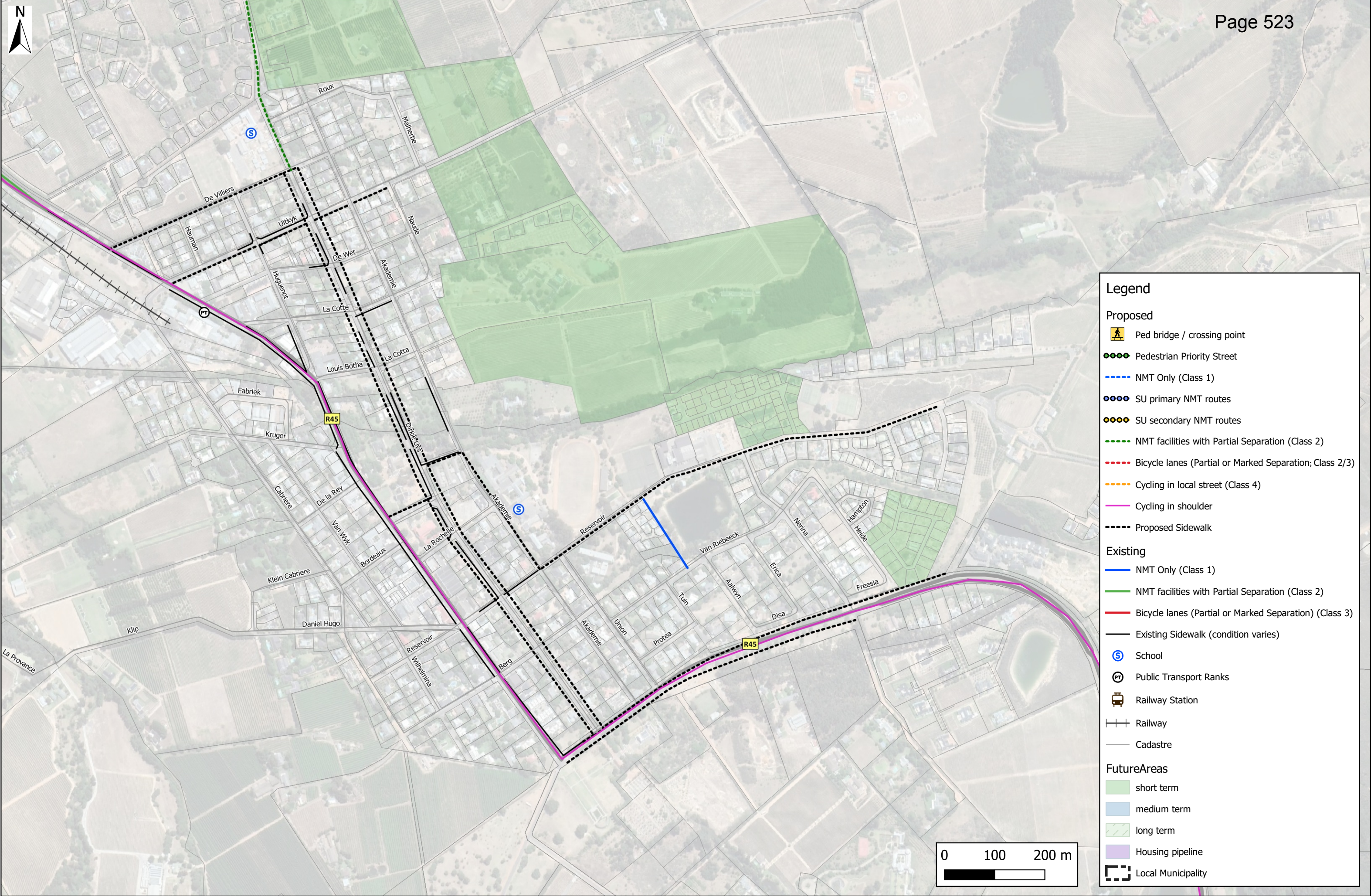
short term

medium term

long term

Housing pipeline

Local Municipality



PROJECT:

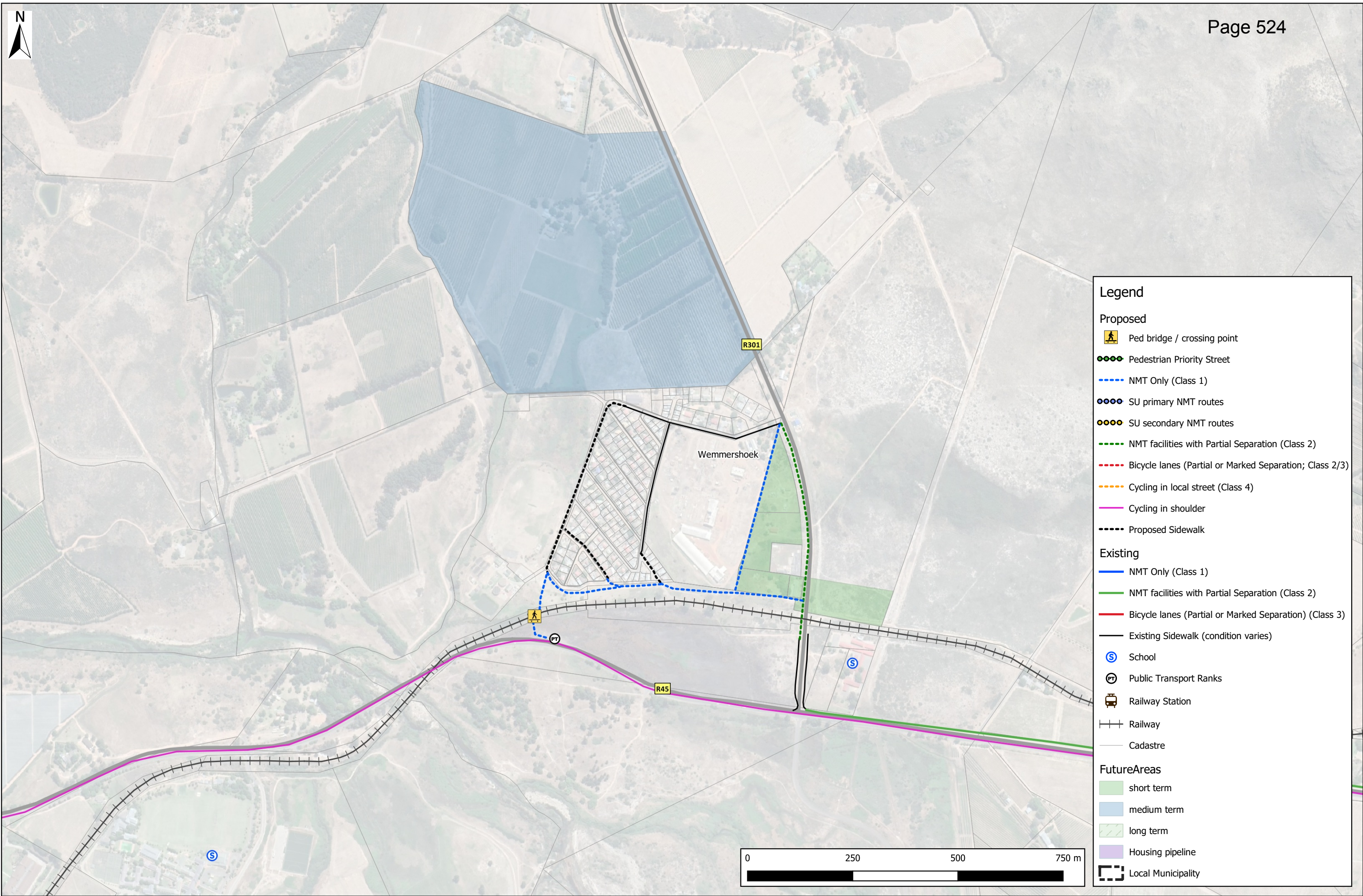
UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN
(DECEMBER 2020)

FIGURE:

FRANSCHHOEK
EXISTING AND PROPOSED NMT NETWORK

NO:

5



Legend

Proposed

Ped bridge / crossing point

Pedestrian Priority Street

NMT Only (Class 1)

SU primary NMT routes

SU secondary NMT routes

NMT facilities with Partial Separation (Class 2)

Bicycle lanes (Partial or Marked Separation; Class 2/3)

Cycling in local street (Class 4)

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School

Public Transport Ranks

Railway Station

Railway

Cadastre

FutureAreas

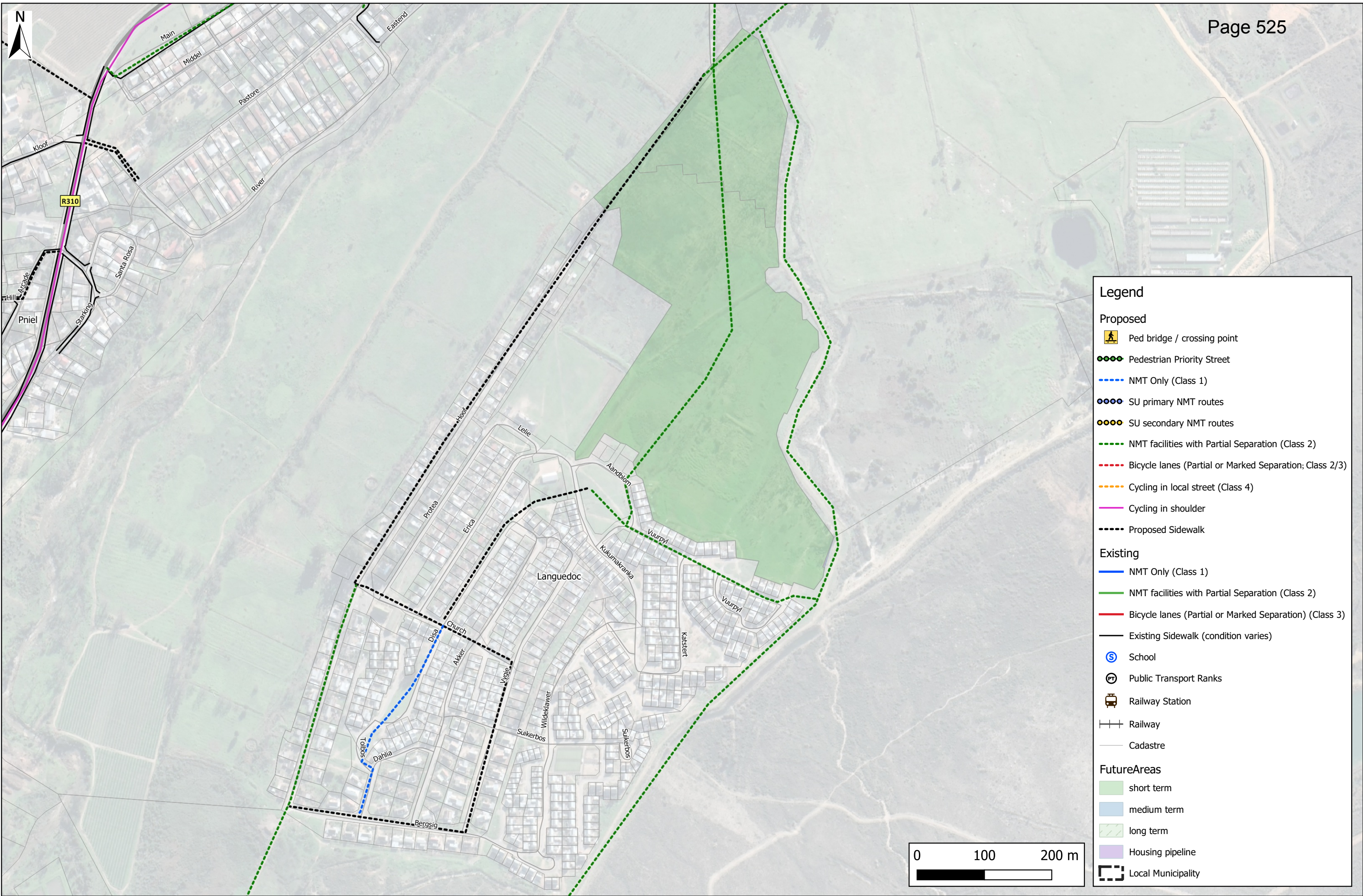
short term

medium term

long term

Housing pipeline

Local Municipality





Legend

Proposed

Ped bridge / crossing point

Pedestrian Priority Street

NMT Only (Class 1)

SU primary NMT routes

SU secondary NMT routes

NMT facilities with Partial Separation (Class 2)

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Bicycle lanes (Partial or Marked Separation) (Class 3)

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School

Public Transport Ranks

Railway Station

Railway

Cadastre

FutureAreas

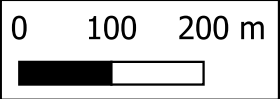
short term

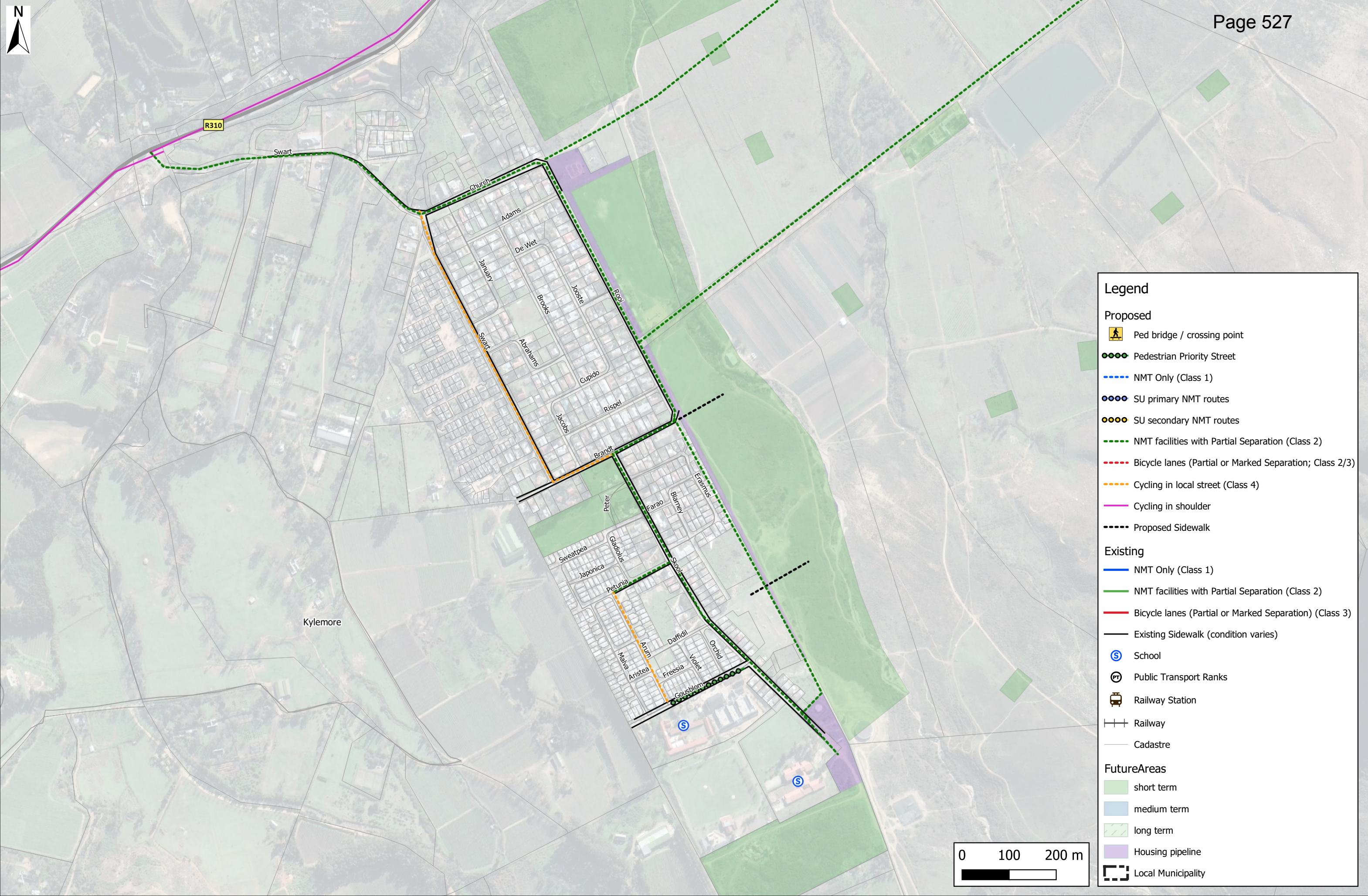
medium term

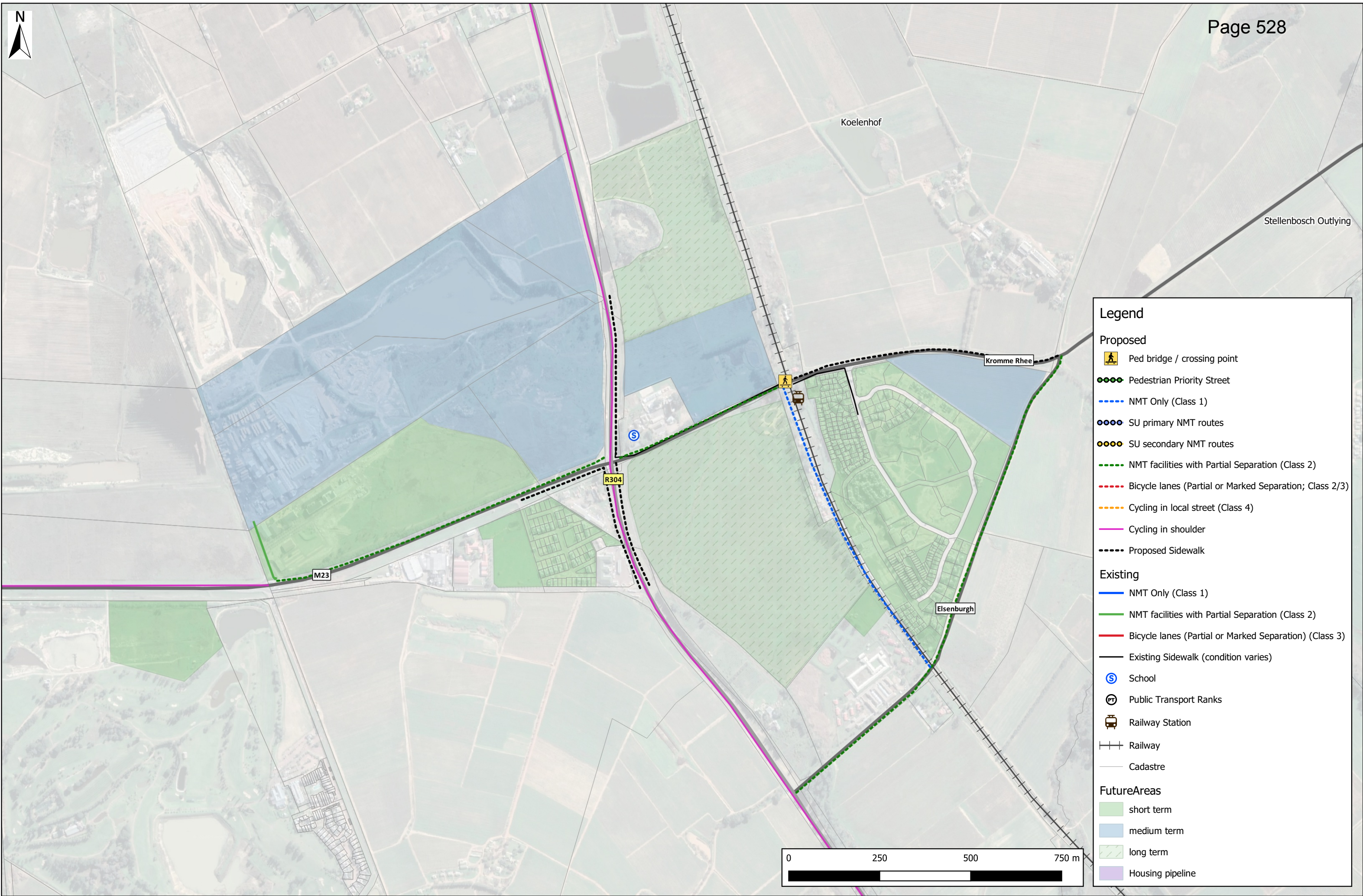
long term

Housing pipeline

Local Municipality







Legend

Proposed

- Ped bridge / crossing point
- Pedestrian Priority Street
- NMT Only (Class 1)
- SU primary NMT routes
- SU secondary NMT routes
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation; Class 2/3)
- Cycling in local street (Class 4)
- Cycling in shoulder
- Proposed Sidewalk

Existing

- NMT Only (Class 1)
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation) (Class 3)
- Existing Sidewalk (condition varies)
- School
- Public Transport Ranks
- Railway Station
- Railway
- Cadastre

FutureAreas

- short term
- medium term
- long term
- Housing pipeline

PROJECT:

UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN
(DECEMBER 2020)

FIGURE:

KOELENHOF
EXISTING AND PROPOSED NMT NETWORK

NO:

10



Legend

Proposed

Ped bridge / crossing point

Pedestrian Priority Street

NMT Only (Class 1)

SU primary NMT routes

SU secondary NMT routes

NMT facilities with Partial Separation (Class 2)

Bicycle lanes (Partial or Marked Separation; Class 2/3)

Cycling in local street (Class 4)

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Bicycle lanes (Partial or Marked Separation) (Class 3)

Existing Sidewalk (condition varies)

School

Public Transport Ranks

Railway Station

Railway

Cadastre

FutureAreas

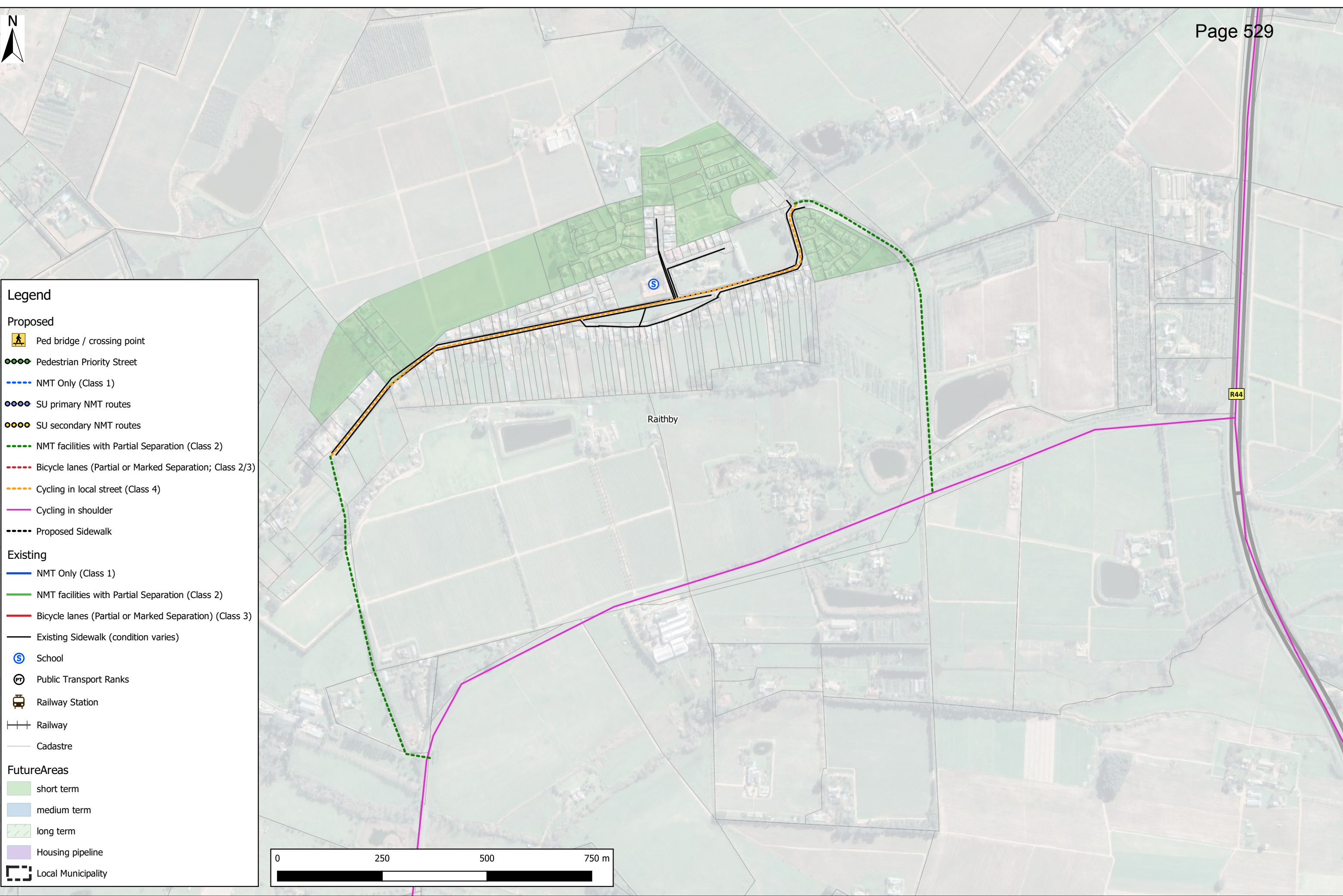
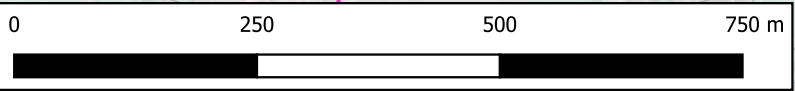
short term

medium term

long term

Housing pipeline

Local Municipality





Legend

Proposed

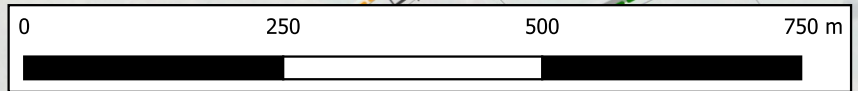
- Ped bridge / crossing point
- Pedestrian Priority Street
- NMT Only (Class 1)
- SU primary NMT routes
- SU secondary NMT routes
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation; Class 2/3)
- Cycling in local street (Class 4)
- Cycling in shoulder
- Proposed Sidewalk

Existing

- NMT Only (Class 1)
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation) (Class 3)
- Existing Sidewalk (condition varies)
- School
- Public Transport Ranks
- Railway Station
- Railway
- Cadastre

FutureAreas

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality





Legend

Proposed

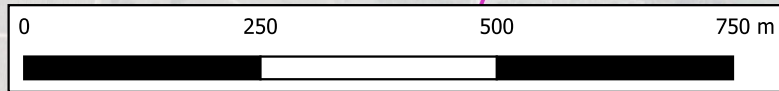
- Ped bridge / crossing point
- Pedestrian Priority Street
- NMT Only (Class 1)
- SU primary NMT routes
- SU secondary NMT routes
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation; Class 2/3)
- Cycling in local street (Class 4)
- Cycling in shoulder
- Proposed Sidewalk

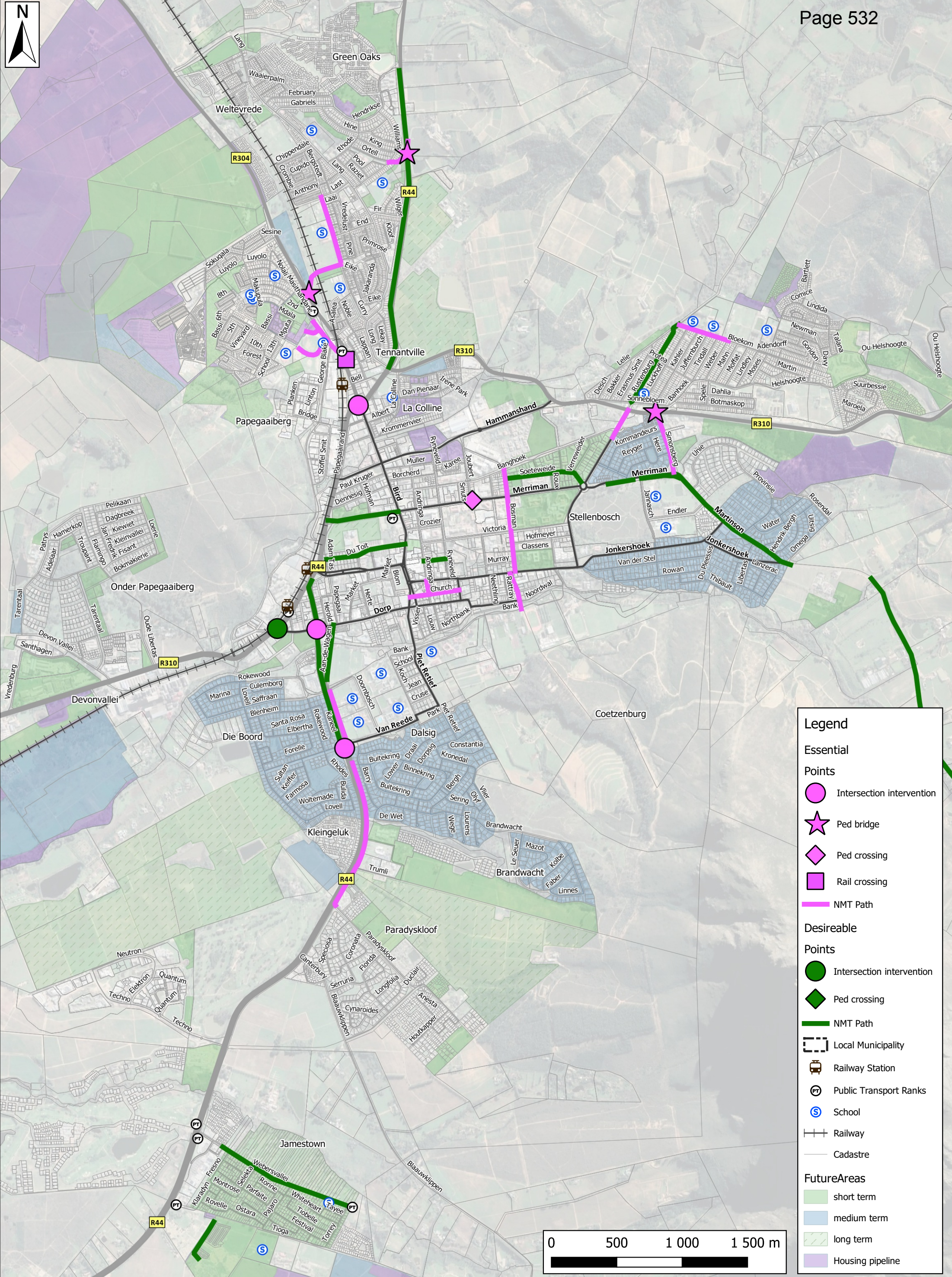
Existing

- NMT Only (Class 1)
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation) (Class 3)
- Existing Sidewalk (condition varies)
- School
- Public Transport Ranks
- Railway Station
- Railway
- Cadastre

FutureAreas

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality





Legend

Essential

Points

Intersection intervention

Ped bridge

Ped crossing

Rail crossing

NMT Path

Desireable

Points

Intersection intervention

Ped crossing

NMT Path

Local Municipality

Railway Station

Public Transport Ranks

School

Railway

Cadastre

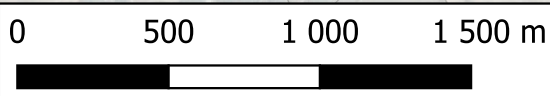
FutureAreas

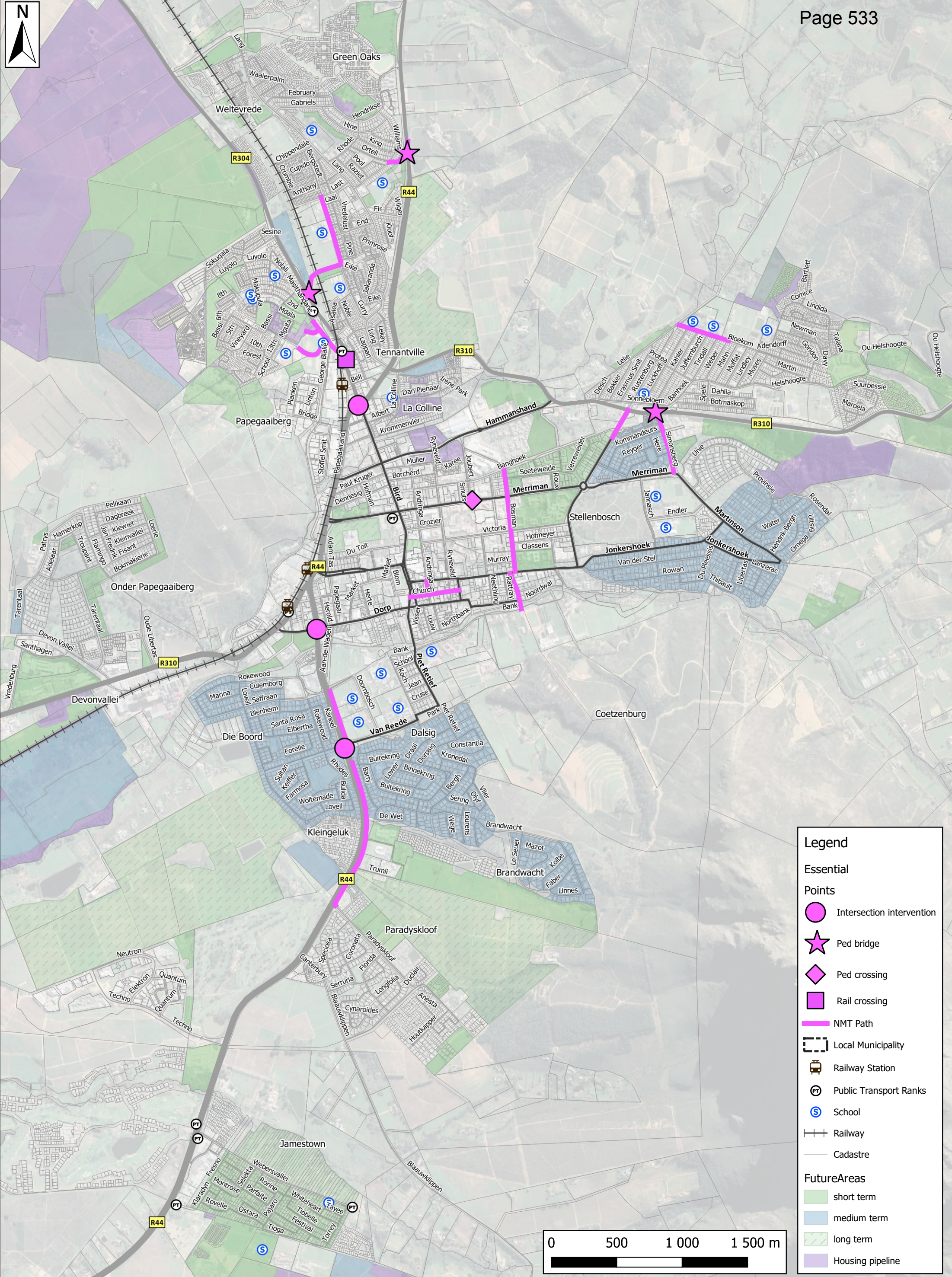
short term

medium term

long term

Housing pipeline





Legend

Essential

Points

Intersection intervention

Ped bridge

Ped crossing

Rail crossing

NMT Path

Local Municipality

Railway Station

Public Transport Ranks

School

Railway

Cadastre

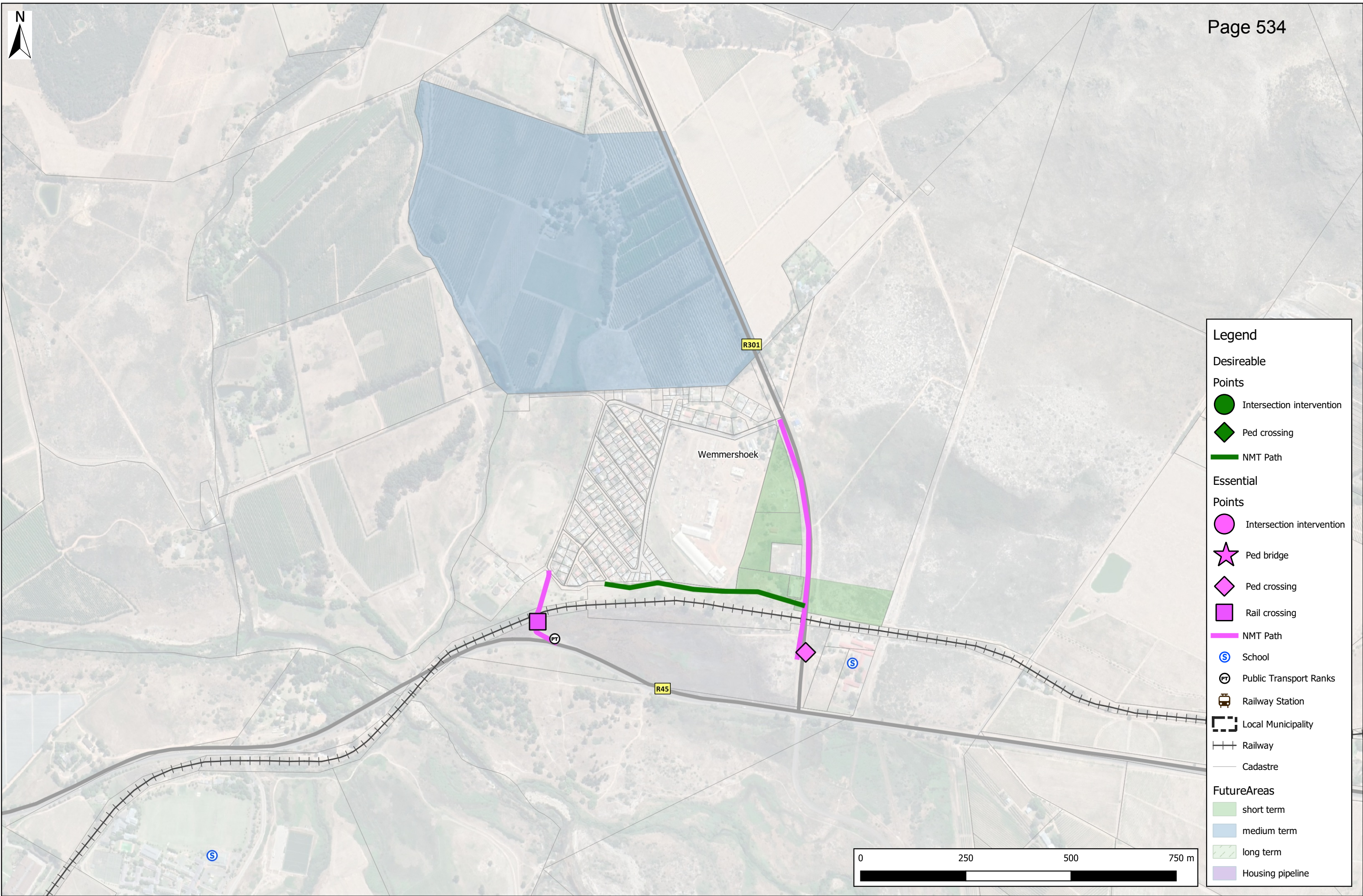
FutureAreas

short term

medium term

long term

Housing pipeline

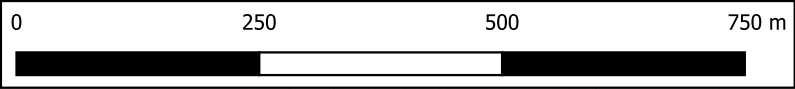


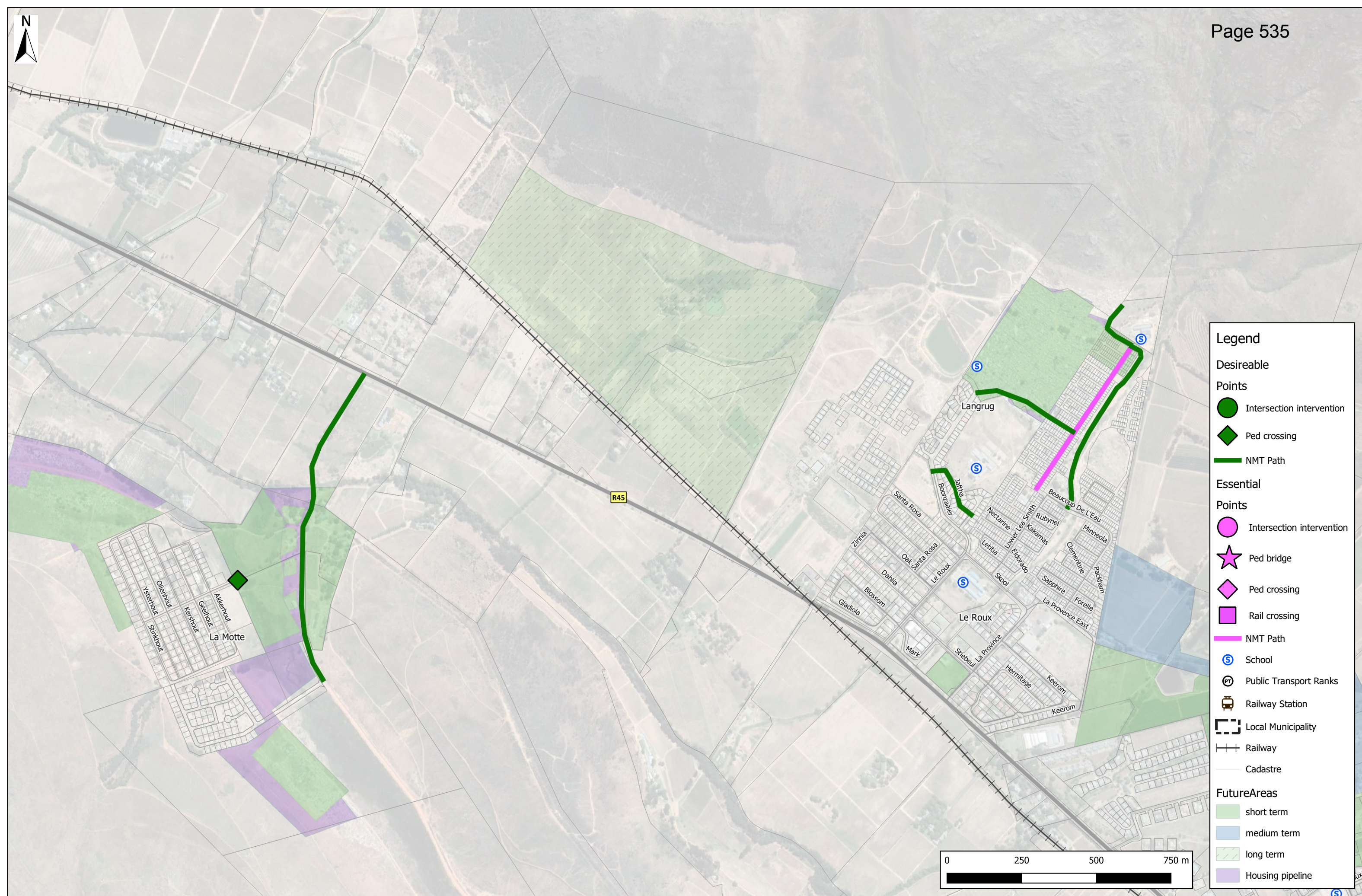
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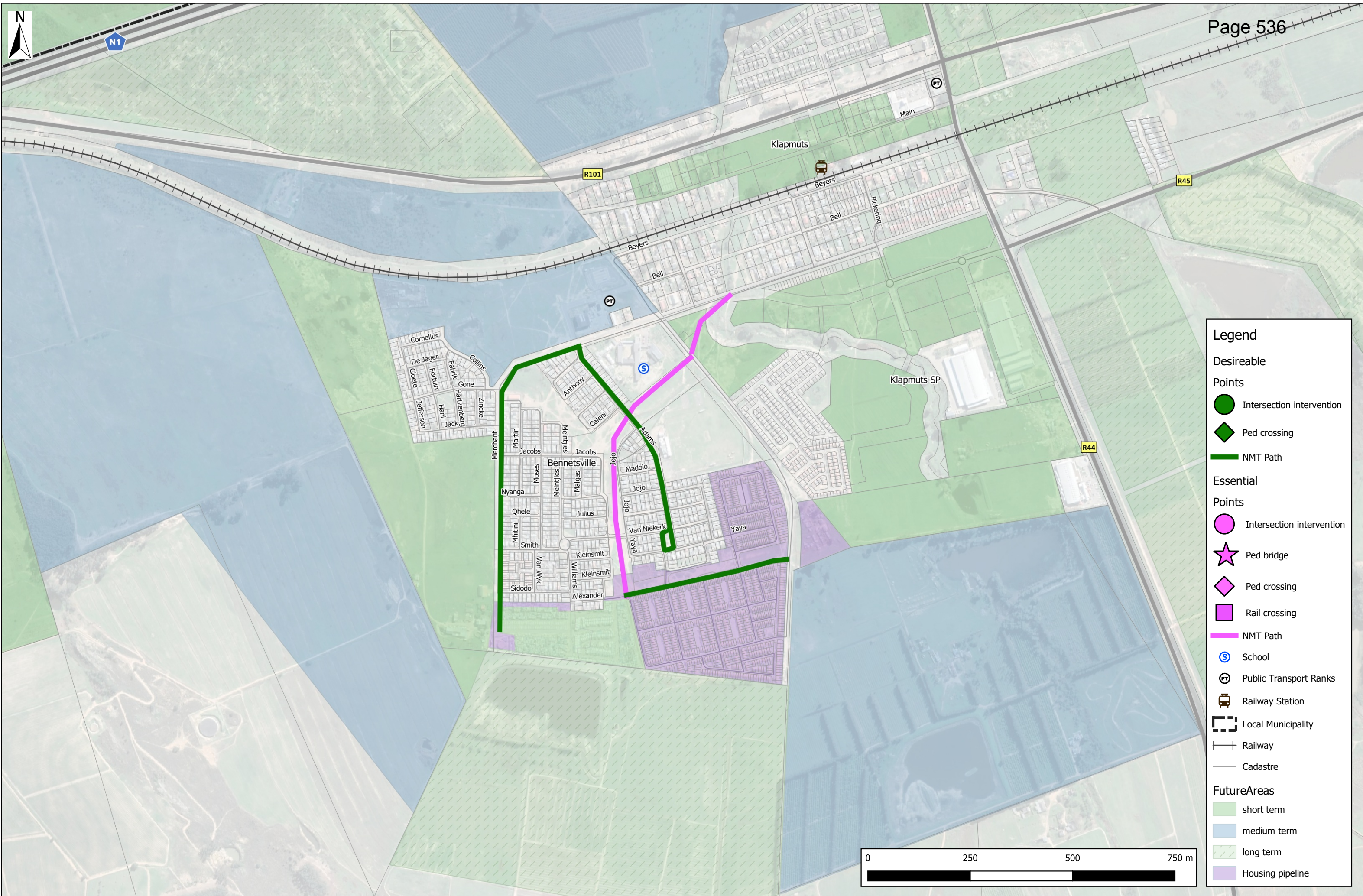
Desireable

Points

Intersection intervention

Ped crossing**Essential****Points**Intersection interventionPed bridgePed crossingRail crossingSchoolPublic Transport RanksRailway StationLocal MunicipalityRailwayCadastre**FutureAreas**short termmedium termlong termHousing pipeline





PROJECT:

UPDATE OF THE STELLENBOSCH NMT MASTERPLAN & CYCLE PLAN
(DECEMBER 2020)

FIGURE:

KLAPMUTS
SHORT TERM NMT PROJECTS

NO:

18



Legend

Desireable

Points

- Intersection intervention
- ◆ Ped crossing
- NMT Path

Essential

Points

- Intersection intervention
- ★ Ped bridge
- ◆ Ped crossing
- Rail crossing
- NMT Path
- Ⓢ School
- Ⓟ Public Transport Ranks
- 🚂 Railway Station
- ▭ Local Municipality
- ⎓ Railway
- Cadastre

FutureAreas

- short term
- medium term
- long term
- Housing pipeline

ANNEXURE B

Implementation Plan

NMT MASTERPLAN PROJECTS
DRAFT VERSION 1, 2020-09-04

5%10%20%15%10%

Proj ect No.	Projects	Location	Project type/ category	Length (m)	Cost	Roadmarkings and Signage	Landscaping	Prelim & General Expenses	Contingencies	TOTAL CONSTRUCTION COST	Professional fees	TOTAL PROJECT COST	Priority
1	Pedestrianisation of Church St and Andringa St	CBD Stellenbosch Tow	Pedestrian Street	670	Lump Sum					R200 000	R285 000	R485 000	essential
2	Decluttering of street furniture in Stellenbosch CBD and dropped kerb standardisation	CBD Stellenbosch Tow	UA corrections	0	Lump Sum					R4 500 000	R500 000	R5 000 000	desireable
3	Roll-out of bicycle network in Stellenbosch CBD (Continuity of cycle routes, road markings, bi-directional cycling in one way streets, bicycle parking)	CBD Stellenbosch Tow	CBD bicycle network	0	Lump Sum					R4 000 000	R400 000	R4 400 000	essential
4	Pedestrian bridge across R304 & rail line linking Kayamandi and Cloetesville	Kayamandi	Ped bridge	0	Lump Sum					R18 181 800	R1 818 200	R20 000 000	essential
5a	Kayamandi Rand St: Pedestrian priority, restrict heavy vehicle access, narrow road to 6,5m (from ~9m wide black top), raised ped crossing; Brick pave 4m wide NMT route up to to railway crossing	Kayamandi	Pedestrian Street		R172 510	R8 625	R17 251	R34 502	R25 876	R258 764	R25 876	R284 641	essential
5b		Kayamandi	Pedestrian Street	80	R199 200	R9 960	R19 920	R39 840	R29 880	R298 800	R29 880	R328 680	essential
6	Kayamandi: Safe ped link across railway line at Du Toit Station (grade separated crossing; either pedestrian bridge or crossing as part of Kayamandi mall upgrade)	Kayamandi	Rail crossing		R5 100 000	R255 000	R510 000	R1 020 000	R765 000	R7 650 000	R765 000	R8 415 000	essential
7	Kayamandi: Staircases parallel to Rand Rd north-east of stadium	Kayamandi	Class 1	100	R1 106 306	R55 315	R110 631	R221 261	R165 946	R1 659 460	R165 946	R1 825 406	essential
8	Kayamandi: Staircases west of stadium and 3m wide footpath up to Rand St (market area)	Kayamandi	Class 1	245	R1 299 500	R64 975	R129 950	R259 900	R194 925	R1 949 250	R194 925	R2 144 175	essential
9	Pedestrian bridge across Helshoogte Rd (R310) at Simonsberg St to provide safe crossing for scholars	Idasvalley	Ped bridge		R5 100 000	R255 000	R510 000	R1 020 000	R765 000	R7 650 000	R765 000	R8 415 000	essential
10a	Bosman St: Extend effective sidewalk width and provide bi-directional cycle lane (Phase 1 between Banhoek and Merriman, Phase 2 Merriman and Van Riebeeck)	CBD Stellenbosch Tow	Sidewalk	200	R90 000	R4 500	R9 000	R18 000	R13 500	R135 000	R13 500	R148 500	essential
10b		CBD Stellenbosch Tow	Class 3	200	R90 000	R4 500	R9 000	R18 000	R13 500	R135 000	R13 500	R148 500	essential
10c		CBD Stellenbosch Tow	Class 3	275	R38 569	R1 928	R3 857	R7 714	R5 785	R57 853	R5 785	R63 638	essential
10d		CBD Stellenbosch Tow	Sidewalk	305	R247 976	R12 399	R24 798	R49 595	R37 196	R371 964	R37 196	R409 160	essential
10e		CBD Stellenbosch Tow	Class 3	305	R133 050	R6 653	R13 305	R26 610	R19 958	R199 575	R19 958	R219 533	essential
11	Soeteweide St: Restrict access to local traffic only and provide safe pedestrian space	CBD Stellenbosch Tow	Sidewalk	610	R575 270	R28 763	R57 527	R115 054	R86 290	R862 904	R86 290	R949 195	desireable
12	Merriman Ave: Investigation into ped crossing to mitigate current safety concerns	CBD Stellenbosch Tow	Ped crossing	0	R362 448	R18 122	R36 245	R72 490	R54 367	R543 671	R80 000	R623 671	essential
13	Merriman Ave: Extension of existing cycle lane up to Adam Tas	CBD Stellenbosch Tow	Class 3	1 090	R60 581	R3 029	R6 058	R12 116	R9 087	R90 872	R9 087	R99 959	desireable
14a	Die Laan: Extend effective sidewalk width and provide bi-directional	CBD Stellenbosch Tow	Class 3	230	R150 106	R7 505	R15 011	R30 021	R22 516	R225 160	R22 516	R247 676	essential
15	R44: Provide 3m wide footpath on western side of the R44 (from Lang Rd to Welgevonden)	Cloetesville	Class 2	2 330	Lump Sum					R7 268 467	R726 855	R7 995 322	desireable
16	R44: Provide footpath (Extension of Ortell Rd in Cloetesville to the east) and bridge over R44	Cloetesville	Ped bridge	225	R5 628 750	R281 438	R562 875	R1 125 750	R844 313	R8 443 125	R844 313	R9 287 438	essential
17	Curry Rd: Extend sidewalk space on eastern side by 1) widening existing sidewalk and by 2) reducing drop-off area by installing delineated kerb	Cloetesville	Sidewalk	775	R512 297	R25 615	R51 230	R102 459	R76 844	R768 445	R76 844	R845 289	essential
18	Bloekom St: Improved traffic calming in front of school and extend existing sidewalk	Idasvalley	Sidewalk	400	R339 172	R16 959	R33 917	R67 834	R50 876	R508 757	R50 876	R559 633	essential
19	Extend Bicycle Lane from Cluver Rd along Rustenberg Rd and extend side	Idasvalley	Class 3	645	R606 754	R30 338	R60 675	R121 351	R91 013	R910 132	R91 013	R1 001 145	desireable
20	Cluver Rd: Provide smooth transition of bicycle lane onto sidewalk space on both sides of the road, widen sidewalk to convert into Bicycle Class 2	Idasvalley	Class 3	410	R128 800	R6 440	R12 880	R25 760	R19 320	R193 200	R19 320	R212 520	essential
21	Upgrade NMT route through Eikestadt Mall outside parking area; investigate re-arrangement of parking	CBD Stellenbosch Tow	Class 1	170	R257 102	R12 855	R25 710	R51 420	R38 565	R385 653	R38 565	R424 218	desireable
22a	Aan die Wagenweg: Upgrade of bicycle path and sidewalk space	CBD Stellenbosch Tow	Class 1	120	R101 600	R5 080	R10 160	R20 320	R15 240	R152 400	R15 240	R167 640	desireable
22b		CBD Stellenbosch Tow	Class 3	370	R159 700	R7 985	R15 970	R31 940	R23 955	R239 550	R23 955	R263 505	desireable
22c		CBD Stellenbosch Tow	sidewalk	300	R275 825	R13 791	R27 582	R55 165	R41 374	R413 737	R41 374	R455 111	desireable
23	Van Rheede/ R44 Intersection: Improve pedestrian safety	CBD Stellenbosch Tow	Intersection		Lump Sum					R2 000 000	R200 000	R2 200 000	essential
24	R44: Provide footpath on eastern side of the R44 (from Doornbosch to Dorp) incl. ped bridge over Eerste River	CBD Stellenbosch Tow	Class 2	895	Lump Sum					R9 371 336	R937 144	R10 308 480	desireable
25a	R44: Upgrade footpath on eastern side of the R44 (from Paradyskloof to Doornbosch)	CBD Stellenbosch Tow	Class 2	415	R186 750	R9 338	R18 675	R37 350	R28 013	R280 125	R28 013	R308 138	essential

Proj ect No.	Projects	Location	Project type/ category	Length (m)	Cost	Roadmarkings and Signage	Landscaping	Prelim & General Expenses	Contingencies	TOTAL CONSTRUCTION COST	Professional fees	TOTAL PROJECT COST	Priority
25b		CBD Stellenbosch Tow	Class 2	1 165	R553 620	R27 681	R55 362	R110 724	R83 043	R830 429	R83 043	R913 472	essential
26	Merriman Ave: Proposed shared footpath on southern side of the road (from Cluver to Simonsberg)	CBD Stellenbosch Tow	Class 2	485	R636 302	R31 815	R63 630	R127 260	R95 445	R954 453	R95 445	R1 049 898	desireable
27a	Simonsberg Rd: Provide shared facility & Implementation of traffic calming measures	CBD Stellenbosch Tow	Class 2	303	R169 680	R8 484	R16 968	R33 936	R25 452	R493 429	R49 343	R542 772	essential
27b		CBD Stellenbosch Tow	Class 2	205	R410 354	R20 518	R41 035	R82 071	R61 553	R615 531	R61 553	R677 084	essential
28a	Martinson Rd: Narrowing of road with a separate two-way bicycle facility (4m wide Class 3) on southern side between Omega Rd and Simonsberg Rd; incl. gateways and sidewalk on northern side	CBD Stellenbosch Tow	Class 3	0	Lump Sum					R1 592 726	R159 274	R1 752 000	desireable
28b		CBD Stellenbosch Tow	Sidewalk	1 050	R588 000	R29 400	R58 800	R117 600	R88 200	R882 000	R88 200	R970 200	desireable
29	Jonkershoek Rd: Upgrade of shared footpath (widen and resurface southside path where space allows) and provide lighting	CBD Stellenbosch Tow	Class 2	3 725	R2 951 250	R147 563	R295 125	R590 250	R442 688	R4 426 875	R442 688	R4 869 563	desireable
30	Bird St/ Adam Tas (R44) Intersection: Improve pedestrian safety	CBD Stellenbosch Tow	Intersection		R0	R0	R0	R0	R0	R1 500 000	R150 000	R1 650 000	essential
31	Strand St. R44/ Dorp St Intersection: Improve pedestrian safety	CBD Stellenbosch Tow	Intersection		R0	R0	R0	R0	R0	R1 500 000	R150 000	R1 650 000	essential
32	Adam Tas (R301)/ Dorp St Intersection: Improve pedestrian safety	CBD Stellenbosch Tow	Intersection		R0	R0	R0	R0	R0	R1 500 000	R150 000	R1 650 000	desireable
33a	Jamestown Webbersvallei Rd: Provide 3m wide shared facility on northern side	Jamestown	Sidewalk	120	R143 887	R7 194	R14 389	R28 777	R21 583	R215 830	R21 583	R237 413	desireable
33b		Jamestown	Class 2	1 000	R2 675 000	R133 750	R267 500	R535 000	R401 250	R4 012 500	R401 250	R4 413 750	desireable
34	Jamestown Drakensberg Rd: Provide shared NMT Facility	Jamestown	Class 2	330	R330 374	R16 519	R33 037	R66 075	R49 556	R495 560	R49 556	R545 116	desireable
35	Koelenhof: Investigation into safe ped crossing at railway line	Koelenhof	Rail crossing		R51 172	R2 559	R5 117	R10 234	R7 676	R76 757	R7 676	R84 433	essential
36	Kylemore Swart Rd: Extend existing sidewalk up to Helshoogte Road	Kylemore	Class 2	250	R72 974	R3 649	R7 297	R14 595	R10 946	R109 460	R10 946	R120 406	essential
37	Kylemore Gousblom St: Widen pedestrian space at school entrance	Kylemore	Pedestrian Street	125	R88 974	R4 449	R8 897	R17 795	R13 346	R133 460	R13 346	R146 806	essential
38	Kylemore Petunia St: Widen existing sidewalk on southern side, potentially convert into one-way street	Kylemore	Class 2	130	R97 787	R4 889	R9 779	R19 557	R14 668	R146 680	R14 668	R161 348	essential
39	Lanquedoc: Provide shared NMT facility as part of Class 2 as part of the Upgrading of the Lanquedoc Access Road (SRMP078)	Lanquedoc	Class 2	0	Included in RMP Project List					R0	R0	R0	essential
40	Klapmuts: Shared NMT path along Klapmuts River (off-road)	Klapmuts	Class 1	613	R1 118 120	R55 906	R111 812	R223 624	R167 718	R1 677 179	R167 718	R1 844 897	essential
41	Klapmuts Adams St: Widen existing sidewalk on western side	Klapmuts	Class 2	520	R263 370	R13 168	R26 337	R52 674	R39 505	R395 054	R39 505	R434 560	desireable
42	Klapmuts Alexander St: Widen existing sidewalk and traffic calming measures	Klapmuts	Class 2	430	R501 691	R25 085	R50 169	R100 338	R75 254	R752 537	R75 254	R827 790	desireable
43a	Klapmuts Merchant St: Widen existing sidewalk on eastern side (use full effective width) and convert into shared NMT facility	Klapmuts	Class 2	700	R336 802	R16 840	R33 680	R67 360	R50 520	R505 203	R50 520	R555 723	desireable
43b		Klapmuts	Class 2	95	R118 275	R5 914	R11 828	R23 655	R17 741	R177 413	R17 741	R195 154	desireable
44	Groendal Upper Lea Smit Rd: Upgrade sidewalks and introduce traffic calming	Groendal	Sidewalk	1 200	R651 172	R32 559	R65 117	R130 234	R97 676	R976 757	R97 676	R1 074 433	essential
45	Groendal Stiebeuel River: Provide shared NMT facility along river on western side from existing NMT path to Dalubuhle school	Groendal	Class 1	475	R1 117 737	R55 887	R111 774	R223 547	R167 661	R1 676 605	R167 661	R1 844 266	desireable
46	Groendal Jafthas St: Sidewalk along Jafthas St from Boonzaaier to Groendal High School (including ped crossing)	Groendal	Sidewalk	550	R242 000	R12 100	R24 200	R48 400	R36 300	R363 000	R36 300	R399 300	desireable
47	Groendal Davids St: Extend sidewalk by means of delineated kerb	Groendal	Sidewalk	365	R609 973	R30 499	R60 997	R121 995	R91 496	R914 959	R91 496	R1 006 455	desireable
48a	Groendal: Provide staircase and NMT route from higher lying informal area down to Dalubuhle Primary School	Groendal	Class 1	140	R961 000	R48 050	R96 100	R192 200	R144 150	R1 441 500	R144 150	R1 585 650	desireable
48b		Groendal	Sidewalk	105	R210 000	R10 500	R21 000	R42 000	R31 500	R315 000	R31 500	R346 500	desireable
49a	La Motte Robertsvlei Rd: Provide 3m wide shared facility on western side of Robertsvlei Rd (to be included in SRMP033)	La Motte	Class 2	615	R1 365 300	R68 265	R136 530	R273 060	R204 795	R2 047 950	R204 795	R2 252 745	desireable
49b		La Motte	Sidewalk	690	R415 987	R20 799	R41 599	R83 197	R62 398	R623 980	R62 398	R686 378	desireable
50	La Motte Main Rd: Provide pedestrian crossing	La Motte	Ped crossing		R14 685	R734	R1 468	R2 937	R2 203	R22 027	R2 203	R24 230	desireable
51	Franschhoek Main Road (R45): Upgrade existing pedestrian crossing points	Franschhoek	UA corrections		R95 226	R4 761	R9 523	R19 045	R14 284	R142 839	R14 284	R157 123	desireable
52	Wemmershoek: Rail crossing - Formalise path to PT stop on R45	Wemmershoek	Rail crossing	183	R199 470	R9 974	R19 947	R39 894	R29 921	R299 205	R29 921	R329 126	essential
53a	Wemmershoek: Formalise footpath on the western side of the R301 up to Wemmershoek access and pedestrian crossing at school access road	Wemmershoek	Ped crossing		R36 487	R1 824	R3 649	R7 297	R5 473	R54 730	R5 473	R60 203	essential
53b		Wemmershoek	Class 2	525	R934 750	R46 738	R93 475	R186 950	R140 213	R1 402 125	R140 213	R1 542 338	essential
54a	Wemmershoek: Formalise footpath on southern end of Wemmershoek up to school	Wemmershoek	Class 1	345	R619 750	R30 988	R61 975	R123 950	R92 963	R929 625	R92 963	R1 022 588	desireable
54b		Wemmershoek	Class 1	115	R119 500	R5 975	R11 950	R23 900	R17 925	R179 250	R17 925	R197 175	desireable
TOTAL				28 149	R41 771 280	R2 088 564	R4 177 128	R8 354 256	R6 265 692	R114 510 157	R11 791 689	R126 301 846	



Review, Update and Consolidation of the Stellenbosch NMT Masterplan & Cycle Plan

Project Report

December 2020



SUMMARY SHEET

Report Type	Project Report
Title	Review, Update and Consolidation of the Stellenbosch NMT Masterplan & Cycle Plan
Location	Stellenbosch Municipality
Client	Stellenbosch Municipality (SM)
Reference Number	ITS 4221
Project Team	Lynne Pretorius, Pr.Eng, Innovative Transport Solutions Eva Louw, Innovative Transport Solutions Hugo Theron, Pr.Eng, Element Consulting Engineers
Contact Details	Tel: 021 914 6211
Date	December 2020
Version	Version 2.0
File Name	D:\Stellenbosch\Report\4221 Stellenbosch NMT_Project Report V2_el-2021-02-01.docx

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ANNEXURES

- Annexure A: Network Maps
- Annexure B: Details of Implementation Plan

ABBREVIATIONS

BNG	Breaking New Grounds
CWDM	Cape Winelands District Municipality
DC	Development Charge
ITP	Integrated Transport Plan
MBT	Minibus Taxi
NLTA	National Land Transport Act 5 of 2009
NLT Amendment Bill	National Land Transport Amendment Bill, 2016
NMT	Non-Motorised Transport
OLS	Operating License Strategy
PT	Public Transport
SDF	Spatial Development Framework
SDP	Site Development Plan
SM	Stellenbosch Municipality
TIA	Transport Impact Assessment
WCG	Western Cape Government

1 INTRODUCTION

1.1 Background

Stellenbosch Municipality (SM) prepared a Non-Motorised Transport (NMT) Masterplan for the municipal area and a separate Cycle Plan for Stellenbosch in 2015. The Municipality expressed the need to review and update the two plans into one comprehensive municipal NMT Masterplan, also taking cognisance of recent development initiatives. These include public transport planning, the housing roll-out, the initiatives of the Stellenbosch University, and private developments in and around town.

The Spatial Development Framework (SDF) of Stellenbosch also places a strong emphasis on walking and cycling as alternative modes of transport in the town. One of the SDFs principles is to “Pursue balanced communities”, which inter alia refers to equal mobility options; i.e. ensuring a safe environment for NMT users by providing adequate infrastructure for cycling and walking.

1.2 Definition of NMT

NMT includes all forms of movement that do not rely on an engine or motor for movement. This includes but is not limited to, walking, cycling and animal-drawn vehicles and wheelchairs¹. Walking and cycling are the more common forms of NMT usage in Stellenbosch and this is reflected in the municipal NMT Masterplan of 2020. People with ‘special categories of need’ are also considered² which includes people with physical disabilities, the elderly, pregnant women, young children, tourists, women, and load carrying passengers. Skateboarding/ longboarding has recently gained popularity among students and is incorporated. The use of animal-drawn carts such as donkey-carts is not an expected transport mode within the urban area of Stellenbosch and is therefore not addressed.

As the transport industry and urban transport environment changes, so do the mobility choices of pedestrians and cyclists. As a result, there has been an increase in the popularity of electrically assisted cycles and electrically powered personal vehicles such as electric bicycles³ and e-scooters. Worldwide such mobility devices with a supportive power unit have become part of the urban streetscape. Potential implications thereof within the context of Stellenbosch are addressed in Section 4.6.6 of this report.

Figure 1 schematically depicts the definition of NMT used in this report.

¹ Department of Transport, NMT Facility Guidelines, 2015.

² National Land Transport Act, 2009.

³ The term electric bicycle is generic and includes pedelecs, e-bikes and combinations of these types. Pedelec refers to a bicycle with a motor that only functions on condition the cyclist pedals, whilst e-bike means a bicycle with a motor that functions by turning the throttle, so irrespective of the cyclist pedalling.

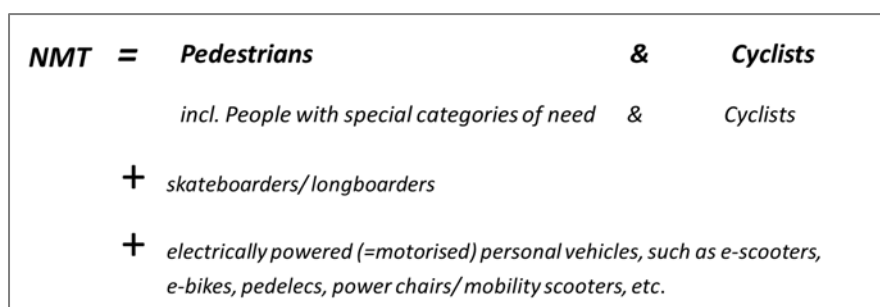


Figure 1: Definition of NMT

1.3 Project Objectives

The primary scope and objective of the project is the consolidation of Stellenbosch's NMT Masterplan and Cycle Plan (both prepared in 2015), the update thereof and the development of an implementation plan, as well as the preparation of NMT strategies and policies.

1.4 Study Area

SM is a local municipality of the Cape Winelands District Municipality (CWDM). It is landlocked within the Western Cape Province with the City of Cape Town bordering on the southwest, the Drakenstein Municipality to the northeast and the Helderberg Mountain Range along the east.

The study area comprises the boundaries of the Stellenbosch Municipal area. Stellenbosch town is the primary urban centre within the Stellenbosch local municipality.

The study area for the development of the NMT Masterplan covers Stellenbosch town which includes Kayamandi, Cloetessville and Idas Valley in the north, as well as Jamestown in the south, and the smaller outlying towns such as Franschhoek, Klapmuts and Pniel. Refer to Figure 2.



1.5 Report Structure

The report outlines the

- Project **Methodology** (Chapter 2),
- summarises the findings of the **Contextual Analyses** (Chapter 3),
- describes the **Vision and Strategies** (Chapter 4),
- documents the principles of the **Network Development** (Chapter 5),
- details the **Implementation Plan** and provides a cost estimate thereof (Chapter 6), and
- concludes with a **Summary** (Chapter 7).

2 METHODOLOGY

An integrative approach was adopted for the review and consolidation of the NMT Masterplan. Various projects and plans have been ongoing for a number of years in SM. With this project the approach was to review all, assess and compare with recent planning and development trends, for inclusion in the NMT Masterplan 2020.

In particular, the recent trends in the spatial development of Stellenbosch as encapsulated in the Stellenbosch SDF as well as the strategic intent of the Integrated Transport Plan⁴ pushing Stellenbosch' transport future towards sustainable transport modes, were used as a reference. The role and place of NMT users in the transport system are strongly influenced by the approach and intent of spatial and land use planning initiatives.

2.1 Stakeholder Consultation

Various stakeholders and role-players were approached to identify issues and concerns, as well as opportunities of NMT in SM. Consultation for this project was undertaken at various levels and included the following role-players

- Discussion with the various line departments of SM to discuss current integration with NMT and to identify future collaboration.
- Discussion with Province about pedestrian and cyclist treatment along provincial roads.
- Meetings with the Stellenbosch University.
- Workshop with the Stellenbosch NMT Forum including a site visit.
- Project Team Meetings with the client.
- Discussion of NMT Policy and Strategies at the Municipality's Transport Forum.

The form of consultation was impacted by the national lockdown due to Covid-19 and discussions were held virtual.

2.2 Desktop Study

Planning for pedestrians and cyclists in the SM has come a long way, which inter alia includes the SM NMT Master Plans (first prepared in 2009 and updated in 2015), the NMT Framework prepared by the Cape Winelands District (also 2009), the Cycle Plan for Stellenbosch town (2015), and the Stellenbosch University's (SU) Transport Plan (2017) and SU SDF (Draft 2020). The NMT Masterplan of 2020 presents the consolidated, reviewed and updated network of the previous work.

The following information was collected and served as informants:

- Stellenbosch Municipality: NMT Network Plan, 2015
- Stellenbosch Municipality: Cycle Plan for Stellenbosch town, 2015

⁴ Stellenbosch Municipality, CITP, 2020 update - currently under review

- Western Cape Government and Stellenbosch Municipality: Non-Motorised Transport in Stellenbosch Municipality, NMT Inventory and Infrastructure and Upgrade Priorities (as part of the Provincial Sustainable Transport Programme (PSTP)), Draft Report, October 2018.
- Stellenbosch Municipality: Roads Master Plan, August 2019
- Stellenbosch Municipality: Transport Safety Master Plan, 2015
- Stellenbosch Municipality, Spatial Development Framework, November 2019
- Stellenbosch Municipality, Non-Motorised Facilities in Jamestown, May 2020 (prepared by AECOM)
- Stellenbosch Municipality: Disability Accessibility Study on Municipal Buildings, Infrastructures & Procedures, 2015
- Stellenbosch Municipality, Pedestrian and cyclist traffic counts of 2019.
- Stellenbosch Municipality: Housing pipeline, 2020
- Stellenbosch University: Spatial Masterplan, Draft May 2020
- Stellenbosch University: Integrated Transport Plan, 2017
- Stellenbosch Municipality: Neighbourhood Urban Design Guideline for Dennesig, August 2019
- Adam Tas Corridor Plans and other private development initiatives

2.3 Site Visits

Site visits were also undertaken on various occasions to identify the current state of infrastructure and the NMT desire lines. The Municipality had commissioned audits and assessments of all existing pedestrian and bicycle infrastructure, these audits were an important source of information when determining of the extent of the NMT network. The municipality is current in the process of documenting and mapping the type, condition, and location of all existing pedestrian and bicycle facilities.

3 CONTEXTUAL ANALYSES

3.1 Spatial Structure and the Crossing of Infrastructural Barriers

The legacy of apartheid spatial planning in SM is that of poor black and coloured communities are located on the periphery of Stellenbosch, resulting in long and unsafe travel distances to the places of work, schools, shops and recreational opportunities.

The highest pedestrian activity in Stellenbosch Town is observed **in and from the neighbourhoods of the historically disadvantaged communities situated on the outside of Stellenbosch** (Kayamandi, Cloeteville, Idas Valley) towards the CBD. They are located well within walkable distances (2-3km) from the CBD and streams of people can be seen walking to and from the CBD. The main pedestrian movements are predominantly commuters travelling towards the CBD thereby having to cross or walk along significant roads and intersections. Some of the critical intersections, which were highlighted as pedestrian hazardous location in the consulting process, are for example: the Adam Tas/ Bird Street intersection, the Helshoogte/ Cluver intersection, the pedestrian desire line from Kayamandi to the schools located in the nearby Cloeteville at the R304), and the Van Rhee de/ Strand Rd (R44) intersection. People from Jamestown have to travel further (approx. 5km) and also have to walk along a major mobility route (Strand Road/ R44).

The pedestrian desire line from Kayamandi to the CBD and Bird Street, across the railway line, is currently the most direct route to get to the CBD. This route is along Rand Street and across the railway line, passing a local shopping hub, a local market, an informal public transport rank at Du Toit Station, making it very desirable. However, the informal crossing of the railway line is unsafe (refer to Figure 18). The alternative route is along the R304, but it is not aligned with the desire line and too far from where people need to be. The SM officials report that previously PRASA stated that they do not support the formalisation of pedestrian level crossings. However, as this is possibly the strongest pedestrian desire line in Stellenbosch, an improved solution is required to improve dignity to the people of Kayamandi.



Figure 3: Kayamandi: Main desire line crosses the (unsafe) at-grade crossing at Du Toit Station

The residential areas of Kayamandi, Cloetesville and Idas Valley are further separated by the R304 (Kayamandi and Cloetesville) and the R44 (Cloetesville and Idas Valley). People cross these roads to attend school, sportsfield and places of work. The people from Idas Valley has to cross Helshoogte Road to access schools, places of work, etc.

This pattern is also evident in Franschhoek with the residents of Groendal having to walk along the R45 towards Franschhoek CBD. A shared pedestrian and cycling footpath has been provided to provide a safe route.

3.2 Land use, Pedestrian Attractors and Generators

Within the wider Stellenbosch municipal area, **Stellenbosch Town** is the main core of activity mainly due to its heritage and touristic charm of the CBD embraced by a quaint street café culture, as well as the location of various work opportunities. Particularly the location of the main campus of Stellenbosch University (SU) has a significant impact on movement patterns. SU is with more than 30 000 students on campus the largest trip generator and one of the largest landowner within Stellenbosch Town.

Significant pedestrian attractors and generators in Stellenbosch Town include the following:

- Stellenbosch University and Coetzenburg sportsground
- Stellenbosch CBD area
- Stellenbosch rail station
- Provincial hospital
- School precincts located east and south of the CBD area
- Plankenburg industrial area
- Technopark

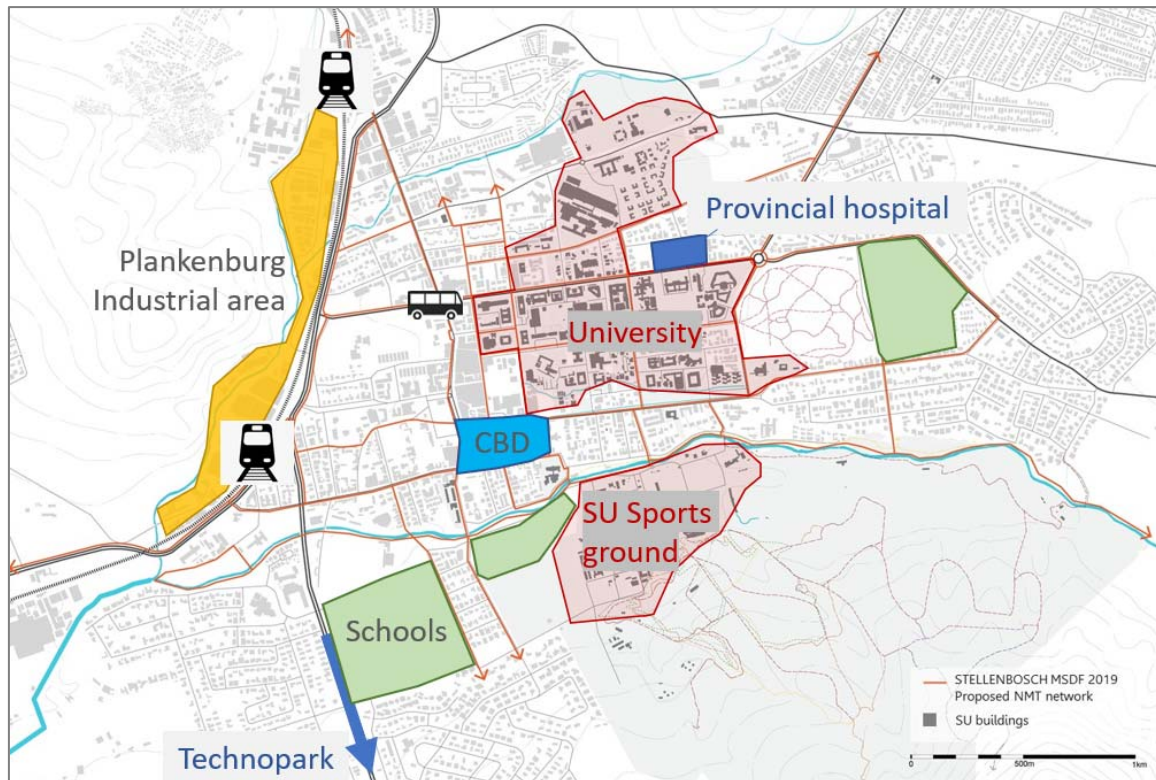


Figure 4: Stellenbosch Town: Land Use and Pedestrian Attractors & Generators

Central Stellenbosch therefore attracts large numbers of commuters, learners, students as well as local and international visitors. High levels of walking and cycling are especially generated from the previously disadvantaged communities.

Walking and cycling levels in the **other local settlements** within the Stellenbosch Municipality such as Pniel and Klapmuts, are predominantly internal and include learners walking to school, people walking to the nearest public transport (PT) stop, and people going to the local shop and/or clinic. Some pedestrian desire routes cross main arterials and railway lines, which is a safety risk. Refer to Figure 6 and Figure 8.

Franschhoek has a special status in that it is very popular with tourists displayed in high pedestrian volumes in the CBD area along the main road (see Figure 5).



Figure 5: Franschhoek: Raised pedestrian crossing in CBD



Figure 7: Klapmuts: Traffic calming in front of clinic



Figure 6: Koelenhof: Unsafe at-grade rail crossing



Figure 8: Vlottenburg: Pedestrian desire line across Polkadraai (M12) towards local shop

3.3 Integration with Public Transport

Many people have to make use of public transport to participate in economic activities. This is especially true for those who stay in rural areas of SM where walking distances to the various work places are too extensive. Walking is an important part of a PT journey as most people walk to and from the nearest PT stop on either side of their journey (in the absence of safe bicycle locking facilities and convenience to transport a bicycle on the vehicle). The integration of PT and NMT is therefore essential to result in a seamless journey experience. This inter alia refers to the location of PT stops, placement of (bus) shelters (to not obstruct sidewalk space), and adequate NMT paths that are wide enough and offer direct and safe routes to the final destination.

The minibus taxi (MBT) is the dominant public transport mode in SM primarily due to its flexibility and ability to adapt to different passenger demands between towns, neighbourhoods and more rural farm areas. Figure 11 depicts the MBT routes and the locations of formal ranks in Stellenbosch town, as well as the Stellenbosch railway station. It is evident that there is some kind of pedestrian infrastructure provided. From site visits it was however observed that sidewalk infrastructure is in most cases inadequate in terms of width, safety, and security.

PT integration in the local settlements are relatively poor as well, as the examples of Klapmuts and Wemmershoek indicate (refer to Figure 12 and Figure 13 respectively). Also see images of existing sidewalk infrastructure (Figure 9 and Figure 10).



Figure 9: Good example of pedestrian crossing at Stellenbosch station



Figure 10: Klapmuts taxi rank. Fence installed across full sidewalk width.

Most MBT routes in SM are either destined or originated from the main MBT facility called **Bergzicht MBT rank** which is located in the CBD area of Stellenbosch Town. As the majority MBT routes typically end at Bergzicht rank, large volumes of pedestrians are observed throughout the day. Adequate pedestrian accommodation is not reflected in the current operation and layout of the intersection at Merriman Ave/ Bird St. Improved management and pedestrian integration is required. The same is true for the **Kayamandi MBT rank** which is the second busiest PT hub in Stellenbosch Town. The rank is located just west of the R304 and north of the roundabout Masitandane Rd/ Rand St which is a frequented road, particularly used by heavy vehicles accessing the industrial area along G Blake St. Improved pedestrian infrastructure is required along Masitandane Rd.

The access to **Klapmuts** rail station is along an off-road pedestrian facility in the Klapmuts river bed. This majority of the route needs to be formalised and parts of the existing infrastructure need to be upgraded to adequately accommodate the high volumes of pedestrians. The recently built taxi rank north of the Klapmuts Community Centre requires designated pedestrian infrastructure that safely guides pedestrians and passenger with special needs to the pick-up/ drop-off areas.

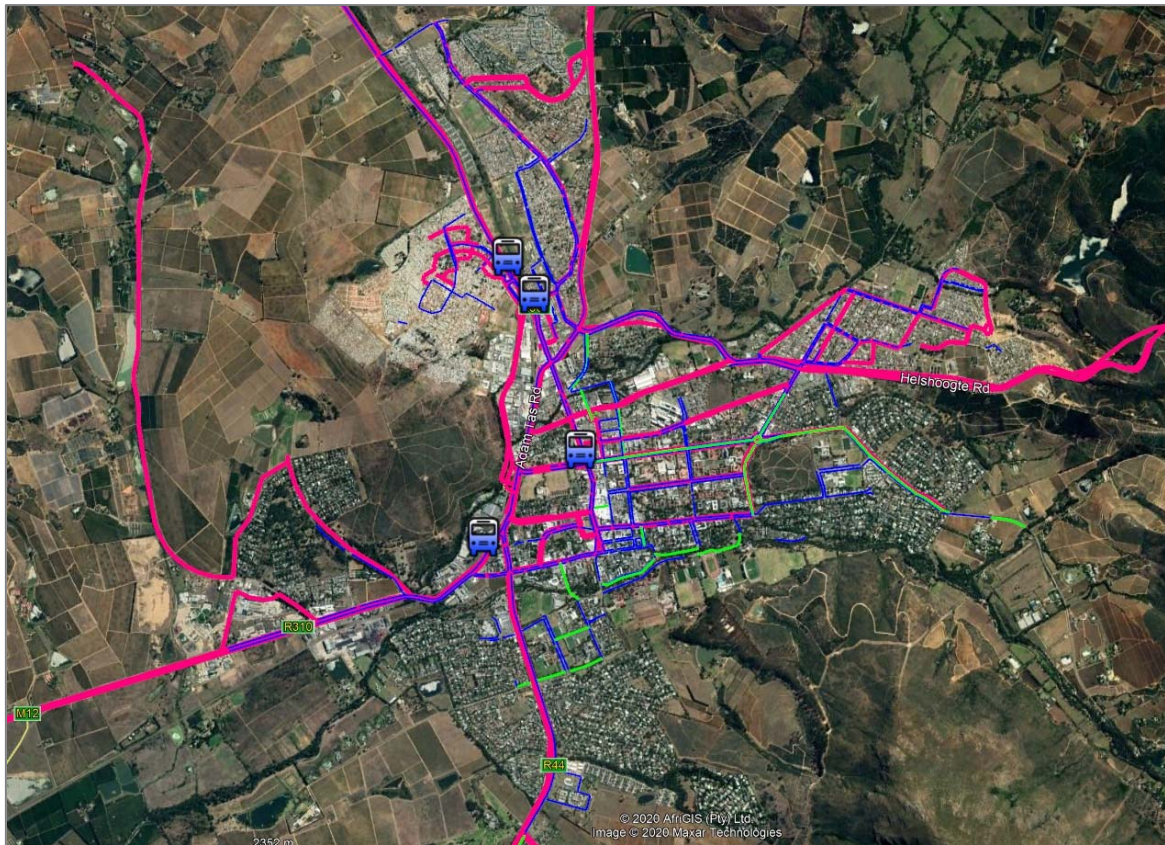


Figure 11: MBT routes & formal ranks (in pink) and integration with existing NMT facilities

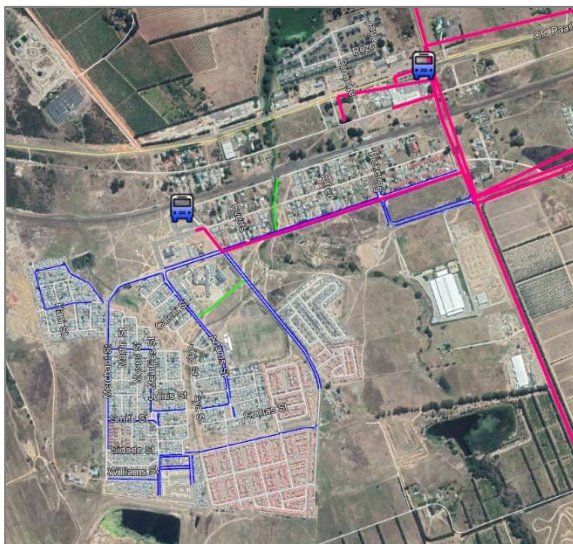


Figure 12: Klipmuts: Current integration with PT is poor



Figure 13: Wemmershoek: Current integration with PT is poor

There are seven railway stations which fall within the Stellenbosch Municipal area; namely: Klipmuts, Muldersvlei, Koelenhof, Du Toit (close to Kayamandi), Stellenbosch (Central), Vlottenburg and Lynedoch. There is an understanding that there has been a significant decline in rail usage over the past few years. This decline has been due to poor service and declining rolling stock and infrastructure. This modal shift has largely been to MBT.

Nonetheless, pedestrian routes to and from railway stations form important links. This is also against the backdrop of initiatives that recommend the upgrade of the current system to improve intra-municipal rail movement.

3.4 Learners and Schools

Children are specifically vulnerable and safe routes to school are essential to ensure the safety of learners. Attempts have been made by SM to provide physical infrastructure such as speed humps in front of schools and it was also observed from site visits that scholar patrol programmes are underway.

However, current limitations such as inadequate sidewalk width near school entrances, as well as safe crossing points at major roads need to be addressed. A local area network around schools is fundamental. The 2020 NMT Masterplan propose a number of interventions to enhance scholar safety.



Figure 14: Cloeteville: Sidewalks close to schools are too narrow



Figure 15: Koelenhof: Lack of safe crossing opportunity along desire line to/ from local school

3.5 Existing NMT Movement Patterns

3.5.1 Outlying areas to Stellenbosch CBD

Pedestrian counts undertaken in 2019 confirm the order of magnitude of NMT volumes. Refer to Figure 16. It is evident that the major NMT streams originate in the north-west of Stellenbosch Town. There are about 2 000 people walking from Kayamandi towards the CBD crossing at the Bird St/ R44 intersection. This is enormous and reflected in the high pedestrian casualties at this location⁵. There are also a high number of commuters and students arriving by train, on average 600 people walk from Stellenbosch Station towards the CBD. The majority thereof walks along Stasie St and Heynike Lane connecting to Mark Street. Residents of Cloeteville prefer to cross at Helshoogte Rd/ R44 which is also identified as a hazardous location. There are about 300 people crossing the road on their way towards the central parts of Stellenbosch. The volumes from Idas Valley are of similar order. Approximately 300 people cross at the formal crossing at Cluver/ Helshoogte Rd. It was observed that there is a significant informal crossing east of the formal crossing. Particularly learners cross here as it is the direct route towards the schools in Simonswyk.

Note that there is no count information available along the south access routes (from Jamestown) and along George Blake Rd towards Merriman Ave (alternative route from Kayamandi, specifically Enkanini settlement). Site visits confirmed that these are also significant NMT routes. Strong desire lines were observed north and south of the Kayamandi sports stadium

The overall cycling share of all four count locations was observed at 4%.

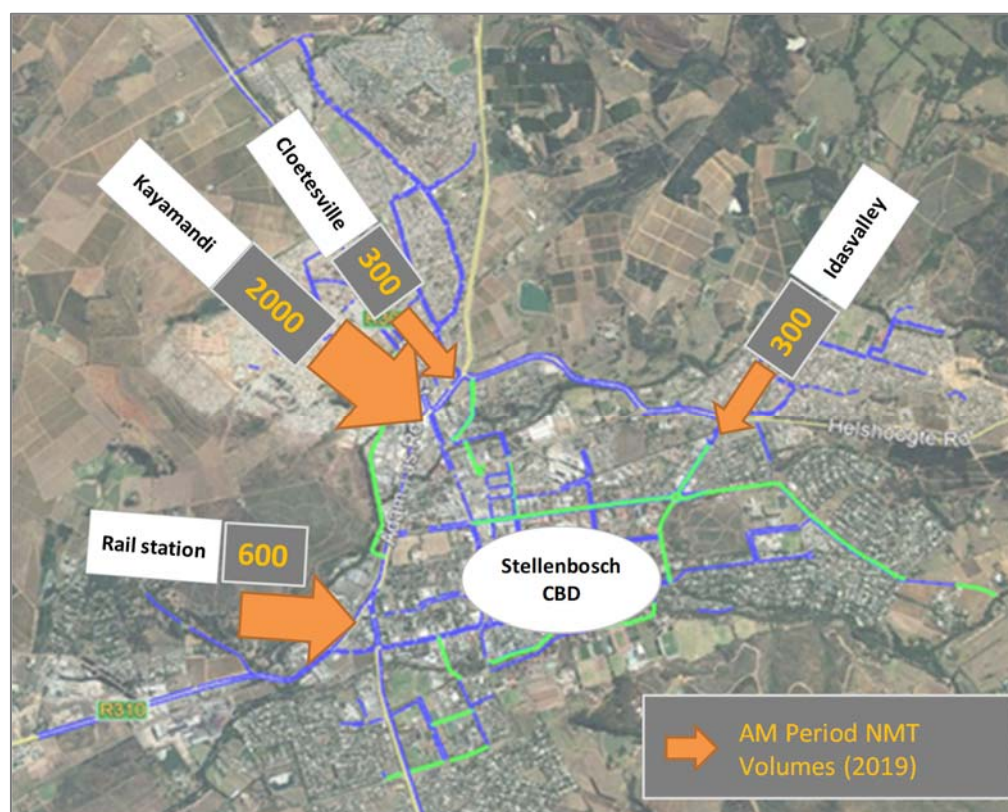


Figure 16: Extent of pedestrian volumes (AM peak period, 2019)

⁵ Stellenbosch Municipality: Transport Safety Master Plan, 2015

3.5.2 Stellenbosch CBD

Stellenbosch CBD attracts high volumes of pedestrians mainly due to the large student population and due to its “old town” which has become a tourist hub. In particular, Dorp Street, Andringa Street and Church Street create a pedestrian-friendly atmosphere with many restaurants spilling over into the street.

The University of Stellenbosch (SU), responsible for the huge student population living in the town, encourages students to walk between campuses and residences. The main desire lines are from the Engineering faculty and residences north-east of the main campus towards the Central Campus. Currently there is no direct at-grade link provided but there is a pedestrian bridge which is however not UA accessible. Students prefer at-grade crossings and most of them cross at Merriman/ Bosman (signalised) and Merriman/De Beer. The latter one is only a unsignalised crossing which is very unsafe.

Other significant desire lines are observed from the sports grounds in the South to the main Campus (along Die Laan/ Bosman and Coetzenburg/ De Waal), as well as along Victoria St (sidewalk on the northern part is currently being upgraded), along Soetweide and along Ryneveld St.



Figure 17: Kayamandi: Rand St is a high activity route which requires pedestrian priority



Figure 18: Kayamandi: Main desire line crosses the (unsafe) at-grade crossing at Du Toit Station



Figure 19: Kayamandi: Informal path leading up to the higher lying areas



Figure 20: Stellenbosch town: Raised pedestrian crossing at Ryneveld St



Figure 21: Stellenbosch town: Crossing of Merriman Ave at De Beer St

3.5.3 Other local towns in the municipal area

The residents of the **other local towns in the municipal area** are often seen walking along major provincial roads. Particularly those NMT movements are from the poorer communities towards the town centre (e.g. Groendal and La Motte towards Franschhoek CBD). Currently strong NMT desire lines are also observed leading to the local MBT rank.

Site visits observed strong desire lines from the south of Klapmuts settlement towards the railway station and towards the shopping area located a bit further north at the intersection of the R44 with the Old Paarl Road (R101). People prefer to walk in the river bed of Klapmuts river, where portions of an off-road pedestrian facility have been formalised already. The total length of the desire line along the river is approximately 1km.



Figure 22: Klapmuts: Good example of existing off-road NMT facility

3.5.4 Cycling

Cycling is prominent in Stellenbosch but is dominated by recreational cycling, particularly by road cycling. These cyclists typically favour the high-order provincial roads – Stellenbosch Arterial, the R304, Helshoogte Road and the R45 towards Franschhoek. Portions of a cycle network is implemented along certain sections of roads by warning motorists that cyclists frequently use the shoulder to cycle in. However, there is no coherent cycling network.

3.6 Quality of Infrastructure

3.6.1 Overview

The construction of the pedestrian and cycle networks as per the CITP recommendations has been limited resulting in fragmented routes and slow roll-out times. Specifically, the cycling network in Stellenbosch CBD is incomplete. Also, people with special needs are confronted with a lack of dropped kerbs at crossings as well as a lack of tactile detection guidance surfaces at pedestrian crossings. This is of specific concern in CBD areas. Sidewalk space is also often obstructed by mis-placed street furniture.

Generally, walking and cycling is not safe with the ever-increasing traffic, which, if not moving, is a hindrance in terms of parked cars obstructing sidewalks. Intersections are in favour of vehicles and pedestrian crossing movements are not well addressed.

The priorities of modes in poorer neighbourhoods leans also towards vehicle movement, despite the fact that the majority of people living there are dependant on walking. The encroachment of houses up to the roadway forces pedestrians and children to walk in the road. From site visits it was also observed that the informal parts of low income areas extend high up towards the mountain side, which makes access very difficult, especially on a gravel path during the rainy season.

3.6.2 Stellenbosch Municipality

Sidewalks make up 80% of the existing NMT infrastructure in the **whole municipal area of Stellenbosch**. There are approximately 120km of sidewalks and 30km of cycle infrastructure. Of that, more than half is located in Stellenbosch town and surrounds. Refer to Table 1.

Table 1: Network Extent of pedestrian and cycle routes

	Whole Stellenbosch Municipality	Stellenbosch Town (incl. Kayamandi, Jamestown)
	Length (km)	Length (km)
Existing Sidewalk	119	76
Existing Cycle Class 1	2	1
Existing Cycle Class 2	22	9
Existing Cycle Class 3	5	5
Total (km)	148	91

Note:

1) Cycle Class 1 is located outside of the road reserve and shared by pedestrians and cyclists.

2) Cycle Class 2 is located within the road reserve but separated from the roadway by level difference/kerb. Within SM, Class 2 facilities are shared by pedestrians and cyclists.

3) Cycle Class 3 is a bicycle lane that forms part of the street or the carriageway and is marked accordingly. Refers to centreline length.

Roughly 30% of all roads in the **whole municipal area** have sidewalks at least on one side of the road. The condition of sidewalks varies quite significantly. It was observed that regular maintenance is a challenge. The majority of bicycle infrastructure is provided as shared facilities with pedestrians (approximately 75%). In most cases however, the sidewalks and cycle facilities are too narrow for the observed volumes and lack continuity (in condition and connectivity). Figure 23 indicates the reasonably well coverage of sidewalk infrastructure in Pniel and Kylemore but also highlights missing links. For example, the connection from the local settlements of Wemmershoek and La Motte to the main road (R45) needs to be provided for.



Figure 23: Kylemore/Pniel/ Franschhoek area: Extent of existing cycle facilities (green) with existing sidewalk infrastructure (blue)

Improvements to the pedestrian and bicycle network of the **local towns of SM** area have been carried out but are limited to shared pathways with pedestrians. Most of the paths are however too narrow and are not well maintained. Especially in poorer communities, NMT infrastructure needs to synergise with adjacent public amenities such as play parks. Considering pedestrian priority streets in such areas will go a long way.



Figure 24: Wemmershoek: Informal path to school



Figure 25: Klappmuts: Off-road NMT facility provided but lack of lighting and insufficient width

3.6.3 Stellenbosch Town

Despite limited budget allocations and resources, Stellenbosch Municipality, along with parallel initiatives of the Western Cape Government and Stellenbosch University, has managed to implement some strategically important projects. Most notably, some of the more recent pedestrian and bicycle facility upgrades include inter alia the shared NMT facility along the R44 from Jamestown to Blaauwklippen Road, the NMT path along Marais Street and the widening of sidewalk space along Victoria Rd (still under construction). Further achievements include traffic calming around schools as well as in the CBD area and providing pedestrian signal priority at some intersections.



Figure 26: Stellenbosch town: Good example of a shared facility for pedestrian and cyclists that is of sufficient width (Marais St)



Figure 27: Jamestown: Recent upgrade of the NMT route along the R44 to the CBD



Figure 28: Good example of pedestrian walkway in a CBD environment (Eikestad Mall, Stellenbosch Town)

The majority of pedestrian and bicycle infrastructure investment has taken place in the town of Stellenbosch with limited facilities available in the suburbs located on the outskirts of the town (specifically in and around Kayamandi). Refer to the figures below. Figure 30 the lack of bicycle infrastructure in Stellenbosch Town.



Figure 29: Extent of existing sidewalk infrastructure in Stellenbosch town and surrounds



Figure 30: Overlay of existing cycle facilities (green) with existing sidewalk infrastructure (blue) in Stellenbosch town and surrounds

Along arterial routes into Stellenbosch, the extent and quality of provision for walking and cycling varies considerably (from outlying neighbourhoods into the CBD). Around Stellenbosch there some critical missing pedestrian and bicycle links that present serious concerns and prevent safe walking and cycling for a large population of Stellenbosch. Incomplete pedestrian and bicycle infrastructure, inadequate and missing links connecting Jamestown⁶, Welgevonden and Vlootenburg to Stellenbosch town are the most critical that require urgent implementation. An investigation into the potential of cycling in Stellenbosch Town in 2015⁷ indicated that the main barriers to cycling are traffic safety, the lack of cycling infrastructure and personal safety concerns. Only a complete urban network that provides safe and direct routes will have the impact to increase the status and utilisation of NMT, in particular cycling.

⁶ The recent implemented segment from Jamestown still requires upgrading of the existing links further north towards the CBD.

⁷ Stellenbosch Municipality, Cycle Plan for Stellenbosch Town, 2015.

3.7 Future Developments and NMT access

3.7.1 Integration with Future Developments

There are significant development proposals underway, that have the potential to positively impact NMT usage. Some of the more significant areas of future growth are described hereafter.

The redevelopment opportunity along **Adam Tas Corridor (ATC)** in Stellenbosch Town stands out by far. The corridor stretches from the Droë Dyke and the Old Sawmill sites in the west along Adam Tas Road and the railway line, to Kayamandi, the R304, and Cloetesville in the north (total extent of approximately 3.7km along Adams Tad Road/ R310). Refer Figure 31. One key proposal includes the reconfiguration of the corridor to obtain a balance between private vehicle, public transport and NMT access along and across the corridor. A specific focus is on improved pedestrian access. This can further be seen in the conceptual proposals for Kayamandi which is identified as Phase 1. The proposals include the formal activation of G Blake St/ Rand St as a commercial hub and to create a mixed-use hub linking Kayamandi with the rest of Stellenbosch. It further acknowledges the safety risk of the current at-grade link across the railway line and proposes a re-location of the station north of the taxi rank on the opposite side of the railway tracks (refer to Figure 32). These proposals are however medium to long term (specifically wrt relocation of the Du Toit station), which the 2020 NMT Masterplan addresses by highlighting short term measures.

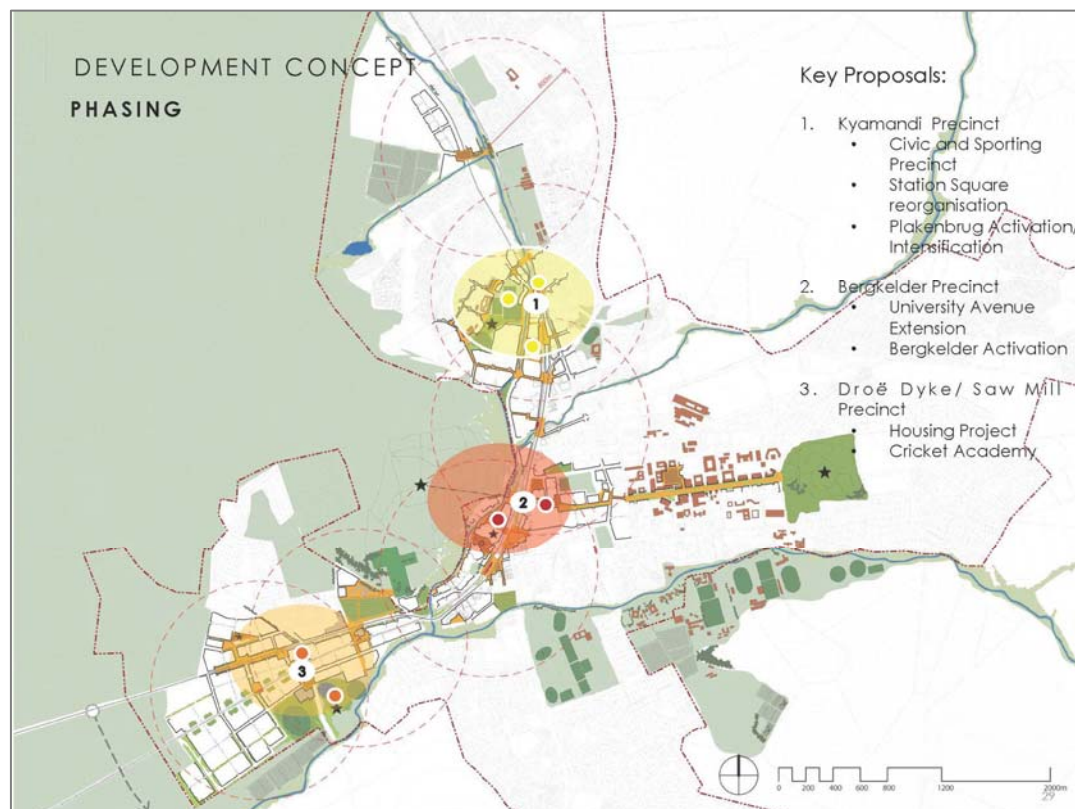


Figure 31: Adam Tas Corridor – Proposed Development Phasing (Source: GAPP 2019)

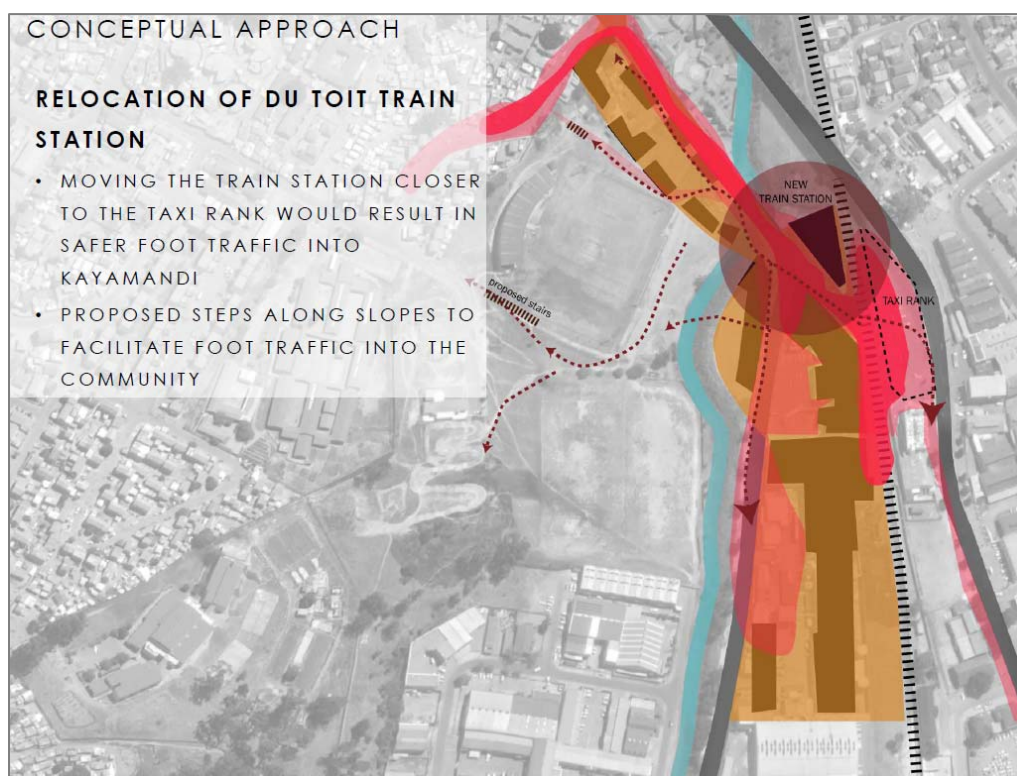


Figure 32: Renewal of Kayamandi as part of the ATC proposal, Phase 1 (Source: GAPP 2019)

Klapmuts has also been identified as a growth node with the following two major developments:

- Distell has relocated many of its operations to Klapmuts north of the N1. The project proposals also include commercial and mixed-use developments. This area forms part of Drakenstein Municipality and collaboration with SM is required to ensure that NMT routes connect.
- The Stellenbosch University, along with other private developers, plans to establish an innovative hub west of Klapmuts (Smart City developments). Due to the nature of those developments, significant NMT volumes are expected in future. It is important that those routes connect to the overall NMT Network for Klapmuts.

Overall, future densification efforts similar to that in Dennesig neighbourhood, will create a pedestrian friendly environment and should be encouraged.

3.7.2 Integration with Stellenbosch University

SU is a significant stakeholder in Stellenbosch Town and promotes the development of pedestrian and cycle routes. Figure 34 indicates the level of walkability between the different parts of the campus. It is evident that there is high potential for walking, but even more so for cycling and skateboarding as distances between faculties can be up to 2km-3km which is an ideal cycle distance. Cycling however is not very popular currently, with some of the reasons listed below:

- Relatively high levels of crime. This particularly relates to personal safety in the evening hours and the theft of bicycles.
- Bicycle parking is insufficient and needs to be expanded. This refers to the location and type of parking facility.
- Skateboards/ longboards are more frequently used, most probably due to their cool/hip status.

- Similarly, Uber rides are experienced as more convenient than walking or cycling.

SU also runs a shuttle service which addresses those longer trips. The service currently consists of a day and evening shuttle service (fixed routes, stops, schedules) which links the general parking areas on the edge of campus with the central campus but without crossing the central campus (Merriman Ave).

In discussion with the SU, it was indicated that (student) parking is of concern, specifically around the Central Campus. Often, sidewalks are blocked by parked cars. Refer to Figure 33. A lack of law enforcement was noted.



Figure 33: Stellenbosch town: Uncontrolled parking which results in unusable sidewalk space (Die Laan, image above) and unsafe parking manoeuvres (Marais Street, image to the right)

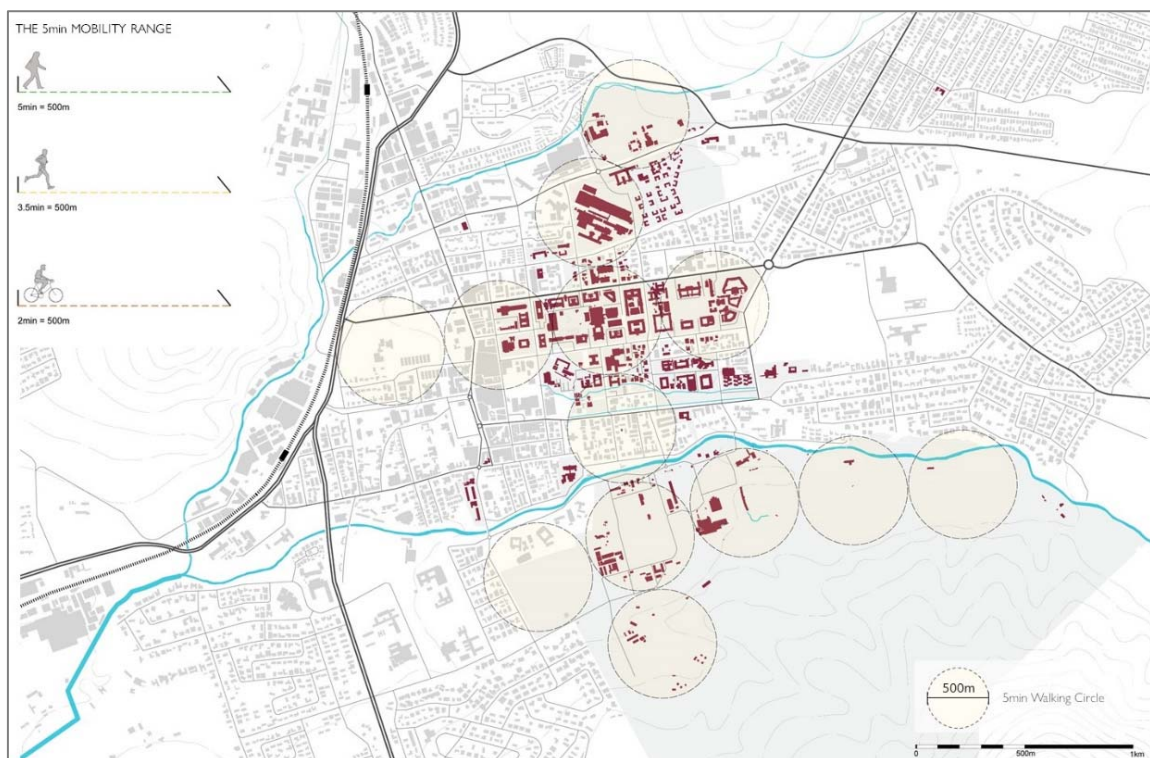


Figure 34: Stellenbosch University: Walkable Campus (Source: SU, 2020)

Despite the above mentioned challenges, the University plays an important role in the uptake of NMT and has identified three levels of routes that make up the SU NMT network. These routes were developed as part of their Spatial Development Framework (Status of report: Draft June 2020) and are categorised as: 1) internal primary, and 2) internal secondary routes on campus and 3) routes that run along municipal roads. Refer to Figure 35. The proposals include the pedestrianisation of some of the University's privately owned streets and providing slipways for UBER. The University indicated that the following municipal street links are of specific priority (in no particular order):

- Victoria Street, east of Bosman Street (upgrade of sidewalk currently underway to ensure UA compatibility)
- Victoria Street, west of Bosman Street (currently at project stage)
- Ryneveld Street (between Merriman and Victoria Street)
- Bosman Street (between Merriman and Banghoek Road)
- Crozier Street (important link to MBT rank)
- Joubert Street
- Marais Street
- Pedestrian crossing across Merriman Avenue (rationalisation of crossing points)
- Pedestrian crossing at Van Riebeeck/ Coetzenberg Street

Figure 35 also indicates the need to connect the Oude Libertas Campus⁸ situated on the western side of the railway line with the main campus. This requires collaboration with SM. The 2020 Municipal NMT Masterplan incorporates the proposed internal SU routes so that an overall network is formed.

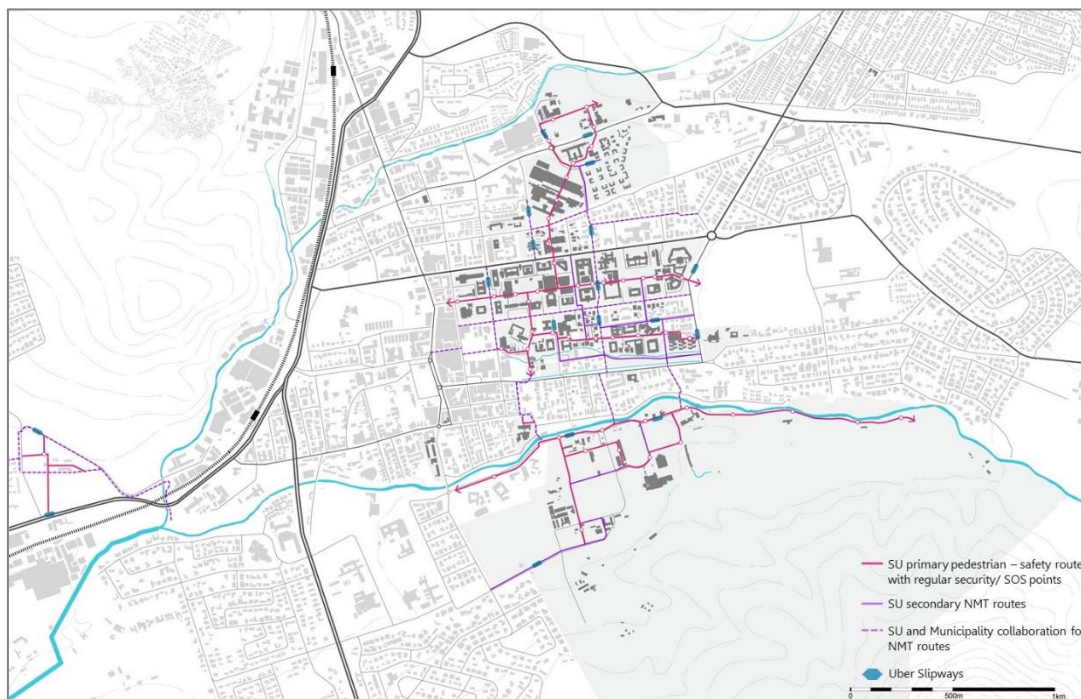


Figure 35: Stellenbosch University: Proposed NMT Routes and 'Uber' Stops (Source: SU, 2020)

⁸ The new Stellenbosch University Business School will be developed on a part of the Oude Libertas site that Distell donated to Stellenbosch University.

3.7.3 SM Human Settlements Roll-Out Plan

Various largescale housing projects have been identified for future residential development in the SM. These housing sites may be mix-used developments, Upgrade of Informal Settlements, GAP market/ FLISP subsidies, BNG Housing/ subsidised housing (including backyarders), CRU/Social Housing or servicing of sites. Due to their nature of serving low income households, those development areas will require internal NMT routes and public transport accessibility. This implies that sidewalks are wide enough to accommodate the expected high volumes of pedestrians.

Currently, sidewalk infrastructure in recently developed low income settlements was observed to be too narrow as well as lacking connection to the main PT hub. Refer to Figure 36 for examples from Klappmuts and Groendal/ Langrug.



Figure 36: Groendal/ Langrug: Road infrastructure for future housing development lacks infrastructure for walking and cycling



Figure 37: Klappmuts: Provided sidewalks are too narrow

Within the municipal area, significant areas of housing development are identified in Klappmuts (1 500 du), Kylemore (200 du), La Motte (600 du) and Langrug (1 200 du). Figure 39 depicts the extent of low income housing in the wider Franschhoek area. The expected growth is substantial which will require appropriate pedestrian and cyclists route to and from those new neighbourhoods, integration with the existing network and identification of safe crossing opportunities (in this case the R45).

The main areas of growth within Stellenbosch Town are identified north of Kayamandi (approx. 6 000 du), south of Jamestown, and south of the R310 at Distell Libertas (Droë Dyke with approx. 4 000 du). Refer to Figure 38.

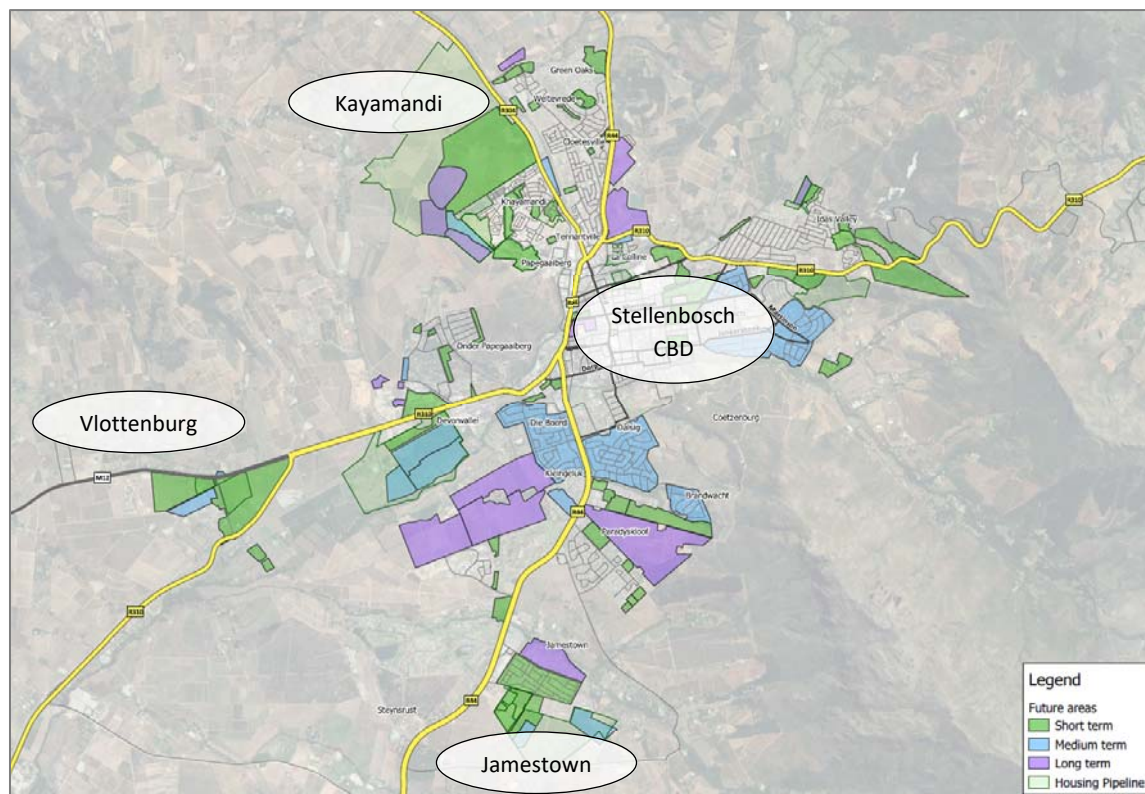


Figure 38: Stellenbosch Town: Future development areas incl. Housing Pipeline

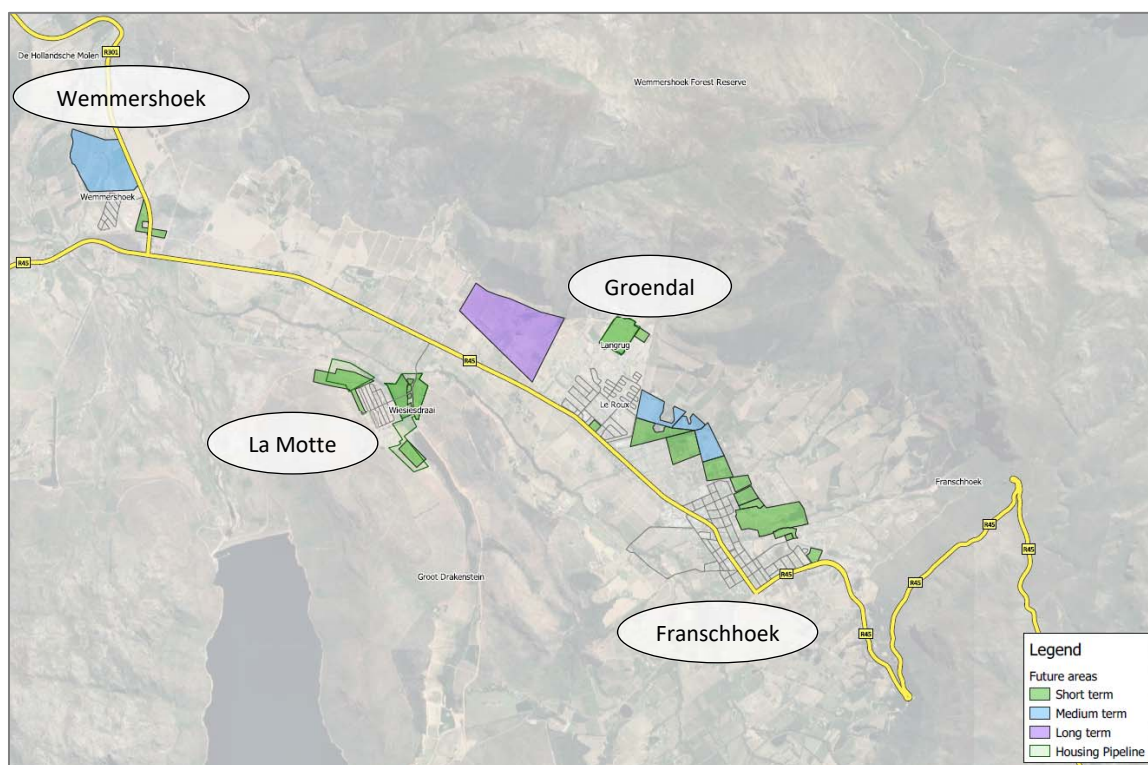


Figure 39: La Motte/ Groendal: Future development areas incl. Housing Pipeline

3.8 Summary: Challenges and Opportunities

The Status Quo Assessment identified a number of challenges which the updated 2020 NMT Network Plan addresses. In particular, of **concern** are:

- Spatial planning and barriers: Previously disadvantaged neighbourhoods are located beyond major roads relatively far away from work opportunities, which leads to long routes and unsafe crossing manoeuvres.
- Fragmented NMT facilities from outlying suburbs to CBDs: Pedestrian and cyclist facilities are incomplete and often not wide enough for the observed pedestrian volumes.
- Incomplete and limited cycling network in Stellenbosch CBD: Existing bicycle facilities are isolated routes and need improved connectivity.
- Public transport: PT interchanges lack good integration with pedestrian routes, and are especially poorly accessible for people with disabilities.
- Roughly 30% of all roads in the whole municipal area have sidewalks at least on one side of the road.
- Sidewalks and cycle facilities are too narrow and are not universally accessible: Cars are favoured in the streetscape which leaves limited space for pedestrians and cyclists. Often, sidewalks are also obstructed by parked cars and street furniture.
- Safety for pedestrians and cyclists: Of specific concern are the crossing of big intersection which primarily accommodate private vehicle movements.
- Role of provincial roads through CBD areas: Due to their mobility function, provincial roads such as Merriman Ave in Stellenbosch Town and the R45 through Franschhoek, attract regional traffic and are not very pedestrian friendly.
- Cycling along provincial roads is popular but road safety is a concern.
- Affordability of cycling and ability to cycle: Although there is high potential for cycling its distances, there is the barrier of affordability. Theft of bicycles is also a major concern and hindrance. Also, especially women do not feel comfortable to cycle for various reasons; most probably due to being not able to cycle and because cycling is not being culturally accepted.

However, there are also a number of **opportunities**, which are listed hereafter:

- Walkable and cyclable distances: In Stellenbosch town, places of work and education can easily be reached by walking or cycling. Specifically, some streets in Stellenbosch CBD are already pedestrian friendly which can easily be extended to form a wider network (Andringa Street and Victoria Street).
- Potential of the CBD and old town tourist hub: The old town has the potential to embrace an even higher level of pedestrian routes and to emphasise pedestrian priority.

- Significant student population in Stellenbosch: The routes between the faculties, residences and sports ground are already well used by students and staff. If a coherent network of high standard is provided (with PT/uber integration), it will be possible to promote walking and cycling even more – considering that the student population represents 36% of the total population.
- (Road) Cycling is very popular and motorists are already more aware of cyclists. There is an opportunity to promote a broader range of cycling trips if safe routes are provided.
- The University's plans of pedestrianisation and efforts to make cycling a more viable mode has the potential to make a large portion of student/staff rethink their current travel arrangements.
- Strong civic advocacy groups such as the NMT Forum and Mobility Forum can support the efforts of the municipality.
- The planned redevelopment of the Adam Tas Corridor and integration of Kayamandi with Stellenbosch Central.
- Future expansion of local settlements, such as Klapmuts, are an opportunity to integrate NMT movements from the start and to provide designated space which is adequate in terms of width and directness.

It can be concluded that Stellenbosch Municipality and particularly Stellenbosch town has great potential for cycling due to the town's size, topography, student population and tourist appeal. It also offers a compact, thriving CBD where most commercial and retail needs can be satisfied, a culture of café shops and outdoor dining, which contribute to attractive public spaces for people to relax and explore. The CBD environment and surrounding residential areas are all within walkable distances with the university, residences, restaurants, shops, offices, located close to one another.

4 VISION AND STRATEGIES

4.1 Overarching Planning Framework

4.1.1 Integrated Transport Plan

Stellenbosch's vision is to be a Valley of Opportunity and Innovation with Strategic Focus areas that include being a Valley of Possibility, Green and Sustainable Valley, Safe Valley, Dignified Living with Good Governance and Compliance. In response the ITP highlighted the transport response to this and listed the following actions:

- Effective public transport and NMT systems for access to opportunities
- Public Transport, walking and cycling network and other improvements
- Road safety projects to improve safety practices
- Establish safe and secure public transport and NMT systems
- Implement public transport systems that are accessible and affordable for all

4.1.2 Recent NMT Planning Initiatives

NMT planning in the SM has come a long way and all plans conclude that Stellenbosch Municipality and particularly Stellenbosch town has great potential for cycling due to the town's size, topography, student population and tourist appeal. It also offers a compact, thriving CBD where most commercial and retail needs can be satisfied, a culture of café shops and outdoor dining, which contribute to attractive public spaces for people to relax and explore.

The University (SU) plays an important role in the uptake of the identified NMT. SU has plans in place to improve the bicycle infrastructure on campus and to align its NMT network with the objectives of the Municipality. The proposals include the pedestrianisation of some of their own private streets and providing slipways for UBER vehicles.

Stellenbosch Bicycle Plan

In 2015 a Cycle Plan for the town of Stellenbosch was developed. Very thorough analyses was undertaken resulting in a bicycle network plan for the town of Stellenbosch, as well as an approach for cycling in Stellenbosch. The latter included a vision for cycling, guiding principles, aspirational goals, a comprehensive program and an action plan. However, this plan was limited to the town of Stellenbosch and only focused on cycling, whereas the scope of this vision framework is inclusive of the entire Stellenbosch Municipality, including Franschhoek, Klapmuts and Pniel, as well as focuses on all modes of non-motorised transport.

Some key elements are extracted as it pertains to the Vision Framework for Stellenbosch Municipality.

The vision statement is "By 2030, cycling within and around Stellenbosch has become the popular form of mobility that is safe, convenient and is accepted and promoted by all." The following guiding principles are listed:

- Safety
- Accessibility and Integration
- Collaboration

The following Aspirational Goals are listed:

- Stellenbosch is recognised as the best cycling town in South Africa and one of the best cycling tourism destinations in the world;
- The cycling network allows people to move easily between home / places of residence and work, educational facilities, places of interest and other destinations or just for pleasure;
- Cycling in Stellenbosch is accepted as a safe means of transport with zero fatalities;
- Where all age groups, including children and the elderly, use cycling as a safe, convenient, relaxing and enjoyable mode of travel;
- Cycling is accepted as a key contributor to the local economy; and
- With a 15% modal share, cycling has resulted in a substantial reduction in congestion and GHG emissions within Stellenbosch.

Stellenbosch University

Stellenbosch University's Integrated Transport Plan proposes a nodal approach to manage transport on the Stellenbosch Campus with walking and cycling being the preferred mode. It also identifies that the movement desire lines overlap on municipal and university streets and property and that alignment is required. In support of the Matie Bike project it is also proposed that bicycle infrastructure on campus be improved and that collaboration is required with the municipality to improve pedestrian and cycling links to and from campus.

4.2 Vision Statement and Objectives

To arrest the gradual prioritisation of cars over people, certain strategies and policies have to be adopted to ensure that non-motorised transport users are prioritized in transport planning and street design. Stellenbosch Municipality has adopted the following vision for pedestrians and cycling:

"Stellenbosch Municipality will strive to develop walkable and cycle-able environments that are safe for all to use and contribute to the mobility needs, economic vibrancy and social health of communities."

This can be translated into the following **Strategic Objectives**:

Connect the outlying communities with the CBD in a safe and attractive manner and improve safety, access to opportunities and the dignity of these communities.

This requires safe connections for pedestrians and cyclists into the CBD and specifically the Kayamandi crossing of the railway line towards the CBD and across the R304 to the schools in Cloetessville and the Helshoogte/ Cluver Street crossing must be addressed. Similar in other towns such as Pniel, Klappmuts, and Franschhoek, safe and convenient routes for pedestrians and cyclists have to be provided that connect to the town center.

Strive towards car-free living in Stellenbosch CBD.

A traffic management approach that favours more vulnerable road users, the introduction of measures to reduce traffic flow in the CBD and develop more pedestrian-friendly or pedestrianized streets in the CBD, should be pursued. This approach can only really be successful if it is underpinned by a CBD public transport distribution service.

Achieve a modal shift in the Stellenbosch CBD towards public transport, walkability and cycle-ability.

The Stellenbosch Cycle Plan estimate that the current cycling modal share in Stellenbosch town is 2-2.5%. Achieving a modal shift towards public transport, walking and cycling will require that streets must be transformed into vibrant pedestrian-friendly spaces with supporting land use, sidewalks that are universally accessibility, traffic management in favour of pedestrians, cycling and public transport. Parking in the CBD reduced over time by introducing differentiated parking tariffs with more affordable parking on the outskirts of the CBD.

The Cycle Plan for Stellenbosch has set the scene for promoting cycling in the CBD towards its aspirational goal of being *“recognised as the best cycling town in South Africa and one of the best cycling tourism destinations in the world”*, and a series of action plans have been identified.

Creating dignified living spaces in previously disadvantaged areas.

Pedestrian footways/ paths and cycle networks are required to connect people to civic amenities, schools, public transport facilities and markets. These should be quality environments, bringing dignity to the public space.

The following famous quote is usually attributed to Einstein - *“Insanity is doing the same thing over and over and expecting different results.”* Achieving this vision of walkable and cycle-able environments will require a move away from *“business as usual”* approach in transport planning and engineering. In support of this, clear principles, policies and strategies must be followed to guide officials and politicians of Stellenbosch Municipality in the implementation of transport infrastructure projects in the future, else nothing will change.

4.3 Key Principles

These key principles must serve as the foundation for the implementation of transport infrastructure to allow more pedestrian friendly and cycling environments to follow.

- **Integration between land use and transport** towards developing pedestrian friendly environments to reduce the demand for travel and the need for motorised transport. This is essential in reducing people’s dependency on motorised transport.
- **Prioritizing vulnerable road users at conflict points** will improve road safety for pedestrians and cyclists and encourage people to walk and cycle more.
- **Outlying communities** are captive users of public transport and walking. These communities **must be prioritized and the environments for pedestrians and cyclists be improved** to encourage and support these modes.
- The development of sustainable transport solutions and pedestrian/ cycle friendly environments cannot sole be undertaken by the public sector. A **partnership** with the private and public sector towards furthering car-free living is required, including Stellenbosch University.
- **Roads and Streets for all.** This requires the re-prioritisation of road space to ensure that all the needs of all users of the street are adequately provided for. Where the needs of the various users are in conflict, the needs of the more vulnerable road user must receive priority.

4.4 Focus Areas

The creation of more livable environments are not sole the responsibility of infrastructure implementers. The transport environment is planned, designed and managed by various departments. Officials are all responsible for different focus areas within the transport environment. All these implementing agencies are responsible for creating liveable environments. Particular focus areas, along with their leaders, stakeholders and role-players, include the following:

- Planning
- Human Settlements
- Legal Framework
- Infrastructure
- Traffic
- Operations
- Awareness
- Partnerships

Accordingly, strategies are developed for each of these focus areas and these are discussed in more detail hereafter.

4.5 Target Market

The NMT Strategy targets all non-motorised transport users in Stellenbosch Municipality and includes **learners, recreational cyclists, commuters, students, people with special needs and pedestrians.**

In the Stellenbosch Cycling Plan **Low Income Residents** and the **Stellenbosch University** have also been identified as particular target areas with specific targeted strategies.

- Access to bicycles for lower income residents of all ages is a critical target market and priority for the cycling programme going forward. A high number of people can be seen walking from Kayamandi, Cloetesville and Idas Valley and this is either by choice or being forced to walk due to economic constraints.
- The Bicycle Plan also mentions that the student population is an important target market for cycling and can provide the required tipping point to increase cycling the CBD.

4.6 Strategies

A set of strategies have been developed for each focus area and along with that, a key principle for the particular focus area have been developed, as well as the lead implementing department/ stakeholder/ unit.

4.6.1 Planning

Principle: Integration and Liaison

Lead Implementer: Development Planning with a particular focus on private sector development, Province and the Planning & Economic Department

Encourage and foster an environment of institutional integration

Working together, pursuing similar goals across the various government institutions will increase the potential for successfully implementation of more pedestrian friendly and cycling environments. Officials, managers and politicians alike must encourage the integration between municipal departments, with significant role-players such as the Western Cape Department of Transport and Public Works as well the Stellenbosch University.

Encourage spatial integration of municipal projects

Along with institutional integration, spatial integration of infrastructure, communities, funding, etc will ensure that roads, pedestrian and cycle networks, urban improvements projects, human settlement projects, etc are ably integrated to allow for quality urban environments suited for people.

The Directorate Planning and Economic Development and the Directorate Infrastructure Services are specifically tasked to ensure that they work together to achieve the common vision.

- Through development frameworks for new housing projects, the public space environments should cater for all users, pedestrians, sidewalks, public transport, etc.
- Funding opportunities in the various departments must be identified and project implementation aligned.

Encourage the shared implementation of the NMT Network by the public sector and private sector alike.

- Development Planning must also ensure that private sector developments include pedestrian and cycle routes and provision for public transport, along with road upgrades. The mechanisms available is through the review and approval of the Site Development Plan (SDP) as well as through the development of the Site Transport Assessment and/ or Transport Impact Assessment, where required.
- Development Charges should be used for the implementation of portions of the NMT network.

4.6.2 Human Settlements

Key Principles:

- Integration between land use and transport
- Outlying communities must be prioritized and the environments for pedestrians and cyclists be improved.
- Partnership with stakeholders and role-players
- Roads and Streets for all

Lead Implementer: *Human Settlement officials in Planning & Economic Department, Roads and Transport Units in Engineering Services*

Discussions with the municipal officials responsible for human settlements planning and implementation highlighted the fact that pedestrians and public transport users are typically captive users of transport services and have no other options other than walking, cycling and using public transport, but yet due to funding constraints the necessary facilities are not provided. The unintended consequence is road safety concerns when pedestrians cross major roads, walk in roads, insufficient sidewalk widths or none at all and inadequate public transport services and infrastructure. Apart from funding constraints, the needs of pedestrians, cyclists and public transport users are not adequately identified and assessed during the Site Development Plan (SDP) process.

From this a series of strategies have been identified to ensure an appropriate level of NMT consideration during the project inception, SDP development and infrastructure design process, increase and improve the involvement of the Engineering Unit and to create/ generate funding opportunities for NMT and public transport infrastructure.

Identify and consider non-motorised transport impacts and remedial measures in the process of formulating a Site Development Plan and ensure that NMT and public transport remedial measures are appropriately included in the conditions of approval for human settlement developments.

This intervention must be undertaken at various stages of the implementation process.

- For human settlement projects undertake a high-level NMT impact screening at the Project Identification/ Inception stage with the focus on the following:
 - Alignment with the NMT Masterplan
 - Potential external pedestrian desire lines across major roads to schools, clinics, shops, in adjacent communities
 - Consider the implications of topography on pedestrian and cycling movement
 - Public transport services required (taxi rank, embayments, etc)
 - Road classes and road reserve widths required for various classes of roads and streets
- During the SDP development process undertake a Site Transport Assessment:
 - Identify land uses and the potential pedestrian desire lines to and from schools, clinics, places of work, shops, public transport facilities, etc
 - Locate land uses that are major pedestrian trip generators or attractors in such a manner that potential road crossings are safe. For example, do not locate a school gate on a class 2 road but rather a class 4 or 5 street. At the school entrance the road reserve should be wide enough to accommodate wide sidewalks (2m or wider), public transport embayments and stop and drop areas for parents to drop learners off). A pedestrian crossing must be provided along with traffic calming proposals.
 - Develop a local pedestrian and cycling network plan and align and connect with the NMT Masterplan, as well as existing facilities and services.
 - Identify routes to the nearest public transport service
 - Where relevant (for example mass housing projects), develop a local public transport network, identify locations for public transport ranks, embayment and stops.
 - Identify the existing pedestrian and cycling facilities and public transport infrastructure as well as the remedial measures required (sidewalks, cycle paths/ lanes, pedestrian crossings, road reserve widths, traffic calming measures) and ensure that the SDP adequately mitigates these potential impacts.
- In TIAs⁹ for human settlement projects the emphasis should not be so much on the impact of private vehicles, but rather the impact of public transport, pedestrian desire lines and the infrastructural requirements and approval conditions for these.

⁹ The COTO TMH16 Volume 2 South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual has clear guidelines how the impacts on pedestrians and cyclists (Chapter 13) and public transport users (Chapter 14) should be assessed as part of TIAs. It further distinguishes the requirements for TIAs and Site Traffic Assessments. However, although these guidelines exist, it is not applied rigorously by all transport engineers when undertaking TIAs. It is therefore recommended that the Planning & Economic Department highlights the need for TIAs and Site Transport Assessments to adequately address the impacts and remedial measures of pedestrians, cyclists and public transport users through including a Site Transport Assessment.

- TIAs should include the following:
 - Person trip generation of pedestrians and public transport users OR Where vehicle trip reduction factors are applied¹⁰, determine the corresponding public transport users and pedestrians¹¹.
 - Where relevant discuss possible modal splits for with local transport officials, identify the existing pedestrian and cycling infrastructure and the public transport services and infrastructure.
 - Where a high number of public transport trips are generated, officials should assess whether a new taxi rank is required, and propose any additional operating license requirements or adjustments to existing operating licences.
 - Develop a pedestrian and cycle network and public transport network overlay to the SDP, along with traffic calming proposals, public transport and NMT infrastructure proposals.
- Include the pedestrian, cycling and public transport infrastructure proposals as conditions of approval, appropriately tied to funding sources.
- During the design process the pedestrian and cycling infrastructure should be in accordance with appropriate infrastructure guidelines.

Improve the participation of the municipal transport unit during the evaluation of the Site Development Plan, the TIA and the road designs.

The engineers and planners in the Engineering unit must have improved and structured participation during the various stages of the project to ensure appropriate pedestrian, cycling and public transport provision as listed in Table 2.

Table 2: Participation by Transport/ Roads Engineering Officials

PROJECT STAGE	PARTICIPATION BY TRANSPORT/ ROADS ENGINEERING OFFICIALS
Project Inception	<p>Engineering officials must provide comment on the following:</p> <ul style="list-style-type: none"> • Alignment with the NMT Masterplan • Identify any adjacent high-order roads and the potential for road safety concerns • Identify potential pedestrian desire lines across higher order roads to schools, clinics, etc in adjacent communities. • Need for a taxi rank
SDP Evaluation	<ul style="list-style-type: none"> • Review and comment on high-level NMT impact screening • Review and comment on the SDP. Check road reserve widths, public transport space/ rank/ embayment, alignment with NMT masterplan • Identify and road safety implications

¹⁰ The COTO TMH16 Volume 2 South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual allows the reduction of trip generation rates for areas of low vehicle ownership, very low vehicle ownership, located along transport nodes or corridors and as part of mixed use developments.

¹¹ Very little information or guidelines are available for pedestrian and public transport trip generation. The only local available resource known to the author is the City of Cape Town, Guidelines for the public transport component of transport impact assessments, (A working document), Draft, December 2001

PROJECT STAGE	PARTICIPATION BY TRANSPORT/ ROADS ENGINEERING OFFICIALS
TIA Evaluation	<ul style="list-style-type: none"> • Review and comment on the TIA. • Ensure that the TIA appropriately assesses pedestrian, cycling and public transport impacts and identifies remedial measures. • Check the pedestrian and cycling networks plan, public transport network plan and infrastructural remedial measures • Draft conditions of approval
Infrastructure Design Evaluation	<ul style="list-style-type: none"> • Check that appropriate standards are used and that the requirements of the SDP and conditions of approval are met.

Create or generate funding opportunities for NMT and public transport infrastructure

- Funding from Development Charges (DCs) for BNG or GAP housing should be applied or NMT or PT infrastructure aligned with the NMT Masterplan.
- Liaise and coordinate with the Western Cape Dept of Transport and Public Works for grant funding for NMT infrastructure and pedestrian safety improvements on provincial roads and roads of joint significance.
- Implement NMT infrastructure as part of human settlements implementation as required through the National Housing Grant.
- NMT funding from the Municipalities other grant funding sources (Neighbourhood Infrastructure Grant, Municipality Infrastructure Grant, etc)
- Identify public transport infrastructure funding sources available and implement along with NMT infrastructure and networks
- Identify pedestrian safety funding sources to be used for public transport, pedestrian crossings, sidewalks and cycling facilities.

4.6.3 Infrastructure

Key Principle: *Roads/ Streets for All*

Lead Implementer: *Roads Unit in Engineering Services*

Connect outlying communities/ neighbourhoods with safe and continuous bike and pedestrian routes

As previously mentioned the routes from outlying communities towards the CBD is a particular focus area. These routes require special attention to be safe, attractive and in line with desire lines towards key destinations and connected with an overall network of pedestrian and cycling routes. Connections include the following:

- From Kayamandi across the R304 to the schools in Cloeteville
- From Kayamandi across the railway line at Du Toit Station and along Bird Street to the CBD
- From Idas Valley across Helshoogte towards Cluver into the CBD
- From Jamestown along the R44
- From Vlottenberg along and across the R310
- From Cloeteville along and across the R44

Apart from connecting these communities to the CBD, communities should also be able to cross the high-order provincial road in a safe manner. A series of pedestrian bridges are also proposed:

- From Kayamandi across the R304 to the schools in Cloeteville. The preliminary designs for this project has already been completed.
- From Kayamandi across the railway line at Du Toit Station. A gated pedestrian level crossing is proposed as an interim measure. However, there are concerns that PRASA might not support the proposal as they do not support the formalisation of level crossings.
- From Idas Valley across Helshoogte towards Cluver into the CBD
- From Cloeteville along and across the R44

Create pedestrian/ cycle -friendly streets/ pedestrianize in the CBD environments

The CBD is a particular focus point with the Stellenbosch University Campuses, the tourist hubs around Dorp Street and Church Street and public transport concentration points in Stellenbosch (Du Toit and Stellenbosch Stations with Bergzicht Taxi Rank). Similarly, Franschhoek CBD is a particular focal point with a strong pedestrianized culture. In Klapmuts, Pniel pedestrian activity is mostly focused around the main road through the town. Pedestrian friendly streets will improve the safety and attractiveness of non-motorised transport, attract more people to walk and cycling, encouraging the modal shift towards public transport, cycling and walking. Some key actions to be considered are:

- Pedestrian/ cycle safety to be prioritized at intersections in CBD and at conflict points (pedestrians, cyclists vs vehicles).
- Trade on-street parking for cycle lanes in a progressive manner and find a balance between parking provision and cycling.
- Provide pedestrian crossings.
- Introduce traffic calming for example Victoria Street and Andringa Street.
- Progressively roll-out a cycle network in Stellenbosch CBD (see below).

Create a network of pedestrian and cycle facilities, along with bicycle parking

Various studies have confirmed that cycling can only really be encouraged if a continuous network of cycling facilities exists. The directness, continuity, safety along the route will encourage cyclists and improve their prominence in the streetscape.

- Identify and implement a core cycling network in Stellenbosch CBD, connected to key institutions and the University Campuses.
- Identify continuous and direct route from outlying communities outside of Stellenbosch and create cycling space along the higher-order provincial roads and connect these routes to the CBD cycle network. Alternatively, provide separated cycle and pedestrian paths.
- In the communities of Pniel, Klapmuts and Franschhoek where strong desire lines typically are located along the higher order provincial road, provide separated pedestrian footpaths and cycle paths along these routes to connect to the urban nodes within these settlements, as well as to schools.
- Locate bicycle parking at appropriate locations depending on the need, demand, security and attractiveness. Private sector developments should also be encouraged to install bicycle parking. Locations to consider include:
 - Places of work, especially where employers are participating in a scheme to promote cycling with their employees. Employers should be encouraged to provide secure parking on site.
 - Schools, universities and colleges
 - Stadium entrances, gymnasiums and sports fields

- Shopping centres
- Civic facilities – community halls, clinics, hospitals, libraries, etc.
- Public transport facilities such as interchanges, rail stations, etc.

The public sector and the private sector alike should be encouraged to install bicycle parking facilities.

As safety is a key consideration, safe cycling facilities should be provided at key locations. The Stellenbosch University has various nodes across campus (Admin Building, Residences, etc) and will also implement bicycle parking along with its other infrastructure in support of multi-modal transport options.

The municipality should encourage the implementation of bicycle parking facilities at civic nodes (libraries, community centres, etc). Bicycle parking should also be provided as part of private developments.

Develop universally accessible streets

A recent audit completed by Jeremy Hazell indicated that the streets in the CBD are not universally accessible and hampers the mobility of people in wheelchairs. The Municipality should encourage that all new infrastructure being implemented through private sector and public sector role-players be universal accessible.

Create space for cyclists and pedestrians along provincial roads in the CBD

The provincial roads running through the CBD is a particular area of concern. Sections running through the CBD include *Adam Tas*, *Helshoogte*, the *R304*, the *R44* and *Merriman Avenue*. These roads should be managed to become more pedestrian-friendly over time by considering the following:

- Use the shoulder for cycling and separate it from vehicle traffic.
- Use bulb-outs to decrease the crossing distances at major intersections
- Provide sidewalks and footpaths where required, along with pedestrian bridges and pedestrian crossings.
- Set traffic signal phasing in favour of pedestrians where significant amounts of pedestrians are crossing.

Investigate ways and means with the Province to enable cycling along the provincial roads in the municipality

The provincial roads within the Stellenbosch Municipal area are well-known for recreational cycling, especially *Baden Powell Drive*, *Stellenbosch Arterial*, *Helshoogte*, the *R304* and the *R45*. These roads typically have shoulders but have high operating speeds, 80km/ hr and higher. However, cyclists do use these roads and cycle along the shoulder. Cyclists Warning Signs have been installed along some of the roads, but cycling along the provincial roads should be further explored in discussions with the Province.

Possible options include the following:

- Cyclist Warning Signs along the routes
- Warning signs, along with cyclist guidance signs and road markings, along the shoulder
- Provision of a high-quality cycle path located in the road reserve but separated from the roadway

Use various municipal budgets to implement portions of the network

The implementation of facilities for cyclists and pedestrians should not be the sole responsibility of the Roads and Transport division at Stellenbosch Municipality. Promoting cycling and pedestrian movements must become a Municipal priority. Various funding sources (capital, operational and grant funding) should be utilised, and where appropriate and sourced from various other departments, such as Planning & Economic and Community Services etc.

Implementation by private sector developers and the Stellenbosch University

Similarly, private sector developers should also contribute/ implement sidewalks, cycle paths/ lanes and public transport embayments as part of the role-out of remedial infrastructure measures through the use of Development Charges.

Implement cycle routes in CBDs (cycle lanes and paths (sidewalk or off-street))

A continuous cycle network should be developed in the CBD that enables people to cycle from point A to B in the most direct manner, along a continuous network of lanes, paths and routes. In the same way that pedestrians can navigate across the CBD. Various tools are available to achieve this and some actions include the following:

- Trade parking for cycle lanes.
- Share sidewalks with pedestrians but do not attempt to squeeze all users on a sidewalk if there is insufficient space. Note that a cyclists need 1.4m effective clear space. If this space is not available due to conflicting pedestrians and street furniture, cyclists will start to use the road again.
- Bicycle priority/ accommodation at intersections.
- Share wide pedestrian routes and public space.
- Dropped kerbs at all level changes.

Decluttering of sidewalks

Sidewalks are typically obstructed by the clutter of urban street furniture such street lighting poles, road signs, traffic light poles, advertisement and distribution boxes. These are typically located in such a manner that it obstructs the flow of pedestrians and the cluttering of sidewalks reduces the effective widths for pedestrians, cyclists and those people using wheelchairs.

An audit of existing road signage can be undertaken to determine to what extent it can be rationalised. In this manner the effective width of sidewalks can be increased in a relatively cost-effective manner.

Safe routes to schools

Schools have been identified as a particular focus area as well.

Routes in close proximity, approximately 250m around schools, should be identified. However, more vulnerable schools (rural schools and schools located in poor communities) should be prioritized. Examples of some infrastructure interventions at the accesses to schools include the following, but more detailed on-site investigations are required to determine the most appropriate infrastructure measures / improvements.

- As far as possible school accesses should be located on lower order class 4 or 5 roads.
- The speed limit sign of 40km/ hr must be introduced around schools.
- Proposed infrastructure interventions include the following:

- Sidewalks on both sides of the road for at least 100m on either side of the entrance(s) to the school or to the closest side streets if spaced closer than 100m. Alternatively, implement low cost interventions such as widening the walking space by demarcating some road space for pedestrians as well or using the drop-off area for vehicles for pedestrian space as well at schools where vehicular drop-off and collection is limited or completely absent.
- Yield Raised pedestrian crossings in combination or without scholar patrol or signalised pedestrian crossing if warranted. An alternative layout is to have speed humps spaced 100m apart on either side of the pedestrian crossing. In this instance, the pedestrian crossing is not raised. Alternatively, flat tables could be used either side of a yield raised pedestrian crossing to make motorists more aware of the pedestrian crossing ahead.
- Appropriate road signs and markings, including a speed limit zone of 40km/h surrounding the school, once approved and adopted.
- Drop-off locations in front of the school in both directions at locations where it is required. It is important to consider the modal split at schools as some learners will primarily walk; others might use public transport or personal transport. Depending on the dominant mode, a drop-off facility should be provided. Site-specific assessments are needed at the various schools, incorporating traffic circulation, parking needs and movement of scholars. If the road reserve width is not wide enough to accommodate drop-off facilities, inclusive of NMT facilities, the school should be consulted to avail land.
- Dropped kerbs at appropriate crossing locations

4.6.4 Legal Framework

Key Principle: Roads and Streets for all

Lead Implementer: Head of Engineering Services

Align the municipal by-laws for streets with the IDP's strategic focus areas.

A clear set of policies and by-laws are required to support the principles, strategies and projects proposed. An approved policy will provide the municipal officials with the mandate to implement more sustainable transport solutions, design and implement in favour of more vulnerable road users.

Further update the municipal by-laws for streets to be in support of promoting sustainable transport solutions and acknowledging the priority of the more vulnerable road users and regulating an approach of Roads/ Streets for all.

4.6.5 Traffic Operations

Key Principle: Prioritizing vulnerable road users at conflict points, Roads/ Streets for all

Leader Implementer: Traffic Engineering Unit

Reduce traffic in CBD towards creating more liveable environments

It is the reality that in CBD environments, space is limited. This implies that any one user prioritized over another, comes at the expense of another. The approach to creating more liveable environments implies that it will come at the expense of the priority that motorised transport currently enjoys. In more simplistic terms; road space must be shared with non-motorised transport users and traffic be

reduced in the CBD. It is only through reducing traffic in the CBD that non-motorised transport can feel safe, enjoy priority and environments become more attractive.

Actions that should be pursued are as follows:

- As the Stellenbosch University is a significant land holder in the CBD, as well as one the major traffic attractors in the CBD, the Stellenbosch University should introduce travel demand measures and a university transport shuttle to reduce traffic in CBD.
- Other corporates located in the CBD should also introduce travel demand measures (shared ride schemes, preference for high occupancy vehicles, limiting parking provision in CBD sites, etc).
- The proposed Western Link between the R310 (Adam Tas) and Technopark, connecting the R310 with Technopark, will reduce through traffic the R44 through Stellenbosch. The possible extension of the link road, from Adam Tas, past Devon Valley and along the back of Kayamandi will further alleviate congestion in the CDB as well as along the Adam Tas Corridor.
- The location of parking garages and sites also play a significant role in directing incoming and exiting traffic away from CBD environments with high pedestrian and cycling activity. The municipality should pursue the implementation of parking garages on the periphery of the CBD or encourage the private sector to develop parking garages at strategically located sites.
- Adam Tas Road, running north-south pass the Stellenbosch CBD, can function as a multi-modal corridor allowing traffic (freight, buses and taxis, private vehicles) to pass the CBD without entering the CBD; freeing up some of the north-south streets in the CBD.

Introduce pedestrian-friendly phasing at signalised intersections.

Traffic signal phasing is generally developed to maximize the throughput of vehicles with a minimum green time allowed for the pedestrian crossing phase. Stellenbosch Municipality should employ exclusive pedestrian phases at key intersections with significant pedestrian volumes.

Prioritize pedestrian movements around nodal points (schools, public transport facilities, etc)

The urban environment around public nodal points such as schools, public transport facilities, hospitals, clinics should also become pedestrian friendly through the implementation of the following:

- Wide pedestrian and cycle facilities around the nodal points because of the significant concentration of people
- Traffic calming to slow down traffic or by-pass traffic
- Universal accessible facilities

4.6.6 Transport Systems and Operations

Key Principle: Integration between land use and transport

Lead Implementer: Portfolio Committee Member for Engineering Services along with the Head of Engineering Services

Develop CBD public transport service in Stellenbosch CBD integrated with pedestrian and cycle networks and parking opportunities

Achieving the desired modal shift away from private vehicle usage and over time, with a move towards car-free living, will require significant interventions towards sustainable transport operations by Stellenbosch Municipality. This includes the implementation of an inner-town/CBD public transport distribution service, promoting walking and cycling as transport modes as preferred mobility options

in Stellenbosch CBD, and to manage the provision of parking in the CBD as excessive parking provision can further encourage private car usage.

Possible options include:

- Public transport distribution service in the Stellenbosch CBD, along with a Stellenbosch University Shuttle service and a Park & Ride
- Bicycle parking implemented by the public and private sector
- Support for bicycle –rental schemes
- Municipal institutional support for pedi-cabs and e-scooters

4.6.7 Partnerships

Key Principle: Partnership

Lead Implementer: Portfolio Committee Member for Engineering Services along with the Head of Engineering Services

Successful implementation of initiatives in support of car-free living will require partnerships with key stakeholders and role-players.

Form partnerships/ alliances with key role-players and stakeholders to co-implement the strategy

The following key role-players/ stakeholders have been identified:

- The Transport Forum
- The NMT Working Group
- Other municipal departments, especially Planning and Economic Development
- Private Sector
- Stellenbosch University
- Western Cape Dept of Transport and Public Works, Roads Branch
- Stakeholders identified through the Municipality's IDP processes

Approach donor/ corporate funders for funding

Various organisations have a mandate to support projects that identify and nurture sustainable transport solutions. The Non-Motorised Transport plan can be used as a sound platform to approach potential donors to fund the design of projects or the implementation of capital projects. Possible organisations include:

- Stellenbosch University
- Various corporate organisations based in Stellenbosch CBD
- Various international and national donor funding organisations that promotes the implementation of sustainable transport/ green transport solutions

Stellenbosch Municipality should also approach the larger corporations based in Stellenbosch CBD to finance projects in support of sustainable transport solutions such as the implementation of the NMT network. This could be in the form of implementation as part of developments, implementation on behalf of the Municipality or creating a fund for implementation.

5 NETWORK DEVELOPMENT

5.1 Approach

The approach to the development of the NMT Network Plan included the following:

- Firstly, we developed a sound understanding of pedestrian desire lines based on land use planning (existing and proposed), barriers to pedestrian movement, safety hazard locations, major pedestrian generators and attractors as well as the role of public transport and learner movement.
- Review of the existing NMT and Cycle Network: We overlaid both networks, identified missing links, correct possible misalignment of routes, provide direct routes to connect to recently built developments and propose connections to future development initiatives.
- NMT Routes were proposed at two levels: (1) Ensure that a higher-order network around the town is provided that offers a certain level of cycling and pedestrian mobility, as well as (2) creating a local cycling and pedestrian networks in neighbourhoods that connect key land uses such as schools, public transport stops/ ranks, CBD area etc.
- A high-level identification of existing facilities was undertaken. This served as an informant to identify upgrades of existing facilities and to determine cross-section details per road segments. The latter was important to identify available widths for future bike lanes, shared footpaths, off-road facilities, and areas for pedestrian prioritisation.
- The proposed network was workshopped with the client.

As a subsequent step, short-term projects were identified based on:

- Review of priority projects identified in the previous NMT & Cycle Plan (2015) and update thereof as required.
- Incorporate projects identified by the Provincial Sustainable Transport Programme (2018).
- Ensure pedestrian safety hotspots are addressed (as identified through discussions with officials and in reviewing the Transport Safety Master Plan, 2016).
- Identify locations where pedestrian bridges and safe crossings at railway line and major roads are required.
- Identify the areas with high NMT activity and identify the need to make those areas more NMT friendly and safer.
- Addressing existing NMT desire lines through the upgrade and/or new infrastructure.
- Upgrade current informal links to be weather-resistant and accessible throughout the year.
- Addressing future NMT desire lines (in line with confirmed short-term development initiatives and identified growth nodes in the municipal area as per the SDF).

5.2 Principles

One overall principle of the NMT Network Plan is to achieve a safe environment for pedestrians and cyclists. Proposed measures are described in more detail hereafter.

5.2.1 Pedestrian Priority

It is essential that more space is allocated for pedestrians and that their safety is improved. The NMT Masterplan proposed three levels of pedestrian intervention, namely:

- Pedestrianisation in a CBD environment
- Traffic calming and Woonerf Zones
- Safe Routes to School

Pedestrianisation in the CBD requires the transformation of streets in areas or routes with high pedestrian volumes so that pedestrians have priority or have an increased share of available road space. This entails, that the street design is favoured towards the needs of pedestrians by significantly extending sidewalk space and restrict travel volumes and reduce travel speeds. Basically, transform streets into spaces that are human centred and an extension of public space. This also includes providing more space to outside dining, which is has become very popular with locals and tourists.

In the past, SM had several initiatives to pedestrianise Church Street and a portion of Andringa Street (between Church and Plein Streets). To date, unfortunately, this was only implemented as part of temporary events and needs be further pursued. The portion of Andringa Street between Plein and Victoria Streets have also been transformed through traffic calming and restaurants resulting in an environment where pedestrians have priority.

The intent is to overtime transform more streets in the CBD like this, in parallel with adequate parking solution and traffic accommodation – one step closer towards SM's vision of car-free living. Refer to the images below which display Andringa Street with and without pedestrian priority intervention.



Figure 40: Stellenbosch CBD, Andringa St: Unfriendly pedestrian environment (August 2020)



Figure 41: Stellenbosch CBD, Andringa St: Café spilling over into sidewalk and road space during Transport week in October 2017

Pedestrian priority within neighbourhoods is proposed to be done in the form of **traffic calming and creation of Woonerf Zones**. Woonerf zones are identified as an essential element in the urban restructuring process of making the inner town more pedestrian friendly. According to the South African Roads Traffic Signs Manual (SARTSM), pedestrians have right of way in Woonerfs, and only local vehicular access is allowed with speeds below 30km/h. Pedestrian and Cycle routes that are proposed in residential streets should preferably be implemented by the means of physical interventions such as narrowing roadway width, off-set parking, and landscaping, to create a shared space environment. Examples of possible street transformation in local neighbourhoods can be found in the Dennesig Neighbourhood Urban Design Guideline Report (August 2019)¹². There are a range of measures illustrated, which need to be tailored to the local situation and to potential budget constraints. Refer to Figure 42 for a woonerf proposal for Hofman Street.



Figure 42: Woonerf proposal for Hofman St as part of the Dennesig Densification Precinct

Safe NMT infrastructure around schools is one key element in creating liveable neighbourhoods. This can be done in many ways but ideally includes the extent of walkable space in front of schools and along the main routes to school, safe pedestrian crossings as well as reduction of travel speeds. Favourably would also be to investigate if one-way traffic zones can be implemented or that a short section of a street is closed completely for cars.

¹² The Guideline provides the following definition: "A woonerf a street typology that subverts the movement of vehicles in favour of pedestrian movement and is often called a "living street". The space is characterised by shared space between pedestrians and vehicles, slow vehicle speeds and traffic calming measures. The space is often well-landscaped which integrates planting into road calming measures."



Figure 43: Krigeville: Example of a existing raised pedestrian crossing in front of a school



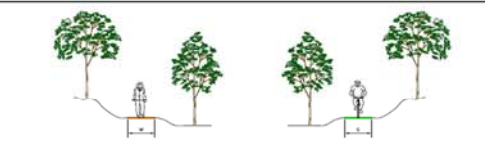
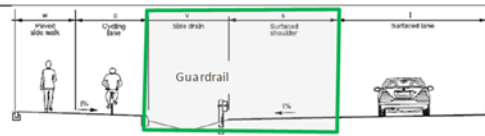
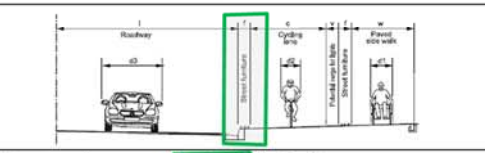
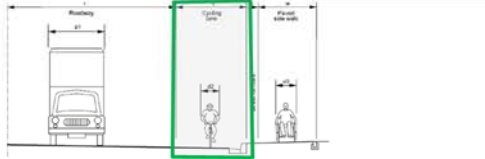

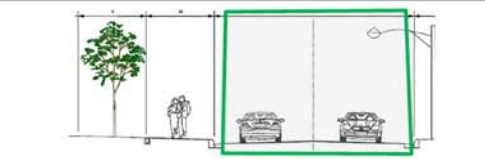
Figure 44: Cloeteville: Extension of sidewalk space and possibly reduction of drop-off area at schools if not needed

5.2.2 Safe and Convenient Cycling

The Status Quo assessment revealed that sections of cycling infrastructure have been provided but in a fragmented manner. Discussions with the NMT Forum also identified that “paint is no protection” (referring to bicycle lanes without physical separation to motorists).

The NMT Facility Guideline (2015) emphasises that the degree of separation between the NMT facility and vehicles is one of the most important elements of safety of NMT facilities. Six Degrees of Separation are recommended which are illustrated in Table 3.

Table 3: NMT Facilities and respective Degree of Separation

	Degree of Separation		Design Criteria (Width)			Cycle Facility Classification
	NMT Separation	NMT Facility Description	NMT Facility ¹⁾	Recommended minimum	Optimal	
	NMT Only	The NMT facility is separate and removed from vehicular traffic over most of its extent. Reserved for either cyclist only, pedestrians only or shared by pedestrians and cyclists.	Pedestrian walkway	1,5m	2,5m	NA
			Bicycle lane (two way)	1,8m	2,5m	Class 1
	Total	A heavy barrier or sufficient space separation between motorised traffic and NMT facility.	Pedestrian walkway	1,5m	2,0m	Class 2
	Partial	Separation by means of level difference between the travelled ways such as a kerb and sidewalk or by means of light barriers.	Shared ped & cycle facility	3m	3,5m	Class 2
			Pedestrian walkway	1,5m	3,0m	NA
	Marked Separation	Motorised and NMT traffic run on the same surface but are separated by means of continuous road marking and signage to identify the lane as a bicycle lane or pedestrian walkway.	Bicycle lane (one way)	1,8m	1,8m	Class 3
	Priority	A section of road where NMT has priority and slow speeds are mandatory - no continuous road markings only signage.	Priority Streets	Shared space. No continuous road markings, only signage. Slow speeds are mandatory.		Class 4
	Mixed (None)	Cyclists compete with motorised vehicles for space on the road. Pedestrians must still use the sidewalk or gravel shoulder.	Mixed shoulder	No continuous road markings, only signage.		Class 4

Note:

- 1) List of facility types/ combinations thereof is not intended to be exhaustive.
- 2) Own table based on recommendations of the SA NMT Facility Guideline (2015).

The NMT Network Plan for Stellenbosch acknowledges the Degree of Separation to distinguish between the types of proposed NMT infrastructure but also differentiates between four classes of bicycle facilities. The latter is a recommendation of the previous NMT Guidelines (2003)¹³. The four bicycle classes are briefly described below:

- Class 1: Located along an independent separate alignment outside of the road reserve and reserved for either cyclist only or shared by pedestrians and cyclists. This is commonly referred to as a cycle path.
- Class 2: Path which is located within the road reserve, located adjacent to the road way on the same alignment, but separated from the road way by level difference and / or kerb and reserved for either cyclists only or shared by pedestrians and cyclists. This is commonly referred to as a cycle path.

Note that in the Stellenbosch NMT Network Plan, a Class 2 facility is a proposed NMT facility of partial/ total separation that runs parallel to a walkway. Facilities can either be segregated or integrated (shared between pedestrians and cyclists).

- Class 3: Bicycle path that forms part of the street or the carriageway and is marked accordingly. This is commonly referred to known as a cycle lane.
- Class 4: Located on a low-volume street to serve as a feeder link in a cycle network of cycle paths and lanes. The route is indicated by signs and markings. This is commonly referred to as a cycle route.

NMT facilities are required to be provided within the right of way of all roads where NMT users are significant. While designs should strive to achieve total separation, particularly along high classes of road, this is not always possible.

While it is important to ensure that cycle intervention is appropriate for the street type, it is also important to provide continuity for cyclists along a route. A strategic overview of a route is required to ensure cycling provision is seamless across street type boundaries.

The proposed network for SM is quite extensive, which is in detail described in Section 6.3. Due to the extent of implementing such a network, it is most likely that this will happen through a range of projects. When portions of the network are constructed, the start and finish as well as access to these facilities must be logical and connected to a wider system. Another important feature for the success of any bicycle road network is how crossings are treated. These are also normally the locations where access is gained to the bicycle path. It is vital that access be effortless and the transitions smooth.

The contextual analysis revealed that bicycle parking is insufficient and needs to be expanded. Therefore, strategically located bicycle parking needs to be provided especially in Stellenbosch CBD. Locations have to be aligned with the initiatives of the University. It is also important that locker facilities are robust and provided in a safe environment to reduce the risk of theft.

¹³ Department of Transport, Pedestrian and Bicycle facility Guidelines, 2003.



Figure 45: Existing u-rack bicycle parking at Eikestad Mall which is safe but in this location partially blocked by cars



Figure 46: Existing bicycle parking on campus which does not allow for both the wheel and frame to be secured which can lead to increased theft

5.3 Network Extent

The overall extent of the proposed NMT network for SM is detailed in Table 4. The network proposals are extensive with a total length of 280km. Of that, 70% of the proposed infrastructure is located with the wider Stellenbosch Town area. The proposed NMT network is depicted in a series of maps for Stellenbosch and surrounds, Klappmuts, Pniel, Lanquedoc, Franschhoek and Raithby. Refer to Figure 47 - Figure 57. For better quality images refer to Annexure A.

Table 4: Extent of proposed NMT network

	Whole Stellenbosch Municipality	Stellenbosch Town (incl. Kayamandi, Jamestown)
	Length (km)	Length (km)
Proposed Sidewalk	31	11
Proposed NMT Only Class 1	26	17
Proposed NMT facilities with Partial Separation Class 2	172	103
Proposed bicycle lanes (Partial or Marked Separation) Class 3	14	14
Proposed cycling in local street (Mixed Shoulder) Class 4	32	28
Proposed Pedestrian Priority Street	4.2	3.8
Total (km)	279	176

Note:

1) Cycling in shoulder is excluded from this list.

2) All lengths refer to centreline length, except for Sidewalks.

3) Intersection upgrades are excluded from the length summary.

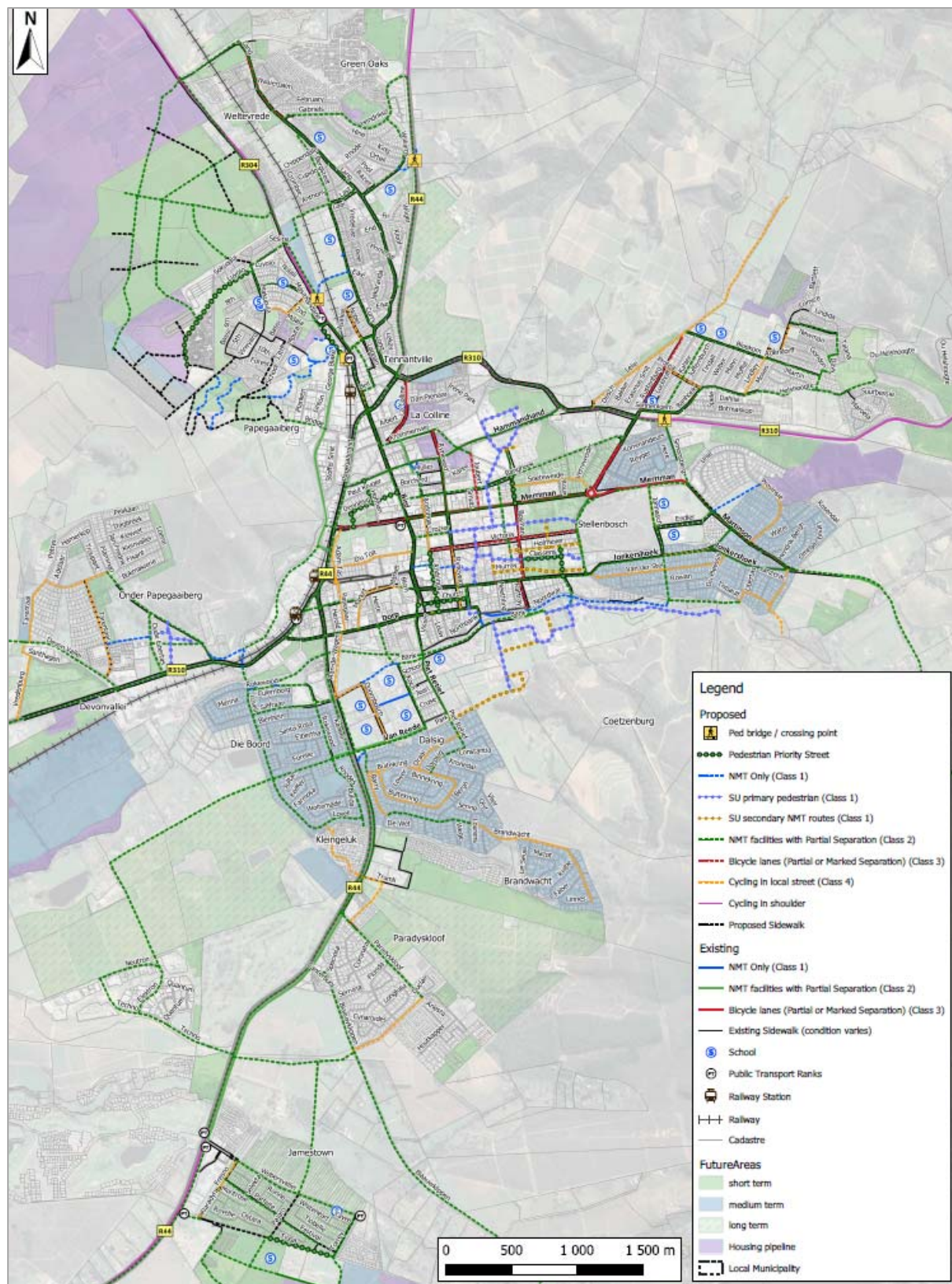


Figure 47: Stellenbosch Town: Proposed NMT Network

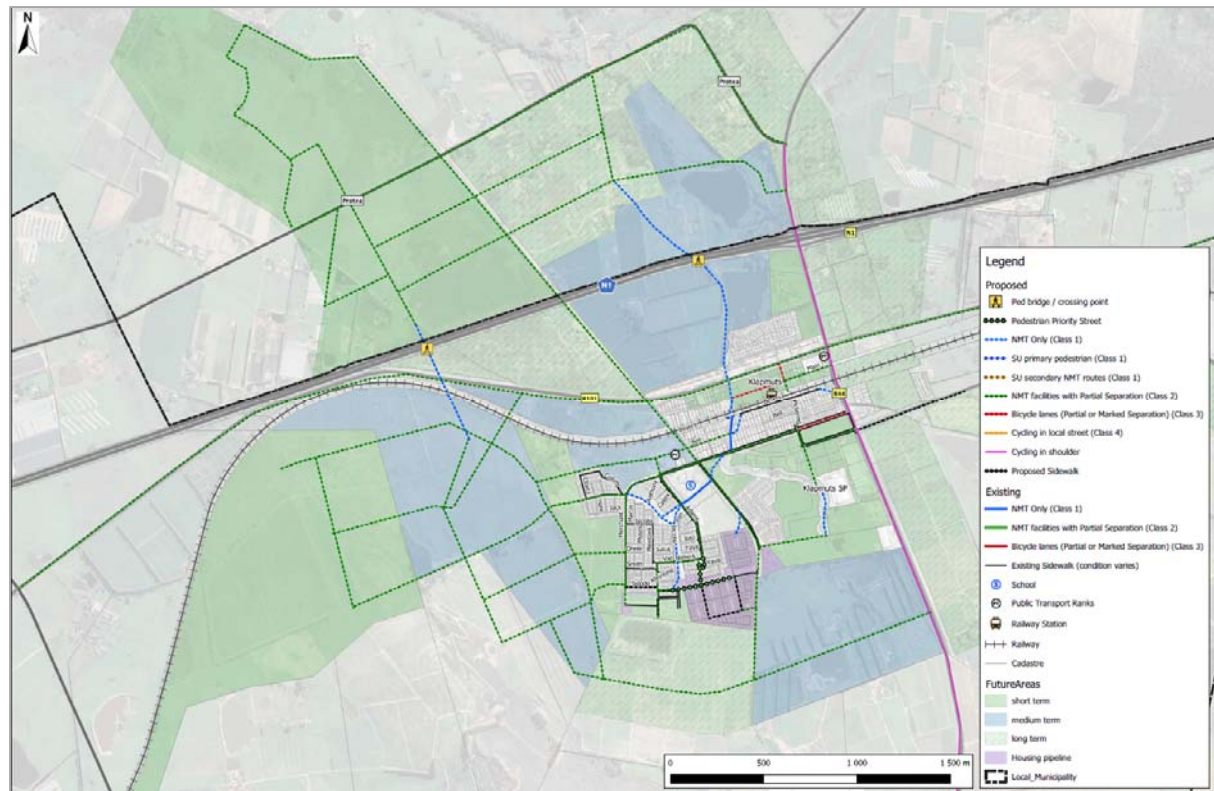


Figure 48: Klapmuts: Proposed NMT Network

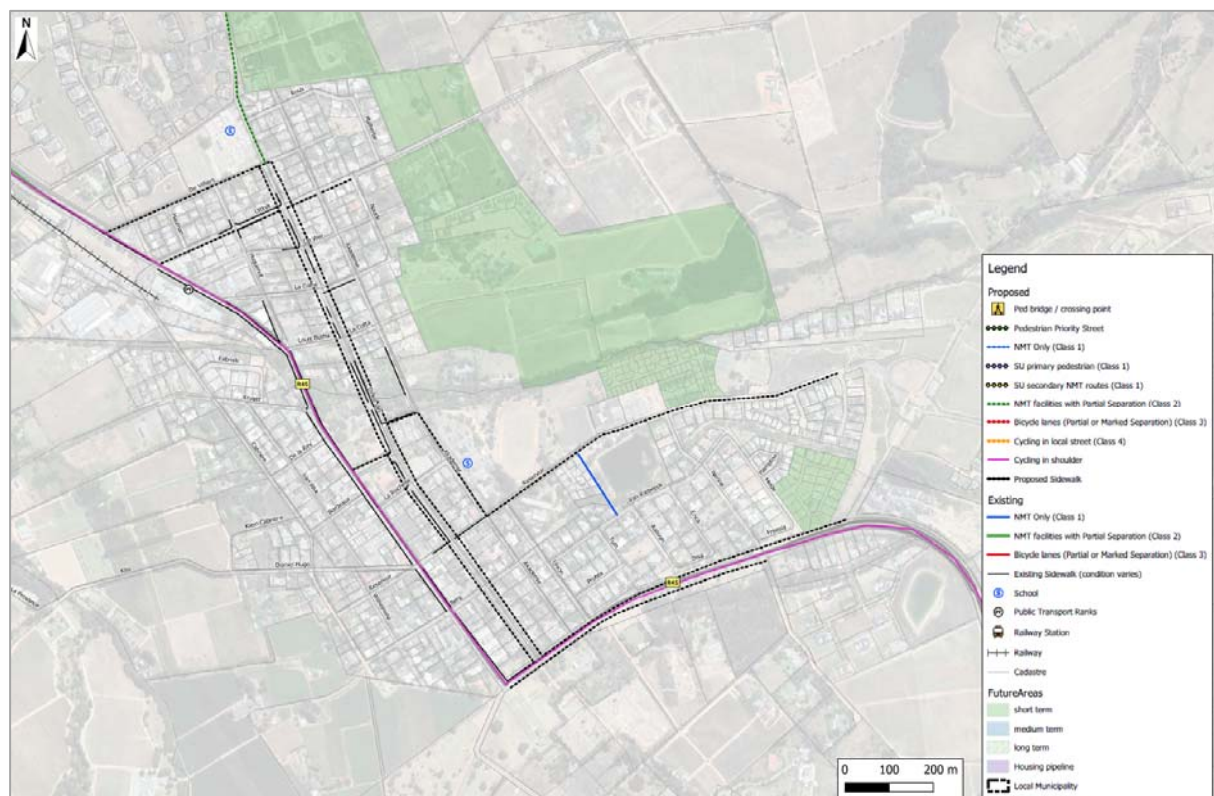


Figure 49: Franschoek: Proposed NMT Network

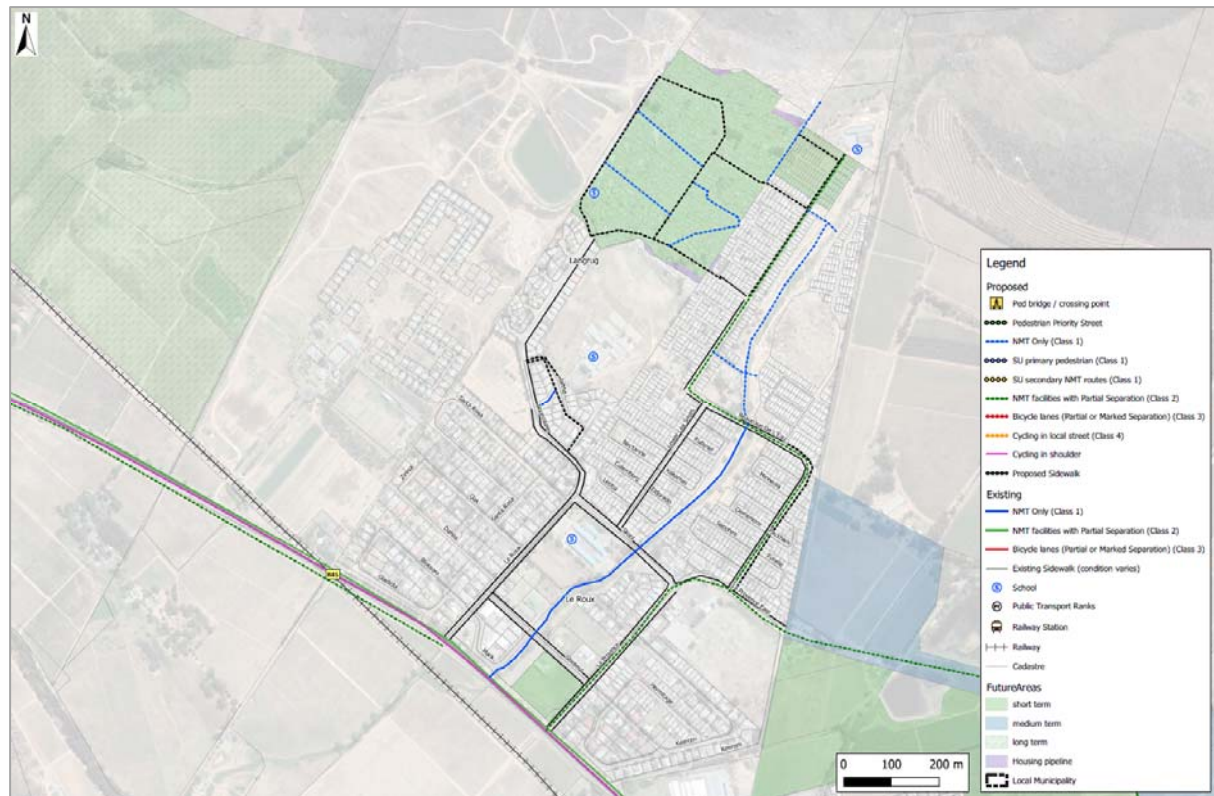


Figure 50: Groendal: Proposed NMT Network

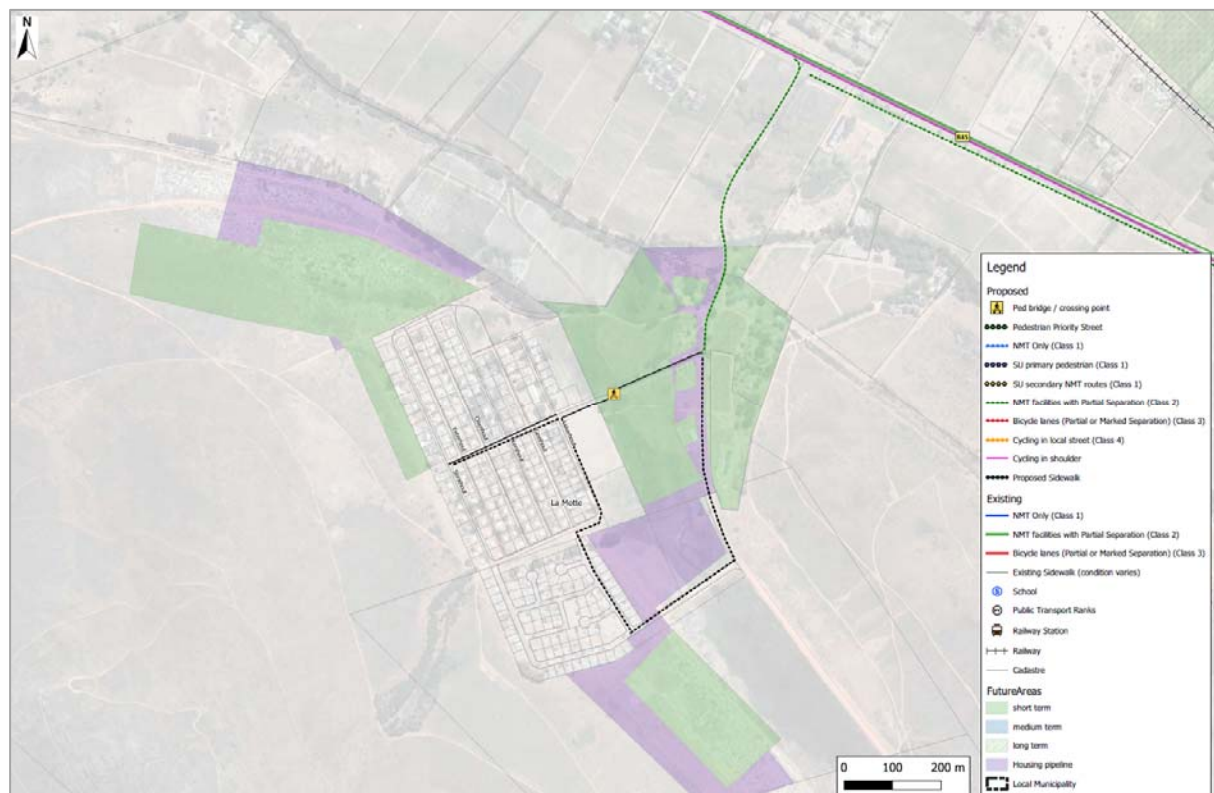


Figure 51: La Motte: Proposed NMT Network

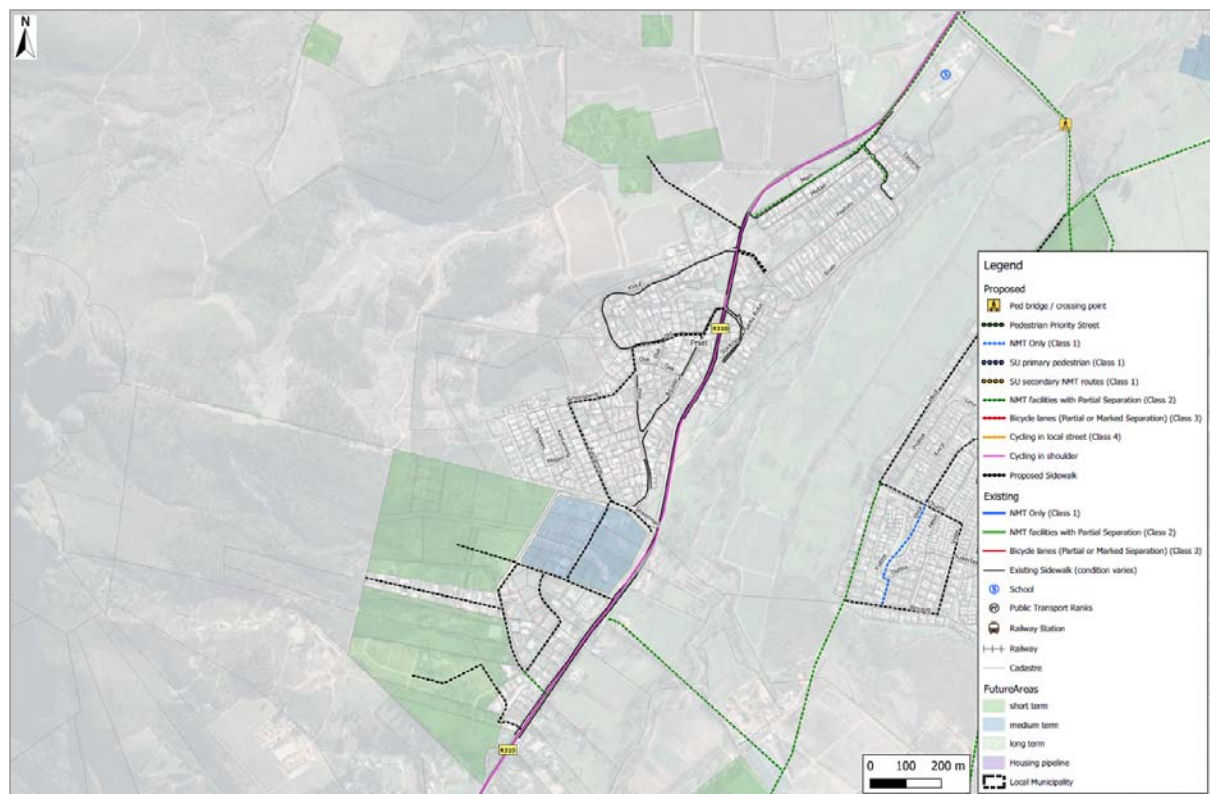


Figure 52: Pniel: Proposed NMT Network

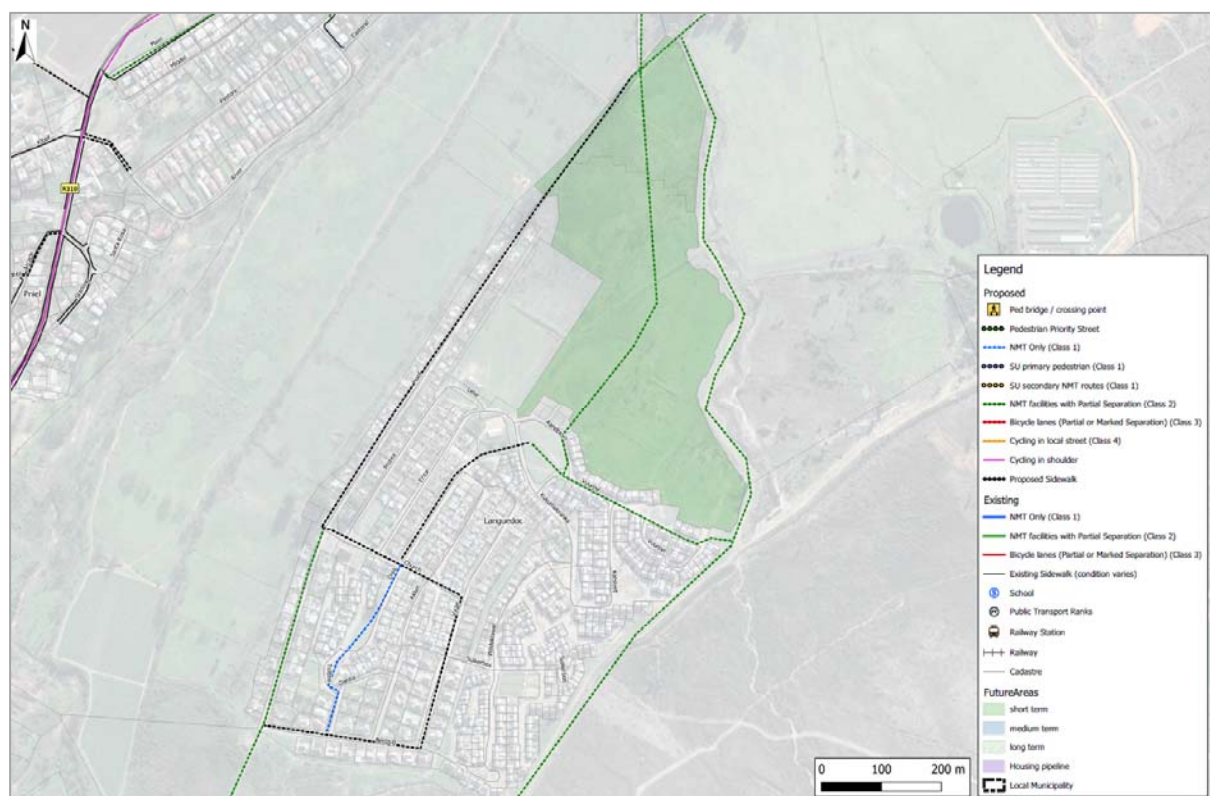


Figure 53: Lanquedoc: Proposed NMT Network

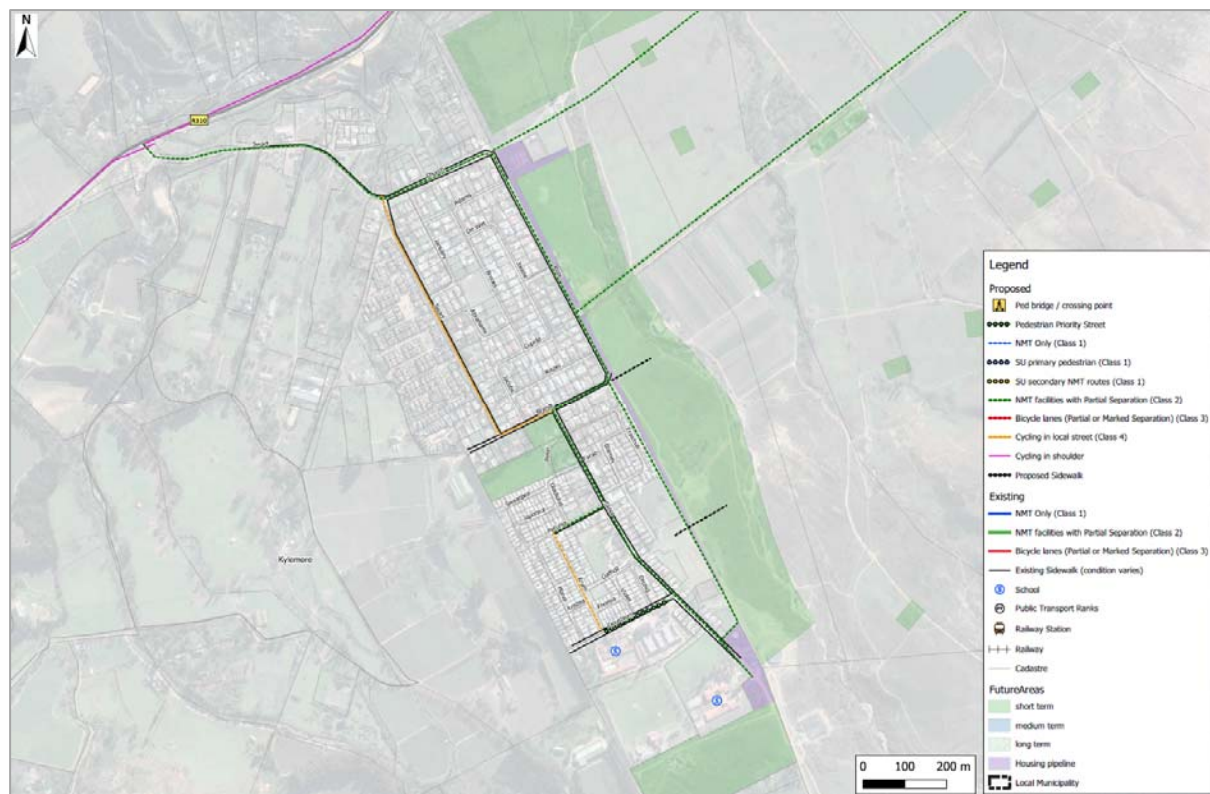


Figure 54: Kylemore: Proposed NMT Network

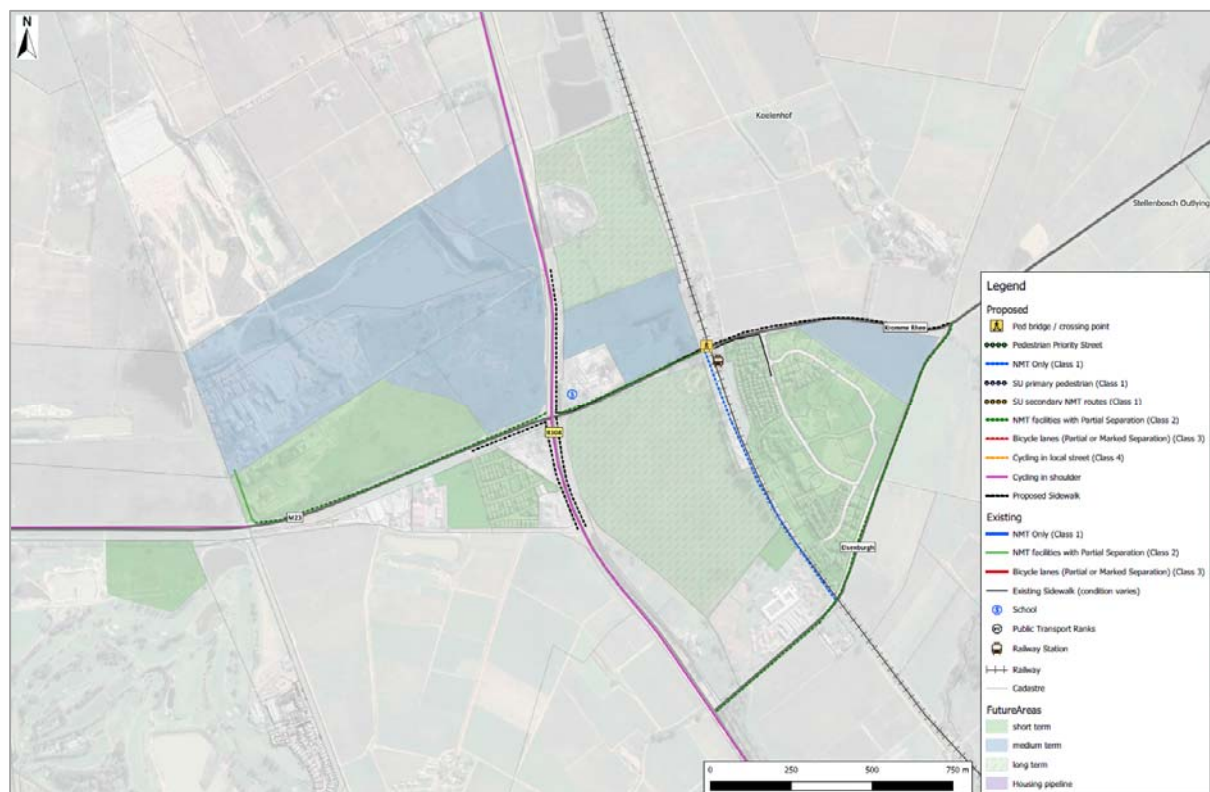


Figure 55: Koelenhof: Proposed NMT Network

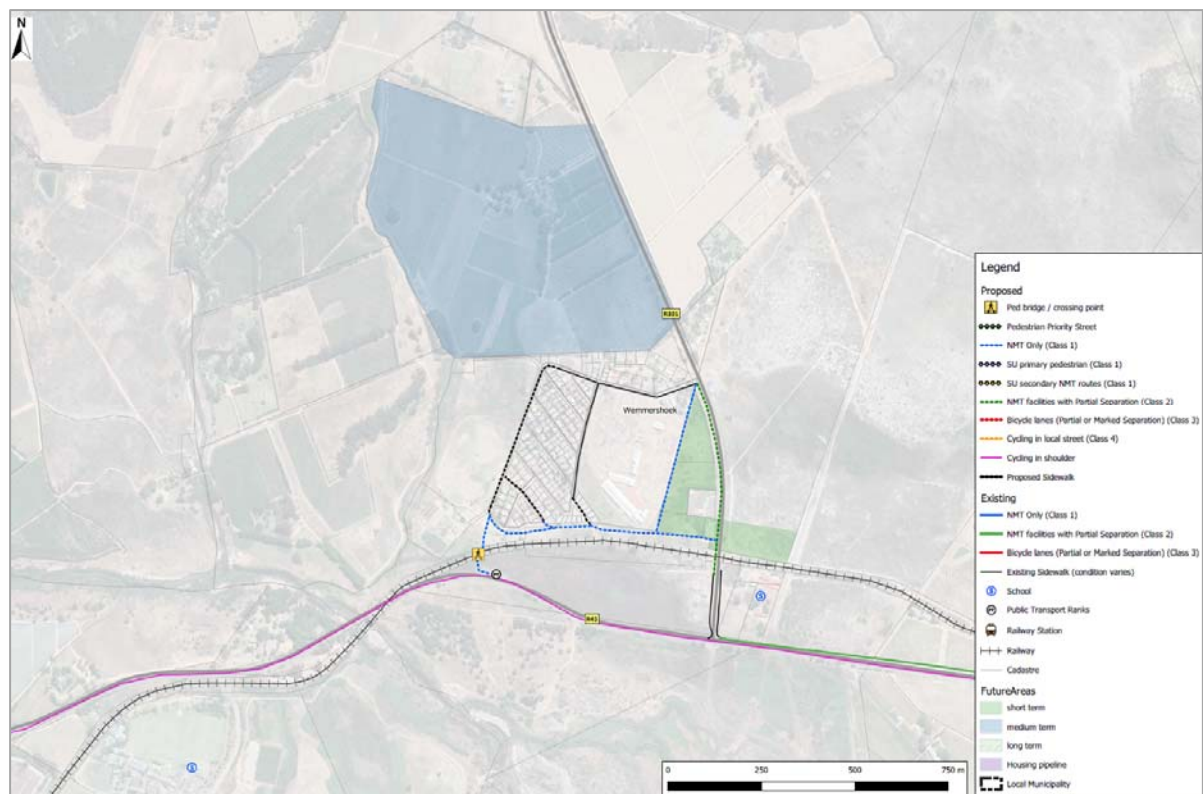


Figure 56: Wemmershoek: Proposed NMT Network

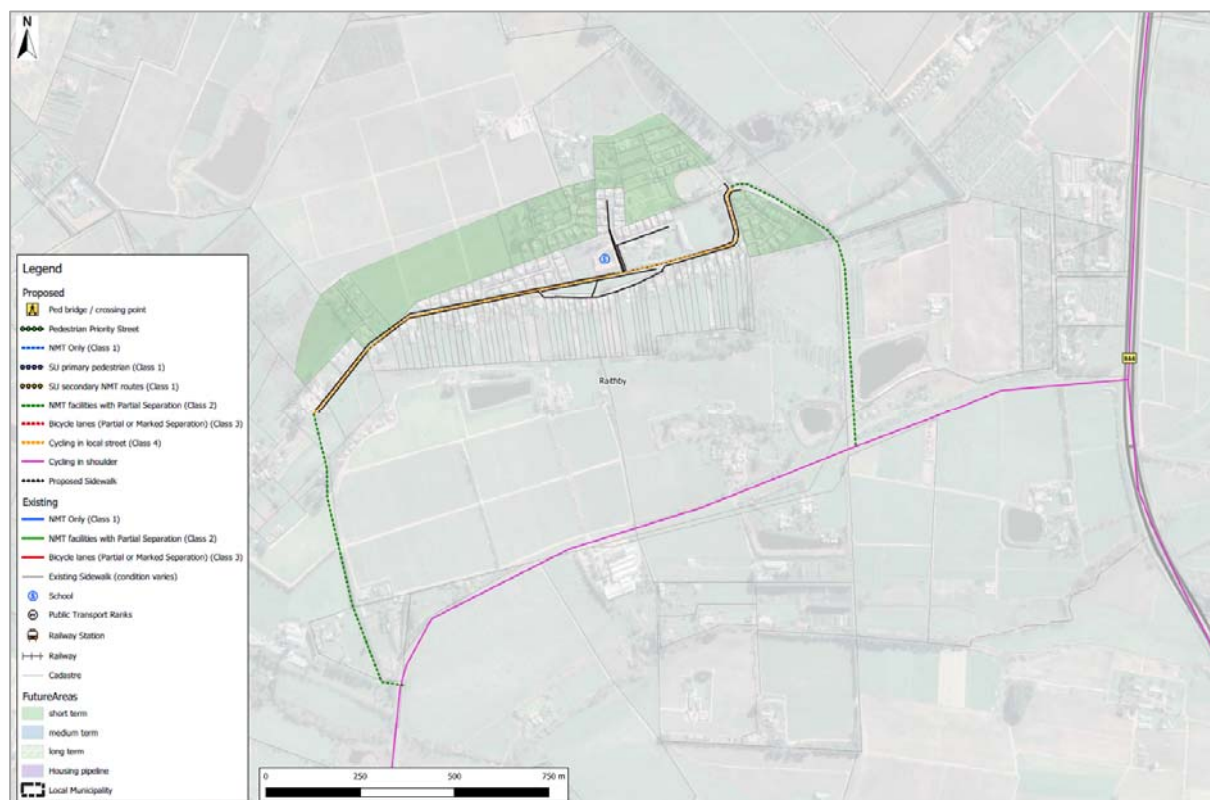


Figure 57: Raithby: Proposed NMT Network



Figure 58: Lynedoch: Proposed NMT Network

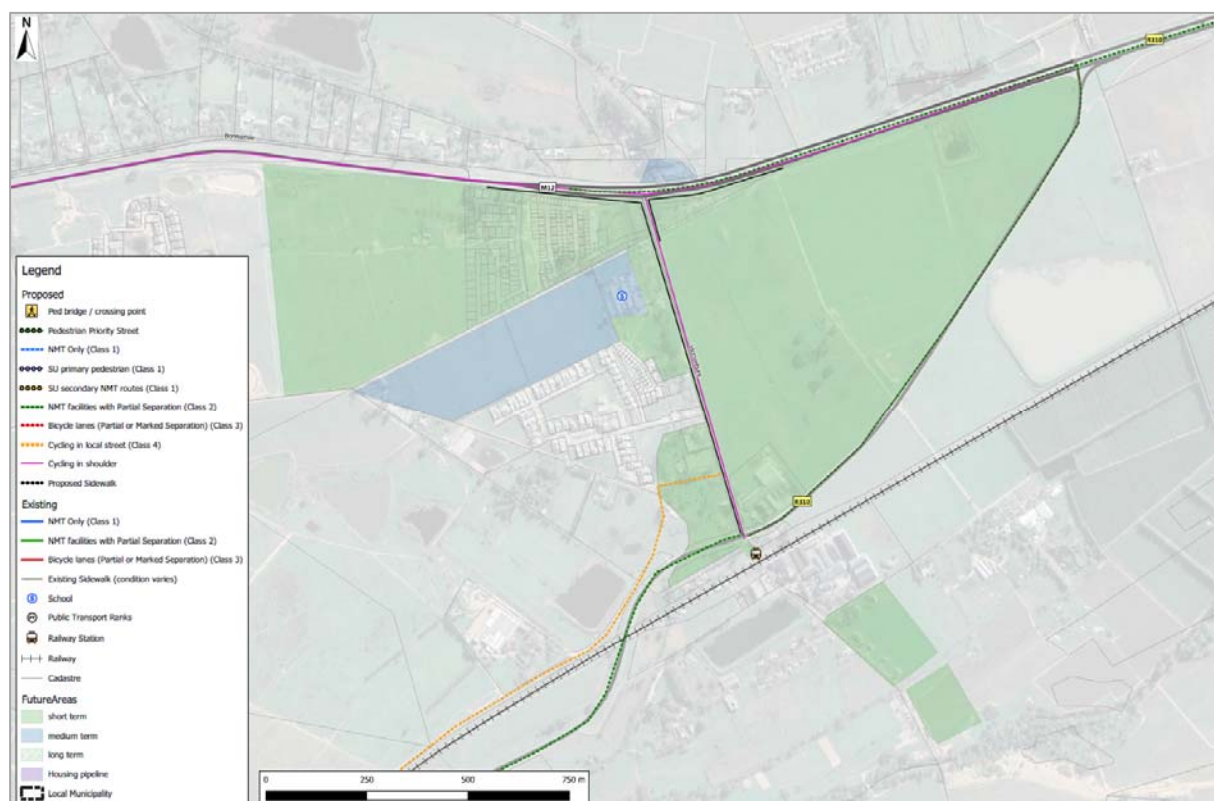


Figure 59: Vlottenburg: Proposed NMT Network

6 IMPLEMENTATION PLAN

6.1 Short-Term Projects

Considering the current municipal budget constraints and the phasing of implementation, only short-term proposals were extracted from the overall NMT Network, and cost estimates prepared. The short-term projects were further refined into (1) essential and (2) desirable NMT interventions. **Only these short-term projects were included in the Implementation Plan.**

The extent of the proposed short-term pedestrian and cycle routes amount to 28km (10% of the total network of 280km). Of that, 70% of the proposed infrastructure is located in the wider Stellenbosch town area. Over time as the portions of the route are implemented, it will ultimately form a coherent NMT Network.

Table 5: Extent of proposed NMT network

	Whole Stellenbosch Municipality	Stellenbosch Town (incl. Kayamandi, Jamestown)
	Length (km)	Length (km)
Proposed Sidewalk	31	11
Proposed NMT Only Class 1	26	17
Proposed NMT facilities with Partial Separation Class 2	172	103
Proposed bicycle lanes (Partial or Marked Separation) Class 3	14	14
Proposed cycling in local street (Mixed Shoulder) Class 4	32	28
Proposed Pedestrian Priority Street	4.2	3.8
Total (km)	279	176
Short-term - Essential	10	7
Short-term - Desirable	18	13
Total short-term	28	20

Note:

1) Cycling in shoulder is excluded from this list.

2) All lengths refer to centreline length, except for Sidewalks.

3) Intersection upgrades are excluded from the length summary.

The following projects form part of the NMT short-term proposals (listed in Table 6). Also refer to Figure 60 - Figure 64, which display the short-term proposals on a map.

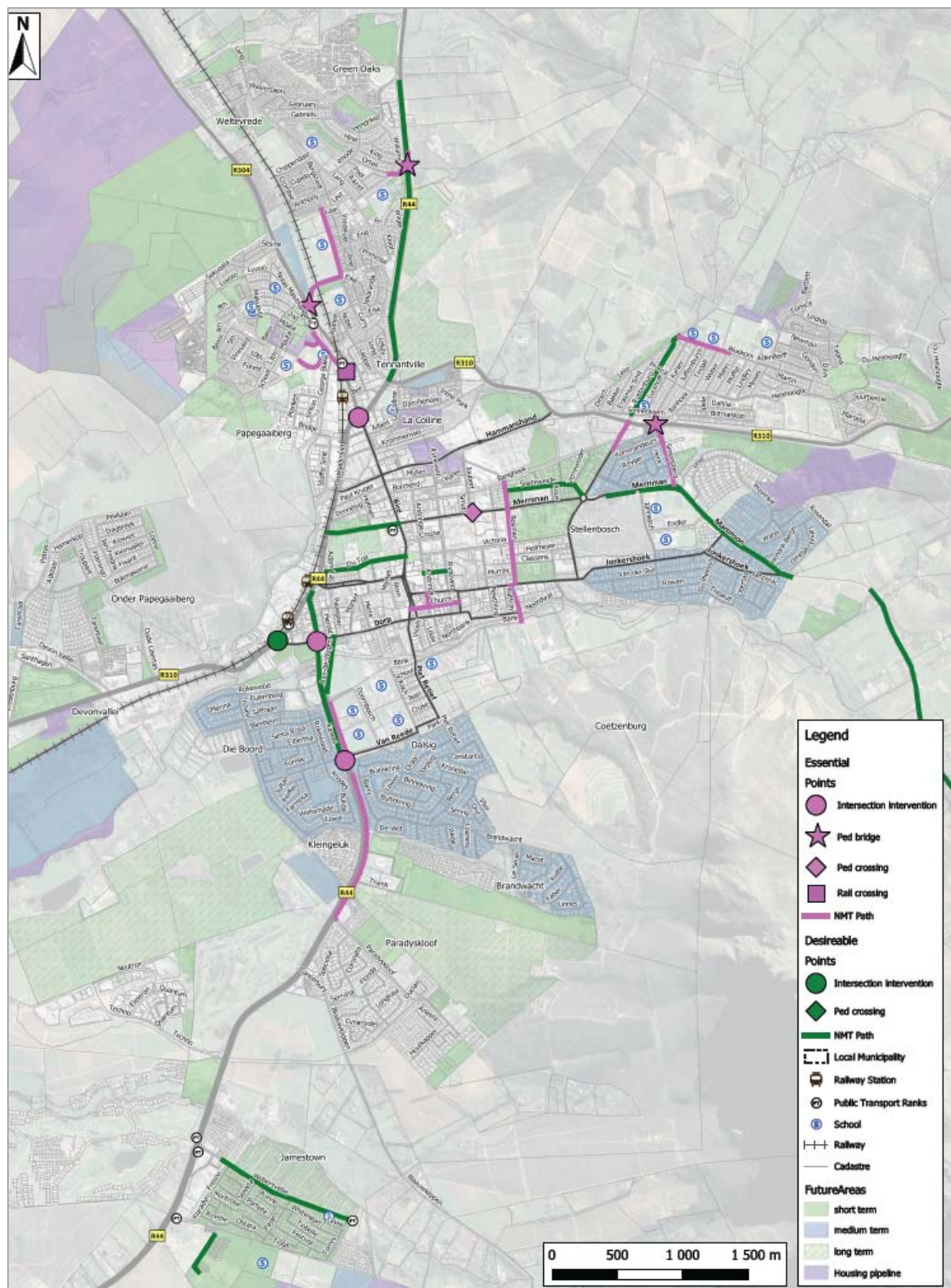


Figure 60: Wider Stellenbosch Town: Short-Term Proposals

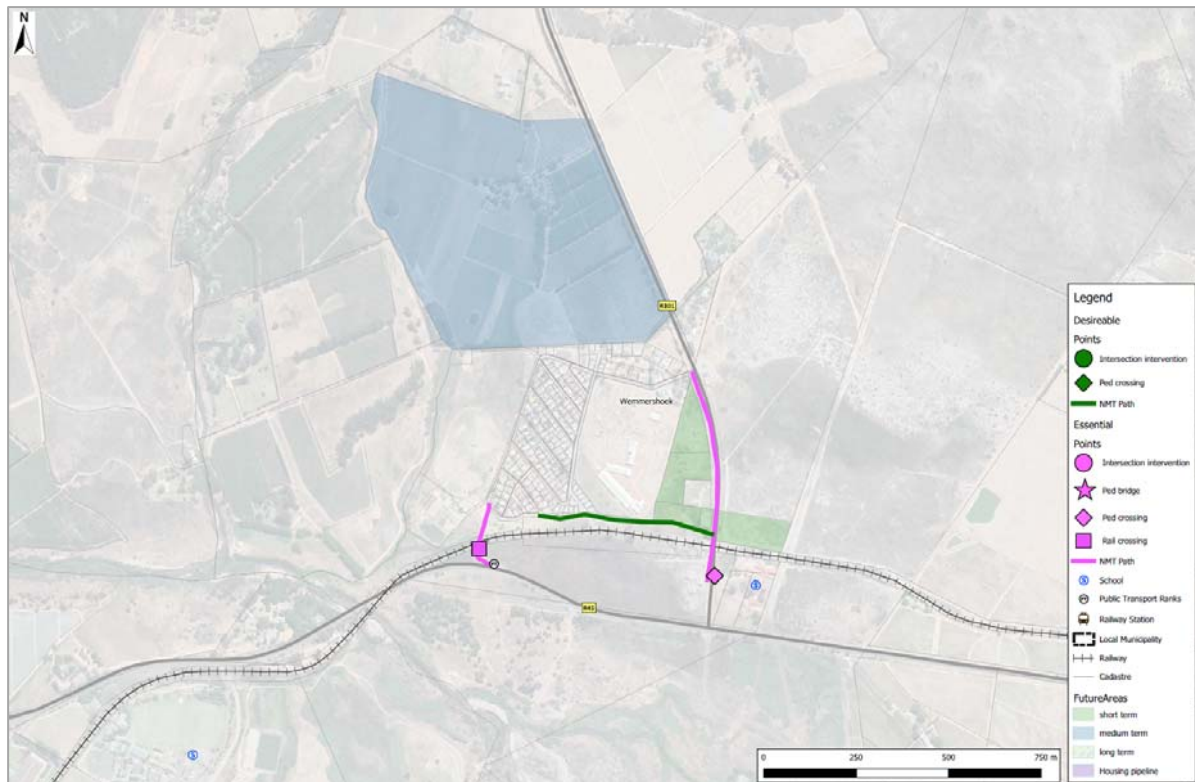


Figure 61: Wemmershoek: Short-Term Proposals

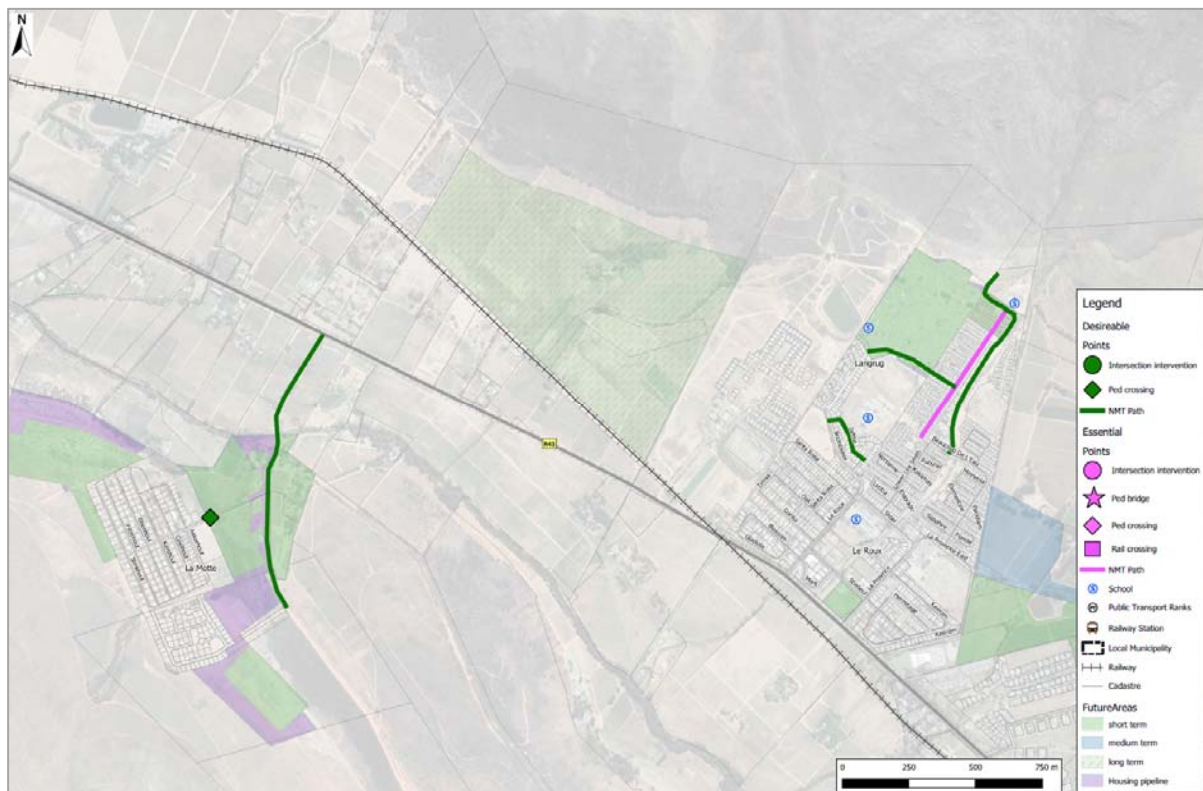


Figure 62: La Motte/ Groendal: Short-Term Proposals

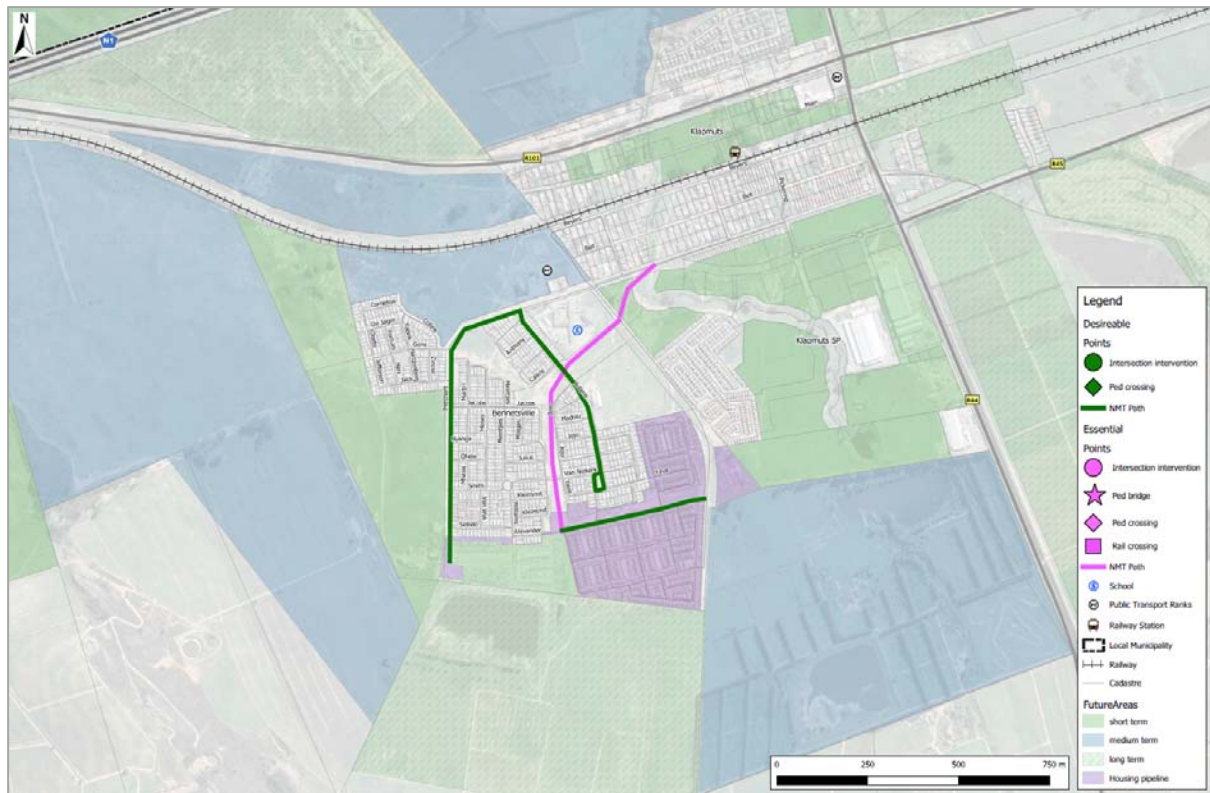


Figure 63: Klapmuts: Short-Term Proposals



Figure 64: Kylemore: Short-Term Proposals

Table 6: Details of NMT Short-Term Projects for SM

Project No.	Projects
1	Pedestrianisation of Church St and Andringa St
2	Decluttering of street furniture in Stellenbosch CBD and dropped kerb standardisation
3	Roll-out of bicycle network in Stellenbosch CBD (Continuity of cycle routes, road markings, bi-directional cycling in one way streets, bicycle parking)
4	Pedestrian bridge across R304 & rail line linking Kayamandi and Cloeteville
5	Kayamandi Rand St: Pedestrian priority, restrict heavy vehicle access, narrow road to 6,5m (from ~9m wide black top), raised ped crossing; Brick pave 4m wide NMT route up to to railway crossing
6	Kayamandi: Safe ped link across railway line at Du Toit Station (grade separated crossing; either pedestrian bridge or crossing as part of Kayamandi mall upgrade)
7	Kayamandi: Staircases parallel to Rand Rd north-east of stadium
8	Kayamandi: Staircases west of stadium and 3m wide footpath up to Rand St (market area)
9	Pedestrian bridge across Helshoogte Rd (R310) at Simonsberg St to provide safe crossing for scholars
10	Bosman St: Extend effective sidewalk width and provide bi-directional cycle lane (Phase 1 between Banhoek and Merriman, Phase 2 Merriman and Van Riebeeck)
11	Soeteweide St: Restrict access to local traffic only and provide safe pedestrian space
12	Merriman Ave: Investigation into ped crossing to mitigate current safety concerns
13	Merriman Ave: Extension of existing cycle lane up to Adam Tas
14	Die Laan: Extend effective sidewalk width and provide bi-directional cycle lane
15	R44: Provide 3m wide footpath on western side of the R44 (from Lang Rd to Welegevonden)
16	R44: Provide footpath (Extension of Ortell Rd in Cloeteville to the east) and bridge over R44
17	Curry Rd: Extend sidewalk space on eastern side by 1) widening existing sidewalk and by 2) reducing drop-off area by installing delineated kerb
18	Bloekom St: Improved traffic calming in front of school and extend existing sidewalk
19	Extend Bicycle Lane from Cluver Rd along Rustenberg Rd and extend sidewalk where space allows
20	Cluver Rd: Provide smooth transition of bicycle lane onto sidewalk space on both sides of the road, widen sidewalk to convert into Bicycle Class 2
21	Upgrade NMT route through Eikestad Mall outside parking area; investigate re-arrangement of parking
22	Aan die Wagenweg: Upgrade of bicycle path and sidewalk space
23	Van Rhee/ R44 Intersection: Improve pedestrian safety
24	R44: Provide footpath on eastern side of the R44 (from Doornbosch to Dorp) incl. ped bridge over Eerste River
25	R44: Upgrade footpath on eastern side of the R44 (from Paradyskloof to Doornbosch)
26	Merriman Ave: Proposed shared footpath on southern side of the road (from Cluver to Simonsberg)
27	Simonsberg Rd: Provide shared facility & Implementation of traffic calming measures
28	Martinson Rd: Narrowing of road with a separate two-way bicycle facility (4m wide Class 3) on southern side between Omega Rd and Simonsberg Rd; incl. gateways and sidewalk on northern side
29	Jonkershoek Rd: Upgrade of shared footpath (widen and resurface southside path where space allows) and provide lighting
30	Bird St/ Adam Tas (R44) Intersection: Improve pedestrian safety
31	Strand St. R44/ Dorp St Intersection: Improve pedestrian safety
32	Adam Tas (R301)/ Dorp St Intersection: Improve pedestrian safety

Project No.	Projects
33	Jamestown Webbersvallei Rd: Provide 3m wide shared facility on northern side
34	Jamestown Drakensberg Rd: Provide shared NMT Facility
35	Koelenhof: Investigation into safe ped crossing at railway line
36	Kylemore Swart Rd: Extend existing sidewalk up to Helshoogte Road
37	Kylemore Gousblom St: Widen pedestrian space at school entrance
38	Kylemore Petunia St: Widen existing sidewalk on southern side, potentially convert into one-way street
39	Lanquedoc: Provide shared NMT facility as part of Class 2 as part of the Upgrading of the Lanquedoc Access Road (SRMP078)
40	Klapmuts: Shared NMT path along Klapmuts River (off-road)
41	Klapmuts Adams St: Widen existing sidewalk on western side
42	Klapmuts Alexander St: Widen existing sidewalk and traffic calming measures
43	Klapmuts Merchant St: Widen existing sidewalk on eastern side (use full effective width) and convert into shared NMT facility
44	Groendal Upper Lea Smit Rd: Upgrade sidewalks and introduce traffic calming
45	Groendal Stiebeuel River: Provide shared NMT facility along river on western side from existing NMT path to Dalubuhle school
46	Groendal Jafthas St: Sidewalk along Jafthas St from Boonzaaier to Groendal High School (including ped crossing)
47	Groendal Davids St: Extend sidewalk by means of delineated kerb
48	Groendal: Provide staircase and NMT route from higher lying informal area down to Dalubuhle Primary School
49	La Motte Robertsvlei Rd: Provide 3m wide shared facility on western side of Robertsvlei Rd (to be included in SRMP033)
50	La Motte Main Rd: Provide pedestrian crossing
51	Franschhoek Main Road (R45): Upgrade existing pedestrian crossing points
52	Wemmershoek: Rail crossing - Formalise path to PT stop on R45
53	Wemmershoek: Formalise footpath on the western side of the R301 up to Wemmershoek access and pedestrian crossing at school access road
54	Wemmershoek: Formalise footpath on southern end of Wemmershoek up to school

Note:

- 1) Projects 1-34 are located within the wider Stellenbosch town area.

6.2 Possible Design Solutions

Various design solutions/ interventions were considered based on the following assumptions.

- **Low Cost Infrastructure:** Considering the vast extent of the proposed network, it is essential to ensure that implementation is done in a relatively cost-effective manner. It inter alia includes the extension of sidewalk space by means of a delineated kerb. The cost estimates incorporate those solutions at suitable locations. Refer to Figure 65 and Figure 66.
- **Safe cycling:** In places where a bicycle lane in the road is proposed, and there is sufficient space available in the roadway, and a painted separation is not a safe option; a delineated kerb can be installed to provide a safe cycling environment. It additionally reduces informal parking on-street or on the sidewalk. Refer to Figure 68.

- **Direct Access:** Where there are strong pedestrian desire lines across steep terrain (Kayamandi and Groendal, Franschhoek), a staircase with a wheeling ramp can be considered (see Figure 70). This is a cost-efficient option and if aligned correctly, can improve access to a large portion of people. Refer to Figure 69 which shows the existing desire line in Kayamandi up to Enkanini (8 000 – 10 000 residents).
- **Safe Crossing Points:** Provide safe crossing points for pedestrians across major arterials and railway lines. In most places where high NMT activity is observed, a pedestrian bridge is proposed. Signalisation improvements are also essential elements in addressing pedestrian safety.



Figure 65: Example: “Pedestrian lane” – Extend sidewalk space close to schools, along local streets



Figure 66: Potential location of a “Pedestrian lane” in Groendal, Franschhoek



Figure 67: Physical separation between a bi-directional bicycle route and the roadway (Example: Nairobi in Kenya)



Figure 68: Local example of delineated kerb separation (R27 towards Melkbosstrand)



Figure 69: Kayamandi: Existing desire line to reach higher lying settlements (towards Enkanini)

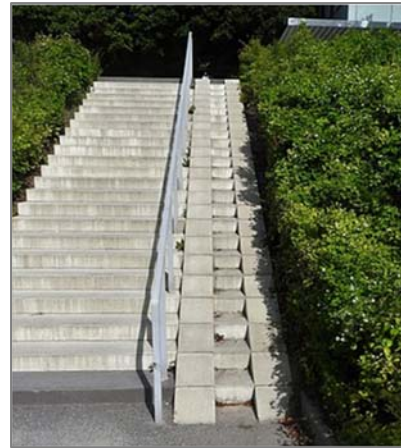


Figure 70: Proposed staircases with wheeling ramp to formalise access at locations of a steep slope gradient



Figure 71: Illustration of potential staircase connection & walkway in Kayamandi serving the pedestrian desire line from Mjandana St east of the stadium towards Rand St/ G Blake St

An indicative cost estimate of the NMT proposals is provided in Section 7.3. The cost estimate is based on unit rates and is based on the above-mentioned assumptions and input parameters.

6.3 Cost Estimate of Short-Term Projects

The proposed short-term NMT linkages cover 28km and their construction costs are estimated at **R114.5 million**. This is inclusive of contingencies (15%), PGEs (20%), landscaping (10%), and signage (5%). The total short-term project costs amount to R126.3 million which includes 10% for professional fees. The above is the total cost of short-term projects, i. e. including essential and desirable projects.

Continuous maintenance of NMT infrastructure is critical and visual inspections must be done annually. Therefore, 10% of the construction costs was added for annual maintenance. Refer to Table 7 for the breakdown of the Project Cost Estimate per local area. A more detailed breakdown per individual project is provided in Annexure B.

Table 7: Project Cost Estimate of short-term projects per area

		5%	10%	20%	15%	10%			
	Length (m)	Cost	Roadmarkings and Signage	Landscaping	Prelim & General Expenses	Contingencies	TOTAL CONSTRUCTION COST	Professional fees	Total project costs incl fees
CBD Stellenbosch Town	13 318	R8 186 532	R409 327	R818 653	R1 637 306	R1 227 980	R38 682 768	R4 208 922	R42 891 691
Kayamandi	425	R7 877 516	R393 876	R787 752	R1 575 503	R1 181 627	R29 998 074	R2 999 827	R32 997 901
Cloetesville	3 330	R6 141 047	R307 052	R614 105	R1 228 209	R921 157	R16 480 037	R1 648 012	R18 128 048
Idasvalley	1 455	R6 174 726	R308 736	R617 473	R1 234 945	R926 209	R9 262 089	R926 209	R10 188 298
Jamestown	1 450	R3 149 260	R157 463	R314 926	R629 852	R472 389	R4 723 891	R472 389	R5 196 280
Koelenhof	0	R51 172	R2 559	R5 117	R10 234	R7 676	R76 757	R7 676	R84 433
La Motte	1 305	R1 795 972	R89 799	R179 597	R359 194	R269 396	R2 693 957	R269 396	R2 963 353
Groendal	2 835	R3 791 881	R189 594	R379 188	R758 376	R568 782	R5 687 822	R568 782	R6 256 604
Franschoek	0	R95 226	R4 761	R9 523	R19 045	R14 284	R142 839	R14 284	R157 123
Wemmershoek	1 168	R1 909 957	R95 498	R190 996	R381 991	R286 494	R2 864 935	R286 494	R3 151 429
Kylemore	505	R259 734	R12 987	R25 973	R51 947	R38 960	R389 601	R38 960	R428 561
Lanquedoc	Included in the Roads Masterplan Project List								
Klapmuts	2 358	R2 338 257	R116 913	R233 826	R467 651	R350 739	R3 507 386	R350 739	R3 858 125
TOTAL SM	28 149						R114 510 157	R11 791 689	R126 301 846

add OPEX Maintenance: R11 451 016 per annum estimated

Note:

- 1) Costs are 2020 Rand.
- 2) Maintenance is costed at 10% of Total Construction Cost.
- 3) Professional Fees are estimated at 10% of the Total Construction Costs..

The cost per infrastructure element is depicted in Figure 72 as well as in Table 8. The construction of safe crossing points and provision of shared pedestrian and cycle facilities comprise the bulk of the Total Construction Costs and amount to 43% and 39% respectively of the Total Construction Costs. Pedestrian specific infrastructure such as sidewalks and pedestrian streets accounts for 11% of the Total Construction Costs and designated bicycle infrastructure amounts to 7%.

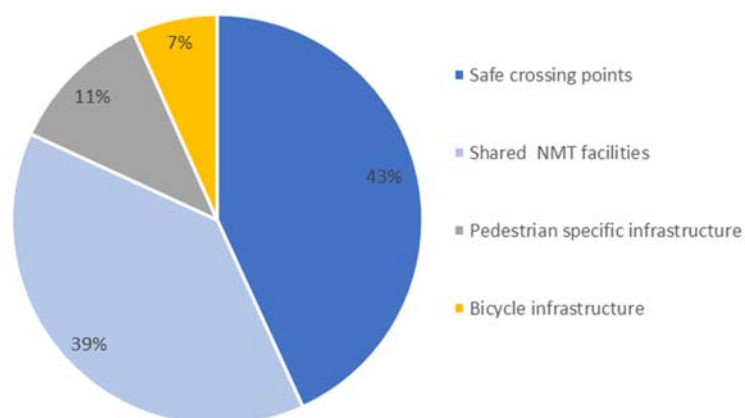


Figure 72: Cost breakdown per infrastructure intervention (whole SM)

Table 8: Cost breakdown per infrastructure intervention (whole SM, construction costs)

		STELLENBOSCH MUNICIPALITY TOTAL CONSTRUCTION COST		
Shared NMT facilities	NMT Only - Bicycle Class 1	R10 050 922	R44 336 050	39%
	Partial Separation - Bicycle Class 2	R34 285 128		
Bicycle infrastructure	Bicycle Class 3	R3 644 067	R7 644 067	7%
	CBD bicycle network	R4 000 000		
Pedestrian specific infrastructure	Sidewalk	R7 574 860	R13 108 724	11%
	UA corrections	R4 642 839		
	Pedestrian Street	R891 025		
Safe crossing points	Pedestrian bridge	R34 274 925	R49 421 316	43%
	Pedestrian crossing	R7 120 429		
	Rail crossing	R8 025 962		
		R114 510 157	R114 510 157	

The above reflects the total cost of short-term projects, i.e. including essential and desirable projects. If only the **essential projects** are extracted, the Total Construction Cost **amount to R65.7 million**. This represents close to 60% of the cost to implement all short-term projects. The cost breakdown per area is as follows (refer to Table 9). Refer to Figure 73 for the locations of the proposed interventions.

Table 9: Project Cost Estimate of short-term projects per area – Essential projects only

		5%	10%	20%	15%	10%			
	Length (m)	Cost	Roadmarkings and Signage	Landscaping	Prelim & General Expenses	Contingencies	TOTAL CONSTRUCTION COST	Professional fees	Total project costs incl fees
CBD Stellenbosch Town	4 503	R2 580 902	R129 045	R258 090	R516 180	R387 135	R13 310 262	R1 621 660	R14 931 922
Kayamandi	425	R7 877 516	R393 876	R787 752	R1 575 503	R1 181 627	R29 998 074	R2 999 827	R32 997 901
Cloeteville	1 000	R6 141 047	R307 052	R614 105	R1 228 209	R921 157	R9 211 570	R921 157	R10 132 727
Idasvalley	810	R5 567 972	R278 399	R556 797	R1 113 594	R835 196	R8 351 957	R835 196	R9 187 153
Jamestown	Included in the Roads Masterplan Project List								
Koelenhof	0	R51 172	R2 559	R5 117	R10 234	R7 676	R76 757	R7 676	R84 433
La Motte	Included in the Roads Masterplan Project List								
Groendal	1 200	R651 172	R32 559	R65 117	R130 234	R97 676	R976 757	R97 676	R1 074 433
Franschhoek	No essential projects identified								
Wemmershoek	708	R1 170 707	R58 535	R117 071	R234 141	R175 606	R1 756 060	R175 606	R1 931 666
Kylemore	505	R259 734	R12 987	R25 973	R51 947	R38 960	R389 601	R38 960	R428 561
Lanquedoc	Included in the Roads Masterplan Project List								
Klapmuts	613	R1 118 120	R55 906	R111 812	R223 624	R167 718	R1 677 179	R167 718	R1 844 897
TOTAL SM	9 764						R65 748 219	R6 865 475	R72 613 694

add OPEX Maintenance: R6 574 822 per annum estimated

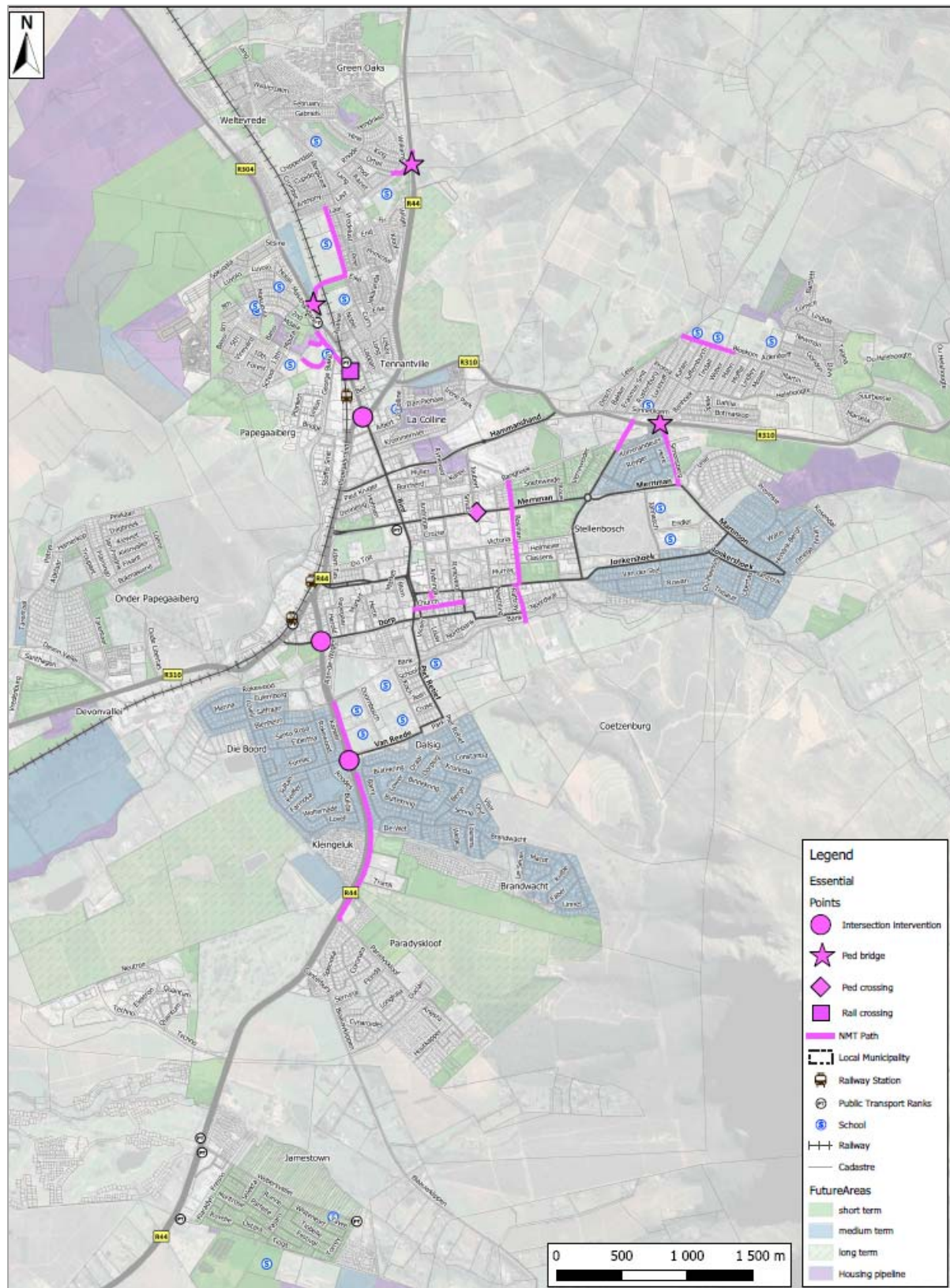


Figure 73: Stellenbosch Town: Essential short-term projects

7 CONCLUSIONS

Further to the assessments undertaken as part of this project the following conclusions are made.

7.1 Definition of NMT

NMT includes all forms of movement that do not rely on an engine or motor for movement. This includes but is not limited to, walking, cycling and animal-drawn vehicles and wheelchairs¹⁴. Walking and cycling are the more common forms of NMT usage in Stellenbosch and this is reflected in the municipal NMT Masterplan of 2020. People with 'special categories of need' are also considered¹⁵. Skateboarding/ longboarding has recently gained popularity among students and is incorporated. The use of animal-drawn carts such as donkey-carts is not an expected transport mode within the urban area of Stellenbosch and is therefore not addressed. There has been an increase in the popularity of electrically assisted cycles and electrically powered personal vehicles such as electric bicycles¹⁶ and e-scooters. Worldwide such mobility devices with a supportive power unit have become part of the urban streetscape.

7.2 Project Objectives

The primary scope and objective of the project is the consolidation of Stellenbosch's NMT Masterplan and Cycle Plan (both prepared in 2015), the update thereof and the development of an implementation plan, as well as the preparation of NMT/Cycle strategies and policies.

7.3 Walking and Cycling in Stellenbosch currently

Stellenbosch Municipality has adopted a vision towards car-free living and has adopted an approach to encourage public transport, walking and cycling. Some towns in this area, especially Stellenbosch CBD, has a rich culture of walking and cycling and is displayed in the significant amount of walking in the CBD, the public spaces, the street cafes and restaurants. However, this rich urban vibrancy is under threat of being diluted by an ever-increasing dependency on private car usage with streets prioritizing the needs of vehicles over that of pedestrians.

There are many factors that are advantageous for Stellenbosch in ensuring that this culture is retained.

- The historically disadvantaged communities situated on the outside of Stellenbosch (Cloeteville, Kayamandi, Idas Valley) are located well within walkable distances, from the CBD and streams of people can be seen walking to and from the CBD.
- The University of Stellenbosch responsible for the huge student population living in the town and also encourages students to walk between campuses and residences.
- Stellenbosch CBD also has the "old town" that has become the tourist hub and is primarily centred along Dorp Street with many restaurants spilling over into the street, creating a very pedestrian-friendly atmosphere. Similarly, Franschhoek CBD is also very pedestrian-friendly.
- The CBD environment and surrounding residential areas are all within walkable distances with the university, residences, restaurants, shops, offices, located close to one another.

¹⁴ Department of Transport, NMT Facility Guidelines, 2015.

¹⁵ National Land Transport Act, 2009.

¹⁶ The term electric bicycle is generic and includes pedelecs, e-bikes and combinations of these types. Pedelec refers to a bicycle with a motor that only functions on condition the cyclist pedals, whilst e-bike means a bicycle with a motor that functions by turning the throttle, so irrespective of the cyclist pedalling.

- Stellenbosch Municipality has already implemented various street improvements to calm traffic such as Andringa Street, Victoria Street and the extent to which pedestrians use these streets are prime examples of what can be achieved if the street design of some streets are favoured towards the needs of pedestrians.

However, the roads and streets being used by pedestrians and cyclists are more and more being orientated in favour of vehicles, resulting in unsafe environments for pedestrians and cyclists. In particular, certain focus areas are worth mentioning:

- The pedestrian desire line from Kayamandi to the CBD and Bird Street, across the railway line, is currently the most direct route to get to the CBD. This route is along Rand Street and across the railway line, passing a local shopping hub, a local market, an informal public transport rank at Du Toit Station, making it very desirable. However, the informal crossing of the railway line is unsafe. The alternative route is along the R304, but it is not aligned with the desire line and too far from where people need to be.
- The previously disadvantaged communities on the outskirts of Stellenbosch town (Cloeteville, Kayamandi, Idas Valley) are located beyond major roads; a typical apartheid spatial planning arrangement. The result is that people walking to town has to cross or walk along significant roads and intersections that due to their function, prioritizes the mobility needs of vehicles. For example, the Adam Tas/ Bird Street intersection, the Helshoogte/ Cluver intersection, the pedestrian desire line from Kayamandi to the schools located in the nearby Cloeteville. People from Jamestown also have to walk along the congested Strand Road/ R44. Similarly, the people in Groendal and La Motte in Franschhoek, Pniel, Klipmuts have to walk along major provincial roads to get to the local towns.
- The CBD is fairly pedestrian-friendly with wide sidewalks along most routes, but walking and cycling is not safe with the ever-increasing traffic and parking in the CBD and the old street infrastructure with no dropped kerbs are not suitable for people in wheelchairs, people using trolleys, skateboarders and cyclists.
- Cycling is prominent in Stellenbosch but it dominated by recreational cycling. These cyclists typically favours the high-order provincial roads – Stellenbosch Arterial, the R304, Helshoogte Road and the R45 towards Franschhoek. Portions of a cycle network is implemented along certain sections of roads, but there is no coherent cycling network.

An investigation into the potential of cycling in Stellenbosch town¹⁷ indicated that the main barriers to cycling are traffic safety, the lack of cycling infrastructure and personal safety concerns. The Bicycle Plan further also cites access to bicycles as a barrier for people in lower-income communities. However, not only cyclists are faced with significant dangers along their route, but also pedestrians – particularly in Stellenbosch town - as sidewalks tend to be too narrow, lack continuity and are often obstructed (street furniture, parked cars, etc.). Safe crossing opportunities are also of concern. People with special needs are also confronted with a lack of dropped kerbs at crossings as well as a lack of tactile detection guidance surfaces at pedestrian crossings.

The majority of NMT infrastructure investment has taken place in the town of Stellenbosch with limited facilities available in the suburbs located on the outskirts of the town (specifically in and around Kayamandi). Sidewalks make up the majority of existing NMT facilities. Improvements to the

¹⁷ Stellenbosch Municipality, Cycle Plan for Stellenbosch Town, 2015.

NMT network of the local towns of SM area have been carried out but are limited to shared pathways with pedestrians.

7.4 Vision Statement, Objectives and Strategies

To arrest the gradual prioritisation of cars over people, certain strategies and policies have to be adopted to ensure that non-motorised transport users are prioritized in transport planning and street design. Stellenbosch Municipality has adopted the following vision for pedestrians and cycling:

“Stellenbosch Municipality will strive to develop walkable and cycle-able environments that are safe for all to use and contribute to the mobility needs, economic vibrancy and social health of communities.”

This can be translated into the following **Strategic Objectives**:

- Connect the outlying communities with the CBD in a safe and attractive manner and improve safety, access to opportunities and the dignity of these communities.
- Strive towards car-free living in Stellenbosch CBD.
- Achieve a modal shift in the Stellenbosch CBD towards public transport, walkability and cycle-ability.
- Creating dignified living spaces in previously disadvantaged areas

The creation of more livable environments are not sole the responsibility of infrastructure implementers. The transport environment is planned, designed and managed by various departments, officials all responsible for different focus areas within the transport environment. All these implementing agencies are responsible for creating liveable environments. Particular focus areas, along with their leaders, stakeholders and role-players, include the following:

- Planning
- Human Settlements
- Legal Framework
- Infrastructure
- Traffic
- Operations
- Awareness
- Partnerships

ta.

7.5 Legislative and Policy Framework

The legislative framework for NMT policy, planning and implementation in South Africa and in Stellenbosch in particular, is contained in the following:

- National Land Transport Act
- Department of Transport Draft White Paper on Roads Policy including the national NMT Policy
- Draft Revised White Paper on National Transport Policy
- South African Road Traffic Act

- Western Cape Provincial Road Traffic Administration Act
- Stellenbosch Municipality Streets By-law
- The NMT Facility Guideline

These were all considered, but although the strategic role of forms of NMT are highlighted in various pieces of legislation and Amendment Bill, the current provisions in the Road Traffic Act regulations are not broad enough to include a wider definition of NMT users of the sidewalk. The National Road Traffic Act Regulations are very restrictive about the use of sidewalks and it is limited to pedestrians and people in a wheelchair. Cyclists cannot use the sidewalk and bikes with a motor cannot use the street either. Furthermore, the micro mobility options such as sedgeways, scooters and skateboarders are also excluded from using the sidewalks.

It should also be noted that regulation 311 (7) state that *“Whenever a portion of a public road has been set aside for use by persons riding pedal cycles, no person shall ride a pedal cycle on any other portion of such road”*. This has implications for the provision of cycling infrastructure and cyclists. Once cycle lanes and paths are provided in the road or on the sidewalk, then cyclists are compelled to use it, including recreational and training cyclists who generally would prefer cycling at higher speeds typically achieved while cycling in the road.

7.6 Network Development

The overall extent of the proposed NMT network are extensive with a total length of 280km. Of that, 70% of the proposed infrastructure is located with the wider Stellenbosch Town area. The proposed NMT network is depicted in a series of maps for Stellenbosch and surrounds, Klapmuts, Pniel, Lanquedoc, Franschhoek and Raithby.

7.7 Implementation Plan

Considering the current municipal budget constraints and the phasing of implementation, only short-term proposals were extracted from the overall NMT Network, and cost estimates prepared. The short-term projects were further refined into (1) essential and (2) desirable NMT interventions. **Only these short-term projects were included in the Implementation Plan.**

The extent of the proposed short-term pedestrian and cycle routes amount to 28km (10% of the total network of 280km). Of that, 70% of the proposed infrastructure is located in the wider Stellenbosch town area. Over time as the portions of the route are implemented, it will ultimately form a coherent NMT Network.



STELLENBOSCH MUNICIPALITY

NON-MOTORISED TRANSPORT POLICY

DRAFT VERSION 1

Date: January 2021

1 LEGISLATIVE AND POLICY FRAMEWORK

The legislative framework for NMT policy, planning and implementation in South Africa and in Stellenbosch in particular, is contained in the following:

- National Land Transport Act
- Department of Transport Draft White Paper on Roads Policy including the national NMT Policy
- Draft Revised White Paper on National Transport Policy
- South African Road Traffic Act
- Western Cape Provincial Road Traffic Administration Act
- Stellenbosch Municipality Streets By-law
- The NMT Facility Guideline

Stellenbosch's vision is to be a Valley of Opportunity and Innovation with Strategic Focus areas that include being a Valley of Possibility, Green and Sustainable Valley, Safe Valley, Dignified Living with Good Governance and Compliance. In response the Integrated Transport Plan highlighted the transport response to this and listed the following actions:

- Effective public transport and NMT systems for access to opportunities
- Public Transport, walking and cycling network and other improvements
- Road safety projects to improve safety practices
- Establish safe and secure public transport and NMT systems
- Implement public transport systems that are accessible and affordable for all

2 OBJECTIVE OF THE NMT POLICY

The objectives of this NMT Policy are as follows:

- Provide the officials of Stellenbosch Municipality with a framework to enable NMT implementation
- Guide officials in making strategic decisions with respect to transport management and roads implementation and maintenance.
- Create a framework for prioritizing more vulnerable road users and create streets for all.

3 VISION STATEMENT AND OBJECTIVES

To arrest the gradual prioritisation of cars over people, certain strategies and policies have to be adopted to ensure that non-motorised transport users are prioritized in transport planning and street design. Stellenbosch Municipality has adopted the following vision for pedestrians and cycling:

"Stellenbosch Municipality will strive to develop walkable and cycle-able environments that are safe for all to use and contribute to the mobility needs, economic vibrancy and social health of communities."

This can be translated into the following **Strategic Objectives**:

Connect the outlying communities with the CBD in a safe and attractive manner and improve safety, access to opportunities and the dignity of these communities.

This requires safe connections for pedestrians and cyclists into the CBD and specifically the Kayamandi crossing of the railway line towards the CBD and across the R304 to the schools in Cloetesville and the Helshoogte/ Cluver Street crossing must be addressed. Similar in other towns such as Pniel, Klappmuts, and Franschhoek, safe and convenient routes for pedestrians and cyclists have to be provided that connect to the town center.

Strive towards car-free living in Stellenbosch CBD.

A traffic management approach that favours more vulnerable road users, the introduction of measures to reduce traffic flow in the CBD and develop more pedestrian-friendly or pedestrianized streets in the CBD, should be pursued. This approach can only really be successful if it is underpinned by a CBD public transport distribution service.

Achieve a modal shift in the Stellenbosch CBD towards public transport, walkability and cycle-ability.

The Stellenbosch Cycle Plan estimate that the current cycling modal share in Stellenbosch town is 2-2.5%. Achieving a modal shift towards public transport, walking and cycling will require that streets must be transformed into vibrant pedestrian-friendly spaces with supporting land use, sidewalks that are universally accessibility, traffic management in favour of pedestrians, cycling and public transport. Parking in the CBD reduced over time by introducing differentiated parking tariffs with more affordable parking on the outskirts of the CBD.

The Cycle Plan for Stellenbosch has set the scene for promoting cycling in the CBD towards its aspirational goal of being “*recognised as the best cycling town in South Africa and one of the best cycling tourism destinations in the world*”, and a series of action plans have been identified.

Creating dignified living spaces in previously disadvantaged areas.

Pedestrian footways/ paths and cycle networks are required to connect people to civic amenities, schools, public transport facilities and markets. These should be quality environments, bringing dignity to the public space.

The following famous quote is usually attributed to Einstein - “*Insanity is doing the same thing over and over and expecting different results.*” Achieving this vision of walkable and cycle-able environments will require a move away from “*business as usual*” approach in transport planning and engineering. In support of this, clear principles, policies and strategies must be followed to guide officials and politicians of Stellenbosch Municipality in the implementation of transport infrastructure projects in the future, else nothing will change.

4 KEY PRINCIPLES

These key principles must serve as the foundation for the implementation of transport infrastructure to allow more pedestrian friendly and cycling environments to follow.

- **Integration between land use and transport** towards developing pedestrian friendly environments to reduce the demand for travel and the need for motorised transport. This is essential in reducing people's dependency on motorised transport.
- **Prioritizing vulnerable road users at conflict points** will improve road safety for pedestrians and cyclists and encourage people to walk and cycle more.
- **Outlying communities** are captive users of public transport and walking. These communities **must be prioritized and the environments for pedestrians and cyclists be improved** to encourage and support these modes.
- The development of sustainable transport solutions and pedestrian/ cycle friendly environments cannot sole be undertaken by the public sector. A **partnership** with the private and public sector towards furthering car-free living is required, including Stellenbosch University.
- **Roads and Streets for all.** This requires the re-prioritisation of road space to ensure that all the needs of all users of the street are adequately provided for. Where the needs of the various users are in conflict, the needs of the more vulnerable road user must receive priority.

5 FOCUS AREAS

The creation of more livable environments are not sole the responsibility of infrastructure implementers. The transport environment is planned, designed and managed by various departments. Officials are all responsible for different focus areas within the transport environment. All these implementing agencies are responsible for creating liveable environments. Particular focus areas, along with their leaders, stakeholders and role-players, include the following:

- Planning
- Human Settlements
- Legal Framework
- Infrastructure
- Traffic
- Operations
- Awareness
- Partnerships

6 NMT POLICIES

6.1 Universal Accessibility

Stellenbosch Municipality will implement infrastructure that are universal accessible and will also upgrade existing infrastructure to become universally accessible.

Section 10A in the NLTA Amendment Bill clearly defines accessible transport and once this Bill is enacted, will compel planning authorities to design infrastructure that are usable by all people to the greatest extent possible. The UA report prepared in 2015¹ has concluded that the Stellenbosch CBD in most areas are not accessible to people in wheelchairs. As these are older roads, Stellenbosch must upgrade these intersections progressively as new developments are constructed, road upgrades and maintenance are undertaken.

Typical universal accessible road infrastructure include the following:

- Dropped kerbs
- Tactile paving
- Audio and/ or vibro-tactile pedestrian push-buttons
- Level pedestrian crossings

6.2 Streets for All

Currently the National Road Traffic Act prohibits bicycles, scooters and forms of e-bikes, from using the sidewalk². Section 10A in the NLTA Amendment Bill clearly defines accessible transport and once this Bill is enacted, will compel planning authorities to design infrastructure that are usable by all people to the greatest extent possible. However, the recent Amendment Bill³ maintains a limited definition of pedestrians and prohibits a broader defined group of NMT users of using the sidewalk. Only pedestrians and people using a wheelchair are allowed.

Stellenbosch Municipality will manage, maintain and implement road and streets in such a manner that the road reserve can be safely used by all users, motorised vehicles, including public transport vehicles and non-motorised transport users such as pedestrians, cyclists and users of e-mobility options (e-bikes, pedi-cabs, etc). This requires a careful consideration of the design and use of the sidewalk to enable a broad use that are still legal.

6.3 Pedestrian-friendly streets in the CBD

All streets in Stellenbosch CBD will be managed in such a way that they become more pedestrian-friendly and prioritize the needs of more vulnerable road users. CBD area are typically areas with more intense urban environments, high levels of pedestrian activity and a fine-grained grid-type street network. Generally, these street networks are shared by motorised traffic and high levels of pedestrian volumes. In Stellenbosch this is typically experienced in the CBD and the presence of the

- 1 Stellenbosch Municipality: Disability Accessibility Study on Municipal Buildings, Infrastructures & Procedures, 2015
- 2 National Road Traffic Regulations, Regulation 308 (5) states that "No person shall drive, pull or push a vehicle upon a sidewalk: Provided that the provisions of this sub-regulation shall not apply to a perambulator, invalid chair, baby cart or child's play vehicle". The definition historically excluded bicycles, implying that cyclists are not allowed to cycle on sidewalks.
- 3 National Road Traffic Act Amendment Bill, 2020

University of Stellenbosch campuses and residences in the CBD, as well as the various retail and commercial developments along with the municipal head office in Plein Street, further adds to the vibrancy of the CBD. This should be encouraged and managed in such a way that the CBD streets are safe for pedestrians, especially the more vulnerable pedestrian such as the elderly, children and people using wheelchairs or with other forms of disability.

A more pedestrian-friendly CBD will have the following:

- Pedestrian streets or pedestrianized streets with a quality street and urban furniture
- Wide sidewalks and cycle lanes and paths
- Pedestrian crossing and pedestrian bridges
- Pedestrian-friendly traffic signal phasing and intersection layouts.
- A streetscape that is universally accessible with dropped kerbs, ramps and tactile paving.

6.4 Application of Development Charges

The Municipality will use the funding opportunity available through Development Charges (DCs) to implement portions of the NMT Network. The Municipality's⁴ Development Charges Policy is revised annually and recent revisions enables the municipality to finance not only Roads Projects, but also Public Transport and Non-Motorised Transport Projects. Funding available via DCs is subject to conditions stated in the policy and generally relates to the proposed Development's impacts on Municipal Infrastructure such as water, electricity and transport . The latest DC Policy thus enables the Municipality to finance NMT (sidewalks and cycle facilities and pedestrian bridges, etc.) infrastructure projects that are aligned with the Municipality's NMT Masterplan and Policy.

Stellenbosch Municipality is therefore able to implement NMT infrastructure through the following funding sources:

- Municipal Capital Funding
- Provincial Grants
- Development Charges

6.5 Infrastructure Standards

Stellenbosch Municipality will implement facilities where sidewalks are at least 2m wide and further increased in areas with higher than usual pedestrian activity (schools, public transport facilities, etc). This must be done within recommended standards contained in the NMT Facility Guideline.

- Cycle facilities will in accordance with the recommended standards in the NMT Design Guideline. When required due to space constraints this can be reduced to a recommended minimum of 1.8m or an absolute minimum of 1.2m.
- Pedestrian walkways and footpaths will be 2m wide subject to capacity requirements.
- In areas close to public transport ranks, schools, clinics, etc where higher than usual pedestrian activity is expected, this should be increased to 2.5-3m.

6.6 Provincial roads in the Stellenbosch CBD

Provincial roads in the Stellenbosch CBD will be managed to be more pedestrian-friendly and cycle-friendly.

The provincial roads continuing through Stellenbosch CBD and the way these roads are managed typically favour the needs of motorised vehicles. Typical characteristics include 3.7m lanes, wide crossing distances at intersections to maintain stopline capacity for vehicles at signalised intersections, turning lanes for vehicles to minimize queues, traffic signal settings in favour of maximizing vehicle throughput and minimizing vehicle queues at intersections. These are all undertaken with the aim of minimizing traffic congestion, accommodating vehicles and improving road safety. In CBD environments, these are most likely undertaken at the expense of pedestrian, cyclists and public transport vehicles.

Stellenbosch Municipality will manage provincial roads in the CBD and just outside of the CBD as it passes outlying residential communities in a more equitable manner. Pedestrian and cyclist treatments at the major intersections along these routes will be equitable with sidewalks that are wide enough, crossing distances are reduced, traffic signals settings are set to appropriately accommodate the pedestrian movements.

6.7 Site Transport Assessments and Transport Impact Assessment

Stellenbosch Municipality will require that private sector developments and Human Settlements municipal projects will undertake Site Transport Assessments as part of the Site Development Plan process and Transport Impact Assessment.

Discussions with Stellenbosch Human Settlements highlighted the fact that pedestrians and public transport users are typically captive users of transport services and have no other options other than walking, cycling and using public transport, but yet due to funding constraints the necessary facilities are not provided. The unintended consequence is road safety concerns when pedestrians cross major roads, walk in roads, insufficient sidewalk widths or none at all and inadequate public transport services and infrastructure. Apart from funding constraints, the needs of pedestrians, cyclists and public transport users are not adequately identified and assessed during the Site Development Plan (SDP) process.

Stellenbosch municipal officials will advise transport engineers that TIAs for private developments must include appropriate planning for pedestrians, cyclists and public transport users.

Stellenbosch Municipalities' Planning and Economic Development officials will identify and consider impacts on pedestrians and cyclists and public transport users and identify remedial measures in the process of formulating a Site Development Plan and ensure that these remedial measures are appropriate included in the conditions of approval for Human Settlement developments.

6.8 Cycling and e-bikes on the sidewalk

Stellenbosch Municipality will encourage and facilitate cycling including users of e-bikes to use the sidewalk and share space with pedestrians. Regulation 308 (5) of the National Road Traffic Act prevents cyclist to use the sidewalks. However, the Amendment Bill⁵ has recently been amended to *include any bicycle or tricycle designed for propulsion solely by means of human power; or any bicycle or tricycle with operable pedals and an electric motor with a total weight that does not exceed 30kg: Provided that the electric motor may not be capable of propelling the bicycle or tricycle unassisted at a speed not exceeding 25km/h.*

Although not enacted yet, Stellenbosch Municipality will adopt the spirit of the Amendment Bill to enable cyclists, including those using e-bikes, to cycle on the sidewalk when legally designated through the use of a regulatory road sign in accordance with the South African Road Traffic Signs Manual⁶, when sidewalks are wide enough to be shared with pedestrians without endangering the safety of pedestrians.

6.9 Conversion of on-street parking bays

In streets where high pedestrian volumes are experienced, on-street parking bays will be converted to wider pedestrian space or cycle lanes, as required. Due to limited space in the CBD the existing streets space must be managed in such a way that it appropriately provides space for vehicles, pedestrians and cyclists and public transport vehicles. In built-up areas where the street space is limited, the only way to make more space available for pedestrians and cyclists would to share some of the space for vehicles (travel lanes and parking bays) with that of pedestrians and cyclists and public transport vehicles. This must be balanced with the need for parking generated by businesses, offices, retail, etc. Some ways to do this include the following:

- Converting 1 or 2 on-street parking bays to public transport embayments
- Converting a row of on-street parking to a cycle lane (uni- or bi-directional), dependant on traffic management OR converting it to a wider pedestrian space by introducing a barrier between the pedestrian flow and the travel way for vehicles.

6.10 Funding for the implementation of pedestrian, cycling and public transport infrastructure

Stellenbosch Municipality will apply various funding sources and budgets towards the implementation of pedestrian, cycling and public transport infrastructure

The implementation of the NMT Network is not the sole responsibility of the Transport Unit of Stellenbosch Municipality. The successful and progressive implementation of the NMT Network is the responsibility of all municipal departments. Accordingly, Human Settlements, Planning, Development Planning, Human Settlements, Roads and Stormwater are all responsible for facilitating opportunities for implementing portions of the network under the advice and guidance of Engineering Services.

5 National Road Traffic Act Amendment Bill, 2020

6 Southern African Development Community, Road Traffic Signs Manual, Volume 1, May 2012.

Accordingly funding sources will be made available as follows:.

- As part of the Roads Maintenance budget where maintenance of sidewalks, cycle paths/ lanes, road signs and markings are being undertaken. Cycle lanes can also be introduced as part of regular maintenance projects where road shoulders or parking bays are can be converted to cycle lanes.
- Development Charges for roads and storm water also be shared and applied to non-motorised transport and public transport infrastructure in accordance with the stipulations of the Development Charge Policy.
- The Municipality Planning Department's must introduce Site Transport assessments and the identification of pedestrian, cycling and public transport infrastructure remedial measures as part of the condition of approval of housing projects.
- The Roads department will include pedestrian, cycling and public transport infrastructure as part of the upgrade of existing roads or the construction of new roads.
- The Traffic engineering unit will include pedestrian-friendly signal phasing, pedestrian crossing signals, intersection operations as part of their general operations and work.
- Parks will ensure that grass cutting is done on a regular basis to ensure that trees and shrubs do not hang over onto footpaths/ sidewalks and cycle paths because the effective widths are then reduced.

6.11 Engagement of the NMT Working Group

The Stellenbosch Municipality will regularly engage with the NMT Working Group⁷ to ensure the continuous participation of NMT advocacy groups in the implementation of infrastructure for pedestrians and cyclists.

7 The establishment of the NMT Working Group is proposed in the 2015 NMT Policy with the aim to advise Council on Identification of NMT needs and shortcomings, Promotion of NMT in the Municipal area, NMT best practices worldwide and NMT trends worldwide.

7.5.5	REQUEST FOR APPROVAL OF THE COMPREHENSIVE INTEGRATED TRANSPORT PLAN
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Collaborator No: 702614
 IDP KPA Ref No: Good Governance and Compliance
 Meeting Date: 14 April 2021

1. SUBJECT: REQUEST FOR APPROVAL OF THE COMPREHENSIVE INTEGRATED TRANSPORT PLAN

2. PURPOSE

That Council approves the 2019-2020 Update of the Comprehensive Integrated Transport Plan (CITP).

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

The 2016 Comprehensive Integrated Transport Plan (CITP) is valid for a five year period, with annual updates each year and the full review every 5 years.

The draft 2019-2020 update of the CITP have highlighted important strategies and focuses on a common vision for transport.

The Municipality's transport vision and objectives were updated to ensure:

- Connecting of the outlying communities with the CBD in a safe and dignified manner ensuring access to opportunities.
- Strive towards car-free living and modal shift in Stellenbosch CBD, towards public transport, walkability and cycle-ability.
- Support and advance social and inclusive economic development.
- Alignment with the key imperatives of poverty alleviation and reduced inequality.
- A road network to support the Municipality's transport vision.

The draft 2019-2020 update of the CITP also takes into account the recently approved Spatial Development Framework (SDF), and proposes a more effective approach to improve transport (including freight), public transport and NMT (non-motorized transport).

5. RECOMMENDATIONS

- (a) that the content of this Comprehensive Integrated Transport Plan annual update be noted;
- (b) that Council notes that, for this update, targeted consultation was carried out, and for the (5 yearly) review of the 2016 CITP (to be undertaken during 2021), a full public participation process will be carried out; and
- (c) that the Draft 2019-2020 Comprehensive Integrated Transport Plan Update, attached as **ANNEXURE A**, be accepted.

6. DISCUSSION / CONTENTS**6.1 Background**

The Stellenbosch Municipality (SM) last Comprehensive Integrated Transport Plan (CITP) was approved by the Provincial Minister of Transport and Public Works in terms of section 36(4) of the National Land Transport Act (NLTA), Act 5 of 2009 in October 2018. The annual update of Stellenbosch's CITP, was carried out in accordance with the regulations published by the Minister dated 29 July 2016, Minimum Requirements (MR) for the Preparation of Integrated Transport Plans, 2016 no 881.

6.2 Discussion

The 2019-2020 update of the CITP makes provision for the recently approved Spatial Development Framework (SDF), including proposed housing developments. Detailed assessments of the current transport system was carried out, international case studies of similar university towns were undertaken and improvements to the transport system are recommended.

The following chapters were updated:

Chapter 1: Introduction provides a brief overview of the project, the study area and the project methodology

Chapter 2: Transport Vision and Objectives describes the position and policy statements guiding transport for Stellenbosch Municipality.

Chapter 3: Transport Register summarises the various types of transport in Stellenbosch Municipality.

Chapter 4: Spatial Development Framework provides an overview of the spatial structure and land use framework which will influence the transport for Stellenbosch Municipality.

Chapter 5: Transport Needs Assessment discusses the transport needs identified for the area.

Chapter 6: Public Transport Plan describes the components identified to improve public transport for the municipality.

Chapter 7: Transport Infrastructure Strategy summarises the strategy to improve transport infrastructure for various modes of transport.

Chapter 8: Travel Demand Strategy provides an overview of the interventions to manage the travel demand better towards more sustainable transport.

Chapter 9: Non-Motorised Transport summarises the strategies and plans toward more sustainable modes of walking and cycling.

Chapter 10: Freight Transport Strategy summarises the goods and hazardous substances networks as other strategies to support effective freight movement.

Chapter 11: Other Transport Related Strategies summarises the improvements proposed for other transport including public transport safety and security, road user safety, law enforcement, tourism and accessible transport.

Chapter 12: Funding Strategy and Summary of Programmes provides a description of the extent of funding, funding sources as well as the list of programmes per transport sector strategy.

Chapter 13: Stakeholder Consultation describes the extent of participation and consultation that was undertaken to prepare the CITP update.

In addition, the following aspects were earmarked as focus areas:

- Public Transport including MBT, bus and rail as well as local and inter-municipal commuter services.
- Public transport such as long distance or cross-border, transport for learners, meter-taxis or other e-hailing services.
- NMT (walking and cycling) as a more sustainable mode of transport.
- Improvements to infrastructure networks and services which supports the movement of its people and goods, as part of a vibrant economy.

6.3 Financial Implications

Cost estimates are carried out once a proposal is identified for further assessment or implementation. The cost estimates / funding analysis will determine the financial implications and the most appropriate funding source / model will be selected. The implementation of proposals may be phased to coincide with available funding. Examples of sources of funding are: Municipal Capital Funding, Development Contributions, Provincial Roads Authority and Infrastructure Grants.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation. The minimum requirements for Integrated Transport Plans were published on 30 November 2007 in the Government Notice No 1119. The MEC Transport and Public Works, has recommended that the Stellenbosch Municipality be classified as a Type 1 Planning Authority based on classification criteria contained in the Government Notice. The Municipality is therefore required to compile a CIP every 5 years and update the CIP annually. The CIP and its annual updates must be submitted to the MEC for approval.

6.5 Staff Implications

This report has no staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

Previous CIP's and annual updates had been approved by Council, as well as the Transport MEC.

6.7 Risk Implications

This report has no risk implications for the Municipality.

RECOMMENDATIONS FROM INFRASTRUCTURE SERVICES COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2021-03-04: ITEM 5.1.3

- (a) that the content of this Comprehensive Integrated Transport Plan annual update be noted;
- (b) that Council notes that, for this update, targeted consultation was carried out, and for the (5 yearly) review of the 2016 CIP (to be undertaken during 2021), a full public participation process will be carried out; and
- (c) that the Draft 2019-2020 Comprehensive Integrated Transport Plan Update, attached as **ANNEXURE A**, be accepted.

ANNEXURES**Annexure A: Draft CIP UPDATE 2020****FOR FURTHER DETAILS CONTACT:**

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POSITION	<i>Director</i>
DIRECTORATE	<i>Infrastructure Services</i>
CONTACT NUMBERS	021 808 8213
E-MAIL ADDRESS	Deon.louw@ Stellenbosch.gov.za
REPORT DATE	15 February 2021

ANNEXURE A

Bath

- Public transport
- City centre well served by local bus system (At least 1/hour; less frequent weekends and public holiday operations)
- Hop on-off tourist sight-seeing
- Airport service every 2 hours
- Regional national express coaches London, Oxford, Southampton, Cardiff and Swansea
- Website available for booking services
- Rail services to other towns



Heidelberg

- Good public transport system (rail, bus and trams)
- Strong walking and cycling; network of cycle paths; pedestrian zones
- Regional bus to surrounding towns
- InterCity Express – ICE regional train system
- Local bus with well marked widespread stops across the city.
- Streetcars, travel to the nearby towns and suburbs. Buses and trams share stops for easy transfer
- Also local trains for shorter destinations to nearby towns



Bruges

- Bruges is a large village and most things are within walking distance
- Only one form of public transport i.e. bus
- Regional rail access but no local subways or trams.
- There is a multi-ticket for the city buses you can buy a multi-journey ticket / ten rides pass for 9 euros (price in August 2013), instead of paying 1,30 euro per trip.
- Weekdays – 10 min schedule.



Tubingen

- Local bus service with more than 20 **bus** lines
- Also a few **local** train stations connecting the different parts of the city.
- Buses generally run from about 6 a.m. to midnight on weekdays, with night buses covering the main routes in the city after midnight on Thursday, Friday and Saturday nights
- Regional rail and bus services available from surrounding cities
- Part of Naldo, regional association for integrated ticket and fares. Student cards and free Saturdays.
- Free for people with disabilities. Part of fleet marked for wheelchair access



Liniennetzplan
Stadtnetz Tübingen



Tuebingen has more than 20 **bus** lines as well as a few **local** train stations connecting the different parts of the city. Buses generally run from about 6 a.m. to midnight on weekdays, with night buses covering the main routes in the city after midnight on Thursday, Friday and Saturday nights

The Neckar-Alb-Donau transport association, or naldo for short, is an amalgamation of the [administrative districts of](#) Reutlingen, Sigmaringen, Tübingen and the Zollernalb district, as well as the region's transport companies for local public transport. The naldo tariff has existed since 2002 and is therefore a uniform ticket, which is recognized and sold by all 53 [transport companies in](#) the region.

The advantage for you is obvious: by bus and train you can now reach any destination within the naldo with a single ticket! Regardless of which transport company you use and how many modes of transport you use, because the naldo tariff applies to all buses and trains (except IC) including city transport.

The network area covers 3,700 km² and reaches approx. 828,000 inhabitants. 13 railway lines and 350 bus lines with approx. 3,200 stops are integrated in the network. In recent years, cross-network cooperations with six neighboring associations in nine counties have also been



Pisa

- Regional rail access to other destinations across Italy. Pisa's main train station, Pisa Centrale, is 1.5km outside of town, which can be reached on foot or by bus.
- Does not have rail service – bus, walk or cycle
- Bus used to the outskirts of the city, as well as further afield
- Within centre of town, you'll be travelling for less than 5km and so your ticket will only cost about 1€ (valid for one hour).
- Many of the buses connect the city centre with the train station and/or the airport.
- Running past all the major sites of Pisa is a golden tourist train, which takes you on a 30-minute guided tour through the city

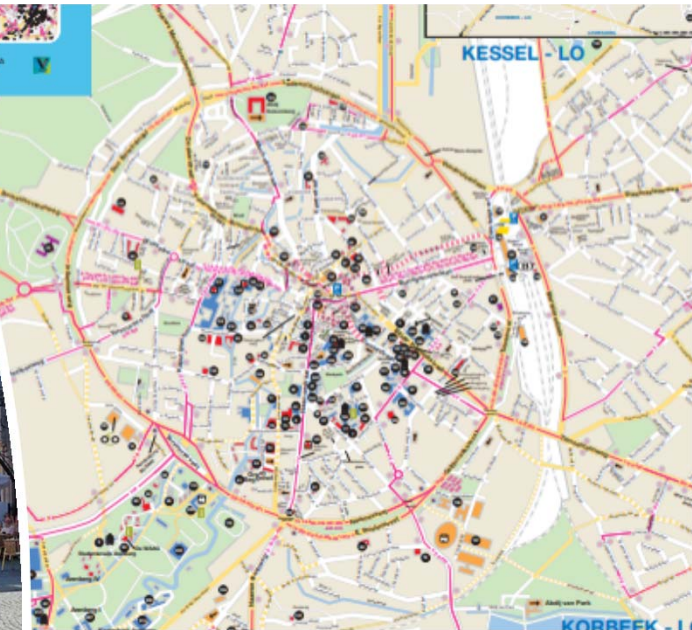


Lund

- Lund Central station is the third biggest station in Sweden and public transport is an integral part of the city.
- Regional, national and international trains available
- Also regional busses, connect Lund with surrounding Cities
- Local bus service
- One of the best cities in Sweden to cycle. The main cycle paths in Lund are marked in different colours, both on the map as well as on street signs in the city itself. These signs can be found all along the cycle paths in Lund.



- Regional rail access - Leuven is an important hub in the Belgian railway network. From Leuven station, there are connections to every other major Belgian train stations. International rail connections from Brussels (Leuven - Brussels = approx. 20 minutes).
- Station located at the edge of the city centre with most university buildings within walking distance
- Buses, walking and cycling used for local access
- Free student travel within Leuven
- Ring bus serves ring road - weekdays
- night buses are available after 10 pm



© Richard Warcham

Kingston

- Operates in Kingston and neighbouring community of Amherstview
- University service and to the Kingston Bus Terminal and the railway station.
- Local routes operate Mon–Sat 6:00 to 23:00; Sun 8:30 to 20:30. Run every 30 min weekdays before 19:00; 60 min other
- Express services available
- Dial a Bus services; specific times and must be booked in advance
- Seasonal services during university times of the year
- Rack and Roll – bus can accommodate 2 bicycles
- Daily, Weekly and monthly passes with free transfers (60 min)
- Free for university students



Cambridge

- Several bus services operate seven days a week
- Cambridgeshire Guided Busway has bus services running into the centre of Cambridge with interchanges at the station and Hospital.
- five Park and Ride sites offer parking and charging for electric cars. Buses operate on 7 min headways to centre.
- Highest level of cyclists in the UK. Some adaptations for cyclists e.g. lights for cycle lanes and cycle contraflows on streets; shared paths in parks but no separate cycle paths.
- Two railway stations with direct rail links to London and some other regional towns as well as the airport.
- Plans to designate roads for a ring road with traffic restrictions and limited parking



Coimbra

- Number of public transport options to and within City.
- Network of trolley buses and trains.
- Train lines access regional destinations in surrounding areas as well as around the city.
- Numerous bus lines. Bus services the most comprehensive coverage of all modes.
- Coimbra is the major bus hub in the Beiras region and has a number of regional coach buses to access other towns and cities
- Tourist hop-on hop-off services



Uppsala

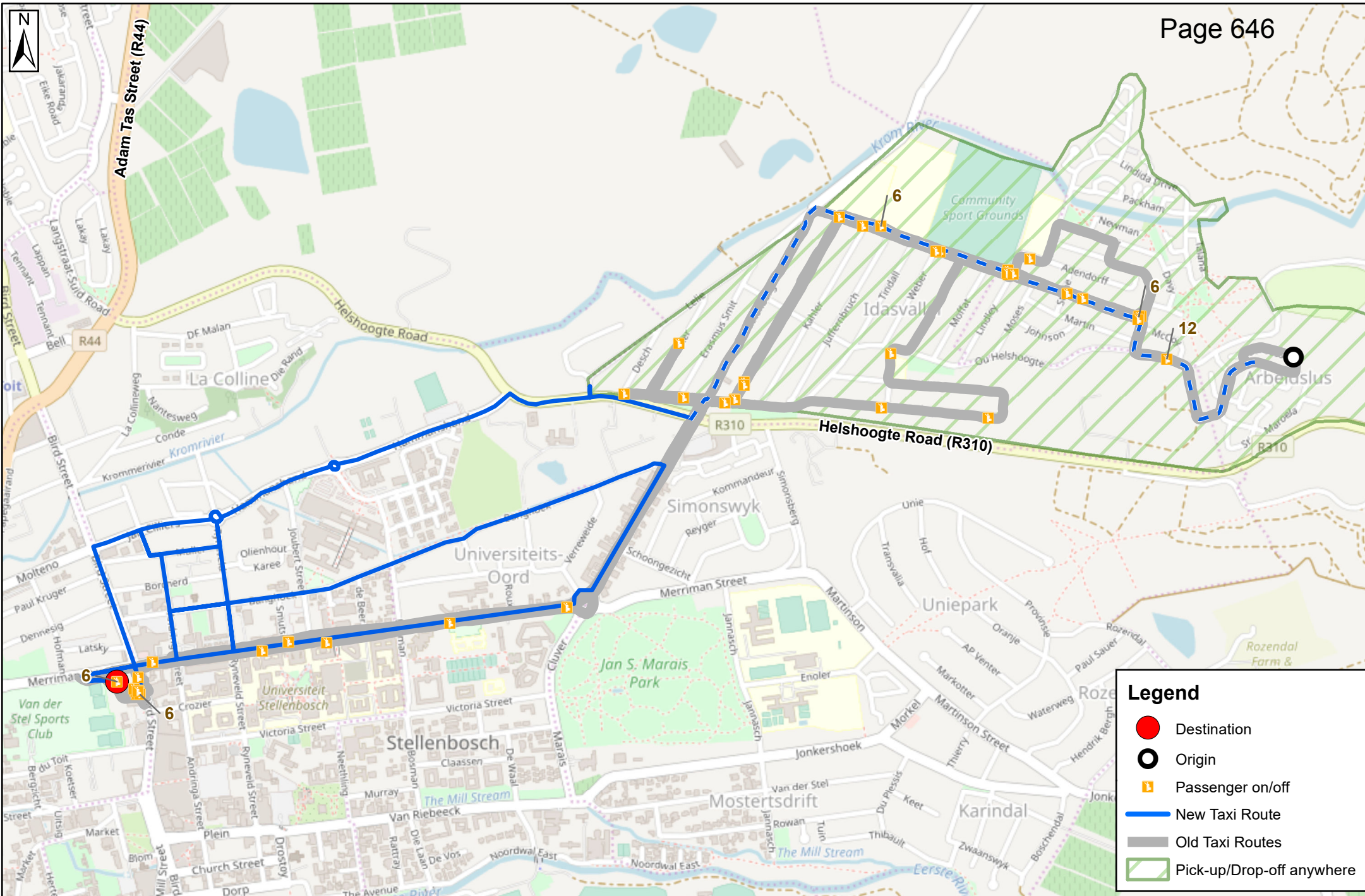
- UL provides public transport in Uppsala and surrounding communities.
- Regional buses and the Upptåget train system in the county
- Commuter services also available between Uppsala and Älvsjö.
- Bus service (airport coach) and commuter train to Stockholm Arlanda
- Local bus service available in Uppsala
- A single ticket costs around 25 SEK. Tickets can be purchased via UL mobile app, UL Card, UL Ticket machines or on the bus (Costlier than other options).
- 24-hour passes that are valid within zones and for a combination of zones
- Flexible visitor pass providing unlimited travel throughout the county and in Uppsala.

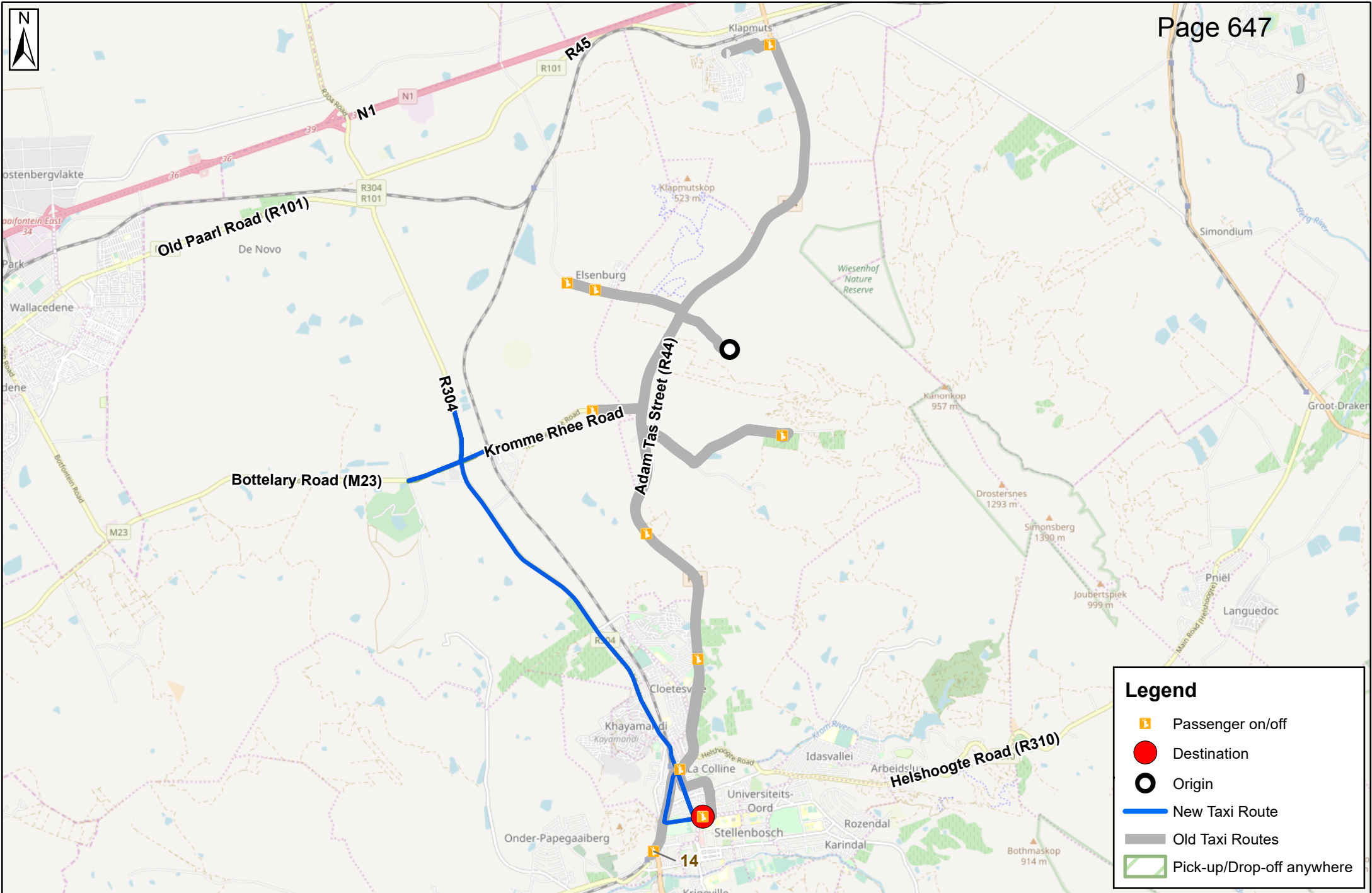


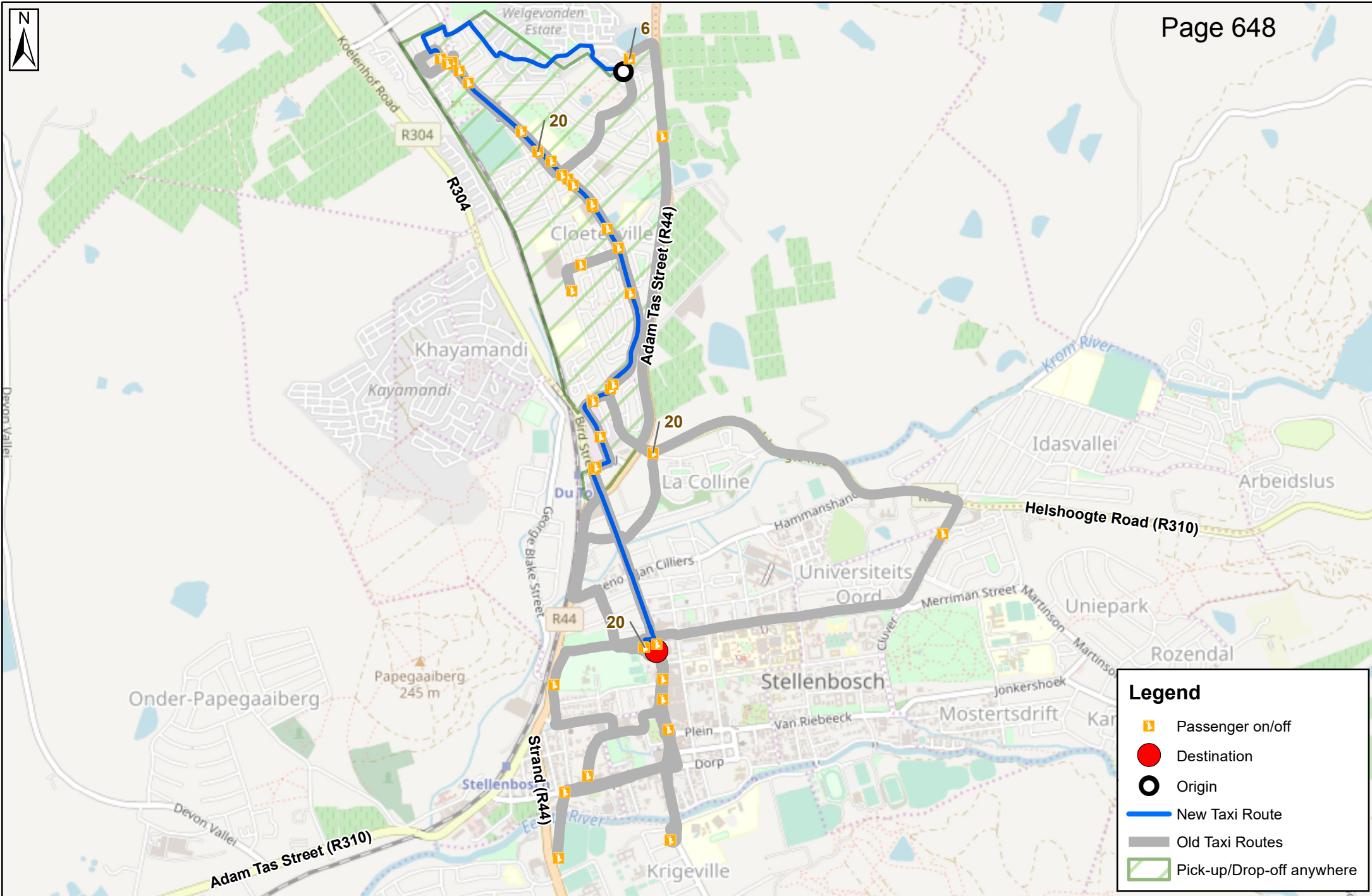
Ghent

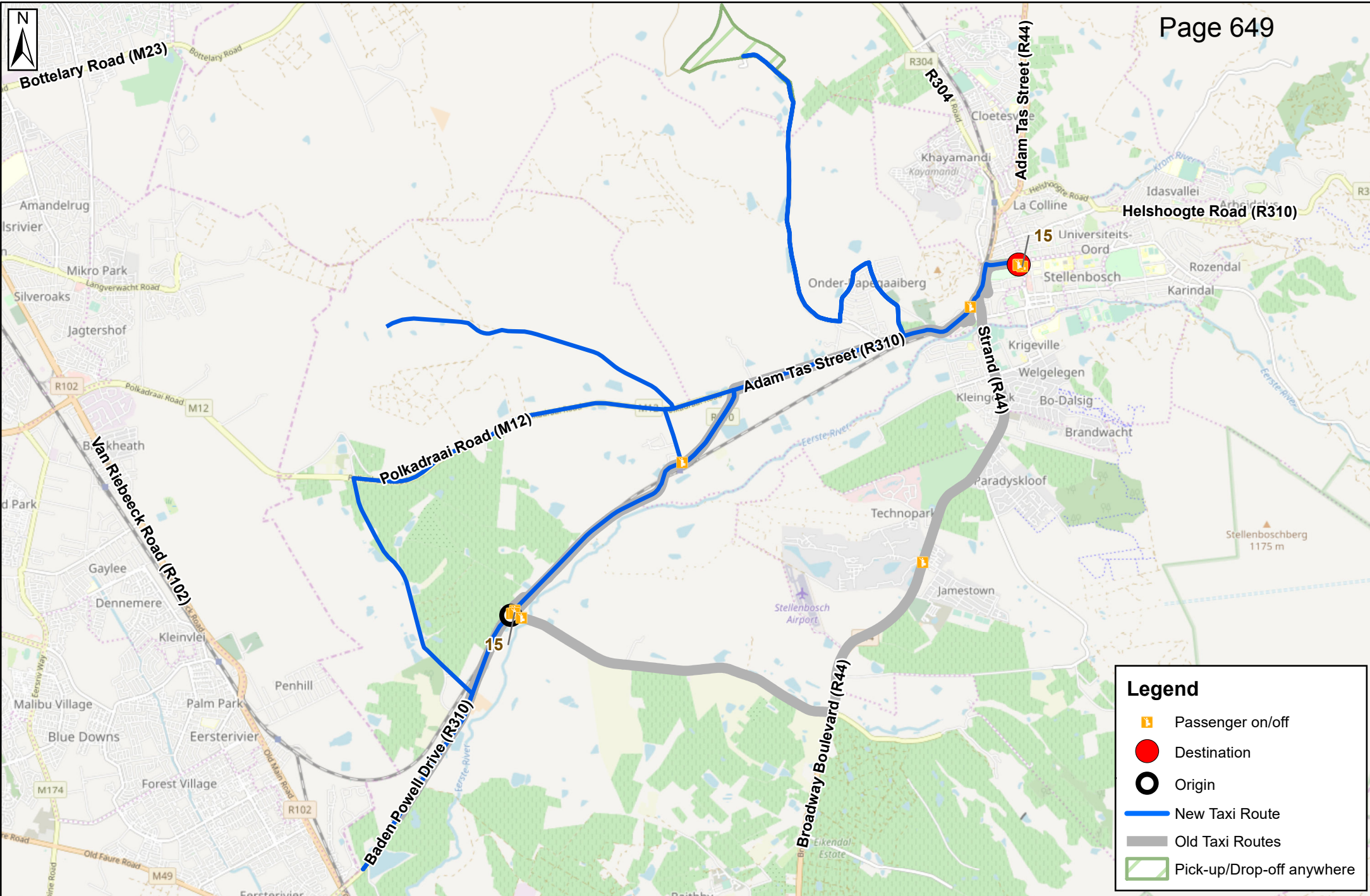
- De Lijn is the public transport provider in Ghent and across the whole of the Flanders region.
- tickets valid for either the bus or the tram but they are also valid anywhere in Flanders.
- There are three main bus stations in Ghent which most transport routes go through: at both the train stations
- Tickets are valid for 60 minutes thus allowing for free transfers
- Night buses run until 1am every night of the week.
- DeLijn app available.
- Buses and trams run every day of the year, including public holidays.
- Services run less frequently when the schools are on holiday.
- A single ticket costs €3 for adults. SMS ticket costs €2.25 or m-card10 app allows 10 trips for €15.
- 1, 3 and 5-day tickets (€7, €14, €20) which you can use as many times as you like in that number of days
- Omnipass (monthly) available for residents and often included in salary package.
- If you don't have a ticket, or you don't validate it subject to fines between €20 and €500
- Cycling and walking provision has been made in Ghent particularly in the City Centre zone

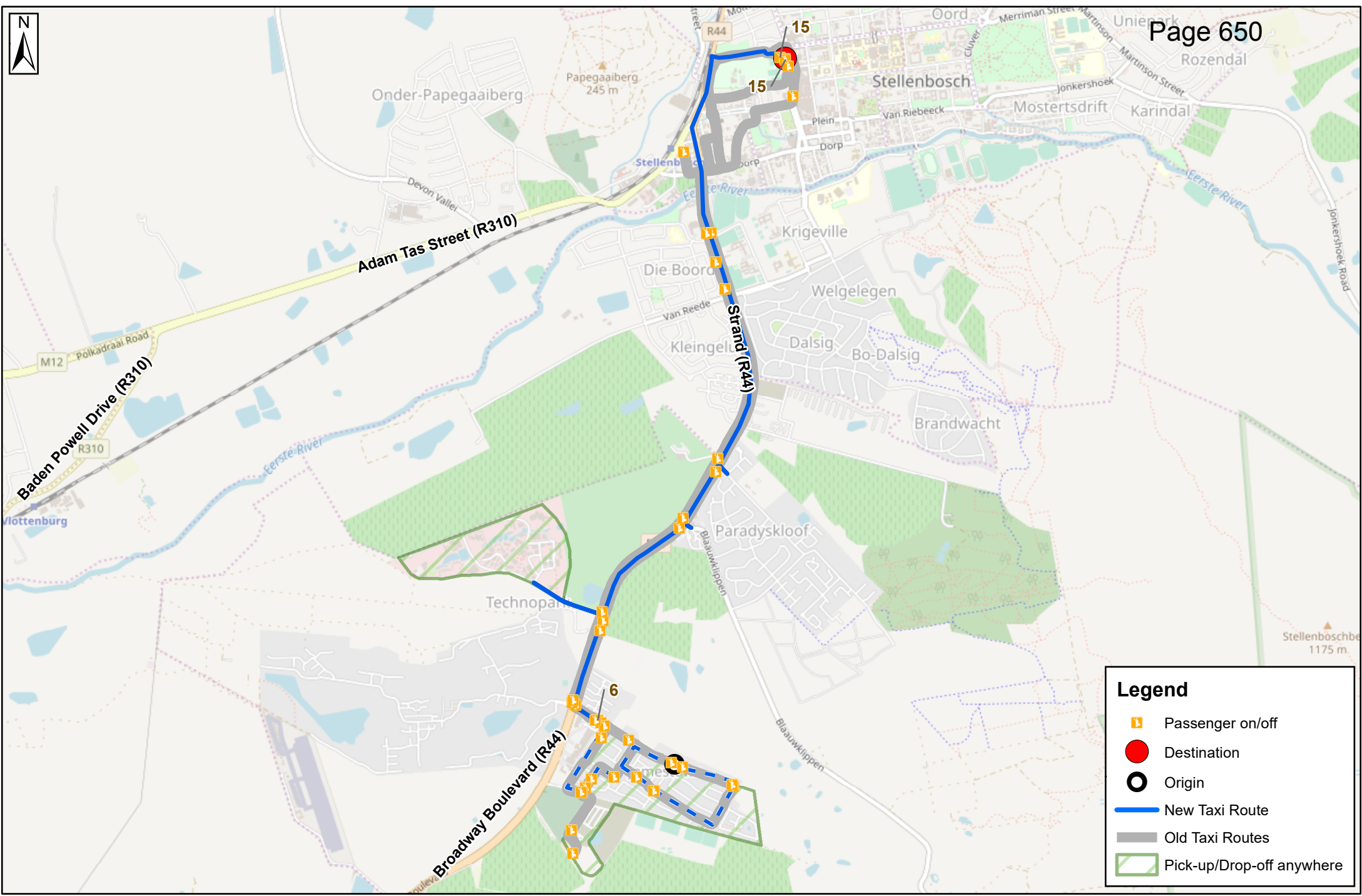


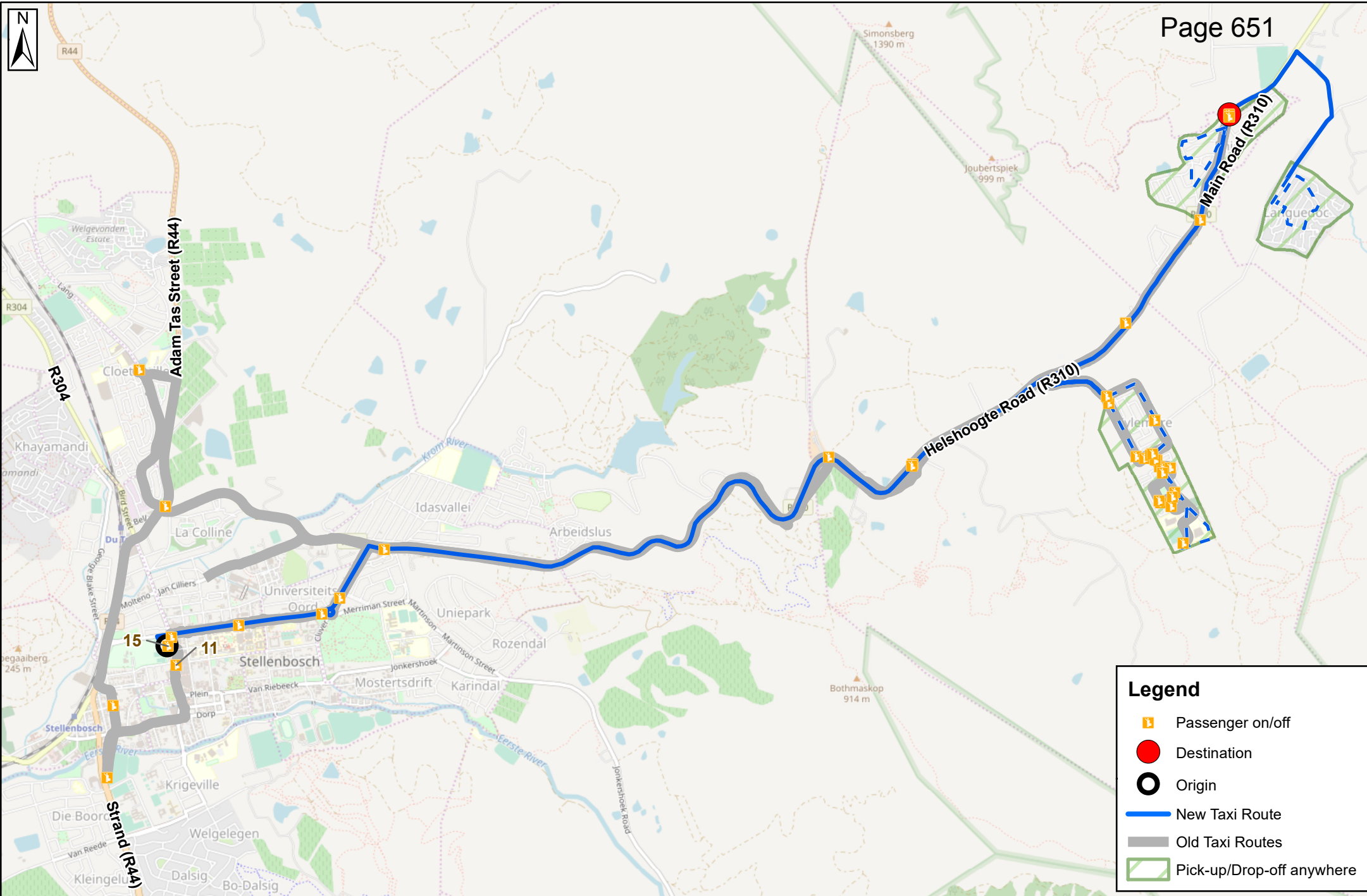


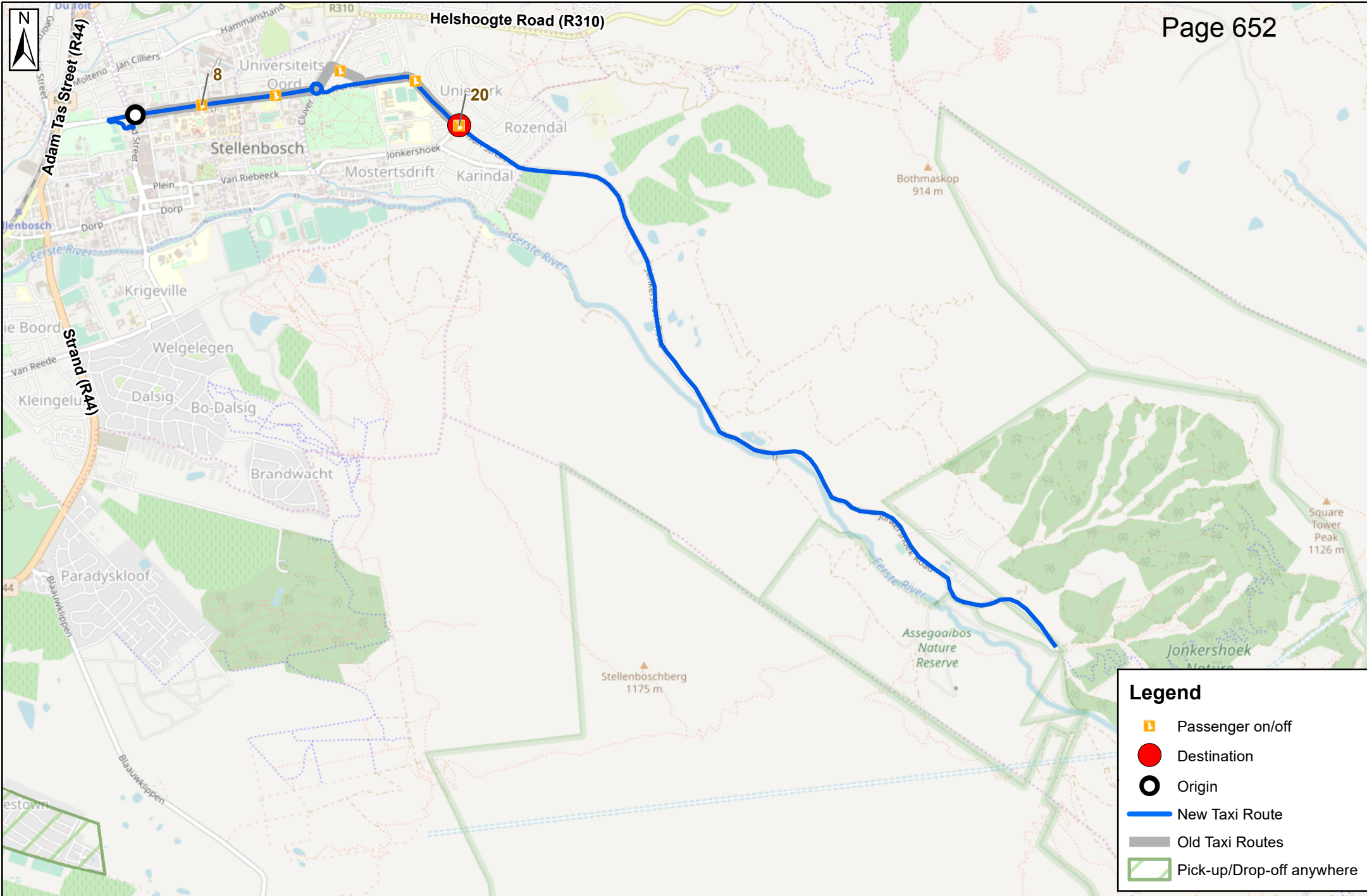


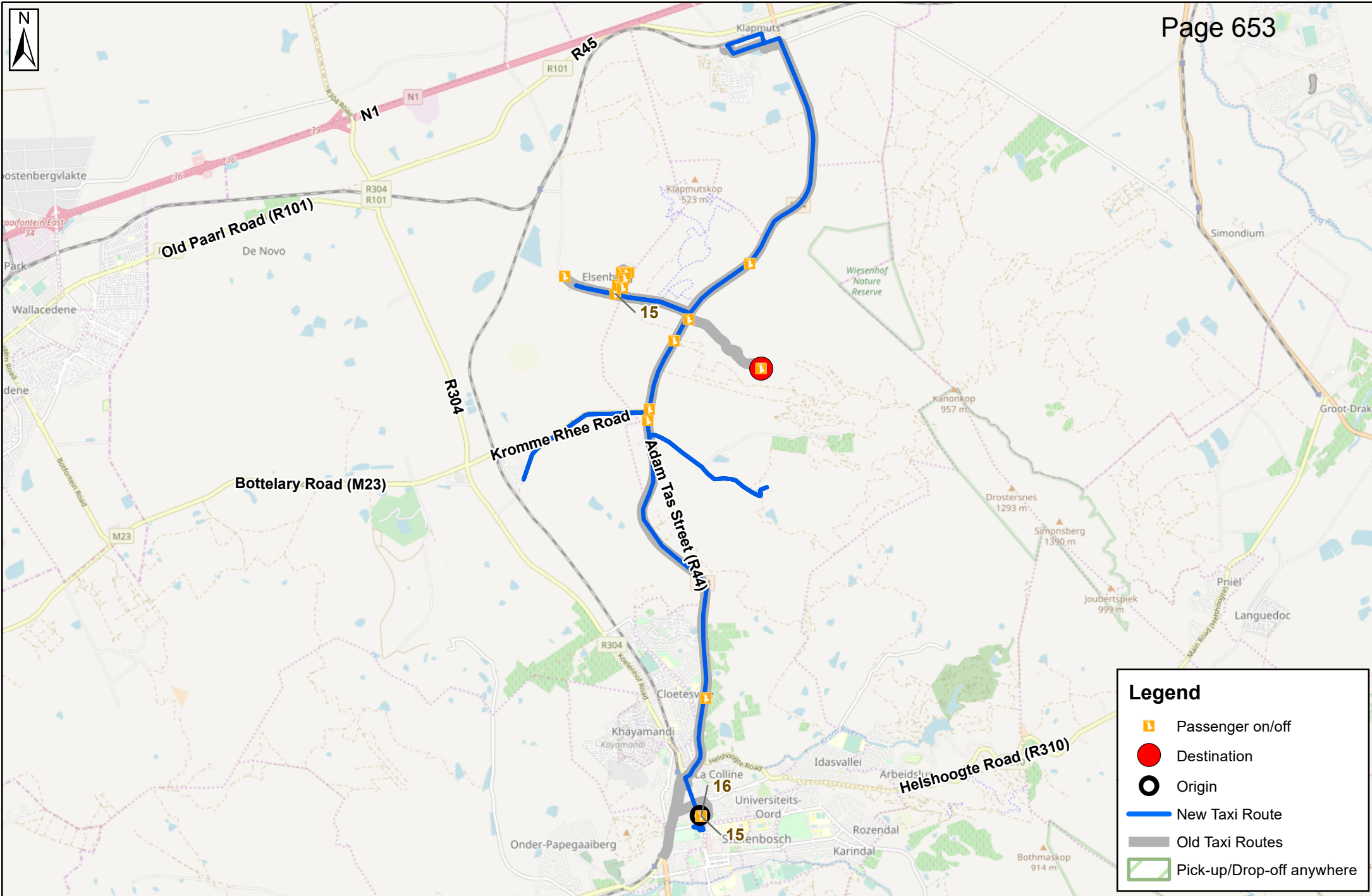


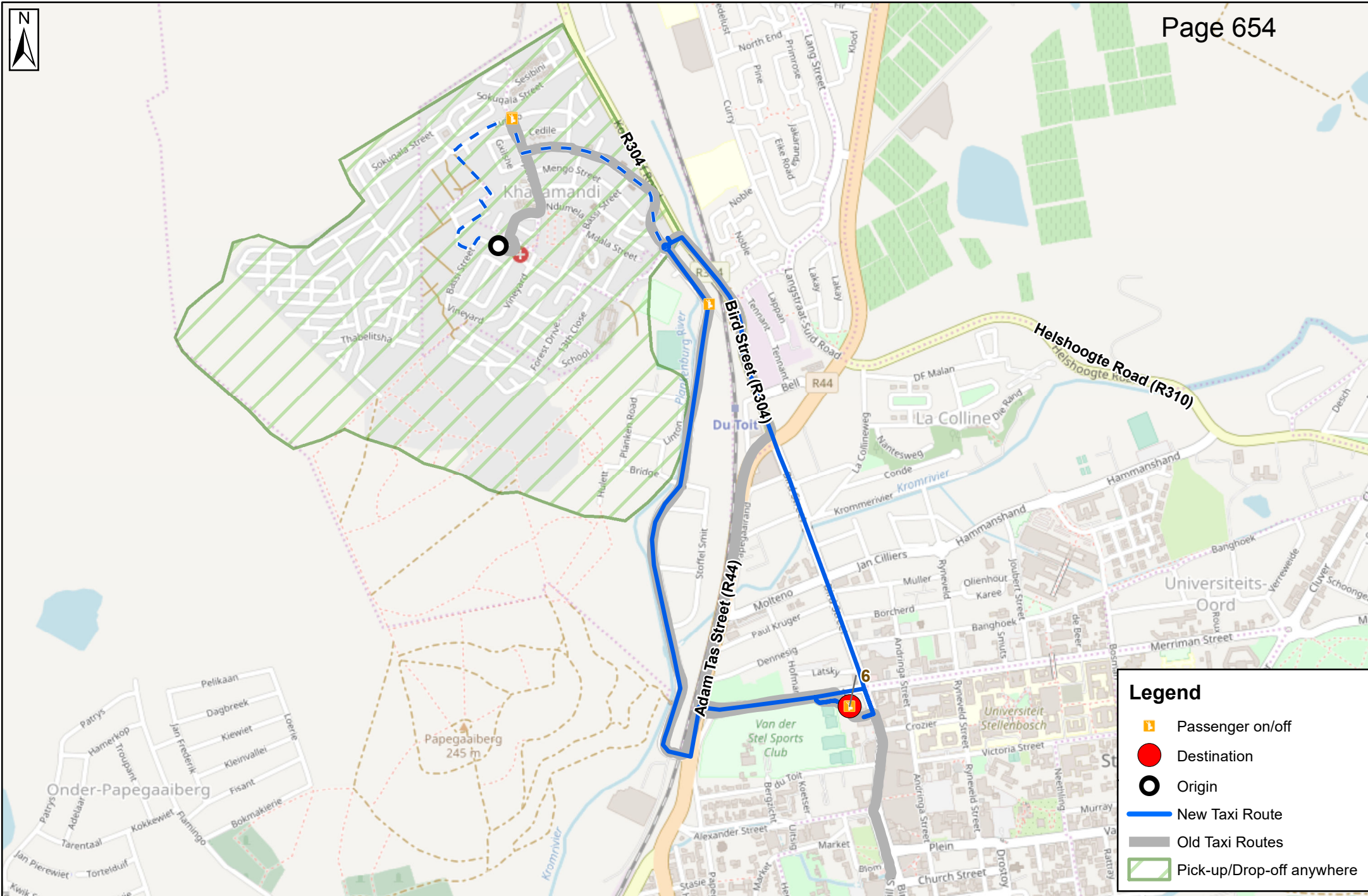


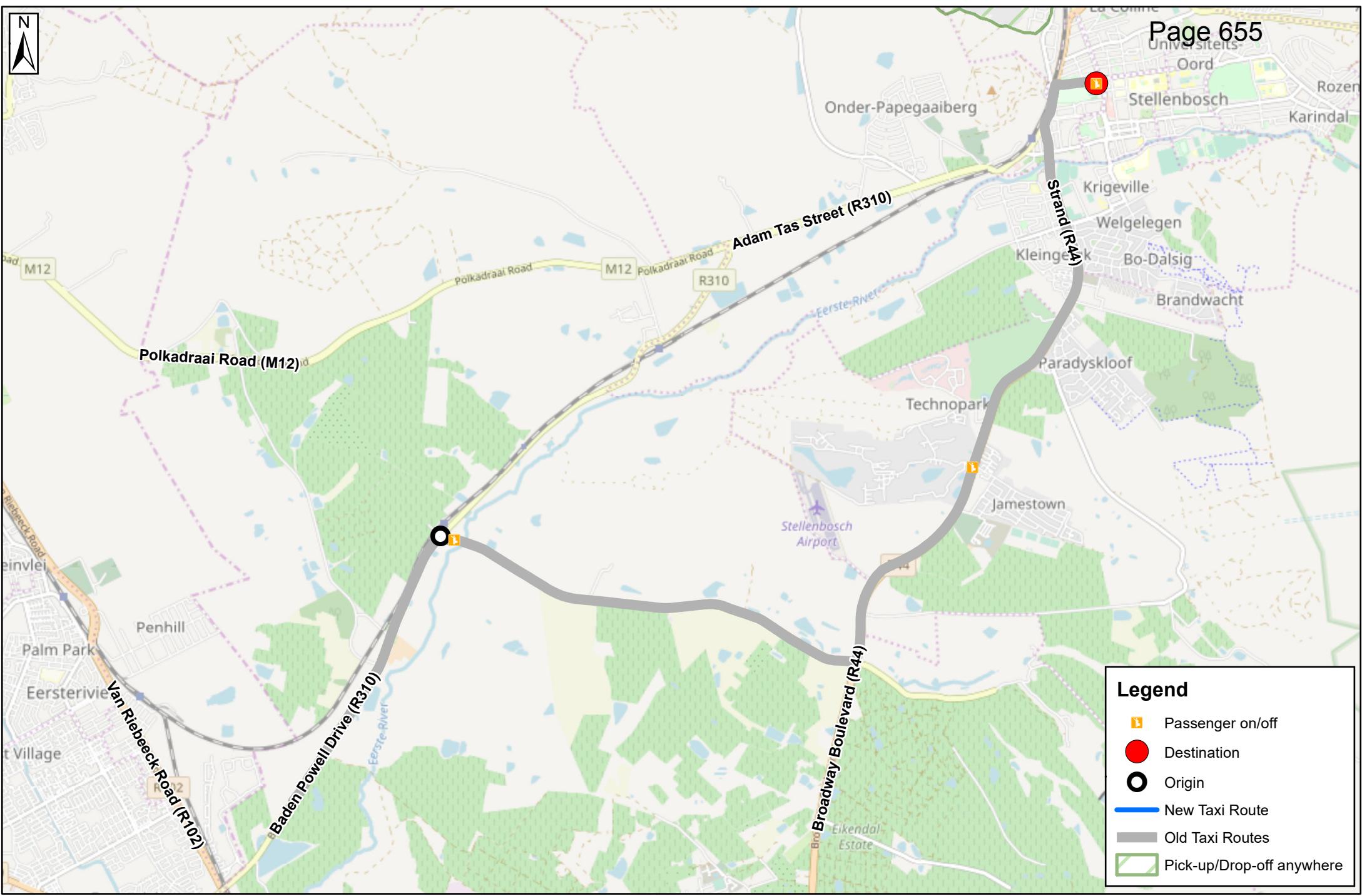






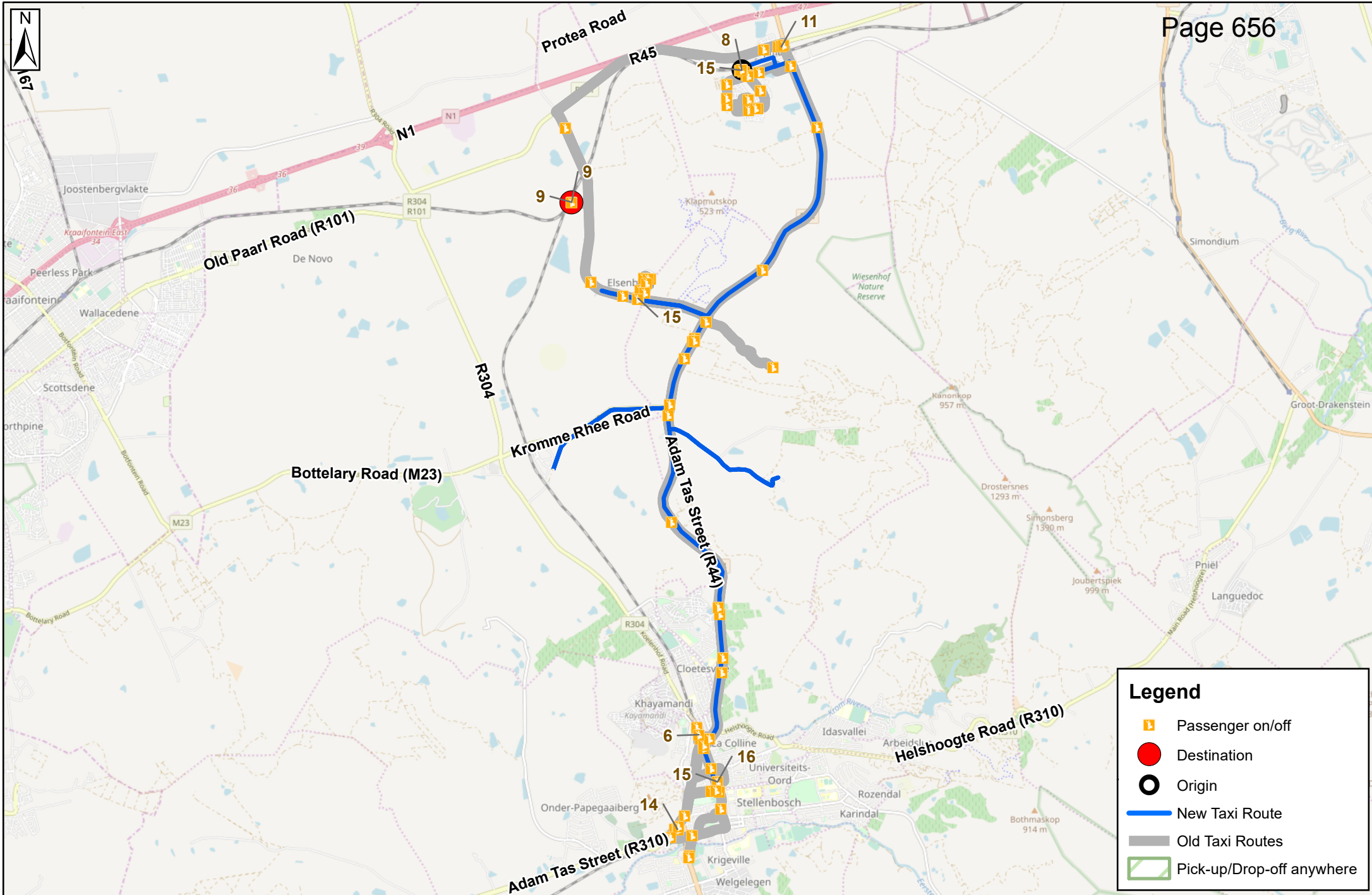






Legend

- Passenger on/off
- Destination
- Origin
- New Taxi Route
- Old Taxi Routes
- Pick-up/Drop-off anywhere





STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY



***UPDATE OF THE
COMPREHENSIVE INTEGRATED TRANSPORT PLAN
(CITP) FOR STELLENBOSCH MUNICIPALITY***

June 2020

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SUMMARY SHEET

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- Annexure B: Map of MBT Routes (new routes 2019)
- Annexure C: Table of Development Proposals by Areas in Stellenbosch

ABBREVIATIONS

BRT:	Bus Rapid Transport
CBD:	Central Business District
CITP:	Comprehensive Integrated Transport Plan
CPTR:	Current Public Transport Record
CWD:	Cape Winelands District
CWDM:	Cape Winelands District Municipality
DBSA:	Development Bank of South Africa
DORA:	Division of Revenue Act
DM:	Drakenstein Municipality
FMS:	Freeway Management System
GABS:	Golden Arrow Bus Services
HOV:	High Occupancy Vehicle
IDP:	Integrated Development Plan
EPWP:	Extended Public Works Programme
ITP:	Integrated Transport Plan
ISRDP:	Integrated Sustainable Rural Development Programme
LM:	Local Municipality
MBT:	Minibus Taxi
MIG:	Municipal Infrastructure Grant
MR:	Minimum Requirements
NLTA	National Land Transport Act 5 of 2009
NLT Amendment Bill:	National Land Transport Amendment Bill, 2016
NMT:	Non-Motorised Transport
NDPG:	Neighbourhood Development Partnership Grant'
OL:	Operating licence
OLP:	Operating Licence Plan
OLS:	Operating Licencing Strategy

PLTF:	Provincial Land Transport Framework
PRE:	Provincial Regulatory Entity
Province:	Western Cape Government
SARCC:	South African Rail Corporation
SANRAL:	South African Road Agency (Ltd)
SDF:	Spatial Development Framework
SM:	Stellenbosch Municipality
SMIF:	Special Municipal Innovation Funds
SOV:	Single Occupancy Vehicle
TA:	Taxi Association
TOD:	Transit Orientated Development
TSM:	Transport Systems Management
TR:	Transport Register
URP:	Urban Renewal Programme
VMS:	Variable Message Signs
WCG:	Western Cape Government

EXECUTIVE SUMMARY

1. Introduction

The Stellenbosch Municipality (SM) last Comprehensive Integrated Transport Plan (CITP) was approved by the Provincial Minister of Transport and Public Works in terms of section 36(4) of the National Land Transport Act (NLTA), Act 5 of 2009 in October 2018. SM appointed Innovative Transport Solutions (ITS) to undertake the annual 2020 update of the Stellenbosch's CITP in accordance with the regulations published by the Minister dated 29 July 2016, Minimum Requirements (MR) for the Preparation of Integrated Transport Plans, 2016 no 881.

As part of a legislated development planning process all municipalities have to compile an Integrated Development Plan (IDP). The ITP is a specific sector plan that feeds into the IDP. Ultimately the ITP also forms part of the development of the Provincial Land Transport Framework (PLTF). The preparation of the ITP is set out in the National Land Transport Act 5 of 2009 (NLTA). According to the new MR as prescribed in the Government Gazette no 40174 dated 29 July 2016 the ITP must comprise of a Transport Register which summarises information about transport operations and a Public Transport Plan which plans and guides public transport in the given area of jurisdiction. The OLP will specifically plan and guide for Minibus Taxi operating licences and will be based on the findings of the latest 2019 surveys together with consultation with the Taxi Associations (TA).

The CITP provide guidance to the planning authority on all forms of transport in Stellenbosch including:

- Public Transport including MBT, bus and rail as well as local and inter-municipal commuter services.
- Non-motorised transport or more sustainable modes of walking and cycling
- Other types of public transport such as long distance or cross-border, transport for learners, meter-taxis or other e-hailing services
- Private transport and roads
- Goods and hazardous substances movement

The CITP report is divided into the following chapters:

- Chapter 1: Introduction provides a brief overview of the project, the study area and the project methodology
- Chapter 2: Transport Vision and Objectives describes the position and policy statements guiding transport for Stellenbosch Municipality.
- Chapter 3: Transport Register summarises the various types of transport in Stellenbosch Municipality.
- Chapter 4: Spatial Development Framework provides an overview of the spatial structure and land use framework which will influence the transport for Stellenbosch Municipality.
- Chapter 5: Transport Needs Assessment discusses the transport needs identified for the area.
- Chapter 6: Public Transport Plan describes the components identified to improve public transport for the municipality.
- Chapter 7: Transport Infrastructure Strategy summarises the strategy to improve transport infrastructure for various modes of transport.

- Chapter 8: Travel Demand Strategy provides an overview of the interventions to manage the travel demand better towards more sustainable transport.
- Chapter 9: Non-Motorised Transport summarises the strategies and plans toward more sustainable modes of walking and cycling.
- Chapter 10: Freight Transport Strategy summarises the goods and hazardous substances networks as other strategies to support effective freight movement.
- Chapter 11: Other Transport Related Strategies summarises the improvements proposed for other transport including public transport safety and security, road user safety, law enforcement, tourism and accessible transport.
- Chapter 12: Funding Strategy and Summary of Programmes provides a description of the extent of funding, funding sources as well as the list of programmes per transport sector strategy.
- Chapter 13: Stakeholder Consultation describes the extent of participation and consultation that was undertaken to prepare the CIP.

Annexures contain:

- Annexure A: Summary of International Case Study Review
- Annexure B: Descriptions of New Routes
- Annexure C: Maps of New MBT Routes

2. Transport Vision and Objectives

The transport vision and objectives chapter provides a transport response in order to achieve the Vision and Strategic Focus Areas for SM.

Transport plays a key role in SM future growth and development. It is essential that the picture is clear and agreed upon by all on what the Stellenbosch transport system will need to have in place in order to support future growth opportunities.

Critical Transport Elements for SM to unlock and support its development potential includes:

- A network of infrastructure and services which supports its people and goods movement as part of a vibrant economy.
- Accessibility and mobility at both a local as well as regional level including cost effective and affordable modal options for all of SM's citizens, businesses, and visitors.
- A transport system which is not only feasible now but also sustainable for the future, which supports overarching global, national, provincial and municipal sustainability priorities for future generations.

A review was undertaken of the nature of the key transport elements for other successful international university towns. Research was undertaken on Cities/towns including Bath (U.K.), Bruges (Belgium), Teubingen (Germany), Pisa (Italy), Lund (Sweden), Leuven (Belgium), Kingston (Canada), Cambridge (U.K.), Coimbra (Portugal), Heidelberg (Germany), Uppsala (Sweden) and Ghent (Belgium). These were then compared to the town of Stellenbosch to understand the potential transport gaps that could be addressed for future implementation. All towns reviewed had the following key transport components in common:

- Strong regional road network
- Good regional rail access
- Strong local public transport
- Strong walking and cycling access

In comparison these transport components are constrained or limited for the town of Stellenbosch and would require strengthening or improvements in order to support future sustainable growth.

3. Transport Register

Understanding the demand for travel in SM is critical to the planning of transport, including transport infrastructure and public transport services for the area and thus central to preparing this CITP. Transportation Demand refers to the amount and type of travel people would choose under specific conditions and taking into account factors such as:

- Land Use Patterns and demographics including spatial structure which drives where people live and work, land use mix and housing or population density.
- Economic development such as income levels, levels of employment and the number of tourists.
- Transport Options (private vehicles, public transport, cycling and walking) and proximity to services
- Quality (comfort, reliability, safety, security and cost of services)

Demographics and Socio Economic

In 2018, Stellenbosch municipal area will have an estimated population of 176 523 and after five years this population is estimated to be 190 680. This equates to an estimated growth rate in this time span of 8.0 per cent. The estimated population growth rate of Stellenbosch is therefore 2.3 percentage points higher than the estimated population growth of the Cape Winelands which is 5.7 per cent.

Households and individuals in the Stellenbosch Municipal Area have had poor financial health which can be seen in the increased levels of poverty and unemployment. Income inequality levels were slightly higher in Stellenbosch than other Municipalities in the Cape Winelands District and the Western Cape. While the area also experienced an increase in the number of indigents between 2014 and 2016, implying an increased demand for indigent support and additional burden on municipal financial resources.

The economy of the Stellenbosch municipal area has not fully recovered after the recession, with the five-year average growth rates lower than the 10-year average growth rates. Since 2011, growth dwindled year-on-year to reach 0.5 per cent in 2016, the lowest experienced by the local economy since the recession when the economy contracted by 2.9 per cent. The sectors contributing to the decline in growth for the 2016 period are mainly the primary and secondary sectors (excluding the construction sector). This indicates that even though the agriculture sector contributes less to the overall economy in terms of GDP, it is still a valuable local sector.

There are approximately sixty thousand dwelling units projected over the next 20 years with close to fifteen thousand of that to be realised in the short term (< 5 years). Over the long-term the top areas identified within Kayamandi, the Stellenbosch CBD, Klapmuts and Franschhoek.

Description of the Regular Daily Public Transport System

MBT

There are a number of MBT services in Stellenbosch Municipality which operate from a few main hubs i.e. Stellenbosch, Kayamandi, Franschhoek and Klapmuts. The town of Stellenbosch is the key administrative hub for the municipality and most routes are either destined or originated from the main MBT facility called Bergzicht Rank which is located in the CBD area. MBT's serve local residential neighbourhoods such as Kayamandi, Idasvalley, Cloeteville, etc. as well as to the town of Franschhoek and Pniel. There is a strong functional relationship with the City of Cape Town, Drakenstein and Breede Valley Municipalities with a number of inter-municipal routes serving destinations daily. Long distance services are also provided to other locations outside of the Western Cape Province.

Further analysis of this current MBT route list for Stellenbosch Municipality was found to be extremely problematic for a number of reasons. It was decided that the best way forward was to prepare a revised list of routes for Stellenbosch. This exercise was focused on the local routes. No modifications were made to the long distance routes.

Bus

The bus route operated by Golden Arrow Bus Service (GABS) between Stellenbosch, Somerset West and Strand was cancelled due to low ridership. Existing inter-municipal commuter bus services are in operation in the Stellenbosch Municipal area during the morning and afternoon peak periods. They are the following:

- Mitchell's Plan Town Centre to Stellenbosch via Luzuko
- Stellenbosch to Golden Acre

The University of Stellenbosch operates weekday shuttle services to and from various campus destinations to decentralised parking facilities. These services are mostly free of charge and are exclusively for the use of students and staff. Transports Tygerberg residence students who have made bookings between the campus collection point and a nearby shopping centre, currently Tyger Valley (Mon - Wed) and Parow Centre (Thursday).

Rail

The Western Cape has an extensive rail network providing linkages between various parts of the Province as well as beyond the Province boundaries. The network has both passengers and freight movement. The current operator of the passenger rail network is Metrorail, a member of PRASA, which provides a scheduled service. Metrorail currently provides a minimal passenger rail service to areas within the Stellenbosch Municipal area. The total length of railway line within the municipality is approximately 18 km. There are only seven railway stations which fall within the Stellenbosch Municipal area. There has been a significant decline in Rail usage over the past few years. This decline has been due to poor service and declining rolling stock and infrastructure.

Other Public Transport Services

Long Distance and Cross Border

There are three long distance commercial bus services that travel through Stellenbosch Municipality namely:

- Greyhound
- Translux
- Intercap

Long distance passenger rail services are offered by Shosholoza Meyl, Premier Classe and The Blue Train that operate between Cape Town and Johannesburg, with connections to Durban, East London and Port Elizabeth. There is no direct access from within Stellenbosch Municipality but could be connected via Wellington, Bellville or Worcester.

Non-Motorised Transport

Stellenbosch is a town characterised by a walkable CBD, a very attractive environment, and relatively short travel distances between surrounding residential areas (Kayamandi, Cloeteville and Idasvalley). The location of the US within the CBD with students walking primarily between venues, also adds the demand for various forms of NMT within the town. Sidewalks make up 80% of the existing Non-Motorised Transport (NMT) infrastructure in SM. There are approximately 120km of sidewalks and 30km of cycle infrastructure. Of that, more than half is located in Stellenbosch town and surrounds.

Health Services

The provision of health transport services is a provincial function and provided by HealthNET (Health non-emergency Transport) provides for non-emergency patients between home and facilities, or between multiple facilities. Patients are booked using an online system that ensures that seats are allocated equitably and no patients can be overbooked. Bookings can only be made through the provincial health care facility (hospital/clinic) and patients receive a reference number and data of collection. There are 90 HealthNET vehicles operating in the Western Cape.

Institutional and Organisational Structure of Public Transport Industry

MBT are the main mode of public transport in Stellenbosch. MBTs are structured into taxi associations. There are 3 taxi associations that are active in SM.

There are also a few scheduled bus services in SM. These are operated by Golden Arrow Bus Services (GABS) in terms of an operating contract with the Western Cape Government.

The passenger rail service is operated by Metrorail a division of PRASA.

Although SM does not have direct control over these management entities, it is important for them to foster good relationships with transparent and regular liaison.

Roads and Traffic

Stellenbosch is strategically located within the Western Cape Region and operates closely with neighbouring municipalities particularly the Cities of Drakenstein and Cape Town. The Western Cape Provincial Government in their spatial planning has recognised the region as a functional area (see Spatial Development Framework section). This regional functioning relies on key higher order network

of roads to support the demand for access between towns within the functioning region. Stellenbosch is strategically located within this functional area. SM contains a total of 312km road network. The highest are 160.1km (51%) of access and 52.9km (16.9%) of collector roads in Stellenbosch. Franschhoek (32.2 km) and Klapmuts (20.8 km) has the next largest extent of road network. 288.5km (92%) are flexible paved roads and 11.1 km (3.5%) are gravel roads. The majority of the roads in SM are in category 1-very good or category 2- good. Franschhoek, Pniel, Raithby and Stellenbosch have a small portion (total of 1.3km) of their roads in very poor condition.

The town of Stellenbosch has the highest number of attractors in the municipality and thus traffic volumes to and from town are much higher than elsewhere in the SM. It is estimated that a total net number of 18,000 persons are entering the CBD during the weekday AM peak. Based on surveyed data, the vehicle split is 93% Light vehicles: 3.7% MBTs:0.2% Bus: 3.1% Heavy Vehicles.

Freight Transport

Freight routes shown entering the Stellenbosch Municipal Area from Cape Town are Bottelary Road (the M23) and Polkadraai Road (the M12). The R44 from north and south of Stellenbosch, the R304 and the R310 west and east, the R101 and the R45 and the R301 in the Franschhoek Valley also carry significant volumes of freight to/from areas within Stellenbosch Municipality. Heavy vehicles do impact the already congested access roads through Stellenbosch particularly to access local industrial areas. Deliveries to businesses in the Stellenbosch CBD have been noted as being particularly problematic during peak travel times

Financial Information

Adequate funding to realise transport projects listed in the ITP is always a concern. Typically the lack of progress on transport projects listed in the previous ITPs can be specifically attributed to this factor.

The extent of next three financial years future transport budgets is shown in this section. Transport is a sub-sector of Infrastructure Services. Availability of funding to implement the prioritised projects is limited. While the various transport projects compete against each other for funding, they also compete with other essential services such as water, housing, health, etc. The main existing sources of capital funding include capital replacement reserves, provincial grants, national grants, external loans as well as a few other sources.

Successful implementation in the future of the comprehensive vision for transport in SM will heavily rely on finding innovative solutions for funding.

4. Spatial Development Framework

Transport systems and land use patterns are directly related and influence each other. The system of roads, public transport and other transport elements impact land use development, while the nature and distribution of land uses affect travel patterns and the location of transport infrastructure because it drives where people live and work.

The spatial development framework chapter summarises the existing land use patterns or spatial structure as well as provides an overview of the agreed spatial direction and growth as sourced from existing spatial policy frameworks. These Policy Frameworks offer the agreed direction for

Stellenbosch's growth which offer a picture for how the demand for travel should be planned for by future transport systems for Stellenbosch.

Spatial Structure

Stellenbosch, Franschhoek and Klapmuts serve as being the main urban hubs or settlements. The town of Stellenbosch dominates as the largest urban area and acts as the administrative centre. The town is a historic university town and has been growing rapidly over the past few years.

In addition to the larger settlements, there are also a number of smaller villages, including Jamestown, Pniel, Johannesburg, Lanquedoc, Lynedoch, and Raithby. Smaller nodes have emerged around agricultural service centres, for example, Koelenhof and Vlottenburg.

Stellenbosch operates closely with neighbouring municipalities particularly the Cities of Drakenstein and Cape Town. In fact the Western Cape Provincial Government in their spatial planning has recognised the region as a functional area. This Cape Town Functional Area includes The City of Cape Town, major towns within Cape Winelands, West Coast and Overberg District Municipalities as well. The implication of this functioning is across economic and social activity with a significant increase in demand for access between towns within the functioning region.

Housing Projections and Proposals

In order to understand the future demand for public transport travel from the various neighbourhoods or towns in the Stellenbosch Municipal Area, the proposed developments was sourced from the Planning Department.

Current and project trips as sourced from the latest Roads Master Plan for Stellenbosch Municipality shows 2018 trips to be approximately 26 500 split 54:46 low to high income groups based on an average of 1.08 and 1.12 worker per higher and lower income groups respectively. Two future 20 year growth scenarios were modelled (a more conservative trend and a slightly higher or more intensive densification). The future trips are projected to increase to between 48 000 (trend) and 49 000 (densification) by 2040. These additional trips and the distribution of new developments will need to be accommodated for in the transport system.

5. Transport Needs Assessment

The SDF, IDP, Budget, Sector Plans as well as major municipal policies, by-laws, decisions, etc. all have public consultation to ensure that they are developed with community inputs and reflecting community needs. Individual ward meetings were held in October 2019 to determine the needs of the community that need to be addressed to improve the quality of life of residents in the greater Stellenbosch area. A summary of the transport needs from the gap analysis (vision vs status quo) supported by needs recorded as part of the consultation process is discussed below according to broad themes:

- A need for an improved public transport system
- Better accommodate all people including those with disabilities
- Provide walking/cycling paths and green spaces
- Upgrade roads infrastructure
- Additional parking and park/ride facilities

- A need for better road safety, traffic calming and improved law enforcement
- A Need for More Jobs and Skills Training

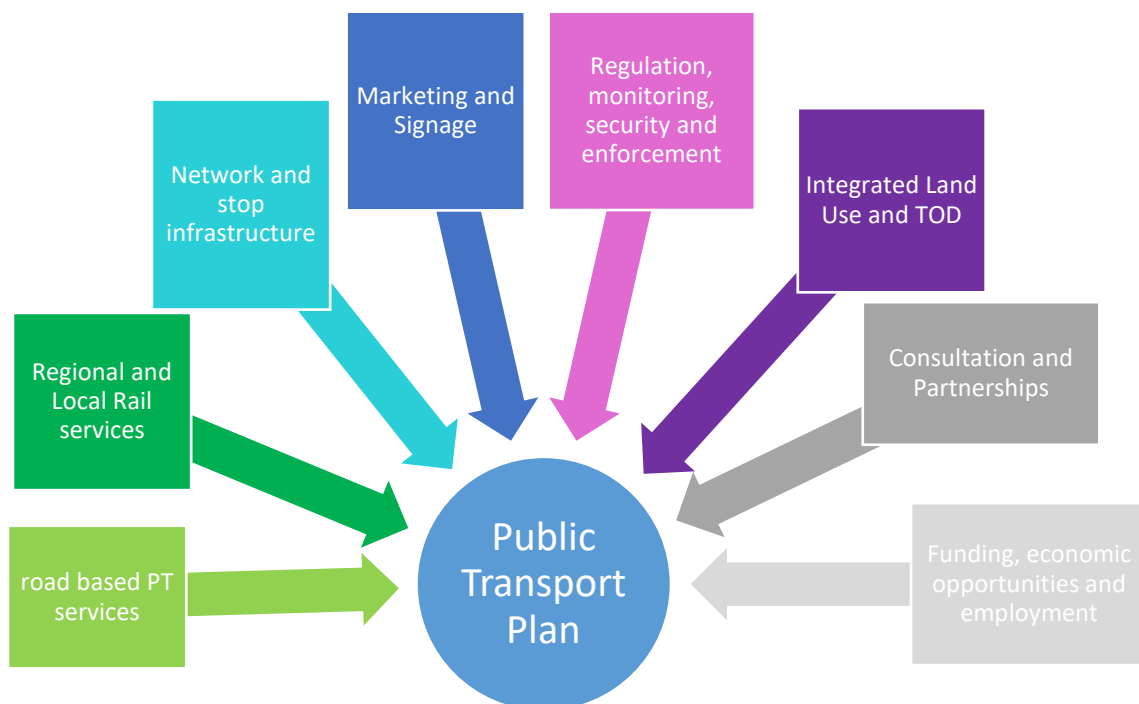
6. Public Transport Plan

Some of the concerns around current state of public transport include:

- Poor integration with other modes
- Limited access of existing PT services
- Services concentrated during peak periods
- No travel time advantage
- Limited PT infrastructure
- Rail is unreliable
- Not universally accessible

It is imperative that a comprehensive and feasible PUBLIC TRANSPORT PLAN urgently be developed for the municipality in order for SM to have a clear step by step plan of how to realise this type of public transport system. In absence of this plan, this chapter provides a broad concept of the strategic components required for public transport in Stellenbosch.

The figure below lists some of the strategic components that would need to be unpacked further as conceptual building blocks to the public transport system.



Strategic Components of the Public Transport Plan

Some initial recommendations for public transport improvements and possible projects/actions have been proposed but will need to be unpacked in greater detail as part of the Public Transport Plan. These cover the following improvement elements.

- Road upgrades or new links to improve regional road based public transport services

- Rail as a means to improve regional and local connections
- Short-term solutions that could be quickly implemented to improve PT customer experience in the interim
- Operational elements that could be implemented for longer term improvements on PT
- Additional services to improve regional road based connections
- Additional services to improve local, intra-municipal or neighbourhood Services (Idas Valley, Cloeteville, Kayamandi, Franschhoek, Klapmuts, Vlothenberg, etc.)
- A local CBD circulation services (Stellenbosch, Franschhoek, Klapmuts) to improve internal access in the centre of main towns in SM.

Operating Licensing Plan (OLP)

One of the key efforts as part of the OLP was to simplify and streamline the Stellenbosch Municipality's MBT route descriptions and route numbers. This will make a significant impact into keeping track of routes, the number of OL's and enforcing whether vehicles are operating according to their legal authorities. The revised routes have provided unlimited access within residential neighbourhoods which the routes serve. This should facilitate collection and drop-off of passengers within these neighbourhoods. The process of registering these changed routes within the PRE will be undertaken as a priority.

The revised routes together with the correct vehicle registration numbers for vehicles who have authority to operate on the routes is readily available for traffic law enforcement to be able to easily enforce those vehicles which are illegally operating. There is no excuse for operators to be operating illegally since they have had the opportunity to input in the revised routes.

This section of the OLP summarises the following key areas:

- Number of MBT Operating Licences vs Routes
- Illegal Vehicles
- Vehicle and route utilisation
- Operating Licence Analysis and the routes which indicate additional OLs could be considered.
- Reduce number of Route Authorities
- Greater Enforcement of Legal Vehicles
- Additional OLs in Growth Areas
- Modify and Correct Route Descriptions
- Deceased Operating Licenses

7. Transport Infrastructure Strategy

The needs assessment, gap identification and vision for transport emphasises that the key areas of implementation for SM must be towards achieving:

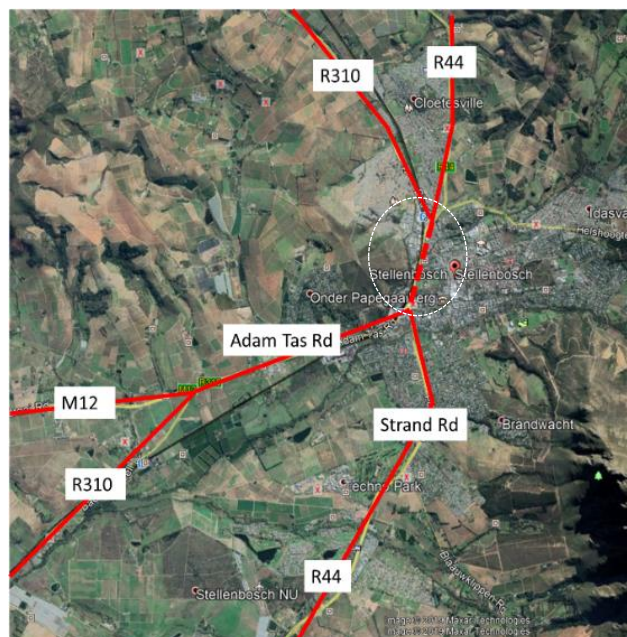
- A well functioning road network with good regional access
- An effective public transport system with good regional access and local public transport
- A walkable and cyclable centre of town

The transport infrastructure strategy deals with the development and maintenance of all types of transport infrastructure, including major roads, public transport facilities, freight corridor measures, non-motorised transport infrastructure, and rail infrastructure. It includes proposals for new facilities and for the improvement of existing public transport facilities and major roads. Only firm schemes earmarked for the next five-year ITP planning period has been included in the strategy. The transport infrastructure strategy will also include measures aimed at realising the goal of making transport in Stellenbosch more sustainable by giving priority to public transport, walking and cycling.

There are also a number of developments planned which indicates that Stellenbosch has the potential to double in 10 to 20 years. The university also have plans for expansion and growing needs for student housing. These type of developments and increased densities will place additional pressure on the existing transportation system in particular the regional and local road network. While the location of the town in the region context means that there will always be a demand for north-south and east-west through (non-local) traffic.

The current road network is at capacity during peak hours for certain links particularly the link Adam Tas/R44 between north (R310 and R44) and east (Adam Tas, M12 and R310) and south (Strand/R44). There is no scope to accommodate any growth in through traffic and more so any increase in land use. This will be the case regardless of any improvements to public transport service and/or making the town more walking/cycling friendly. There is only one regional access linking north and south parts of the Town of Stellenbosch which is via Adam Tas (R44). Existing traffic volumes and congested conditions indicate capacity along this road section is already constrained.

It is essential that the road network be improved with respect to capacity and through access. This is to ensure the 'survival' of Stellenbosch as a "functional town", extra road space must be created in conjunction with the other transport solutions such as an effective public transport system, car-free/less walkable and cyclable areas and strategically locating parking areas to effectively remove vehicles from the car-free areas.



Adam Tas Rd only link between North & South

The most important question for Stellenbosch's future is "How to create the required road space" while maintaining the critical and important characteristics of the town, most importantly a friendly walkable/cyclable environment.

Some of the options for network improvements could for example include:

- A Western Bypass
- Extra capacity along Adam Tas Road/Strand Street with additional side ride linkages

- Franschhoek R45 access improvement
- Klapmuts access
- Eastern link (planning and reserving space)

The required road space is a hugely controversial and sensitive issue for many people in Stellenbosch. But it is critical that ways to improve road network access and capacity be explored as a matter of urgency. It needs to be undertaken in a consultative manner, involving citizens as much as possible in the process to find a balanced solution.

8. Travel Demand Strategy

Growing congestion and increased travel times are symptoms of a growing demand for travel and increased vehicle ownership particularly during peak periods. Travel Demand Management (TDM) incorporates various initiatives to manage demand for less efficient, single occupancy private vehicle trips. It is accepted that TDM initiatives to manage private vehicle trips can only be successful if there are good alternative modes of travel. A detailed TDM strategy still needs to be prepared but some components could potentially include:

- Parking management strategies; including park and rides with parking garages constructed outside of the CBD combined with reduced parking and/or increased parking tariffs
- Alternative work from home schemes, staggered start-times or flexible work schedules
- Incident management systems for more efficient handling of incidents to improve emergency response, incident detection, alternative route deviations, etc.

9. Non-Motorised Transport Strategy

Certain strategies and policies have to be adopted to arrest the gradual prioritisation of cars over people, to ensure that non-motorised transport users are prioritized in transport planning and street design. Stellenbosch Municipality has adopted the following vision for pedestrians and cycling:

“Stellenbosch Municipality will strive to develop walkable and cycle-able environments that are safe for all to use and contribute to the mobility needs, economic vibrancy and social health of communities.”

This can be translated into the following Strategic Objectives:

- Connect the outlying communities with the CBD in a safe and attractive manner and improve safety, access to opportunities and the dignity of these communities.
- Strive towards car-free living in Stellenbosch CBD.
- Achieve a modal shift in the Stellenbosch CBD towards public transport, walkability and cycle-ability.
- Creating dignified living spaces in previously disadvantaged areas

A network of pedestrian and cycle paths have been prepared for SM and priority projects have been identified. Considering the current budget constraints and the likelihood of implementation, only

short-term proposals were extracted, and cost estimates prepared. The short-term projects were further refined into (1) High (essential) and (2) Medium (desirable). The extent of the proposed short-term pedestrian and cycle routes amount to 28km (10% of the total network). 70% of the proposed infrastructure is located in the wider Stellenbosch town area. Over time as the portions of the route are implemented, it will ultimately form a coherent NMT Network.

10. Freight Movement

Freight movement forms a significant portion of trips in Stellenbosch. Movement of goods is critical and an effective freight transport within a broader integrated network forms a vital part of Stellenbosch's integrated transport network that will either support or hinder future economic growth. Poor condition and inadequate capacity of key transport infrastructure will have negative impact such as increasing costs and lowering reliability.

In the absence of a detailed freight strategy being available for SM, this chapter is a summary notes from the last Stellenbosch CIP (2018) and the Western Cape Freight Study (2019). In February 2012, GIBB prepared the "Cape Winelands District Freight Strategy" which focused on the existing freight movements and facilities within the District. The report notes that the major freight routes close to Stellenbosch town are the connections between Stellenbosch and Somerset West (R44), Stellenbosch and Kuils River (R310), Stellenbosch to Klapmuts (R44 north), Stellenbosch to Brackenfell (R304) and Stellenbosch to Franschhoek (R310). The portion of the R45 between Villiersdorp and Paarl is also a major freight route for the region. The report furthermore identifies secondary routes that:

- Provide access to farming areas.
- Carry freight in the form of supplies for agri-processing (e.g. delivery of bottles).
- Distribute the finished product (e.g. delivery of wine) to the Port of Cape Town for export.

11. Other Transport Related Strategies

There are other transport strategies including the Law Enforcement Strategy and Tourism Transport Strategy that need to be prepared for incorporation into the future CIPs. For now only the Universal Access Strategy has been summarised.

Universal Access

It is important that the transport environment including public transport services and transport infrastructure are accessible for people with special needs, which is typically referred to as "universal access design." Universal design is an approach to create an environment that meets the needs of all potential users to the greatest extent possible. Taking into consideration the diverse abilities of individuals, such as agility, balance, cognition, coordination, endurance, flexibility, hearing, problem solving, sensory processing capacity, strength, vision, and walking speed; it emphasises inclusive design that ensures participation and access for all. In the SM these accommodations or provisions have been limited. Concerns around this include:

- Limited infrastructure provision for people with special needs.
- Public transport vehicles i.e. road based MBTs or buses as well as rail is not specifically tailored to accommodate universal access.

- Some intersections have dropped kerbs and tactile paving, but not all intersections in SM have this treatment.
- Access into buildings are sometimes equipped with ramps for wheelchairs and prams.
- Network of pathways and sidewalks are not comprehensive.

SM transport system is unfortunately still far from universally accessible. In the absence of a Universal Access Strategy for Transport, the following list of projects are identified:

- Universal Access Strategy for Transport which defines SM's position of accommodating Special Needs on public transport vehicles, within road, public transport, NMT infrastructure and whether there are any discounted fares or subsidisations to be included.
- Infrastructure improvements such as dropped kerbs on sidewalks with obstructions placed in the centre (e.g. poles) and tactile paving for pedestrians with impaired sight, create difficulties for the user to access the sidewalk.
- Planning of the public transport system and NMT network should incorporate universal access design principles that will assist special categories of passengers to move comfortably from one place to another.

12. Funding Strategy and Summary of Programmes

The table below provides a summary of the total budgets estimated to be required for the full list of projects by the various project categories. Project values are shown in **millions of Rands**. These totals are based on the individual list of projects identified for each category including planning, public transport, road infrastructure and NMT projects.

Table: Project Budget Totals per Category

Project Category	Project Budgets Per FY in Million Rands R'000 000					
	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Integrated Planning	R2.00	R2.20	R3.70	R3.20	R2.20	R13.30
Public Transport	R39.80	R18.25	R13.00	R8.50	R7.50	R87.05
NMT (Walk/Cycle)						R126.30
Road Infrastructure	R0.00	R215.90	R346.10	R1 003.90	R265.50	R1 831.40
TOTALS (Millions Rands)	R41.80	R236.35	R362.80	R1 015.60	R275.20	R1 931.75

Note project costs are in Million Rands.

13. Stakeholder Consultation

The overall aim of the consultation process is to ensure that relevant stakeholders have adequate opportunity to provide input into the concept development process. Consultation for this project will be undertaken at various levels; Project Team Meetings and identified role-players and stakeholders.

Stakeholders consulted included:

- SM officials from Transport, IDP, Infrastructure, economic planning and land use development (from visioning workshop and project management meetings)
- WCG provincial officials (road and public works) (from visioning workshop and project management meetings).
- CWDM officials (transport planning from visioning workshop)
- US representatives (Visioning workshop)
- MBT associations (MBT consultation sessions for OLP)
- General public (from IDP public consultation process)

14. Way Forward

Typically the CIP is updated annually with a full review required every 5 years. It is recommended that the next series of updates and reviews focus on the outstanding sector plans required to comprehensively update these chapters in the CIP report. These chapters in order of priority are as follows:

- Short Term Years 1-2
 - Public Transport Plan
 - Freight Strategy
 - Law Enforcement Strategy
 - Universal Access Strategy
- Medium Term Years 3-5
 - Travel Demand Strategy
 - NMT (Cycling and Walking) Plan Review
 - E-Hailing Strategy
 - Tourism Transport Strategy
 - Transport Register and OLP Review

1 INTRODUCTION

1.1 Background

The preparation of the Comprehensive Integrated Transport Plan (CITP) is the responsibility of the Stellenbosch Municipality (SM) as outlined in the National Land Transport Act (NLTA) and is designed to provide a vision of transport for the municipality, a register summarising the condition and issues for transport, as well as listing priority projects and an developing an implementation plan that duly emphasises the transport urgencies for the municipality to respond to.

The SM's last CITP¹ was approved by the Provincial Minister of Transport and Public Works in terms of section 36(4) of the National Land Transport Act (NLTA), Act 5 of 2009 in October 2018.

SM appointed Innovative Transport Solutions (ITS) to undertake the annual 2020 update of the SM CITP in accordance with the regulations published by the Minister dated 29 July 2016, Minimum Requirements (MR) for the Preparation of Integrated Transport Plans, 2016 no 881.

1.2 Purpose of the CITP

As part of a legislated development planning process all municipalities have to compile an Integrated Development Plan (IDP). The ITP is a specific sector plan that feeds into the IDP. Ultimately the ITP also forms part of the development of the Provincial Land Transport Framework (PLTF). The preparation of the ITP is a legislated requirement as set out in the National Land Transport Act 5 of 2009 (NLTA). According to the new MR as prescribed in the Government Gazette no 40174 dated 29 July 2016 the ITP must comprise of a Transport Register which summarises information about transport operations and a Public Transport Plan, which is primarily an Operating License Plan (OLP) which plans and guides public transport in the given area of jurisdiction. The OLP will specifically plan and guide the management of Minibus Taxi operating licences and will be based on the findings of the latest 2019 surveys² together with consultation with the Taxi Associations (TA).

The CITP provide guidance to the planning authority on all forms of transport in the SM including:

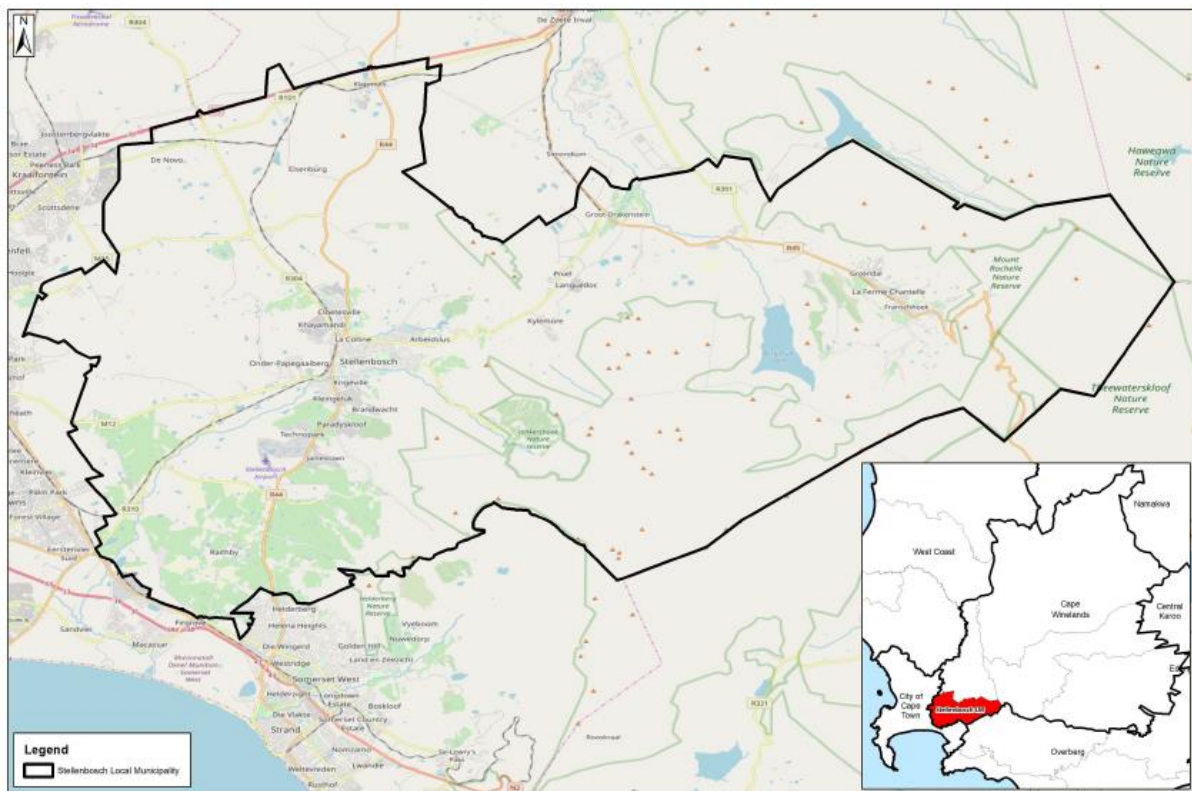
- Public Transport, including MBT, bus and rail as well as local and inter-municipal commuter services.
- Non-motorised transport or more sustainable modes of walking and cycling
- Other types of public transport such as long distance or cross-border, transport for learners, meter-taxis or other e-hailing services
- Private transport and roads
- Goods and hazardous substances movement

¹ Comprehensive Integrated Transport Plan for Stellenbosch, October 2018

²..Minibus taxi surveys were undertaken in 2019 as part of the update of the SM Operating License Plan.

1.3 Study Area

Stellenbosch LM forms part of the Cape Winelands District Municipality (CWDM). It lies south of the other local municipalities in CWDM i.e. Drakenstein, Witzenberg, Breede Valley and Langeberg as shown in Figure 1.1. SM covers an area of approximately 830 km². It includes the towns of Stellenbosch, Franschhoek and settlements such as Klapmuts, Koelenhof, Kylemore, Johannesdal, Pniel, Jamestown and Raithby. Stellenbosch town is 50 km to the east of Cape Town and is, after Cape Town, the oldest town in South Africa.



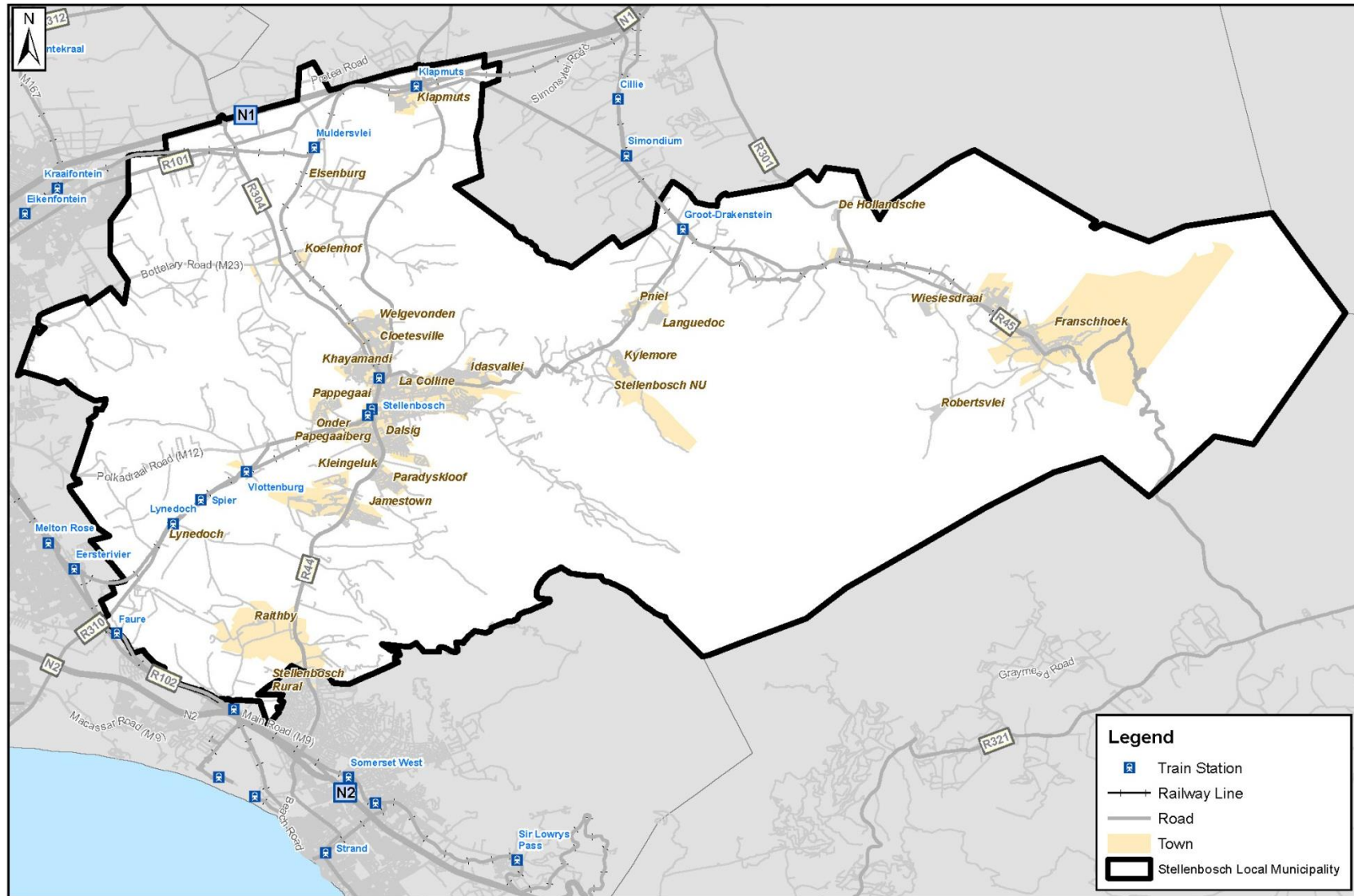


Figure 1.2: Map of Stellenbosch Municipality Neighbourhoods and Towns

Stellenbosch Municipality has a total population of 155 733³. with a density of approximately 190 people per square kilometre. A major portion of the Stellenbosch Municipal area is utilised for agriculture (mainly wine production) and about half of the residents of the municipality live in Stellenbosch and its suburbs, which have a total population of 77,476. The second-largest town is Franschhoek with 15,616 residents. Klapmuts (pop. 7,703) is situated on the northern edge of the municipality next to the N1 national road. In the Helshoogte Pass between Stellenbosch and Franschhoek are the villages of Pniel (pop. 1,975), Kylemore (pop. 4,328) and Languedoc (pop. 4,289). Other rural settlements in the municipality are Jamestown (pop. 2,840), Koelenhof (pop. 302), Lynedoch (pop. 108), Raithby (pop. 908) and Wiesiesdraai (pop. 1,727).

1.1 Layout of the Report

The CITP report is divided into the following chapters:

- Chapter 1: Introduction provides a brief overview of the project, the study area and the project methodology
- Chapter 2: Transport Vision and Objectives describes the position and policy statements guiding transport for Stellenbosch Municipality.
- Chapter 3: Transport Register summarises the various types of transport in Stellenbosch Municipality.
- Chapter 4: Spatial Development Framework provides an overview of the spatial structure and land use framework which will influence the transport for Stellenbosch Municipality.
- Chapter 5: Transport Needs Assessment discusses the transport needs identified for the area.
- Chapter 6: Public Transport Plan describes the components identified to improve public transport for the municipality.
- Chapter 7: Transport Infrastructure Strategy summarises the strategy to improve transport infrastructure for various modes of transport.
- Chapter 8: Travel Demand Strategy provides an overview of the interventions to manage the travel demand better towards more sustainable transport.
- Chapter 9: Non-Motorised Transport summarises the strategies and plans toward more sustainable modes of walking and cycling.
- Chapter 10: Freight Transport Strategy summarises the goods and hazardous substances networks as other strategies to support effective freight movement.
- Chapter 11: Other Transport Related Strategies summarises the improvements proposed for other transport including public transport safety and security, road user safety, law enforcement, tourism and accessible transport.
- Chapter 12: Funding Strategy and Summary of Programmes provides a description of the extent of funding, funding sources as well as the list of programmes per transport sector strategy.

³. South African National Census, 2011

- Chapter 13: Stakeholder Consultation describes the extent of participation and consultation that was undertaken to prepare the CIP.

Annexures contain the following:

- Annexure A: Summary of International Case Study Review
- Annexure B: Descriptions of New Routes⁴
- Annexure C: Maps of New MBT Routes

1.4 Project Methodology

Figure 1.3 overleaf provides an overview of the methodology used to prepare the Update of the CIP for Stellenbosch. It includes the following tasks:

- Task 1: Inception and Project Management
 - 1.1 Inception and Planning
 - 1.2 Project Meetings
 - 1.3 Invoicing and Progress Reports
- Task 2 Literature survey of existing planning documentation
 - 2.1 Collection & review of relevant planning documentation + Assessment of gaps
 - 2.2 Stakeholder Consultation
 - 2.3 Assessment of Data and Information Gaps
 - 2.4 Analyses & Synthesis of existing information
- Task 3 Analyses and Scenario Evaluation
 - 3.1 Analyses and Scenario
 - 3.2 Develop strategies and projects
- Task 4: CIP Development
 - 4.1 Various transport chapters within the CIP
 - Transport Vision & Objectives
 - Transport Register
 - SDF Summary
 - Transport Needs Assessment
 - Public Transport Plan
 - Transport Infrastructure
 - Travel Demand Management
 - Non-motorised Transport
 - Freight Strategy
 - Funding Strategy & Implementation Plan
 - 4.2 Report production
- Task 5: Stakeholder Consultation

4. Stellenbosch Municipality Transport Register and Operating Licensing Plan, 2019

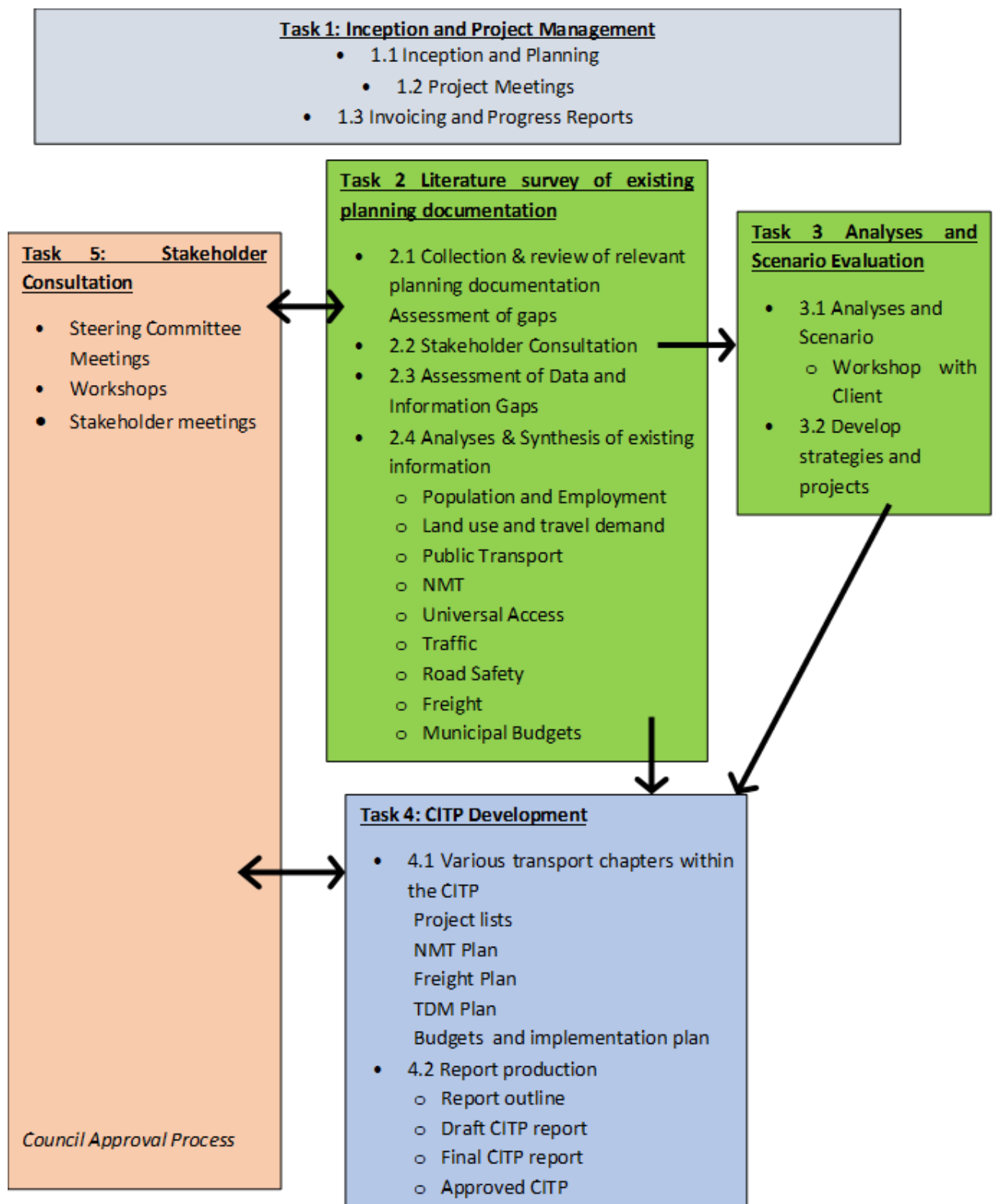


Figure 1.3: Project Methodology

There are various planning and policy documents which provide Stellenbosch's position on future growth and development. These offer the key direction or planning philosophy, the essence of which has been incorporated into this CIP for Stellenbosch.

For example a key principle for Stellenbosch is the need to ensure that future development is sustainable and with more sustainable forms of transport. There is consensus that this requires good integration between land use and transport with increased densities, more transit orientated developments (TOD) and improved public transport and non-motorised transport options.

This CIP is an annual update and is thus not a full overall review of the CIP which occurs every 5 years. Thus, where secondary data or relevant policies/plans were available, these were reviewed and summarised into their respective CIP chapters.

In order to assist with the management of the project, a project management team was established to:

- Review findings and recommendations resulting from the preparation of the CIP.
- Approve the final report produced
- Facilitate communication between relevant stakeholders, including the CWDM, SLM, WCG, PRE and MBT associations.

2 TRANSPORT VISION AND OBJECTIVES

2.1 Vision Transport Elements for SM

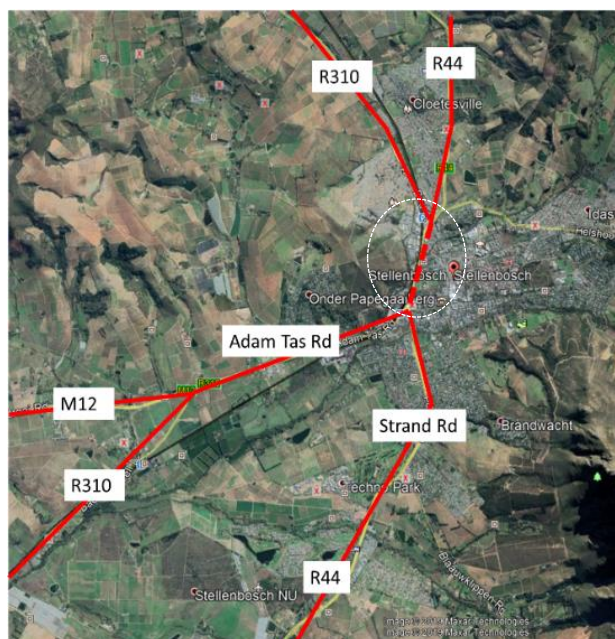
Transport plays a key role in SM future growth and development. It is a critical element of being able to deliver on the municipality's vision as *"a valley of opportunity and innovation"*⁵. It is essential that the picture is clear and agreed upon by all on what the Stellenbosch transport system will need to have in place in order to support future growth opportunities.

Critical Transport Elements for SM to unlock and support its development potential includes:

- A network of infrastructure and services which supports its people and goods movement as part of a vibrant economy.
- Accessibility and mobility at both a local as well as regional level including cost effective and affordable modal options for all of SM's citizens, businesses, and visitors.
- A transport system which is not only feasible now but also sustainable for the future, which supports overarching global, national, provincial and municipal sustainability priorities for future generations.

A Well Functioning Network of Transport Services and Infrastructure

A well functioning network of transport services and infrastructure underpins Stellenbosch's transport effectiveness. Although Stellenbosch currently has a good network of higher order roads, there are constraints particularly around access to and from the Stellenbosch town CBD that will likely hinder growth possibilities if not proactively addressed for the future. There are only limited access points in and out of the CBD as well as around (through-routes) with limited capacity. These have been experiencing constraints particularly during peak periods. A strategic direction needs to be agreed on how these vital access points will be managed in the future.



Adam Tas Rd only link between North & South

Stellenbosch is a major attraction for developers/developments with its proximity and context to the City of Cape Town, access to an international airport rural agricultural and scenic environment and university. It is also strategically located in the Western Cape Province with traffic from Saldanha, Malmesbury and other parts of the

⁵ Stellenbosch Integrated Development Plan (IDP), 2019

West Coast to the N2 and areas beyond Sir Lowry's Pass. There are also a number of developments planned (see 4.2) e.g. Adam Tas Corridor, Bergsig, Bergkelder, Spiet, etc. which indicates that Stellenbosch has the potential to double in 10 to 20 years i.e. 5% growth per year. The university also have various plans for expansion and growing needs for student housing. There are proposals for converting single residential into higher density student housing. These type of developments and increased densities will place additional pressure on the existing transportation system in particular the regional and local road network. While the the location of the town in the regional context means that there will always be a demand for north-south and east-west through (non-local) traffic.

The current road network is at capacity during peak hours for certain links particularly the link Adam Tas/R44 between north (R310 and R44) and east (Adam Tas, M12 and R310) and south (Strand/R44). There is no scope to accommodate any growth in through traffic and more so any increase in land use. This will be the case regardless of any improvements to public transport service and/or making the town more walking/cycling friendly. There is only one regional access linking north and south parts of the Town of Stellenbosch which is via Adam Tas (R44). Existing traffic volumes and congested conditions indicate capacity along this road section is already constrained.

It is essential that the road network be improved with respect to capacity and through access. This is to ensure the 'survival' of Stellenbosch as a "functional town", extra road space must be created in conjunction with the other transport solutions such as an effective public transport system, car-free/less walkable and cyclable areas and strategically locating parking areas to effectively remove vehicles from the car-free areas.

The challenge for Stellenbosch's future is "How to create accommodate for the required road space" while "maintaining the critical and important characteristics of the town". Some of the options for network improvements have been explored over the years. These for example include:

- A Western Bypass
- Extra capacity along Adam Tas Road/Strand Street with additional side ride linkages
- Franschhoek R45 access improvement
- Klapmuts access
- Eastern link (planning and reserving space)

The nature of this required road space is hugely controversial and sensitive for many people in Stellenbosch. But it is critical that the ways to improve road network access and capacity be explored and confirmed as a matter of urgency. It needs to be undertaken in a consultative manner, involving citizens as much as possible in the process to find a balanced solution. Once a common vision on how this road infrastructure should be provided it can be actioned in stages over medium and long term.

A Transport System which offers Accessibility and Mobility for All

The transport solution for Stellenbosch must respond to the needs of all it's citizens, businesses and visitors. That means Stellebosch's transport system must include road infrastructure which supports all transport users including the requirements of private and freight vehicles as well as the effective functioning of public transport services, pedestrians, cyclists and other categories of transport for people with special needs. A well-functioning public transport system, cycling and walking are at the

heart of offering more affordable and accessible transport solutions for the impoverished communities of Stellenbosch.

Improving the quality of the public transport system for SM has been recognised as a critical element of the transport system over the previous CITPs⁶ but achieving it has been fraught with many challenges. These challenges are not unique only to SM and most municipalities across South Africa faces similar constraints in capacity and resources. It is essential for SM to have ratified and agreed upon the broader vision and the components required to achieve an effective public transport transport system. Thus it is critical that a list of realistic actions and mechanisms be identified for how to overcome these main stumbling blocks experienced. It is thus imperative that a comprehensive and feasible PUBLIC TRANSPORT PLAN urgently be developed for SM which includes clear steps for how to deliver on the critical elements.

It will be essential to positively influence the way people think about public transport. Improving the system to make it reliable, responsive to customer needs will encourage more people to travel by MBT or bus and make it more attractive, reliable and competitive to private vehicles.

Although the Municipality has no direct control over MBT and bus service operations it will be imperative to strengthen partnerships and working with MBT associations and operators as well as GABS in order to achieve success. Also, for rail operation and investment good partnerships with SARCC and other decision makers will need to take place to lobby and influence rail services in SM.

A comprehensive network of pedestrian and cycle pathways together with supportive elements such as lighting, safe crossings, car-free zones, bicycle parking, sign posting, etc. are also key considerations for encourages these more sustainable and more accessible modes of transport. An NMT Plan has been prepared and identifies some of the priority projects which will need to be implemented over the short, medium and long-term.

A Transport System that is Sustainable for Future Generations

In order to move towards a transport system that will be more sustainable for future generations it is essential for SM to offer good quality transport alternatives that are more sustainable and which turns around the rapidly growing single occupancy vehicles and rather encourage more people to walk, cycle and to use public transport modes.

Safety and security on transport has become a growing concern for the people of Stellenbosch. Lack of safety and security will definitely discourage people from using the system. SM will need to explore how it can actively include safety, enforcement, regulation and monitoring of the system.

Land use planning plays a critical role in the effectiveness of public transport. Various land uses, such as housing or residential areas, economic activity in business, employment, shopping or industrial centres as well as educational, social and recreational uses, tend to be the generators of travel. Improving the relationship between land uses i.e. where people live and where they want to travel to

⁶ Stellenbosch Municipality, CIP 2014, CIP 2016, CIP 2018

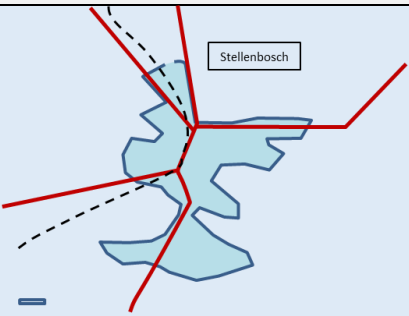
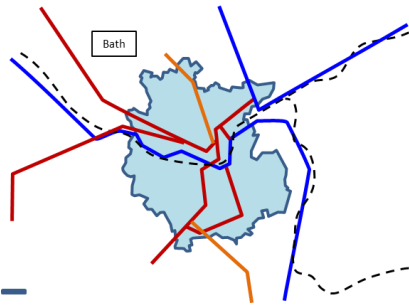
is one of the best ways to encourage clean non-motorised modes of transport such as walking and cycling. Together with improvements to high O-D connections and providing higher densities for new and infill developments.

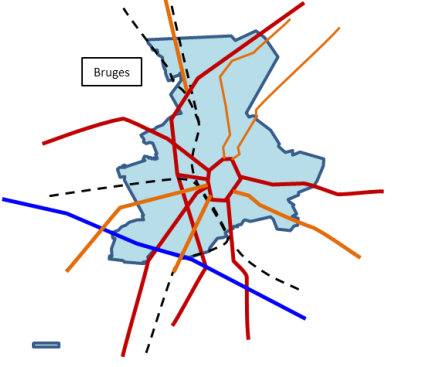
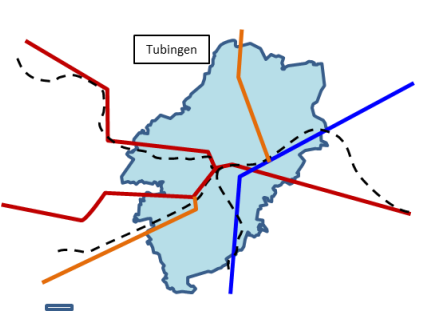
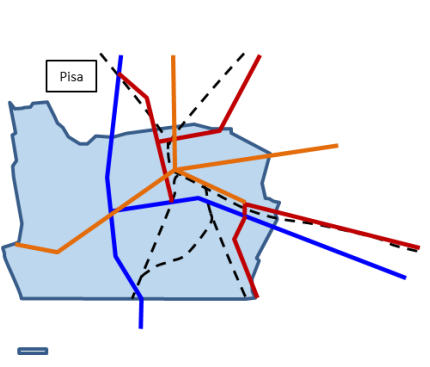
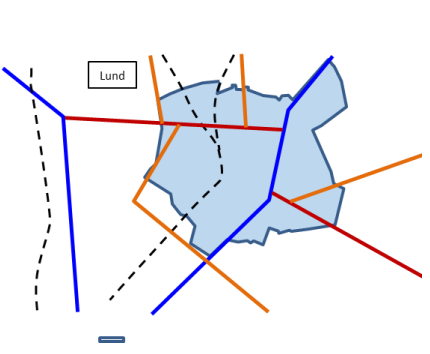
2.2 International Case Studies of University Towns

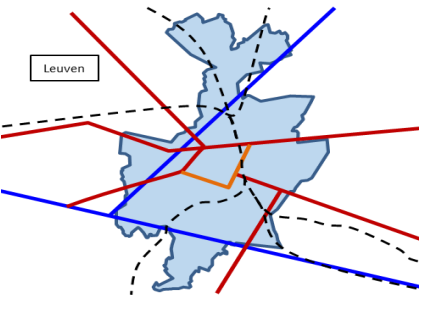
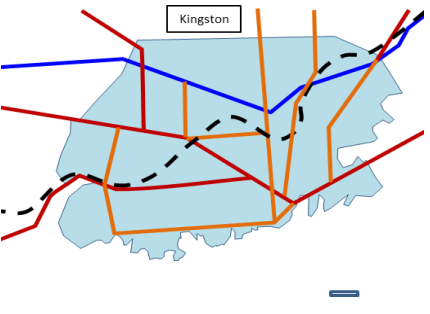
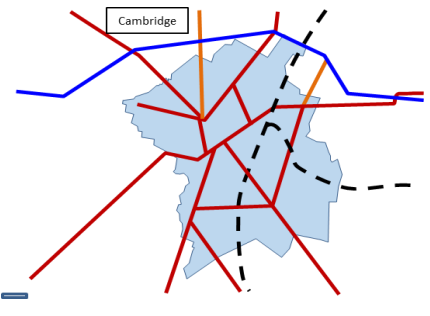
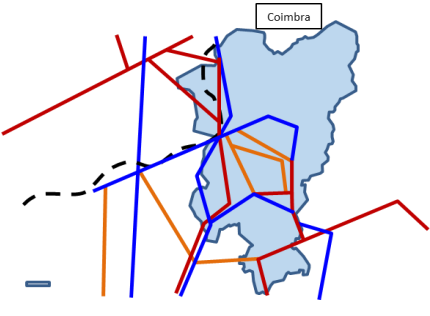
In order to better understand the common elements which are present for successful university towns a review was undertaken of the transport systems of 12 international towns which have strong university presence. These included Bath (U.K.), Bruges (Belguim), Teubingen (Germany), Pisa (Italy), Lund (Sweden), Leuven (Belgium), Kingston (Canada), Cambridge (U.K.), Coimbra (Portugal), Heidelberg (Germany), Uppsala (Sweden) and Ghent (Belgium).

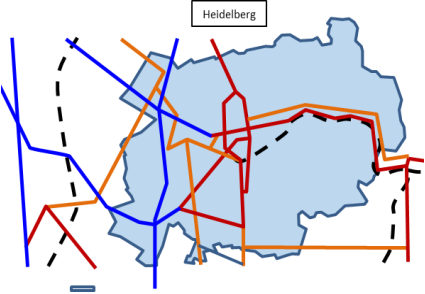
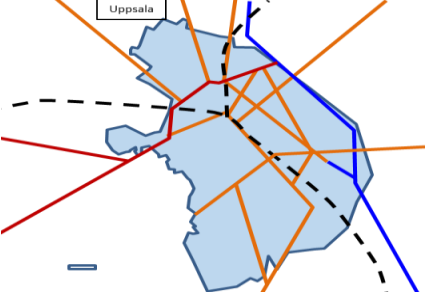
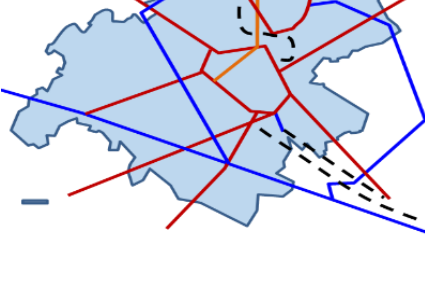
Table 2.1 provides summaries of the 12 international towns reviewed. The table includes the student and total population size, maps of each town/city showing the scale of the urban footprint, the structure of higher order road and rail network as well as a description of the key transport element for each. Annexure A which provide additional information and images for these case study towns.

Table 2.1: Review of Transport System of international University Towns

City/ Town	Map	Notes
STELLENBOSCH		<ul style="list-style-type: none"> • Total population: 90 000 • Student population: 32 000 (36%) • Regional access to town limited • Limited public transport • Limited walking and cycling infrastructure
BATH, United Kingdom		<ul style="list-style-type: none"> • Total Population: 90 000 • Student Population: 17 000 (19%) • Good public transport • City centre well served by local bus system (At least 1/hour; less frequent weekends and public holiday operations) • Hop on-off tourist sight-seeing • Airport service every 2 hours • Regional national express coaches London, Oxford, Southampton, Cardiff and Swansea • Website available for booking services • Rail services to other towns

BRUGES, Belgium		<ul style="list-style-type: none"> • Total population: 118 300 • Student population: 10 000(8%) • Bruges is a large village and most things are within walking distance • Only one form of public transport i.e. bus • Regional rail access but no local subways or trams. • There is a multi-ticket for the city buses you can buy a multi-journey ticket / ten rides pass for 9 euros (price in August 2013), instead of paying 1,30 euro per trip. • Weekdays – 10 min schedule.
TUEBINGEN, Germany		<ul style="list-style-type: none"> • Total population: 90 546 • Student population: 28 000 (31%) • Local bus service with more than 20 bus lines • Local train stations connecting other parts of the city. • Buses all day on weekdays till midnight and night buses after • Regional rail and bus services available from surrounding cities • Integrated ticket and fares. Student cards and free Saturdays. • Free for people with disabilities. Part of fleet marked for wheelchair access
PISA, Italy		<ul style="list-style-type: none"> • Total population: 91 000 • Student population: 41 000 (55%) • Regional rail access to other destinations across Italy. Pisa's main train station, Pisa Centrale, is 1.5km outside of town, which can be reached on foot or by bus. • Does not have rail service – bus, walk or cycle • Bus used to the outskirts of the city, as well as further afield • Running past all the major sites of Pisa is a golden tourist train, which takes you on a 30-minute guided tour through the city
LUND, Sweden		<ul style="list-style-type: none"> • Total population: 92 000 • Student population: 57 000(38%) • Lund Central station is the third biggest station in Sweden and public transport is an integral part of the city. • Regional, national and international trains available • Also regional buses, connect Lund with surrounding cities • Local bus services • One of the best cities in Sweden to cycle. The main cycle paths in Lund are marked in different colours, both on the map as well as on street signs in the city itself. These signs can be found all along the cycle paths in Lund

LEUVEN, Belgium		<ul style="list-style-type: none"> • Total population: 100 000 • Student population: 58 000 (58%) • Regional rail access - Leuven is an important hub in the Belgian railway network • Station located at the edge of the city centre with most university buildings within walking distance • Buses, walking and cycling used for local access • Free student travel within Leuven • Ring bus serves ring road - weekdays • night buses are available after 10 pm
KINGSTON, Canada		<ul style="list-style-type: none"> • Total population: 140 000 • Student population: 25 000 (18%) • Bus service operates in Kingston and neighbouring community of Amherstview • University service and to the Kingston Bus Terminal and the railway station. • Local routes operate Mon–Sat 6:00 to 23:00; Sun 8:30 to 20:30. Run every 30 min weekdays before 19:00; 60 min other • Express services available • Dial a Bus services; specific times and must be booked in advance • Seasonal services during university times of the year • Rack and Roll – bus can accommodate 2 bicycles • Daily, Weekly and monthly passes with free transfers (60 min) • Free for university students
CAMBRIDGE, United Kingdom		<ul style="list-style-type: none"> • Total population: 144 000 • Student population: 23 000 (16%) • Several bus services operate seven days a week • Cambridgeshire Guided Busway has bus services running into the centre of Cambridge with interchanges at the station and Hospital. • five Park and Ride sites offer parking and charging for electric cars. Buses operate on 7 min headways to centre. • Highest level of cyclists in the UK. Some adaptations for cyclists e.g. lights for cycle lanes and cycle contraflows on streets; shared paths in parks but no separate cycle paths. • Two railway stations with direct rail links to London and some other regional towns as well as the airport. • Plans to designate roads for a ring road with traffic restrictions and limited parking
COIMBRA, Portugal		<ul style="list-style-type: none"> • Total population: 144 000 • Student population: 24 000 (17%) • Number of public transport options to and within City. • Network of trolley buses and trains. • Train lines access regional destinations in surrounding areas as well as around the city. • Numerous bus lines. Bus services the most comprehensive coverage of all modes. • Coimbra is the major bus hub in the Beiras region and has a number of regional coach buses to access other towns and cities • Tourist hop-on hop-off services

HEIDELBERG, Germany		<ul style="list-style-type: none"> • Total population: 160 601 • Student population: 32 000 (20%) • Good public transport system (rail, bus and trams) • Strong walking and cycling; network of cycle paths; pedestrian zones • Regional bus to surrounding towns • InterCity Express – ICE regional train system • Local bus with well marked widespread stops across the city. • Streetcars, travel to the nearby towns and suburbs. Buses and trams share stops for easy transfer • Also local trains for shorter destinations to nearby towns
UPPSALA, Sweden		<ul style="list-style-type: none"> • Total population: 168 000 • Student population: 40 000 (24%) • UL provides public transport in Uppsala and surrounding communities. • Regional buses and the Upptåget train system in the county • Commuter services also available between Uppsala and Älvsjö. • Bus service (airport coach) and commuter train to Stockholm Arlanda • Local bus service available in Uppsala • A single ticket costs around 25 SEK. Tickets can be purchased via UL mobile app, UL Card, UL Ticket machines or on the bus (Costlier than other options). • 24-hour passes that are valid within zones and for a combination of zones • Flexible visitor pass providing unlimited travel throughout the county and in Uppsala.
GHENT, Belgium		<ul style="list-style-type: none"> • Total population: 262 000 • Student population: 44 000 (17%) • De Lijn is the public transport provider in Ghent and across the whole of the Flanders region. • Integrated ticketing • There are three main bus stations in Ghent which most transport routes go through: at both the train stations • Tickets are valid for 60 minutes thus allowing for free transfers • Night buses run until 1am every night of the week. • DeLijn app available. • Buses and trams run every day of the year, including public holidays. • Services run less frequently when the schools are on holiday. • Omnipass (monthly) available for residents and often included in salary package. • If you don't have a ticket, or you don't validate it subject to fines between €20 and €500 • Cycling and walking provision has been made in Ghent particularly in the City Centre zone

2.3 Implications for Transport in Stellenbosch Municipality

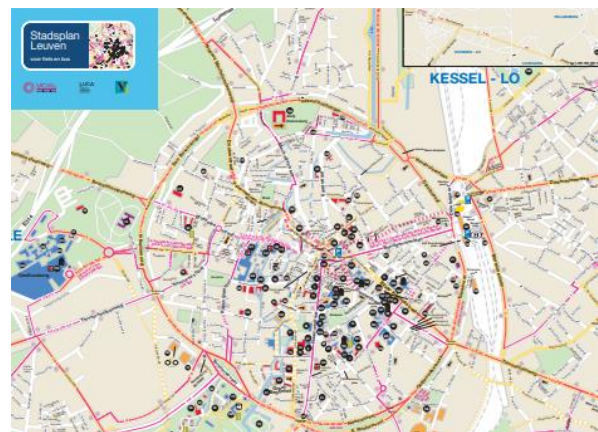
Typically all case study towns reviewed in the section above showed the following common transport components in common:

- Strong regional road network
- Good regional rail access
- Strong local public transport
- Strong walking and cycling access

In comparison these transport components are constrained or limited for the town of Stellenbosch and would require strengthening or improvements in order to support future sustainable growth. These should be the focus of the future transport planning for Stellenbosch.



Heidelberg – Good regional rail access



Leuven – Strong regional road networks



Pisa – Strong walking and cycling



Bath – Good local public transport

3 TRANSPORT REGISTER

3.1 Demographics and Socio Economic

Understanding the demand for travel in SM is critical to the planning of transport, including transport infrastructure and public transport services for the area and thus central to preparing this CIP. Transportation Demand refers to the amount and type of travel people would choose under specific conditions and taking into account factors such as:

- Land Use Patterns and demographics including spatial structure which drives where people live and work, land use mix and housing or population density.
- Economic development such as income levels, levels of employment and the number of tourists.
- Transport Options (private vehicles, public transport, cycling and walking) and proximity to services
- Quality (comfort, reliability, safety, security and cost of services)

3.2 Population and Project Growth

In 2020, Stellenbosch municipal area had an estimated population of 192879 ⁷ and after four years this population is estimated to be 209849. This equates to an estimated growth rate in this time span of 9.0% or 1.8% per annum. The estimated population growth rate of Stellenbosch is therefore 2.0 percentage points higher than the estimated population growth of the Cape Winelands which is 7% over the same period or 1.3% per annum.

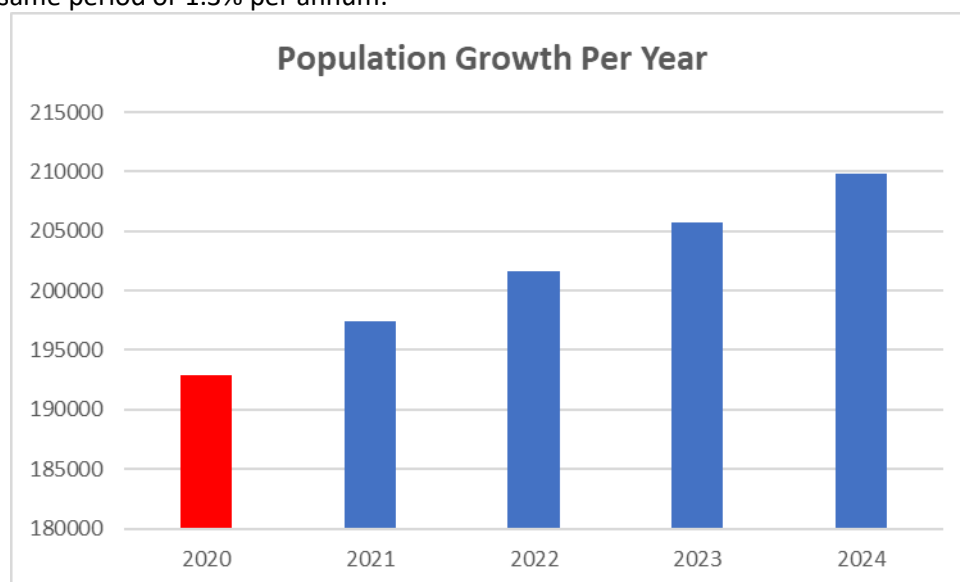


Figure 3.1: Population Growth in Stellenbosch Municipality

⁷ Stellenbosch Socio Economic Profile sourced from 2020 MERO

Figure 3.2 the current age composition of Stellenbosch population. The total population is broken down into four different groups: Age 0 - 14: children; Age 15 – 34 and 35-64: working age population; Age 65+: seniors. In Stellenbosch the highest percentages are for the age group 15-34 years followed by 35-64 years i.e. 41.9% and 30.3% respectively.

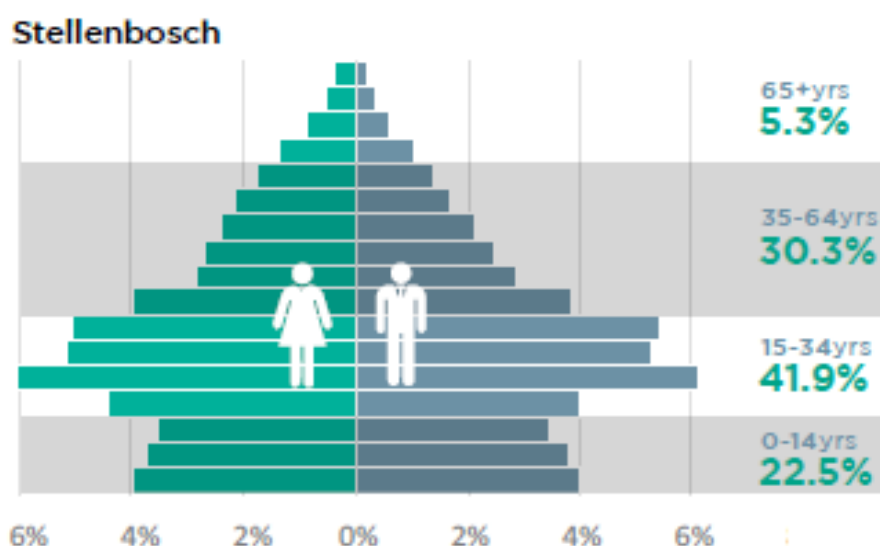


Figure 3.2: Age Breakdown of Stellenbosch Population

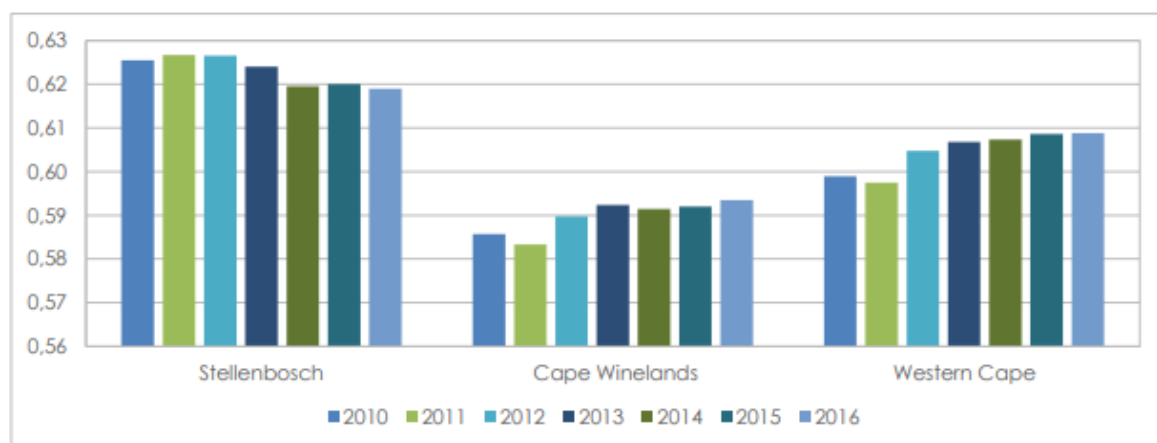
As per the latest 2020 Municipal Economic Review and Outlook Report, Stellenbosch municipal area comprises a higher share of females (51.2 per cent) than males (48.8 per cent). The municipal area has the largest share of people between the ages of 15 and 34 years (41.9 per cent) and this is proportionally higher compared with the CWD. The second largest share of the municipal area's population is between the ages of 35 and 64 years (30.3 per cent). This implies that approximately 72.2 per cent of the municipal area's population is still within the working-age population. Given that the Stellenbosch municipal area has the largest economic activity within the CWD, there are more people to actively participate in the economy. The municipal area has proportionally fewer children younger than 15 (22.5 per cent), as well as people older than 65 years (5.3 per cent), compared with the CWD.

3.3 Poverty and Income Levels

In general, South Africa has experienced deteriorating financial health under the weight of economic pressures, specifically between 2011 and 2015. Households and individuals in the Stellenbosch Municipal Area also mirror this poor financial health which can be seen in the increased levels of poverty and unemployment. The categories of people vulnerable to poverty remain African females, children 17 years and younger, people from rural areas, and those with no education. Inflation-adjusted poverty lines show that food poverty increased from R219 in 2006 to R531 per person per month in 2017. The lower-bound poverty line has increased from R370 in 2006 to R758 per person

per month in 2017 while the upper-bound poverty line has increased from R575 in 2006 to R1 138 per person per month in 2017.

The National Development Plan has set a target of reducing income inequality in South Africa from a Gini coefficient of 0.7 in 2010 to 0.6 by 2030. Income inequality has remained steady in Stellenbosch between 2010 and 2013 and dropped to 0.62 from 2014 to 2016. Income inequality levels were slightly higher in Stellenbosch than in the Cape Winelands District and the Western Cape.



Source: Global Insight, 2017

Figure 3.3: Income Inequality Levels for Stellenbosch compared to CWDM and Western Cape

The objective of the indigent policies of municipalities is to alleviate poverty in economically disadvantaged communities. The Stellenbosch municipal area experienced an increase in the number of indigents between 2014 and 2016, implying an increased demand for indigent support and additional burden on municipal financial resources. Similarly, the number of indigent households has increased in the Cape Winelands District as well as the Western Cape.

Table 3.1: The Number of Indigents for Stellenbosch, CWDM and Western Cape

Area	2014	2015	2016
Stellenbosch	5 336	6 030	6 626
Cape Winelands District	33 406	34 704	42 756
Western Cape	404 413	505 585	516 321

Source: Department of Local Government, 2017

3.4 Economic Sector Growth and Employment

The Stellenbosch Municipal area has the second largest local economy within the CWD with a GDP of R13.5 billion (2015). This Municipal area has a well-developed tertiary sector; however, the manufacturing sector also contributes significantly to the local economy. The wholesale and retail trade, catering and accommodation sector, the finance, insurance, real estate and business services sector and the manufacturing sector collectively contributed R8.0 billion (58.8 per cent) to the

economy of the Stellenbosch Municipal area in 2015, making these sectors the economic drivers within the area.

The average annual growth rate between 2005 and 2015 for Stellenbosch was 2.8 per cent; which is slightly lower than the average annual growth rate for CWD. The sectors achieving above average growth over a ten-year period is the construction sector, the finance, insurance, real estate and business services as well as the transport, storage and communication sector, showing continued investment in these sectors.

The economy of the Stellenbosch Municipal area has not fully recovered after the recession, with the five-year average growth rates lower than the 10-year average growth rates. Since 2011, growth dwindled year-on-year to reach 0.5 per cent in 2016, the lowest experienced by the local economy since the recession when the economy contracted by 2.9 per cent. The sectors contributing to the decline in growth for the 2016 period are mainly the primary and secondary sectors (excluding the construction sector). This indicates that even though the agriculture sector contributes less to the overall economy in terms of GDP, it is still a valuable local sector.

The sectors that contribute the most to the 75 425 jobs within the Stellenbosch Municipal area are the wholesale and retail trade, catering and accommodation sector (26.6 per cent), the finance, insurance, real estate and business services sector (15.3 per cent), the community, social and personal services sector (13.0 per cent) and the agriculture, forestry and fishing sector (12.4 per cent).

Overall, the Stellenbosch Municipal area had a significant positive net change in employment after the recession. Job creation in this local economy is, however, slowing down, with significantly fewer jobs being created in 2016 when compared to 2015. The agriculture, forestry and fishing, the manufacturing and the transport, storage and communication sectors jointly shed 528 jobs in 2016, highlighting the linkages between these sectors.

Table 3.2: Stellenbosch GDP Performance per Sector, 2005 - 2016

Sector	Contribution to GDP (2015)	R million value 2015	Trend		Real GDP growth (%)					
			2005 - 2015	2010 - 2015	2011	2012	2013	2014	2015	2016e
Primary Sector	5.7	768.8	1.4	1.0	-0.4	0.5	1.6	6.8	-3.5	-9.2
Agriculture, forestry and fishing	5.5	747.0	1.4	1.0	-0.5	0.5	1.6	6.8	-3.6	-9.3
Mining and quarrying	0.2	21.8	0.7	3.3	3.0	1.5	3.4	7.2	1.2	-5.9
Secondary Sector	24.1	3 258.8	0.5	0.4	0.3	1.4	0.0	0.1	0.1	-0.8
Manufacturing	17.0	2 303.3	-0.6	-0.5	0.3	0.4	-1.5	-0.9	-0.6	-1.2
Electricity, gas and water	1.4	192.1	0.8	0.8	3.2	1.6	0.7	0.0	-1.5	-3.4
Construction	5.6	763.3	6.5	4.1	-0.3	6.0	6.8	4.4	3.6	1.1
Tertiary Sector	70.3	9 520.9	3.9	3.5	4.6	3.8	3.4	2.9	2.5	1.8
Wholesale and retail trade, catering and accommodation	20.2	2 736.0	4.2	4.1	5.5	5.2	3.7	3.2	3.1	2.2
Transport, storage and communication	11.0	1 497.1	5.9	5.0	6.5	5.0	5.3	5.4	2.9	2.6
Finance, insurance, real estate and business services	21.6	2 925.4	4.3	3.3	4.0	3.3	3.0	2.6	3.8	2.3
General government	10.6	1 441.1	2.6	2.4	4.8	2.3	3.4	1.9	-0.2	0.4
Community, social and personal services	6.8	921.2	1.7	1.5	2.3	2.5	1.8	1.0	0.1	0.2
Total Stellenbosch	100	13 548.4	2.8	2.6	3.2	3.0	2.5	2.5	1.6	0.5

Source: Quantec Research, 2017 (e denotes estimate)

Unemployment has been steadily rising in the Stellenbosch Municipal area over the last decade, with an unemployment rate of 11.3 per cent recorded in 2015. In 2016, the unemployment rate of the Stellenbosch Municipal area is estimated to have increased to 11.9 per cent, which is marginally higher than that of the Cape Winelands District (11.6 per cent) but significantly lower than that of the Province (18.7 per cent in 2016).

Table 3.3: Stellenbosch Employment Growth per Sector 2005-2015

Sector	Contribution to employment (%) 2015	Number of jobs 2015	Trend		Employment (net change)					
			2005 - 2015	2010 - 2015	2011	2012	2013	2014	2015	2016e
Primary Sector	12.4	9 389	-2 956	1 940	-324	468	384	-503	1 915	-134
Agriculture, forestry and fishing	12.4	9 363	-2 947	1 947	-324	467	393	-503	1 914	-136
Mining and quarrying	0.0	26	-9	-7	-	1	-9	-	1	2
Secondary Sector	17.0	12 858	77	611	104	-126	363	29	241	22
Manufacturing	10.4	7 854	-1 243	-416	-62	-350	224	-272	44	-159
Electricity, gas and water	0.2	141	48	27	7	6	2	4	8	5
Construction	6.4	4 863	1 272	1 000	159	218	137	297	189	176
Tertiary Sector	70.5	53 178	17 135	9 177	1 494	1 635	2 178	1 851	2 019	360
Wholesale and retail trade, catering and accommodation	26.6	20 030	6 762	3 539	694	767	622	667	789	204
Transport, storage and communication	5.7	4 281	2 286	1 205	122	274	334	71	404	-233
Finance, insurance, real estate and business services	15.3	11 504	3 229	1 723	286	226	380	254	577	206
General government	10.0	7 564	1 815	712	305	116	91	406	-206	130
Community, social and personal services	13.0	9 799	3 043	1 998	87	252	751	453	455	53
Total Stellenbosch	100	75 425	14 256	11 728	1 274	1 977	2 925	1 377	4 175	248

Source: Quantec Research, 2017 (e denotes estimate)

Area	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016e
Stellenbosch	9.9	9.4	9.6	9.4	9.9	10.1	10.4	10.8	10.6	11.0	11.3	11.9
Cape Winelands District	9.6	9.0	9.2	9.2	9.8	9.8	10.1	10.7	10.6	10.9	11.2	11.6
Western Cape	16.5	15.8	15.7	15.3	15.8	16.1	16.4	17.0	16.7	17.2	17.8	18.7

Source: Quantec Research, 2017 (e denotes estimate)

3.5 Description of The Regular Daily Public Transport System

3.6 Minibus Taxis

The MBT is the dominant public transport mode in SM primarily due to its flexibility and ability to adapt to different passenger demands between towns, neighbourhoods and more rural farm areas. MBTs provide unscheduled public transport services where vehicles can be hailed or asked to stop to allow passengers to exit at any point on their route. The majority of MBT vehicles do not display their routing, origin or destination, while none advertise their fare structures. Fare collection takes place inside the vehicle and payment is only accepted in cash. The type of vehicle that is used depends on the passenger demand as well as the operating conditions.

MBTs have seating capacities ranging from 12 to 16 passengers. These vehicles are used in urban areas and on paved roads or gravel roads that are generally in a good condition.

Passenger cars used as MBTs come in a range of shapes, sizes, ages and conditions. There are some places where passenger cars are used where demand is low, when the operator cannot afford an approved vehicle or by private drivers carrying passengers for reward illegally. Passenger cars are also rented out by operators, for instance to a person needing to transport a large load that cannot be transported by MBT, or for occasional trips to destinations not served by public transport.

There are a number of MBT services in Stellenbosch Municipality which operate from a few main hubs i.e. Stellenbosch, Kayamandi, Franschhoek and Klapmuts. The town of Stellenbosch is the key administrative hub for the municipality and most routes are either destined or originated from the main MBT facility called Bergzicht Rank which is located in the CBD area.

MBTs serve local residential neighbourhoods such as Kayamandi, Idasvalley, Cloeterville, Jamestown, etc. as well as to the town of Franschhoek and Pniel. There is a strong functional relationship with the City of Cape Town, Drakenstein and Breede Valley Municipalities with a number of inter-municipal routes serving destination daily. Long distance services are also provided to Eastern Cape destinations and other locations outside of the Western Cape Province.

The table below summarises the number of ranks per town as well as the key origins and destinations served either locally, inter-town or inter-municipally.

Table 3.4: MBT Facilities and Main Route Destinations per Town

Town	Ranks	Local	Inter-town	Inter-Municipal	Long Distance
Stellenbosch	4	Kayamandi, Idasvalley, Cloeterville, Jamestown, Koelenhof, Vlottenburg, Lynedoch, Devon Valley, Jonkershoek, Elsenburg,	Franschhoek, Klapmuts, Pniel	Paarl, Cape Town, Kuilsriver, Khayelitsha, Delft, Eersteriver, Mfuleni Somerset West, Worcester, Robertson, Ashton,	Idutywa, Lusikisiki, Willowvale, Cala, Butterworth, Sterkspruit, Mount Fletcher, Umtata, East London, Port

Town	Ranks	Local	Inter-town	Inter-Municipal	Long Distance
				Montagu, Hermanus	Elizabeth, George, Matatiele, Bizzana, Keiskamahoe, Johannesburg, St Marks
Franschhoek	1	Local feed and distribute, Franschhoek farms	Stellenbosch, Pniel Klapmuts	Paarl, Paarl Mall	
Klapmuts	2	Local feed and distribute; Simondium, Muldersvlei, Elsenburg	Stellenbosch	Paarl, Dandarach Farms	
Pniel	0	Kylemore, Lanquedoch	Franschhoek, Stellenbosch		

The MBT's are organised into 3 active taxi associations (TAs) within SM. These include:

Table 3.5: Summary of Taxi Associations Ranks and Areas Served

#	Taxi Associations	Areas Served
1.	Stellenbosch Taxi Association	Stellenbosch neighbourhoods around town of Stellenbosch e.g. Cloeteville, Idasvalley, Jonkershoek, Jamestown, etc.
2.	Franschhoek Taxi Association	Farm and residential areas around Franschhoek, Klapmuts, Paarl, Stellenbosch
3.	Kayamandi Taxi Association	CDB town of Stellenbosch, some intermunicipal services in Cape Town and long distance to Eastern Cape

Based on inputs from MBT operators at consultation sessions, 7 MBT ranks were identified within Stellenbosch Municipality. Refer to Table 3.6 and Figure 3.5 for the list and location of these MBT ranks. Figure 3.5 shows the location of ranks at a municipal scale. There are only three formal rank facilities which include Bergzicht Rank located in Stellenbosch CBD, Kayamandi Rank located in one of the developing neighbourhoods Kayamandi north of the CBD and west of the R44 and Klapmuts Rank in the Klapmuts neighbourhood. The other four ranks are informal and utilise existing parking lots or open space for ranking purposes. These include Stellenbosch Station and Du Toit which largely serve inter-municipal or long distance destinations and Franschhoek and Klapmuts. These informal facilities have limited or no ablutions, embayments, parking or other infrastructure provided.

An observational facility audit survey was undertaken and the results are listed in Table 3.7, which indicates some of these features, namely:

- status – to identify whether facility is formal or informal;
- on/off street - to identify the location of the facility in relation to the roadway; and
- Paving – to distinguish the type of surface.

Table 3.6: List of MBT Ranks in Stellenbosch Municipality

No.	Town	Facility Name	Facility Type	Location	Services Offered*
1.	Stellenbosch	Bergzicht	Formal	Bird Street	C, IM
2.	Stellenbosch	Kayamandi	Formal	Masithandane Road	C, IM, LD
3.	Stellenbosch	Du Toit	Informal	R304 (Bird Street)	IM, LD
4.	Stellenbosch	Stellenbosch Station	Informal	Parking Opposite Station along Adam Tas	IM
5.	Franschhoek	Franschhoek	Informal	Pick n Pay on Main Road	C, IM, LD
6.	Klapmuts	Klapmuts Winelands Centre	Informal	New Shopping Centre/Klapmuts Station	C, IM
7.	Klapmuts	Klapmuts	Formal	c/o Groenfontein Rd & Bell St Facility	C, IM

Note *:

C – Commuter Services; IM – Inter-Municipal Services, LD – Long Distance Services

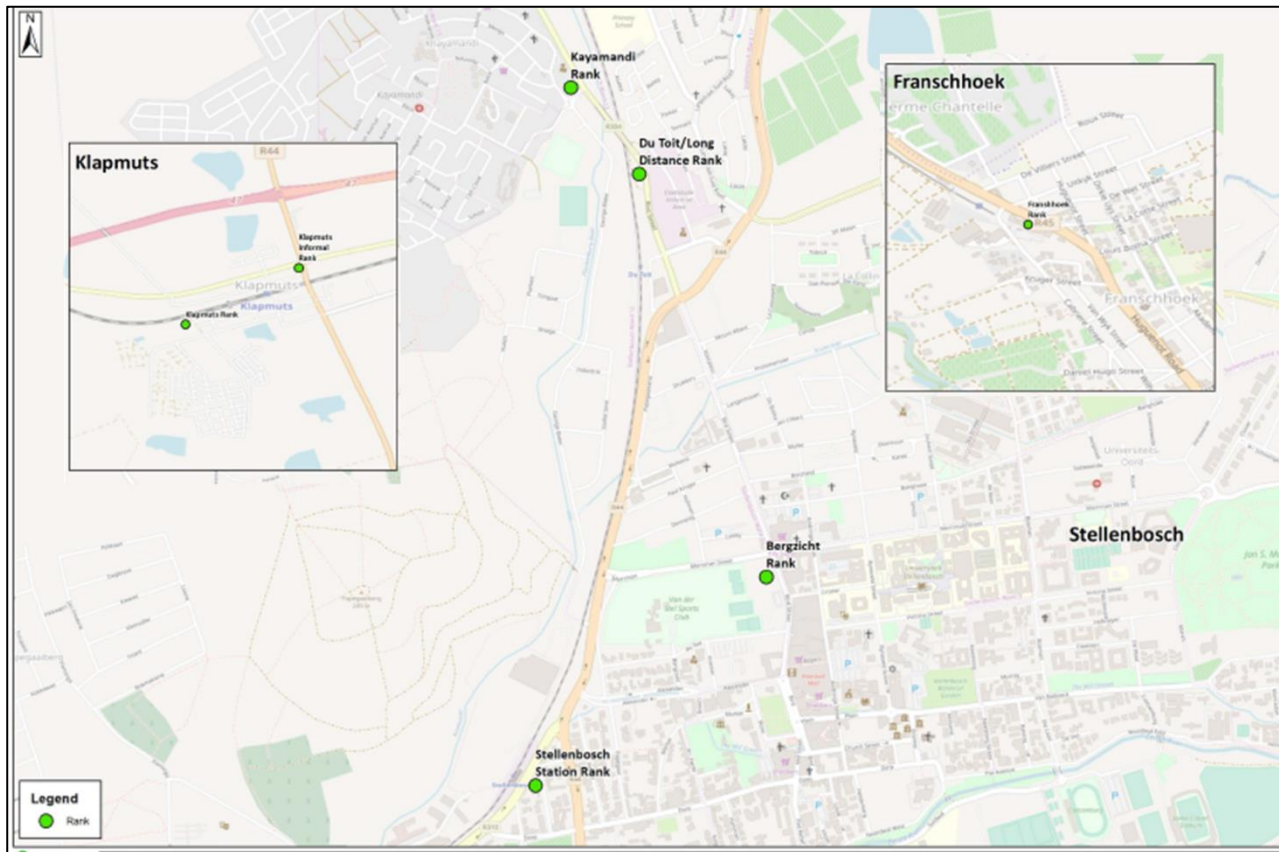


Figure 3.4: Map 1 of MBT Ranks located in Stellenbosch Municipality

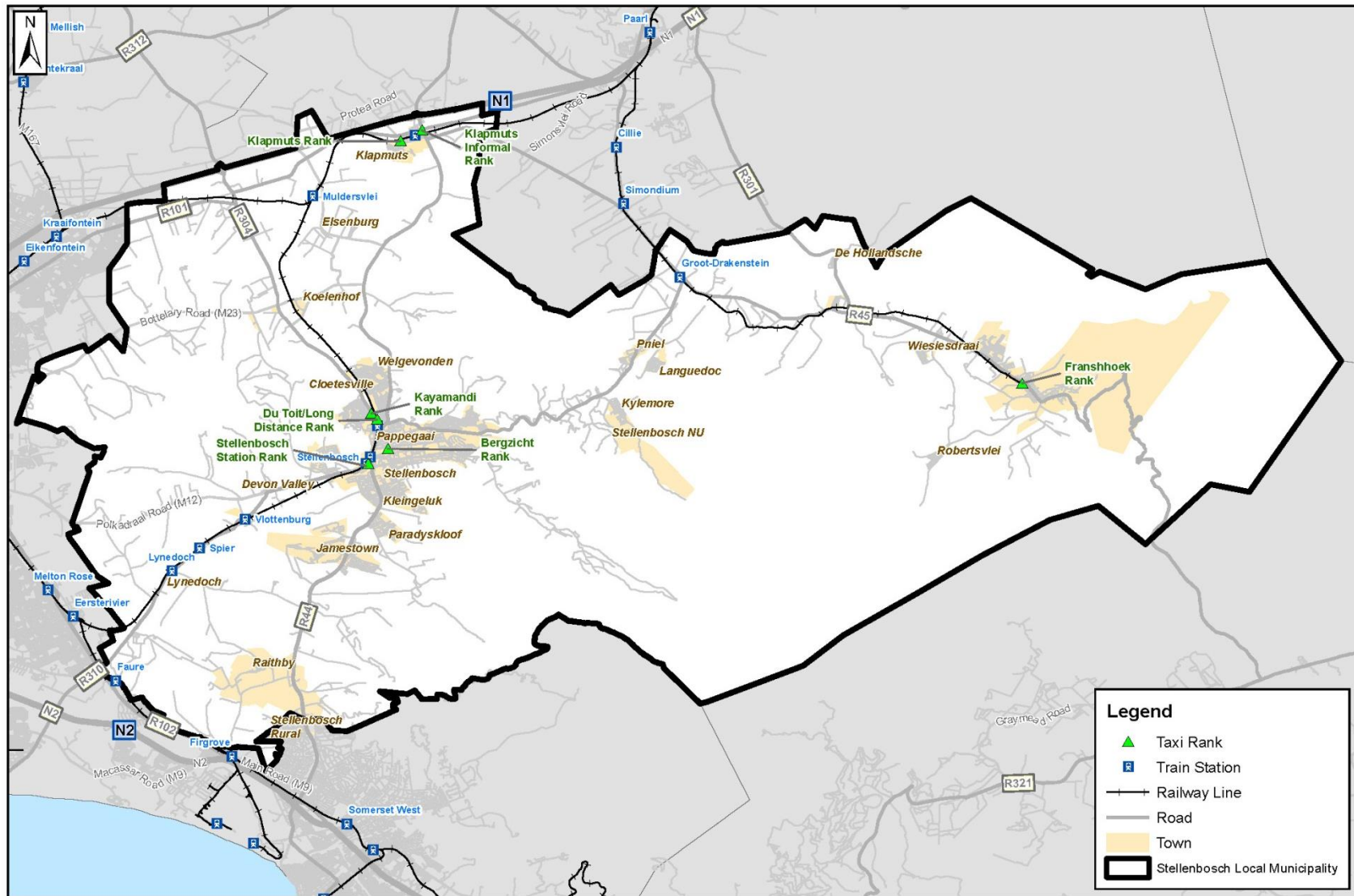


Figure 3.5: Map 2 of MBT Ranks located in Stellenbosch Municipality (municipal scale)

Table 3.7: Strategic Audit of All MBT Facilities in Stellenbosch

Facility Name	Status		Facility Type				On/Off Street	Paving (Y/N)	Electricity (Y/N)	Roof Structures (Y/N)	Public Telephones (Y/N)	Ablution facilities (Y/N)	Offices (Y/N)
	Formal	Informal	Terminus for Buses	Rank for minibus Taxis	Rail Station	Holding area							
Bergzicht	x		Yes	Yes	No	Yes	Off	Yes	Yes	Yes	Yes	Yes	Yes
Kayamandi	x		No	Yes	No	Yes	Off	Yes	Yes	No	No	No	No
Du Toit		x	No	Yes	No	Yes	Off	No	No	No	No	No	No
Stellenbosch Station		x	No	Yes	Yes	Yes	Off	Yes	No	No	Yes*	Yes*	No
Franschhoek		x	No	Yes	No	Yes	On	Yes	No	No	No	No	No
Klapmuts Winelands Centre		x	No	Yes	No	Yes	Off	Yes	No	No	No	Yes	Yes
Klapmuts	x		No	Yes	No	Yes	On	Yes	No	No	No	No	No

Note*:

Use of the ablution and telephone facilities available at the rail station, but not at the informal rank

Further analysis of this current MBT route list for Stellenbosch Municipality was found to be extremely problematic for a number of reasons including:

- Inaccurate and lack of correlation or consistency between all database sources i.e. PRE database, taxi associations and municipality making it difficult to verify the actual number of routes
- Routes were established more than 20 years ago; they are therefore no longer relevant with new or changing land use
- Road network and other infrastructure changes (consolidation of ranks) have occurred making route descriptions no longer valid
- No correlation or accuracy of the number of OLs
- Not accurate vehicle registration numbers or owner information
- No maps of routes make it difficult to confirm actual route alignments
- There are duplicate or multiple route numbers between the same origin and destinations (O-D) pairs

It was decided that the best way forward was to prepare a revised list of routes for Stellenbosch. This exercise was focused on the local routes. The following principles were followed:

- Multiple route numbers for the same O-D pair were consolidated into one route number
- Where there were minor route variations or “vias” between the same O-D pair these were included in the one route number with a few road link options
- Where the B destination was a neighbourhood without a rank the route was modified to allow collection and feeding within the boundaries of the neighbourhood
- Route numbers that were no longer viable due to a shift in rank location or lack of demand were deleted.
- The final consolidated route description took into account all route variations between O-Ds as well as the actual routes recorded as part of the onboard surveys.

Table 3.8 summarises the proposed routing changes for local routes. These changes were made based on the above principles. This revision allowed for a consolidation of routes between the same O-D. A total of 16 local routes which serve the following local neighbourhood destinations and towns within the municipal area.

- Between Stellenbosch and Kayamandi, Idasvalley, Cloetesville, Jamestown, Koelenhof, Vlottenburg, Lynedoch Station, Devon Valley, Elsenberg, Jonkershoek and the R310
- Between Stellenbosch and Klapmuts, Pniel, Kylemore, Lanquedoc, Franschhoek
- Between Franschhoek and surrounding residential areas and farms
- Between Klapmuts and surround residential areas, Simondium and Muldersvlei and Elsenburg

Table 3.8: Revised Local Routes for Stellenbosch Municipality

TA	New #	Route Name	Consolidate Route #s	Route Numbers Removed
Stellenbosch 9 routes	656	Stellenbosch - Idasvalley	656, 657, 658, 659, 660, 661,	630, 631, 632, 633, 634, 635, 705, 706, 707, 916, 917, 942
	665	Stellenbosch - Cloeteville	665	636, 637, 666, 702, 703, 704
	670	Stellenbosch - Jamestown	670,671	638, 639, 782, 783
	662	Stellenbosch - Koelenhof	662	
	663	Stellenbosch - Vlotenburg/ Lynedoch Station/Devon Valley	663, 664, 672	
	667	Stellenbosch - Kylemore/ Pniel/ Lanquedoc	902, 903, 667, 668,754	
	675	Stellenbosch - Jonkershoek	675	
	673	Stellenbosch-Elsenburg	673a, 673b, 674a, 674b, A63	
	Y48	Stellenbosch-R310	Y48, Y49, Y50	
Franschhoek 5 routes	A96	Franschhoek - Franschhoek Plase		
	G60	Klapmuts- Stellenbosch via Muldersvlei	G58, G60	
	G61	Klapmuts - Simondium		
	M59	Klapmuts - Klapmuts		
	Z47	Franschhoek - Stellenbosch		
Kayamandi 1 route	676	Stellenbosch - Kayamandi	676, 677, 722, 723, 813, 814, 815	

Table 3.9: Revised Inter-Municipal Routes for Stellenbosch Municipality

TA	New #	Route Name	Consolidate Route #s	Route Numbers Removed
Stellenbosch 2 routes	669	Stellenbosch – Somerset West	669, 741, T43	
	A88	Stellenbosch - Kuilsrivier		
Franschhoek 4 routes	755	Franschhoek - Paarl	755, 873	
	G15	Klapmuts - Paarl	G15, G57	
	G59	Klapmuts-Dandarach Farms Paarl		
	N42	Franschhoek - Paarl Mall		
Kayamandi 2 routes	N12	Stellenbosch (DuToit) –Bellville (long distance rank)		
	Q80	Kayamandi-Lwandile		

Table 3.9 summarises the route changes for the inter-municipal routes. No modifications were made to the long distance routes. There are now 8 inter-municipal routes provide services to the following areas:

- Stellenbosch to Somerset West, Kuilsriver, Bellville
- Franschhoek to Paarl and Paarl Mall
- Klapmuts to Paarl and Dandarch Farms
- Kayamandi to Lwandile

MBT routes have an origin- destination (which may or may not be a rank) as well as a route description which summarises which route authorities an operator has. An operator, as part of a particular taxi association, applies to the PRE for a particular route which are assigned to a respective route number.

Annexure A shows the actual route descriptions which were revised as well as the associated conditions for the local and inter-municipal routes respectively. Maps of each of the revised routes have also been prepared. See Annexure B.

Routes serve various areas in SM in the form of a commuter services as well inter-municipally to City adjacent municipalities (Cape Town and Drakenstein) as well as to other longer distance destinations in other provinces. Table 3.10 summarises destinations from the ranks in SM.

Table 3.10: Routes Serving the Various Ranks in Stellenbosch Municipality

No.	Facility Name	Destinations Local / Commuter (C); Inter-Municipal (IM); Long Distance (LD)	Route Nos per Rank
1.	Bergzicht	C: Idasvalley, Cloetesville, Jamestown, Koelenhof, Vlottenburg/ Lynedoch Station/Devon Valley, Kylemore/ Pniel/ Lanquedoc, Jonkershoek, Elsenburg, Kayamandi IM: Somerset West,	656, 665, 670, 662, 663, 667, 675, 673, Y48, 676
2.	Kayamandi	Stellenbosch CBD	676
3.	Du Toit	IM: Lwandile, Bellville LD: Eastern Cape destinations	N12, Q80
4.	Stellenbosch Station	IM: Somerset West, Kuilsrivier	669, A88
5.	Franschhoek	C: Franschhoek Plase, Stellenbosch IM: Paarl, Paarl Mall	A96, , Z47
6.	Klapmuts Winelands Centre	C: Stellenbosch via Muldersvlei, Simondium, Klapmuts IM: Dandarach Farms (Paarl)	G60, G61, M59
7.	Klapmuts	C: Stellenbosch via Muldersvlei, Simondium, Klapmuts IM: Dandarach Farms (Paarl)	G60, G61, M59

Table 3.11 shows the passenger departure volumes per rank for weekday, Friday, Saturday and the All Pay Day. It should be noted that these volumes are considered to be an under-representation of actual passenger volumes. This is because not all vehicles pass through a rank. Particularly during peak periods which is when rank surveys were undertaken, most routes from Stellenbosch neighbourhoods to the CBD passengers are dropped directly at desired destinations in town. From the rank surveys the following can be observed:

- Bergzicht Rank has the largest number departures (42-55% of the total passenger departures); all pay day is the busiest day followed by a Friday with passenger departures ranging from 2900 – 4700 daily pax.
- Kayamandi Rank is the next busiest (19 – 24% of total passenger departures); All pay day also the busiest followed by weekday with approximately 1400 – 2000 daily pax.
- Stellenbosch and Klapmuts Ranks have the lowest number of departure activity around 400 – 700 daily pax
- Du Toit informal rank has approximately 900 – 1100 daily pax
- Stellenbosch Station informal rank has approx 200 – 1000 daily pax
- Outside of All Pay Day, Friday is the busiest day for most ranks in Stellenbosch Municipal area.

Table 3.11: Passenger Departures for Weekday, Friday, Saturday and All Pay⁸

No.	Rank	WDay	%	Fri	%	Sat	%	All Pay	%	Total	%
1	Bergzicht	3658	42%	4599	47%	2988	44%	4726	55%	15972	47%
2	Kayamandi	1835	21%	1842	19%	1417	21%	2023	24%	7118	21%
3	Du Toit Station	1023	12%	1140	12%	967	14%	1116	13%	4246	13%
4	Stellenbosch Station	1058	12%	1141	12%	212	3%			2411	7%
5	Franschhoek	590	7%	562	6%	617	9%			1769	5%
6	Klapmuts WC			103	1%					103	
7	Klapmuts	481	6%	373	4%	596	9%	671	8%	2121	6%
	Total	8645		9760		6797		8536		33741	

Notes:

Passenger volumes only for 5 hours over AM and PM peak periods

Table 3.12 shows the passenger arrival volumes per rank for weekday, Friday, Saturday and the All Pay Day. Arrival volumes are also significantly under-counted since most passengers are dropped enroute prior to rank arrival. From the rank surveys the following can be observed:

- Bergzicht Rank has the largest number of arriving passengers (41-79% of the total passenger arrivals); Saturday arrivals are highest approximately 333 pax were observed followed by Fridays 228 pax
- Kayamandi arrivals were next highest with weekday arrivals the highest approximately 114 pax.

⁸ March 2019 Ranks Survey

- Franschhoek had the next highest arrivals also on a weekday i.e. around 90 pax.

Table 3.12: Passenger Arrivals for Weekday, Friday, Saturday and All Pay^{9*}

No.	Rank	WDay	%	Fri	%	Sat	%	All Pay	%	Total	%
1	Bergzicht	154	41%	228	55%	333	79%	100	50%	815	58%
2	Kayamandi	114	30%	74	18%	82	19%	83	41%	353	25%
3	Du Toit	8	2%	3	1%	5	1%	1		17	1%
4	Stellenbosch Station			11	3%	2				13	1%
5	Franschhoek	90	24%	87	21%		0%			177	13%
6	Klapmuts WC			6	1%					6	0.4%
7	Klapmuts	10	3%	8	2%			17	8%	35	2%
	Total	376		417		422		201		1416	

Notes:

Passenger volumes only for 5 hours over AM and PM peak periods

There was a high number of no activity observed particularly during peaks:

Departures

- Bergzicht: Weekday and Friday AM Peak;
- Du Toit Rank: Saturday all day
- Kayamandi: Friday PM peak
- Klapmuts: Weekday AM and PM peak; Friday and All Pay PM peak
- Klapmuts: Winelands Centre: Friday and All Pay AM Peak
- Stellenbosch Station: Weekday and Friday AM Peak;

Arrivals

- Bergzicht: Weekday and Friday AM peak,
- Kayamandi: Friday PM peak
- Klapmuts: Weekday AM and PM peak, Friday/All Pay day PM peak,
- Klapmuts Winelands Centre: Friday and All Pay Day AM Peak
- Stellenbosch Station: Weekday and Friday AM peak

This is a serious concern for utilising the rank surveys only as a form of evaluating demand for OLs. It is recommended that these volumes be adjusted with inputs from the taxi operators, traffic and municipal officials as well as the cordon counts.

Table 3.13 summarises the distances per route. It also summarises the average 1-way route distance for all routes serving a particular rank as well as the average speed and estimated turnaround time for these group of routes.

⁹ Source: March 2019 Ranks Survey

Table 3.13: Distance and Average Travel Time per Route (local)

TA	New #	Route Name	Average 1-way Route distance [km]	Avg. Speed	Turn-around Time [hh:mm]
Stellenbosch	656	Stellenbosch - Idasvalley	5.9	28	00:21
	665	Stellenbosch - Cloetesville	10.5	38	00:27
	670	Stellenbosch - Jamestown	8.5	31	00:27
	662	Stellenbosch - Koelenhof	24.0	62	00:39
	663	Stellenbosch - Vlottenburg/ Lynedoch Station/Devon Valley	10.9	78	00:14
	667	Stellenbosch - Kylemore/ Pniel/ Lanquedoc	16.5	57	00:29
	675	Stellenbosch - Jonkershoek	3.0	25	00:12
	673	Stellenbosch-Elsenburg	16.9	41	00:41
	Y48	Stellenbosch-R310	18.0	95	00:19
Franschhoek	A96	Franschhoek - Franschhoek Plase	No data		
	G60	Klapmuts- Muldersvlei- Stellenbosch	8.8	52	00:17
	G61	Klapmuts - Simondium	22.6	42	00:54
	Z47	Franschhoek - Stellenbosch	8.9	40	00:22
Kayamandi	676	Stellenbosch - Kayamandi	22.6	42	00:54

Table 3.14: Distance and Average Travel Time per Route (Inter-municipal)

TA	New #	Route Name	Average 1-way Route distance [km]	Avg. Speed	Turn-around Time [hh:mm]
Stellenbosch	669	Stellenbosch – Somerset West	20.5	59	00:35
	A88	Stellenbosch - Kuilsrivier	No data		
Franschhoek	755	Franschhoek - Paarl	36.3	61	01:00
	G15	Klapmuts - Paarl	17.4	56	00:31
	G59	Klapmuts-Dandarach Farms Paarl	Na data		
	N42	Franschhoek - Paarl Mall	34.2	70	00:49
Kayamandi	N12	Stellenbosch (DuToit) –Bellville (long distance rank)	25.6	64	00:40
	Q80	Kayamandi-Lwandile	26.3	53	00:50

Passenger waiting times usually serves as a measure or indicator for service quality. The average waiting time was recorded at the various ranks. It is based on the time a person enters the queue and when the vehicle departs. Table 3.15 summarises the average waiting time during peak periods at the

various ranks. Typically average wait time during peak hour ranges from 1 minutes to 54 minutes. The analysis shows that Bergzicht station has the longest wait time of 54 minutes. On average Klapmuts Winelands Centre has the highest waiting time of 25.50 minutes and Franschhoek Rank has the least waiting time of 4.72 minutes.

Table 3.15: Passenger and Vehicle Waiting Times- Peak Hour¹⁰

Rank Number	Rank Name	Average Wait Time During Peak Hour (minutes)
1	Bergzicht	14.34
2	Franschhoek Rank	4.72
3	Kayamandi	7.91
4	Du Toit	8.14
5	Klapmuts	14.10
6	Klapmuts Winelands Centre	25.50
7	Stellenbosch Station	10.95
8	Average Waiting Time	9.60

3.7 Commuter Bus

The bus route operated by Golden Arrow Bus Service (GABS) between Stellenbosch, Somerset West and Strand was cancelled due to low ridership.

Existing inter-municipal commuter bus services are in operation in the Stellenbosch Municipal area during the morning and afternoon peak periods. They are the following:

- Mitchell's Plan Town Centre to Stellenbosch via Luzuko
- Stellenbosch to Golden Acre

The University of Stellenbosch operates weekday shuttle services to and from various campus destinations to decentralised parking facilities. These services are mostly free of charge and is exclusively for the use of students and staff. Transports Tygerberg residence students who have made bookings between the campus collection point and a nearby shopping



¹⁰ source: 2019 Rank Surveys

centre, currently Tyger Valley (Mon - Wed) and Parow Centre (Thursday).

A campus shuttle service is also available on central campus. There is a day service (07:00 -17:30) and a booked evening service (18:00 – 02:00).

This service focuses on the following needs:

- Transport between the general parking areas on the edge of campus and central campus during the day.
- Transport to and from service divisions and departments on the edge of campus (e.g. Food Science and Welgevallen), to and from central campus.
- Transport of congress attendees to and from the general parking areas on the edge of campus.

3.8 Rail

The Western Cape has an extensive rail network providing linkages between various part of the Province as well as beyond the Province boundaries. The network has both passengers and freight movement. Refer to Figure 3.6 for a schematic route diagram of the Metrorail lines operated in the Western Cape.

The current operator of the passenger rail network is Metrorail, a member of PRASA, which provides a scheduled service. Metrorail currently provides a minimal passenger rail service to areas within the Stellenbosch Municipal area. The total length of railway line within the municipality is approximately 18 km. There are only seven railway stations which fall within the Stellenbosch Municipal area; namely:

- Klapmuts
- Muldersvlei
- Koelenhof
- Du Toit
- Stellenbosch
- Vlottenburg
- Lynedoch



The service to Stellenbosch comprises two trains per peak hour originating from the northern line through the Stellenbosch Municipal area. The Metrorail timetables for these services show 25 trains operating per day in each direction on a weekday (Monday to Friday), 15 trains on Saturday and 13 on a Sunday. Stations in Stellenbosch offer access via the northern line to stops within the City of Cape Town and Drakenstein Municipalities.

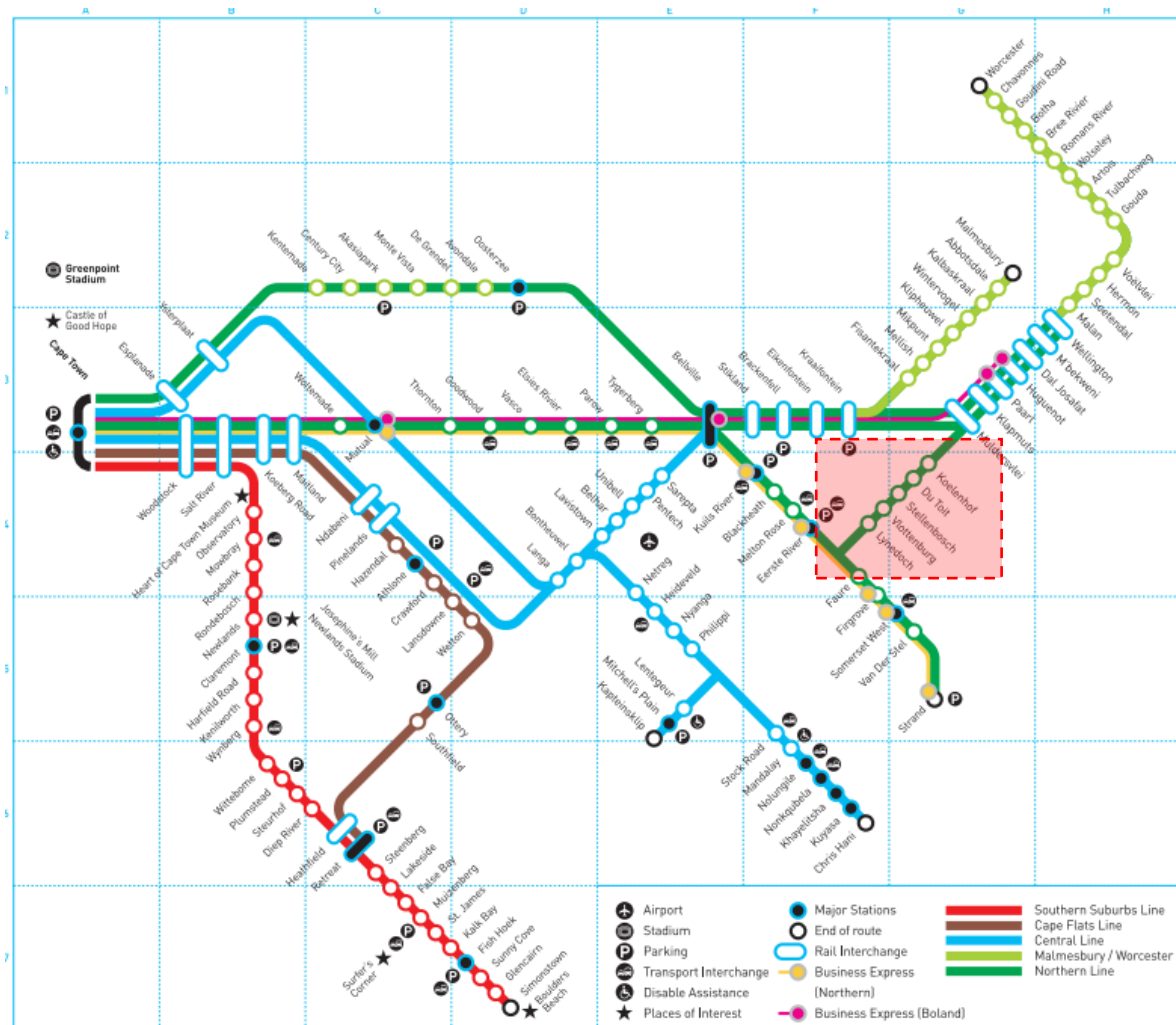


Figure 3.6: Map of Rail Lines in the Western Cape (Metrorail)

Table 3.16: Passenger Rail Fares¹¹¹¹ Metrorail, 2015

Station	km Zone	Single		Week		Month	
		Metro Plus	Metro	Metro Plus	Metro	Metro Plus	Metro
Lynedoch	30/40	R15.50	R 9.50	R 127	R 61	R 394	R 184
Vlottenburg	41 - 135	R 18.50	R 12	R 152	R78	R 471	R 239
Stellenbosch	41 - 135	R 18.50	R 12	R 152	R78	R 471	R 239
Du Toit	41 - 135	R 18.50	R 12	R 152	R78	R 471	R 239
Koelenhof	41 - 135	R 18.50	R 12	R 152	R78	R 471	R 239
Muldersvlei	41 - 135	R 18.50	R 12	R 152	R78	R 471	R 239
Klapmuts	41 - 135	R 18.50	R 12	R 152	R78	R 471	R 239

The current fares for the rail stations within the Municipal area are shown in Table 3.17.

The tariffs for these services are based on the Km zone pricing for travelling distances between 136 km and 200 km. Therefore the ticket pricing (at January 2015) was R22.50 for a single ticket and R567 for a monthly ticket travelling in Metro Plus coaches and R17 for a single ticket and R344 for a monthly ticket travelling in Metro coaches. All the railway stations, with the exception of Lynedoch, fall within the 41 – 135 km zone with a fare rate range of between R12 (MetroPlus) for a single ticket and R471 (Metro) for a monthly ticket.

The 2007 and 2012 rail passenger census done by PRASA covered a number of stations in the Drakenstein area. Boarding and alighting passenger counts were obtained per train for a typical weekday which was either a Tuesday, Wednesday or Thursday.

Table 3.17 indicates the number of passengers boarding and alighting at the surveyed Stellenbosch Municipality stations during a weekday in 2007 and 2012. The most noticeable change is at the Klapmuts station, with a reduction of 13% between 2007 and 2012. Vlottenburg, Koelenhoff, Muldersvlei and Du Toit show small increase in passengers. However this data is quite dated and there is an understanding that there has been a significant decline in Rail usage over the past few years. This decline has been due to poor service and declining rolling stock and infrastructure. This modal shift has largely been to MBT. According to the 2012 rail census the passenger rail service lines of Muldersvlei to Cape Town via Stellenbosch and Woodstock and Worcester to Cape Town via Wellington and Monte Vista had 1 train set consisting of 4-metro Plus and 4-metro coaches (5M2A train type). The capacity of the train set is approximately 557 persons standing and 212 persons seated. The passenger capacity during the 06:00 – 07:00 peak hour is approximately 2 228 persons standing and 848 seated (i.e. a total of 3 076 persons in the peak hour in both directions). The service operates once in the morning peak hour.

Table 3.17: Rail Passenger Volumes In Stellenbosch Municipality¹²

¹² Rail Census 2007 and 2012

Comparision Between Rail Passengers Boarding And Alighting For 24 Hour Period (Both Directions)					
Station	Boarding		Alighting		% Difference 2007 to 2012
	2007	2012	2007	2012	
Klapmuts	1692	1468	1646	1426	-13.3%
Muldersvlei	3919	3713	3213	3722	4.2%
Koelenhof	651	686	576	614	5.9%
Du Toit	2808	2863	2589	2695	3.0%
Stellenbosch	2209	2471	2553	2286	-0.1%
Vlottenburg	448	482	505	544	7.7%
Lynedoch	653	624	793	811	-0.8%

3.9 Long-distance and Cross-Border Transport

There are three long distance commercial bus services that travel through Stellenbosch Municipality namely:

- Greyhound
- Translux
- Intercap

All these operators primarily travel on the national routes (N1, N2 and N3) between major cities such as Cape Town, Johannesburg, Pretoria, Port Elizabeth and Durban.

Greyhound operates between Cape Town, Johannesburg, Port Elizabeth and Durban via Bloemfontein. Translux operates between Cape Town, Durban, East London and Pretoria as shown in Figure 3.7.

The following destinations are available along these routes:

Cape Town, Bellville, Somerset West, Caledon, Riviersonderend, Swellendam, Heidelberg, Riversdale, Albertina, Mosselbay (Voorbaai), George (St Mark's Square), George (Sasol Garage), Wilderness, Sedgefield, Knysna, Plettenberg Bay, Storms River, Humansdorp, Jeffreys Bay, Port Elizabeth, Grahamstown (Kimberley Hall), Grahamstown (Frontier Hotel), Peddi, King Williams Town, East London, Kei Bridge, Butterworth, Umtata, Umtata (Office), Mount Frere, Kokstad (Shoprite), Kokstad (Wimpy), Port Shepstone and Durban.

Both routes depart Stellenbosch from a stop on Merriman Avenue under the Walkover Bridge (opposite the Student Centre called the Neelsie) twice a day at 19:45 for the Cape Town – Port Elizabeth – Durban route and at 08:50 for the Durban – Port Elizabeth – Cape Town route.

The Translux bus currently operates along four routes through Stellenbosch which depart from the Stellenbosch Station. See Figure 3.7 showing Translux destinations.

Intercap operates from Cape Town on routes throughout South Africa and to neighbouring countries as shown in Figure 3.8.

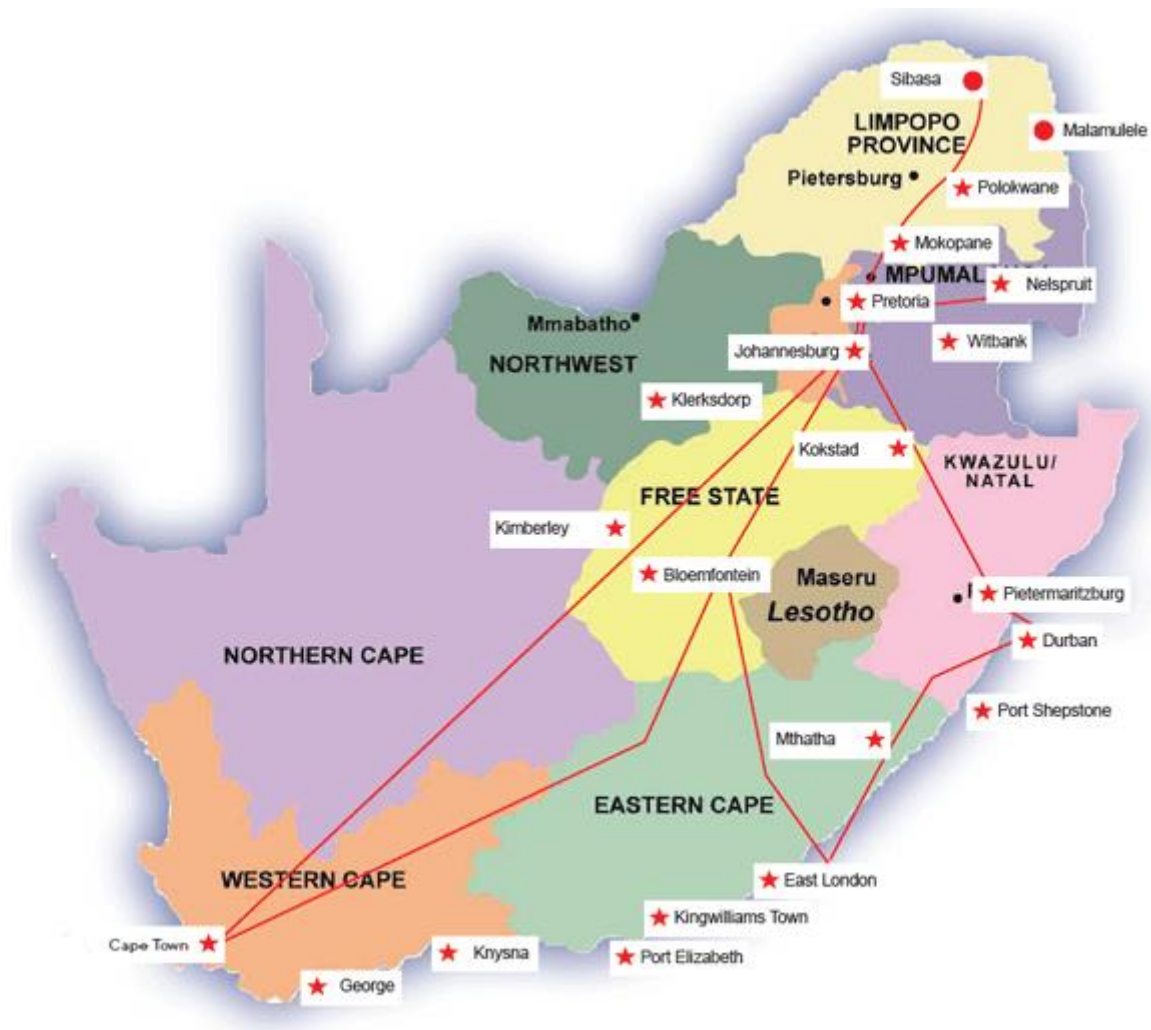


Figure 3.7: Translux Bus Route Map



Figure 3.8: Intercape Route Map

3.10 Non-Motorised Transport

NMT includes all forms of movement that do not rely on an engine or motor for movement. This includes but is not limited to, walking, cycling and animal-drawn vehicles and wheelchairs¹³. Walking and cycling are the more common forms of NMT usage in Stellenbosch and this is reflected in the municipal NMT Masterplan of 2020. People with ‘special categories of need’ also need to be considered¹⁴. Figure 3.9 schematically depicts the definition of NMT.

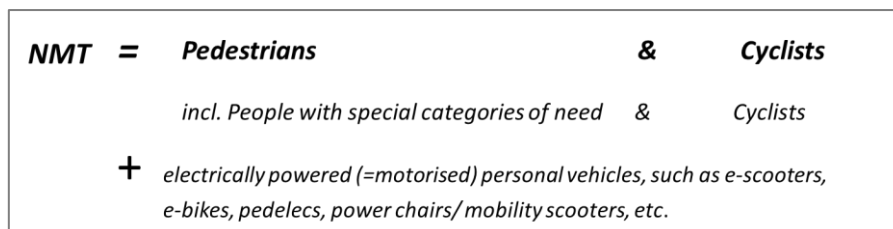


Figure 3.9: Definition of NMT

Stellenbosch is a town characterised by a walkable CBD, a very attractive environment, and relatively short travel distances between surrounding residential areas (Kayamandi, Cloetesville and Idasvalley). The location of the US within the CBD with students walking primarily between venues, also adds the demand for various forms of NMT within the town. Sidewalks make up 80% of the existing Non-Motorised Transport (NMT) infrastructure in SM. There are approximately 120km of sidewalks and 30km of cycle infrastructure. Of that, more than half is located in Stellenbosch town and surrounds. Refer to Figure 3.10 and Figure 3.11.

Table 3.18: Extent of NMT Network

	Whole Stellenbosch Municipality	Stellenbosch Town (incl. Khayamandi, Jamestown)
	Length (km)	Length (km)
Existing Sidewalk	119	76
Existing Cycle Class 1	2	1
Existing Cycle Class 2	22	9
Existing Cycle Class 3	5	5
Total (km)	148	91

Note:

1) Cycle Class 1 is located outside of the road reserve and shared by pedestrians and cyclists.

2) Cycle Class 2 is located within the road reserve but separated from the roadway by level difference/kerb. Within SM Class 2 facilities are shared by pedestrians and cyclists.

3) Cycle Class 3 is a bicycle lane that forms part of the street or the carriageway and is marked accordingly.

4) Cycle Class 3 refers to centreline length.

¹³ DoT, NMT Facility Guidelines, 2015.

¹⁴ National Land Transport Act, 2009.

The majority of NMT infrastructure investment has taken place in the town of Stellenbosch with limited facilities available in the suburbs located on the outskirts of the town (specifically in and around Khayamandi). The CBD is fairly pedestrian-friendly with wide sidewalks along most routes, but walking and cycling is not safe with the ever-increasing traffic and parking in the CBD and the old street infrastructure with no dropped kerbs are not suitable for people in wheelchairs, people using trolleys/prams, skateboarders and cyclists. Figure 3.12 highlights the lack of bicycle infrastructure.

Roughly 30% of all roads in the whole municipal area have sidewalks at least on one side of the road. The majority of bicycle infrastructure is provided as shared facilities with pedestrians (approximately 75% are Class 2 Facilities). In most cases however, the sidewalks and cycle facilities are too narrow for the observed NMT volumes and lack continuity (its condition and connectivity). Figure 3.10 indicates the reasonably well coverage of sidewalk infrastructure in Pniel and Kylemore but also highlights missing links. For example, the connection from the local settlements of Wemmershoek and La Motte to the main road (R45) needs to be provided.



Figure 3.10: Existing sidewalk infrastructure in Stellenbosch with cycle facilities (green)



Figure 3.11: Existing sidewalk facilities in Kylemore/Pniel/ Franschoek and existing cycle facilities (green)

3.11 Health Transport Services

The provision of health transport services is a provincial function and provided by HealthNET (Health non-emergency Transport) provides for non-emergency patients between home and facilities, or between multiple facilities. Patients are booked using an online system that ensures that seats are allocated equitably and no patients can be overbooked. Bookings can only be made through the provincial health care facility (hospital/clinic) and patients receive a reference number and data of collection. There are 90 HealthNET vehicles operating in the Western Cape.

Table 3.19: List of Healthcare Facilities and Locations in Stellenbosch Municipality

No.	Healthcare Facility Name	Location/Address
1.	Aan-het-Pad Clinic	6851 Long Street, Cloetesville, 7600
2.	Cloetesville CDC	c/o Bell and Tennant Street, Cloetesville, 7600
3.	Devon Valley Mobile 1	Helshoogte Road, Idas Valley, 7600
4.	Dirkie Uys Street Satellite Clinic	Dirkie Uys Street, Franschoek, 7690
5.	Don and Pat Bilton Clinic	5 Pajora Way, Jamestown, 7600
6.	Franschhoek Mobile 1	Dirkie Uys Street, Franschoek, 7690
7.	Groendal Clinic	1 Stiebeuel Straat, Franschoek, 7690
8.	Groot Drakenstein Mobile 1	19 Skoolstraat, Kylemore, 7680
9.	Idas Valley Clinic	Helshoogte Road, Idas Valley, 7600
10.	Kayamandi Clinic	56 Bassi Street, Kayamandi, Stellenbosch, 7600
11.	Klapmuts Clinic	342 Merchant Street, Klapmuts, 7600
12.	Koelenhof Mobile 1	6852 Long Street, Cloetesville, 7600
13.	Kylemore Clinic	19 Skoolstraat, Kylemore, 7680
14.	Simondium Clinci	Watergat Road, Simondium, 7670
15.	Simondium Mobile Clinic	Watergat Road, Simondium, 7670
16.	Stellenbosch Hospital	80 Merriman Street, Stellenbosch, 7600

3.12 Institutional and Organisational Structure of Public Transport Industry

MBT are the main mode of public transport in Stellenbosch. MBTs are structured into taxi associations. There are 3 taxi associations that are active in SM which include:

1. Stellenbosch Taxi Association
2. Franschhoek Taxi Association
3. Kayamandi Taxi Association

There are also a few scheduled bus services in SM. These are operated by Golden Arrow Bus Services (GABS) in terms of an operating contract with the Western Cape Government.

The passenger rail service is operated by Metrorail a division of PRASA.

Although SM does not have direct control over these management entities, it is important for them to foster good relationships with transparent and regular liaison.

3.13 Roads and Traffic

Stellenbosch is strategically located within the Western Cape Region and operates closely with neighbouring municipalities particularly the Cities of Drakenstein and Cape Town. The Western Cape Provincial Government in their spatial planning has recognised the region as a functional area (see Spatial Development Framework section). This regional functioning relies on key higher order network of roads to support the demand for access between towns within the functioning region. Stellenbosch is strategically located within this functional area.

3.14 Major Network of Roads

Table 3.20 shows the kilometre extent of the road network in SM by functional class. SM contains a total of 312km road network. The highest are 160.1km (51%) of access and 52.9km (16.9%) of collector roads in Stellenbosch. Franschhoek (32.2 km) and Klapmuts (20.8 km) has the next largest extent of road network.

Table 3.20: Kilometers of SM Road Network by Functional Class

Town	Arterial	Distributor	Collector	Access	Total
Devonvale	0.0	0.0	0.0	7.8	7.8
Franschhoek	0.0	0.0	2.9	29.3	32.2
Klapmuts	0.0	0.0	0.0	20.8	20.8
Kylemore	0.0	0.0	0.7	6.0	6.7
La Motte	0.0	0.0	0.0	4.6	4.6
Lanquedoc	0.0	0.0	1.6	7.1	8.7
Meerlust	0.0	0.0	0.0	1.0	1.0
Pniel	0.0	0.0	0.0	10.6	10.6
Raithby	0.0	0.0	0.0	2.8	2.8
Stellenbosch	4.0	0.0	52.9	160.1	217.0
TOTAL	4.0	0.0	58.1	250.4	312.5

The road network of Stellenbosch Municipality is shown in Figure 3.12. The major roads include the R44, the R304 and the M12 and are the main north-south structuring connectors. Stellenbosch is located strategically within the regional road networks considered in the region. The R45-R43-R62 route provide connectivity between the Saldanha Industrial Development Zone and the N2 via Worcester and the R46-R62 also provides connectivity for movement to and from the northern areas of the Western Cape along the N7 towards the N2. These routes provide a connection between the N1 and the N2 across the CWDM area on the eastern side of the Drakenstein Mountain ranges.

The only other routes providing a connection between the N1 and the N2 on the western side of the Drakenstein Mountain would be the R300 within the municipal boundary of the City of Cape Town (COCT), as well as the R44, providing a connection between the N7 in Malmesbury, with the N1 and the N2. As there is a significant distance between the R45-R43-R62 route and the R300-route, also separated by the Drakenstein Mountain, the N7-R44 route is very desirable for travel west of the

Drakenstein Mountains. This R44 route continues through Stellenbosch and makes Stellenbosch a strategic nexus from a regional perspective.

These provide linkages to Paarl in the north and Somerset West/Khayelitsha in the south. The R310 also provides an internal east-west connection to Kylemore and Pniel. Franschhoek is connected to Paarl via the R45 and R301.

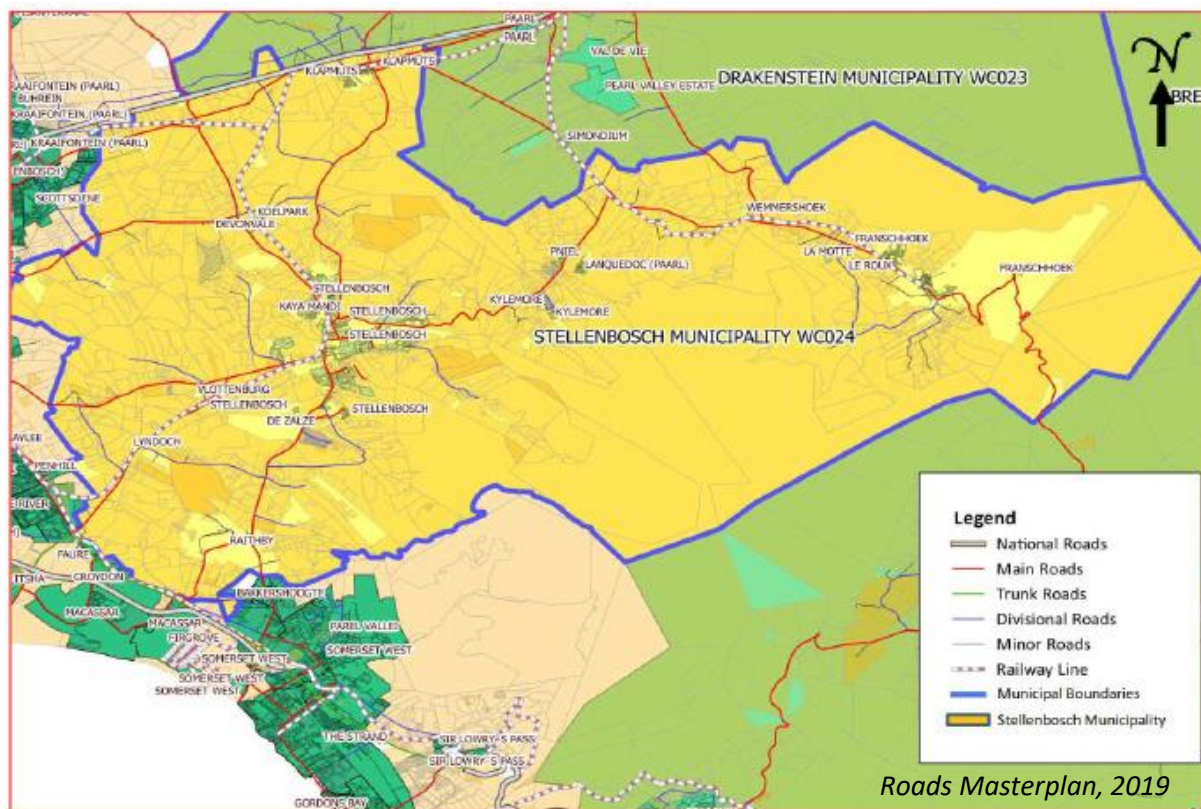


Figure 3.12: Network of Roads in Stellenbosch Municipality

The R44 is a provincially proclaimed main road (MR27) which extends from Wellington in the north in Drakenstein Municipality, continues through Agter-Paarl, intersects with the N1 just north of Klapmuts, continues through Stellenbosch and Somerset-West to Kleinmond in the Overberg District Municipality.

MR27 is a class 2 primary distributor for its entire length. It is also a single carriage road for most of its length with the exception of the sections in Agter-Paarl, Stellenbosch, between Cloeteville and Somerset West. It has 2 lanes per travel directions with shoulders.

The R304 is a provincially proclaimed main road (MR174) which extends from the R27 close to the Atlantis, Cape Town, runs along the back of Durbanville, crosses the N1 and continues past Kayamandi, into Stellenbosch where it terminates in Bird Street. MR174 is a class 2 primary distributor. It is a single carriageway road for most of its length and traffic control varies between signalised intersections and priority-controlled intersections.

The M12 (also known as Polkadraai Road) is a provincially proclaimed main road (MR177) which extends from the Parklands area in Cape Town, crosses the N1 in the Platteklouf area, extends eastwards into Stellenbosch where it terminates in Stellenbosch.

MR177 is a class 1 expressway for the section between Stellenbosch and to just north of the N1. Thereafter, it is a class 2 primary distributor. The section between Stellenbosch and the N1 is a dual carriageway road for all of its length and traffic control varies between signalised intersections and priority-controlled intersections.

At a more local perspective, Stellenbosch is located at the nexus of the R44 and the R304 (2 important corridors) also contributing to the extent of through traffic traveling through the town. It is also connected to the M12 providing a regional connection with the City of Cape Town. All of this traffic along the regional routes travelling through the town is concentrated along the section of Adam Tas Street.

Stellenbosch has also become a desirable location for business choosing to locate outside the City of Cape Town. In addition, residential properties in Stellenbosch have become extremely expensive with the result that employees working in Stellenbosch cannot afford to live in Stellenbosch and are settling in the surrounding residential suburbs and towns of Paarl, Kuils River and Somerset-West in Cape Town. This has also contributed to the increase in travel to and from Stellenbosch.

The University of Stellenbosch (US) plays a key role for the town of Stellenbosch with a steady growth over the years in the student and employee population. The university is thus a significant attractor and generator of transport trips within Stellenbosch.

3.15 Traffic Volumes and Growth Rates

The town of Stellenbosch has the highest number of attractors in the municipality and thus traffic volumes to and from town are much higher than elsewhere in the SM. It is estimated that a total net number of 18,000 persons are entering the CBD during the weekday AM peak. Based on surveyed data, the vehicle split is 93% Light vehicles: 3.7% MBTs:0.2% Bus: 3.1% Heavy Vehicles.

Table 3.21 shows the inbound and outbound traffic volume for the weekday morning peak hour for some of the major links into the CBD area. Based on the data shown in the table Traffic volumes are increasing on all the major link roads, in and out of the CBD. The nexus where all these routes congregate is along Adam Tas Road between the intersection with the R44 and R304. This section is heavily congested during the peak periods with long queues being experienced spilling back into upstream intersections. Where intersections are operating near or at capacity, the result is an increase in the length of the peak period, and increased delays and queues.

- The R44 conveys the highest vehicle volumes during the AM peak period with approximately 2,229 vph
- travelling northbound from Somerset West and Strand to the Stellenbosch CBD (June 2018 volumes). This has increased approximately 4.5% to 2336 vph (March 2019).
- Inbound volumes along the R44 (south of Technopark) has increased by approximately 13% from 2012 to 2019 to 3167 vph. Long queues and delays are experienced on the R44 during the weekday AM peak.
- The R44 conveys approximately 1,586 vph travelling southbound to the Stellenbosch CBD from Welgevonden and further north. This has increased substantially from the 1,344 vph counted in June 2018.

- The R310 (Adam Tas) has approximately 2,161 vph travelling eastbound to the Stellenbosch CBD during the AM peak period, and 1,233 vph westbound towards Cape Town.
- The R310 (Helshoogte) conveys approximately 652 vph travelling westbound to the Stellenbosch CBD during the AM peak period.
- The R304 conveys approximately 1,183 vph travelling southbound to the Stellenbosch CBD from north of Kyamandi.

Table 3.21: Inbound and Outbound Traffic Volumes (Weekday AM Peak Hour)

Road	2012		2018		2019	
	in	out	in	out	in	out
R44 (opposite Paradyskloof)	2468	1372			2286	1849
R44 (south of Technopark)	2794	782			3167	1157
R44 /Van Reede (north of Technopark)			2229	1896	2336	1949
R310 (west of R44)	665	491			1465	1045
R310 (before Polkadraai)	665	491				
R310 (Devon Valley Road inter.)	1725	1463				
R310 (at Dorp Street)			1984	1200	2161	1233
R304 (north of Kayamandi)	1266	429				
R304 (at George Blake Rd)			1183	674		
R44 (north of Helshoogte)	1447	479				
R44 (at Helshoogte)			1344	695	1586	742
R310 Helshoogte (east of Cluver)	530	258				
R310 Helshoogte (at La Colline Road)			508	792	652	1244
Jonkershoek Road (east of Omega Road)	139	147				

Source: Surveyed Traffic in Roads Master Plan, 2019

Figure 3.13 shows the percentage of traffic originating from the various access routes into the town. A high proportion of the traffic on all links i.e. R44 (north) - 47%, R304 -83%, M12- 61%, R44 (south) - 42% and R310 – 49% are bound for Stellenbosch CBD. Figure 3.14 shows the origin of traffic between 06:00 and 09:00 destined for the Stellenbosch CBD and shows that a large number of trips originate in surrounding neighbourhoods as well as Franschhoek, Somerset West and Bellville. This places a large amount of pressure on Adam Tas/R44 segment since it is the main link providing access from north, south and westbound traffic on both inbound and outbound directions.

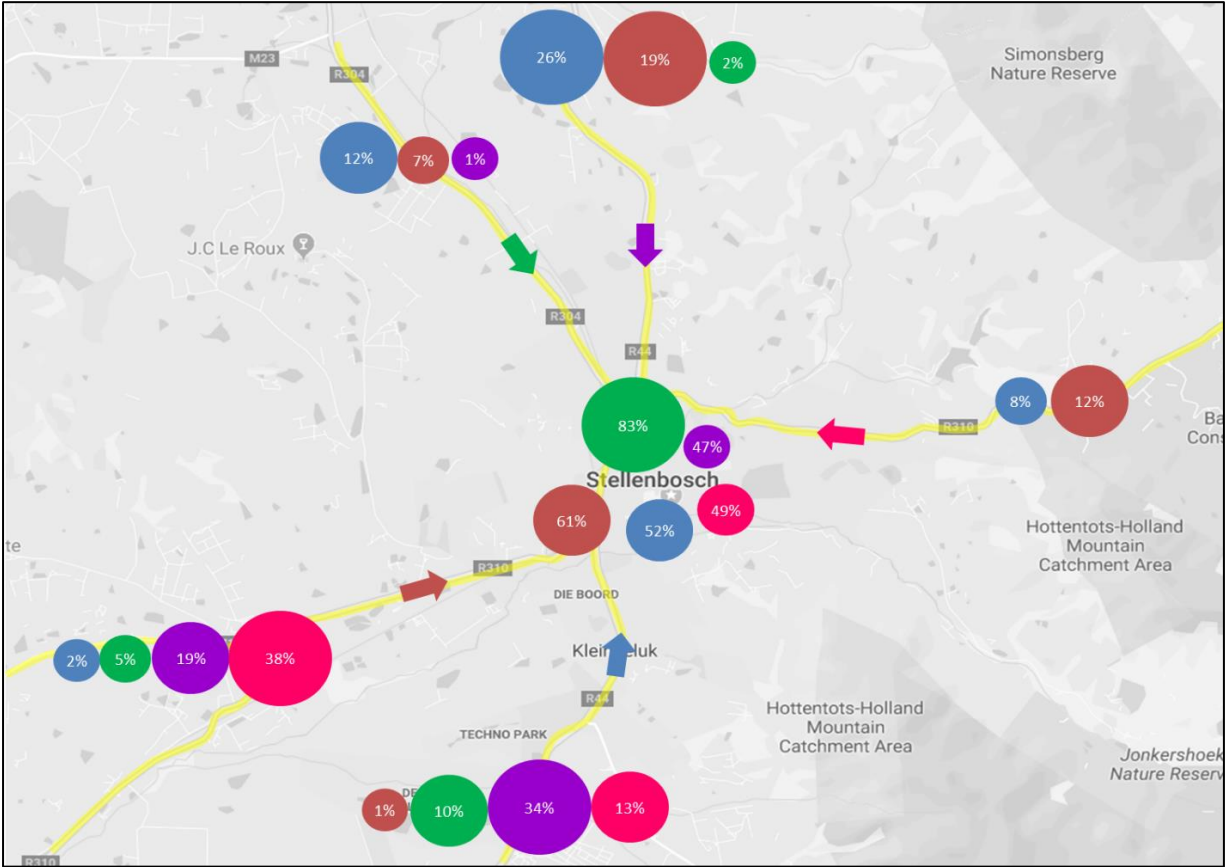


Figure 3.13: Traffic Patterns

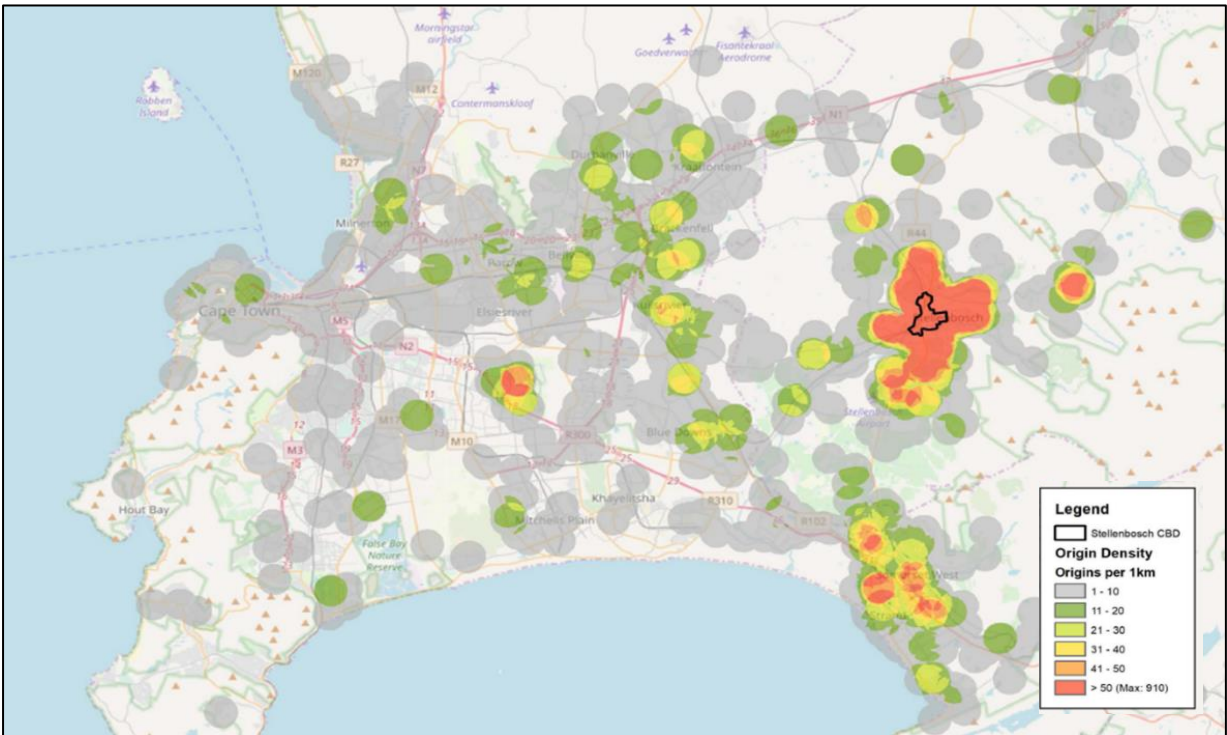


Figure 3.14: Origins to Stellenbosch CBD between 06:00 – 09:00

3.16 Parking

In recent years the demand for parking in Stellenbosch particularly within the CBD has been a growing concern due to:

- Influx of US students traveling with private transport
- General increase in car travel resulting in an increased demand for parking
- Increased development within the CBD with limited parking has also put significant pressure on available on-street parking; increased demand for parking, but the supply thereof has not increased as well

Paid parking within certain areas and the resulting increases in the parking tariffs have resulted in an increased demand for parking in areas on the outskirts of the town.

The area bounded by Adam Tas, Banhoek, Marais and Suidwal in the CBD has 9 229 parking bays of which 7 256 bays are off-street. In addition, of this total there is almost a 50/50 split between private and public parking and 29% of the public parking is paid parking.

3.17 Pavement Assessment

Table 3.22 summarises the extent of the road network in SM by type of road such as paved, gravel, etc. There is a total of 312.5 km of road, 288.5km (92%) are flexible paved roads and 11.1 km (3.5%) are gravel roads.

Table 3.22: Extent of Stellenbosch Municipality Road Network by Type¹⁵

Type of Road	Extent (km)	%
Paved (Dual carriageway)	5.5 km	1.76%
Paved (flexible)	288.5 km	92.35%
Paved (block)	6.0 km	1.92%
Paved (concrete)	0.1 km	0.03%
Roundabouts	1.1 km	0.35%
Gravel	11.1 km	3.55%
Earth	0.1 km	0.03%
Total	312.5 km	1.76%

Table 3.23 summarises the results of the latest SM Road Asset Management Plan, dated April 2019 as sourced from the Roads Master Plan. The majority of the roads in SM are in category 1-very good or category 2- good. Franchhoek, Pniel, Raithby and Stellenbosch have a small portion (total of 1.3km) of their roads in very poor condition.

¹⁵ Stellenbosch Municipality Roads Master Plan, 2019

Table 3.23: General Road Condition for Stellenbosch Municipality

Town	(1)	(2)	(3)	(4)	(5)	TOTAL
	Very Good	Good	Fair	Poor	Very Poor	
Devonvale	3.4	0.2	3.6	0.6	0.0	7.8
Franchhoek	20.7	8.3	2.3	0.5	0.4	32.2
Klapmuts	14.8	3.2	1.7	1.1	0.0	20.8
Kylemore	3.4	2.2	0.8	0.4	0.0	6.8
La Motte	1.9	0.1	2.0	0.6	0.0	4.6
Lanquedoc	6.1	0.9	1.0	0.7	0.0	8.7
Meerlust	0.0	0.8	0.2	0.0	0.0	1.0
Pniel	7.6	1.4	0.5	0.9	0.2	10.6
Raithby	1.2	1.0	0.4	0.0	0.2	2.8
Stellenbosch	118.7	86.3	10.6	0.9	0.5	217
TOTAL	177.8	104.2	23.2	5.8	1.3	312.3

3.18 Current Person Trips

Table 3.24 shows the current trips as sourced from the latest Roads Master Plan for Stellenbosch Municipality. It is assumed that on average there are 1.08 workers per high income and 1.12 workers per low income household group. It shows 2018 trips to be approximately 26 500 split 54:46 low to high income groups.

Table 3.24: Project Trips¹⁶

Scenario	Income Group	Households (%)	Average Workers Per Household	Person Trips (%)
2018	Higher Income	11 173 (46%)	1.08	12 085 (45%)
	Lower Income	12 969 (54%)	1.12	14 464 (55%)
	2018 TOTAL	24 142		26 549

Figure 3.15 on the following page is a depiction from the base 2018 Transport Model and shows existing traffic volumes on the various road network links in the town of Stellenbosch. The north-south (R44) and east west (M12) links into town have the highest traffic volumes.

¹⁶ Stellenbosch municipality, Stellenbosch municipality Roads Master Plan 2018 Update, August 2019



Figure 3.15: 2018 Weekday AM Peak Traffic Volumes Modelled

3.19 Freight Transport

Figure 3.16 shows the heavy vehicle volumes¹⁷ on these major roads. During the number plate survey that was undertaken for Stellenbosch Municipality, the heavy vehicles were surveyed during the PM peak period – 3PM to 6PM. This provides a limited snap-shot of the heavy vehicle operational hours.

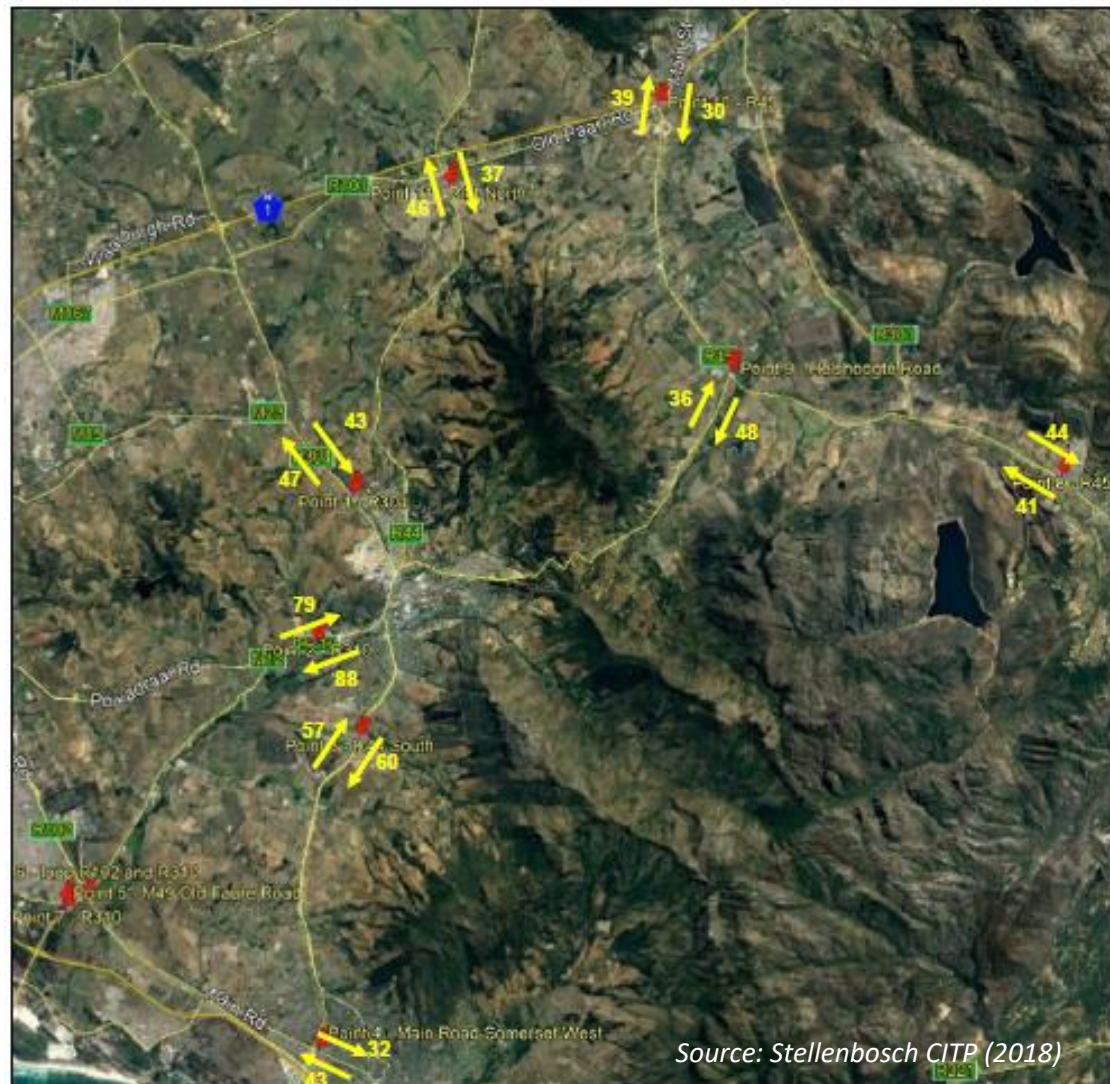


Figure 3.16: Heavy Vehicle Volumes Sourced from Number Plate Survey

Freight routes shown entering the Stellenbosch Municipal Area from Cape Town are Bottellary Road (the M23) and Polkadraai Road (the M12). The R44 from north and south of Stellenbosch, the R304 and the R310 west and east, the R101 and the R45 and the R301 in the Franschhoek Valley also carry significant volumes of freight to/from areas within Stellenbosch Municipality.

¹⁷ Freight Volumes as sourced from number plate survey contained in Stellenbosch CIP, 2018

The Freight Strategy¹⁸ of the CWDM reported on the location of wine cellars and other agriprocessing plants, as well as the location of industry in the Stellenbosch area, and has concluded that the main routes that connect Stellenbosch to Somerset West (the R44), Kuils River (R310), Klapmuts (R44), Brackenfell (R304) and Franschhoek (R310), as well as R45 between Franschhoek and Paarl, carry a significant amount of freight. In addition secondary routes that provide access to farming areas off these routes also carry freight in the form of inputs into agri-processing (e.g. delivery of bottles) and distribution of the finished product (e.g. delivery of wine to the Cape Town Harbour for export). These roads in particular are impacted by the heavy vehicles that use them i.e. the Stellenbosch link to Parow (where distribution centres are located) via M12 (Stellenbosch Arterial).

Heavy vehicles do impact the already congested access roads through Stellenbosch particularly to access local industrial areas.

Deliveries to businesses in the Stellenbosch CBD have been noted as being particularly problematic during peak travel times

3.20 Financial Information

3.21 Capital Budgets

Adequate funding to realise transport projects listed in the ITP is always a concern. Typically the lack of progress on transport projects listed in the previous ITPs can be specifically attributed to this factor.

The extent of past, current and next three financial years future transport budgets has been summarised in the table below for SM. Transport is a sub-sector of Infrastructure Services and thus the table is an extract on of the budgets for transport.

Table 3.25: Capital budgets for roads and transport projects

Municipality	Annual Transport Budget (million Rands)			TOTAL MTEF
	2020/21	2021/2022	2022/2023	
Transport	52.4	40.09 (10%)	34.9 (8%)	127.39
Infrastructure Services	317.26	359.72 (87%)	346.28 (81%)	1023.26
Total Municipal Budget	369.66	413.1	425.9	1150.65

Source: SM 2020

¹⁸ Cape Winelands District Municipality, Cape Winelands District Freight Strategy, Final Report, prepared by Gibb, 20 February 2012

3.22 Funding Sources

Availability of funding to implement the prioritised projects is limited. While the various transport projects compete against each other for funding, they also compete with other essential services such as water, housing, health, etc. The main existing sources of capital funding are as follows:

- Capital replacement reserves
- Provincial grants
- National grants
- External loans
- Other

These are further discussed hereafter.

Capital Replacement Reserves

Internally generated funds are funds generated from services or other initiatives within the LM. The distribution of this funding to transport related projects is limited by the competing needs of transport with other essential services such as water and sanitation, housing and electricity.

Direct or indirect National and Provincial grants

The LM sources between 15 and 20 % of its budget from this category, 39% from conditional grants from national departments and 17 % via the provinces. Direct funding from the transferring authority (National or Provincial Departments) is allocated directly to the municipality. The transferring authority determines the conditions that apply.

- Allocation criteria – mathematical formula that is “need-based” (operating cost of a municipality to deliver basic needs to households)
- Minimal process conditions – basic financial governance and governance (budget and financial report).
- Funding windows – portions of the grant that are each intended for different funding purposes and/or uses a different set of allocation criteria {suggesting funding priorities to LMs – nodes identified in local Integrated Sustainable Rural Development Programme (ISRDP) and Urban Renewal Programme(URP)}
- In accordance with the Division of Revenue Act (reviewed annually)

Indirect funding is allocated via an intermediate management body (Provincial Department) with discretionary powers to allocate funds. It can also happen via the Development Bank of SA (DBSA) through in-kind grants i.e. funding controlled by National Treasury. National Treasury has contracted the DBSA to purchase financial management services that are supplied to LMs in kind. The intermediate authority decides whether to transfer the grant in cash or kind. The intermediate authority disburses the funds in terms of intervention programmes, which they are required to develop in order to access national grants.

- National Treasury: DORA (Division of Revenue Act) Allocations
- The National Department of Transport: Public Transport Infrastructure Fund: The Public Transport Infrastructure fund, established by the National Treasury for administration by the

National Department of Transport, was created to provide a dedicated fund for ensuring the delivery of an improved public transport and non-motorised transport system.

- Special Municipal Innovation Funds (SMIF) and Integrated Urban Development Grant (IUDG): The IUDG gives effect to providing a funding mechanism to support municipal infrastructure.
- The IUDG is an infrastructure transfer mechanism geared to making the system of transfers to LMs simpler, more certain and direct. Its conditions are more flexible, designed to support the capital budgets of LMs, and to facilitate integrated development planning.
- The IUDG will not fund specific projects, but is designed to complement the capital budgets of LMs (similar to the provincial infrastructure grant). Reporting on spending will therefore be on the entire capital budget of LMs, which also has to ensure that there are sufficient operational budgets in the future to fund such capital expenditure. Individual national line departments will continue to lead the monitoring and support of implementation in their specific functions and priorities.

The IUDG has been set up to merge the following funding programmes in a phased manner:

- Consolidated Municipal Infrastructure Programme, in support of internal bulk, connector infrastructure and community facilities to poor households
 - Community based Expanded Public Works Programme, in support of the creation of community assets in rural, historically disadvantaged communities
 - Local Economic Development Fund, in support of planning, and implementation of job creation and poverty alleviation
- Neighbourhood Development Partnership Grant's¹⁹ (NDPG) website states that this grant is a conditional grant to municipalities through DORA. It is planned to allocate an amount of R10bn over a ten year period for about 100 initiatives. The NDPG is driven by the notion that public investment and funding can be used creatively to attract private and community investment to unlock the social and economic potential within neglected townships and neighbourhoods and that this in turn will contribute to South Africa's macro-economic performance and improve quality of life among its citizens.

Provincial Grants

- The Provincial Department of Transport and Public Works Allocations: Transfer payments from the PGWC can be made to the LM to maintain the proclaimed LM main roads. Budget allocations are based on the PGWC PMS and a priority listing. LMs need to provide 20% of the funds while PGWC subsidises the remaining 80%. All information about funding categories, timeframes and procedures on this subject is contained in "Guidelines for the allocation of funding and the execution of projects in terms of proclaimed LM roads", a downloadable document from the provincial roads website at <http://rnis.wcape.gov.za>.

External Loans/Borrowing

LMs can acquire loans to fund high-priority projects through various means which are further discussed hereafter.

Capital transfers recognised

The single most important source of local government transfers is the Equitable Share (Local Government's share of the revenue raised by the National Government) designed to help LMs cover operational costs of providing basic services to poor households. The LMs sources about 44 % of its budget from unconditional funding (Local Government equitable share).

Public development contributions and donations

Donor funding has a variety of objectives:

- Crime prevention
- Community participation
- Policy support programmes
- Strengthening local governance programmes

4 SPATIAL DEVELOPMENT FRAMEWORK

Transport systems and land use patterns are directly related and influence each other. The system of roads, public transport and other transport elements impact land use development, while the nature and distribution of land uses affect travel patterns and the location of transport infrastructure because it drives where people live and work.

The spatial development framework chapter summarises the existing land use patterns or spatial structure as well as provides an overview of the agreed spatial direction and growth as sourced from existing spatial policy frameworks. These Policy Frameworks offer the agreed direction for Stellenbosch's growth which offer a picture for how the demand for travel should be planned for by future transport systems for Stellenbosch.

4.1 Spatial Structure

Figure 4.1 was sourced from the latest SDF but the approved structure for Stellenbosch was previously contained in the 2013 SDF. SM is located between the two national routes i.e. N1 to the north and N2 to the south.

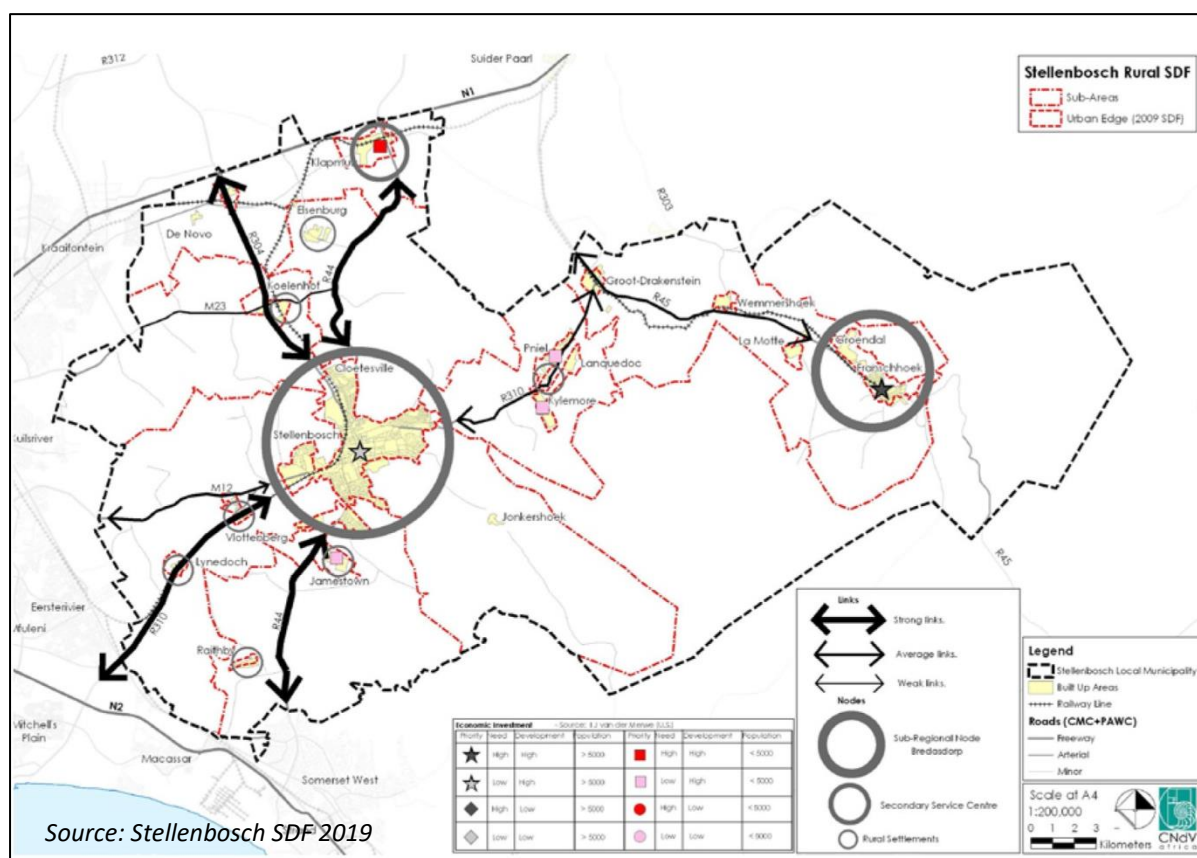


Figure 4.1: The 2013 Approved Stellenbosch SDF diagram illustrating hierarchy of settlements, linkages and investment priorities

Stellenbosch, Franschhoek and Klapmuts serve as being the main urban hubs or settlements. The town of Stellenbosch dominates as the largest urban area and acts as the administrative centre. The town is a historic university town and has been growing rapidly over the past few years.

The R44, R304 and R310 are the main north-south structuring connectors. These provide linkages to Paarl in the north and Somerset West/Khayelitsha in the south. The R310 also provides an internal east-west connection to Kylemore and Pniel. Franschhoek is connected to Paarl via the R45 and R301.

In addition to the larger settlements, there are also a number of smaller villages, including Jamestown, Pniel, Johannesdal, Lanquedoc, Lynedoch, and Raithby. Smaller nodes have emerged around agricultural service centres, for example, Koelenhof and Vlottenburg.

Stellenbosch operates closely with neighbouring municipalities particularly the Cities of Drakenstein and Cape Town. In fact the Western Cape Provincial Government in their spatial planning has recognised the region as a functional area. This Cape Town Functional Area includes The City of Cape Town, major towns within Cape Winelands, West Coast and Overberg District Municipalities as well. The implication of this functioning is across economic and social activity with a significant increase in demand for access between towns within the functioning region. This functional relationship means that there is a significant demand for travel between towns in SM and surrounding areas in the City of Cape Town (Bellville, Khayelitsha, Somerset West, Eersteriver, Kuilsriver), Drakenstein (Paarl, Wellington, Mbekweni), Breede Valley (Worcester, Ashton, Robertson), West Coast (Malmesbury) and

Overberg (Hermanus, Grabouw). According to the Western Cape SDF 2014, the rural economy is undergoing transformation as a result of both financial / economic factors and a policy thrust to diversify rural activity. Government support of rural entrepreneurs can be expected to increase travel on the existing links between the Cape Winelands and Cape Town, and between the Cape Winelands and inland destinations. A rural development corridor is identified linking Ceres, Worcester, Robertson and Swellendam, which has the potential to increase road-based transport in and out of the Cape Winelands. In the long term this is also likely to impact future public transport patterns and in particular inter-municipal routes. Stellenbosch is strategically located within this functional area.

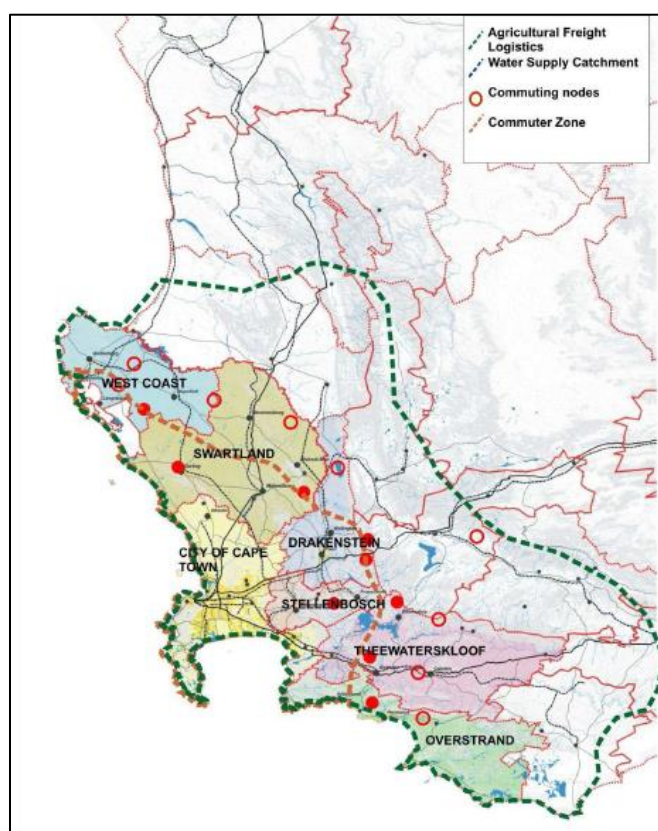


Figure 4.2: Cape Town Functional Area

4.2 Housing Projections and Proposed Development

According to the latest Spatial Development Framework (SDF) the towns of Stellenbosch and Klapmuts are envisioned for the largest focus of future development. The potential of Klapmuts for economic development and associated housing is deemed particularly significant since it is located along the metropolitan area's major freight route. Klapmuts is envisioned as a significant new regional economic node within the metropolitan area and a spatial target for developing a consolidated platform for export of processed agri-food products e.g. inland packaging and containerisation port.

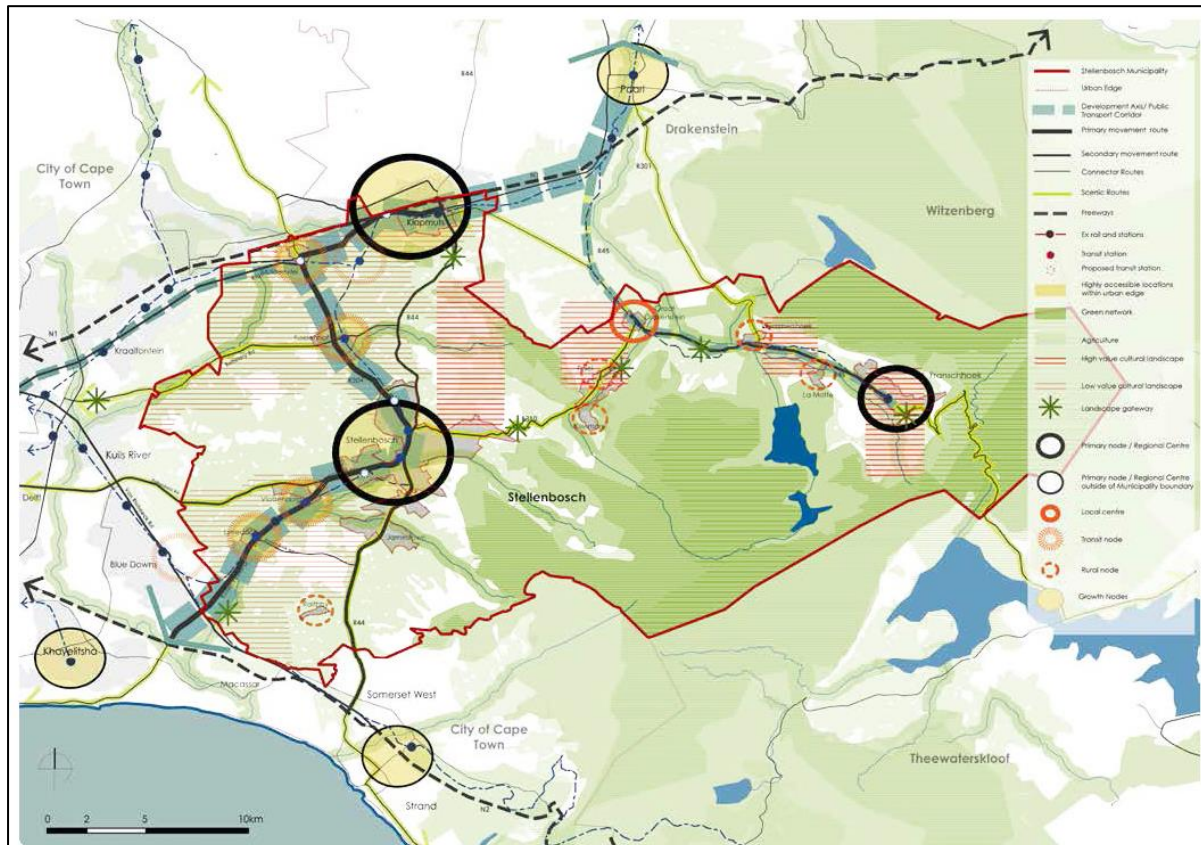


Figure 4.3: Concept of Growth Corridor along R304 and R310

Over the longer term, the Muldersvlei/ Koelenhof and Vlotenburg/ Lynedoch areas also have the potential to develop into more significant settlements. Over the longer term, these expanded settlements are foreseen to fulfill a role in containing the sprawl of Stellenbosch town which threatens valuable nature and agricultural areas. It is argued that the growth of the municipal area must be more sustainable and thus must be supported by more sustainable modes of transport and other integrated transport solutions, with a particular focus on public transport and non-motorised transport.

Table 4.1: Areas of Development and Proposals for Future Growth

Development Area	Proposals for Future Growth	Transport Proposals
Town of Stellenbosch	<ul style="list-style-type: none"> Residential opportunity for all groups Managed residential growth with inclusive higher density housing redevelopment opportunity along Adam Tas Corridor which stretches from the Droë Dyke and the Old Sawmill sites in the west along Adam Tas Road and the railway line, to Kayamandi, the R304, and Cloetesville in the north. Infill opportunities specifically in Cloetesville, Idas Valley, Stellenbosch Central, along the edges of Paradyskloof, and Jamestown. Housing in The Techno Park area. 	<ul style="list-style-type: none"> Provision of sustainable transport public transport and NMT Increased pedestrianisation Reduced private vehicles commuting
Klapmuts	<ul style="list-style-type: none"> Distell has relocated many of its operations in Klapmuts e.g. beverage production, bottling, warehousing and distribution facility on Paarl Farm 736/RE, located north of the N1 takes up 53ha of 200 site. The project proposal includes commercial and mixed-use development on the remainder of the site. Opportunities for Distell's suppliers and other business development to develop in the Klapmuts North area. Requires significant infrastructure and bulk services investment to unlock development potential. 	
Vlottenburg	<ul style="list-style-type: none"> 52 ha includes 375 single residential units, 90 townhouses, 343 walkup apartments, 97 mixed use flats/apartments, hotel school, medical centre, mixed use buildings, hotel and conference facility, education facilities (including a private school), sports fields and private open space. 	<ul style="list-style-type: none"> More frequent, flexible public transport service can be provided along the Baden Powell-Adam Tas corridor.

In order to understand the future demand for public transport travel from the various neighbourhoods or towns in the Stellenbosch Municipal Area, a table of proposed developments was sourced from the Planning Department. This table summarised the extent and location of the developable land, the proposed density, type of housing and the number of households projected by timeframe i.e. short (< 5 years), medium (10 years) and long-term (> 15 years). In an attempt to get a better handle of what these developments will mean for future public transport demand, the individual developments were grouped by town. In the case of Stellenbosch town which is more expansive, neighbourhood or areas were identified as shown in Figure 4.4 - Figure 4.8 below.

Table 4.2 and Table 4.3 summarises the number of housing units and the floor area respectively for each of these areas. There are approximately sixty thousand dwelling units projected over the next 20 years with close to fifteen thousand of that to be realised in the short term (< 5 years). Over the long-term the top areas identified within Kayamandi, the Stellenbosch CBD, Klapmuts and Franschhoek.

Table 4.2: Proposed Residential Housing Units by Project Timeframe

Neighbourhoods/Areas/Towns	Short < 5years	Medium 10 years	Long >15 years	Total
Cloetesville	376	507	1459	2342
Dalsig/Paradyskloof/Brandwag	481	353	1315	2149
Franschhoek	1392	1085	4279	6756
Idasvalley	383	355	110	848
Jamestown	1070	1070	1277	3417
Kayamandi		9488	2468	11956
Klapmuts	910	450	6672	8032
Koelenhof	804	21	2837	3662
Onderpapegaaiberg		322	185	507
Pniel	1171	1897	2241	5309
Raithby	1344	560	145	2049
Stellenbosch CBD	6379	2278	596	9253
Techno Park/Farmers Winery/Die Boord	604		3740	4344
Grand Total	14914	18386	27324	60624

Source: Stellenbosch Planning Department 2019

Figure 4.4: Map of Development Proposals Stellenbosch Municipality

Figure 4.5: Map of Development Proposals in the Town of Stellenbosch Grouped by Area

Figure 4.6: Map of Development Proposals in Klapmuts

Figure 4.7: Map of Development Proposals in Franchhoek

Figure 4.8: Map of Development Proposals in Pniel

Table 4.3 shows the list of industrial and commercial developments which act as trip attractors. There is a total of 900 thousand square metres of floor area over the long-term horizon. The main areas of growth in the short term is Klapmuts, Onderpapegaaiberg and Koelenhof.

Table 4.3: Proposed Floor Area (m²) for Industrial and Commercial Developments

Neighbourhoods/Areas/Towns	Short	Medium	Long	Total
Cloetesville				
Dalsig/Paradyskloof/Brandwag	15000			15000
Franschhoek	30900			30900
Idasvalley				
Jamestown				
Kayamandi				
Klapmuts	75100	68400	260300	403800
Koelenhof	75900	11200	43600	130700
Onderpapegaaiberg	77400			77400
Pniel		10800	84900	95700
Raithby			2800	2800
Stellenbosch CBD	46600			46600
Techno Park/Farmers Winery/Die Boord	33900	74800		108700
Total	354800	165200	391600	911600

4.3 Largescale Housing Projects

Various largescale housing projects as shown in Table 4.4 have been identified for future residential development which may be Mega projects (Mix-used developments), Upgrade of Informal Settlements (UISP), GAP market / FLISP subsidies, BNG Housing / subsidised housing (including backyarders), CRU/Social Housing or servicing of sites.

These housing projects could be rolled out over the next 3 financial years, however the implementation will be dependent on the Division of Revenue Act's (DORA) allocations provided to the municipality and many other factors such as the land-use application process, Environmental Impact Assessments, etc. The development areas will require internal local road networks with connectivity to the higher order local roads, NMT and public transport accessibility.

Table 4.4: List of Largescale Housing Developments

Area	Nature/Description of the Future Development
Kayamandi northern extension	Approximately 86ha of developable land. Potential of +/- 6 000 residential opportunities of various housing typologies
Jamestown Phase 2 & Phase 3	Potential of +/- 400 housing opportunities. BNG, lower GAP-housing, high density units and serviced sites
Jamestown Phase 4	No development rights for this portion has been applied for. Possible opportunities will be a combination of lower GAP-housing, bonded houses (higher GAP-housing) and upmarket developments

Area	Nature/Description of the Future Development
Botmaskop	Approximately 98ha (portion of Erf 3363 and a portion of Erf 3393) and combined sites of \pm 35-40ha Opportunity for social and middle income housing. Potential for +/- 600 Social housing opportunities Lower GAP-housing, high density units, bonded houses (higher GAP-housing) and upmarket developments
Droëdyke	The site comprises 64ha privately owned land, 25,3ha municipal land and 102,9ha state land. Potential for +/- 3550 mixed-use housing opportunities
Cloetesville	The site comprises 17.6ha Portion of Erf 7001, Erf 8915 and Smartie Town (Municipal owned land). Undetermined potential residential housing opportunities
De Nova	The site comprises a 193ha portion on Portion 10 of Farm 727 (Agricultural/institutional land outside the urban edge). Potential +/- 184 mixed-used opportunities
Idas Valley	Approximately 9.5ha (portion of Erf 9445 and Erf 11330, Municipal owned land). Potential +/- 350 residential housing properties and +/- 89 mixed used opportunities
Jonkershoek (Bosdorp)	Approximately 2ha Municipal and Government owned land
Klapmuts	Approximately 39.2ha (portion of Erf 342, Erf 2181, Erf 2183 and portion 2 of Farm 744, Municipal owned land) Potential +/- 1319 subsidized housing opportunities and +/- 295 other opportunities
Kylemore	Approximately 5.9ha (Portion of Erf 64, Government owned land) Potential +/- 171 other opportunities
La Motte	Approximately 76.1ha (portion of Erf 1158, Erf 1339, Government owned land) Potential +/- 592 other opportunities
Langrug	Approximately 12.7ha on various erven, Municipal owned land Potential +/- 1200 other opportunities
Vlottengburg	Approximately 4.4ha on various farms 393, Municipal owned land Potential +/- 144 other opportunities

4.4 Current and Projected Trips

Table 3.24 shows the current and project trips as sourced from the latest Roads Master Plan for Stellenbosch Municipality.

It shows 2018 trips to be approximately 26 500 split 54:46 low to high income groups based on an average of 1.08 and 1.12 worker per higher and lower income groups respectively. Two future 20 year growth scenarios have been modelled based on a more conservative trend and a slightly higher or more intensive densification.

The future trips are projected to increase to between 48 000 (trend) and 49 000 (densification) by 2040. These additional trips and the distribution of new developments will need to be accommodated for in the transport system. For example:

- In the public transport system; with additional operating licenses, public transport infrastructure (ranks, interchanges and shelters)
- In the road infrastructure network with new roads or road upgrades, interchanges, etc.

- In the provision for walking and cycling

Table 4.5: Project Trips²⁰

Scenario	Income Group	Households (%)	Average Workers Per Household	Person Trips (%)
2018	Higher Income	11 173 (46%)	1.08	12 085 (45%)
	Lower Income	12 969 (54%)	1.12	14 464 (55%)
	2018 TOTAL	24 142		26 549
2040 Trend	2018 – 2040 Growth	94.0%		81.5%
	Higher Income	20 622 (44%)	1.14	23 550 (49%)
	Lower Income	26 225 (56%)	0.94	24 640 (51%)
	2018 – 2040 Growth	46 847		48 190
2040 Densification	2018 – 2040 Growth	97.2%		85.6%
	Higher Income	21 381 (45%)	1.15	24 645 (50%)
	Lower Income	26 225 (55%)	0.94	24 640 (50%)
	2018 TOTAL	47606		49 285

²⁰ Stellenbosch municipality, Stellenbosch municipality Roads Master Plan 2018 Update, August 2019

5 TRANSPORT NEEDS ASSESSMENT

Chapter 4 of the Local Government: Municipal Systems Act requires of municipalities to maintain a culture of community participation. According to Section 16(1)(a)(i) of the MSA, “A municipality must develop a culture of municipal governance that complements formal representative government with a system of participatory governance, and must for this purpose encourage, and create conditions for, the local community to participate in the affairs of the municipality, including in the preparation, implementation and review of its integrated development plan in terms of Chapter 5”. The SDF, IDP, Budget, Sector Plans as well as major municipal policies, by-laws, decisions, etc. therefore have been publically consulted to ensure that they are developed with community inputs and reflecting community needs.

Individual ward meetings were held in October 2019 to determine the needs of the community that need to be addressed to improve the quality of life of residents in the greater Stellenbosch area. Information about the schedule of IDP/Budget Public Engagement Meetings in October 2018 were communicated both internally and externally. Internal communication was sent to management, Councillors, the Executive Mayoral Committee, Council and all officials within the Municipality. External communication about the meetings taking place was done through advertising in the main local newspaper as well as the community newspaper distributed free of charge. The schedule and advertisement was also published on the Municipality’s official website, social media, distributed as flyers, loudhailed in the suburbs and SMS cellular phone messaging. In addition thereto, the Municipality provided transport to members of the public who wished to attend the public engagements.

A summary of the transport needs from the gap analysis (vision vs status quo) supported by needs recorded as part of the consultation process is discussed below according to broad themes:

A need for an improved public transport system

The vision for SM as well as all five of the strategic focus areas (Valley of Possibility, Green and Sustainable Valley, Safe Valley, Dignified Living and Good Governance) on some level all need a good public transport system. In the public meetings issues around improved regional services between Paarl and Stellenbosch, security on public transport particularly at ranks was emphasised as well as increased job creation and training youth.

Better accommodate all people including those with disabilities

The existing transport system in SM has made limited provision i.e. infrastructure or services for people with special needs. For example public transport vehicles (road based MBTs, buses or rail) are not equipped to accommodate universal access. There is not a comprehensive network of pathways and sidewalks and not all intersections are treated to accommodated people with disabilities (dropped kerbs and tactile paving). While access into buildings are not ubiquitously equipped with ramps for wheelchairs and prams.

Provide walking/cycling paths and green spaces

Numerous requests were raised in the public meetings for the provision of more sidewalks (particularly in Raithby), running or cycle routes. As well as safe raised road crossings particularly in schools precincts as well as and railcrossings (Vlottenburg, Old Paarl Road). Suggestions for bollards and enforcement to prevent parking on pavements as well as the beautification of open spaces.

Upgrade roads infrastructure

Improvements and upgrades of the existing road networks was also a common theme in the public meetings. Specific areas of concern included:

- Resurfacing of roads, (Luckhoff Street, Tindall Street, top part of Rustenburg Road from the mini circle in the direction of Vine Yard Court, Mostertdrift, Devon Valley)
- Visibility of street names (on poles) on the sides of buildings and directional signs e.g. Die Braak
- Upgrade of intersections (Alexander/R44 streets,
- Street lighting (in the areas of Curry, Pine, Primrose, Eike, Jakaranda, North-End, Silvia and Vredelust Streets)

It is also imperative for transport infrastructure support the requirements that would make sustainable modes of transport more attractive. This would mean the provision of some form of dedicated routes and comprehensive walking/cycling path network. In particular the improvement of regional road and rail connections, public transport ranks, stops/shelters, stations and interchanges. Providing a solution for capacity on north-south link along Adam-Tas corridor is also an urgent need to ensure that future economic growth and development is supported.

Additional parking and park/ride facilities

Another need identified at public meetings were additional parking or park and rides.

(Parking embayment opposite Community Market/ Flea market at the corner of Rustenburg Road and Sonneblom Street).

A need for better road safety, traffic calming and improved law enforcement

A need for better road safety conditions with requests from public meetings to focus on improved traffic enforcement and introducing more traffic calming mechanism particularly around schools (R45, R310 traffic Calming – Meerlust, Wemmershoek, Maasdorp R45, speed humps in Lanquedoc, Vredelust Street, c/o Crombie and Last Street, c/o Gone and Cornelius Street, Klapmuts) as well as the installation of road signs (Mostertsdrift).

A Need for More Jobs and Skills Training

High levels of unemployment and low skills levels was also another common them of concern at the public meetings. A request that the municipality find ways to increase economic opportunities and job creation particularly for youth.

6 PUBLIC TRANSPORT PLAN

It is imperative that a comprehensive and feasible PUBLIC TRANSPORT PLAN urgently be developed for the municipality in order for SM to have a clear step by step plan of how to realise this type of public transport system. In absence of this plan, this chapter provides a broad concept of the strategic components required for public transport in Stellenbosch. These together with more detailed public transport network, operations, costing, business modelling and financial feasibility will need to be undertaken in future planning.

6.1 State of Existing Public Transport

Table 6.1 summarises some of the key concerns around the current state of public transport in SM that urgently needs to be addressed through the preparation of a comprehensive Public Transport Plan.

Table 6.1: Some Key Concerns Around the Current State of Public Transport in SM

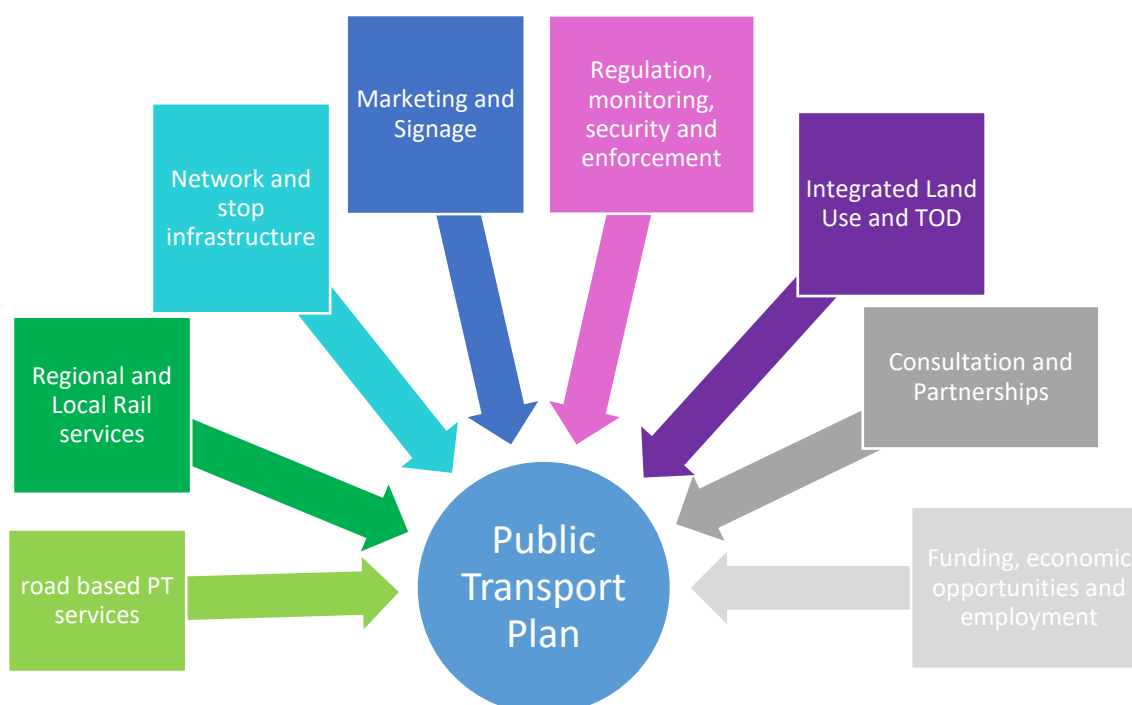
Issue	Description
Poor integration between various public transport modes	<ul style="list-style-type: none"> • Various public transport modes are not well integrated and do not function as a public transport system which work together comprehensively i.e. services, payment methods, infrastructure, transfers, timetables, etc.
Limited access of existing PT services	<ul style="list-style-type: none"> • Particularly limited for national (long distance) and regional (inter-municipal) connections. • Access at local neighbourhood and municipal levels are provided by MBTs and serve mainly specific lower income neighbourhoods. • MBT routes typically end at Bergzicht rank or Stations with no or limited circulation into towns • No airport services
Services concentrated during peak periods	<ul style="list-style-type: none"> • Service frequency is higher service during peak periods • Longer waiting times during off-peak periods and passengers are forced to walk to ranks to access MBT services during off-peak times. • No night services – start operating after 06:00 and before 19:00 • Limited PT transport services to access medical assistance in an emergency after-hours. Usually comes at a higher cost if needed.
No travel time advantage for road based public transport	<ul style="list-style-type: none"> • MBTs which are the road based PT service providers in Stellenbosch are subject to general traffic congestion. • PT offers no travel time advantage and thus there is not incentive to shift from private vehicles. Thus PT serve mainly low income population who are captured riders.
Limited PT infrastructure	<ul style="list-style-type: none"> • Ranks are not used during peak periods which are the busiest times • Passengers are picked up in neighbourhoods where no public transport facilities or shelters are located. • No lighting or well design urban spaces around PT causing safety concerns and discomfort for PT passengers.

Issue	Description
	<ul style="list-style-type: none"> • No formal long distance facility for PT. • Location of existing informal long distance MBT rank makes transfers from local services inconvenient especially with luggage and sometimes long waits.
Rail is unreliable	<ul style="list-style-type: none"> • Rail services have been rapidly deteriorating over the years • It is uncertain and unreliable and it is not expected that PRASA can upgrade the service in the near future. • There are no major upgrades planned for the stations • Stellenbosch and Du Toit Stations are not ideally located. Although there are some proposals to relocate the stations ²¹, it is unclear whether these proposals are feasible from both a funding or space perspectives.
Not universally accessible	<ul style="list-style-type: none"> • Rail stations and trains, as well as minibus taxis and taxi ranks, cannot accommodate people with special needs, unless they are assisted.

6.2 Building Blocks for a new Public Transport Plan

The figure below lists some of the strategic components that would need to be unpacked further as conceptual building blocks to the public transport system.

Figure 6.1: Strategic Components for Public Transport Plan



²¹ Stellenbosch Municipality, Adam Tas Corridor Study, 2019

Road Based Public Transport

The road based public transport system is a critical leg toward achieving a more sustainable transport system. We would need to actively change the way people think about public transport and improving road based public transport will encourage more people to travel by MBT or bus. Making them more attractive, reliable and competitive will be key.

Although the Municipality has no direct control over MBT and bus service operations it will be imperative to strengthen our partnerships working with MBT associations and operators as well as GABS in order to achieve the following.

- Improved service quality and experience for road based passengers
 - A network of routes that cover main O-Ds for convenient travel without long wait times or long walking distances to access services
 - Punctuality and reliability of services;
 - Affordability;
 - Good service frequencies,
 - Operating hours to suite the needs of users,

Regional and Local Rail Services

Although SM has no direct control over rail operation and investment, we recognise that forging good partnerships with SARCC and other decision makers are critical to influence the outcomes to improve our strategic rail connectivity.

- Lobbying and influencing SARCC to
 - prevent further decline of rail service levels
 - to improve the rail service levels
 - Expand regional access opportunities expanded via rail with good quality services
- Improving station integration with surrounding land-use, using TOD principles and improving accessibility/connectivity to high origin and destination points,
- Provide park and ride as well as kiss and ride options to support the use of rail.

Network and Stop Infrastructure

The extent that the network and stop infrastructure accommodates for public transport is also key to offering a good quality system.

- A prioritised list of network improvements that give genuine priority to road based public transport vehicles is critical to give people a viable alternative compared to the speed and comfort of private transport;
- Good opportunities to interchange between modes through improved infrastructure and access;
- A system of strategically located stops with comfortable shelters will improve the convenience and ease of access for people to use the public transport system;
- Provide park and ride as well as kiss and ride options to support the use of public transport

Marketing and Signage

Promoting public transport to encourage people to use it will require it to have a more positive image.

- Improved customer service and driver behaviour through training;
- Marketing and advertising of public transport services;
- Improved passenger information regarding the available services, arrival times and delays, etc.

In order to move towards a more sustainable transport system it will be essential for SM to improve the road based public transport system. Encouraging more people to travel by MBT or bus it will be necessary to change the way people think about the type of PT modes. Making PT more attractive, reliable and competitive will be key.

- Improved service quality and experience for road based passengers
 - A network of routes that cover main O-Ds for convenient travel without long wait times or long walking distances to access services
 - Punctuality and reliability of services;
 - Affordability;
 - Good service frequencies,
 - Operating hours to suite the needs of users,
- Good opportunities to interchange with other modes through improved infrastructure and access;
- A prioritised list of network improvements that give genuine priority to road based public transport vehicles;
- Improved training, marketing, passenger information to promote a more positive image of road based public transport and encourage use of these more sustainable modes

Regulation, Monitoring, Security and Enforcement

Safety and security is a general concern for the people of Stellenbosch. Lack of safety and security on public transport will definitely discourage people from using the system. SM will need to explore how it can actively include safety, enforcement, regulation and monitoring of the system.

- Improve security particularly at ranks, stops, rail stations and other public transport interchanges;
- Proactively drive the required licenses and regulations required to facilitate public transport routes/operations;
- Monitor the public transport operations and infrastructure quality to maintain standards;
- Enforcement of the system.

Integrated Land Use and TOD

Land use planning plays a critical role in the effectiveness of public transport. Various land uses, such as housing or residential areas, economic activity in business, employment, shopping or industrial centres as well as educational, social and recreational uses, tend to be the generators of travel.

- Improving station and stop integration with surrounding land-use, using TOD principles and improving accessibility/connectivity to high origin and destination points;
- Provide park and ride as well as kiss and ride options to support the use of rail and other modes of public transport;
- Ensure that the residential development have higher densities, mixed development, access to public transport system with a good network of walking and cycling;

Consultation and Partnerships

Although the Municipality has no direct control over Rail, MBT and bus service operations it will be imperative to strengthen the partnerships with these organisations and key decision makers to achieve an improved public transport system.

- Structures are in place to liaise with all operators, associations and decision makers
- Consultation is undertaken to reach consenses on business models for funding and operating the improved public transport system.

Funding, Economic Opportunities and Employment

Lack of funding is a serious challenge limiting public transport improvements. As part of the future planning of the public transport system, financial feasibility and viable funding sources will need to be explored.

Low income levels and high unemployment continues to plague SM. It is essential that mechanisms need to be explored as part of the public transport improvements to address these.

- to unlock economic opportunities
- employment creation opportunities particularly for unemployed youth
- skills training and learnerships

6.3 Public Transport Improvements Recommendations

Table 6.2 summarises some initial recommendations for public transport improvements and possible projects/actions that need to be undertaken to further explore these as possible solutions to improving the public transport system. These cover the following improvement elements.

- Road upgrades or new links to improve regional road based public transport services
- Rail as a means to improve regional and local connections
- Short-term solutions that could be quickly implemented to improve PT customer experience in the interim
- Operational elements that could be implemented for longer term improvements on PT
- Additional services to improve regional road based connections
- Additional services to improve local, intra-municipal or neighbourhood Services (Idas Valley, Cloeteville, Kayamandi, Franschhoek, Klapmuts, Vloottenberg, etc.)
- A local CBD circulation services (Stellenbosch, Franschhoek, Klapmuts) to improve internal access in the centre of main towns in SM.

Table 6.2: Summary of Recommended Public Transport Improvements

Strategic Components	Improvements/Upgrades	Possible Project/ Actions
Regional Road Connections	<ul style="list-style-type: none"> • Strong regional road connections to existing or planned higher order urban settlements (Stellenbosch, Franschhoek, Klapmuts) 	<ul style="list-style-type: none"> • New roads or road upgrades • High capacity arterial which accommodates dedicated road based public transport north and south of CBD
Rail as regional and local connector	<ul style="list-style-type: none"> • Regional and national access improved via rail • Inter-municipal rail services with improved access Paarl, Somerset West, Bellville and Cape Town • Intra-municipal rail movement for local access within SM i.e. between Klapmuts, Muldersvlei, Koelenhof, Du Toit, Stellenbosch, Vloottenburg and Lynedoch • Rail services between Somerset West to Paarl or limited within Stellenbosch Stations 	<ul style="list-style-type: none"> • Lobby PRASA to improve rail services
Short-term	<ul style="list-style-type: none"> • Quality of vehicles 	<ul style="list-style-type: none"> • Driver training programmes

Strategic Components	Improvements/Upgrades	Possible Project/ Actions
	<ul style="list-style-type: none"> • Quality of drivers • Public transport stops (seating, lighting, shelter) for high demand locations 	<ul style="list-style-type: none"> • Prepare a Public Transport Plan • Shelters and stop upgrades • TOD developments around stations and stops
Operational	<ul style="list-style-type: none"> • Use of technology to improve customer experience, ticket purchasing, system monitoring • Scheduling during peak periods and on-demand booking system for off-peak periods, night or emergency needs • Integration between modes and services • New MBT services to expand to to unserved neighbourhoods and new developments • Expanding hours of operation outside peak periods. • Public transport stops (seating, lighting, shelter) for high demand locations 	<ul style="list-style-type: none"> • Prepare a Public Transport Plan • Prepare Operations Plan
Regional Road-Based Services	<ul style="list-style-type: none"> • Frequent or scheduled services for high demand inter-municipal O-Ds (Somerset West, Bellville, Cape Town, Airport, Paarl) • Scheduled services during peak hours with on-demand outside core hours • Access to stations and tows • Booking and payment system using app; also flagging delays • Park and ride areas available with affordable secure parking Infrastructure for comfortable and safe waiting areas 	<ul style="list-style-type: none"> • Next OLP: Investigate need for new services and OLPs required • Prepare Public Transport Plan and investigate elements for improving regional road based services

Strategic Components	Improvements/Upgrades	Possible Project/ Actions
Intra-Municipal or Neighbourhood Services (Idas Valley, Cloetesville, Kayamandi, Franschhoek, Klapmuts, Vloppenber, etc.)	<ul style="list-style-type: none"> Existing restructured routes Neighbourhood circulation for collection New routes based on new housing proposals Core operation time within peak periods Alternative booking system for services outside peak periods that are perhaps more flexible or on-demand system 	<ul style="list-style-type: none"> Prepare a Public Transport Plan and investigate new or supplemental routes and alternative booking systems during off-peak
Local CBD Circulation Service (Stellenbosch, Franschhoek, Klapmuts)	<ul style="list-style-type: none"> Funded by business, university and development contributions Operated by existing MBT operators and vehicles; but with branding, driver training, vehicle cleanliness, safety and quality specifications PT routes to provide access from stations and parking garages to CBD and University Klapmuts – planned with proposed industrial growth 	<ul style="list-style-type: none"> Local CBD Circulation Plan

6.4 Operating Licences Plan (OLP)

The latest Stellenbosch OLP which was prepared in 2019 has been summarised and included in the 2020 CITP.

One of the key efforts of this OLP was towards simplifying and streamlining SM's MBT route descriptions and route numbers. This was done to make it easier to keep track of MBT routes and the number of active OLs in the municipality. Another key reason for this route rationalisation or restructuring was to facilitate enforcement and to ensure that MBT operators were operating in accordance with their legal authorities.

The revised routes provide unlimited access to MBT operators to collect passengers within residential neighbourhoods which the routes serve. The process of registering these changed routes with the PRE will be undertaken as a priority.

The revised routes together with the correct vehicle registration numbers for vehicles who have authority to operate on the routes, are readily available for traffic law enforcement to be able to easily enforce those vehicles which are illegally operating.

The SDF and the development proposals provide an indication of potential growth in MBT passenger demand over the short, medium and long term. However, the trip generation and modal split per neighbourhood or town is not clear at this stage and this needs to be further explored in order to better understand the actual passenger demand and the number of OLs that would be required in the future.

The routes where potential OLs could be considered include Kayamandi to Stellenbosch, Franschhoek to Paarl, Stellenbosch to Cloeteville and Klapmuts to Paarl.

6.4.1 Number of MBT Operating Licences vs Routes

Table 6.3: Number of Operating Licenses vs Existing Route Authorities Per Taxi Association provides a comparison with the actual number of vehicles with distinct OLs vs route authorities provided by the taxi associations. There are 144 MBT Operating Licences (OLs) with 717 route authorities across the 3 taxi associations in Stellenbosch. There are many cases where operators have registered multiple routes per vehicle on the same OL. Although there are so many route authorities there are actually only much fewer MBT vehicles to provide the service. It makes it difficult to calculate the actual supply of MBT service. The consolidation of route numbers exercise that has been undertaken will simplify this issue significantly.

Table 6.3: Number of Operating Licenses vs Existing Route Authorities Per Taxi Association

	OL/Vehicle Registrations	Route Authorities
Stellenbosch	80	207
Kayamandi	30	342
Franschhoek	34	168
TOTAL	144	717

Source: Taxi Associations OLs, 2019

Due to the lack of accuracy with the various OL databases including the one obtained from the PRE, a decision was made that the most accurate list of OLs would be to obtain directly from the taxi associations. There were numerous stakeholder consultation sessions with the three taxi associations with excellent co-operation from majority of the members. It is noted that there were a few OLs that were not received. It is noted that the total OLs has a small percentage excluded.

6.4.2 Utilisation

Table 6.4 summarises the utilisation of peak hour vehicles. The peak hour per peak day of the week and the average wait time is also indicated. The utilisation is shown as the amount of passengers as a percentage of the service capacity from surveyed vehicle departures. An average vehicle capacity of 15 has been assumed. Most routes show good utilisation.

Table 6.4: Local Routes - Utilisation of Vehicles (Peak Hour)

New Route #	A - Origin	B - Destination	Peak Hour	No of Departures (peak hr)	Service Capacity (peak hr)	No. of Pax (peak hr)	% Utilisation
656	Stellenbosch	Idasvalley	17	49	735	701	95%
662	Stellenbosch	Koelenhof	15	4	60	65	108%
663	Stellenbosch	Vlottenburg/ Lynedoch Station/Devon Valley	16	14	210	208	99%
665	Stellenbosch	Cloeterville	17	75	1125	1121	100%
667	Stellenbosch	Kylemore/ Pniel/ Lanquedoc	16	32	480	479	100%
669	Stellenbosch	Somerset	7	63	945	946	100%
670	Stellenbosch	Jamestown	16	14	210	210	100%
676	Stellenbosch	Kayamandi	7	154	2310	2343	101%
G60	Klapmuts	Muldersvlei	6	24	360	360	100%

Source: survey 2019

Table 6.5: Inter-Municipal Routes - Utilisation of Vehicles (Peak Hour)

New Route number	A - Origin	B - Destination	Peak Hour	No of Departures (peak hr)	Service Capacity (peak hr)	No. of Pax (peak hr)	% Utilisation
755	Franschhoek	Paarl	16	27	405	400	99%
G15	Klapmuts	Paarl	7	20	300	291	97%
G59	Klapmuts	Dandarach Farms Paarl	17	3	45	30	67%
N12	Stellenbosch (DuToit)	Bellville	7	49	735	750	102%

Source: survey 2019

6.4.3 OLP Analysis

Table 6.6 summarises the analysis undertaken per rank and includes the following information:

- Rank Information
 - Rank Number
 - Rank Name
 - Destination (names of areas where routes operate to from that specific rank)
 - Route numbers serving the particular rank
 - No of routes where multiple route numbers serve the same O-D
- Supply
 - Distinct OLs or vehicles with PRE
 - Service Capacity which assumes on average a 15 seater vehicle i.e. vehicle capacity x number of OLs
 - The number of Surveyed Vehicles
 - Legal Vehicles which have an OL and have the right route authority for the rank
- Demand
 - Peak Day
 - Peak Hour
 - No. of Pax (peak hr)
 - Average waiting time (mins)
- Operating Licence Evaluation
 - 1-way route distance [km]
 - Turn-around Time [hh:mm:ss]
 - OLs required based on pax demand
 - Comparison of Capacity from existing OLs registered vs the number of OLs required based on passenger demand
 - Status of illegal vehicles i.e. no OLs with route authorities for that rank
- Recommendation
 - If demand is higher than existing supply, recommend additional OLs
 - If demand is significantly lower than existing supply, recommend no additional OLs

Table 6.6: Operating Licensing Analysis per Route

TA	Local (L)/ Inter-municipal (IM)	New Route number	A - Origin	B - Destination	No of Ols from TA	Service Capacity (1)	Peak Hour	No. of Pax (peak hr)	Route distance (km)	Ave Speed (km/h)	Return Travel Time (min)	Vehicle Trips/hr	OLs Req based on pax	Shortfall or Over	Illegal Vehicles at Rank	Recommendation
Stellenbosch	L	656	Stellenbosch	Idasvalley	17	729	17	701	5.9	35	21	2.86	16.4	1	47%	Adequate
Stellenbosch	L	662	Stellenbosch	Koelenhof	2	46	15	65	24	62	39	1.54	2.8	-1	100%	Adequate
Stellenbosch	L	663	Stellenbosch	Vlottenburg/ Lynedoch Station/Devon Valley	7	450	16	208	10.9	78	14	4.29	3.2	4	30%	Adequate; spare capacity
Stellenbosch	L	665	Stellenbosch	Cloeterville	25	833	17	1121	10.5	38	27	2.22	33.6	-9	56%	Review; possible Ols required
Stellenbosch	L	667	Stellenbosch	Kylemore/ Pniel/ Lanquedoc	17	528	16	479	16.5	57	29	2.07	15.4	2	50%	Adequate
Stellenbosch	L	670	Stellenbosch	Jamestown	10	333	16	210	8.5	31	27	2.22	6.3	4	59%	Adequate
Kayamandi	L	676	Stellenbosch	Kayamandi	22	1165	7	2343	22.6	42	17	3.53	44.3	-22	84%	Review; Ols required
Franschhoek	L	G60	Klapmuts	Muldersvlei	8	424	6	360	8.8	52	17	3.53	6.8	1	95%	Adequate
Franschhoek	IM	755	Franschhoek	Paarl	21	315	16	400	36.3	61	60	1.00	26.7	-6	74%	Review; Ols required
Franschhoek	IM	G15	Klapmuts	Paarl	1	29	7	291	17.4	56	31	1.94	10.0	-9	96%	Review; Ols required

Note:

1 - Service Capacity (Ols x Veh trips hr x avg vehicle size)**L – Local Routes; IM – Inter-Municipal Routes**

6.4.4 OLP Outcomes and Recommendations

a) Additional OLs Required

Currently there are only four routes which show a possible need for additional operating licences. These are:

- Route 665 (Stellenbosch to Cloeteville)
- Route 676 (Stellenbosch to Kayamandi)
- Route 755 (Franschhoek to Paarl)
- Route G15 (Klapmuts to Paarl)

In both these cases, there were a very high number of illegal vehicles providing the service.

b) Reduce number of Route Authorities

There were a few routes where the number of OLs were higher than the number of OLs required based on the peak passenger demand. But they never exceeded 5 OLs. The additional trips from growth expected from future proposed development and natural population growth is likely to absorb this.

c) Greater Enforcement of Legal Vehicles

Most routes show a high rate of illegal vehicles but the list below are particularly high. These include vehicles that do not have route authorities at all as well as those that have OLs for Stellenbosch but are on the wrong route. Table 6.7 shows the status of illegal vehicles at the ranks based on vehicles recorded from the survey. It is clear that a greater level of enforcement is required on these routes.

Table 6.7: Illegal Vehicles

New Route #	A - Origin	B - Destination	% of vehicles Illegal (No OL)	% illegal vehicles (Not correct OL for Route)
662	Stellenbosch	Koelenhof	100%	100%
676	Stellenbosch	Kayamandi	74%	84%
G60	Klapmuts	Muldersvlei	90%	95%
755	Franschhoek	Paarl	74%	74%
G15	Klapmuts	Paarl	60%	96%
N12	Stellenbosch (Du Toit)	Bellville	85%	94%
669	Stellenbosch	Somerset	69%	93%

d) Additional OLs in Growth Areas

Previous sections within the Spatial Development Framework describes the housing projections and proposed development. Stellenbosch, Klapmuts and Vloedenburg are promoted as per the SDF as being the focused growth areas in the next 10-20 years.

There is approximately 15 000 dwelling units proposed in the short term i.e. between 1 and 5 year timeframe within Stellenbosch Municipal Area. Since no accurate trip generation or modal split information is available for these areas, some basic assumptions need be made as to the potential

number of trips that could be absorbed by the MBT industry. This would be based on the percentage of that neighbourhood that is likely to use public transport and more specifically MBTs. As an indication for the possible areas that are likely to need additional operating licenses the main growth areas based on the proposed development in the short term (1-5 years) includes:

- Stellenbosch CBD,
- Klapmuts,
- Pniel,
- Idasvalley,
- Cloetesville
- Raithby
- Jamestown

There are no development proposals for Kayamandi and Onderpappergaai areas in the short-term. Growth in Kayamandi is assumed to be from developments in the medium and longer term future.

With the vision for Stellenbosch is one of more sustainable development with higher public transport and NMT trips usage. Thus it is expected that a portion of this demand for travel would need to be accommodated by the MBTs. Thus additional operating licences would need to be provided to accommodate development growth.

e) Modify and Correct Route Descriptions

There were cases where current route descriptions were either incorrectly recorded or due to road improvements are no longer possible e.g. one way or road closures, etc. These route revisions or modifications have been updated and will be submitted to the PRE as part of this OLP process. Signed confirmation for each route revision has been obtained from each operator who has an Operating License for that specific route for each of the taxi associations. This is confirmation that all operators have agreed to the route changes proposed.

f) Deceased Operating Licenses

There are a number of operating licenses whose owners are deceased and it is unclear on how these should be transferred or cancelled. It is essential that the details of these be communicated to the PRE.

7 TRANSPORT INFRASTRUCTURE STRATEGY

The needs assessment, gap identification and vision for transport emphasises that the key areas of implementation for SM must be towards achieving:

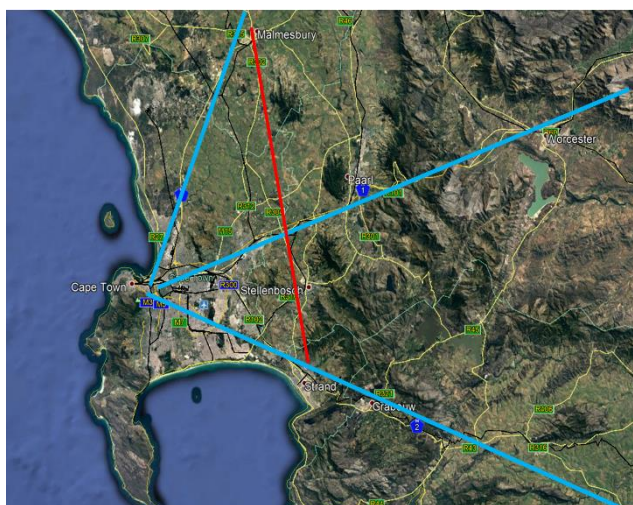
- A well functioning road network with good regional access
- An effective public transport system with good regional access and local public transport
- A walkable and cyclable centre of town

The transport infrastructure strategy deals with the development and maintenance of all types of transport infrastructure, including major roads, public transport facilities, freight corridor measures, non-motorised transport infrastructure, and rail infrastructure. It includes proposals for new facilities and for the improvement of existing public transport facilities and major roads. Only firm schemes earmarked for the next five-year ITP planning period has been included in the strategy. The transport infrastructure strategy will also include measures aimed at realising the goal of making transport in Stellenbosch more sustainable by giving priority to public transport, walking and cycling.

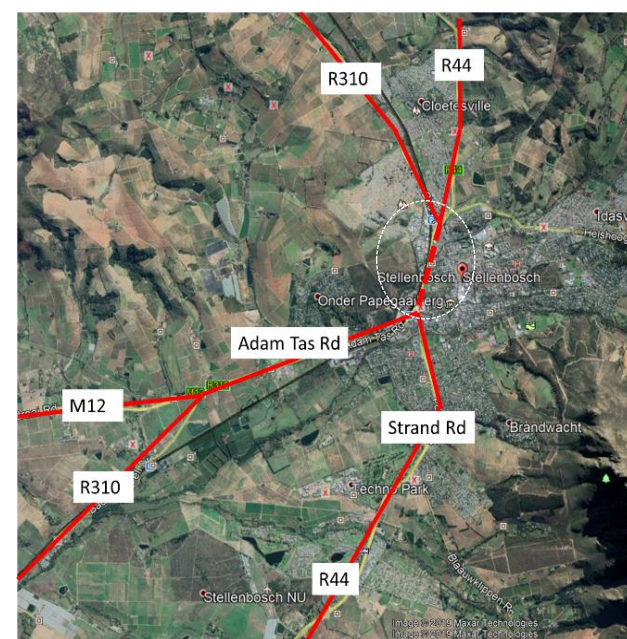
7.1 Road Infrastructure

Stellenbosch is a major attraction for developers/developments with its proximity and context to the City of Cape Town, access to an international airport rural agricultural and scenic environment and university. It is also strategically located in the Western Cape Province with traffic from Saldanha, Malmesbury and other parts of the West Coast to the N2 and areas beyond Sir Lowry's Pass. There are also a number of developments planned (see 4.2) e.g. Adam Tas Corridor, Bergsiz, Bergkelder, Spiet, etc. which indicates that Stellenbosch has the potential to double in 10 to 20 years i.e. 5% growth per year. The university also have plans for expansion and growing needs for student housing. There are proposals for converting single residential into higher density student housing. These type of developments and increased densities will place additional pressure on the existing transportation system in particular the regional and local road network. While the the location of the town in the region context means that there will always be a demand for north-south and east-west through (non-local) traffic.

The current road network is at capacity during peak hours for certain links particularly the link Adam Tas/R44 between north (R310 and R44)



Strategic Regional Location of Stellenbosch



Adam Tas Rd only link between North & South

and east (Adam Tas, M12 and R310) and south (Strand/R44). There is no scope to accommodate any growth in through traffic and more so any increase in land use. This will be the case regardless of any improvements to public transport service and/or making the town more walking/cycling friendly. There is only one regional access linking north and south parts of the Town of Stellenbosch which is via Adam Tas (R44). Existing traffic volumes and congested conditions indicate capacity along this road section is already constrained.

It is essential that the road network be improved with respect to capacity and through access. This is to ensure the 'survival' of Stellenbosch as a "functional town", extra road space must be created in conjunction with the other transport solutions such as an effective public transport system, car-free/less walkable and cyclable areas and strategically locating parking areas to effectively remove vehicles from the car-free areas.

The most important question for Stellenbosch's future is "How to create the required road space" while maintaining the critical and important characteristics of the town, most importantly a friendly walkable/cyclable environment.

Some of the options for network improvements could for example include:

- A Western Bypass
- Extra capacity along Adam Tas Road/Strand Street with additional side ride linkages
- Franschhoek R45 access improvement
- Klipmuts access
- Eastern link (planning and reserving space)

The required road space is a hugely controversial and sensitive issue for many people in Stellenbosch. But it is critical that ways to improve road network access and capacity be explored as a matter of urgency. It needs to be undertaken in a consultative manner, involving citizens as much as possible in the process to find a balanced solution.

7.2 Road Infrastructure Projects

A list of the following road projects was sourced from the latest Roads Masterplan.²²

A concern for ensuring good regional access to ensure the continued viability and growth of Stellenbosch has been identified as a need. The following projects respond to the concern:

- Western Bypass
 - New road between R310 heading north to link with the R304 to tie into the existing intersection with Welgevonden Boulevard. The route runs east of the Stellenbosch land-fill and joins Devon Valley Road for a portion before deviating to pass over the hill
 - Upgrade and extension of Techno Avenue from the R44. Intersections with the R44 and R310 to be grade-separated when required. The road will have limited intersections, and access to Techno Park linking into Neutron Road. The route crosses

²² Stellenbosch Municipality Roads Master Plan, 2019

the Eerste river (new bridge), and passes to the west of Van Ryn's Distillery before crossing the railway line (new bridge) and intersecting with Adam Tas. Detailed planning and investigation of route alternatives will be required and an EIA process due to potentially environmentally sensitive areas

- "Ultimate north-south link between Annandale Road and Adam Tas running to the east of the airport and De Zalze Estate. The route will cross the Eerste River (new bridge) and passes to the west of Van Ryn's Distillery before crossing the railway line (new bridge) and intersecting with Adam Tas.
- Detailed planning and investigation of route alternatives will be required, and an EIA process due to potentially environmentally sensitive areas."
- Dualling of full length of Western Bypass
- Western Bypass / R304 intersection - Upgrade to grade-separated interchange
- Western Bypass / R310 intersection - Upgrade to grade-separated interchange
- Western Bypass / R44 intersection - Upgrade to grade-separated interchange. Possible roundabout to accommodate Techno Park access, proposed new east-west route, and possibly De Zalze access.
- Eastern Boulevard
 - The extension of Wildebosch Road to link onto Techno Avenue at the R44 (Portion of Eastern link)
 - The extension of Wildebosch Road to the north over Trumali Road and in future linking onto Brandwacht, the extension of Van Reede Road and the CBD (Portion of Eastern link)
- R44/Adam Tas Upgrades
 - R44 / Alexander Street / Adam Tas, Intersection upgrade; Realign Alexander Road to form the 4th leg opposite Adam Tas Road southbound
 - R44/R310 between R44 / Helshoogte Road; Intersection upgrade. Provide a left turn slip lane on the R44 southbound, and upgrade Helshoogte westbound to left turn, through and double right turn lanes.
 - R44 / Winery Road, Intersection upgrade. Grade Separation of intersection with free flow on the R44
 - R44 / Annandale Road, Intersection upgrade -Grade Separation of intersection with free flow on the R44
 - Techno Road to Van Reede Road intersections Additional lanesProvisionof additional lanes to increase road link capacity and intersection stop line capacity
 - R 44, Dedicated Public Transport infrastructure. Provision of intersection upgrades and/or dedicated lanes in congested sections
 - New road link to the R44. New road between the existing service road and tying into proposed intersection on the R44. Required as part of the Stellenrust Road realignment. Allows closure of several private driveways along the R44 with a consolidated access road. May require upgrading of the existing gravel service road.
 - Closure of existing unsafe Aerodrome access off the R44"
 - New road link to the R44. Realignment of Stellenrust Road over the R44 to link onto proposed new road and the closure of the existing unsafe access on the R44.
 - R45, Portion of R45 between N1 and Helshoogte Road. Road upgrades and intersection improvements

- R304,
 - Portion of R304 from N1 to R310/R44. Upgrade to dual carriageway.
 - Portion of R304 from R44 to Kyamandi. Upgrade to dual carriageway.

Also a need to improve capacity for access from surrounding towns in SM and into Stellenboach CBD

- R44 upgrades provide regional access but also internal municipal access particularly for public transport dedicated lanes
- M12 & R310 between Stellenbosch Arterial / Polkadraai Road. Public transport infrastructure improvements including intersection upgrades and/or dedicated lanes in congested sections
- Huguenot Road improvements offer better connections to Franchhoek and Pniel
 - Intersection upgrades and potentially a new layout / control type
 - R45 (Huguenot Rd) / Le Roux Street
 - R45 (Huguenot Rd) / La Provence Road
 - R45 (Huguenot Rd) / Uitkyk Street
 - R45 (Huguenot Rd) / Louis Botha Road; Also provide medians on approaches to Huguenot Road / Louis Botha intersection to improve safety.
 - R45 (Huguenot Rd) / Lambrechts Road
 - R45 (Lambrechts Road) / Nerina Street
- Vlaeberg Road. Realignment of road in accordance with the AMP for the R310 with a road over rail bridge
- Bottelary Road. (Bottelary Road / R304 / Devonvale Rd (Blumberg Dr)). Upgrade Bottelary Rd to dual carriageway between Devonvale Road and R304. New roundabout proposed at intersection with Devonvale Road.
- Welgevonden Boulevard. New road between Lang Road and R44. Extension of Welgevonden Boulevard to bypass north of Welgevonden residential area, follow a new alignment and link to the R44 with a signalised intersection. A new entrance to Welgevonden will be required.
- Robertsvlei Road. Upgrade of Robertsvlei Road to accommodate Heavy Vehicles which will allow bypassing of Franschhoek town centre.
- George Balke Road (R44 / George Blake Road / Merriman Avenue). Intersection upgrade and grade separation of George Blake Road over railway line and R44 to link directly to Merriman Avenue. New slips off/onto R44 from new overpass. Signalised.
- Van Reede Road
 - Portion of Van Reede Road to be upgraded/widened and extended to link with Neutron Road that will provide second access to Techno Park.
 - Extension of Van Reede Road to link with proposed new eastern extension of Wildebosch Road. Route runs through potentially sensitive farmlands and although a proclaimed provincial servitude is present, further investigations will be required.
- Suidwal Road. Extension of Suidwal Road between Doornbosch Road to Koch Road. The route is near sensitive areas and requires changes to Bloemhof Girls High School parking area.
- Stellantia Road. Extension of Stellantia Road over the Eerste Rive (new bridge) to link onto Rokewood Road at the eastern Culemborg Crescent intersection. Provides an alternative access from Die Boord to the R310, without using the R44.
- Pastorie Road (Noordwal Wes Rd) link to Suidwal Stree. Pastorie Street link with Suidwal Road over the Eerste River (new bridge required)

- New Class 4 road between the R44 and R101, Klappmuts
- Simonsberg Street between Helshoogte Road / Simonsberg Street. Road upgrade & extension Simonsberg St over the R310 to Main Rd Ext, Johannesburg.
- Sonnestraal Street. Road upgrade & extension
 - Western extension of Sonnestraal Street from the R310 to future Simonsberg Street Ext.
 - Eastern extension of Sonnestraal Street from the R310 to Main Rd Lanquedoc. Eastern extension's access intersections with the R310 LILLO only
- Main Road / Simonsberg Ext. Establish the road reserve for Main Road (Lanquedoc) extension to the south to link to Simonsberg St Extension and Kylemore
- Dirkie Uys Street. Extension of Dirkie Uys Street to connect with La Provence Street - connecting Groendal with Franschoek.
- Nerina Street. New access road from the R45 to existing local access road (OP5618) Extension of Nerina Road from the R45 to Middagkrans Road, Franschoek.
- The Avenue / Suidwal Street. Widening of the existing bridge over the Eerste River to allow two-way traffic.
- Vlottenburg Road. Realignment of Vlottenburg Road to intersect with existing Stellenbosch Kloof Road intersection. This improves safety and reduces the number of intersections and level crossings along Baden Powell. Existing intersection along Baden Powell Drive to be closed.
- Trumali Street. Upgrade of Trumali Street to surfaced carriageway to link with proposed Stern link road road. Provides additional linkages for proposed future developments.
- Future Eastern Link Road (Johannesdal).
- Stellenrust Road - Road upgrade.
- Dorp Street. Upgrade to dual carriageway. Increased capacity from CBD to Adam Tas and northbound traffic on the R44 can access Adam Tas without using the Adam Tas/R44 intersection
- Schuilplaats Rd. Trumali Street / Paradyskloof Road. Extension of Schuilplaats Rd. to link Paradyskloof Rd to Trumali Street. The link will provide a safer alternative access for residents of Paradyskloof to the R44 via the signalised intersection of the R44/Trumali Street. This will also improve overall LOS and safety along this section of the R44.
- Lanquedoc access Rd. Upgrade Lanquedoc access road between R310 & Main Road, including a new bridge adjacent to the existing single carriageway bridge
- Ben du Toit Extension. Trumali Street / Paradyskloof Road. Potential extension of Ben du Toit Street to link Paradyskloof Rd to Trumali St.
- New Jamestown Road. New Jamestown access road linking existing and proposed residential developments south to new Stellenrust Road realignment and north to Blaauwklippen road / Proposed Eastern Link.
- School Road. Upgrade from R44 - pending finalisation of PGWC planned U- turn facility near the R44/School Road intersection
- Pajaro Avenue. Extend Pajaro Avenue northwards to intersect with Blaauwklippen Road and south to Stellenrust Road. Provides link between Jamestown and Paradyskloof.
- Sandringham Road Upgrade to surfaced Road improvement
- Winery Road / Main Street. Macassar Road to Winery Road, extension of Main Road. Realignment of Macassar Road to connect with Winery Road to create improved mobility from

south of the N1. Existing portion of Winery Road to be maintained for local farm access only. Main Road to be extended to meet with new road as a priority intersection.

- Road rehabilitations and regravelling
 - Baden Powell Drive between the M12 Polkadraai and N2. Road rehabilitation and upgrade of Baden Powell between the N2 and Vlaeberg Road. Section between Polkadraai and Annandale Road is planned.
 - Road rehabilitation and provision of new intersections with Eikendal Road, Bredell Road and the R44.
 - R101.
 - M12.
 - Annandale Road.
 - Groenfontein Road. Regravelling of existing road
 - Robertsvlei Road. Regravelling of existing road

A need for new roads as part of new housing developments. The following new roads have been identified.

- Groenfontein Road from R44 to Protea Road. New road extension. Upgrade of Groenfontein Road to serve proposed new developments in Klapmuts (north and south of the N1).
- Jamestown (South) road network; Connect Jamestown (southern areas) to housing developments and Stellenrust Road
- Kyamandi (Northern area) road network
- Botmanskop Road network
- Droedyke road network
- Klapmuts road network

7.3 Public Transport Infrastructure

The quality of the public transport infrastructure is an important factor in a successful public transport system. If public transport is to provide a feasible alternative to private transport a prioritised list of network improvements will need to be put in place which gives genuine priority to road based public transport vehicles. Other public transport infrastructure to include strategically positioned interchanges, comfortable shelters and stations which are well integrated into the urban fabric. The availability of park and rides as well as drop off zones (kiss and ride) facilities also significantly encourage public transport use. In the absence of the public transport plan, the following public transport infrastructure projects are listed, but will need to be revised once the plan has been prepared.

- Kayamandi Taxi Rank
- Franchhoek Taxi Rank - Phase 2
- Klapmuts Taxi Rank - Phase 2
- Long distance MBT Rank - Kayamandi
- MBT Shelters
- Bergzicht Rank Upgrades
- Pound upgrade/ infrastructure

7.4 NMT and cycling Infrastructure

Refer to NMT Plan in Chapter 9.

8 TRAVEL DEMAND STRATEGY

8.1 TDM Overview

Growing congestion and increased travel times are symptoms of a growing demand for travel and increased vehicle ownership particularly during peak periods. Travel Demand Management (TDM) incorporates various initiatives to manage demand for less efficient, single occupancy private vehicle trips.

It is accepted that TDM initiatives to manage private vehicle trips can only be successful if there are good alternative modes of travel. A detailed TDM strategy still needs to be prepared but some components could potentially include:

- Parking management strategies; including park and rides with parking garages constructed outside of the CBD combined with reduced parking and/or increased parking tariffs
- Alternative work from home schemes, staggered start-times or flexible work schedules
- Incident management systems for more efficient handling of incidents to improve emergency response, incident detection, alternative route deviations, etc.

Undertaking transport demand management could offer:

- more active and healthy lifestyles,
- better efficiencies in infrastructure
- reduced environmental impacts of private transport
- support for more sustainable modes of transport such as public transport and Non-Motorised Transport (NMT).

The only way to get people to travel on more sustainable modes of transport is to provide a feasible and attractive alternative to the private typically single occupancy vehicles.

- Improved public transport system including park and ride options
- Network improvements for walking and cycling
- The town and the broader municipality provides for a number of different travel markets,

8.2 TDM Interventions

- Public transport improvements since discretionary users will not consider using it unless it is a viable alternative to the convenience of driving.
- Pedestrian and cycling network. Identify opportunities for “opening up” the urban fabric with a denser network of pedestrian routes, either by negotiating with property owners to make space publicly accessible as a walking route, or by ensuring that future development does not close off opportunities for a better walking network.
- Location of parking outside CBD core to reduce congestion but must be looked with good public transport solutions and combined with a supportive parking pricing. Parking demand should be managed with pricing that is aimed at influencing areas of high demand. Surveys of the Large Employers indicated that around 60% of office workers have access to free parking - a strong incentive to drive to and from work
- Freight transport management. Delivery trucks can have a significant impact on vehicular traffic and contributing to unfriendly environments for pedestrians and cyclists. Designated

and enforced loading zones to discourage practices such as double parking, parking on sidewalks and reversing into traffic. Enforcing delivery times could be introduced where appropriate.

- Large employers and public buildings to consider converting the typical provision of employer parking bays to alternative incentives to encourage use of more sustainable modes e.g. public transport subsidy, bicycle parking or lock-up facilities, showers for employees, flexible work hours and ride-share programmes.
- Speed reductions. Reduced traffic speeds increase safety for pedestrians, particularly at pedestrian crossings and other locations of high pedestrian volumes or where pedestrians are less mobile or confident in traffic (e.g. in wheelchairs, or those who are young or elderly).
- Spatial planning which supports multiple destinations and trip chaining with shorter trips which could be undertaken on foot or by bicycle. The right type of land use mix can serve to reduce the need for travel which is a key factor in TDM.

8.3 List of Projects

Further work is required to prepare a TDM strategy and unpack the various TDM strategies further for implementation. Identifying strategic partners and stakeholders which can support SM to promote TDM campaigns. Some of the suggested projects in the absence of formal TDM planning:

- Prepare TDM Strategy
- Public Transport Plan (also listed in chapter 6)
- Improving walking and cycling network (see chapter 9)
- TOD Plan
- Incorporate TOD principles in future developments
- Parking Strategy
- Plan for Remote Parking Locations (in process)

9 NON-MOTORISED TRANSPORT PLAN

9.1 Walking and Cycling in Stellenbosch currently

Stellenbosch Municipality has adopted a vision towards car-free living and has adopted an approach to encourage public transport, walking and cycling. Some towns in this area, especially Stellenbosch CBD, has a rich culture of walking and cycling and is displayed in the significant amount of walking in the CBD, the public spaces, the street cafes and restaurants. However, this rich urban vibrancy is under threat of being diluted by an ever-increasing dependency on private car usage with streets prioritizing the needs of vehicles over that of pedestrians.

There are many factors that are advantageous for Stellenbosch in ensuring that this culture is retained.

- The historically disadvantaged communities situated on the outside of Stellenbosch (Cloeteville, Khayamandi, Idasvalley) are located well within walkable distances, from the CBD and streams of people can be seen walking to and from the CBD.
- The University of Stellenbosch responsible for the huge student population living in the town and also encourages students to walk between campuses and residences.
- Stellenbosch CBD also has the “old town” that has become the tourist hub and is primarily centred along Dorp Street with many restaurants spilling over into the street, creating a very pedestrian-friendly atmosphere. Similarly, Franschhoek CBD is also very pedestrian-friendly.
- The CBD environment and surrounding residential areas are all within walkable distances with the university, residences, restaurants, shops, offices, located close to one another.
- Stellenbosch Municipality has already implemented various street improvements to calm traffic such as Andringa Street, Victoria Street and the extent to which pedestrians use these streets are prime examples of what can be achieved if the street design of some streets are favoured towards the needs of pedestrians.

However, the roads and streets being used by pedestrians and cyclists are more and more being orientated in favour of vehicles, resulting in unsafe environments for pedestrians and cyclists. Certain focus areas are worth mentioning:

- The pedestrian desire line from Khayamandi to the CBD and Bird Street, across the railway line, is currently the most direct route to get to the CBD. This route is along Rand Street and across the railway line, passing a local shopping hub, a local market, an informal public transport rank at Du Toit Station, making it very desirable. However, the informal crossing of the railway line is unsafe. The alternative route is along the R304, but it is not aligned with the desire line and too far from where people need to be.
- The previously disadvantaged communities on the outskirts of Stellenbosch town ((Cloeteville, Khayamandi, Idasvalley) are located beyond major roads; a typical apartheid spatial planning arrangement. The result is that people walking to town has to cross or walk along significant roads and intersections that due to their function, prioritizes the mobility needs of vehicles. For example, the Adam Tas/ Bird Street intersection, the Helshoogte/ Cluver intersection, the pedestrian desire line from Khayamandi to the schools located in the nearby Cloeteville. People from Jamestown also have to walk along the congested Strand Road/ R44. Similarly, the people in Groendal and La Motte in Franschhoek, Pniel, Klapmuts have to walk along major provincial roads to get to the local towns.
- The CBD is fairly pedestrian-friendly with wide sidewalks along most routes, but walking and cycling is not safe with the ever-increasing traffic and parking in the CBD and the old street

infrastructure with no dropped kerbs are not suitable for people in wheelchairs, people using trolleys, skateboarders and cyclists.

- Cycling is prominent in Stellenbosch but it dominated by recreational cycling. These cyclists typically favours the high-order provincial roads – Stellenbosch Arterial, the R304, Helshoogte Road and the R45 towards Franschhoek. Portions of a cycle network is implemented along certain sections of roads, but there is no coherent cycling network.

An investigation into the potential of cycling in Stellenbosch town²³ indicated that the main barriers to cycling are traffic safety, the lack of cycling infrastructure and personal safety concerns. The Bicycle Plan further also cites access to bicycles as a barrier for people in lower-income communities. However, not only cyclists are faced with significant dangers along their route, but also pedestrians – particularly in Stellenbosch town - as sidewalks tend to be too narrow, lack continuity and are often obstructed (street furniture, parked cars, etc.). Safe crossing opportunities are also of concern. People with special needs are also confronted with a lack of dropped kerbs at crossings as well as a lack of tactile detection guidance surfaces at pedestrian crossings.

The majority of NMT infrastructure investment has taken place in the town of Stellenbosch with limited facilities available in the suburbs located on the outskirts of the town (specifically in and around Kayamandi). Sidewalks make up the majority of existing NMT facilities. Improvements to the NMT network of the local towns of SM area have been carried out but are limited to shared pathways with pedestrians.

A review of the current Stellenbosch Municipal Streets By-law confirms that cyclists and other forms of non-motorised transport users, other than pedestrians, are prevented from using sidewalks. This by-law's regulations are contradictory to the spirit and intent of the IDP's goal of creating a Safe Valley, Green Valley and encourage Dignified Living.

9.2 Overarching Planning Framework

NMT planning in the SM has come a long way, which inter alia includes the SM NMT Master Plans (first prepared in 2009), the NMT Framework prepared by the Cape Winelands District (also 2009), the Cycle Plan for Stellenbosch town (2015)²³, and the University's Transport Plan (2017)²⁴ and SDF (Draft 2020)²⁵. The NMT Masterplan of 2020 presents the consolidated, reviewed and updated network of the NMT Plan²⁶ and the Cycle Plan prepared in 2015. The Provincial

All plans conclude that Stellenbosch Municipality and particularly Stellenbosch town has great potential for cycling due to the town's size, topography, student population and tourist appeal. It also offers a compact, thriving CBD where most commercial and retail needs can be satisfied, a culture of café shops and outdoor dining, which contribute to attractive public spaces for people to relax and explore.

²³ Transport Futures, Cycle Plan for Stellenbosch town, 2015.

²⁴ Stellenbosch University, Integrated Transport Plan, 2017.

²⁵ Stellenbosch University, Draft SDF, 2020.

²⁶ Sturgeon Consulting, NMT Network Plan, 2015.

The University (SU) plays an important role in the uptake of the identified NMT. SU has plans in place to improve the bicycle infrastructure on campus and to align its NMT network with the objectives of the Municipality. The proposals include the pedestrianisation of some of their own private streets and providing slipways for UBER vehicles.

9.3 Vision Statement and Objectives

Certain strategies and policies have to be adopted to arrest the gradual prioritisation of cars over people, to ensure that non-motorised transport users are prioritized in transport planning and street design. Stellenbosch Municipality has adopted the following vision for pedestrians and cycling:

“Stellenbosch Municipality will strive to develop walkable and cycle-able environments that are safe for all to use and contribute to the mobility needs, economic vibrancy and social health of communities.”

This can be translated into the following Strategic Objectives:

- Connect the outlying communities with the CBD in a safe and attractive manner and improve safety, access to opportunities and the dignity of these communities.
- Strive towards car-free living in Stellenbosch CBD.
- Achieve a modal shift in the Stellenbosch CBD towards public transport, walkability and cycle-ability.
- Creating dignified living spaces in previously disadvantaged areas

9.4 Strategies

A set of strategies have been developed for various focus area and along with that, a key principle for the particular focus area have been developed, as well as the lead implementing department/ stakeholder/ Unit. The various focus areas and supporting strategies are listed below in **Error! Reference source not found.**

Table 9.1: Focus areas and supporting strategies

Focus Areas	Strategies
Planning	<ul style="list-style-type: none"> • Encourage and foster an environment of institutional integration • Encourage spatial integration of municipal projects • Encourage the shared implementation of the NMT Network by the public sector and private sector alike.
Human Settlements	<ul style="list-style-type: none"> • Identify and consider non-motorised transport impacts and remedial measures in the process of formulating a Site Development Plan and ensure that NMT and public transport remedial measures are appropriate included in the conditions of approval for Human Settlement developments

Focus Areas	Strategies
	<ul style="list-style-type: none"> • Improve the participation of the municipal transport unit during the evaluation of the Site Development Plan, the TIA and the road designs.
Infrastructure	<ul style="list-style-type: none"> • Connect outlying communities/ neighbourhoods with safe and continuous bike and pedestrian routes • Create pedestrian/ cycle -friendly streets/ pedestrianize in the CBD environments • Create a network of pedestrian and cycle facilities • The public sector and the private sector alike should be encouraged to install bicycle parking facilities. • Develop universally accessible streets • Create space for cyclists and pedestrians along provincial roads in the CBD • Investigate ways and means with the Province to enable cycling along the provincial roads in the municipality • Use various municipal budgets to implement portions of the network • Implementation by other departments and private sector developers • Implement cycle routes in CBDs (cycle lanes and paths (sidewalk or off-street)) • Decluttering of sidewalks • Safe routes to schools
Legal Framework	<ul style="list-style-type: none"> • Align the municipal by-laws for streets with the IDP's strategic focus areas.
Traffic Operations	<ul style="list-style-type: none"> • Reduce traffic in CBD towards creating more liveable environments • Introduce pedestrian-friendly phasing at signalised intersections • Prioritize pedestrian movements around nodal points (schools, public transport facilities, etc) • Prioritize pedestrian and cycle safety at intersections
Transport Systems and Operations	<ul style="list-style-type: none"> • Develop CBD public transport service in Stellenbosch CBD integrated with pedestrian and cycle networks and parking opportunities
Partnerships	<ul style="list-style-type: none"> • Form partnerships/ alliances with key role-players and stakeholders to co-implement the strategy • Approach donor funders for funding for planning, design and implementation.

9.5 Network for Pedestrians and Cyclists

The Status Quo Assessment identified a number of challenges which the updated 2020 NMT Network Plan addresses. In particular, of concern are:

- Fragmented NMT facilities from outlying suburbs to Stellenbosch CBD.
- Encroachment in informal areas which significantly reduces sidewalk space.
- Sidewalk space is also obstructed by uncontrolled parking and cluttering of street furniture.
- Neighbourhoods are often separated by major arterials which are unsafe to cross, especially for learners and the elderly.
- Intersection layouts and operational problems particularly at larger crossing points.

The approach to the development of the NMT Network Plan, and in particular to identifying short-term projects was as follows:

- Review projects identified in the previous NMT & Cycle Plan (2015) and update/ amend as required.
- Incorporate projects identified by the Provincial Sustainable Transport Programme (2018).
- Address pedestrian safety hotspots identified through discussions with officials and in reviewing the Transport Safety Master Plan (2016). Identify locations where pedestrian bridges and safe crossings at railway line and major roads are required.
- Identify the areas with high NMT activity and identify the need to make those areas more NMT friendly and safer. Addressing existing NMT desire lines (upgrade and/or new infrastructure).
- Upgrade current informal links to be weather-resistant and accessible throughout the year.
- Addressing future NMT desire lines (in line with confirmed short-term development initiatives and identified growth nodes in the municipal area as per the SDF).

The overall extent of the proposed NMT network for SM is detailed in Table 9.2. The network proposals are extensive with a total length of 280km.

Table 9.2: Extent of proposed NMT network

	Whole Stellenbosch Municipality Length (km)	Stellenbosch Town (incl. Khayamandi, Jamestown) Length (km)
Proposed Sidewalk	31	11
Class 1 Proposed	26	17
Class 2 Proposed	176	107
Class 3 Proposed	14	14
Class 4 Proposed	32	28
Total (km)	279	176

Note:

1) Cycling in shoulder is excluded from this list.

2) Bicycle Class 2-4 refer to centreline length.

3) Intersection upgrades are excluded from the length summary.

The NMT network is depicted in a series of maps. Refer to Figure 9.1 to Figure 9.6.

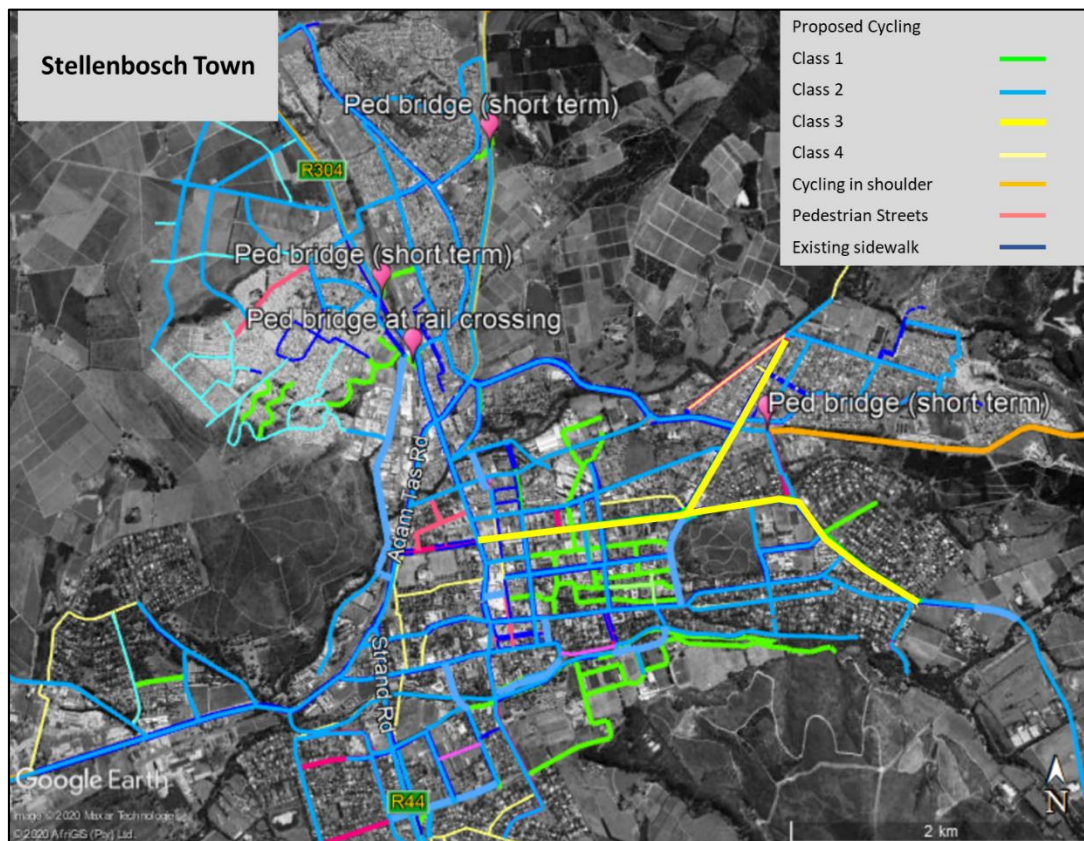


Figure 9.1: Stellenbosch Town NMT Network



Figure 9.2: Klapmuts NMT Network

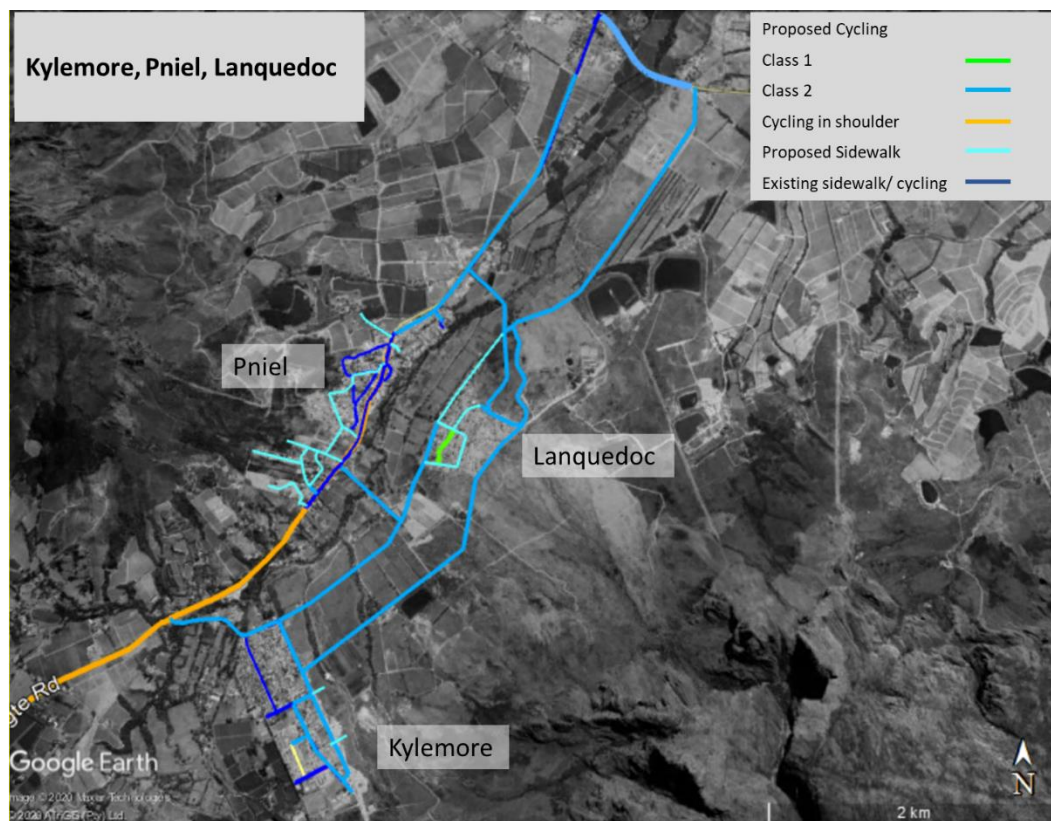


Figure 9.3: Kylemore, Pniel, Lanquedoc NMT Network

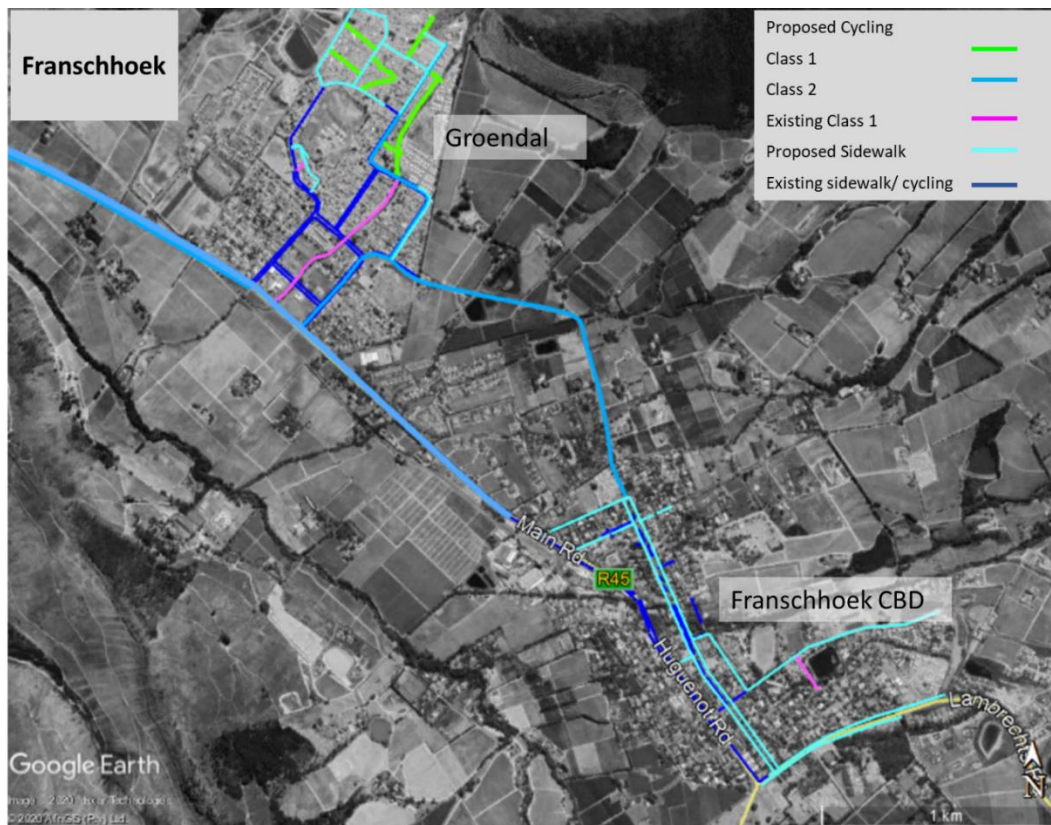


Figure 9.4: Franschhoek NMT Network

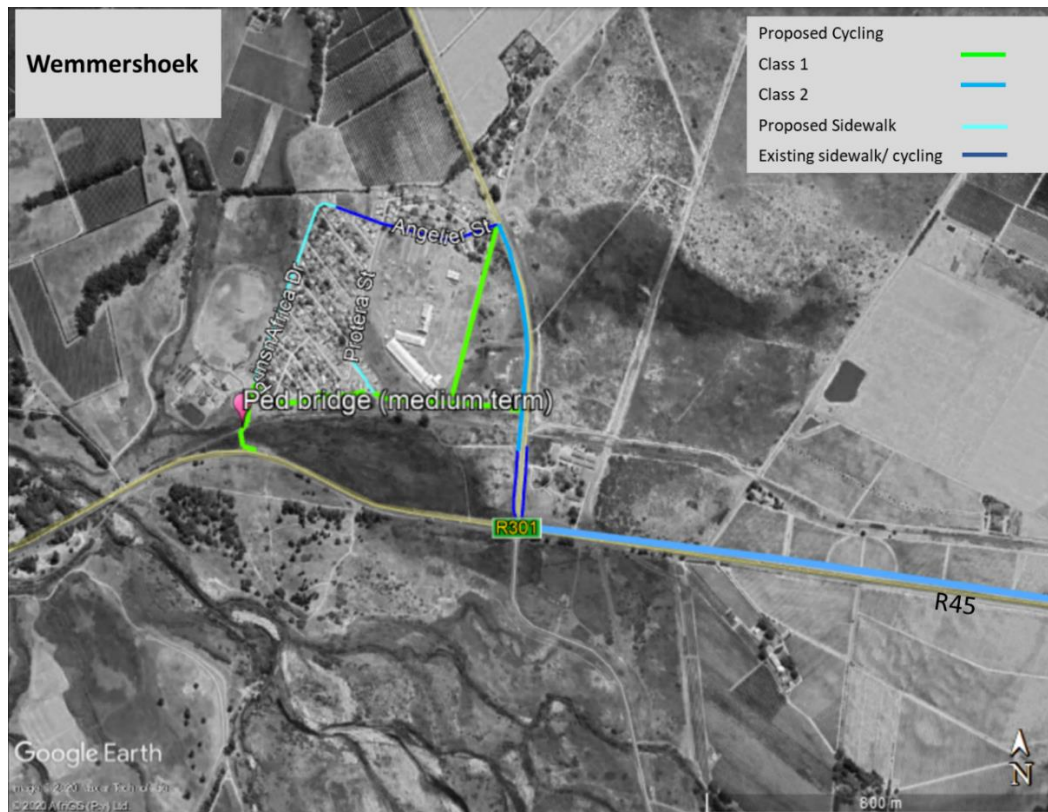


Figure 9.5: Wemmershoek NMT Network

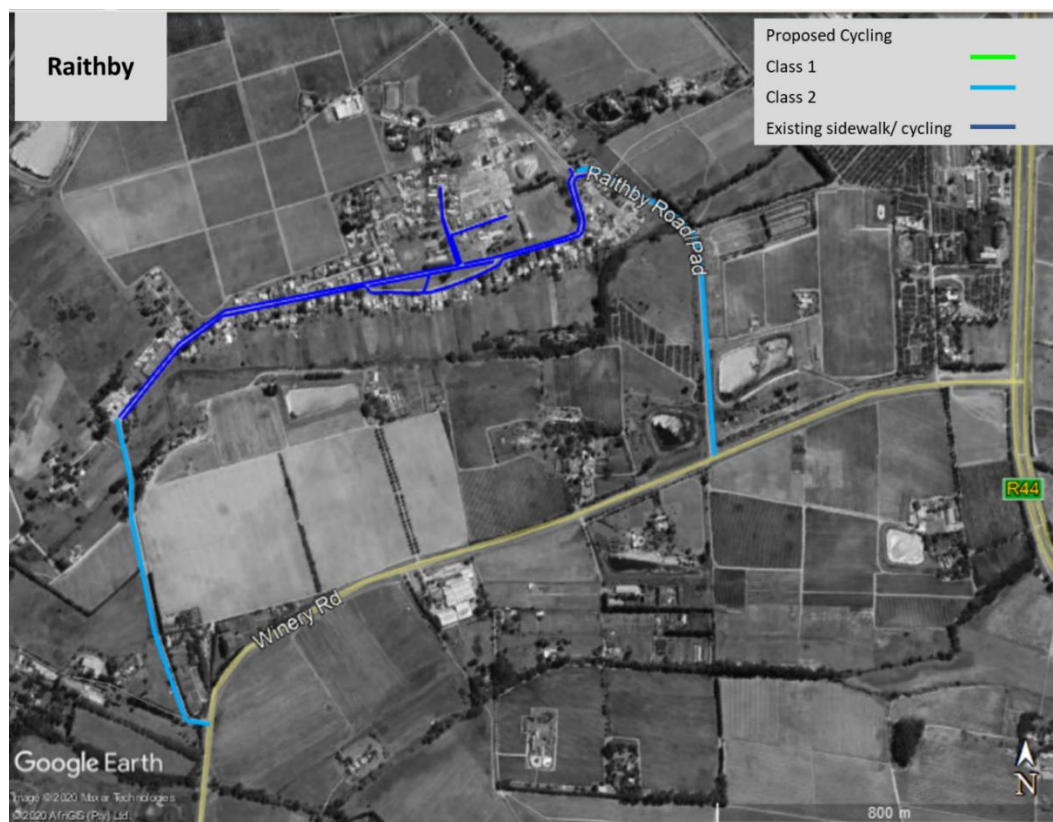


Figure 9.6: Raithby NMT Network

9.6 Priority Projects

Considering the current budget constraints and the likelihood of implementation, only short-term proposals were extracted, and cost estimates prepared. The short-term projects were further refined into (1) High (essential) and (2) Medium (desirable). The extent of the proposed short-term pedestrian and cycle routes amount to 28km (10% of the total network). Refer to Table 9.3. Of that, 70% of the proposed infrastructure is located in the wider Stellenbosch town area. Over time as the portions of the route are implemented, it will ultimately form a coherent NMT Network.

Table 9.3: Extent of proposed NMT Priority Projects

	Whole Stellenbosch Municipality Length (km)	Stellenbosch Town (incl. Khayamandi, Jamestown) Length (km)
Total (km)	279	176
Short-term - Essential	10	7
Short-term - Desirable	18	13
Total short-term	28	20

Note:

1) Cycling in shoulder is excluded from this list.

2) Intersection upgrades are excluded from the length summary.

The NMT Priority Projects include:

- Pedestrianisation of Church St and Andringa St
- Re-cluttering of street furniture in Stellenbosch CBD and dropped kerb standardisation
- Roll-out of bicycle network in Stellenbosch CBD (Continuity of cycle routes, road markings, bi-directional cycling in one way streets, bicycle parking)
- Pedestrian bridge across R304 & rail line linking Kayamandi and Cloeteville
- Kayamandi Rand St: Pedestrian priority, restrict heavy vehicle access, narrow road to 6,5m (from ~9m wide black top), raised ped crossing; Brick pave 4m wide NMT route up to to railway crossing
- Kayamandi: Safe ped link across railway line at Du Toit Station (grade separated crossing; either pedestrian bridge or crossing as part of Kayamandi mall upgrade)
- Kayamandi: Staircases parallel to Rand Rd north-east of stadium
- Kayamandi: Staircases west of stadium and 3m wide footpath up to Rand St (market area)
- Pedestrian bridge across Helshoogte Rd (R310) at Simonsberg St to provide safe crossing for scholars
- Bosman St: Extend effective sidewalk width and provide bi-directional cycle lane (Phase 1 between Banhoek and Merriman, Phase 2 Merriman and Van Riebeeck)
- Soeteweide St: Restrict access to local traffic only and provide safe pedestrian space
- Merriman Ave: Investigation into ped crossing to mitigate current safety concerns
- Merriman Ave: Extension of existing cycle lane up to Adam Tas

- Die Laan: Extend effective sidewalk width and provide bi-directional cycle lane
- R44: Provide 3m wide footpath on western side of the R44 (from Lang Rd to Welegevonden)
- R44: Provide footpath (Extension of Ortell Rd in Cloeteville to the east) and bridge over R44
- Curry Rd: Extend sidewalk space on eastern side by 1) widening existing sidewalk and by 2) reducing drop-off area by installing delineated kerb
- Bloekom St: Improved traffic calming in front of school and extend existing sidewalk
- Extend Bicycle Lane from Cluver Rd along Rustenberg Rd and extend sidewalk where space allows
- Cluver Rd: Provide smooth transition of bicycle lane onto sidewalk space on both sides of the road, widen sidewalk to convert into Bicycle Class 2
- Upgrade NMT route through Eikestad Mall outside parking area; investigate re-arrangement of parking
- Aan die Wagenweg: Upgrade of bicycle path and sidewalk space
- Van Rheede/ R44 Intersection: Improve pedestrian safety
- R44: Provide footpath on eastern side of the R44 (from Doornbosch to Dorp) incl. ped bridge over Eerste River
- R44: Upgrade footpath on eastern side of the R44 (from Paradyskloof to Doornbosch)
- Merriman Ave: Proposed shared footpath on southern side of the road (from Cluver to Simonsberg)
- Simonsberg Rd: Provide shared facility & Implementation of traffic calming measures
- Martinson Rd: Narrowing of road with a separate two-way bicycle facility (4m wide Class 3) on southern side between Omega Rd and Simonsberg Rd; incl. gateways and sidewalk on northern side
- Jonkershoek Rd: Upgrade of shared footpath (widen and resurface southside path where space allows) and provide lighting
- Bird St/ Adam Tas (R44) Intersection: Improve pedestrian safety
- Strand St. R44/ Dorp St Intersection: Improve pedestrian safety
- Adam Tas (R301)/ Dorp St Intersection: Improve pedestrian safety
- Jamestown Webbersvallei Rd: Provide 3m wide shared facility on northern side
- Jamestown Drakensberg Rd: Provide shared NMT Facility
- Koelenhof: Investigation into safe ped crossing at railway line
- Kylemore Swart Rd: Extend existing sidewalk up to Helshoogte Road
- Kylemore Gousblom St: Widen pedestrian space at school entrance
- Kylemore Petunia St: Widen existing sidewalk on southern side, potentially convert into one-way street
- Lanquedoc: Provide shared NMT facility as part of Class 2 as part of the Upgrading of the Lanquedoc Access Road (SRMP078)
- Klappmuts: Shared NMT path along Klappmuts River (off-road)
- Klappmuts Adams St: Widen existing sidewalk on western side
- Klappmuts Alexander St: Widen existing sidewalk and traffic calming measures
- Klappmuts Merchant St: Widen existing sidewalk on eastern side (use full effective width) and convert into shared NMT facility
- Groendal Upper Lea Smit Rd: Upgrade sidewalks and introduce traffic calming

- Groendal Stiebeuel River: Provide shared NMT facility along river on western side from existing NMT path to Dalubuhle school
- Groendal Jafthas St: Sidewalk along Jafthas St from Boonzaaier to Groendal High School (including ped crossing)
- Groendal Davids St: Extend sidewalk by means of delineated kerb
- Groendal: Provide staircase and NMT route from higher lying informal area down to Dalubuhle Primary School
- La Motte Robertsvlei Rd: Provide 3m wide shared facility on western side of Robertsvlei Rd (to be included in SRMP033)
- La Motte Main Rd: Provide pedestrian crossing
- Franschhoek Main Road (R45): Upgrade existing pedestrian crossing points
- Wemmershoek: Rail crossing - Formalise path to PT stop on R45
- Wemmershoek: Formalise footpath on the western side of the R301 up to Wemmershoek access and pedestrian crossing at school access road
- Wemmershoek: Formalise footpath on southern end of Wemmershoek up to school

10 FREIGHT TRANSPORT STRATEGY

10.1 Freight Overview

Freight movement forms a significant portion of trips in Stellenbosch. Freight routes shown entering the Stellenbosch Municipal Area from Cape Town are Bottelary Road (the M23) and Polkadraai Road (the M12). The R44 from north and south of Stellenbosch, the R304 and the R310 west and east, the R101 and the R45 and the R301 in the Franschhoek Valley also carry significant volumes of freight to/from areas within Stellenbosch Municipality. Movement of goods is critical and an effective freight transport within a broader integrated network forms a vital part of Stellenbosch's integrated transport network that will either support or hinder future economic growth. Poor condition and inadequate capacity of key transport infrastructure will have negative impact such as increasing costs and lowering reliability. In the absence of a detailed freight strategy being available for SM, this chapter is a summary notes from the last Stellenbosch CIP (2018) and the Western Cape Freight Study (2019). In February 2012, GIBB prepared the "Cape Winelands District Freight Strategy" which focused on the existing freight movements and facilities within the District. The report notes that the major freight routes close to Stellenbosch town are the connections between Stellenbosch and Somerset West (R44), Stellenbosch and Kuils River (310), Stellenbosch to Klapmuts (R44 north), Stellenbosch to Brackenfell (R304) and Stellenbosch to Franschhoek (R310). The portion of the R45 between Villiersdorp and Paarl is also a major freight route for the region. The report furthermore identifies secondary routes that:

- Provide access to farming areas.
- Carry freight in the form of supplies for agri-processing (e.g. delivery of bottles).
- Distribute the finished product (e.g. delivery of wine) to the Port of Cape Town for export.

The freight system forms an integral part of the transport network. Freight is moved by means of the road network which is managed by SANRAL as provincial and local government and the rail network, pipelines and ports which are managed and operated for the most part by Transnet. The WCG is mandated with the control of overloading of freight vehicles. There are currently 9 weighbridges within the Province, 1 of which is within the Stellenbosch municipal boundary. Overloading is not adequately controlled and there is inadequate legal support for enforcement. In Stellenbosch, the inbound heavy vehicle traffic volume accounts for 1% of the morning peak period of the inbound traffic volumes and is not demanding of the road system capacity. In Franschhoek, approximately 29% of heavy vehicles are through traffic on the main road. Although an alternative heavy vehicle route may alleviate some pressure on the Franschhoek main road, the majority of heavy vehicle traffic is generated in the town and the surrounding farms and will continue to make use of the main road.

10.2 Proposed Projects

- Freight surveys to better understand the extent of heavy vehicles in SM
- Development of a Freight Strategy for SM which includes
 - identification of a strategic freight network
 - Identification of hazardous goods network
 - an infrastructure improvement programme targeted at improved freight movement
 - mechanisms for better law enforcement and overloading control
 - mechanisms for supporting self-regulation

11 OTHER TRANSPORT STRATEGIES

There are a number of other transport strategies that need to be prepared for incorporation into the CITP. These include:

- Law Enforcement Strategy
- Tourism Transport Strategy

11.1 Accessible Transport Strategy

It is important that the transport environment including public transport services and transport infrastructure are accessible for people with special needs, which is typically referred to as “universal access design.”

The National Land Transport Act 2009 requires that people with disabilities are provided for in public transport projects as passengers, along with a wider group of other passengers with special categories of need. The term Passenger with Special Categories of Need (PWSCN) is often used interchangeably with Special Needs Passengers (SNP). However, PWSCN is the term referenced in legislative documents of the Department of Transport.

11.2 Special Categories of Need

The official breakdown for Passengers with Special Categories of Need is listed below:

- **People with disabilities:** defined in the Act as people with a physical, sensory or mental disability; which may be permanent or temporary²⁷.
- **The aged:** or elderly people. People over the age of 55 usually fall in this category. (18% of total population)
- **Pregnant women:** usually taken as women in their last three months of pregnancy.
- **Young children:** this is usually defined as children between the ages of 0-14. (23% of total population)²⁸
- Those who are limited in their movements by children: men and women accompanying young children.
- **Signage passengers:** People who are unable to read or who are unable to understand the language used on the signage. Tourists are also included as signage passengers.
- **Female passengers:** whilst safety and security affects all passenger groups and both genders, it should be noted that female passengers (together with People with Disabilities) are particularly at risk of crime and abuse.
- **Load carrying passengers:** people carrying bags, luggage, or goods of a size that means that they benefit from accessibility features. This is important to people on low incomes in South Africa. People travelling with bicycles are generally also included in this category.

²⁷. This category includes the very young (usually taken as children between the ages of 0-14), and is therefore a broader definition than most other definitions of disability.

²⁸ Information from Statistics South Africa, Census 2011

According to SASSA, there were 1563 people registered for Social Grants²⁹ in Stellenbosch (WC024) as at 17 August 2015. This does not reflect the total number of persons with disabilities since not all people with disability are registered for social grants but it gives a reasonably good indication of the number of disability grants per town.

Table 11.1: List of Disability Grants

Town	Care Dependency	Disability Grant	Grant in Aid	TOTAL
Stellenbosch	47	439	74	560
Franschhoek	45	263	49	357
Klapmuts	34	335	37	406
Pniel	7	103	22	132
Vlottenburg	6	42	4	52
La Motte	4	14	1	19
Lynedoch	2	15	2	19
Jamestown	1	13	4	18
TOTAL	146	1224	193	1563

See Table 11.2 which shows the percentage of population with a particular type of disability. According to the 2010 Census information, 7.9% of SM populations have a type of disability.

Table 11.2: Breakdown of type of difficulty³⁰

Type of Disability	Percentage of Population (%)
Communication Disability	0.4%
Hearling	0.1%
Seeing	0.6%
Self-Care	1.7%
Remembering	0.4%
Walking or Climbing Stairs	0.5%
Walking Stick or Frame	2.3%
Wheelchair	1.9%
TOTAL	7.9%

11.3 Universal Access Improvements and Projects

Universal design is an approach to create an environment that meets the needs of all potential users to the greatest extent possible. Taking into consideration the diverse abilities of individuals, such as agility, balance, cognition, coordination, endurance, flexibility, hearing, problem solving, sensory processing capacity, strength, vision, and walking speed; it emphasises inclusive design that ensures

²⁹ Social African Social Security Agency (SASSA) sourced from the Universal Access Policy Framework for Stellenbosch Municipality, 2018

³⁰ Note that the option was given to choose more than one category of health difficulties.

participation and access for all. In the SM these accommodations or provisions have been limited. Concerns around this include:

- Limited infrastructure provision for people with special needs.
- Public transport vehicles i.e. road based MBTs or buses as well as rail is not specifically tailored to accommodate universal access.
- Some intersections have dropped kerbs and tactile paving, but not all intersections in SM have this treatment.
- Access into buildings are sometimes equipped with ramps for wheelchairs and prams.
- Network of pathways and sidewalks are not comprehensive.

11.4 Universal Access Projects

SM public transport system is unfortunately still far from universally accessible. In the absence of a Universal Access Strategy for Transport, the following list of projects are identified:

- Universal Access Strategy for Transport which defines SM's position of accommodating Special Needs on public transport vehicles, within road, public transport, NMT infrastructure and whether there are any discounted fares or subsidisations to be included.
- Infrastructure improvements such as dropped kerbs on sidewalks with obstructions placed in the centre (e.g. poles) and tactile paving for pedestrians with impaired sight, create difficulties for the user to access the sidewalk.
- Planning of the public transport system and NMT network should incorporate universal access design principles that will assist special categories of passengers to move comfortably from one place to another.

12 FUNDING STRATEGY AND SUMMARY OF PROGRAMMES

12.1 Funding Requirements

Table 12.1 provides a summary of the total budgets estimated to be required for the full list of projects by the various project categories. Project values are shown in **millions of Rands**.

Table 12.1: Project Budget Totals per Category

Project Category	Project Budgets Per FY in Million Rands R'000 000					
	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Integrated Planning	R4.00	R3.80	R5.60	R22.60	R1.70	R37.70
Public Transport	R36.80	R15.25	R27.00	R18.50	R7.50	R105.05
NMT (Walk/Cycle)						R126.30
Road Infrastructure	R25.31	R244.40	R242.40	R758.20	R112.10	R1 382.41
TOTALS (Millions Rands)	R66.11	R263.45	R275.00	R799.30	R121.30	R1 525.16

Note project costs are in Million Rands.

Table 12.2, Table 12.3, Table 12.4 and Table 12.5 summarises the list of projects for SM by type of project category. The list of projects has been sub-divided into the following categories:

- Integrated Planning Projects
- Public Transport Projects
- NMT/Walking and Cycling Projects
- Roads Infrastructure Projects

Projects have been assigned over the next five financial years:

- Years 1 – FY 2020/21
- Year 2 – FY 2021/22
- Year 3 - FY 2022/23
- Year 4 – FY 2023/24
- Year 5 - FY 2024/25.

It also gives an indication of the stage of the projects

- Planning
- Design
- Construction

The priority of projects have also been indicated.

- High – first 1-2 years
- Medium 3-5 years
- Low – beyond 5 years

In addition an indication has been given as to its contribution to the various strategic focus areas listed in the IDP:

- Valley of Possibility
- Green and Sustainable
- Safe Valley
- Dignified Living
- Good Governance and Compliance

The proposed Priority NMT linkages cover 28km and their implementation costs are estimated at approximately R126 million. The list of NMT projects have been costed but not year of implementation allocated yet. Thus for now, only the total budgets for NMT are reflected and not the budgets by financial year.

The project numbering from the Roads Masterplan projects have been carried through.

Also note, that some of the Roads Projects that are still in early planning stages, costs have not been provided for these.

Table 12.3: List of Public Transport Projects

Project No.	Projects	Financial Year					Type	Funding Source	Strategic Focus Areas					Priority
		Project Budget (Million Rands)							Valley of Possibility	Green and Sustainable	Safe Valley	Dignified Living	Good Governance and Compliance	
		2020/21	2021/22	2022/23	2023/24	2024/25								
1	Kayamandi Taxi Rank	R13.00					Construction	SM	✓	✓	✓	✓	✓	High
2	Franchhoek Taxi Rank - Phase 2	R12.00					Construction	SM	✓	✓	✓	✓	✓	High
3	Klapmuts Taxi Rank - Phase 2	R10.00					Construction	SM	✓	✓	✓	✓	✓	High
4	Long distance MBT Rank - Kaymandi		R0.25	R2.00	R6.50	R6.50	Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
5	MBT Shelters	R0.30	R1.00	R1.00	R1.00	R1.00	Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
6	Bergzicht Rank Upgrades			R10.00			Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
7	Pound upgrade/ infrastructure		R3.00	R2.00			Planning, Design and Construction	WCG	✓	✓	✓	✓	✓	TBC
8	Public Transport system Feasibility Study	R1.00	R1.00				Planning	SM, Net	✓	✓	✓	✓	✓	High
9	Busines Model and Operator Liaison			R1.00	R1.00		Planning	SM, Net	✓	✓	✓	✓	✓	High
10	Short-Term Interventions	R0.50	R5.00	R5.00			Planning, Design and Construction	SM, WCG	✓	✓	✓	✓	✓	High
11	Feasibility of a Transport Operating Company		R2.00				Planning and Investigation	SM	✓	✓	✓	✓	✓	High
12	Public Transport Policy		R1.00				Planning and Investigation	SM	✓	✓	✓	✓	✓	High
13	Re-design of Bergzicht Public Transport Facility		R1.00	R5.00			Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
14	Tour Bus Parking Stellenbosch/Franschoek		R1.00	R1.00	R10.00		Planning	SM	✓	✓	✓	✓	✓	High
TOTAL (Rands Per Million)		R36.80	R15.25	R27.00	R18.50	R7.50								

Table 12.4: List of NMT (Walking and Cycling) Projects

Project No.	Projects	Total project costs incl fees	Financial Year					Type	Funding Source	Strategic Focus Areas					Priority
			Project Budget (Million Rands)							Valley of Issibility	Green and sustainable e-Valley	Dignified Living	Good Governance and Compliance		
			2020/21	2021/22	2022/23	2023/24	2024/25								
1	Pedestrianisation of Church St and Andringa St	R0.49						Planning, Design and Construction	SM		✓	✓	✓		High
2	Re-cluttering of street furniture in Stellenbosch CBD and dropped kerb standardisation	R5.00						Planning, Design and Construction	SM		✓	✓	✓		Medium
3	Roll-out of bicycle network in Stellenbosch CBD (Continuity of cycle routes, road markings, bi-directional cycling in one way streets, bicycle parking)	R4.40						Planning, Design and Construction	SM		✓	✓	✓		High
4	Pedestrian bridge across R304 & rail line linking Kayamandi and Cloetesville	R20.00						Planning, Design and Construction	SM		✓	✓	✓		High
5	Kayamandi Rand St: Pedestrian priority, restrict heavy vehicle access, narrow road to 6,5m (from ~9m wide black top), raised ped crossing; Brick pave 4m wide NMT route up to to railway crossing	R0.61						Planning, Design and Construction	SM		✓	✓	✓		High
6	Kayamandi: Safe ped link across railway line at Du Toit Station (grade separated crossing; either pedestrian bridge or crossing as part of Kayamandi mall upgrade)	R8.42						Planning, Design and Construction	SM		✓	✓	✓		High
7	Kayamandi: Staircases parallel to Rand Rd north-east of stadium	R1.83						Planning, Design and Construction	SM		✓	✓	✓		High
8	Kayamandi: Staircases west of stadium and 3m wide footpath up to Rand St (market area)	R2.14						Planning, Design and Construction	SM		✓	✓	✓		High
9	Pedestrian bridge across Helshoogte Rd (R310) at Simonsberg St to provide safe crossing for scholars	R8.42						Planning, Design and Construction	SM		✓	✓	✓		High
10	Bosman St: Extend effective sidewalk width and provide bi-directional cycle lane (Phase 1 between Banhoek and Merriman, Phase 2 Merriman and Van Riebeeck)	R0.99						Planning, Design and Construction	SM		✓	✓	✓		High
11	Soeteweide St: Restrict access to local traffic only and provide safe pedestrian space	R0.95						Planning, Design and Construction	SM/ WCG		✓	✓	✓		Medium
12	Merriman Ave: Investigation into ped crossing to mitigate current safety concerns	R0.62						Planning, Design and Construction	SM/ WCG		✓	✓	✓		High
13	Merriman Ave: Extension of existing cycle lane up to Adam Tas	R0.10						Planning, Design and Construction	SM		✓	✓	✓		Medium
14	Die Laan: Extend effective sidewalk width and provide bi-directional cycle lane	R0.49						Planning, Design and Construction	SM		✓	✓	✓		High
15	R44: Provide 3m wide footpath on western side of the R44 (from Lang Rd to Welegevonden)	R8.00						Planning, Design and Construction	SM/ WCG		✓	✓	✓		Medium
16	R44: Provide footpath (Extension of Ortell Rd in Cloetesville to the east) and bridge over R44	R9.29						Planning, Design and Construction	SM/ WCG		✓	✓	✓		High

Project No.	Projects	Total project costs incl fees	Financial Year					Type	Funding Source	Strategic Focus Areas						Priority
			Project Budget (Million Rands)							Valley of sustainability	Green and stable	Safe Valley	Dignified Living	Good Governance and Compliance		
			2020/21	2021/22	2022/23	2023/24	2024/25									
17	Curry Rd: Extend sidewalk space on eastern side by 1) widening existing sidewalk and by 2) reducing drop-off area by installing delineated kerb	R0.85						Planning, Design and Construction	SM		✓	✓	✓		High	
18	Bloekom St: Improved traffic calming in front of school and extend existing sidewalk	R0.56						Planning, Design and Construction	SM		✓	✓	✓		High	
19	Extend Bicycle Lane from Cluver Rd along Rustenberg Rd and	R1.00						Planning, Design and Construction	SM		✓	✓	✓		Medium	
20	Cluver Rd: Provide smooth transition of bicycle lane onto sidewalk space on both sides of the road, widen sidewalk to convert into Bicycle Class 2	R0.21						Planning, Design and Construction	SM		✓	✓	✓		High	
21	Upgrade NMT route through Eikestadt Mall outside parking area; investigate re-arrangement of parking	R0.42						Planning, Design and Construction	SM		✓	✓	✓		Medium	
22	Aan die Wagenweg: Upgrade of bicycle path and sidewalk space	R0.89						Planning, Design and Construction	SM		✓	✓	✓		Medium	
23	Van Rheede/ R44 Intersection: Improve pedestrian safety	R2.20						Planning, Design and Construction	SM		✓	✓	✓		High	
24	R44: Provide footpath on eastern side of the R44 (from Doornbosch to Dorp) incl. ped bridge over Eerste River	R10.31						Planning, Design and Construction	SM		✓	✓	✓		Medium	
25	R44: Upgrade footpath on eastern side of the R44 (from Paradyskloof to Doornbosch)	R1.22						Planning, Design and Construction	SM		✓	✓	✓		High	
26	Merriman Ave: Proposed shared footpath on southern side of the road (from Cluver to Simonsberg)	R1.05						Planning, Design and Construction	SM		✓	✓	✓		Medium	
27	Simonsberg Rd: Provide shared facility & Implementation of traffic calming measures	R1.22						Planning, Design and Construction	SM		✓	✓	✓		High	
28	Martinson Rd: Narrowing of road with a separate two-way bicycle facility (4m wide Class 3) on southern side between Omega Rd and Simonsberg Rd; incl. gateways and sidewalk on northern side	R2.72						Planning, Design and Construction	SM		✓	✓	✓		Medium	
29	Jonkershoek Rd: Upgrade of shared footpath (widen and resurface southside path where space allows) and provide lighting	R4.87						Planning, Design and Construction	SM/ WCG		✓	✓	✓		Medium	
30	Bird St/ Adam Tas (R44) Intersection: Improve pedestrian safety	R1.65						Planning, Design and Construction	SM/ WCG		✓	✓	✓		High	
31	Strand St. R44/ Dorp St Intersection: Improve pedestrian safety	R1.65						Planning, Design and Construction	SM/ WCG		✓	✓	✓		High	
32	Adam Tas (R301)/ Dorp St Intersection: Improve pedestrian safety	R1.65						Planning, Design and Construction	SM/ WCG		✓	✓	✓		Medium	

Project No.	Projects	Total project costs incl fees	Financial Year					Type	Funding Source	Strategic Focus Areas						Priority
			Project Budget (Million Rands)							Valley of Possibility	Green and Sustainable	Safe Valley	Dignified Living	Good Governance and Compliance		
			2020/21	2021/22	2022/23	2023/24	2024/25									
33	Jamestown Webbersvallei Rd: Provide 3m wide shared facility on northern side	R4.65						Planning, Design and Construction	SM		✓	✓	✓		Medium	
34	Jamestown Drakensberg Rd: Provide shared NMT Facility	R0.55						Planning, Design and Construction	SM		✓	✓	✓		Medium	
35	Koelenhof: Investigation into safe ped crossing at railway line	R0.08						Planning	SM		✓	✓	✓		High	
36	Kylemore Swart Rd: Extend existing sidewalk up to Helshoogte Road	R0.12						Planning, Design and Construction	SM		✓	✓	✓		High	
37	Kylemore Gousblom St: Widen pedestrian space at school entrance	R0.15						Planning, Design and Construction	SM		✓	✓	✓		High	
38	Kylemore Petunia St: Widen existing sidewalk on southern side, potentially convert into one-way street	R0.16						Planning, Design and Construction	SM		✓	✓	✓		High	
39	Lanquedoc: Provide shared NMT facility as part of Class 2 as part of the Upgrading of the Lanquedoc Access Road (SRMP078)	R0.00						Planning, Design and Construction	SM		✓	✓	✓		High	
40	Klapmuts: Shared NMT path along Klapmuts River (off-road)	R1.84						Planning, Design and Construction	SM		✓	✓	✓		High	
41	Klapmuts Adams St: Widen existing sidewalk on western side	R0.43						Planning, Design and Construction	SM		✓	✓	✓		Medium	
42	Klapmuts Alexander St: Widen existing sidewalk and traffic calming measures	R0.83						Planning, Design and Construction	SM		✓	✓	✓		Medium	
43	Klapmuts Merchant St: Widen existing sidewalk on eastern side (use full effective width) and convert into shared NMT facility	R0.75						Planning, Design and Construction	SM		✓	✓	✓		Medium	
44	Groendal Upper Lea Smit Rd: Upgrade sidewalks and introduce traffic calming	R1.07						Planning, Design and Construction	SM		✓	✓	✓		High	
45	Groendal Stiebeuel River: Provide shared NMT facility along river on western side from existing NMT path to Dalubuhle school	R1.84						Planning, Design and Construction	SM		✓	✓	✓		Medium	
46	Groendal Jafthas St: Sidewalk along Jafthas St from Boonzaaier to Groendal High School (including ped crossing)	R0.40						Planning, Design and Construction	SM		✓	✓	✓		Medium	
47	Groendal Davids St: Extend sidewalk by means of delineated kerb	R1.01						Planning, Design and Construction	SM		✓	✓	✓		Medium	
48	Groendal: Provide staircase and NMT route from higher lying informal area down to Dalubuhle Primary School	R1.93						Planning, Design and Construction	SM		✓	✓	✓		Medium	

Project No.	Projects	Total project costs incl fees	Financial Year					Type	Funding Source	Strategic Focus Areas					Priority
			Project Budget (Million Rands)							Valley of Possibility	Green and Sustainable e-Valley	Dignified Living	Good Governance & Compliance		
			2020/21	2021/22	2022/23	2023/24	2024/25								
49	La Motte Robertsvlei Rd: Provide 3m wide shared facility on western side of Robertsvlei Rd (to be included in SRMP033)	R2.94						Planning, Design and Construction	SM		✓	✓	✓		Medium
50	La Motte Main Rd: Provide pedestrian crossing	R0.02						Planning, Design and Construction	SM		✓	✓	✓		Medium
51	Franschhoek Main Road (R45): Upgrade existing pedestrian crossing points	R0.16						Planning, Design and Construction	SM		✓	✓	✓		Medium
52	Wemmershoek: Rail crossing - Formalise path to PT stop on R45	R0.33						Planning, Design and Construction	SM		✓	✓	✓		High
53	Wemmershoek: Formalise footpath on the western side of the R301 up to Wemmershoek access and pedestrian crossing at school access road	R1.60						Planning, Design and Construction	SM		✓	✓	✓		High
54	Wemmershoek: Formalise footpath on southern end of Wemmershoek up to school	R1.22						Planning, Design and Construction	SM		✓	✓	✓		Medium
TOTAL (Rands Per Million)		R126.30	R0.00	R0.00	R0.00	R0.00	R0.00								

Note:

Projects 1-34 are located within the wider Stellenbosch town area.

This list includes short-term projects of High (essential) and Medium (desireable) importance.

Costs are Total Project Costs incl. fees. Annual Maintenance to be added.

Funding source to be confirmed.

Table 12.5: List of Roads Infrastructure Projects

Project No.	Projects	Financial Year					Type	Funding Source	Strategic Focus Areas					Priority
		Project Budget (Million Rands)							Valley of Possibility	Green and Sustainable	Safe Valley	Dignified Living	Good Governance and Compliance	
		2020/21	2021/22	2022/23	2023/24	2024/25								
SRMP001	New Link Road between R310 and R304 (Western bypass - Portion north of Adam Tas Road)			R115.40			Feasibility	SM/WCG	✓	✓	✓	✓	✓	Medium
SRMP002	New Link Road between R44 (Techno Park) and R310 (Adam Tas Road). Western Bypass - interim portion south of the R310.	R1.00	R95.10				Planning	SM/WCG	✓	✓	✓	✓	✓	High
SRMP003	New road between R44 (near Annandale Road) and R310 (Adam Tas). Western Bypass, ultimate portion south of the R310.						Concept	WCG	✓	✓	✓	✓	✓	TBC
SRMP004	Kromme Rhee Road				R50.30		Planning	WCG	✓	✓	✓	✓	✓	Medium
SRMP006	R44 / Merriman Street		R2.00		R30.00		Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
SRMP007	Bottelary Road / R304 / Devonvale Rd (Blumberg Dr)				R33.20		Roundabout completed	SM	✓	✓	✓	✓	✓	
SRMP008	R44 /R310 (Helshoogte Road)	R2.00	R1.80	R5.00			Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
SRMP009	R44 / Alexander Street / Adam Tas	R2.00	R2.70		R30.00		Planning, Design	SM	✓	✓	✓	✓	✓	High
SRMP010	R44 / Winery Road		R34.10				Planning	WCG	✓	✓	✓	✓	✓	High
SRMP011	R44 / Annandale Road						Complete	WCG	✓	✓	✓	✓	✓	
SRMP012	R45 (Huguenot Rd) / Le Roux Street	R1.00	R1.00	R10.00			Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
SRMP013	R45 (Huguenot Rd) / La Provence Road						Planning	SM	✓	✓	✓	✓	✓	TBC
SRMP014	R45 (Huguenot Rd) / Uitkyk Street						Planning	SM	✓	✓	✓	✓	✓	TBC
SRMP015	R45 (Huguenot Rd) / Louis Botha Road						Planning	SM	✓	✓	✓	✓	✓	TBC
SRMP016	R45 (Huguenot Rd) / Lambrechts Road						Planning	SM	✓	✓	✓	✓	✓	TBC
SRMP017	R45 (Lambrechts Road) / Nerina Street						Planning	SM	✓	✓	✓	✓	✓	TBC

SRMP018	R44: Techno Road to Van Reede Road intersections	R2.00				Planning	SM/WCG	✓	✓	✓	✓	✓	High
SRMP020	R44: IRT Infrastructure					Planning	WCG	✓	✓	✓	✓	✓	Medium
SRMP021	R310: Stellenbosch Arterial / Polkadraai Road					Planning	WCG	✓	✓	✓	✓	✓	Low
SRMP022	Western Bypass: Full length of Western Bypass					Concept	WCG	✓	✓	✓	✓	✓	TBC
SRMP023	Western Bypass / R304 intersection					Concept	WCG	✓	✓	✓	✓	✓	TBC
SRMP024	Western Bypass / R310 intersection					Concept	WCG	✓	✓	✓	✓	✓	TBC
SRMP025	Western Bypass / R44 intersection					Concept	WCG	✓	✓	✓	✓	✓	TBC
SRMP027	Portion of R45 between N1 and Helshoogte Road				R96.10	Planning	WCG	✓	✓	✓	✓	✓	Medium
SRMP028	Portion of R304 from N1 to R310/R44				R165.30	Planning	SM/WCG	✓	✓	✓	✓	✓	Medium
SRMP028	Portion of R304 from R44 to Kyamandi					Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
SRMP030	Welgevonden Boulevard: New road between Lang Road and R44	R1.00	R10.00		R12.30	Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP033	Robertsview Road: DR1343 / DR1351 / MR191	R66.70				Planning	WCG	✓	✓	✓	✓	✓	High
SRMP034	Groenfontein Road from R44 to Protea Road				R74.20	Planning	SM/DC	✓	✓	✓	✓	✓	Medium
SRMP035	R44 / George Blake Road / Merriman Avenue	R2.00	R2.00	R30.00		Planning, Design	SM	✓	✓	✓	✓	✓	Medium
SRMP037	MR166: Road and intersection upgrades					Planning	WCG	✓	✓	✓	✓	✓	Low
SRMP038	R101: Portion of Old Paarl Road from the R304 to Bloekompos		R9.80			Planning	WCG	✓	✓	✓	✓	✓	Medium
SRMP039	Portion of M12 from existing dualling to R102		R9.80			Planning	WCG	✓	✓	✓	✓	✓	Medium
SRMP045	Macassar Road to Winery Road, extension of Main Road			R11.40		Planning	WCG	✓	✓	✓	✓	✓	Medium

SRMP047	New road link near Stellenrust Roundabout of the R44				R2.00	Planning	SM	✓	✓	✓	✓	✓	High
SRMP049	New Jamestown South Access Road				R63.50	Planning	SM/WCG	✓	✓	✓	✓	✓	Medium
SRMP050	New School Street: Jamestown	R3.00	R5.00			Planning and construction	SM	✓	✓	✓	✓	✓	High
SRMP051	Pajaro Avenue extension north and south to connect Stellenrust Road to Blaauwklippen Road				R50.00	Design and Construction	SM	✓	✓	✓	✓	✓	Medium
SRMP052	Wildebosch Road between R44 and Blaauwklippen Road					Concept	SM	✓	✓	✓	✓	✓	TBC
SRMP053	Wildebosch Road between Paradyskloof Road and the extension of Van Reede Road					Concept	SM	✓	✓	✓	✓	✓	TBC
SRMP054	Van Reede Road Extention - West			R22.10		Planning, Design	SM	✓	✓	✓	✓	✓	Medium
SRMP055	Van Reede Road Extention - East			R5.80		Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP056	Suidwal Road			R2.50		Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP057	Rokewood Road / Stellentia Road				R2.00	Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP058	Pastorie Road (Noordwal Wes Rd) link to Suidwal Street				R29.90	Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP062	R44 / Sandringham Road (R101)				R64.40	Planning	SM/DC	✓	✓	✓	✓	✓	Medium
SRMP063	Helshoogte Road / Simonsberg Street				R20.20	Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP064	Helshoogte Road / Sonnestraal Street				R37.60	Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP066	Main Road / Simonsberg Ext				R28.80	Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP067	Dirkie Uys Street				R13.50	Planning	SM	✓	✓	✓	✓	✓	Medium
SRMP068	New access road from the R45 to existing local access road (OP5618)												
					R10.60	Planning	SM	✓	✓	✓	✓	✓	Low
SRMP069	The Avenue / Suidwal Street				R15.00	Planning	SM	✓	✓	✓	✓	✓	Low
SRMP072	MR172 (Johannesdal-Eastern Link Intersection)					Concept	SM	✓	✓	✓	✓	✓	TBC
SRMP073	Stellenrust Road					Complete	WCG	✓	✓	✓	✓	✓	Low

13 STAKEHOLDER CONSULTATION

The overall aim of the consultation process is to ensure that relevant stakeholders have adequate opportunity to provide input into the concept development process. Consultation for this project will be undertaken at various levels; Project Team Meetings and identified role-players and stakeholders.

In addition, in an attempt to develop a better understanding various key interactions was be held with relevant role-players. These included:

- Workshop with Stellenbosch planners
- Workshop with CWDm around public transport plans and strategies
- Workshop with Western Cape Dept. of Transport and Public Works around roads masterplanning

13.1 Stakeholders consulted

Stakeholder engagements were undertaken with SLM officials and are discussed hereafter.

13.1.1 Municipal Officials

A Project Steering Committee was established with representatives of the Client and other agreed upon municipal stakeholders. Meetings was held in accordance with key milestones and project progress and project management matters were presented and discussed.

Engagements with officials from SLM were undertaken through the established project team. These meetings were used to obtain detailed information to assist with sourcing planning and policy documents, reaching consensus on the vision and transport chapters of the CIP.

13.1.2 Provincial Department of Transport and Public Works

The PRE provided vehicle registration, owner information and permit information which formed the base source of information as part of the OLP and TR.

Various meetings wer held with the provincial government units i.e. Regulation and Transport Registrar to consult on route rationalisation as well as updating the route numbers and descriptions on the provincial operating licensing database.

13.1.3 Liaison with Taxi Associations

Liaison with the local taxi associations was considered to be a vital aspect of preparing the TR and OLP which are direct input into the CIP. Engagement with the various taxi associations within SM was undertaken at various stages of the project including:

- prior to the commencement of the data collection surveys to confirm MBT operations, the location of ranks and description of routes
- after surveys were completed to present findings
- verification of operating license information as well as the
- ratification of consolidated route numbers and new route descriptions.

The survey staff encountered no difficulties in executing fieldwork and all the taxi associations gave their full corporation during the surveys and project. Each member signed against the route modifications confirming their agreement. There are 3 taxi associations that are active in SM which include:

4. Stellenbosch Taxi Association
5. Franschhoek Taxi Association
6. Kayamandi Taxi Association

13.1.4 Public Consultation as part of IDP Process

Individual ward meetings were held in October 2019 to determine the needs of the community that need to be addressed to improve the quality of life of residents in the greater Stellenbosch area. Information about the schedule of IDP/Budget Public Engagement Meetings in October 2018 were communicated both internally and externally. Internal communication was sent to management, Councillors, the Executive Mayoral Committee, Council and all officials within the Municipality. External communication about the meetings taking place was done through advertising in the main local newspaper as well as the community newspaper distributed free of charge. The schedule and advertisement was also published on the Municipality's official website, social media, distributed as flyers, loudhailed in the suburbs and SMS cellular phone messaging. The Municipality provided transport to members of the public who wished to attend the public engagements.

A summary of the concerns and issues raised by the public was recorded. These inputs have been incorporated into the needs assessment and the project responses.

14 WAY FORWARD

Typically the CIP is updated annually with a full review required every 5 years. It is recommended that the next series of updates and reviews focus on the outstanding sector plans required to comprehensively update these chapters in the CIP report. These chapters in order of priority are as follows:

- Short Term Years 1-2
 - Public Transport Plan
 - Freight Strategy
 - Law Enforcement Strategy
 - Universal Access Strategy
- Medium Term Years 3-5
 - Travel Demand Strategy
 - NMT (Cycling and Walking) Plan Review
 - E-Hailing Strategy
 - Tourism Transport Strategy
 - Transport Register and OLP Review

**Annexure A: SUMMARY REVIEW
OF INTERNATIONAL UNIVERSITY
TOWN CASE STUDIES**

INSERT SLIDES OF CASE STUDIES

**Annexure B: MBT ROUTE ROUTE
DESCRIPTIONS IN
STELLENBOSCH MUNICIPALITY
(new routes 2019)**

Revised Descriptions and Conditions for Local Routes in Stellenbosch Municipality

New Route Number	Route Name	New Route Description	Conditions of Route Authority
656	Idasvalley - Stellenbosch	Collection within boundaries of Idasvalley neighbourhood, use either Rustenburg Rd or Lelie St to exit Idasvalley. Continue to Bergzicht Rank via either Cluver Rd onto Merriman Ave, Banhoek Rd or Hamanshand Rd to Bergzicht Rank. Return to Idasvalley neighborhood via the same route.	<ul style="list-style-type: none"> • Passengers must at all times embark and disembark at Bergzicht Taxi Rank except between the hours of 19:00 and 09:00 unless at designated pick-up and drop off points along the route or in Idasvalley neighbourhood. • Also subject to time conditions above additional destinations can be served: Stellenbosch Station, Stellenbosch Hospital, Plankenburg/Devonvalley Industrial area and the neighbourhoods (Die Boord, Dalsig, Universiteits Oord, Dennesig, Krigeville, Karindal, Uniepark, Simonswyk and Onderpappagaaiberg.
665	Cloetesville - Stellenbosch	Collection within boundaries of Cloetesville, La Colline and Prinspark neighbourhoods, use Hendrikse Rd, Fir Rd, Short St, Langsstraat Suid Rd, Bell Rd or La Colline Rd to exit the neighbourhoods; Continue to Bergzicht Rank via either Bird Str or Adam Tas (R44) to Bergzicht Rank. Return to Cloetesville via the same route.	<ul style="list-style-type: none"> • Passengers must at all times embark and disembark at Bergzicht Taxi Rank except between the hours of 19:00 and 09:00 unless at designated pick-up and drop off points along the route or in Cloetesville, La Colline and Prinspark neighborhoods. After 15:40 allowed to utilise Hofman Str onto Molteno Rd and Pappagaairand Rd onto Bird St.
638	Jamestown - Stellenbosch	Collection within the boundaries of Jamestown neighbourhood, using R44 with drop-off in Paradyskloof (via Blauwklippen Rd or Paradyskloof Rd) and Technopark (via Tegno Rd), continue to Bergzicht Rank via Merriman Str or Dorp Str via Pappegaai Rd onto Du Toit Str into Merriman Str. Return to Jamestown along same route.	<ul style="list-style-type: none"> • Passengers must at all times embark and disembark at Bergzicht Taxi Rank except between the hours of 19:00 and 09:00 unless at designated pick-up and drop off points along the route or in Jamestown and Paradyskloof

New Route Number	Route Name	New Route Description	Conditions of Route Authority
			neighbourhoods or Technopark <ul style="list-style-type: none"> Also subject to time conditions above additional destinations can be served: Stellenbosch Station
662	Stellenbosch - Koelenhof	From Bergzicht Rank via Bird Str or Adam Tas (R44) continue on R304 to Koelenhof with a turnaround at Koelenhof Station, or Devonvale Circle on Bottelary Rd or Die Trekker on the R304	<ul style="list-style-type: none"> Passengers must at all times embark and disembark at Bergzicht Taxi Rank except between the hours of 19:00 and 09:00 unless at designated pick-up and drop off points along the route
663	Stellenbosch - Vlottenburg /Devon Valley	From Bergzicht Rank via Merriman Str, left on R44, right in Adam Tas Rd onto Polkadraai Rd, either left onto Vlottenburg Rd or direct onto R310 (Baden Powell) and right on Vlaeburg Rd back onto Polkadraai Rd upto the Stellenbosch Kloof Rd deadend and turn around. Return via Adam Tas and Merriman to Bergzicht Taxi Rank. Also serve Devon Valley via right in Adam Tas Rd right at the Distell intersection continue to Onder Papegaaienberg area back onto Devonvalley Rd upto JC. Return via same routes.	<ul style="list-style-type: none"> Passengers must at all times embark and disembark at Bergzicht Taxi Rank except between the hours of 19:00 and 09:00 unless at designated pick-up and drop off points along the route
667	Stellenbosch - Kylemore/ Pniel/ Lanquedoc	From Bergzicht Rank via Merriman Str, left into Cluwer, right onto Helshoogte Rd to serve Kylemore, Pniel and Lanquedoc. Return to Bergzicht Taxi Rank via Merriman Str or Hamanshand Rd/Banhoeck Rd/ Universityds Oord.	<ul style="list-style-type: none"> Passengers must at all times embark and disembark at Bergzicht Taxi Rank except between the hours of 19:00 and 09:00 unless at designated pick-up and drop off points along the route
675	Stellenbosch - Jonkershoek	From Bergzicht Rank via Merriman Str onto Martinson Str until Jonkershoek. Return via same route to Bergzicht Taxi Route.	<ul style="list-style-type: none"> Passengers must at all times embark and disembark at Bergzicht Taxi Rank except between the hours of 19:00 and 09:00 unless at designated pick-up and drop off points along the route
673	Stellenbosch- Elsenburg	From Bergzicht Rank via Bird or R44, right onto Knorhoek Rd upto Delheim Farm and back to R44, left in Elsenburg Rd into Muldersvlei to Vaal Draai. Return via same route to Bergzicht Taxi Route.	<ul style="list-style-type: none"> Passengers must at all times embark and disembark at Bergzicht Taxi Rank except between the hours of 19:00 and 09:00 unless at designated pick-up and drop off points along the route

New Route Number	Route Name	New Route Description	Conditions of Route Authority
676	Stellenbosch - Kayamandi	Kayamandi neighbourhood via Kayamandi Rank onto Masitandane Rd onto George Blake Rd left at R44 right into Merriman or via Bird, right at Merriman and left into Bergzicht Rank.	<ul style="list-style-type: none"> • Passengers must at all times embark and disembark at Bergzicht Taxi Rank except between the hours of 19:00 and 09:00 unless at designated pick-up and drop off points along the route or in Kayamandi neighbourhood
A96	Franschhoek - Franschhoek Plase	From Pick 'n Pay in Main Road Right at the Hugenote Monument, in Excelsior Road to Mountain manor, Boekenhoutskloof, La Daupine, Bergsig Delmonte packers, Green Valley farm, & Middagkrans and back as follows: Champagne Farm, La Bri, Robertsvlei, Dewdale, waterworks over Safcol, right in R45, left in Le Roux street, over Boonzaaier street, left in school street, right in Provance street, Right in R45 until collection Point at Pick'n Pay Franscchoek.	
G60	Klapmuts-via Muldersvlei - Stellenbosch	Collection within the boundaries of Klapmuts, right into R44 up to Stellenbosch, or right into Elsenburg Rd and Muldersvlei Rd to Muldersvlei Station, then to Stellenbosch left into Bird street, right into Merriman avenue, left into R44 and right at Adam Tas road, to Stellenbosch Station and back with R44 or via Muldersvlei right into R101, back to Klapmuts Area.	<ul style="list-style-type: none"> • Passengers must at all times embark and disembark at Stellenbosch Station except between the hours of 19:00 and 09:00 unless at authorised collection areas and drop off points along the route.
G61	Klapmuts - Simondium	Collection within the boundaries of Klapmuts, to Klapmuts taxi rank then to the R44 straight onto Main road 205 Simondium/Klapmuts road right into R45 upto Simondium Hotel and back with the R45 via the same route to Klapmuts Taxi Rank.	
Y48	Stellenbosch-R310	Route Description From Taxi Rank at Bergzicht Stellenbosch, left into Bird Street, left into Merriman Avenue, left into Adam Tas Road, onto the R44, right into Techno Park. From Techno Park, right onto the R44, into Annandale Road, left onto the R310 (Baden Powell Drive) until Stellenbosch WC024 Border, back onto the R310 (Baden Powell Drive), right into Annandale Road, left onto the R44, left into Techno Park. From Techno Park, left onto the R44 and the surrounding suburbs namely; Paradyskloof, Onder Papegaaiberg, Die Boord, Dalsig, Krigeville, Karindal, Uniepark, Simonswyk, Plakenberg, Industrial Area and Devon Valley Industrial Area to Taxi Rank at Bergzicht Stellenbosch.	<ul style="list-style-type: none"> • Passengers may only be picked-up at Bergzicht taxi rank and no passengers to embark on the R44 until Bergzicht Rank is reached. • Passengers can only disembark on the forward journey from Bergzicht taxi rank. • Passengers can only embark at De Zalze with the return journey to Stellenbosch. • Passengers can only embark at spier on the R310 (Baden

New Route Number	Route Name	New Route Description	Conditions of Route Authority
			<p>Powell Drive) with the return journey to Stellenbosch.</p> <ul style="list-style-type: none"> • No passengers to embark or disembark on the forward and return journeys
Z47	Franschhoek - Stellenbosch	<p>From Taxi Facility in Groendal Franschhoek, onto the R45 until Groot Drakenstein, left into Helshoogte road R310 to Stellenbosch turn, left at Cluver until Traffic Circle right into Merriman Avenue right at Stellenbosch Hospital. From Stellenbosch Hospital right into Merriman avenue until R44, left into R44 and Right into Adam Tas to Stellenbosch Station and return along the same route.</p>	<ul style="list-style-type: none"> • Passengers must at all times embark and disembark at Stellenbosch Station except between the hours of 19:00 and 09:00 unless at authorised collection areas and drop off points along the route.

Revised Descriptions and Conditions for Inter-Municipal Routes in Stellenbosch Municipality

New Route Number	Route Name	New Route Description	Conditions of Route Authority
669	Stellenbosch - Somerset West	<p>From Bergzicht Rank left into Merriman, left into R44, or left into Du Toit onto Pappegaai Rd and right into Dorp and left into R44 onto Main Rd Somerset West right into Church Street or via Upper Orange Str to Somerset West PTI. Return via same route to Bergzicht Taxi Route.</p>	<ul style="list-style-type: none"> • Passengers must at all times embark and disembark at Bergzicht Taxi Rank except between the hours of 19:00 and 09:00 unless at designated pick-up and drop off points along the route. • Passengers can only embark and disembark with the forward journey to Somerset - West from webers Valley and R44 Intersection, and with the return journey from Somerset - West, passengers can embark and disembark until the Old Valley Road (Jamestown Cemetary). From the Old Valley Road (Jamestown Cemetary) with the return journey from Somerset West, passengers can only disembark on route to Bergzicht Taxi Rank.

New Route Number	Route Name	New Route Description	Conditions of Route Authority
755	Franschhoek - Paarl	Collection within boundaries of Franschhoek Area, onto the R45 Turn Right at the Wemmershoek School onto R301 upto the traffic circle in Paarl, left into Mark Street up to next Traffic circle, right in to Bergriver Boulevard, left in Van der Lingen Street to Shoprite Paarl or Via Groot Drakenstein, Simondium, Corrobrick , Right into Old Paarl road , right into Pine Street, left into Tabak Street , right into Louw Street and Left into Railway street , Left Station road Right into Hattford Street right into Mainroad , right into Van der Lingen or right into Bergriver Boulevard to Shoprite Paarl Taxi rank and back via the same route.	<ul style="list-style-type: none"> Passengers must at all times embark and disembark at Franschhoek and Shoprite Paarl Taxi Ranks except between the hours of 19:00 and 09:00 unless at designated pick-up and drop off points along the route
A88	Stellenbosch - Kuilsrivier	From Bergzicht Taxi Rank left into Bird Street onto the R304 past Kayamandi, left into Bottelary Rd, left into La Belle Rd, left in Van Riebeeckweg, right into Carinus str, right in Kuilsrivier Taxi Rank. Return via the same route.	
G15	Klapmuts - Paarl	Collection within boundaries of Klapmuts neighbourhood, onto Merchant Street, left in the R44, right in R101 Old Paarl road, right into Pine Street, left into Tabak Street, right into Louw Street and Left into Railway Street, Left Station road Right into Hattford Street right into Main road, right into Van der Lingen or right into Bergriver Boulevard to Shoprite Paarl Taxi rank and back via the same route.	
G59	Klapmuts-Dandarach Farms Paarl	Collection within boundaries of Klapmuts Area, left in the R44 until Windmeul, left with Vryguns Road, right with Voor Paardenberg road until Dandarach Farm, Paarl. From dandarach right with Voor Paardenberg road, left with Vryguns roqad, right into R44, left into Suid Agter Paarl road, right with R101 to Klapmuts Station.	
N12	Stellenbosch Du Toit –Bellville	From Du Toit Long Distance Rank, left into bird Str, onto the Koelenhof Rd, left into Bottelary Rd, left into La Belle Rd, right into Strand Rd, straight into Voortrekker Rd, after the Stikland bridge, left and right into Rail Road to Bellville taxi rank, and back on the same route, except on the return journey on the Koelenhof Road, turn right by costa land to Kayamandi, and back into Bird Str to Du Toit Rank.	<ul style="list-style-type: none"> no passengers shall embark at any other taxi rank in the wc024 stellenbosch area. no passengers shall embark or disembark with the forward and return journey except at Du Toit Rank with the return journey passengers will only disembark at Kayamandi.

New Route Number	Route Name	New Route Description	Conditions of Route Authority
N42	Franschhoek - Paarl Mall	From Pick 'n Pay in Main Road Franschhoek, along the R45 upto the R101 right onto the R101, right at the N1 on-ramp left at the N1 off ramp to the mall, left at Aboretum Road until traffic circle, left at entrance of the Mall to collection point, from collection point, left with Jones Street, right with new Vleis street, left into Pine Street, left with Paarl main road, left onto R45 to Pick n Pay in main road Franschhoek.	<ul style="list-style-type: none"> Passengers must at all times embark and disembark at Franschhoek and Shoprite Paarl Taxi Ranks except between the hours of 19:00 and 09:00 unless at designated pick-up and drop off points along the route
Q80	Kayamandi-Lwandile	From kayamandi into George Blake Avenue, right into adam tas road onto the r44, left into m9 main road, somerset west, right into caledon road, left onto the n2 to lwandle and back on the same route.	

**Annexure C: MAPS OF MBT ROUTES IN
STELLENBOSCH MUNICIPALITY
(new routes 2019)**

7.5.6	REQUEST FOR APPROVAL FOR STELLENBOSCH MUNICIPALITY'S REVISED DRAFT BY-LAW ON PARKING
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Collaborator No: 696747
 IDP KPA Ref No: Good Governance and Compliance
 Meeting Date: 14 April 2021

1. SUBJECT: REQUEST FOR APPROVAL FOR STELLENBOSCH MUNICIPALITY'S REVISED DRAFT BY-LAW ON PARKING

2. PURPOSE

That Council notes and approves the revised By-Law on Parking.

3. DELEGATED AUTHORITY

Municipal Council, however the Mayor may request the Portfolio Committee to render assistance in terms of Section 80 of the Local Government Municipal Structures Act, Act 117 of 1998, as amended.

4. EXECUTIVE SUMMARY

The Draft By-Law on Parking gives effect to rights contained in Section 24 of the Constitution, of the Republic of South Africa, 1996, and Section 11 of the Local Government Municipal Systems Act 200 (Act 32 of 2000), where, a Local Government may proclaim By-Laws to govern the services that is delivered to the constituencies of the Republic of South Africa.

As the Authority, Council may define and regulate, activities and functions on Municipal Parking areas within the jurisdiction of the Municipality. The proposed By-Law aims to promote a safe environment and control parking areas by providing definitions, procedures, methods and practices to manage the use of parking areas.

The recent increase in demand for parking, and related increases in revenue, particularly for parking in the Central Business District (CBD) areas, has necessitated revisions to make allowances for more effective management of parking areas.

5. RECOMMENDATIONS

- (a) that the Draft By-Law on Parking, attached as **ANNEXURE A**, be accepted in terms of Section 12(2) to 12(3) and 13 of the Municipal Systems Act; and
- (b) that Council notes that a public participating process was followed and considers the discussion on comments received.

6. DISCUSSION / CONTENTS

6.1 Background

The current Parking By-Law was promulgated 05 July 2013. The increase in demand for parking has also coincided with an increase in illegal parking on roadways and on sidewalks, creating an unsafe environment for pedestrians and cyclist and contributing to traffic congestion in the town.

6.2 Discussion on the By-Law

The Revised Bylaw (**ANNEXURE A**) providing a bases for the effective supply, control and regulation of parking, it defines allowable and prohibited parking and makes provision for the use of new automated technologies.

The following aspects are addressed in the By-Law

- General provisions such as the control of parking, where parking in allowable etc.
- Parking permits
- Payments for parking
- Parking areas
- Parking for Public Transport Vehicles
- Miscellaneous provisions such as impounding of vehicles and penalties

6.2.1 Discussion on the Comments Received

Council has noted the draft By-law and that it would be circulated for public comment. The public commenting period was between 14 September 2020 and 14 October 2020 (**ANNEXURE B**). The public was notified with an advertisement that was placed in the media "Die Burger" and on the Municipal website.

Comments and proposed amendments to the By-Law was received from Bolt SA (**ANNEXURE C**). Bolt SA is a company registered within the boundary of the City of Cape Town and is the owner of a software application company that provides a software app for an "on demand" public transport service. The software application puts a transport services company in touch with persons that require a transport service - in the form of an e-hailing transport service.

Bolt SA's amendments proposes that special parking facilities be made available for an e-hailing type services as well as for e-scooters and e-bikes. Bolt SA also supports the provisions of pick up & drop off facilities, as these can also be utilized for deliveries of extended services goods, foods, medication etc.

The Municipality Parking Bylaw is drafted in line with national legislative standards. The Directorate is in agreement that pick up & drop off facilities have become more relevant and is currently undertaking further Planning and Development in Parking where the implementation of these facilities are being assessed. However, the Directorate proposes that amendments to the Parking Bylaw as proposed by Bolt SA - cannot be taken in account for the following reasons:

- E-scooters are not legally allowed on public roads.
- The service that Bolt SA proposes is in effect a Public Transport Service that is initiated on request; any public transport service may use public facilities (pick up and drop off facilities). At this stage, it is impractical for the Municipality to make special facilities available for Transport on Demand services, or to have facilities for transport on demand that are shared with scheduled transport services.

6.3 Financial Implications

There are no financial implications should the recommendations as set out in the report be accepted.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation.

Municipal Systems Act

“12. *Legislative procedures.*—(1) Only a member or committee of a municipal council may introduce a draft by-law in the council.

- (2) *A by-law must be made by a decision taken by a municipal council—*
 - (a) *in accordance with the rules and orders of the council; and*
 - (b) *with a supporting vote of a majority of its members.*
- (3) *No by-law may be passed by a municipal council unless—*
 - (a) *all the members of the council have been given reasonable notice; and*
 - (b) *the proposed by-law has been published for public comment in a manner that allows the public an opportunity to make representations with regard to the proposed by-law.*
- (4) *Subsections (1) to (3) also apply when a municipal council incorporates by reference, as by-laws, provisions of—*
 - (a) *legislation passed by another legislative organ of state; or*
 - (b) *standard draft by-laws made in terms of section 14.*

13. *Publication of by-laws.*—A by-law passed by a municipal council—

- (a) *must be published promptly in the Provincial Gazette, and, when feasible, also in a local newspaper or in any other practical way to bring the contents of the by-law to the attention of the local community; and*
- (b) *takes effect when published or on a future date determined in or in terms of the by-law.”*

6.5 **Staff Implications**

Addition staff for the operational management of parking or for the management of a parking service provider may be required.

6.6 **Previous / Relevant Council Resolutions:**

37TH COUNCIL MEETING: 2020-08-24: ITEM 11.5.1

RESOLVED (nem con)

- (a) that the content of this report be noted;
- (b) that the Draft By-Law on Parking, attached as **ANNEXURE A**, be accepted as per Section 12(1) of the Municipal Systems Act, as amended; and
- (c) that a Public Participation process be launched as per Section 12(3)(b) and Section 21 of the Municipal Systems Act.

6.7 **Risk Implications**

Delegations for the operational management of a parking service or the operational management of a parking service provider may need to be clarified.

RECOMMENDATIONS FROM INFRASTRUCTURE SERVICES COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2021-03-04: ITEM 5.1.5

- (a) that the Draft By-Law on Parking, attached as **ANNEXURE A**, be accepted in terms of Section 12(2) to 12(3) and 13 of the Municipal Systems Act; and
- (b) that Council notes that a public participating process was followed and considers the discussion on comments received.

ANNEXURES

Annexure A: Draft Parking By-Law

Annexure B: Advertisement Notice for Comments

Annexure C: Comments Received

FOR FURTHER DETAILS CONTACT:

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REPORT DATE	<i>22 October 2020</i>

ANNEXURE A

STELLENBOSCH MUNICIPALITY PARKING BY-LAW, 2018

PREAMBLE

WHEREAS section 156(2) and (5) of the Constitution provides that a municipality may make and administer by-laws for the effective administration of the matters which it has the right to administer, and to exercise any power concerning a matter reasonably necessary for, or incidental to, the effective performance of its functions;

AND WHEREAS Part B of Schedule 5 to the Constitution lists traffic and parking as a local government matter to the extent set out in section

155(6)(a) and (7);

AND WHEREAS the Stellenbosch Municipality seeks to regulate parking within its area of jurisdiction and matters incidental thereto;

AND NOW THEREFORE, BE IT ENACTED by the Council of the Stellenbosch Municipality, as follows—

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Definitions

1. (1) In this By-law, unless the context otherwise indicates:

“animal” means any equine, bovine, sheep, goat, poultry, camel, dog, cat, or other domestic animal or bird, or any wild animal, or reptile

which is in captivity or under the control of a person, or insects, such as, but not limited to, bees which are kept or are under the control of a person;

“approved” means approved by the Municipality, and “approval” has a corresponding meaning;

“authorised officer” means an inspector of licences, examiner of vehicles, examiner for driving licences, traffic warden or a traffic officer, and includes any other person appointed as an inspector of licences, examiner of vehicles, examiner for driving licences, traffic warden or a traffic officer in terms of section 3A of the National Road Traffic Act, 1996 (Act No. 93 of 1996), and includes any person nominated by any organisation and authorised by the Municipality;

“**authorized official**” means any employee of the Municipality who is acting within the scope of his or her duties on behalf of the Municipality and who is in uniform with a distinctive permit and appointment certificate of office;

“**authorised person**” means a person nominated by an organization and authorized by the Municipality;

“bridge” means a bridge, as contemplated in the National Road Traffic Act, 1996 (Act 93 of 1996);

“bus” means a motor vehicle designed or lawfully adapted by a registered manufacturer in compliance with the National Road Traffic Act, 1996 (Act 93 of 1996), to carry more than 34 persons, including the driver, and includes a bus train;

“bus stop” means a demarcated place or stand where passengers may board or alight from a bus, and which is distinguished by the appropriate traffic sign to indicate the type of bus or, where applicable, the name of the concern entitled to use the bus stop;

“bus train” means a bus which—

(a) consists of two sections that connect to form a unit;

(b) can swivel in a horizontal plane at the connections between such sections;

(c) is designed or adapted solely or principally for the conveyance of the driver and at least 100 other persons; and

(d) has a continuous passageway over its length;

“caravan” means any vehicle permanently fitted out for use by persons for living and sleeping purposes, whether or not such vehicle is a trailer;

“Chief Traffic Officer” means the Chief Traffic Officer of the Municipality to whom any function, power or duty has been delegated, and includes any other officer under his or her control;

“Municipality” means the Stellenbosch Municipality established by Provincial Notice 479 of 2000, and includes any political structure, political office bearer, duly authorised agent thereof or any employee acting in terms of delegated or sub-delegated authority; ;

“Parking card” means any document or card, irrespective of the form thereof, issued by the Municipality in order to be used as a method of payment for parking;

“permit/disc” means official document, whether electronic or not, which either by itself or in connection with any other thing entitles or purports to entitle the holder thereof to park any vehicle in a parking bay or parking ground, and includes any device approved by the Municipality from time to time;

“dealer” means a person who, for gain, carries on the business of selling, buying, exchanging or garaging vehicles;

“**decal**” means a colour-coded sticker or other means of identification issued by the Municipality to the holder of a taxi permit;

“driver” means any person who drives or attempts to drive any vehicle or who rides or attempts to ride any pedal cycle and “drive” or any like word has a corresponding meaning;

“event” means—

(a) any sporting, recreational or entertainment event, including live acts;

(b) any educational, cultural or religious event;

(c) any business event, including marketing, public relations and promotional or exhibition events;

(d) any charitable event, including any conference, organizational or community event, or any similar activity hosted at a stadium, venue or along a route or its precinct that is planned, has a clear programme, control and accountability, but excludes an event hosted by a private person in his or her private capacity at any venue, or filming staged in terms of the by-law relating to Filming;

“footpath” means that portion or lateral extremities of the public road which, although not actually defined or made, is habitually used by pedestrians as a sidewalk;

“goods vehicle” means a motor vehicle, designed or adapted for the conveyance of goods on a public road;

“heavy motor vehicle” means a motor vehicle or a combination of motor vehicles the gross vehicle mass of which vehicle or combination of vehicles exceeds 3,500kg;

“holding area”, in relation to a taxi, means a place, other than a rank, where a taxi remains until space for it is available at a rank or stopping place;

“marshal” means a person who arranges passenger and vehicle-related procedures at taxi facilities;

“mechanically or otherwise controlled parking ground” means a parking ground to which entry is controlled by a mechanism, such as a boom, which opens or is manually opened on presentation of proof that any payment was or is to be made as determined by the Municipality in the annual schedule of tariffs;

“metered parking bay” means a parking bay in respect of which a parking meter has been installed or in respect of which a handheld device is used or electronic payment system has been implemented;

“metered parking ground” means a parking ground or any part thereof where parking is controlled by means of a parking meter or meters;

“midi-bus” means a motor vehicle designed or lawfully adapted by a registered manufacturer in compliance with the National Road Traffic Act, 1996 (Act 93 of 1996), to carry more than 16 but less than 35 persons, including the driver;

“mini-bus” means a motor vehicle designed or lawfully adapted by a registered manufacturer in compliance with the National Road Traffic Act, 1996 (Act 93 of 1996), to carry more than nine but not more than 16 seated persons, including the driver;

“minibus-taxi” means a motor car, a midi-bus or a mini-bus with an operating licence authorising it to operate an unscheduled public transport service on a specific route or routes, or where applicable, within a particular area;

“Minister” means the National or Provincial Minister of Transport;

“motor vehicle” means any self-propelled vehicle and—

(a) a trailer; and

(b) a vehicle having pedals and an engine or an electric motor as an integral part thereof or attached thereto and which is designed or adapted to be propelled by means of such pedals, engine or motor, or both such pedals and engine, or motor, but does not include—

(i) a vehicle propelled by electrical power derived from storage batteries and which is controlled by a pedestrian; or

(ii) a vehicle with a mass not exceeding 230 kilograms and specially designed and constructed, and not merely adapted, for the use of any person suffering from some physical defect or disability and used solely by such person;

“operate”, in relation to a vehicle, means to use or drive a vehicle, or to permit a vehicle to be used or driven on a public road, or to have or to permit a vehicle to be on a public road;

“operating license” means an operating licence contemplated by the National Land Transport Act, 2009 (Act 5 of 2009);

“operator” means a public transport operator, as defined in the National Road Traffic Act, 1996 (Act 93 of 1996), being a person carrying on the business of a public passenger road transport service;

“organization” means a group of people, company, association or body representing parking marshals that operates a parking marshal service or a parking management service in certain geographical areas as approved by the Municipality;

“owner” in relation to a vehicle, means—

(a) the person who has the right to the use and enjoyment of a vehicle in terms of common law or a contractual agreement with the titleholder of such vehicle;

(b) a person referred to in paragraph (a), for any period during which such a person has failed to return that vehicle to the titleholder in accordance with the contractual agreement referred to in paragraph (a); and

(c) a person who is registered as such in accordance with regulations issued under section 4 of the National Road Traffic Act, 1996 (Act 93 of 1996);

“park” means to keep a vehicle, whether occupied or not, stationary for a period of time longer than is reasonably necessary for the actual loading or unloading of persons or goods, but does not include any such keeping of a vehicle by reason of a cause beyond the control of the person in charge of such vehicle, and “parking” has a corresponding meaning;

“parking attendant” means a person rendering a parking service for his or her own account;

“parking marshals” means a person in the employ of an organization to render a parking management service to drivers in a public place or on a public road;

“parking bay” means a demarcated area within which a vehicle is to be parked in terms of this By-law, demarcated as such by the Municipality upon the surface of a parking ground or a public road;

“parking ground” means any area of land or any building set aside by the Municipality as a parking ground or garage for the parking of vehicles by members of the public, whether or not charges are prescribed by this By-law for the use thereof;

“parking meter” means a device commissioned in terms of this By-law, registering and visibly recording the parking time either by means of a meter affixed to the device, or on a parking meter ticket issued by the device, or any other device by which parking time can be recorded whether operated by an authorized official or a service provider approved by the Municipality;

“parking period” means the maximum continuous period during which a vehicle is permitted to park in a parking ground or parking bay as indicated by a road traffic sign;

“passenger” means any person in or on a vehicle, but does not include the driver or the conductor;

“pay-and-display machine” means any machine or device installed or operated at a pay-and-display parking ground for the sale of coupons;

“pay-and-display parking ground” means a parking ground in which a parking coupon must be obtained from a parking coupon vending machine which is situated in or in close proximity of the parking ground;

“pedal cycle” means any bicycle or tricycle designed for propulsion solely by means of human power;

“prescribed” means determined by resolution of the Municipality, and in relation to a fee, means as set out in the tariff policy of the Municipality;

“prescribed fee of the denomination indicated on the parking meter concerned and includes debit, credit or Municipality cards and any other method of payment as may be approved and prescribed by the Municipality from time to time;

“public place” means any square, park, recreation ground, sports ground, or open space which has—

(a) in connection with any subdivision or layout of land into erven, been provided, reserved or set apart for use by the public, or the owners, or occupiers of such erven, whether or not it is shown on a general plan, plan of subdivision or diagram;

(b) at any time been dedicated to the public;

(c) been used by the public without interruption for a period of at least 30 years; or

(d) at any time been declared or rendered as such by the Municipality or other competent authority;

“public road” means any road, street, cycle path, thoroughfare, parking ground, dedicated busway, parking bay or any other similar place, and includes—

- (a) the verge of any such public road;
- (b) any footpath, sidewalk or similar pedestrian portion of a road reserve;
- (c) any bridge, ferry or drift traversed by any such public road;
- (d) any other object belonging to such public road, which has at any time been—
 - (i) dedicated to the public;
 - (ii) used without interruption by the public for a period of at least 30 years;
 - (iii) declared or rendered as such by the Municipality or other competent authority; or
 - (iv) constructed by a local authority; and
- (e) any land, with or without buildings or structures thereon, which is shown as a public road on—
 - (i) any plan of subdivision or diagram approved by the Municipality or other competent authority and acted upon; or
 - (ii) any general plan as defined in the Land Survey Act, 1997 (Act 8 of 1997), registered or filed in a deeds registry or Surveyor

General’s office, unless such land is on such plan or diagram described as a private public road;

“rank access token” means a colour-coded sticker or other means of identification issued by the Municipality to the holder of a valid operating licence;

“regulation” means a regulation under the National Road Traffic Act, 1996 (Act 93 of 1996);

“residence” means a building, or part of a building, that is—

- (a) fixed to land;
- (b) designed or approved by the Municipality, for human habitation by a single-family unit; and
- (c) used for residential purposes;

“semi-trailer” means a trailer having no front axle and so designed that at least 15% of its tare is superimposed on and borne by the vehicle drawing such trailer;

“sidewalk” means that portion of a public road between the outer boundary of the roadway of a road and the boundary lines of adjacent properties or buildings which is intended for the use of pedestrians;

“special parking place” means a rank, stand or bus stop established by the Municipality on a public road within the Municipality for the parking or standing of a taxi or a bus;

“stand” in relation to a bus, means the place where a bus route starts or ends;

“stop” in relation to a taxi stopping in a stopping place on a public road, means to keep a taxi, whether occupied or not, stationary for a period of time no longer that is reasonably necessary for the actual loading or off-loading of persons or goods, but does not include any such stopping by reason of a cause beyond the control of the driver of such taxi;

“stopping place” in relation to—

(a) a taxi, means the place designated by the Municipality where a taxi may stop to pick up or drop off passengers; and

(b) a bus, means a bus stop;

“tare” in relation to a motor vehicle, means the mass of such a vehicle ready to travel on a road and includes the mass of—

(a) any spare wheel and of all other accessories and equipment supplied by the manufacturer as standard for the particular model of motor vehicle concerned;

(b) anything which is a permanent part of the structure of such vehicle;

(c) anything attached to such vehicle so as to form a structural alteration of a permanent structure; and

(d) the accumulators, if such vehicle is self-propelled by electrical power, but does not include the mass of—

(i) fuel; and

(ii) anything attached to such vehicle which is not of the nature referred to in subsection (a) or (b);

“taxi” means a motor vehicle which plies for hire, is operated for reward, and includes—

(a) a mini-bus, a midi-bus, motor tricycle or motor quadricycle, and includes a minibus-taxi; and

(b) a metered taxi;

“taxi association” means a taxi association recognized as such by the Municipality and the Western Cape Provincial Government;

“taxi facility” means a holding area, special parking place, stopping place, rank, terminal and any other facility that is specifically identified and designate by the Municipality for the exclusive use of taxis and, regarding a minibus-taxi making use of a bus stop in terms of section 5, includes a bus stop;

“taxi operator” means the person responsible for the use of a taxi, provided that in terms of Chapter IV of the National Road Traffic Act, 1996 (Act 93 of 1996), it means the person who has been registered as the operator of such vehicle;

“taxi rank” means a taxi facility identified by the Municipality where a taxi may stand to ply for hire or to pick up passengers for their conveyance for reward;

“temporary taxi facility” means a taxi facility contemplated in section 49(2);

“trailer” means a vehicle which is not self-propelled and designed or adapted to be drawn by a motor vehicle, but does not include a sidecar fitted to a motorcycle;

“tri-cycle” means a three-wheeled cycle exclusively designed or prepared for the conveyance of goods and propelled solely by human power;

“verge” means that portion of a road, street or thoroughfare, including the sidewalk, which is not the roadway or the shoulder;

“vehicle” means a device designed or adapted mainly to travel on wheels, tyres or crawler tracks and includes such a device which is connected with a draw-bar to a breakdown vehicle and is used as part of the towing equipment of a breakdown vehicle to support any axle or all the axles of a motor vehicle which is being salvaged, other than such a device which moves solely on rails.

(2) In this By-law, a word or expression that has been defined in the National Road Traffic Act, 1996 (Act 93 of 1996), has that meaning, unless the context otherwise indicates.

Purpose

2. The purpose of this By-law is to control parking within the area of jurisdiction of the Stellenbosch Municipality in order to provide a safe environment.

CHAPTER 1

GENERAL PROVISIONS RELATING TO PARKING

Part 1: General provisions

Control of parking

3. (1) Whenever the public or a number of persons are entitled or allowed to use, as a parking place, an area of land, including land which is not part of a public road or a public place, an authorised officer may, in cases of emergency or when it is desirable in the public interest, direct and regulate traffic thereon.

(2) The Municipality may manage parking and collect any fees related to parking or appoint a service provider to manage parking and to collect any fees related to parking.

(3) No person may without the prior written approval of the Municipality erect or place any sign or notice in any position or place indicating that parking in any parking bay is either reserved for a person or a class of persons.

(4) The Municipality may operate a parking management system in areas and during times determined by the Municipality from time to time.

(5) A person who disregards an instruction of an authorised officer in terms of subsection (1) or who erects or places a sign or notice in contravention of subsection (3) or who contravenes subsection (4) commits an offence.

Parking in a loading zone

4. (1) No person who operates or who is in charge of a vehicle on a public road may allow, subject to subsections (2) and (3), the vehicle to remain stationary in a loading zone—

(a) between the hours of 07:00 and 19:00 on Mondays to Saturdays,

(b) between the hours of 09:00 to 17:00 on Sundays, or

(c) between other restricted hours as may be specified in respect of a particular loading zone by a road traffic sign or marking.

(2) No person who operates or who is in charge of a vehicle on a public road may allow a vehicle, other than a goods vehicle, to remain stationary in a loading zone, except while actually loading or off-loading goods and while a licensed driver is in attendance at the vehicle.

(3) No person who operates or who is in charge of a vehicle on a public road may allow a goods vehicle to remain stationary in a loading zone for more than 30 minutes continuously, except while the vehicle is being actually loaded or off-loaded.

(4) The driver of a vehicle, other than a goods vehicle, stationary in a loading zone must immediately remove the vehicle from the loading zone upon being directed to do so by an authorised officer (5) A person who contravenes a provision of this section commits an offence.

Parking at a bus stop or public transport facility

5. (1) No person who operates or who is in charge of a vehicle on a public road may—

(a) in the case of a vehicle other than a bus or a minibus-taxi, allow the vehicle to remain stationary at a bus stop or public transport facility;

(2) Subsection (1)(a) does not apply to a driver or person in charge of a vehicle who allows such vehicle to remain stationary at a bus stop where that bus stop is located in a driving lane of a public road, where the vehicle is kept stationary in order to comply with a traffic signal or for another reason linked to road safety; Provided that such driver or person in charge does not allow passengers to board or alight from the vehicle.

(3) A person who contravenes subsection (1) commits an offence.

Parking in a public road

6. (1) No person who operates or who is in charge of a vehicle on a public road may park the vehicle in any public road within the municipal area for a period beyond that indicated on a road traffic sign relevant to the specific area.

(2) No person may leave a vehicle in the same place in a parking bay for a continuous period of more than seven days.

(3) No person may park a heavy motor vehicle designed, adapted or used for the conveyance of goods anywhere in the municipal area, except on private land or in those areas where road traffic signs regulating such parking have been erected.

(4) No person who operates or who is in charge of a vehicle on a public road may park the vehicle in any public road causing obstruction or danger to other road users,

(5) No person who operates or who is in charge of a vehicle on a public road may park the vehicle on an area that is demarcated as a no-stopping area by means of a red line or no-stopping road sign, (6) A person who contravenes a provision of this section commits an offence.

Parking upon a traffic island

7. (1) No person may park a vehicle upon a traffic island, unless directed or instructed to do so by an authorised officer.

(2) A person who parks a vehicle upon a traffic island in contravention of subsection (1), or who fails to comply with a direction or instruction by an authorised officer commits an offence.

Parking by a dealer or seller of a vehicle

8. (1) No dealer or seller of a vehicle may park or allow to be parked on the verge of a public road within the municipal area a vehicle which is for sale or for rental, whether advertised as such or not.

(2) A dealer or seller who contravenes subsection (1) commits an offence.

Parking of a vehicle under repair

9. (1) No person responsible for the control of a business of recovering or repairing vehicles may park, cause or permit to be parked, in any public road or public place within the municipal area any vehicle that is in a state of disrepair, which has been placed in his or her charge in the course of the business of recovering or repairing.

(2) A person who contravenes subsection (1) commits an offence.

Parking of heavy vehicles and caravans

10. (1) No person may, for an uninterrupted period exceeding two hours, except on places reserved for the parking of heavy vehicles, park on a public road within the municipal area—

(a) a motor vehicle with a tare exceeding 3500 kg;

(b) a trailer not attached to a vehicle;

(c) a semi-trailer, or

(d) a caravan not attached to a vehicle.

(2) Whenever a vehicle is parked in contravention of subsection (1), it is deemed that the owner thereof has parked such vehicle, unless the contrary is proved.

(3) A person who contravenes subsection (1) commits an offence.

Exemption of medical practitioners from parking restrictions

11. (1) (a) Registered general medical practitioners to whom a permit/disc has been issued in terms of subsection (3)(a) are exempt from the provisions of this By-law, subject to paragraph (b), when using, on a bona fide professional domiciliary visit, a motor vehicle on which is displayed a permit/disc conforming with the requirements of subsection (2) issued to him or her by the Municipality.

(b) A person contemplated in paragraph (a) is not exempt from a provision prohibiting the stopping of a vehicle or the parking of a vehicle in a bus stop or across an entrance.

(2) (a) The permit/disc must be a windscreen sticker permit/disc displaying on the face thereof—

(i) a serial number; and

(ii) the name of the person to whom it is issued.

(b) The permit/disc must be displayed on the lower left corner of the windscreen and must have a pocket in which the person contemplated in subsection (1) inserts a white card showing the address at which the holder of the permit/disc is actually making a professional domiciliary visit at the time the motor vehicle to which it is affixed is parked, and the address shown on the card must be easily legible from outside the vehicle.

(c) The address referred to in paragraph (b) must be the same street or a street adjoining and in close proximity to the place where the vehicle is parked.

(3) (a) Written application for the issue of a permit/disc must be made to the Municipality and if the Municipality approves the application, it must issue a permit/disc bearing a registered serial number to the applicant.

(b) The Municipality must keep a register in which it records—

(i) The permit/disc issued by it;

(ii) the serial number allocated to a permit/disc; and

(iii) the name of the holder of a permit/disc.

(c) The Municipality may issue a duplicate permit/disc.

(d) Where the Municipality has reason to believe that any holder of a permit/disc is abusing a privilege conferred by the permit/disc it may withdraw the permit/disc from the holder and the privileges conveyed by the permit/disc shall thereupon cease.

(e) The Municipality may charge a fee for the issuing of a permit/disc or a duplicate thereof.

(f) The Municipality may prescribe the period for which a permit/disc will be valid.

(4) Application for a permit/disc must be made on a form provided for this purpose by the Municipality.

(5) A person who displays a forged permit/disc or a permit/disc which was not issued by the Municipality commits an offence.

Pick-up and set-down areas at schools

12.(1) The Municipality may by notice designate areas in the vicinity of schools and crèches as pick-up and drop-off, kiss and ride areas.

(2) No person may park in a pick-up and drop-off, kiss and ride area's for any longer that necessary to pick-up or drop-off learners.

(3) A person who contravenes subsection (2) commits an offence.

Outspanning in public roads

13. (1) No person may outspan or allow to be outspanned in any public road or public place any vehicle drawn by animals, or detach or leave in any public road or public place any trailer, caravan or vehicle which is not self-propelled, however, this provision does not apply when such vehicle is being loaded or off-loaded.

(2) A person who contravenes subsection (1) commits an offence.

Part 2: Parking permits

Resident parking permit

14. (1) Subject to any conditions the Municipality may impose and subject to section 17(1) and (2), a resident parking permit may be granted to persons—

(a) who reside in a residence—

(i) situated on a section of road in circumstances where parking immediately adjacent to the residence is regulated by time;

(ii) in circumstances where not more than one person who resides in the residence is the holder of a current permit; and

(iii) situated on a section of road in circumstances where the issue of the permit would not unduly impede the flow of traffic either on the road or in the area; and

(b) whose residence does not have and cannot reasonably provide off-street parking.

(2) Subject to any conditions the Municipality may impose and subject to section 17(1) and (2), a resident parking permit may be granted to persons—

(a) who reside in a residence that is situated in an area that is in the vicinity of a sports stadium, field or facility, or any field or facility where an event is hosted; and

(b) in circumstances where such an area is cordoned off or declared a zone where access is denied to vehicles, to enter and park a vehicle in such area, cordoned off or declared zone.

(3) A person who parks a vehicle in contravention of subsection (1) commits an offence.

Temporary parking permit

15. (1) Subject to any conditions the Municipality may impose and subject to section 17(1), a temporary parking permit may be granted to allow the holder of the permit to park one or more vehicles in a designated parking space for a period specified in the permit despite an indication on an official traffic sign to the contrary and despite the fact that paid parking would otherwise apply to the space.

(2) A temporary parking permit may only be granted if the Municipality is satisfied that—

(a) the applicant is engaged in some temporary activity affecting premises immediately adjacent to the designated parking space to which the application relates; and

(b) it is not reasonably practical for the applicant to carry out that activity unless the designated parking space to which the application relates are allocated to the exclusive use of the applicant for the duration of the activity at the approved council tariffs.

(3) A person who parks a vehicle in contravention of subsection (1) commits an offence.

Work zone permit

16. (1) Subject to any conditions the Municipality may impose and subject to section 17(1) and (3), a work zone parking permit may be granted for driving, parking or building or construction purposes in a parking bay or parking ground or on the verge of a road or elsewhere on a public road if the Municipality is satisfied that—

(a) the part of the road or other area referred in subsection (1) to which the application relates is adjacent to or at the site of proposed building, construction or other work; and

- (b) the carrying out of the building, construction or other work is lawful; and
 - (c) having regard to the nature of the building, construction or other work and the characteristics of the site of the work, it is not reasonably practical for all work activity involving the vehicle, including loading and off-loading and associated vehicle movements, to be confined within the site, or to areas within close proximity where parking is permitted.
- (2) Holders of work zone permits may only use such permits for the parking of any vehicle in the execution of their duties at the approved council tariffs.
- (3) A person who parks a vehicle in contravention of subsection (1) or who uses a work zone permit whilst not executing his or her duties commits an offence.

Municipal works parking permit

17. (1) Subject to any conditions the Municipality may impose and subject to section 18(1), a municipal works parking permit may be granted to allow a person to park one or more vehicles in a designated parking space, and for a period specified in the permit despite an indication on an official traffic sign to the contrary and despite the fact that paid parking would otherwise apply to the space if the person is—

- (a) an employee, contractor or agent of the Municipality; and
- (b) parking the vehicle or vehicles in the space—
 - (i) for the purpose of carrying out work for or on behalf of the Municipality; and
 - (ii) in the course of carrying out his or her duties for or on behalf of the Municipality.

Conditions and originality of parking permits

18. (1) (a) The holder of a parking permit must affix the original permit on the windshield of the vehicle identified in the permit facing outwards, and as near as practicable to the registration label for the vehicle.

(b) The Municipality may only issue a replacement permit after the permit holder has declared the facts and circumstances of a loss, destruction or damage of the original permit to the satisfaction of the Municipality.

(2) (a) A resident parking permit must be used only in respect of the parking of a vehicle at the location identified in the permit which must be—

- (i) the road adjacent to the place of residence identified in the permit; or
 - (ii) the one or more segments of road in close proximity to the place of residence identified in the permit; and
- (b) The holder of a resident parking permit must only use the permit whilst the holder remains a resident at the place of residence identified in the permit.
- (c) A resident parking permit is not specific to any particular vehicle.
- (d) The Municipality may only issue a maximum of one parking space per residence.

- (3) (a) A work zone permit must specify the part of the road to which the permit relates.
- (b) The holder of a work zone permit must pay the prescribed fee, as determined by the Municipality, for the installation of official traffic signs, or other signs and markings to identify the boundaries of the work zone identified in the permit.
- (c) No person may be stack, place or otherwise leave materials of any kind on the road or footpath within or outside of a work zone.
- (d) No person may park, and load or off-load a vehicle or carry out any other operation in a manner which obstructs pedestrian movement along a footpath within or adjacent to a work zone.
- (e) The holder of a work zone permit must keep the permit on site and produce upon request by an authorised officer.
- (4) No person to whom a permit has been granted in terms of sections 13, 14, 15 and 16 may stop, park or leave a vehicle at any time in a designated parking space unless the vehicle displays an original parking permit.
- (5) Any person who contravenes any provision of this section, or who displays a copy of a parking permit commits an offence.

Reserved parking for the disabled, diplomatic corps, South African Police Services and other identified groups

19. (1) The Municipality may reserve parking areas for the disabled, diplomatic corps, South African Police Services and any other groups identified by the

Municipality, and may designate such areas by notice or road signage and may impose conditions appertaining to the issue of special parking facility permits.

(2) No person may stop, park or leave a vehicle at any time in any designated parking space other than a vehicle displaying a designated parking permit.

(3) Any person who contravenes subsection (2) commits an offence.

CHAPTER 2

PAYMENT FOR PARKING

The installation of parking management devices or use of any other device to record the time parked

20. (1) The Municipality may install or cause to be installed or operate or cause to be operated in a public road or place in the municipal area—

- (a) a parking management device at a parking space demarcated as a parking bay;
- (b) a combined parking management device at a parking space demarcated as parking bays; or
- (c) any other device by which parking time can be recorded and displayed.

(2) The Municipality may install or operate a parking management device contemplated in subsection (1) upon the kerb, footpath or sidewalk which adjoins the parking bay in respect of which it is installed or at any other place in close proximity that serves the parking bay.

Method of parking

21. (1) No driver or person in charge of a vehicle may park the vehicle—

- (a) in a parking bay across a painted line marking the bay or in such a position that the vehicle is not entirely within the area demarcated as a parking bay;
- (b) in a parking bay which is already occupied by another vehicle; or
- (c) in a parking bay in contravention of a road traffic sign which prohibits the parking or stopping of vehicles in the public road or portion of the public road concerned.
- (d) In the verge or in an area where parking is prohibited.

(2) A person who contravenes the provisions of subsection (1) commits an offence.

Payment for parking

22. (1) (a) When a vehicle is parked in a parking bay, the driver or person in charge of the vehicle must—

(i) immediately inform the parking marshal which manage the parking bay in respect of the time period which he or she desires to park his or her vehicle in the bay, and must, where applicable, set the device in operation either by inserting the prescribed time period in the appropriate parking device, or where applicable, in accordance with the instructions appearing on the parking device; or

(ii) effect payment by any other means prescribed by the Municipality irrespective of the device used to record the time parked and irrespective of whether payment is required at the beginning or end of the period so parked, and a driver or person in charge of a vehicle who fails to do so, commits an offence.

(b) When a vehicle or a vehicle and a trailer is of such dimensions that it occupies more than one metered parking bay, the driver or person in charge of the vehicle must—

(i) immediately deposit or cause to be deposited in the parking device which adjoin the parking bays in respect of which they are installed the prescribed fee as indicated on the device for the period of time during which he or she desires to park his or her vehicle in the bays, and must, where applicable, set the device in operation either by inserting the prescribed time in the parking device, or where applicable, in accordance with the instructions appearing on the parking signage; or

(ii) effect payment by any other means prescribed by the Municipality irrespective of the device used to record the time parked and irrespective of whether payment is required at the beginning or end of the period so parked, and a driver or person in charge of a vehicle who fails to do so, commits an offence.

(c) On completion of the actions prescribed in paragraphs (a) and (b), the metered parking bay may be lawfully occupied by a vehicle during the period which is indicated on the parking meter.

(d) A driver or person in charge of a vehicle may not utilise a parking bay without payment,

(e) Subsection (d) does not apply to any parking bay where unexpired time is not visibly displayed.

(3) No person may leave a vehicle parked in a parking bay for a continuous period exceeding the maximum permissible parking time as indicated on the device, and a person who leaves a vehicle parked in a parking bay for a continuous period exceeding the maximum permissible parking time as indicated on the sign or device, commits an offence.

(4) Subject to the provisions of section 14, no driver or person in charge of a vehicle may cause, allow, permit or suffer the vehicle to be or remain parked in a parking bay while the indicator of the parking device shows that—

(a) the time has expired; or

(b) that the parking device has not been set in operation either by the insertion of the prescribed time or, where applicable in accordance with the instructions appearing on the parking device,

and a driver or person in charge of a vehicle who contravenes a provision of this subsection commits an offence.

(5) Subject to subsection 1(a), where a parking meter cannot be set in operation despite compliance or attempted compliance with the procedure prescribed in subsection (1)(a)(i), no driver or person in charge of a vehicle may cause, allow, permit or suffer the vehicle to be or remain parked in the parking bay for a continuous period exceeding the period which was indicated by the indicator of the parking device when such vehicle was parked in the said parking bay, however if—

(a) the indicator shows that—

(i) the time has expired;

(ii) the parking device has not been set in operation; or

(b) a hood has been placed over the parking device as envisaged in section 19(4), no driver or person may cause, allow, permit or suffer the vehicle to be or remain parked in the parking bay, and a driver or person in charge of a vehicle who contravenes a provision of this subsection commits an offence.

Prevention of parking at a parking bay

23. An authorised official may display road traffic signs whenever necessary or expedient to do so in the interests of the movement or control of traffic, place or erect a traffic sign or signs indicating “No Stopping” or “No Parking” at a parking bay, and no person may stop or park a vehicle or cause or permit a vehicle to be stopped or parked in such parking bay—

(a) while the sign is so placed or erected; or

(b) during any period when the stopping or parking of a vehicle in the public road or portion of the public road concerned is prohibited in terms of such traffic sign, and a person who contravenes a provisions of this section commits an offence.

Tampering with a parking device

24. (1) No person may—

(a) misuse, damage, knock interfere with or tamper with;

(b) attempt to misuse, damage, knock interfere with or tamper with, the working operation or mechanism of a parking device.

(2) No person may, without authority from the Municipality and subject to any other by-law of the Municipality, affix or attempt to affix or place a placard, advertisement, notice, list, document board or thing on a parking device.

(3) No person may paint, write upon or disfigure a parking device.

(4) No person may, without the consent of a parking marshal, remove or tamper with any device from the possession of such parking marshal.

(5) A person who contravenes a provision of this section commits an offence.

Unlawful operation of a parking device

25. (1) No person may operate or attempt to operate a parking device by any means other than as prescribed in this By-law.

(2) A person who contravenes subsection (1) commits an offence.

Unlawful parking and clamping or removal of unlawfully parked vehicles

26. (1) No person may cause, allow, permit or suffer any vehicle to be parked in a parking bay, except as permitted by the provisions of this By-law.

(2) Where any vehicle is found to have been parked in contravention of this By-law, it is deemed to have been parked, or caused to be parked, or allowed to have been parked by the person in whose name the vehicle is registered unless and until he or she adduces evidence to the contrary.

(3) The Municipality may—

(a) attach a wheel clamp to any unlawfully parked vehicle;

(b) Instruct traffic officials appointed by the Municipality to attach a wheel clamp to any unlawfully parked vehicle;

(c) or cause an unlawfully parked vehicle to be removed to a place designated by the Municipality; and

(d) charge a fee for the removal of a wheel clamp attached in terms of subsection (3)(a) or the release of a vehicle which was removed in terms of subsection (3)(b), which fees will be payable upon removal of such wheel clamp or release of such vehicle.

(4) A person who contravenes subsection (1) commits an offence.

Exemptions

27. (1) Notwithstanding any other provision in this By-law, the driver or person in charge of the following vehicles may, subject to the provisions of this section, park in a metered parking bay without payment of the prescribed fee:

(a) a vehicle used as an ambulance and being at the time used to attend to a life-threatening situation;

(b) a vehicle used by a fire brigade for attendance at fires and being at the time used by the brigade in attending to a fire; and

(c) a vehicle used by a member of the South African Police Service, the Traffic Service, the Law Enforcement, service providers identified by the municipality or any other division within the Municipality and being at the time used in connection with doing an operational function that is either in progress, an emergency or scheduled or with the collection or protection of evidence in the aftermath of a crime.

(2) Subject to any time limits or restrictions regarding the stopping or parking of vehicles as are prescribed by any other law, regulation or by-law, a parking bay may be occupied without charge during the hours indicated by the Municipality on a sign erected for that purpose.

(3) A person who contravenes subsection (2) commits an offence.

CHAPTER 3

PARKING GROUNDS

Part 1: General provisions

The Municipality is not liable for loss or damage

28. The Municipality is not liable for the loss of or damage howsoever caused, to any vehicle or person or any accessories or contents of a vehicle which has been parked in a parking ground.

Interference with authorised officials, authorised officers and parking marshals

29. (1) No person may obstruct, hinder or in any manner interfere with an authorised official, authorised officer or a parking marshal in the performance of his or her duties under this By-law.

(2) A person who contravenes subsection (1) commits an offence.

Payment of prescribed fee

30. (1) A person making use of a parking ground or parking bay must, where fees have been determined in respect of the parking ground or parking bay, pay the prescribed fee in any way or format prescribed by the Municipality.

(2) The Municipality may in respect of a parking ground controlled by the issue of permit/disc, issue at the prescribed fee a coupon which entitles the holder for one calendar month or any lesser period stated in the permit/disc to park a vehicle in the ground, if a parking bay is available, at the times stated in the permit.

(3) The Municipality may issue to any of its officials a permit/disc which entitles the holder, when using a vehicle regarding the business of the Municipality, to park the vehicle in a parking ground specified, or any parking owned by the Municipality if space is available.

(4) A permit/disc issued under subsection (2) or (3)—

(a) may not, without the prior written consent of the Municipality—

(i) be transferred to any other person; or

(ii) be used in respect of any vehicle other than the specified vehicle;

(b) must be affixed by the holder of the permit/disc to the vehicle in respect of which it is issued in such manner and place that the written or printed text of the permit/disc is readily legible from the outside of the vehicle; and

(c) will only be valid for the period stated on such permit/disc.

(5) Application for consent contemplated in subsection (4)(a) must be made on a form provided for this purpose by the Municipality.

(6) A person who contravenes subsection (1), or who uses a parking ground or parking bay when the period for which a permit/disc was issued in terms of subsection (2) has lapsed, or who contravenes a provision of subsection (4) commits an offence.

Observance of signs

31. (1) A person in a parking ground must observe and comply with any traffic or other sign, notice or surface marking which is placed or displayed on the parking ground for the purpose of directing and regulating vehicles using the parking ground or the entrance or exit to the parking ground.

(2) A person who contravenes subsection (1) commits an offence.

Manner of parking and removal of vehicle

32. (1) No person may in any parking ground park a vehicle otherwise than in compliance with an instruction or direction given by an authorised official or as indicated by way of a sign, or introduce or remove a vehicle otherwise than through an entrance or exit to the parking ground demarcated for that purpose.

(2) Where parking bays have been demarcated in a parking ground, no person having control or charge of a vehicle may park the vehicle—

(a) in a place on the parking ground, which is not a demarcated parking bay, unless instructed to do so by the authorised official or marshal at the parking ground;

(b) in a parking bay across a painted line marking the bay or in such a position that the vehicle is not entirely within the area demarcated as a parking bay; or

(c) in a parking bay which is already occupied by another vehicle.

(3) No person may park a vehicle on a roadway within a parking ground or on a sidewalk or in a manner restricting pedestrian movement on a sidewalk.

(4) No person may in a parking ground park a vehicle in a manner which obstructs or inconveniences other users of the parking ground.

(5) No person may park, or cause, or permit a vehicle other than a vehicle as defined in the National Road Traffic Act, 1996 (Act 93 of 1996), to be parked or to be or remain in a parking ground.

(6) A person who contravenes a provision of this section commits an offence.

Abandoned vehicle

33. (1) The Municipality may remove to the Municipality's pound, a vehicle which has been left in the same place in a parking ground for a continuous period of more than seven days.

(2) The Municipality must take all reasonable steps to trace the owner of a vehicle which was removed in terms of subsection (1), and if the owner of the vehicle or the person entitled to possession of the vehicle cannot be found within a period of 90 days after the vehicle has been removed, the Municipality may, subject to subsection (3) and sections 59 and 60, sell the vehicle at a public auction.

(3) The Municipality must, 14 days before the auction contemplated in subsection (2), publish or cause to be published in at least two newspapers circulating within the municipal area, a notice of the auction, however, if the owner or the person entitled to possession of the vehicle claims the vehicle before the auction commences, the vehicle may not be sold at the auction, and the person must pay to the Municipality all prescribed fees payable in terms of this By-law and the applicable costs in terms of subsection (4).

(4) The proceeds of a sale concluded in terms of this section must be applied first in payment of the fees referred to in subsection (3) and thereafter to defray the following:

- (a) the costs incurred in endeavouring to trace the owner in terms of subsection (2);
 - (b) the costs of removing the vehicle;
 - (c) the costs of publishing the notice of the auction;
 - (d) the costs of effecting the sale of the vehicle;
 - (e) the costs, calculated at a rate determined by the Municipality, of keeping the vehicle in the pound;
 - (f) the parking fees applicable for having left the vehicle in the parking ground as contemplated in subsection (1); and
 - (g) any unpaid parking fees or unpaid traffic fines or unpaid licence fees in respect of such vehicle and the balance, if any, of the proceeds must be paid, upon claim, to the owner of the vehicle or the person entitled to the vehicle if he or she can prove his or her right to the vehicle.
- (5) If no claim is established within one year of the date of the sale, the balance of the proceeds contemplated in subsection (4) is forfeited to the Municipality.
- (6) No person may leave a vehicle in the same place in a parking ground for a continuous period of more than seven days, and a person who does so commits an offence.

Damage to notices

34. (1) No person may remove, mutilate, obscure or in any manner damage or interfere with a notice, noticeboard, sign or other thing placed by the Municipality on a parking ground.
- (2) A person who contravenes subsection (1) commits an offence.

Negligent and dangerous driving and speed restriction

35. (1) No person may, on a parking ground, drive a vehicle negligently or in a manner dangerous to the public or to another vehicle.
- (2) The Municipality may by sign indicate the maximum speed that may be travelled in a parking ground.
- (3) A person who contravenes subsection (1) and a person who exceeds the maximum speed prescribed in terms of subsection (2), commits an offence.

Entering or remaining in parking ground

36. (1) No person may enter, remain or be on a parking ground otherwise than for the purpose of parking on the parking ground a vehicle, or lawfully removing from the parking ground a vehicle, in respect of which he or she has paid the prescribed parking fee, however this section does not apply to—
- (a) a person in the company of a person who is parking or removing a vehicle;

(b) officials of the Municipality engaged in official activities or on instruction from the Municipality; and

(c) a person employed by an appointed parking management service provider engaged in the execution of his or her duties.

(2) A person who contravenes subsection (1) commits an offence.

Tampering with vehicle

37. (1) No person may, on a parking ground, without reasonable cause or without the knowledge or consent of the owner or person in lawful charge of a vehicle, in any way interfere or tamper with the machinery, accessories, parts or contents of the vehicle, or enter or climb upon the vehicle, or set the machinery of the vehicle in motion.

(2) A person who contravenes subsection (1) commits an offence.

Defacing permit disc

38. (1) No person may, in a parking ground with intent to defraud the Municipality, forge, imitate, deface, mutilate, alter or make a mark upon a parking permit disc issued in terms of this By-law.

(2) A person who contravenes subsection (1) commits an offence.

Defective vehicle

39. (1) No person may park, or cause, or permit a vehicle which is mechanically defective or for any reason incapable of movement, to be parked or to remain in a parking ground not exceeding seven days.

(2) If a vehicle, after having been parked in a parking ground, develops a defect which renders it to be immobile, the person in charge must take all reasonable steps to have the vehicle repaired if minor emergency repairs can be effected, or removed within a reasonable time of seven days.

(3) A person who contravenes subsection (1) or subsection (2) commits an offence.

Cleaning of vehicle

40. (1) No person may, without the prior approval of the Municipality, clean or wash a vehicle in a parking ground or parking bay.

(2) A person who contravenes subsection (1) commits an offence.

Refusal of admission

41. (1) An authorised official may refuse to admit into a parking ground a vehicle which, together with its load, is longer than five metres, or is, by reason of its width or height, likely to cause damage to persons or property, or to cause an obstruction or undue inconvenience.

(2) A person who disregards an authorised officer's refusal of admission commits an offence.

Parking hours and classes of vehicles

42. (1) The Municipality may, subject to the provisions of this By-law, permit the parking on a parking ground during the hours when the parking ground is open for parking of such classes of vehicles as it may determine.

(2) The Municipality must, in a notice posted at the entrance to the parking ground, set out the classes of motor vehicles which may be parked in the parking ground, and the opening and closing hours of the parking ground.

(3) The Municipality may, notwithstanding a notice posted in terms of subsection (2), by notice exhibited on a parking ground, close the parking ground or a portion of a parking ground, either permanently or for a period stated in the notice, for the parking of vehicles.

(4) No person may park a vehicle or allow a vehicle to remain parked on a parking ground or portion of a parking ground which has been closed under subsection (3), or at any time other than during the hours for the parking of vehicles on the parking ground as determined by the Municipality from time to time.

(5) No person may park on the parking ground a vehicle which is not of the class or classes which may use the parking ground for parking as set out in the notice erected at the entrance to the parking ground.

(6) No person may, unless he or she is the holder of a parking permit disc issued in terms of this By-law authorising him or her to do so, park a vehicle or cause or permit it to be parked in a parking ground before the beginning or after the expiry of the parking period determined for the parking ground.

(7) A person who contravenes subsection (4), (5) or (6) commits an offence.

Reservation by the Municipality

43. (1) The Municipality may, by notice exhibited in the parking ground, reserve a portion of a parking ground for the parking of vehicles owned by the Municipality or vehicles used by members of its staff on the business of the Municipality.

(2) A person who parks a vehicle in a portion reserved for the parking of vehicles owned by the Municipality or for members of the Municipality's staff commits an offence.

Part 2: Mechanically controlled parking ground

Parking of a vehicle in a mechanically or otherwise controlled parking ground

44. (1) Subject to section 2, a person who—

(a) wishes to park a vehicle;

(b) causes or permits a vehicle to be parked; or

(c) allows a vehicle to be parked, in a mechanically or otherwise controlled parking ground must, when entering the parking ground and after the vehicle has been brought to a standstill and in accordance with the instructions which are displayed on or near the parking coupon vending machine, obtain a parking coupon which is issued by the machine.

(2) A person contemplated in subsection (1) may not park a vehicle—

(a) except in a parking bay and in compliance with such directions as may be given by an authorised official /marshal or where no such bay has been marked, except in a place indicated by the authorised official or marshal;

(b) after an authorised official or marshal has indicated to the person that the parking ground is full;

(c) after the expiry of the parking period indicated on the parking coupon; or

(d) for a longer period than indicated as indicated by sign.

(3) A parking coupon obtained in terms of subsection (1) is valid until the time of expiry thereof as indicated on the coupon, and a person may not allow the vehicle to remain in the parking ground after expiry of the parking period, provided that the Municipality may implement a system where payment is required at the end of the parking period.

(4) A person who does not obtain a coupon in accordance with subsection (1) or who contravenes subsection (2) or (3) commits an offence.

Removal of a vehicle from a mechanically or otherwise controlled parking ground

45. (1) No person may remove, or cause or permit the removal of, a vehicle in a parking ground, unless—

(a) he or she has produced to the authorised official/marshal a coupon authorising him or her to park in the parking ground and which was issued to him or her by the parking coupon vending machine upon entering the parking ground; and

(b) he or she has paid to the authorised official/marshal the prescribed parking fee.

(2) If a person fails to produce a coupon authorising him or her to park in the controlled parking ground, he or she is deemed to have parked the vehicle from the beginning of a period that the ground is open for parking until the time he or she wants to remove the vehicle, and he or she shall be charged a fee as determined by the Municipality from time to time.

(3) A person may not, after he or she fails to produce a coupon, remove, or cause, or permit the removal of a vehicle parked in the parking ground until he or she has produced other proof to an authorised official of his or her right to remove the vehicle, and the authorised official—

(a) must require the person to produce proof of identity and complete and sign an indemnity form as supplied by the Municipality, which form has the effect of indemnifying the Municipality against claims of whatever nature by a person relating to the removal of that vehicle; and

(b) may require the person to furnish such security as may be determined by the Municipality.

(4) Subsection (1)(a) does not apply where the prescribed parking fees were paid upon entering the parking ground and the person who paid such fees produces the required coupon to the authorised official or marshal on demand.

(5) Where a vehicle has not been removed from a parking ground by the end of the parking period for which the prescribed fee has been paid, a further charge as may be determined by the Municipality is payable for the next parking period.

(6) A person who contravenes subsection (1), or who removes, or causes, or permits the removal of a vehicle in contravention of subsection (3), or who does not comply with a request made by an authorised official in terms of subsection (3)(a) or (b) commits an offence.

Part 3: Pay-and-display parking ground

Parking of a vehicle in a pay-and-display parking ground

46. (1) A person who—

(a) wishes to park a vehicle;

(b) causes or permits a vehicle to be parked; or

(c) allows a vehicle to be parked, in a pay-and-display parking ground must immediately, upon entering the parking ground, buy, in accordance with the instructions which are displayed on or in the vicinity of the parking coupon vending machine in the parking ground, a coupon which is issued by the machine, and a person who does not comply with this subsection commits an offence.

(2) The following must be indicated on the parking coupon vending machine:

(a) the period during which a vehicle may be parked in the pay-and-display parking ground; and

(b) the prescribed manner of payment to be used in respect of the parking period into or in connection with the pay and display machine.

(3) The person must display the coupon by affixing it to the inside on the driver's side of the front windscreen of the vehicle in such a manner and place that the information printed on the coupon by the pay-and-display machine is readily legible from the outside of the vehicle.

(4) No person may allow a vehicle to remain in a pay-and-display parking ground after the expiry of the departure time indicated on the parking coupon and, unless evidence to the contrary is produced, the date or day and time of departure as recorded by a parking coupon vending machine is taken, on the face of it, to be correct evidence of date or day and time.

(6) If a vehicle is removed from a pay-and-display parking ground and returned to the pay-and-display parking ground within the period of validity of the parking coupon, the coupon continues to be valid.

(7) Possession of a valid parking coupon in respect of a vehicle not within a parking bay does not guarantee the availability of a vacant parking bay.

(8) A person who contravenes subsection (3), (4) or (5) commits an offence.

Miscellaneous offences in respect of a pay-and-display parking ground

47. A person commits an offence if he or she—

(a) attempts to utilise counterfeit coupon into a parking coupon vending machine—

(i) a counterfeit method of payment;

(ii) where another kind of object is to be used, a false object;

(iii) a object which is not prescribed by the Municipality; or

- (iv) any object which is not meant to be inserted into the parking coupon vending machine;
- (b) jerks, knocks, shakes or in any way interferes or tampers with, or damages, or defaces a parking coupon vending machine or appurtenance thereto, or affix or attempt to affix or place a sign, placard, advertisement, notice, list, document, board or thing on, or paint, write upon or disfigure a parking coupon vending machine; or
- (c) removes or attempts to remove a parking coupon vending machine or any part of the machine from its mounting.

CHAPTER 4

TAXIS AND BUSES

Part 1: Special parking places for taxis

Establishment of special parking places for taxis and taxi rank permits for these special parking places.

48. (1) The Municipality may, subject to any other by-law of the Municipality relating to taxis, establish special parking places for use by taxis or the parking of a taxi belonging to a person to whom a rank access token to use the parking place or to park a taxi has been issued.

(2) A rank access token may be issued allocating a particular special parking place or subdivision of a special parking place to a particular person or motor vehicle for his, her or its exclusive use.

(3) If no space is available in a special parking place at any particular time for the parking of a taxi by a rank access token holder or for a taxi to which the rank access token relates, the taxi must be parked at a holding area specified by a duly appointed marshal operating at the special parking place, as contemplated in section 49, until the marshal or any other duly appointed person summons and permits the person to park the taxi at the special parking place.

(4) No person or motor vehicle other than the person or motor vehicle referred to in subsection (2) may, except by virtue of a rank access token, use or be parked at the special parking place or its subdivision, and a person who contravenes this provision, or a person who parks a motor vehicle at a holding area other than the one contemplated in subsection (3) commits an offence.

Taxi parking

49. (1) A driver may, subject to subsection (2) and section 48 and subject to any other by-law of the Municipality relating to taxis—

(a) park a taxi at a special parking place or taxi holding area only and only for the purpose of conducting business directly related to the taxi; or

(b) apply for hire or pick up or drop off passengers only at a special parking place or a taxi stopping place provided.

(2) In emergencies or at recreational and other similar functions, the Municipality may set aside temporary taxi facilities identified by the Chief Traffic Officer as suitable for the parking and stopping of taxis.

(3) A person who contravenes subsection (1), or who parks or stops a taxi at a place other than a temporary taxi facility contemplated in subsection

(2) commits an offence.

Use of taxi ranks

50. (1) Subject to any other by-law of the Municipality relating to taxis, a driver—

(a) may, subject to subsection (3), park a taxi at the taxi rank specified on the rank access token issued with respect to that taxi, if space is available and only for the purpose of conducting business directly related to the taxi; and

(b) must, if no space is available, remove and park the taxi at a holding area in accordance with the provisions of section 48.

(2) The driver must, when plying for hire at a taxi rank, do so in a queue and must—

(a) position his or her taxi in the first vacant place available in the queue immediately behind any other taxi already in front; and

(b) move his or her taxi forward as the queue moves forward.

(3) When plying for hire at a taxi rank, a driver—

(a) of any taxi which occupies the first, second or third position from the front of any queue at a rank must be in close and constant attendance of his or her taxi so long as it remains in such a position;

(b) may not position his or her taxi ahead of any taxi that arrived and took up a position in the queue before he or she did; and

(c) may, if his or her taxi is the first taxi in the queue, and any person calls for a taxi, respond to the call, unless the person clearly indicates his or her preference for a taxi not in front of the queue.

(4) No person may park or stop a taxi which is not in good working order as required by the Act, in a taxi rank, or cause or permit the taxi to remain in a rank.

(5) No person may park a vehicle or allow a vehicle to remain stationary in a taxi rank except a taxi in possession of a valid operating licence and for which a rank access token, specifying the rank, has been issued for the year in question, as contemplated in this Part of Chapter 4.

(6) A person who contravenes a provision of this section commits an offence.

Prohibition on parking of a taxi at no-stopping place

51. No taxi driver may park a taxi at a no-stopping place, and a taxi driver who does so, commits an offence.

Servicing and washing taxis at taxi facilities

52. (1) No person may repair or maintain any motor vehicle at a taxi facility.

(2) No person may wash any motor vehicle at a taxi facility, except at a wash bay at the facility that has been specially constructed for this purpose.

(3) A person who contravenes a provision of this section commits an offence.

Behaviour prohibited at a taxi rank

53. A person who causes a disturbance or behaves in a riotous or indecent manner commits an offence in terms of this By-law and may be removed from a queue, taxi rank or the vicinity of a taxi facility by any authorised official.

Part 3: Bus facilities and permits, and operation of buses

Establishment of bus facilities

54. The provisions of section 48(1),(2) and (3) apply, with the necessary changes, to buses.

Distinguishing bus stops

55. (1) Each bus stop must be distinguished by the appropriate traffic sign to indicate the type of bus or minibus-taxi or, where applicable, the name of the concern entitled to use the bus stop.

(2) The Municipality may demarcate bus stops for tour buses.

Destination signs and stopping or parking at bus stops

56. (1) No driver or person in charge of a bus or minibus-taxi may park such vehicle at any bus stop or allow such vehicle to be parked at any bus stop.

(2) No driver or person in charge of a minibus-taxi may stop or park such vehicle or allow such vehicle to be stopped or parked at any bus stop demarcated for tour buses.

(3) No driver or person in charge of a bus or minibus-taxi may park such vehicle at any bus stop or utilise such stop as an overnight facility.

(4) A driver or person in charge of a bus or minibus-taxi must observe and comply with any traffic or other sign, notice or surface marking which is placed or displayed at a bus stop.

(5) Where a traffic sign identifying a bus stop or another sign displayed at the bus stop indicates the name of a concern, no driver or person in charge of a bus or minibus-taxi operated by or on behalf of a concern other than the concern indicated on the sign may stop such vehicle or allow a passenger to board or alight from the vehicle at such bus stop.

(6) A driver or person in charge of a bus must ensure that a destination sign is displayed in the bus.

(7) No driver or person in charge of a bus or minibus-taxi may allow the engine of such bus which is allowed to stop at any bus stop to run for more than 20 minutes after it came to a stop.

(8) A person who contravenes a provision of this section commits an offence.

CHAPTER 5

MISCELLANEOUS PROVISIONS

Obeying and interfering with an authorised official

57. (1) An authorised official may direct all traffic by means of visible or audible signals, and no person may disobey such signals.

(2) No person may obstruct, hinder, abuse or interfere with any authorised official in the exercise of the power referred to in subsection (1).

(3) A person who contravenes a provision of this section commits an offence.

Appeal

58. (1) A person whose rights are affected by a decision made under this By-law and in the event of the power or duty to make that decision is delegated or sub-delegated to the decision-maker, may appeal against that decision by giving written notice of the appeal and reasons to the Municipal Manager within 21 days of the date of the notification of the decision.

(2) The appeal authority must consider the appeal, and confirm, vary or revoke the decision, but no such variation or revocation of a decision may detract from any rights that may have accrued as a result of the decision.

(3) When the appeal is against a decision taken by—

(a) a staff member other than the Municipal Manager, the Municipal Manager is the appeal authority; or

(b) the Municipal Manager, the Executive Mayoral Committee is the appeal authority.

(4) The appeal authority must commence with an appeal within six weeks and decide the appeal within a reasonable time.

Sale of impounded vehicles

59. (1) The Municipality must—

(a) within 14 days of the impounding of a vehicle, apply to the Court or Municipal Court for authority to sell the vehicle; and

(b) in the application contemplated in paragraph (a), provide the Municipal Court or Court with proof that he or she has lodged a statement as contemplated in subsection (2) with the owner.

(2) The statement contemplated in subsection (1)(b) must include the fees and costs due in terms of this By-law.

Procedure to be followed in application to Court or Municipal Court

60. An application to Court or Municipal Court for the sale of an impounded vehicle in terms of this By-law, must comply with the procedure contemplated in section:

66 of the Magistrates' Courts Act, 1944 (Act No. 32 of 1944), and Rule 41 of the Rules of Court, made by the Rules Board for Courts of Law in terms of section 6 of the Rules Board for Courts of Law Act, 1985 (Act No. 107 of 1985), and published under Government Notice No. R.1108 in Regulation Gazette No. 980 of 21 June 1968, as amended from time to time, read with the necessary changes.

Compliance notices and the recovery of costs

61. (1) Notwithstanding any other provision of this By-law, the Municipality may—

(a) where the permission of the Municipality is required before a person may perform a certain action or build or erect anything, and such permission has not been obtained; and

(b) where any provision of this By-law is contravened under circumstances in which the contravention may be terminated by the removal of any structure, object, material or substance, serve a written notice on the owner of the premises or the offender, as the case may be, to terminate such contravention, or to remove the structure, object, material or substance, or to take such other steps as the Municipality may require to rectify such contravention within the period stated in such notice.

(2) Any person who fails to comply with a notice in terms of subsection (1) commits an offence, and the Municipality may, without prejudice to its powers to take action against the offender, take the necessary steps to implement such notice at the expense of the owner of the premises or the offender, as the case may be.

Presumptions

62. (1) For the purpose of this By-law, the person in whose name a vehicle is licensed and which is parked in a parking ground, is deemed to be the person having control or charge of the vehicle, unless and until he or she adduces evidence to the contrary.

(2) A motor vehicle that is found on a taxi facility or bus stop or that has stopped at a taxi facility or bus stop is presumed to be plying for hire, unless the contrary is proved.

(3) (a) Where in any prosecution in terms of the common law relating to the driving of a vehicle on a public road, or in terms of this By-law it is necessary to prove who was the driver of such vehicle, it is presumed, in the absence of evidence to the contrary, that such vehicle was driven by the owner thereof.

(b) Whenever a vehicle is parked in contravention of any provision of this By-law, it shall be presumed, in the absence of evidence to the contrary, that such vehicle was parked by the owner thereof.

(c) For the purposes of this By-law it is presumed, in the absence of evidence to the contrary, that, where the owner of the vehicle concerned is a corporate body, such vehicle was driven or parked by a director or servant of the corporate body in the exercise of his or her powers or in the carrying out of his or her duties as such director or servant, or in furthering, or endeavouring to further the interests of the corporate body.

(4) In any prosecution in terms of this By-law, the fact that any person purports to act or has purported to act as a traffic officer or peace officer is prima facie proof of his or her appointment and authority so to act, however, this section does not apply to a prosecution on a charge for impersonation.

(5) Any person who, by means of any motor vehicle, conveys passengers will be presumed to have conveyed such passengers for hire or reward, and such vehicle shall be presumed to be a taxi unless the contrary is proved.

(6) A document which purports to be a receipt of prepaid registered post, a telefax transmission report or a signed acknowledgement of hand delivery, will on submission by a person being prosecuted under this By-law, be admissible in evidence and prima facie proof that it is such receipt, transmission report or acknowledgement.

Penalties

63. A person who has committed an offence in terms of this By-law is, on conviction, and subject to penalties prescribed in any other law, liable to—

(a) a fine, or in default of payment, to imprisonment, or to such imprisonment without the option of a fine, or to both such fine and such imprisonment; and

(b) in the case of a successive or continuing offence, to a fine for every day such offence continues, or in default of payment thereof, to imprisonment.

Repeal of by-laws

64. The by-laws listed in the Schedule hereto and any by-law previously promulgated by the Municipality or any of the disestablished municipalities now incorporated into Municipality, in so far as it relates to any matter provided for in this By-law, are hereby repealed.

Short title

65. This By-law is called the Stellenbosch Municipality: Parking By-law, 2018.

ANNEXURE B

FAMILIEKENNISGEWINGS

IN MEMORIAM

GRIEBENAUW
Jan

07/05/1938 - 14/09/2020

11 jaar vandag sonder jou. Liefde en genade hou ons op die pad. Jy is nog elke dag in ons harte en in ons verlenging. Jy het intussen 'n klein poppie gekry. Marichen en Eben se klein Emma. Met jou kinders in Somerset-Wes gaan dit goed en in Belmonte ry Ludwig nog die pryse in. Almal is gesond, ons mis net jou liefde.

Jou vrou Maria (Piet)
Pete, Helga, Gustav, Talana
Dieter, Alicia, Eben, Marichen, Ludwig en Emma.

PERSOONLIKE DIENSTE

PERSOONLIK

ALKOHOLISTE Anoniem

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SIEMER - 083 731 0354

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Mik KOP ANTIKE MEUBELS

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AFRIKAAN BEELD, UPMARKET

STUNNER 0839833740

ALLY TYCERVELL 079273568

BRIGITTES/ROBERT

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A Angelique 083 2832466

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EINDWONE

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WOODWOOD 2 Woonstelsel

10 Stroom, oplyn kombuis, 1 veld

badkamer (teel, wasbak, bad & toilet)

Naby padkruis, Vrij, 10 St

Sont, 10 Stroom, 10 St

Houtpale (N1, N2 &

Voorkeure)

Onder gas parking

sukkel, 10 Stroom, 10 St

Chalmers (021) 591 1223

Chalmers (021) 591 1223

APARTE INOANG

WOODWOOD Acacia ingang, 10 St

10 Stroom, 10 St

083 261 2044

BETREKINGS

DRYERS

PENSIONER TO DO SECURITY WORK IN MAITLAND ACCOM.

AVAIL.

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Premier Industries Group

BEVEL

IN DIE HOOGGERESHOEF VAN

SUID-AFRIKA, WES-KAAPSE AFDELING

LING, KAAPSTAD, Sakein, 0415-

2020, in die 2de parte aansoek van

PREMIER INDUSTRIES GROUP

(EDMS) BPK, Registrasie-

nommer 2018/73950/07, die Applikant

van WINDOOL LINE, 15-01-2020

(EDMS) BPK, Registrasie-

nommer 2018/73950/07, die Applikant

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Window Line Trading (Edms) Bpk

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ANNEXURE C



Bolt Services ZA (Pty) Ltd
M5 Office Park
Unit 7, Block B
Eastman Road
Maitland
Cape Town
7405

Reg. number: 2016/095400/07
Tuesday, 13 October 2020

Mr Deon Louw
Director
Infrastructure Services Directorate
Stellenbosch Municipality

CC

Per email
engineering.services@ Stellenbosch.gov.za

RE: Bolt SA Submission - Parking By-Law

Dear Mr Louw,

We trust this finds you well.

Bolt SA appreciates the opportunity to provide comment on the Draft Parking Policy as a key, interested and affected stakeholder as it pertains to matters regarding parking in the Stellenbosch Municipality.

Accordingly, herewith Bolt SA submits and provides our written comments and recommendations regarding the proposals contained in the Parking By-Law.

During this time of socio-economic recovery from the COVID-19 pandemic, we consider a conducive and safe operating environment to be of utmost importance in the interest of e-hailing platform providers, drivers and passengers choosing to use e-hailing services and other micro-mobility solutions. We therefore deem it imperative to ensure that all persons, road-users and parties including pedestrians are able to benefit from a safe environment and the evolution of public transport

and development and revision of the Municipality's Parking By-Law in support of the efficient provision of public transport services, effective movement as well as increased and safe mobility of citizens.

We hereby submit our comments and recommendations in this regard and trust you will afford such your due consideration and attention in order to inform conducive and beneficial parking provisioning framework and by-law in the interests of efficient spatial planning and public transport supporting enhanced mobility within the Municipality going forward for all.

We further kindly request feedback on our submission and an outline of the process towards the finalisation of the By-Law once the comment and consultation period has closed.

Bolt kindly requests an opportunity of a one-on-one engagement with the Directorate to discuss our comments, proposals and recommendations contained herein.

Your favourable consideration of our request and willingness to accommodate such a bilateral engagement, at your earliest possible convenience would be highly appreciated.

We trust you will afford our request your due consideration and attention.

We look forward to your acknowledgement of receipt and considered feedback hereon.

Kindly do not hesitate to contact us should you have any enquiries in this regard. Thanking you in advance and with appreciation.

Yours truly

A handwritten signature in black ink, appearing to read 'GRT', with a stylized flourish extending from the top right.

Mr. Gareth Roland Taylor
Country Manager
Bolt South Africa

BOLT SA: COMMENTS AND RECOMMENDATIONS

Parking By-Law - Stellenbosch Municipality

1. Introduction

Bolt SA recognises that the revised Parking By-Law unfolds in the context of growing congestion and evolving demands and mobility preferences of persons including the overarching imperative of promoting a safe environment for all.

In this regard, Bolt contends that it is necessary to achieve an inclusive and balanced approach to the provision and management of parking as well as facilities and designated areas in the Municipality. Accordingly, such should not hinder or stifle the provision of and access to public transport services, which directly respond to commuter demand and mobility preferences such as e-hailing services and micro-mobility solutions (i.e. electric scooters and electric bikes), including convenience services such as food and grocery delivery, which has become a necessary service of choice due to the COVID-19 pandemic.

Furthermore, the quality and reliability of public transport is inconsistent and unstable, which means that there remains a high-demand for transport services and micro-mobility solutions that will contribute to reducing any dependencies on private vehicle use and public transport services.

Bolt SA acknowledges the need to provide a regulatory framework for parking. However, the approach to such should appropriately recognise and cater for existing as well as upcoming transport preferences and mobility trends. Thus such should also not be disproportionately skewed towards traditional public transport services but also factor in the new and emerging paradigm, which the Municipality has not fully catered for and may not be equally accessible to all due to the absence of adequate and suitable regulatory provisioning. This would adversely impact on its provision, use and the benefits of which have a more favourable growth and adoption trajectory than more traditional modes of land-based public transport (i.e. minibus and metered taxis).

We encourage the advancement and strengthening of the Parking By-law to support an efficient public transport ecosystem, which may be agile to the evolution of travel demands and commuter choice but that also contributes to environmental sustainability. Accordingly, we support the provision of parking allocations and facilities which favour and support a diverse array of sustainable modes of private travel including e-hailing services, electric micro-mobility solutions (like e-scooters and e-bikes) and also enables and promotes the efficiency in the provision of other services such as the delivery of essential goods (food, groceries, medication). However, such provisioning should be practical in its application to enable choice without negatively impacting on the nature, delivery and access of the services.

Therefore, Bolt SA is of the view that relevant data and information regarding the existing and future transport services should be used to support, inform and shape the Municipality's thinking and approach to revising and introducing an updated and new Parking By-Law.

On the basis of the Municipalities finalisation of this revised and updated Parking By-Law, Bolt SA would appreciate the opportunity of consultation, engagement and discussions regarding the application of the By-Law in pursuit of Municipality's implementation of the provisions set out in the By-Law.

2. Observations

- 2.1. The use of e-hailing services and micro-mobility solutions (e-scooters and e-bikes) supports the use of diversified, safe and reliable public transport, which may be strengthened by the appropriate parking regulatory framework.
- 2.2. An efficient and safe environment requires effective transport planning and appropriate provisioning to support its ease of access and use. The drop-and-go nature of services such as e-hailing and micro-mobility solutions contributes to the efficient and optimal use of parking provisioning and respects spatial planning principles by ensuring that public spaces and areas are easily accessible and occupied for the intended purpose while not infringing on the rights of pedestrians and others using public areas/spaces.
- 2.3. Furthermore, currently the use of e-hailing services and micro-mobility options is increasing and should be catered for appropriately. These may be easily supported by clearly demarcated areas for:
 - (a) e-hailing services to park and respond to the drop-off and pick-up and go needs of persons.
 - (b) e-scooters and e-bikes to park at the users-convenience in response to their mobility and movement requirements.
- 2.4. At present, the Municipality has catered for parking bays and facilities for both metered taxis and minibus taxis. While an essential feature of e-hailing services is our ability to roam in response to commuter demands, serious consideration should be given to affording e-hailing services the opportunity to make use of allocated special parking bays and dedicated drop-off/pick-up and go areas, as deemed convenient based on:
 - (a) commuter preference
 - (b) facilitated ease of access
 - (c) reducing unnecessary transit time
 - (d) decreasing congestion at high volume areas
 - (e) safe provisioning for commuter accessibility
- 2.5. Accordingly, the By-Law should also be responsive to and appropriately accommodate existing innovation and developments in the public transport ecosystem as well as the evolution of commuter/passenger preferences and needs in support of increased mobility to facilitate economic and social activities and participation.
- 2.6. In addition, Bolt proposes that due consideration be given to support micro-mobility solutions. For such purposes many persons use e-hailing services for short-trips in and around the Municipality. Moreover, micro-mobility is a fast-growing trend globally especially as it relates to the use of electric scooters and electric bikes.

Therefore, Bolt supports e-hailing services as well as micro-mobility solutions, which entrench the development of towns to support their mobility and movement requirements of all persons.

As such parking provisioning must also advance and enhance existing functions and services in the interests of environmental sustainability,

reduced dependency of private car use, congestion and improved access and mobility for all.

- 2.7. Furthermore, we propose that e-hailing services and micro-mobility solutions such as e-scooters and e-bikes support:
 - (a) An increase in accessibility and use of different types of transport and modes of public transport and services
 - (b) Public Transport and alternative transport use - persons choose to use e-hailing services to substitute the need to use their own cars and often also use e-hailing services to assist their movement between short distances, their destination and public transport facilities as well as inter-model hubs
 - (c) Local economic activity, inclusion and participation - mobility solutions and micro-mobility options as well as the effective access thereto facilitates improved and effective economic inclusion.
- 2.8. E-hailing services are typically also feeder and 'last-mile' services, which facilitate the efficient and safe movement of persons from and in between public transport interchanges or facilities to their end-destinations or residences. Therefore, there remains a need to consider how best to introduce and integrate these feeder services within parking provisions for public transport services.
- 2.9. Accordingly, Bolt has thus herein proposed that special parking provisioning be designated for e-hailing services. This provisioning should include dedicated drop-off and pick-up areas and facilities. Such provisions should not be subject to pricing tariffs and must be available for use at no cost to e-hailing operators as it remains part of the broader public transport ecosystem. At present, metered taxis and minibus taxis enjoy the benefit of dedicated parking provisioning including ranks and designated drop-off and pick up areas and facilities. Such is also extended to bus services; therefore e-hailing should specifically be afforded the same.
- 2.10. Cultivating a safe environment by limiting our carbon footprint must be equally incentivised by the Municipality's approach to the evolution of innovative transport services such as e-hailing and micro-mobility solutions, which respond to the movement patterns and preferences of persons.

3. Key Recommendations

- 3.1. E-hailing is an existing service, which should be appropriately catered for as well as other micro-mobility options going forward.
- 3.2. E-hailing services respond to commuter/passenger preferences and demands and facilitates 'last mile' mobility. Thus parking provisioning for such services should be created to support the efficient movement of persons for economic and social activities, participation and inclusion.
- 3.3. Bolt SA proposes the implementation of designated special parking provisions for e-hailing services, e-scooters and e-bikes as well as pick-up and drop-off areas or facilities for e-hailing services.

- 3.4. The use of special parking provisions and pick-up and drop-off areas or facilities should be used per convenience, not mandatory or imposed and accessible at no cost to e-hailing operators.
- 3.5. Demarcated parking provisioning may be enabled through the conversion of parking bays in areas with high-density and demand especially those in close proximity to education facilities, office premises and business hubs.
- 3.6. Implementation of designated pick-up and drop-off areas or facilities for e-hailing services in high-density and demand areas are required to improve access and efficient transport service delivery.

Bolt further puts forward our comments and recommendations as it relates to specific sections per the revised Parking By-Law

4. Definitions

Bolt is of the view that the definitions provided herein does not cater for existing innovation in the transport sector such as e-hailing services as well as micro-mobility solutions which require convenient parking provisions and drop-and-go embayments and that such have not been adequately catered for in this revised By-Law.

Moreover, now more than ever due to the prevailing COVID-19 pandemic there is an increased need for the use of delineated parking bays or areas to accommodate e-hailing, micro-mobility modes of transport and other services, such as deliveries (via motorbikes, scooters or another mode/type). These services as well as the users of such would benefit from the ability to make use of and occupy delineated parking bays, areas and designated spaces. A broad-based and inclusive provisioning for different modes of public transport and micro-mobility is required to enable a safe and effective environment supported by the regulation of parking and services therein which facilitates the mobility requirements of persons within the Municipality as well as spatial development and planning considerations.

Bolt as an e-hailing platform supports sustainable transport modes of which e-hailing services is a key component. E-hailing and micro-mobility solutions contribute to decreasing congestion and opening up public spaces by a reduction of use of individual cars and persons choosing their mobility preference according to their movement needs and requirements.

We therefore submit that the Municipality via this Parking By-Law should enable and incentivise the adoption of more sustainable transport modes such as e-hailing and ridesharing including motorbikes and micro-mobility solutions such as electric scooters and electric bikes going forward, which are also more feasible, sustainable and accessible on a macro scale at present and in the medium-to-long-term.

We are therefore of the view that a more proactive and inclusive approach is needed to accommodate new generation mobility, as such already prevails in the form of e-hailing as well as micro-mobility options like e-scooter and e-bikes. However, the use of e-hailing and the driver and passenger choice to use e-hailing platforms and micro-mobility modes of transport are disincentivised in the current articulation of this By-Law.

We therefore propose the insertion of the following definitions including amendments of existing definitions to appropriately accommodate the evolution of transport services. These include:

4.1. Electronic Hailing Service and Vehicle

“electronic hailing service” or “e-hailing service” means a public transport service operated by means of a motor vehicle, which—

(a) is available for hire by hailing while roaming;

(b) may stand for hire at a rank, and

(c) is equipped with an electronic e-hailing technology-enabled application

“electronic hailing vehicle” or “e-hailing vehicle” means a vehicle hailed or pre-booked electronically using an e-hailing or technology-enabled application.

The introduction of the aforementioned definitions for e-hailing services and vehicles are consistent with that which is currently provided for in the National Land Transport Amendment Bill [B7D-2016] as passed by Parliament’s National Assembly on 10 March 2020.

4.2. Electric Scooters

“Electric scooter” or “e-scooter” means a scooter with an electric drive system other than directly applied human or animal effort, intended for use on public streets or public pathways.

4.3. Electric Bikes

“Electric bike” or “e-bike” means cycles equipped with an auxiliary electric motor that can be exclusively propelled by that motor.

4.4. Special Parking Places

“special parking place” means a rank, stand or bus stop established by the Municipality on a public road within the Municipality for the parking or standing of a taxi, e-hailing vehicle, e-scooter, e-bike or a bus;

4.5. Stops and Stopping Places

“stop” in relation to a taxi or e-hailing vehicle stopping in a stopping place on a public road, means to keep a taxi or e-hailing vehicle, whether occupied or not, stationary for a period of time no longer that is reasonably necessary for the actual loading or off-loading of persons or goods, but does not include any such stopping by reason of a cause beyond the control of the driver of such taxi or e-hailing vehicle;

“stopping place” in relation to —

(a) a taxi, means the place designated by the Municipality where a taxi may stop to pick up or drop off passengers; and

(b) an e-hailing vehicle, means the place designated by the Municipality where an e-hailing vehicle may stop to pick up or drop off passengers

(c) a bus, means a bus stop;

5. Chapter 4: Taxis and Buses

This Parking By-Law does not appropriately cater for the prevailing developments and future evolution of public transport. This is specifically evident in the absence of provisioning for e-hailing services, which was already introduced into South Africa in 2013 and is not categorised as a “taxi” (i.e. it is not a minibus or metered taxi service) and should thus be provided for as distinct and specific category.

Bolt is of the view that persons must equally be able to access a means of transport or mode of mobility of their choice and means in order to facilitate economic and social inclusion, activity and participation. Therefore we submit that Chapter 4 should include provisioning for:

- e-hailing services
- e-scooters
- e-bikes

Accordingly this chapter, should be titled as follows - Chapter 4: Taxis, E-hailing, E-Scooters, E-Bikes and Buses

5.1. Part 1: Special parking places for taxis

In accordance with our aforementioned comments, Bolt submits that this title should be amended to read as follows:

“Part 1: Special parking places for taxis, e-hailing, e-scooters, e-bikes”

5.1.2. Establishment of special parking places for taxis and taxi rank permits for these special parking places.

In accordance with our aforementioned comments, Bolt submits that this title should be amended to read as follows:

“Establishment of special parking places for taxis, e-hailing, e-scooters, e-bikes and taxi rank permits for these special parking places.”

Bolt SA further proposes the amendment of the section with the insertions of new Sections 49, 50 and 51 in order to follow Section 48 to be read as:

“49.(1) The Municipality may, subject to any other by-law of the Municipality relating to e-hailing services, establish special parking places for use by e-hailing vehicles.

(2) If no space is available in a special parking place at any particular time for the parking of an e-hailing service, the e-hailing vehicle may be parked at or make use of any other available public parking bay, until such time that a special parking place is available for the e-hailing vehicle to park.

(3) No person or motor vehicle other than the person or motor vehicle referred to in subsection (1) may use or be parked at the special parking place or its subdivision, and a person who contravenes this provision, or a

person who parks a motor vehicle at a holding area other than the one contemplated in subsection (2) commits an offence.”

“50.(1) The Municipality may, subject to any other by-law of the Municipality relating to e-scooters, establish special parking places for use by e-scooters or the parking of an e-scooter belonging to or being operated by a juristic or natural person.

(2) The Municipality may define or designate areas where e-scooters may not and are prohibited from parking or standing..

(3) No person or motor vehicle other than the person or motor vehicle referred to in subsection (1) may use or be parked at the special parking place or its subdivision, and a person who contravenes this provision, or a person who parks an e-scooter at a holding area other than the one contemplated in subsection (2) commits an offence.”

“51.(1) The Municipality may, subject to any other by-law of the Municipality relating to e-bikes, establish special parking places for use by e-bikes or the parking of an e-bike belonging to or being operated by a juristic or natural person.

(2) The Municipality may define or designate areas where e-bikes may not and are prohibited from parking or standing.

(3) No person or e-bike other than the person or e-bike referred to in subsection (1) may use or be parked at the special parking place or its subdivision, and a person who contravenes this provision, or a person who parks an e-scooter at a holding area other than the one contemplated in subsection (2) commits an offence.”

5.1.2. Taxi Parking

In accordance with our aforementioned comments, Bolt submits that this title should be amended to read as follows:

“Taxi, e-hailing, e-scooter, e-bike Parking”

Furthermore, we propose that “Section 49” is amended to enable the logical numerical citation of the provisions and is thus substituted by reference to “Section 52”

Bolt SA further recommends the amendment of this section with the insertions of new Section 53, 54 and 55 in order to follow the proposed Section 52 per above, to be read as:

“E-hailing parking

53.(1) A driver may, subject to subsection (2) and section 49 and subject to any other by-law of the Municipality relating to e-hailing services may –

(a) park an e-hailing vehicle at any available public parking bay, a special parking place or e-hailing vehicle holding area for the exclusive purpose of conducting business directly related to the e-hailing service and vehicle ; or
(b) apply for hire or pick up or drop off passengers at a special parking place or an e-hailing services and e-hailing vehicle stopping place provided.

(2) In emergencies or at recreational and other similar functions, the Municipality may set aside temporary e-hailing services facilities identified by the Chief Traffic Officer as suitable for the parking and stopping of e-hailing vehicles.

(3) A person who parks or stops an e-hailing vehicle in a loading zone, at a bus stop or an area that is demarcated as a no-stopping area by means of a red line or no-stopping road sign commits an offence."

"E-scooter parking

54.(1) A user may, subject to subsection (2) and section 50 and subject to any other by-law of the Municipality relating to e-scooters may –

(a) park an e-scooter at a special parking place or e-scooter holding area including for the purpose of using or conducting business directly related to the e-scooter; or

(b) pick up or drop off e-scooters at a special parking place or an e-scooter stopping place provided.

(2) In emergencies or at recreational and other similar functions, the Municipality may set aside temporary e-scooter facilities identified by the Chief Traffic Officer as suitable for the parking and stopping of e-scooters.

(3) A person who parks or stops an e-scooter at a place designated by the Municipality as prohibiting the parking or stopping of e-scooters commits an offence."

"E-bike parking

55.(1) A user may, subject to subsection (2) and section 51 and subject to any other by-law of the Municipality relating to e-bikes may –

(a) park an e-bike at a special parking place or e-bike holding area including for the purpose of using or conducting business directly related to the e-bike; or

(b) pick up or drop off e-bikes at a special parking place or an e-bike stopping place provided.

(2) In emergencies or at recreational and other similar functions, the Municipality may set aside temporary e-bike facilities identified by the Chief Traffic Officer as suitable for the parking and stopping of e-bikes.

(3) A person who parks or stops an e-bike at a place designated by the Municipality as prohibiting the parking or stopping of e-bikes commits an offence."

6. Regulated Parking Provisioning for the Evolution of Mobility and Transport Services

- 6.1. As previously highlighted, Bolt SA supports the need to facilitate sustainable modes of transport, such e-hailing as well as micro-mobility solutions such as electric scooters and bikes/bicycles, which are more accessible and reliable.
- 6.2. Furthermore, micro-mobility solutions are also more spatially optimal, less encroaching on the environments and public spaces and are further easily integrated within the existing parking provisions including accommodating such in high density and demand areas.
- 6.3. Therefore, Bolt supports the introduction and provisions for:

- (a) Special parking provisions which encourage more sustainable modes of transport like e-hailing services, e-scooters and e-bikes.
 - (b) Implementing bicycle as well as e-bike racks for bicycle and e-bike parking, in areas where cycleways have been implemented and at locations with a regular demand for bicycle parking
 - (c) Enclosed and lockable bicycle storage facilities such as bike sheds and boxes at Public Transport Interchanges.
 - (d) Identification and demarcation of e-scooters and e-bike parking provisioning, areas and bays through the conversion of parking bays in areas with high demand for micro-mobility parking spaces.
 - (e) Demarcated parking bays must also be accessible to and available for use by motorcycle and scooter delivery services as optimal allocations and use of space, which will curtail the encroachment on public or pedestrian spaces.
- 6.4. In this regard the Municipality's spatial, development and parking planning should integrate and accommodate parking provisions and designated areas for e-hailing, e-scooters and e-bikes particularly in high-demand and high-density areas. This is particularly useful during peak and seasonal times where persons may be inclined and thus incentivised to use different types of transport services and modes of micro-mobility to enable efficient movement and access to certain areas and public spaces.
- 6.5. Globally, many first-world and developed cities have already accommodated e-hailing services and also supported micro-mobility solutions by adopting and implementing parking provisioning, designated pick-up/drop-off areas as well as designated zones for e-scooters and e-bikes specifically to benefit mobility and aid increased movement in small but high and densely populated towns, cities and areas.

7.5.7	SECTION 78(3) INVESTIGATION FOR VARIOUS ACTIVITIES OF SOLID WASTE MANAGEMENT (REVIEW)
-------	----------------------------------------------------------------------------------------------

Collaborator No:

704258

IDP KPA Ref No:

Good Governance and Compliance

Meeting Date:

14 April 2021

1. SUBJECT: SECTION 78(3) INVESTIGATION FOR VARIOUS ACTIVITIES OF SOLID WASTE MANAGEMENT (REVIEW)

2. PURPOSE

To inform Council of the outcome of the process followed in terms of the Section 78 (3) study and to propose a Council resolution into the preferred service delivery mechanism for the various activities undertaken by the Solid Waste Management department to enable Council to make an informed resolution and a Section 78 (4) decision.

3. DELEGATED AUTHORITY

Reserved for decision by Council.

4. EXECUTIVE SUMMARY

In 2013, the Stellenbosch Municipality, mandated thereto by Section 77 of the Local Government: Municipal Systems Act, 2000 (the “**Systems Act**”) did a Section 78(1) internal assessment of its solid waste services as a first step to determine the preferred service delivery mechanism/s that will result in optimum service delivery. It was found that there were sufficient grounds (i.e. lack of financial, human and technical resources, etc.) for the Municipality to explore the potential of external mechanisms before making a final decision on the appropriate service delivery mechanism/s – internal and/or external - for the provision of solid waste services.

In terms of Section 78(2) of the Systems Act, the Council thus took the decision to mandate the execution of a Section 78(3) feasibility study. Keith Roman & Associates was appointed as the transaction advisor and completed a draft S78(3) study in October 2015

JPCE (Pty) Ltd was appointed in 2018 with the brief to *review and update* the 2015 document as provided. In line with its terms of reference, JPCE did not embark on a new feasibility study but updated and refined the demographic content, reviewed and streamlined the legal content; updated the technical, financial and human resources considerations with input information mainly provided by the municipality; dealt with repetitive information and, where required by internal changes and the progress already made to address solid waste issues, captured these changes as accurately as the information provided allowed.

In the process, it was found that since 2015 SBM has done a number of waste-related investigations/studies all of which have a bearing on the content of this study and in some instances significantly changed the waste management circumstances or will do so in future, e.g. a new landfill cell to be developed and the Delta study i.r.o. collection optimisation. Therefore, some material included in the 2015 document was no longer applicable, e.g. the financial modelling due to changes in the options and the fleet management analysis due to the acquirement of a number of new vehicles and the mentioned study currently underway.

The internal service delivery options investigated during the Phase 1 Section 78(1) Assessment are revisited and the suitability of these options, i.e. a department, a business unit and another component of the municipality within the context of the current

profile of solid waste services, are discussed. It is concluded that the current organisational structure for solid waste within engineering services as optimised recently, is suitable in the short to medium term.

Furthermore, each of the possible external service delivery mechanisms is discussed in terms of its applicability to solid waste within SBM. With regards thereto a municipal entity, another municipality, an organ of state, a community-based organisation and a non-governmental organisation are found to be either not suitable at all or partly suitable to the circumstances in SBM but that 'another legal entity' which could essentially include a number of external service arrangements, small and large scale, provides a wide spectrum of possibilities.

In aligning the existing, in-process, planned and potential waste treatment, disposal and diversion measures and technologies to the possibilities of 'another legal entity', the study arrived at the preferred option being a hybrid of internal and external service delivery options specifically suited to SBM.

5. RECOMMENDATIONS

- (a) that Council accepts that all the requirements of Section 78(3) in terms of investigating the feasibility of the provision of Solid Waste Management, have been complied with;
- (b) that Council, in terms of the Municipal Systems Act (MSA), Act 32 of 2000, as amended, Section 78(4), accepts that the methods of providing Solid Waste Management, generally be considered as follows:

Service Description			MSA Mechanism
General Solid Waste	Mixed MSW and Residual	Collection / transportation / fleet and storage	Internal
		Process / treatment	External
		Disposal	External (new cell)
	Recyclables (paper, metals, plastic, glass)	Collection / transportation / fleet and storage	External
		Process	External
	Food waste	Collection / transportation / fleet and storage	External
		Process / treatment	External
	Organics (separated at source)	Collection / transportation / fleet and storage	External
		Process / treatment	External
Garden Waste	Collection / transportation / fleet and storage		Internal
	Process / treatment		External
Builders' Rubble	Collection / transportation / fleet and storage		Internal
	Process		External
Soil	Collection / transportation / fleet and storage		Internal
	Process		External
Industrial & Agriculture	Collection / transportation / fleet and storage		External
	Process		External
Sewage Sludge	Collection / transportation / fleet and storage		External
	Process		External
E-Waste	Collection / transportation / fleet and storage		External
	Bulk transfer and disposal		External

Hazardous & Healthcare Risk Waste	Receipt and temporary storage	External
	Bulk transfer and disposal	External
Tyres	Receipt and temporary storage	External
	Bulk transfer and disposal	External

- (c) that Council proceeds with the setting up of a Service Delivery Agreement for the provision of the methods of Waste Management functions, as required by Section 80(1) & (2), of the MSA; and
- (d) that the Service Delivery Agreement (SDA) be approved by Council as a draft SDA prior to Community Participation taking place.

6. DISCUSSION / CONTENTS

6.1 Background

In 2013 Stellenbosch Municipality (SBM) did a Section 78(1) internal assessment of its solid waste services to determine the preferred service delivery mechanisms that will result in optimum service delivery. A Section 78(3) feasibility study followed in 2015 but was never submitted to internal consultation with organised labour and Council.

In 2018 the review of the 2015 study was conducted in order to update the 2015 study regarding demographic, legal, technical and human resources content and to make adjustments where progress has already addressed some of the solid waste issues.

6.2 Discussion

The internal service delivery options investigated during the Section 78(1) assessment were revisited and the suitability of these options, i.e. a department, a business unit and another component of the municipality within the context of the current profile of solid waste services, are discussed. It is concluded that the current organisational structure for solid waste within engineering services as optimised recently, is suitable in the short to medium term.

Furthermore, each of the possible external service delivery mechanisms is discussed in terms of its applicability to solid waste within SBM. With regards thereto a municipal entity, another municipality, an organ of state, a community-based organisation and a non-governmental organisation are found to be either not suitable at all or partly suitable to the circumstances in SBM but that 'another legal entity' which could essentially include a number of external service arrangements, small and large scale, provides a wide spectrum of possibilities.

In aligning the existing, in-process, planned and potential waste treatment, disposal and diversion measures and technologies to the possibilities of 'another legal entity', the study arrived at the preferred option being a hybrid of internal and external service delivery options specifically suited to SBM, as indicated below:

Service Description			MSA Mechanism
General Solid Waste	Mixed MSW and Residual	Collection / transportation / fleet and storage	Internal
		Process / treatment	External
		Disposal	External (new cell)
	Recyclables (paper, metals, plastic, glass)	Collection / transportation / fleet and storage	External
		Process	External

	Food waste	Collection / transportation / fleet and storage	External
		Process / treatment	External
	Organics (separated at source)	Collection / transportation / fleet and storage	External
		Process / treatment	External
Garden Waste	Collection / transportation / fleet and storage		Internal
	Process / treatment		External
Builders' Rubble	Collection / transportation / fleet and storage		Internal
	Process		External
Soil	Collection / transportation / fleet and storage		Internal
	Process		External
Industrial & Agriculture	Collection / transportation / fleet and storage		External
	Process		External
Sewage Sludge	Collection / transportation / fleet and storage		External
	Process		External
E-Waste	Collection / transportation / fleet and storage		External
	Bulk transfer and disposal		External
Hazardous & Healthcare Risk Waste	Receipt and temporary storage		External
	Bulk transfer and disposal		External
Tyres	Receipt and temporary storage		External
	Bulk transfer and disposal		External

In addition to the above mechanisms, the following mechanisms are implemented to service the informal areas:

Separation & Collection	Alternative Service Delivery	MSA Mechanism
Informal areas separation at source	<ol style="list-style-type: none"> 1. Provision of home/localised composting facilities for organics, linked to incentive schemes. 2. Provision of localised bio-digesters for organics, with direct beneficial use of biogas. 3. Municipal managed swap malls for exchange of unwanted goods. 	Service Delivery Agreement (SDA)
Separate out recyclables from mixed waste and collect	<ol style="list-style-type: none"> 1. Localised small-scale clean and dirty MRFs. 2. Non-motorised dry waste (Recyclables) collection service. 	Service Delivery Agreement (SDA) with input from NGO(s) / EPWP

The current landfill space has been depleted and the site will be dormant until a new cell has been developed. Interim transporting of the bulk of the waste to an external landfill site is expensive and incremental interventions i.r.o. diversion of solid waste from landfill and the sustainable beneficiation of solid waste as well as scaling up of these are required together with increased minimisation, re-use, recycling and recovery of suitable wastes. Separation at source should be maximized.

6.3 **Financial Implications**

Financial modelling of the options in 2015, i.e. prior to amendment thereof, was stated to be for strategic purposes with a non-bankable status as it was accepted that full-scale feasibility studies will need to be conducted for options/interventions to determine actual cost and benefit. It is thus recommended that SBM prioritises the actions/projects/pilots put forth in the preferred option and do a full feasibility study with financial modelling for those requiring extensive financial, technical and operational risk transfer to an external party.

6.4 Legal Implications

- a. The Constitutional, Act 108 of 1996, as amended, States under Schedule 5B, inter alia:

Part B

The following local government matters to the extent set out for provinces in section 155(6)(a) and (7):

.....

- Refuse removal, refuse dumps and solid waste disposal

.....

- b. The Municipal System Act, Act 32 of 2000, has reference and in Particular:

- i. Section 78(3) and (4)
- ii. Section 76, 77

6.5 Staff Implications

None of the Current Staff components are affected

6.7 Risk implications

The risks associated with each of the proposed actions/projects will be identified in the feasibility studies and appropriately addressed in the Service Delivery Agreement.

6.8. Comments from Management:**6.8.1 Director: Infrastructure Services**

Author of this report

6.8.2 Municipal Manager Comments:

ANNEXURE A: COUNCIL S78(2) RESOLUTION AND DRAFT REPORT OF THE MUNICIPAL SYSTEMS ACT SECTION 78(1) STUDY FOR SOLID WASTE MANAGEMENT

ANNEXURE B: SECTION 78(3) INVESTIGATION FOR VARIOUS ACTIVITIES OF SOLID WASTE MANAGEMENT

FOR FURTHER DETAILS CONTACT:

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REPORT DATE	17 March 2021

ANNEXURE A

Annexure A:

**DRAFT REPORT OF THE MUNICIPAL SYSTEMS ACT SECTION 78(1)
STUDY FOR SOLID WASTE MANAGEMENT**

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2013-08-29

7.10 DRAFT REPORT OF THE MUNICIPAL SYSTEMS ACT SECTION 78(1)
STUDY FOR SOLID WASTE MANAGEMENT

File number : 8/1/4/2/6

Report by : Director. Engineering Services

Compiled by : Manager. Solid Waste Management

Delegated Authority : Council

1. PURPOSE OF PRESENTATION

To inform the Committee by means of a report and presentation by the service provider, Mr Keith Roman who will present the final report of the MSA Section 78 (1) study for Solid Waste Management services.

2. BACKGROUND

The delivering of Solid Waste Management services within the Stellenbosch municipal area has in the past been, and is still currently, performed whilst subject to an apparent lack of capacity, resources and also within an information vacuum.

A municipality has the legal obligation to consider the best (most efficient and effective) way to provide in a service, in this case Solid Waste Management. The Municipal Systems Act makes provision for the mechanism to be followed in determining such approach, i.e. as per the Section 78 (1), (2) and (3) prescriptions.

Typically the Section 78 process enables Council to decide upon whether to provide a function via either an internal or external mechanism.

The Section 78 mechanisms as described in the Act makes provision for the following:

Section 78 (1) *When a municipality has in terms of section 77 to decide on a mechanism to provide a municipal service in the municipality or a part of the municipality, or to review any existing mechanism —*

- (a) *it must first assess*
- (i) *the direct and indirect costs and benefits associated with the project if the service is provided by the municipality through an internal mechanism, including the expected effect on the environment and on human health, well-being and safety*

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- (ii) *the municipality's capacity and potential future capacity to furnish the skills, expertise and resources necessary for the provision of the service through an internal mechanism mentioned in section 76(a);*
 - (iii) *the extent to which the re-organisation of its administration and the development of the human resource capacity within that administration, as provided for in sections 51 and 68 respectively, could be utilised to provide the service through an internal mechanism mentioned in section 76(a)*
 - (iv) *the likely impact on development, job creation and employment patterns in the municipality; and*
 - (v) *the views of organised labour, and*
- (b) *it may take into account any developing trends in the sustainable provision of municipal services generally.*
- Section 78 (2) *After having applied subsection (1), a municipality may—*
 - (a) *decide on an appropriate internal mechanism to provide the service; or*
 - (b) *before it takes a decision on an appropriate mechanism, explore the possibility of providing the service through an external mechanism mentioned in section 76(b).*
- Section 78 (3) *If a municipality decides in terms of subsection (2)(b) to explore the possibility of providing the service through an external mechanism it must—*
 - (a) *give notice to the local community of its intention to explore the provision of the service through an external mechanism; and*
 - (b) *assess the different service delivery options in terms of section 76(b), taking into account—*
 - (i) *the direct and indirect costs and benefits associated with the project, including the expected effect of any service delivery mechanism on the environment and on human health, well-being and safety;*
 - (ii) *the capacity and potential future capacity of prospective service providers to furnish the*

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skills, expertise and resources necessary for the provision of the service;

- (iii) the views of the local community;*
- (iv) the likely impact on development and employment patterns in the municipality; and*
- (v) the views of organised labour.*

In summary, the process therefore consists of

- (a) Analysis of and decision to undertake a function through an internal mechanism, or to consider delivery through an external mechanism.
- (b) Decision to investigate an external mechanism; and
- (c) Proceed in investigating delivery through an external mechanism and consideration of a report in this regard.

The Solid Waste Management Department proceeded with the S78 (1) process during March via the appointment of a service provider, Keith Roman Associates, to undertake the study, etc. As the outcome of this process, submission was made to the Portfolio Committee on 08 May 2013 where the draft report was accepted, and additional input requested.

No further input was received and the next step in this process is the submission of the final report for consideration by Council.
This report is the topic of this item to Council and constitutes the Section 78 (2) process.

As stated above, this means that the Solid Waste Management Department initiated the undertaking of investigations (and the preparation of a report) in terms of Section 78(1) of the Municipal Systems Act as amended by the Local Government: Municipal Systems Amendment Act, Act 44 of 2003, in order that the Council is now in a position to:

- decide whether to provide the Solid Waste Management service itself through appropriate internal mechanism, or
- before taking such a decision, enable the municipality to explore the possibility of providing the services through an external mechanism.

3. DISCUSSION

The focus area of these recommendations to Council is the relative merits of an internal service delivery mechanism. The merits of the internal options are discussed in terms of the key findings, constraints; assessment of costs and options - and these are provided in sufficient detail in the report to enable the Council

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or Mayco to decide whether to provide the service through an internal mechanism or to explore the possibility of providing the service through an external mechanism or a combination of an internal and external entity, as described in Section 78(3) of the Systems Act.

If Council, at this Section 78(2) juncture, wishes to continue with the existing internal route, then the Section 78(3) process will logically fall away.

4. FINDINGS

After having considered the issues identified in the Section 78(1) investigation, the core constraint in Solid Waste Management is a lack of sufficient resource capacity to enable it to apply to its full extent its executive authority to make and administer Solid Waste Service for the effective administration of the matters which it has the right to administer.

The symptoms of the current core resource constraints were found to include the following:

- Key vacant posts are not filled;
- A serious airspace problem exists;
- Insufficient reduction of waste entering land-fill sites;
- Inaccurate and insufficient data in order to develop appropriate strategies and make informed decisions;
- Inadequate planned maintenance resulting in an exponential increase in costs to replace worn and obsolete parts, equipment, plant and machinery;
- Inadequate controls to manage possible loss of waste collection revenue and landfill disposal revenue
- Low operational capacity – especially in terms of material recovery; recycling recovery, and composting;
- A non-customer service orientated attitude amongst staff with at times poor service delivery performance levels;
- A large number of complaints from ratepayers and community members – especially complaints pertaining to the recycling project;
- Inadequate internal technical training and mentoring programmes and facilities
- Insufficient preventative measures i.e. public awareness and education programmes and other preventative measures to change behaviour regarding waste management (i.e. Reduce; Recycle; Re-use; Re-think);

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- Stormwater system blockages due to littering and illegal dumping of solid waste; and related damage to health; environmental; tourism and investment in the area.
- Lack of sufficient integration and co-operation between relevant inter-dependent services like Wastewater Treatment Works; Water & Sanitation; Transport Roads and Stormwater; Parks; Environmental and Recreation Services in order to reduce littering and dumping which create pollution; blockages; overflow of the landfill sites; water and drainage systems; and other related problems mentioned above.
- Lack of utilisation of synergies between Solid Waste and Wastewater, Parks, other departments to exploit waste-to-energy initiatives.
- Inadequate use of existing information technology in order to improve communication, integration and operational efficiencies.

Given the significant resource constraints, the Solid Waste Management lacks sufficient financial or economic leverage to justify being established as a “department” or an autonomous ring-fenced “internal business unit”. What largely exists at present can rather be defined as an “Other Administrative Unit” in the form of an internal division of a department i.e. Engineering Services.

In the light of the above, other feasible options worth considering are the external options as defined by the Municipal Systems Act.

In accordance with the MSA Section 78 requirements, Council needs to decide at this Section 78 (2) juncture whether to opt for an internal service delivery mechanism (stay with the current) or to explore the potential of an external mechanism. There are sufficient grounds for Council to explore the opportunity of providing the service through an external mechanism. It must be noted that at this stage, the next steps are still just the investigation and consideration of an alternate mechanism, and Council still can make its final decision after such an investigation.

It is obvious that a proper decision can only be taken if the complete choice set is available, and it is therefore proposed that the external option, in terms of the MSA Section 78(3), be investigated.

RECOMMENDED

- (a) that the final Section 78 (1) report and presentation relating to the Waste Management function, be noted;
- (b) that approval be granted by Council for the acceptance of and continuation with the S 78(3) process; and

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-
- (c) that the Administration continue with the investigation into a potential external mechanism regarding service delivery relating to the Solid Waste Management function according to the Section 78(3) process and report back to Council with recommendations on a way forward.

**(DIRECTOR: ENGINEERING SERVICES
TO ACTION)**

**ENGINEERING SERVICES AND HUMAN SETTLEMENTS COMMITTEE
MEETING: 2013-06-05: ITEM 5.1.2**

RECOMMENDED

- (a) that the final Section 78 (1) report and presentation relating to the Waste Management function, be noted;
- (b) that approval be granted for the acceptance of and continuation with the S 78(3) process; and
- (c) that the Administration continue with the investigation into a potential external mechanism regarding service delivery relating to the Solid Waste Management function according to the Section 78(3) process and report back to Council with recommendations on a way forward.

**(DIRECTOR: ENGINEERING SERVICES
TO ACTION)**

MAYORAL COMMITTEE MEETING: 2013-06-19: ITEM 5.1.3

RESOLVED BY THE EXECUTIVE MAYOR

that this matter be referred back to the Administration to ensure compliance with Section 78(1) and that the item be resubmitted at a next Mayoral Committee meeting.

**(DIRECTOR: ENGINEERING SERVICES
TO ACTION)**

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MAYORAL COMMITTEE MEETING: 2013-07-17: ITEM 4**RESOLVED BY THE EXECUTIVE MAYOR**

that with regard to Item 5.1.3 (Mayoral Committee meeting held on 2013-06-19), the matter be resubmitted to Council for consideration at the meeting scheduled for 2013-07-25.

**(DIRECTOR: ENGINEERING SERVICES
TO ACTION)**

14TH COUNCIL MEETING: 2013-07-25: ITEM 7.7

The Speaker

RULED

that this matter be referred back to allow the Administration to provide all Councillors with the relevant information (including the full Section 78(1) report), whereafter same be resubmitted to the next Council meeting.

**(DIRECTOR: ENGINEERING SERVICES
TO ACTION)**

FURTHER COMMENTS BY THE DIRECTOR: ENGINEERING SERVICES

Subsequent to the Council resolution dated 2013-07-25, **to be distributed under separate cover as APPENDIX 1** a copy of the full MSA Section 78(1) Report **(for Councillors only)**.

15TH COUNCIL MEETING: 2013-08-29: ITEM 7.10**RESOLVED** (majority vote)

- (a) that the final Section 78 (1) report and presentation relating to the Waste Management function, be noted;
- (b) that approval be granted for the acceptance of and continuation with the S 78(3) process; and
- (c) that the Administration continue with the investigation into a potential external mechanism regarding service delivery relating to the Solid Waste Management function according to the Section

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78(3) process and report back to Council with recommendations on a way forward.

The following Councillors requested that their votes of dissent be minuted:

Councillor F Adams, JA Davids, N Gcaza (Ms), DA Hendrickse, S Jooste (Ms), N Mananga-Gugushe (Ms), C Moses (Ms), N Ntsunguzi, RS Nalumango (Ms), MM Ngcofe, L Ronoti, LN Siwakamisa (Ms), T Sitshoti (Ms), AT van der Walt and M Wanana.

**(DIRECTOR: ENGINEERING SERVICES
TO ACTION)**

Draft Report: Section 78 Investigation for Solid Waste Management

By

Keith Roman

Annexure B:

SECTION 78(3)
INVESTIGATION FOR VARIOUS ACTIVITIES OF
SOLID WASTE MANAGEMENT

ANNEXURE B



BID: B/SM 179/08

Draft Report: Section 78 Investigation for Solid Waste Management

Date: 3rd March

Prepared for:

Municipal Manager
Stellenbosch Municipality
Plein Street
Stellenbosch 7599
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**Prepared by:
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ANNEXURE

A Views of Organised Labour Union (To be attached once obtained by Municipality)

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1. INTRODUCTION

Keith Roman was formally appointed on the 28th January 2009 to assist the Stellenbosch Local Municipality with a review of the Solid Waste Management ("SWM") in terms of Section 78(1) of the Municipal Systems Amendment Act, Act 44 of 2003. ("MSA")

2. BACKGROUND AND OBJECTIVES

The SWM is embarking on a process to review and decide on an appropriate mechanism to provide Solid Waste services as stipulated in chapter 8 of the Municipal Systems Act ("MSA"), as amended.

The Act requires municipalities, that are designated the power and function, to assess and decide on appropriate delivery mechanisms in their area of jurisdiction. Chapter 8 of the MSA, as amended, in particular Section 78, outlines the process that municipalities must follow when deciding service delivery mechanisms.

Section 73 of the Act needs to be noted when undertaking assessments. It reiterates the general duty of municipalities when providing services and specifies that these services must be equitable and accessible and provided in a manner that is conducive to:

- The prudent, economic, efficient and effective use of available resources;
- The improvement of standards of quality over time;
- Be financially sustainable;
- Be environmentally sustainable; and
- Be regularly reviewed with a view to upgrading, extension and improvement

Other issues that need to be noted are:

- Economic and population growth; and
- Changes in National Policies that regulate services provided by the municipality

Municipalities may provide Solid Waste services in their demarcated areas through internal or alternative service mechanisms as set out in Section 76 of the Systems Act.

The MSA requires municipalities that are designated the power and function to assess and decide on appropriate delivery mechanisms in their area of jurisdiction.

The purpose of the MSA Section 78 investigation is to prepare and collate the information that will enable Council to decide on the most appropriate option for the provision of Solid Waste services within the Stellenbosch Local Municipality area of jurisdiction.

This investigation must assist the SWM to make an informed decision as to the following:

- decide whether to provide Solid Waste services itself through an appropriate internal mechanism; or
- before taking such a decision, enable the department to explore the possibility of providing the services through external mechanisms.

The above provides a background to and informs the MSA Section 78 assessment

3. SECTION 78 PROCESS

3.1 LEGISLATION

Chapter 8 of the MSA, as amended, in particular Section 78 outlines the process that municipalities must follow when deciding the most appropriate service delivery mechanisms.

The Act requires municipalities that are designated the power and function to assess and decide on appropriate delivery mechanisms in their area of jurisdiction. Section 73 of the Act needs to be noted when undertaking the assessment; it reiterates the general duty of municipalities when providing services and specifies that these services must:

- Be equitable and accessible
- Be provided in a manner that is conducive to the prudent, economic, efficient and effective use of available resources; and the improvement of standard of quality over time
- Be financially sustainable
- Be environmentally sustainable; and
- Be regularly reviewed with a view to upgrading, extension and improvement

Municipalities may provide solid waste services in their licensed areas through internal or external mechanisms as set out in section 76 of the Systems Act.

3.2 AMENDMENTS TO THE MUNICIPAL SYSTEMS ACT

The key amendments to Municipal Systems Act (Act 32 of 2000) through the Municipal Systems Act amendment (Act 44 of 2003) impacting on this investigation are the following:

- Introduction of Section 78 (3)(c) which now provides for a feasibility study to be conducted when a municipality decides to explore the possibility of providing a municipal service through an external mechanism. The section requires specifically that the feasibility study demonstrates value for money, how the needs of the poor will be addresses, the affordability of the mechanism to the municipality and residents, and how it will ensure risk transfer.
- Amendments of Section 82, so that the only legal form a municipal entity may now take is that of a private company, service utility or a multi-jurisdictional service utility. Previously, various other forms such as co-operatives and trusts were also allowed.

4. PROJECT APPROACH AND METHODOLOGY APPLIED

4.1 CURRENT STATUS OF SERVICE DELIVERY

We conducted the investigation in sufficient depth for the purposes of making a sound analysis and for decision-making purposes in terms of Section 78(1) of the MSA. A desk top search was undertaken of existing drawings, maps, demographic information, financial, human resource, technical, and other information relevant to the investigation, supported by interviews with relevant departmental staff.

4.2 PROFESSIONAL COMMENT ON STATUS QUO

We critically looked at, and provided professional comment on, the assembled information in the light of current developments in local government and services provision in South Africa and elsewhere. This part of the investigation is designed to give the Stellenbosch SWM a clear assessment of the challenges it faces, and a preliminary indication of the most probable restructuring options to be considered in more detail.

4.3 IMPLICATIONS OF INTERNAL MECHANISM

Drawing on all of the above we describe the key features of the findings on the implications of continuing with internal mechanisms for the key service systems in order to meet the requirements of Section 78(1) of the Municipal Systems Act.

These are summarized as:

- a) Direct and indirect costs and benefits of service provision through an internal mechanism;
- b) The Stellenbosch SWM's present and potential capacity to furnish skills, expertise and resources for an internal mechanism;
- c) The potential for re-organisation and human resource development to effect delivery through an internal mechanism;
- d) The impact on development, job creation and employment patterns; and
- e) The views of organized labour.

With regards to the latter, the Stellenbosch SWM would take responsibility for obtaining the views of Organised Labour and these views would be included as an annexure to this report.

4.4 REVIEW OF ALL POTENTIAL DELIVERY MECHANISM

Preliminary comparison of internal and external delivery mechanisms

We comment on the scope for service delivery mechanisms with other service providers, for each of the key systems, taking into account the preliminary views of stakeholders and any legal or policy constraints, and propose a likely short-list (with justification) of service delivery mechanisms. The main aim of the comparison is to identify those service delivery alternatives, which will assist the Stellenbosch SWM to make informed decisions.

Report to Council for a decision

The focus area of the recommendations to Council is the relative merits of an internal mechanism versus an external mechanism. The conclusions and recommendations should enable the Council to decide on whether to continue with a (refined) internal mechanism or to explore the possibility of an external mechanism, as described in Section 78(3) of the Systems Act.

If Council wishes to pursue the internal route, then Section 78(3) will logically fall away.

5. CURRENT STATUS OF SERVICE DELIVERY

A Qualitative and Quantitative assessment was undertaken in all of the Solid Waste Service and related support areas. The following are the key findings:

5.1 SERVICE COVERAGE AND DEMOGRAPHICS

The Solid Waste Service operates within the boundaries of the Stellenbosch Municipal area including the following towns within the municipal boundaries:

- Stellenbosch
- Franschoek
- Klipmuts
- Koelenhof
- Pniel
- Kylemore
- Jamestown
- Raithby

The Council provides a "boundary-to-boundary" waste management service in public areas it is responsible for in its geographical area of jurisdiction. Council provides the following broad categories of services:

- General Waste Collection Services, which includes transportation of waste to a transfer station, material recovery facility or drop-off site for recyclables, a special processing / treatment installation, or a disposal facility;
- Cleaning / Cleansing Service, which includes cleaning of public spaces and streets; litter bin provision and servicing; street sweeping; litter picking; cleaning of illegal dumping and animal carcasses; and cleaning of industrial pollution; waste and debris generated by natural disasters and processes in areas under the Council's jurisdiction.
- Disposal Services, including the maintenance and operation of special processing and collection facilities, waste transfer stations and landfill sites.

General Statistics

General statistics of the Stellenbosch Local Municipality are as follows:

GENERAL STATISTICS		
1	Population (2001 Census data)	117,705
2	Regional Gross Domestic Product (year 2004)	R3,9billion
3	Average Monthly per capita income (2001 Census)	R2,101
4	Percentage unemployed in municipal area (year 2006)	12%
5	Percentage living in formal dwelling	80%
6	Percentage who have access to electricity	82%
7	Percentage of people who have water in their homes	58%
8	Percentage of residents who have flush toilets	88%
9	Percentage of residents who have refuse removal service	80%

According to the census data from 1970 to 2001 the projected growth of the population till the year 2006 was 2,0%.

Approximately 80% of residents have their refuse removed by the Municipality. The longer-term trend reveals that the situation has improved steadily since 1991. More residents have their refuse removed more often and fewer are using communal dumps.

The service backlogs of Solid Waste removal in Langrug, Franschoek is due to the inaccessibility of the area, brought about by poor road infrastructure. Once proper roads are constructed, day-to-day removal will be possible.

Solid Waste Statistics

The Solid Waste Statistics for the 2007 / 2008 period are as follows:

Solid Waste Statistics		2007/2008
Number of household collection lifts (single residential)		19019
Number of refuse collections lifts at cluster housing, flats, etc. 3 X per week		1000
Number of refuse collection lifts at businesses 1 X per week		
Number of refuse collection lifts at businesses 3 X per week		2031
Number of 1.75m³ container - 1 removal per week.		
Number of 1.75m³ container - 3 removals per week.		
Number of 3.00m³ container - 1 removal per week.		

Provincial Waste Statistics

The comparative Provincial statistics for general waste generation are as follows:

Province	General Waste (m³/a)	% per province	Population (1996 Census)	Per Capita waste generation
Mpumalanga	3,831,000	9.1	2,800,711	1.37
Eastern Cape	2,281,000	5.4	6,302,525	0.36
Free State	1,675,000	4.0	2,633,504	0.64
Gauteng	17,899,000	42.4	7,348,423	2.44
Kwazulu Natal	4,174,000	9.9	8,417,021	0.50
North West	1,625,000	3.8	3,354,825	0.48
Northern Cape	733,000	1.7	840,321	0.87
Northern	1,470,000	3.5	4,929,368	0.30
Western Cape	8,543,000	20.2	3,956,875	2.16

Province	General Waste (m³/a)	% per province	Population (1996 Census)	Per Capita waste generation
TOTAL	42,230,000	100%	40,583,573	1.04

The Western Cape Province disposes of 8,543,000 m³ per annum.

5.2 LANDFILL DISPOSAL

Stellenbosch Municipality operates the waste disposal site in the Devon Valley area, opposite the Veldwachters River from the municipal sewage treatment works since approximately 1966. The municipal property is partially used for waste disposal and the remainder has been leased on long term agricultural leases to farmers. The portion that is used for waste disposal has reached its capacity and further extension of this site is not easily achievable, due to the above-mentioned long term leases of the adjacent land and also due to the public's objection. Various other studies indicate that the establishment of a new waste disposal site within the boundaries of the Stellenbosch municipal area is extremely unlikely due to the agricultural, cultural, and tourism importance of the area.

A study commissioned by Stellenbosch Municipality investigated all landfill and transfer station facilities within a radius of 90km's from Stellenbosch. The study found that no new disposal site will be established within the Helderberg, Stellenbosch or Drakenstein areas. Stellenbosch waste will have to be transported out of the municipal area.

Due to the high volume of waste generated by Stellenbosch, the limited average economic distance of Rear-End Waste Disposal Trucks of 25kms, waste will in future be transferred to long haul transport.

A new Transfer Station will have to be built in close proximity to the main generator of waste in order to optimise transport costs. The Transfer Station would have to be located at the existing Stellenbosch Landfill.

The distance between Stellenbosch and the proposed new Oostenberg RTS is 21km. This distance is considered to be close to the economic limit of Rear End Waste Collection Loaders. This option would result in the closure and rehabilitation of the existing waste disposal site with either a Material Recovery Facility (MRF) and/or a public drop-off facility remaining close to the town of Stellenbosch for the public to off-load garden refuse, builder's rubble and other non-collected waste.

The cost of disposal at landfill sites outside of Stellenbosch is significantly higher than at the Stellenbosch waste disposal site where the cost per tonne is currently less than R50. The City's landfill disposal charge is currently R109.20 per tonne and

R159.95 per tonne at their Refuse Transfer Stations. Because disposal at the Stellenbosch Landfill Site is cheaper than the City of Cape Town, the Stellenbosch Site becomes the preferred disposal site by contractors, thereby compounding the limited airspace problem.

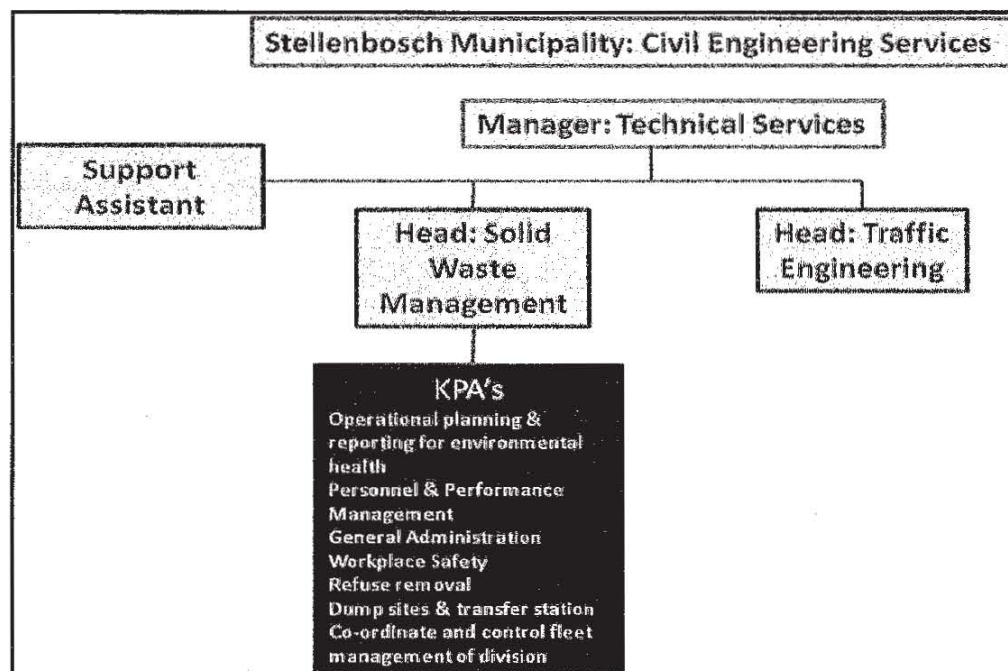
It is clear that future disposal costs will more than double and that the cost to establish and operate the MRF and Transfer Station plus the cost of transporting the tailings to a remote landfill will add to the cost. These future waste management costs in Stellenbosch indicate the critical importance of waste minimisation and reduction at or near Stellenbosch. Standardizing the waste disposal tariffs in the Western Cape will discourage others from outside Stellenbosch from using the Stellenbosch Landfill.

5.3 PROPOSED TARIFFS

Given the need for new Material Recovery Facility / Transfer Station to be built (at estimated value of R16 million); new composting initiatives; "green procurement" initiatives; Public Drop Off facilities (estimated value of R1 million each) there is an urgent need for a new tariff structure to recover the increased costs and to facilitate change in current community attitudes towards waste and the environment.

5.4 HUMAN RESOURCE AND ORGANISATION STRUCTURE

The current organisation structure of the Stellenbosch Municipality is as follows:



Organisation Strategy and Structure: The Stellenbosch SWM has organisational and operational structure constraints. There is insufficient delegated authority and control over resources to manage the planning, regulatory, operational and enforcement elements associated with the service. There are financial and operational constraints which prevent the Solid Waste Department from achieving its full performance potential

5.5 HUMAN RESOURCE

Human Resources, Labour and Industrial Relations: Solid Waste Services faced challenges with regards to

- Technical and management posts which had recently been vacated and
- Technical Skills retention is a long-term concern

The Solid Waste labour complement excludes the labour complement of the Support Services that would be considered as part of a Solid Waste Services ring-fenced entity.

5.6 LABOUR AND INDUSTRIAL RELATIONS

The Organised Labour Unions are to be engaged in terms of Section 78(1) of the Municipal Systems Act to elicit their views. The views of Organised Labour received to date are submitted as an annexure to this report.

5.7 ENVIRONMENTAL ASSESSMENT

The Solid Waste service is bound by legislation to act in an environmentally responsible manner. However, by improving its delivery mechanism, it will be enabled to improve on the way it impacts on the environment and human health. The Stellenbosch Municipality has limited powers, duties and functions, in terms of solid waste management, and by implication environmental issues, as assigned to it per provincial gazette extraordinaire, 6 November 2000 Notice 794. The proclamation states that Stellenbosch has the following powers, duties and functions:

84(1)(e) *Solid waste sites in so far as it relates to determination of a waste disposal strategy; regulation of waste disposal; the establishment, operation and control of waste disposal sites, bulk waste transfer facilities and waste disposal facilities for more than one local municipality in the district.*

5.8 TECHNICAL CAPACITY ASSESSMENT

In terms of the IDP a strategic need was identified for Solid Waste Management to ensure the ongoing effective and efficient provision of sufficient solid waste for the municipality.

The Solid Waste Department is currently able to meet the current service needs demand, albeit with great difficulty and with significant resource constraint. However, there is concern about the capacity to meet equitable future services, given the need for new Material Recovery Facility / Transfer Station to be built (at estimated value of R16 million); new composting initiatives; "green procurement" initiatives; Public Drop Off facilities (estimated value of R1 million each) and an urgent need for a new tariff structure to recover the increased costs and to facilitate change in current community attitudes towards waste and the environments.

5.9 FINANCIAL ASSESSMENT

Rates

The current Solid Waste Services Tariffs for the 2009/2010 period is as follows:

SERVICES RENDERED		UNIT	COMMENTS	2008/09	2009/10	
Bid No: 179/08: Section 78 Investigation for Solid Waste Management				R	R	
				excl. VAT	excl. VAT	
Residential Waste Collection (Households, Flats, Hostels, Retirement homes, Churches, Schools, Welfare Organisations, etc.)						
Definition: 1 refuse unit = 240ℓ = 3 standard refuse bags						
Indigent subsidy: A monthly subsidy (to be determined by Council) to be credited to a registered indigent consumer's account						
Black bags (Only where Wheelie bins have not been introduced)				2008/09	2009/10	
Single residential properties: Plot not exceeding 250 m ² and a maximum building value of R 60 000	per month	Account payable by property owner. Max 3 closed bags. No other extra's. Service will cancel when 240ℓ bin is issued.		R 50.13	R 54.14	8.0%
Basic residential collection based on 3 standard refuse bags once per week - 1 st refuse unit - One dwelling on erf	per month	Account payable by property owner. Max 3 closed bags. No other extra's. Service will cancel when 240ℓ bin is issued.		R 64.44	R 69.60	8.0%
Basic residential collection based on 3 standard refuse bags per dwelling (1 refuse unit) for additional dwellings on same erf	per refuse unit per month	Account payable by property owner. Max 3 additional closed bags. No other extra's. Per fixed arrangement - not variable. Service will cancel when 240ℓ bin is issued. At cluster housing, flats, etc. 1 refuse unit to be charged for every living unit (per month)		R 64.44	R 69.60	8.0%
Additional collection based on an additional 3 standard refuse bags once per week - 2 nd refuse unit or more	per month	Account payable by property owner. Max 3 additional closed bags. No other extra's. Per fixed arrangement - not variable. Service will cancel when 240ℓ bin is issued.		R 96.66	R 69.60	-28.0%
Mobile bins (240ℓ Wheelie bin)						
Black Bin (Black lid Black bin)				2008/09	2009/10	
Basic residential collection based on 1 X 240ℓ per week - 1 st bin - One dwelling per erf	per month	Account payable by property owner. No extra's beside bin. At cluster housing, flats, etc. 1 refuse unit to be charged for every living unit per month		R 64.44	R 69.60	8.0%
Basic residential collection based on 1 X 240ℓ per week for additional dwellings on same erf	per refuse unit per month	Account payable by property owner. No extra's beside bin. At cluster housing, flats, etc. 1 refuse unit to be charged for every living unit per month		R 64.44	R 69.60	8.0%
Yellow Bin (Yellow lid Black bin)				2008/09	2009/10	
Additional collection based on 1 X 240ℓ per week - 2 nd bin	per month	Account payable by property owner. No extra's beside bin. On the same day as normal weekly service. Per fixed arrangement - not variable		R 96.66	R 69.60	-28.0%
Additional collection based on 1 X 240ℓ per week - 3 rd bin or more	Per add 240ℓ bin per month	Account payable by property owner. No extra's beside bin. On the same day as normal weekly service. Per fixed arrangement - not variable		R 128.88	R 104.39	-19.0%
Blue Bin (Blue lid Black bin)				2008/09	2009/10	

Three times per week removal with a blue lid 240ℓ refuse bin (sectional title, residential zoned i.e. Hostels, Flats, Old age/retirement villages - NOT HOUSEHOLDS)	Per add 240ℓ bin per month	Account payable by property owner. No extra's beside bin. (Sectional title, residential zoned i.e. Hostels, Flats, Old age/retirement villages).	R 193.32	R 246.97	27.8%
Non Residential Waste Collections (Business and Commercial)					
Definition: 1 refuse unit = 240ℓ = 3 standard refuse bags					
Black bags (Only were Wheelie bins have not been introduced)			2008/09	2009/10	
Additional collection based on an additional refuse bags, once per week - measured in the number of additional refuse units (3 standard refuse bags) per week	per month	Account payable by business owner. No other extra's. Per fixed arrangement - not variable. Service will cancel when 240ℓ bin is issued.	R 67.66	R 73.07	8.0%
Collection based on 3 standard refuse bags 3 x per week - three refuse units per month	per month	Account payable by business owner. Max 3 closed bags. No other extra's. Service will cancel when 240ℓ bin is issued.	R 232.99	R 246.97	6.0%
Additional collection based on an additional refuse bags, 3 x per week - measured in the number of additional refuse units (3 standard refuse bags) per week	per month	Account payable by business owner. No other extra's. Per fixed arrangement - not variable. Service will cancel when 240ℓ bin is issued.	R 232.99	R 246.97	6.0%
Mobile bins (240ℓ Wheelie bin)					
Green Bin (Green lid Black bin)			2008/09	2009/10	
Basic collection based on 1 X 240ℓ once per week	per month	Account payable by business owner. No other extra's.	R 67.66	R 73.07	8.0%
Additional 240ℓ removals once per week - measured in refuse units per week.	per month	Account payable by business owner. No other extra's. Per fixed arrangement - not variable.	R 67.66	R 73.07	8.0%
Blue Bin (Blue lid Black bin)			2008/09	2009/10	
Collection based on 1 X 240ℓ three times per week measured as one blue bin.	per month	Account payable by business owner. No other extra's. Per fixed arrangement - not variable.	R 232.99	R 246.97	6.0%
Additional 240ℓ removals three times per week - measured as the number of additional blue bins	per month	Account payable by business owner. No other extra's. Per fixed arrangement - not variable.	R 232.99	R 246.97	6.0%
Mobile bins (770ℓ Wheelie bin) (New Service - On Approval of the Director: Civil Engineering Services Only)					
Green Bin (Green lid Black bin)			2008/09	2009/10	
Basic collection based on 1 X 770ℓ once per week	per month	Account payable by business owner. No other extra's.	R 236.82	R 251.03	6.0%
Additional 770ℓ removals once per week - measured in refuse units per week.	per month	Account payable by business owner. No other extra's. Per fixed arrangement - not variable.	R 236.82	R 251.03	6.0%
Blue Bin (Blue lid Black bin)			2008/09	2009/10	
Collection based on 1 X 770ℓ three times per week measured as one blue bin.	per month	Account payable by business owner. No other extra's. Per fixed arrangement - not variable.	R 875.45	R 927.98	6.0%

Additional 770l removals three times per week - measured as the number of additional blue bins	per month	Account payable by business owner. No other extra's. Per fixed arrangement - not variable.	R 875.45	R 927.98	6.0%
Charges and Levies					
Solid Waste availability charge	per month	All vacant erven	R 32.22	R 34.80	8.0%
Waste Disposal Levy	per month	To make provision for waste disposal options such as recycling that is required by new Waste Bill. ALL erven	None	R 5.00	New
Sundry Tariffs					
Stellenbosch Landfill Site (Devon Valley Site)(General Waste only - NO Medical or Hazardous Waste)					
Residents of residential properties			2008/09	2009/10	
Disposal clean garden waste (Grass cuttings, leaves, etc.)	Car, trailer, LDV	Must show the latest account that reflects payment for refuse removal. ONLY green garden waste. Max 1,0 ton	Free	Free	
Departmental users			2008/09	2009/10	
Disposal of general waste (unsuitable for crusher) based on actual mass	per metric ton or part thereof	No waste will be received from outside the boundaries of WC024	R 101.53	R 107.62	6.0%
Disposal of general waste (unsuitable for crusher) based on carrying capacity of vehicle	per metric ton or part thereof	Only applicable in the absence of an operational weighbridge. No waste will be received from outside the boundaries of WC024	R 101.53	R 107.62	6.0%
Garden Services			2008/09	2009/10	
Disposal clean garden waste (Grass cuttings, leaves, etc.)	Per load Max 1 ton	Exclusively for Garden Services working within the boundaries of the WC024. No waste will be received from outside the boundaries of WC024		R 50.00	New
Disposal clean garden waste (Grass cuttings, leaves, etc.)	If load more than 1 ton. Tariff per ton or part thereof	Exclusively for Garden Services working within the boundaries of the WC024. No waste will be received from outside the boundaries of WC024. Per metric ton or part thereof		R 107.62	New
ALL other users of the landfill site			2008/09	2009/10	
Disposal of general waste (unsuitable for crusher) based on actual mass	per metric ton or part thereof	No waste will be received from outside the boundaries of WC024	R 101.53	R 107.62	6.0%
Disposal of general waste (unsuitable for crusher) based on carrying capacity of vehicle	per metric ton or part thereof	Only applicable in the absence of an operational weighbridge. No waste will be received from outside the boundaries of WC024	R 101.53	R 107.62	6.0%
Klapmuts Transfer Station			2008/09	2009/10	
Disposal of general waste based on actual mass	per metric ton or part thereof	No waste will be received from outside the boundaries of WC024	R 101.53	R 107.62	6.0%
Disposal of general waste based on carrying capacity of vehicle	per metric ton or part thereof	Only applicable in the absence of an operational weighbridge. No waste will be received from outside the boundaries of WC024	R 101.53	R 107.62	6.0%
Franschhoek Drop-off					
Residents of residential properties ONLY			2008/09	2009/10	

Disposal clean garden waste (Grass cuttings, leaves, etc.)	Car, trailer, LDV	Must show the latest account that reflects payment for refuse removal. ONLY green garden waste. Max ½ ton	Free	Free	
ALL other to go to Stellenbosch Landfill Site					
Special Removals			2008/09	2009/10	
The special removal of general waste at Households	per 240ℓ volume or part thereof + 15% admin fee	Removal of waste to be pre-arranged and will only be done on proof of payment. For residents within the urban boundaries of WC024 only. Subject to a 15% admin fee.		R 50.00	New
The special removal of general waste at Businesses	per 240ℓ volume or part thereof + 15% admin fee	Removal of waste to be pre-arranged and will only be done on proof of payment. For businesses within the urban boundaries of WC024 only. Subject to a 15% admin fee.		R 70.00	New
Replacement of bin or lid or wheel or axel			2008/09	2009/10	
For bin age up to 5 years					
For the replacement of a complete bin or any component thereof (body, lid, wheel, axel.)	replacement part	The damaged/missing part or lost bin will be replaced at cost to council plus 15% administrative fee. Lost or stolen bin must be reported to the nearest Police Station and a case number be presented to Council before replacement commences.	Cost + 15%	Cost + 15%	
For bin age greater than 5 and up to 10 years					
For the replacement of a complete bin or any component thereof (body, lid, wheel, axel.)	replacement part	The damaged/missing part or lost bin will be replaced at 50% of the cost to council plus 15% administrative fee. Lost or stolen bin must be reported to the nearest Police Station and a case number be presented to Council before replacement commences.	50% of Cost + 15%	50% of Cost + 15%	
For bin age greater than 10 years					
For the replacement of a complete bin or any component thereof (body, lid, wheel, axel.)	replacement part	The damaged/missing part or lost bin will be replaced free of charge. Lost or stolen bin must be reported to the nearest Police Station and a case number be presented to Council before replacement commences.	Free	Free	
Hire of 240ℓ bins			2008/09	2009/10	
Hire of 240ℓ refuse bins on wheels.	Per bin per day	For the hiring of 240ℓ bins to a third party either in or outside Stellenbosch Municipality. Subject to prior approval and availability.		R 10.00	New

The Solid Waste Operating Budget

The Solid Waste Operating Budgets for the 2006 to 2008 financial years are as follows:

Operating budget			
REFUSE REMOVAL	2006/2007	2007/2008	2008/2009
EXPENDITURE			
Salaries, Wages and Allowances	R 7,451,556.00	R 8,378,287.00	R 9,578,852.00
General Expenses	R 8,446,794.00	R 9,787,901.00	R 10,149,670.00
Repairs & Maintenance	R 1,567,662.00	R 1,13,230.00	R 903,000.00
Contribution: Capital			
Contribution: Funds	R 447 974.00	R 1 813 178.00	R 559 360.00
Approp. Votes (Below the line)		R 2 227 223.00	R 1 762 725.00
Total Expenditure	R 17 913 986.00	R 23 336 819.00	R 22 953 607.00

Income

The Solid Waste Services Income for the financial years 2006 to 2008 are as follows:

INCOME:	2006/2007	2007/2008	2008/2009
Debited Elsewhere	R -87 567.00	R -40 910.00	R -303 150.00
General income	R -20 042 319.00	R -23 387 770.00	R -25 592 014.00
Approp. Votes (Below the line)			
Total income as negative number	R -20 129 886.00	R -23 428 680.00	R -25 895 164.00
Refuse Removal Levy - 1/6530/4623 indicated as a negative number	R -17 166 967.00	R -20 100 350.00	R -21 327 530.00
Income to be recovered by tariffs	R 14 951 067.00	R 20 008 489.00	R 18 385 973.00
Basic household tariff (R / month)		R 60.80	R 64.44
Estimated Income on above basic tariff			R 23 046 005.16

Capital Budget

The three year Capital Budget for Solid Waste Services is as follows:

Project	Source of Finance	Type of Finance	Budget Type	2008/09	2009/10	2010/11
Hopper systems	Capital	Contribu	Basic		300 000	

	Replace ment	tion	capital			
Rehabilitation works	Capital Replace ment	Contribu tion	Basic capital		2 000 000	4 000 000
Refuse disposal site	MIG	Contribu tion	Basic capital	1 000 000	5 000 000	7 000 000
Refuse transport plan	Capital Replace ment	Contribu tion	Basic capital		200 000	
Material recovery facility	MIG	Contribu tion	Basic capital	4 500 000	4 500 000	7 000 000
Small Plant items	Capital Replace ment	Contribu tion	Basic capital	50 000	20 000	20 000
Building improvements	Capital Replace ment	Contribu tion	Basic capital	500 000	1 000 000	1 000 000
Trunk Radios	Capital Replace ment	Contribu tion	Basic capital	150 000		
Wheelie Bins	Capital Replace ment	Contribu tion	Basic capital	1 000 000	2 000 000	2 000 000
Upgrade Klapmuts Transfer Station	MIG	Contribu tion	Basic capital	2 000 000	2 000 000	
Drop-off facilities (various)	MIG	Contribu tion	Basic capital	3 000 000	3 500 000	3 500 000
Integrated Waste Management Plan	Capital Replace ment	Contribu tion	Basic capital	200 000		
Specialised Vehicle: Solid Waste Management	Capital Replace ment	Contribu tion	Basic capital	2 000 000	2 100 000	2 200 000

5.10 PHYSICAL ASSET ASSESSMENT

Fixed assets are stated at historical costs, or at valuation (based on the market price at date of acquisition), where assets have been obtained by grant or donation.

Council subscribes to a system that is aimed at providing for and managing fixed and movable assets. The system includes monitoring the condition, providing for the repair, maintenance and upkeep of infrastructure, equipment, vehicles and facilities that will ensure optimal availability in order to be used for the provision of efficient services and effective outcomes.

The Solid Waste Management financial statements are not provided as separate or ring-fenced from the rest of the Stellenbosch services. The relevant support service allocations to the Solid Waste service are not expressed as part of the Solid Waste financial statements. The Solid Waste Service assets are currently undervalued since some assets are not included and because values were based on historical valuation methodology instead of a Depreciated Replacement Cost (DRC) or Discounted Cash Flow (DCF) valuation methodology. The financial ring-fencing of the Solid Waste Service, would result in separate Financial Statements incorporating all the relevant support service costs, assets, etc. and would provide a better understanding of the cost-beneficiation ratio and the resource needs of the department to meet service needs.

Other relevant asset information is as follows:

- There is a need to undertake a revaluation of the solid waste assets (either using the Depreciated Replacement Cost (DRC) or Discounted Cash Flow (DCF) or other approved valuation methodology) to ensure a standardized asset valuation approach with regards to municipalities
- The basic data used in a replacement capital expenditure model is the same as the basic data used to determine the depreciated replacement cost of the assets
- A Depreciated Replacement Cost Valuation would indicate the requirements for replacement expenditure to maintain or improve the quality of supply
- The expenditure forecasted by the replacement capital expenditure model year by year would seldom be exactly the same as the actual expenditure incurred every year. The purpose of the modelling process is to identify the likely levels of expenditure that may be required for the replacement of assets over time

- In order to forecast the replacement capital expenditure for distribution and transmission network requirements, the following data is required:
 - asset categories
 - quantities of assets
 - asset lives
 - asset age profiles
 - replacement costs, and
 - condition assessment data and adjustment intervals.

5.11 CAPACITY UTILIZATION AND PERFORMANCE

In terms of the Local Government Municipal Systems Act, it is the Council's duty to ensure that a Waste Management Service, consisting of "cleansing, refuse removal, landfill sites, and solid waste disposal", is provided in a "suitable, equitable, and sustainable" way in the Municipality.

The Solid Waste Service is experiencing the following capacity constraints:

- The portion of the Devon Valley site that is used for Waste Disposal has reached its capacity and further extension of the site is not easily achievable;
- No new waste disposal site will be established within the Helderberg, Stellenbosch, or Drakenstein areas, and therefore Stellenbosch's waste will have to be transported out of the municipal area;
- Helderberg has no waste disposal facility
- Drakenstein has one disposal facility at Wellington that does not provide sufficient long-term capacity to accommodate Stellenbosch's waste as well
- The existing Bellville South landfill capacity is quickly diminishing and will be full within the next three to four years
- Coastal Park landfill site has an airspace problem
- The most practical long-term sustainable options for waste collection & disposal, given the above constraints, are:
 - Location of a Material Recovery Facility and Transfer Station (as well as composting; crushing of builder's rubble; public drop-offs) near Stellenbosch
 - The tailings (non-recoverable portion) be transported by Long-haul transport to some remote Landfill
 - Increase solid waste tariffs (preferably standardized with the City of Cape Town's tariff's) in order to recover operating and capital costs

5.12 JOB CREATION AND POVERTY

Economic growth is necessary to reduce poverty in the Stellenbosch Local Municipal area, but it is not enough. It is also important that every effort be made to broaden access to affordable basic services. An alternative mechanism to provide the Solid Waste service needs to be found in order to improve overall service delivery performance, which should lead to downstream benefits to consumers in the form of equitable, cost effective, and sustainable service delivery. This should assist in creating an improved economic environment and an improvement in job opportunities. Waste minimization (recycling and conversion of waste to energy and re-usable products) programs would create employment, but these programs would require significant seed capital.

5.13 CUSTOMER NEEDS

According to Stellenbosch IDP, the municipality has organised a number of processes to ensure that the citizens of Stellenbosch Municipality can shape the IDP according to their needs and interests.

5.14 LEGAL AND LEGISLATIVE ISSUES

The legal and legislative bylaws have been investigated. There were no legal or legislative issues which impacted on the study other than the legal process under which the Section 78 investigation took place. The key legislation within which Solid Waste operates are the following:

- The SA Constitution (S.24 "Right to a safe and healthy environment")
- The National Environment Management Act (Act 107 of 1998 amended)
- The Environment Conservation Act (Act 73 of 1989, amended) – relevant sections not repealed yet that deal with environmental impact assessment
- The National Water Act (Act 36 of 1998, amended)
- The Hazardous Substances Act (Act 15 of 1973, amended) and Regulations
- The National Health Act (Act 63 of 1977, amended)
- The Occupational Health and Safety Act (Act 85 of 1993, amended) and Regulations
- The Road Traffic Act (act 29 of 1989, amended)
- The Local Government Municipal Systems Act (Act 32 of 2000, amended)

- The Local Government Municipal Structures Act (Act 117 of 1998, amended)
- The Local Government Municipal Finance Management Act (Act 56 of 2003)
- White Paper on Integrated Pollution and Waste Management for South Africa (Government Gazette 20978, 17 March 2000)
- White Paper on National Waste Policy for South Africa (April 1997)

6. SECTION 78 PROFESSIONAL COMMENT ON STATUS QUO

Drawing on all of the above we will describe in the following sections, the key features of the findings on the implications of continuing with internal mechanisms for the key service systems in order to meet the requirements of Section 78(1) of the Municipal Systems Act and to assist the Stellenbosch SWM to make an informed decision with regards to an appropriate mechanism to provide solid waste services in the Stellenbosch area.

6.1 SECTION 78(1)(A)(I): DIRECT AND INDIRECT COSTS AND BENEFITS OF SERVICE PROVISION THROUGH AN INTERNAL MECHANISM

The relevant section of the MSA refers to: *"The direct and indirect costs and benefits associated with the project if the service is provided by the Stellenbosch SWM through an internal mechanism, including the expected effect on the environment and human health, well being and safety"*

Since the Solid Waste Service is not financially ring-fenced, an assessment of the performance of the Solid Waste department could of course not be assessed.

The financial statements of the Stellenbosch SWM for the 2008 period indicated concern about whether the current tariff charges are sufficient to meet the need for operational and capital cost recovery, replenishment and refurbishment of vehicles and equipment to meet the increased need for reduced littering; waste minimization; and landfill management

The financial performance of the Solid Waste function should improve with the formation of a ring-fenced internal business unit and a fair tariff structure.

6.2 THE EFFECT ON THE ENVIRONMENT

The effect on the environment has also been considered. It was found that the services already operate in a well-regulated environmental framework.

Stellenbosch has a Landfill problem. This problem if left unattended will have long-term environmental impact implications.

The Constitution of South Africa states that "the people of South Africa have a right to an environment, which is not harmful to their well-being". It is thus a priority of the municipality to ensure that it meets this obligation to ensure that the environmental impact of disposal facilities is acceptable and does not in any way pose any dangers to human life, the responsible individual/party will be held liable for the environmental neglect.

It is impossible to determine with any certainty the precise effect on the various matters referred to, although it can reasonably be envisaged that with improved funding and resource availability coupled with an improved service delivery option that this will have a positive effect thereon.

6.3 SECTION 78(1)(II): THE STELLENBOSCH SWM'S PRESENT AND POTENTIAL CAPACITY TO FURNISH SKILLS, EXPERTISE AND RESOURCES FOR AN INTERNAL MECHANISM

The relevant section of the MSA refers: "*The municipality's capacity and potential future capacity to furnish the skills, expertise and resources necessary for the provision of the service through an internal mechanism mentioned in section 76(a).*"

This requirement is addressed in Section 5.11.

The Stellenbosch SWM has recently lost senior technical staff and due to its relatively low tariff structure and does not have the capacity to sustain the provision of adequate skills and resources due to insufficient finance.

6.4 SECTION 78(1)(A)(III): THE POTENTIAL FOR RE-ORGANISATION AND HUMAN RESOURCE DEVELOPMENT TO EFFECT DELIVERY THROUGH AN INTERNAL MECHANISM

The relevant section of the MSA refers: "*Extent to which the re-organisation of its administration and the development of the human resources capacity within that administration as provided for in sections 51 and 68, respectively, could be utilized to provide a service through an internal mechanism mentioned in section 76(a)*"

This requirement is addressed in Section 5.2 Strategy and 5.5 Human Resource.

Financially Ring-fenced Business Units should result in an improvement in the levels of authority and accountability and an improvement in overall performance of the function.

6.5 **SECTION 78(1)(A)(IV): IMPACT ON DEVELOPMENT, JOB CREATION AND EMPLOYMENT PATTERNS**

The relevant section of the MSA refers: *The likely impact on development, job creation and employment patterns in the municipality.*

This requirement was adequately addressed in section 5.12 of this report.

Economic growth is necessary to reduce poverty in the Stellenbosch Local Municipal area, but it is not enough. It is also important that every effort be made to broaden access to affordable basic services. A cost effective, financially sustainable, and equitable service to all communities in the Stellenbosch area should contribute to an improved economic and job creating environment.

6.6 **SECTION 78(1)(A)(IV): THE VIEWS OF ORGANISED LABOUR**

The relevant section of the MSA refers: *The views of organised labour.*

The "views" of Organised Labour need to be obtained in terms of the requirements of the Municipal Systems Act. A process will be put in place by the Stellenbosch Local Municipality, assisted and guided by the service provider, to obtain the views of Organised Labour and these views will be included as an addendum to this report.

6.7 **SECTION 78(1): DEVELOPING TRENDS**

The relevant section of the MSA refers: *"It may take into account any developing trends in the sustainable provision of municipal services generally"*

Key trends in public sector organisations that have undergone successful change are those that have implemented the following:

- Uncoupling "steering and rowing" functions in organisations
- Development of appropriate Performance contracts
- Decentralisation of authority to units responsible for work
- Accountability to customers through choice, customer service standards, and customer redress

The backdrop to the Section 78 review process informs the service delivery mechanisms to be explored under Section 78(1) and Section 78(2). From the internal service delivery perspective (Section 78(1)), it is anticipated that a Municipality will have to at least structure its service function as a business unit (and not just a department) in order to satisfy alternative service delivery mechanism criteria of successful benchmark organisations.

7. CHOOSING BETWEEN SERVICE DELIVERY OPTIONS

In order to meet current and future service needs an alternative service delivery mechanism for providing Solid Waste service needs to be established. The alternative service delivery mechanism, as defined by the Municipal Systems Act, requires that the service:

- be clearly defined (i.e. distinguished from the rest of the municipality) with proper financial record-keeping of the business;
- be operated, if not fully autonomously, at least relatively self-sufficiently; and
- the service needs to establish appropriate arrangements to formalise aspects of the business requiring interaction with the municipality (including policies, service level agreements and governance compacts as required).

The Municipal Systems (Amendment) Act Section 76 prescribes the various service delivery mechanisms a municipality may consider. There are three service mechanism available to the Stellenbosch SWM for solid waste service and management i.e.

- An internal department within the Stellenbosch SWM's administration (Section 76(a)(i)). This would imply the core operational and maintenance functions to be housed in a department, with most common (shared) services being provided by parallel departments (e.g. billing, treasury, HR, etc.)
- An internal business unit (Section 76(a)(ii)) where all or most of the solid waste-related functions are housed under a single responsibility, and the solid waste 'business' is relatively autonomous although under control of the municipality
- An external municipal entity Section 76(b)(i)) where the solid waste business is completely ringfenced, structured to be totally autonomous with all relations with the Stellenbosch SWM conducted under contract or compact.

It is proposed that considering another municipality as service provider (Section 76(b)(ii)), an organ of state (Section 76(b)(iii)), a community-based organisation (Section 76(b)(iv)) or another (probably private) institution (Section 76(b)(v)) would be premature in anticipation of the legal form still having to be determined.

8. COMPARISON OF SERVICE DELIVERY OPTIONS

The following table presents the main attributes of the three service delivery options (department, business unit and municipal entity). The comparison broadly follows the considerations for evaluating internal and external options as described in Section 78(1) and (3).

Bid No: 179/08: Section 78 Investigation for Solid Waste Management

Comparison of Service Delivery Options

Section	Summary	Relevant Aspects	Department	Business Unit	Municipal Entity
78(1)(a)(i) & 78(3)(b)(i)	Indirect impacts (environment and human health, well-being and safety)	Environment	It is not foreseen that the three options will in principle have very different environmental impacts	It's ability to raise capital to fund internal operational needs and satisfy external customer needs will be enhanced	It's ability to raise capital to fund internal operational needs and satisfy external customer needs will be significantly enhanced
		Service Equity (service access, tariff support, indigent support, etc.)	The closer the service provision is to the democratic decision-making process, the higher the likelihood of a more compassionate approach towards service equity. The downside could be social decisions taken at the expense of financially-sustainable decisions		Decisions on service equity would be more hard-nosed. A proper service equity policy would be required to ensure that equity requirements are met
		Tariff levels	Tariffs may recover more than only service costs		Tariffs are likely to be substantially cost-reflective
		Allocation of surplus	Surplus may be applied as seen fit by municipality, in support of other services and the rate base		The surplus would be managed out (tariff adjustment) or used internally. Surplus would only be distributed to municipality under applicable shareholder rules; or if an explicit levy is provided for (i.e. municipal surcharge on service)
		Co-ordination with other Stellenbosch SWM non-solid waste initiatives/plans	Planning would follow the municipality's internal procedures		Planning would be codified and carried out under rules agreed to by the parties (ME and municipality)
78(1)(a)(ii) & 78(3)(b)(ii)	Municipality's capacity to furnish skills, expertise and resources	Managerial control, management of operating efficiency, degree of autonomy to manage resources	Managerial control subject to municipality-wide priorities and requirements. Responsibilities now further formalised under MFM Act	Substantial managerial control, within rules and policies of municipality. Responsibilities now further formalised under MFM Act	Managerial control mirrors private sector. One-stop responsibility over the business. Rights and obligations contained within commercial law

Bid No: 179/08: Section 78 Investigation for Solid Waste Management

Section	Summary	Relevant Aspects	Department	Business Unit	Municipal Entity
		Asset maintenance and management	Asset management requirements now stricter under MFM Act. History of spare capacity now under budget priorities constraint. Propensity for solid waste service surplus to be diverted to other services		Expectation that ME would follow best practice asset management techniques. Trend developing of commercial asset managers 'sweating' assets excessively
		Attraction of key skills	Municipal employment environment traditionally reasonably remunerated with good conditions of service. Local authorities generally experiencing outflow of skills lately		Flexible, value-based employment arrangements attract dynamic persons
		Access to capital, borrowing and grant funding	Can piggy-back on municipality's access to debt (if in good credit standing) and grant funding. Funding procurement cycle likely to be long. Competing claims on surplus generated by solid waste service that could otherwise have been reinvested		Can finance based on business model. Ability to attract project finance. Could be more limited w.r.t. grant funding. Funding procedures should be less bureaucratic. Good surplus reinvestment potential
		Competitive procurement – largely addressed by MFMA already. Perhaps time gains to be had	MFM Act now proscribes political involvement in procurement. Procurement procedure subject to PPF Act and municipality-specific rules. Procurement cycle likely to be long		Procurement rules are national statutory rules. Likelihood of faster procurement cycle. More procurement flexibility
78(1)(a)(iii)	Extent of internal re-organisation required	Ringfencing (degree of) and required systems/skills	Limited (if any re-organisation) required	Some ringfencing and re-organisation required. Process already commenced in Stellenbosch SWM	Complete (financial and operational) ringfencing required
		Treatment of shared services	Status quo pertains	Formalisation of arrangement required (some form of agreement)	Propensity for shared services to be internalised in ME

Bid No: 179/08: Section 78 Investigation for Solid Waste Management

Section	Summary	Relevant Aspects	Department	Business Unit	Municipal Entity
		Governance arrangements and SDA	Status quo pertains	Business reporting to be formalised to a greater degree	Proper authority-provider relationship to be established. Would require a compact. May require additional policies and commitments
		Ready for relationship with or transfer to RED?	Not ready	Could be ready	Will be ready
		Change management	No change management	Limited change management	Could imply some culture change. Changes w.r.t. remuneration and benefits structure. Other conditions of service to be changed to private sector norms
78(1)(a)(iv) & 78(3)(b)(iv)	Impact on development, job creation and employment patterns in the Municipality	Are maximum benefits obtained from social investment or economic efficiency?	Solid Waste business likely to focus on access first, then reliability, then lowest cost considerations		Focus likely to be lowest cost first, and social obligations next
78(1)(a)(v) & 78(3)(b)(v)	Views of organised labour	Stellenbosch SWM to obtain	Views of one of the Organised Labour Union, IMATU, on the 78(1) report obtained. Have not yet received views from other Organised Labour Unions.		
78(3)(b)(iii)	Views of the local community	Stellenbosch SWM to obtain	A spectrum of views is anticipated		

The three service delivery options are each feasible approaches in their own right. However, it is proposed that the 'department' approach would be too meshed with the other municipal functions to serve as a base from which to move into the alternative service delivery dispensation.

With respect to the remaining two options –

- i) The business unit approach would leave the Stellenbosch SWM with effective managerial control of the solid waste business. There will be some 'business' inefficiencies as identified above. There is a threat of ringfencing and internal re-organisation not progressing far enough for alternative service delivery mechanism option transfer purposes.
- ii) The municipal entity approach would require substantial re-organisation. Some of this may prejudice the organisational format of the possible alternative service delivery option. There would be 'business' gains, but these would be dependent on the extent of financial support for business restructuring.

9. CHARACTERISTICS OF BENCHMARK ORGANISATIONS

Successful organisations are characterized by certain similar qualities that indicate that performance can be enhanced by the following:

- Devolved decision making, responsibility and accountability;
- Multi-skilled managers;
- Continuous training and development;
- Comprehensive and continuous performance measurement;
- Self-contained business operation and resourcing;
- Clear strategic direction;
- Valued teamwork; and
- Performance related reward and remuneration

Significant performance improvements have been achieved by a number of Local Government authorities that have utilised the benefits of ringfencing, including the separation of service provider and service authority roles. These ringfenced entities have been a catalyst for the transformation of their organisations and have resulted in major improvements in overall service delivery. The benefits of ringfencing are well documented and supported by numerous empirical studies and benchmark investigations. Examples of South African municipalities that have utilised ring-fencing are the following:

- Durban Metro Electricity;

- City Power;
- Wastewater – ERWAT;
- Bulk Water – Rand Water; and
- GJMC Solid Waste Services

A survey of European Foundation Quality Management (EFQM) Award winning companies from 1998 to 2001 found that these companies displayed characteristics consistent with those of ringfenced entities.

10. SUMMARY

This report outlines the following main findings in respect of the Stellenbosch Solid Waste Service:

- There has been a global trend towards greater awareness of climate change / global warming, and protection of the environment. The past few years has seen a global adoption of integrated pollution and renewable waste materials management policies. The policies aim to prevent pollution and minimize at source by managing the impact of pollution and waste on the environment as well as restore damaged environments in the world. The management of waste will be implemented in a holistic and integrated manner. This will entail the entire waste cycle from generation to storage, collection, transportation, treatment and manufacture of waste as resource materials. The Department of Environmental Affairs and Tourism's Polokwane Declaration of September 2001 sets waste reduction goals of 50% by 2012 and aims at zero waste by 2022.
- The Solid Waste Service is experiencing the following capacity constraints:
 - The portion of the Devon Valley site that is used for Waste Disposal has reached its capacity and further extension of the site is not easily achievable;
 - No new waste disposal site will be established within the Helderberg, Stellenbosch, or Drakenstein areas, and therefore Stellenbosch's waste will have to be transported out of the municipal area;
 - Helderberg has no waste disposal facility
 - Drakenstein has one disposal facility at Wellington that does not provide sufficient long-term capacity to accommodate Stellenbosch's waste as well
 - The existing Bellville South landfill capacity is quickly diminishing and will be full within the next three to four years
 - Coastal Park landfill site has an airspace problem
 - The most practical long-term sustainable options for waste collection & disposal, given the above constraints, are:
 - Location of a Material Recovery Facility and Transfer Station (as well as composting; crushing of builder's rubble; public drop-offs) near Stellenbosch
 - The tailings (non-recoverable portion) be transported by Long-haul transport to some remote Landfill
 - Increase solid waste tariffs (preferably standardized with the City of Cape Town's tariff's) in order to recover operating and capital costs

- Significant performance improvements have been achieved by a number of Local Government authorities that have utilised the benefits of ringfencing, including the separation of service provider and service authority roles. These ringfenced entities have been a catalyst for the transformation of their organisations and resulted in major improvements in overall service delivery. The benefits of ringfencing are well documented and supported by numerous empirical studies and benchmark investigations. Examples of South African municipalities that have utilised ring-fencing are the following:

- Durban Metro Electricity;
- Mangaung Electricity;
- City Power;
- Wastewater – ERWAT;
- Bulk Water – Rand Water; and
- GJMC Solid Waste Services

(A survey of European Foundation Quality Management (EFQM) Award winning companies from 1998 to 2001 found that these companies displayed characteristics consistent with those of ringfenced entities)

11. RECOMMENDATIONS

After having considered the issues identified in the Section 78(1) investigation, it is our considered view that the Internal Business Unit is a better internal mechanism for the Stellenbosch Solid Waste service ("SWM") than a "Department" or "Other" hybrid of the two forms, as referred to in the Municipal Systems Act ("MSA").

However, in accordance with the MSA Section 78 requirements, the Stellenbosch SWM needs to decide at the Section 78(2) juncture whether to opt for an internal service delivery mechanism or to explore the potential of an external mechanism before making a final decision on an appropriate service delivery mechanism. **There are sufficient grounds for Council to explore the opportunity of providing the service through an external mechanism, and specifically the municipal entity mechanism. It is obvious that a proper decision can only be taken if the complete choice set is available, and we therefore propose that the external option, in terms of the MSA Section 78(3), be investigated.**

References:

The Stellenbosch Municipality Integrated Development Report July 2008
Stellenbosch Municipality Financial Statements 2008
Stellenbosch Municipality Capital Budgets 2008
Stellenbosch Asset Register 2008
Municipal Systems Act, Act 44 of 2003
Stellenbosch Municipality Solid Waste Business Plan and Proposed Tariffs for 2008/2009
Draft National Integrated Management Bill
Polokwane Declaration on Waste Management
Environment Conservation Act (ECA)
National Environmental Management Act (NEMA)
Hazardous Substances Act
National Waste Management Strategy
White Paper on Integrated Pollution and Waste Management for South Africa
Policy and Strategy for Groundwater Quality Management in South Africa
Institute of Waste Management Environmental Policy

7.6	PARKS, OPEN SPACES AND ENVIRONMENT: (PC: XL MDEMKA (MS))
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7.6.1	DRAFT MONT ROCHELLE NATURE RESERVE ENVIRONMENTAL MANAGEMENT PLAN
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Collaborator No: 704777
 IDP KPA Ref No: Good Governance and Compliance
 Meeting Date: 14 April 2021

1. SUBJECT: DRAFT MONT ROCHELLE NATURE RESERVE ENVIRONMENTAL MANAGEMENT PLAN

2. PURPOSE

The purpose of this item is to acquire Council's approval to advertise the Draft Mont Rochelle Nature Reserve Environmental Management Plan (MRNR: EMP) for public input.

3. DELEGATED AUTHORITY

For decision by the Council of Stellenbosch Municipality (the Municipality).

4. EXECUTIVE SUMMARY

The draft Mont Rochelle Nature Reserve (MRNR) Environmental Management Plan (EMP) (February 2021) (**ANNEXURE A**) has been prepared to establish a distinct vision and overarching goal for the management of MRNR in context of, and giving effect to, the relevant legislation and associated regulations.

MRNR, proclaimed as a Local Nature Reserve in 1982 (Provincial Notice 671/1982) is located at the top of Franschhoek Pass, 3km east of the town of Franschhoek. The NR is approximately 1 760ha in size and mainly comprises of Farm no. 23, municipal property.

MRNR falls within the Cape Floral Kingdom. It also falls within a small area known as a Strategic Water Source Areas (SWSA)¹ which is areas known to supply a disproportionate amount of mean annual runoff to a geographical region of interest. SWSA areas make up 8% of the land area across South Africa, Lesotho and Swaziland but provide 50% of the water in these countries.

Since its proclamation MRNR has been managed without a formally approved EMP in place. Because of the area's ecological value, its value as public resource and its vulnerability to degradation due to past and present use it is important that a overarching management plan for the area be put in place to ensure that MRNR is managed in a sustainable manner.

5. RECOMMENDATIONS

- (a) that Council approves the advertisement of the draft Mont Rochelle Nature Reserve Environmental Management Plan (February 2021) for a period of 21 days for public input; and
- (b) that the inputs received during the above public participation process be worked into a final draft Mont Rochelle Nature Reserve Environmental Management Plan to be presented to Council for approval.

6. DISCUSSION / CONTENTS

6.1 Background

As stated above MRNR falls within the Cape Floral Kingdom, which is inter-nationally recognised as one of the six Floral Kingdoms of the world. The unique Cape Floral Kingdom is the smallest, covering a mere 0,06% of the earth's surface, and is the only Floral Kingdom contained in its entirety within a single country. It also falls within a SWSA.

MRNR is currently used for a range of outdoor recreational activities. It is visited by an undetermined number of tourists for the purposes of picnicing, trail-running, mountain-biking and studying ecological manifestations. Wing-gliding and sight-seeing are also undertaken from specific sites within the reserve. Hiking is the activity that attracts most of the recreationists to MRNR.

MRNR is also unique in that a number of private properties are located within the reserve along with other municipal infrastructure associated with water supply to Franschhoek and surroundings.

The primary threats to the ecology, aesthetic quality and catchment functions of MRNR include the following:

Inappropriate Fire Regime: The Fynbos vegetation in MRNR requires a fire regime that provides for high intensity fires at intervals that range from 8 to 20 years, occurring in late-summer (i.e. February-March). As stated above, MRNR is managed as part of the Hottentots Holland Mountain Catchment Area, the fire management of which is undertaken in accordance with a '*minimum interference*' policy. The latter policy essentially implies that controlled burning, as a management practice, is largely excluded and that the emphasis falls on controlling 'unnatural' wildfires. Due to the topography, climatic conditions, and factors such as land-uses on adjoining properties that are conducive to the starting of wildfires, and financial constraints that inhibit fire control activities, MRNR is particularly prone to wildfires that do not conform to its natural fire regime requirements. The latter could, in the long-term, have an adverse effect on the structure of the local plant communities, biodiversity in general, and the natural functioning of the reserve as a catchment area. In addition, an inappropriate fire regime could have immensely negative cost-implications in that it generally upsets management programs such as alien plant eradication.

Over-utilisation by visitors: MRNR is a particularly attractive natural area and provides for a broad spectrum of recreation opportunities. It is, subsequently, a popular attraction for eco-tourists and sports persons practicing specific nature-related activities. The main potential problems in this regard include pollution, trampling of plants, disturbing of animals, soil compaction leading to unnatural erosion, and degradation of the social environment. It is imperative that the carrying capacity (both social and ecological) of the reserve is not exceeded by visitors.

Alien Plant Infestation: The infestation of Fynbos areas by alien plants is known to be a primary threat to biodiversity in general (mainly due to habitat fragmentation), and catchment dynamics. In the latter regard, it is important to note that Fynbos has unique intrinsic water conservation capabilities and subsequently plays a critical role in the maintenance of the natural *water cycle*. In order to sustain the fundamentally important catchment function of MRNR it is, therefore, imperative to implement integrated eradication programs for alien plants.

Security and vandalism: MRNR is relatively secluded. Infrastructure, especially those located at the entrance complex is damaged and vandalised regularly.

The core value of MRNR is the ecosystem goods and -services it provides to the area and its surroundings. It is therefore important that it be managed in a manner that addresses the challenges listed above, to maximize the value of MRNR's resources and ensure sustainability.

6.2 Discussion

The MRNR EMP (February 2021) has been prepared to establish a distinct vision and overarching goal for the management of MRNR in context of, and giving effect to, the relevant legislation and associated regulations.

The EMP consists of management strategies and guidelines for the management of the area under the following themes:

- Administration
- Environmental Protection
- Land Use Management
- Environmental Auditing

10.2 Financial Implications

There is no direct financial implication should the recommendations as set out in this report be accepted.

The purpose of this item is to acquire Council's approval to advertise and request public comment on the draft EMP. Other than advertisement fees the execution of the above recommendation will have no financial implications to Council.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and applicable legislation.

6.5 Staff Implications

This report has no staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions

No previous Council Resolutions in this regard.

6.7 Risk Implications

This report has no risk implications for the Municipality.

6.8 Comments from Senior Management

This report and draft MRNR: EMP was circulated via e-mail on 8 March 2021 with a request for comment by 17 March 2021.

6.8.1 Director: Infrastructure Services

No comment received.

6.8.2 Director: Planning and Economic Development

No comment received.

6.8.3 Director: Community and Protection Services

No comment received.

6.8.4 Director: Corporate Services

No comment received.

6.8.5 Director: Planning & Economic Development

No comment received.

6.8.6 Chief Financial Officer

No comment received.

6.8.7 Municipal Manager

Advertise for public comment.

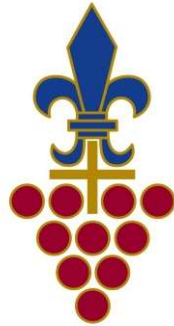
ANNEXURES

Annexure A: Draft Mont Rochelle Nature Reserve Environmental Management Plan
(February 2021)

FOR FURTHER DETAILS CONTACT:

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REPORT DATE	18 March 2021

ANNEXURE A



MONT ROCHELLE NATURE RESERVE

ENVIRONMENTAL MANAGEMENT PLAN

February 2020

STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

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PREAMBLE

Mont Rochelle Nature Reserve was proclaimed a *Local Nature Reserve* in 1982 in terms of Provincial Notice 671/1982. It is now governed under the National Environment Management: Protected Areas Act, 57 of 2003, which contains the following set of requirements for management plans.

Section 41 of the above Act states that:

- (1) The object of a management plan is to ensure the protection, conservation and management of the protected area concerned in a manner which is consistent with the objectives of this Act and for the purpose it was declared.
- (2) A management plan must contain at least —
 - (a) the terms and conditions of any applicable biodiversity management plan;
 - (b) a coordinated policy framework;
 - (c) such planning measures, controls and performance criteria as may be prescribed;
 - (d) a programme for the implementation of the plan and its costing;
 - (e) procedures for public participation;
 - (f) where appropriate, the implementation of community-based natural resource management; and
 - (g) a zoning of the area indicating what activities may take place in different sections of the area, and the conservation objectives of those sections.
- (3) A management plan may contain —
 - (a) development of economic opportunities within and adjacent to the protected area in terms of the integrated development plan framework;
 - (b) development of local management capacity and knowledge exchange;
 - (c) financial and other support to ensure effective administration and implementation of the co-management agreement; and
 - (d) any other relevant matters.
- (4) Management plans may include subsidiary plans, and the Minister or MEC may approve the management plan or any subsidiary plan in whole or in part.

Through this Environmental Management Plan the vision, goals and objectives of Stellenbosch Municipality for Mont Rochelle Nature Reserve are given effect in context of the relevant legislation and associated regulations. Accordingly, the primary aims of this Environmental Management Plan include the following:

1. Facilitating the restoration and long-term conservation of Mont Rochelle Nature Reserve in a manner which is consistent with the objectives of the National Environment Management: Protected Areas Act, 57 of 2003.
2. Restoration and long-term protection of the nature reserve as a valuable natural heritage site.
3. Promotion of a conservation ethos in the minds of the people of the area and the general public with the objective to create a shared responsibility to maintain the health, diversity and productivity of Mont Rochelle Nature Reserve in a spirit of stewardship and caring.
4. Implementation of management practices that will benefit current and future generations and will honour applicable obligations and undertakings at all levels of society.

5. Provision of sustainable outdoor recreational opportunities that does not compromise the biodiversity value of Mont Rochelle Nature Reserve.
6. Implementing management practices that benefit current and future generations, and honor Stellenbosch Municipality's obligations and undertakings from local to global levels.
7. Celebrating the diversity, beauty and richness of Mont Rochelle Nature Reserve and seeking an equitable balance of opportunities and benefits in its utilisation.
8. Striving for recognition by all the people of Franschhoek that Mont Rochelle Nature Reserve is 'their' property to enjoy in a spirit of community.

This Environmental Management Plan assigns responsibility for management intervention within Mont Rochelle Nature Reserve, schedules such intervention and quantifies the cost associated with such intervention. In so doing, this document aims to be a mechanism whereby management intervention can be monitored and audited on a yearly basis.

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1. INTRODUCTION

The Mont Rochelle Nature Reserve (hereafter referred to as either the reserve or MRNR) is a declared local authority nature reserve. It forms part of the Cape Winelands Biosphere Reserve (CWBR) which was approved by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) and included in the World Network of Biosphere Reserve on 18 September 2007. It is situated within the Cape Floral Kingdom containing remnants of near extinct Renosterveld types.

Stellenbosch Municipality (further referred to as the Municipality) is in the process of making all its declared nature reserves National Environmental Management: Protected Areas Act, 57 of 2003 (NEM:PAA), compliant. In terms of Section 39 of the NEM:PAA a dedicated *Management Authority* is to be established for a protected nature area. The Municipality is to act in this capacity. The NEM:PAA furthermore requires that a *management plan* be prepared and be submitted to the relevant Minister for consideration. The purpose of this plan is to meet the latter requirement.

Through this Environmental Management Plan (EMP), the vision, goals and objectives of the Municipality and all other stakeholders for MRNR are given effect in context of the relevant legislation and associated regulations. Accordingly, the primary aims of the EMP include the following:

- a) Facilitating the restoration and long-term conservation of MRNR in a manner which is consistent with the objectives of the NEM:PAA.
- b) Restoration and long-term protection of the nature reserve as a valuable natural heritage site.
- c) Promotion of a conservation ethos in the minds of the people of the area and the general public with the objective to create a shared responsibility to maintain the health, diversity and productivity of the reserve in a spirit of stewardship and caring.
- d) Implementation of management practices that will benefit current and future generations and will honour applicable obligations and undertakings at all levels of society.
- e) Provision of sustainable outdoor recreational opportunities that does not compromise the biodiversity value of the nature reserve.
- f) Implementing management practices that benefit current and future generations, and honour our obligations and undertakings from local, to global levels.
- g) Celebrating the diversity, beauty and richness of MRNR and seeking an equitable balance of opportunities and benefits in its utilisation.
- h) Striving for recognition by all the people of Franschhoek that MRNR is 'their' property to enjoy in a spirit of community.

2. PURPOSE, GOAL AND VISION

2.1 PURPOSE OF THE PROTECTED AREA

The purpose of a protected area, as described in Section 17 of the NEM:PAA, is to:

- (a) protect ecologically viable areas representative of South Africa's biological diversity and its natural landscapes and seascapes in a system of protected areas;
- (b) preserve the ecological integrity of those areas;
- (c) conserve biodiversity in those areas;
- (d) protect areas representative of all ecosystems, habitats and species naturally occurring in South Africa
- (e) protect South Africa's threatened or rare species;
- (f) protect an area which is vulnerable or ecologically sensitive;
- (g) assist in ensuring the sustained supply of environmental goods and services;
- (h) provide for the sustainable use of natural and biological resources;
- (i) create or augment destinations for nature-based tourism;
- (j) manage the interrelationship between natural environmental biodiversity, occurring in South Africa;
- (k) generally, to contribute to human, social, cultural, spiritual and economic development; or
- (l) rehabilitate and restore degraded ecosystems and promote the recovery of development; or endangered and vulnerable species.

MRNR is located in the Cape Floral Kingdom, an area of global biodiversity significance. The reserve conserves a unique combination of habitats, ecosystems and species. In conserving this unique biodiversity, secondary objectives will include the conservation of the only examples of Swartland Alluvium Fynbos left within the boundaries of Stellenbosch. MRNR also acts as a research, recreational and educational facility for the people of Stellenbosch Municipality.

2.2 OVERARCHING GOAL

The over-arching goal of the MRNR is to contribute towards environmental sustainability and the conservation of biodiversity as a prerequisite for the latter. This EMP builds on the recognition that for biodiversity conservation to succeed, the maintenance of environmental integrity (as defined by ecological, economic and social criteria) must be one of the primary determinants of land-use planning and management.

Sustainability, under present circumstances, cannot be achieved without any form of management intervention and such intervention has to be financed to a significant extent. Accordingly, sustainable development projects or use within the area should ideally contribute towards the required financing of management activities in a spirit of partnership. The CSIR (2002) states that sustainable development should *improve the state of any given situation*. Sustainable development requires a long-term, integrated, systems approach pertaining to economic, environmental and social issues. Fostering a strong sense of community and building partnerships and consensus among key stakeholders are important elements of sustainable development (CSIR, 2002). The International Union for the Conservation of Nature (IUCN) defined sustainable development as '*development that meets the needs of the present generations without compromising the ability of future generations to meet their own needs*'.

The International Institute for Sustainable Development (IISD) (1995) states that sustainable development occurs at the intersection of three global imperatives, namely *human well-being*, *environmental integrity* and *economic efficiency*. The interactive model of sustainability illustrates that sustainable development occurs where the three imperatives interact within an 'interactive zone' (Figure 1). Development outside this 'interactive zone' will not be sustainable. Mebratu (1998).¹ The EMP builds on the following understanding of the three global imperatives:

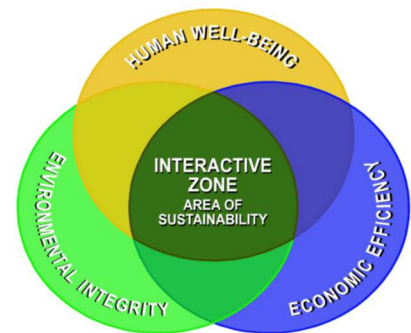


Figure 1: The interactive model of sustainability.

2.2.1 Human Well-Being

Human well-being refers to both *material* and *spiritual* well-being. Material well-being refers to the absence of poverty. Spiritual well-being *inter alia* refers to the absence of inequality and being in a position to obtain new powers, emotionally, intellectually and physically and to be able to play a meaningful role in promoting and achieving sustainable development. It is recognised that MRNR has a significant impact on the well-being of the people of Stellenbosch and surroundings in terms of a number of important aspects.

2.2.2 Environmental Integrity

Environmental integrity refers to the relative '*wholeness*' of the environment. 'Environment' is defined as the aggregate of all external conditions and influences affecting the life of an organism. Environmental integrity is determined by the *value* of the environment or place (natural or human-made), with specific reference to its intrinsic, systemic, and/or instrumental value. The EMP builds on the recognition that the human-made environment is located within and 'contained' by the natural environment. The manner in which human settlements are developed, therefore, has an immense impact on the quality and integrity of the environment as a totality. It is therefore imperative that the human-made environment be planned, designed and developed in a manner that will ensure the maintenance of the values referred to above (i.e. intrinsic, systemic, and/or instrumental value). From a natural environmental perspective, ecological integrity is a key factor in the sustainable development equation. Ecological integrity *inter alia* requires that biodiversity is protected and essential ecological processes and services (e.g. water yield and quality, soil conservation, decomposition, etc.) are maintained. *Environmental health* is the key to sustainable development. The primary threat to environmental health is fragmentation of community-supporting ecosystems. Fragmentation generally leads to a cycle of environmental degradation, which subsequently influences the well-being of the dependent communities.

2.2.3 Economic Efficiency

Economic efficiency is understood as *the optimisation of benefit at the lowest cost*. It includes the innovative and efficient use of available resources. MRNR is an important public resource that has to be managed for the benefit of all concerned and in terms of best-practice management strategies in order to ensure efficiency.

¹ Mebratu, D. 1998: Sustainability and sustainable development: Historical and conceptual overview. *Environmental Impact Assessment and Review*, 18:493-520.

2.3 GUIDING PRINCIPLES

It is important that the following principles guide management of MRNR:

- i. Precautionary principle: The precautionary principle refers to actions on issues considered to be uncertain. The principle is used by policy makers to justify discretionary decisions in situations where there is the possibility of harm from making a certain decision when extensive scientific knowledge on the matter is lacking. Precaution may be defined as *caution in advance* or *caution practised in the context of uncertainty*. The precautionary principle is an expression of a need by decision-makers to anticipate harm before it occurs.
- ii. Causal principle: This principle indicates that default responsibility for rectification or mitigation of any particular impact rests with the entity which directly caused such impact. While the more well-known polluter pays principle is a subcategory of this, the causal principle applies not just to pollution but more generally to all impacts.
- iii. Integration principle: The Integration principle refers not only to the cooperation between different social bodies, but also to the integration of different physical, biological and social realities and issues pertaining to a particular geographic area.
- iv. Cooperation principle: Government as well as the private sector, non-governmental organisations and science all need to be involved to ensure sustainability. Successful long-term environmental management requires that all role players to act cooperatively to achieve a common goal.

2.4 MANAGEMENT OBJECTIVES

Further to achieving the above listed goals, the management objections for MRNR are the following:

- (a) Water conservation through the conservation of the catchment area with the aim of providing the optimal sustainable stream-flow of high quality water to lower lying areas and the town of Franschhoek.
- (b) Nature conservation by managing the reserve in accordance with ecologically acceptable principles.
- (c) Outdoor recreation by creating opportunities for dedicated environmental interpretation and low intensity outdoor recreation.
- (d) Providing opportunities for research that would benefit nature conservation in general.

2.5 VISION

The overriding mission of the International Union for Conservation of Nature was adopted as a fundamental guideline in the formulation of the vision, goals and objectives for the nature reserve, namely:

- a) 'The maintenance of essential ecological processes, the preservation of genetic diversity and the insurance of the sustainable utilisation of species and ecosystems that can only be achieved by the conservation of essential habitats and not individual species'.

- b) 'The management of human use of the biosphere so that it may yield the greatest sustainable benefit to present generations while maintaining its potential to meet the needs and aspirations of future generations' (IUCN, 1980).

The following vision is set for the nature reserve:

To manage and protect Mont Rochelle Nature Reserve as a sustainable and safe area which is recognised and valued for its environmental significance, environmental integrity and community-supporting functions.

3. LOCATION AND EXTENT

3.1 LOCATION

MRNR is situated within Stellenbosch Municipality at the top of the Franschhoek Pass, 3 km east from the town of Franschhoek on the R45, a busy regional route linking Franschhoek, Paarl and Stellenbosch with Villiersdorp and Caledon. The elevation reaches approximately 300 m above sea level in the eastern slopes of Franschhoek, up to 600 m in the Franschhoek Pass and approximately 1 000 – 1 400 m above sea level in the mountain peaks.

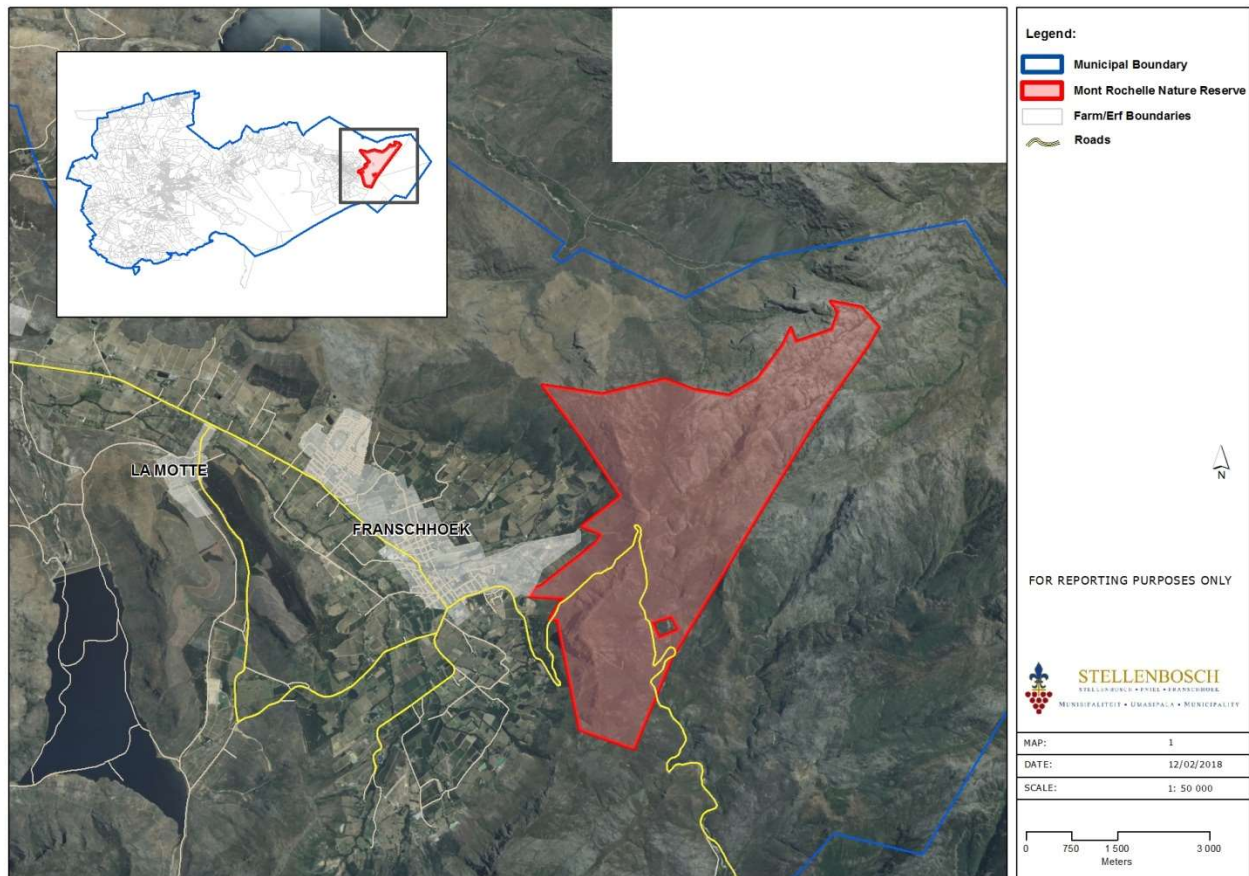


Figure 2: Mont Rochelle Nature Reserve in context of Franschhoek town.

MRNR covers an area of $\pm 1\,760$ ha, is bordered by the Hottentots Holland Provincial NR (42 000 ha), the Limietberg Provincial NR (117 000 ha) and the Theewaterskloof Conservancy (21 000 ha). It is situated within the Hawequas and Hottentots-Holland Mountain Catchment Area which is administered by the Western Cape Nature Conservation Board (WCNCB). MRNR was proclaimed a *Local Nature Reserve* in 1982 in terms of Provincial Notice 671/1982.

3.2 PROPERTY INFORMATION

As mentioned above, MRNR consists of an area of approximately 1 760 ha which mainly comprises of Farm No. 23.

Farm 759 is located in the south-eastern area of the reserve and does not form part of the MRNR (Figure 3). In 1977, this portion of the reserve (former commonage) was donated to the ACSV by

the former Franschhoek Municipality. This 10 ha site, approximately 300 m south of the entrance to the reserve, has been managed under the name, Karmel, for the past 30 years. No formal zoning exist for this portion inside MRNR but the site has been registered as a camp site.

The latter site is hired out to schools or other interested groups and extends across the Du Toits River with footpaths leading down to several rock pools. The Catspad hiking trail, which starts on private property on the Franschhoek side of the mountain, extends over a portion of the site. On-site amenities include two sleeping quarters, a hall, toilets as well as braai facilities. The site is capable of housing 104 at a time people and bookings have to be made well in advance.

In the centre of the reserve a portion of land has been subdivided into various erven explained briefly in the section below.

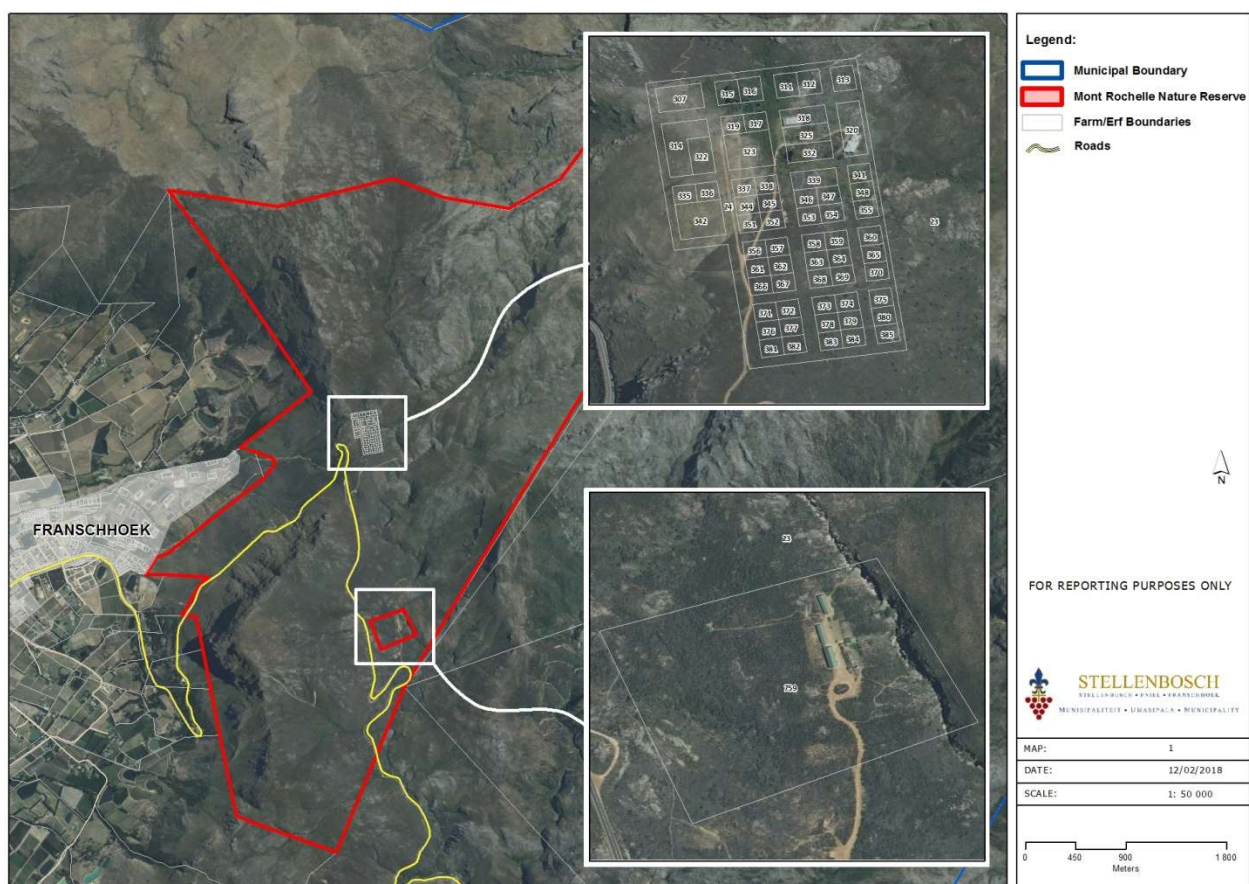


Figure 3: Property description.

4. LAND USES

4.1 HOMESTEADS AND PRIVATE ERVEN

In terms of a Council resolution (28 November 1911, Minutes Book 2:288) a total of 62 erven were proclaimed in MRNR in 1910, 14 of which have been sold on an auction to private individuals. The purpose of the auction was to generate funds for improving the Franschoek sports facilities and the water provision to the town. The last erf was sold in 1995 after which the Council decided that no more erven would be sold.

Between 1912 and 1913 homesteads were erected on two of these erven, one of which was destroyed by a wildfire in 1998/99. Basic access roads to the erven were constructed by the Municipality. Some of the owners use their erven for camping during certain times of the year.

There are no limiting conditions that exempt the Council from providing services and prevents the owners from constructing any buildings. No formal zonation exists for these erven. The Municipality plans to deproclaim unsold erven (excluding the road) and consolidate them into the reserve to be managed in accordance with the MRNR EMP.

4.2 OUTDOOR RECREATION

MRNR is visited by an undetermined number of tourists for the purposes of picnicing, trail-running, mountain-biking and studying ecological manifestations. Wing-gliding and sight-seeing are also undertaken from specific sites within the reserve.

Hiking is the activity that attracts most of the recreationists to MRNR. Hikers have several options of trails to choose from. Entrance to the hiking trails is situated at the reserve entrance on top of the pass. The Catspad Hiking Trail which follows the original toll road between Franschoek and Villiersdorp is a popular trail which starts on private land and leads through the Limietberg and MRNR. A permit is required for the use of these trails.

The second trail to Perdekop (inside Limietberg Nature Reserve) is about 7,5 km and takes between 3 and 4 hours there, and 2.5 hours back. It leads from the the parking area at MRNR, climbing steeply to a contour and then high above the Du Toits River. On route hikers have a view over the Theewaterskloof dam and the Villiersdorp valley. Once at Observation Point (1 056m) one has a view over the Wemmershoek dam and valley. Before reaching Observation Point a cairn indicates a neck where the path climbs steeply up to Perdekop. Once the plateau has been reached the path to Perdekop is relatively easy. Additional routes include the Du Toitskloof trail, Winelands trail, Aalwynkop trail, Breakfast Rock trail, Manganese trail and the Middagkransberg trail.

As per Section 8.3 below two categories in use have been identified in the utilisation / development zone on top of the pass. The first zone include the area where private homes are located whilst the other include the zone utilised by visitors. The latter is the area between the entrance gate and the mountain pass where recreation facilities such as picnic facilities, ablutions, a parking area, information centre, and a vantage area will be located.

The Catspad Monument, on the top of the Franschhoek pass, was erected in 1952. This monument was erected by the original post wagon on the exact site where it went over the Franschhoek mountains.

5. PHYSICAL DESCRIPTION

5.1 CLIMATE

Mont Rochelle is located within the Mediterranean climatic zone of the Western Cape, which is typified by cool, wet winters and hot, dry summers. The rainfall in MRNR ranges between 900 mm and 1 300 mm per annum with occasional snowfall in winter months, sometimes even as late as October and November. The high precipitation is partly due to the occurrence of orographic rainfall during most of the year. Strong south-easterly winds are common during summer months and accompanying clouds, which often covers the reserve, bring lots of moisture with it.

5.2 TOPOGRAPHY, GEOLOGY AND SOIL

The landscape in the region of MRNR dates back to the break-up of the super continent called Gondwana, approximately 140 million years ago. On that stage Southern Africa was a hilly plateau landscape. The new rivers that originated with the birth of the Indian and Atlantic Oceans of that time, gradually extended their valleys until the current Berg River and Riviersonderend's high waters met each other at MRNR, at the crescent of the mountain pass. The whole landscape that can be seen around MRNR is the effect of erosion from these two rivers during the past 140 million years.

The largest part of MRNR is covered by the Table Mountain Formation, a sandstone deposit which covers an area from Nieuwoudtville in the northwest to Port Elizabeth in the east. The cliffs and hilltops in the surrounding landscapes are dominated by this formation and is the sandy type of soil typical of the Fynbos biome. The age of the Table Mountain sandstone is known to be Ordovician to Silurian, this entails that it was deposited approximately 495 million to 417 million years ago, and consist one of the largest quartz sandstone formations in the world. This sandstone formation formed the Cederberg Mountain landscapes and the impressive Cape Folds Mountain range along the southern regions of the continent.

MRNR is situated in the syntax of the Fold range, in the region where the two main mountain landscapes intersect. This causes that the geological structures in the Mont Rochelle region are characterised by a complex mixture of Fold mountains and Block mountains, which determines the quality and shape of the landscape. The geological structure of Du Toit's Head is, for example, a large anticline, or kind of fold. A large amount of faulting or cracks in the earth crust occur. The top of the Franschhoek Pass is determined by one of these faultings and a large part of this pass, in the direction of Purgatory Uitspan, follow the same faulting because it created a natural route for road builders.

The main formation of MRNR is the Peninsula sandstone, a reasonable pure quartz sandstone, which was originally deposited on a coastal plain more or less similar to that of the Cape Flats, now forms the prominent cliffs throughout the range from the Franschhoek peaks to the escarpments in the Banhoek area.

Interesting rock formations which occur in the MRNR region, in the southern direction towards Purgatory Uitspan, is the Pakhuis tillite and the Cederberg shale formation. They represent a very important ice age approximately 443 million years ago. The Pakhuis Formation, a narrow band of tillite, was formed by material deposited by glacial action 400 million years ago. The ice plates,

which moved from the north and west, ploughed the coastal plain sand of the Peninsula into the shape of large folds. Soft shales of the Cederberg Formation overlay the tillite. These shales are susceptible to weathering and allow exposure of the underlying layers in a landscape that is relatively resistant to erosion (Cummings, 1997).

The western reaches of MRNR, beneath the Franschhoek Pass, are characterised by granite and older formations. These formations are poorly visible but the source of clay soils which is derived from granites and shales occurring on the lower slopes of the reserve.

5.3 HYDROLOGY

The Table Mountain sandstone formation is one of the most important underground water carriers in South Africa, this also applies to MRNR. Its fountains are in general perennial in times of drought and the water quality is excellent. Franschhoek's domestic water source has for more than a decade been the mountain stream and fountains of the Perde gorge, all of which is directly derived from the MRNR.

As stated above, MRNR forms part of the quarternary catchment of both the Breede and the Berg River, with a tributary of the latter, namely the Du Toits River originating on the reserve. Mont Rochelle, subsequently, forms part of the Hawequas and Hottentots-Holland Mountain Catchment Areas proclaimed in terms of the Mountain Catchment Areas Act, 1970 (Act 63 of 1970). Due to the shallow soils and topography of the area, the mean annual runoff is high (> 500 mm) (Midgley *et al*, 1994).

It is important to note that MRNR falls in an area that is defined as a Strategic Water Source Areas (SWSA)². SWSAs are those areas that supply a disproportionate amount of mean annual runoff to a geographical region of interest. These areas are important because they have the potential to contribute significantly to overall water quality and supply, supporting growth and development needs that are often a far distance away. SWSA areas make up 8% of the land area across South Africa, Lesotho and Swaziland but provide 50% of the water in these countries. At a national level, Strategic Water Source Areas form the foundational ecological infrastructure on which a great deal of built infrastructure for water services depends. Investing in Strategic Water Source Areas is also an important mechanism for long-term adaptation to the effects on climate change on water provision growth and development. The importance of managing this small fraction of land that contributes so vitally to our water security should be acknowledged at the highest level across all sectors.

² <http://bgis.sanbi.org/nfepa/SWSAmap.asp>

6. BIOPHYSICAL DESCRIPTION

6.1 FLORA

The vegetation of MRNR is described by Acocks (1975) as Veld Type 69: Fynbos. Low and Rebelo (1998) described its vegetation as Mountain Fynbos and identified MRNR as part of the *Franschhoek center of endemism*. Several of the plant species which occur in this centre are very restricted in their distribution. According to Low and Rebelo (1998) Mountain Fynbos is well conserved within the latter *center of endemism*, with some 98% being under statutory protection.

Due to the topography of MRNR a variety of habitats and associated plant communities occur. The vegetation of MRNR is generally lower than 1m, with taller plants such as *Protea repens*, *P. laurifolia*, *Leucadendron rubrum*, and other *Proteaceae* occurring in places. Some tree species, including *Cunonia capensis*, *Ilex mitis*, and *Bradejum stellatifolium* occur mainly along streams and in kloofs. A number of species that are endemic to the region are known to occur in MRNR, including *Serruria florida* and *Serruria zeyheri*, both of which have a narrow distribution (Greyling & Huntley, 1984).

On 6 June 1985, an exciting discovery were made when two honorary forest officers stumbled upon a new natural *Disa* hybrid. The flower, which colour was a mixture between red/purple and a very pale pink to white, was found in a colony of about 50 plants. What makes this find even more interesting is the fact that this *Disa*, which only flowers in late December, was found in mid-winter. Dr. Louis Vogelpoel (A new natural intergeneric hybrid from Table Mountain. *S.A. Orchid Journal*, 1985), diagnosed the flower to be a natural hybrid and a cross between *Disa uniflora* and *Disa caulescens*.

A number of invasive alien plant occur in the area, most of them are concentrated around riparian areas. In the rivers and streams, the spread of Black Wattle (*Acacia mearnsii*) kills all shaded indigenous understorey vegetation exposing the river banks to erosion by flooding water (Versveld, 1995). Other invasive plant include Pine trees, (*Pinus pinaster* & *P. radiata*) Hakea (*Hakea gibbosa*), and Blue gum (*Eucalyptus globulus*).

MRNR falls within the Cape Floral Kingdom, which is inter-nationally recognised as one of the six Floral Kingdoms of the world. The unique Cape Floral Kingdom is the smallest, covering a mere 0,06% of the earth's surface, and is the only Floral Kingdom contained in its entirety within a single country (refer to Figure 4).

The Cape Floral Kingdom is of immense scientific importance. It covers only 4% of South Africa, but contains 45% of all plant species occurring in the country. About three-quarters of all plants in the South African Red Data Book occur in the Cape Floral Kingdom. The Cape Floral Kingdom is characterised by an exceptional richness in plant species and high endemism. More than 8 700 species are known to occur, with more than 68% being endemic. It, thus, compares with some of the richest floras worldwide, surpassing many tropical forest regions in floral diversity. The Cape Floral Kingdom comprises various biomes, namely Fynbos, Forest, Nama Karoo, Succulent Karoo, and Thicket. However, Low and Rebelo (1996)³ state that the contribution of Fynbos in terms of

³ Low, A.B. & Rebelo, A.G. (eds). 1996. *Vegetation of South Africa, Lesotho and Swaziland*. Dept. Environmental Affairs and Tourism, Pretoria.

species richness, endemism, and fame, is so overwhelming, that the Cape Floral Kingdom is considered to be 'essentially Fynbos'.

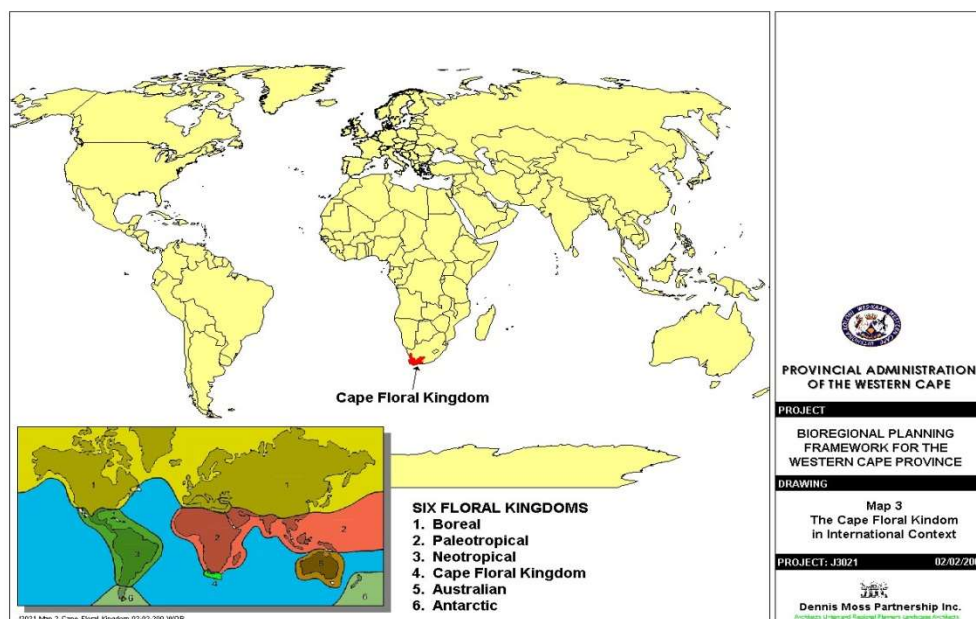


Figure 4: The Cape Floral Kingdom in International Context.

Fynbos is the noun describing the unique flora that occurs exclusively in the South-Western Cape in a narrow band following the Cape Fold Mountains from north of Nieuwoudtville to near Port Elizabeth. Many Fynbos species are extremely localised in their distribution, with sets of such localised species organised into 'centres of endemism' (Low and Rebelo, 1996).

The uniqueness and value of Fynbos puts South Africans under the obligation to explore this unique natural heritage, to display it to the rest of the world, and to preserve it for future generations. To accomplish this, an understanding of the uniqueness of Fynbos and its complicated processes and ecological cycles, and the interdependence of its various components, is necessary. Research is the key to this understanding. The Fynbos Biome provides opportunities for specialised research to scientists and students from all over the world.

The information provided by the South African National Biodiversity Institute (SANBI) and the Cape Action for People and the Environment (C.A.P.E.) with regard to the irreplaceability³ of habitats indicates that almost the whole of the reserve is indicated to be either vulnerable or critical with the higher lighting areas of MRNR being of immense conservation importance (Figure 5). This is mainly due to the fact that the area is the habitat of the Kogelberg Sandstone Fynbos. In terms of the Western Cape Biodiversity Spatial Plan (2017) the reserve is assigned the highest order conservation status due to its status as formally protected area (Figure 6). The various categories (CBA's [Critical Biodiversity Areas]) are defined in Table 1 below.

³ The potential contribution of a site to a preservation or representation goal. It is a fundamental way of measuring the conservation value of any site. An irreplaceable site will appear in every analysis of alternative combinations of sites. In other words, it is one which must be included in a conservation area because significant options for preservation are lost if the site is excluded.

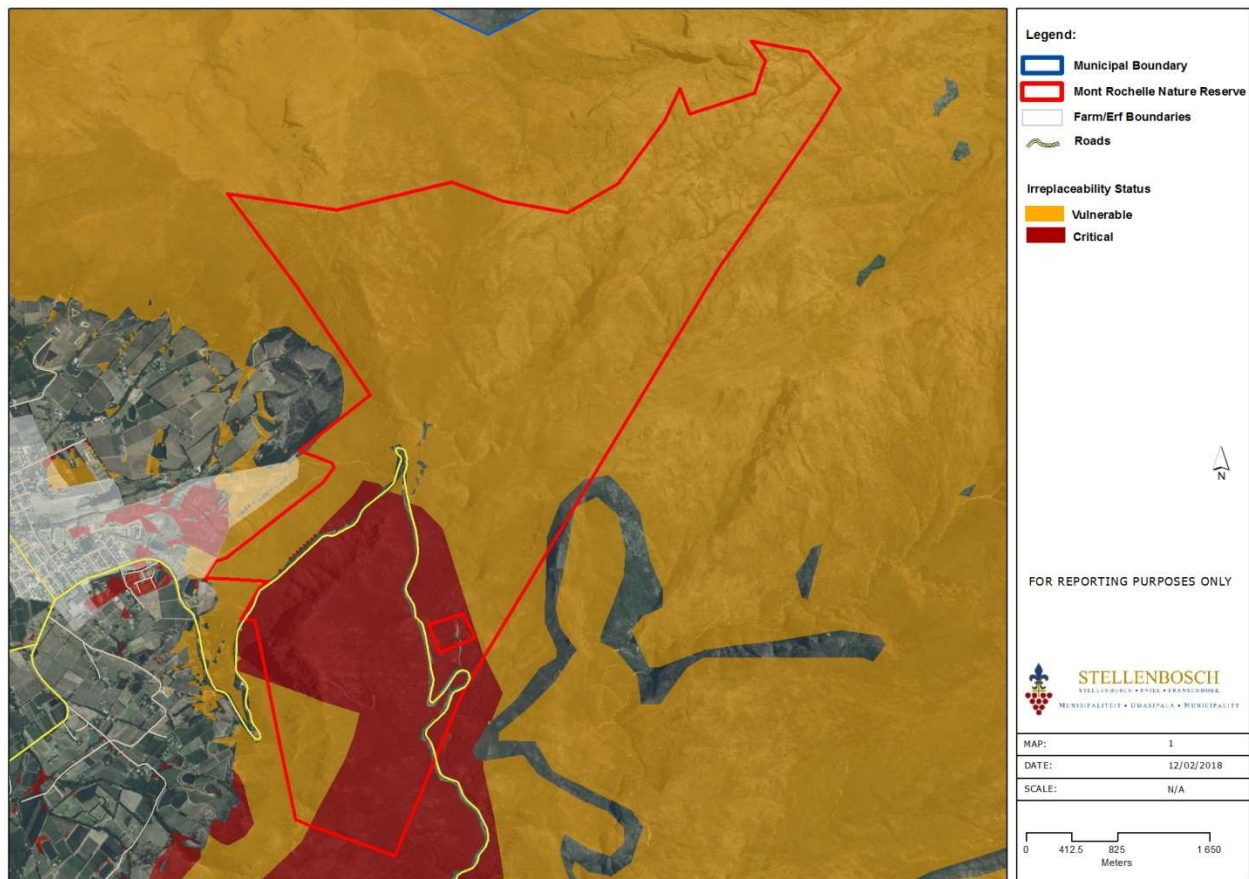


Figure 5: Irreplaceability of habitats in MRNR (Source: CAPE).

Table 1: Western Cape Biodiversity Spatial Plan map categories

MAP CATEGORY		DEFINITION
	Protected Area	Areas that are proclaimed as protected areas under national or provincial legislation.
	CBA 1	Areas in a natural condition that are required to meet biodiversity targets, for species, ecosystems or ecological processes and infrastructure.
	CBA 2	Areas in a degraded or secondary condition that are required to meet biodiversity targets, for species, ecosystems or ecological processes and infrastructure.
	ESA 1 ⁴	Areas that are not essential for meeting biodiversity targets, but that play an important role in supporting the functioning of PAs or CBAs, and are often vital for delivering ecosystem services.
	ESA 2	Areas that are not essential for meeting biodiversity targets, but that play an important role in supporting the functioning of PAs or CBAs, and are often vital for delivering ecosystem services.

⁴ Ecological Support Area

	Other Natural Area	Areas that have not been identified as a priority in the current systematic biodiversity plan, but retain most of their natural character and perform a range of biodiversity and ecological infrastructure functions. Although they have not been prioritised for biodiversity, they are still an important part of the natural ecosystem.
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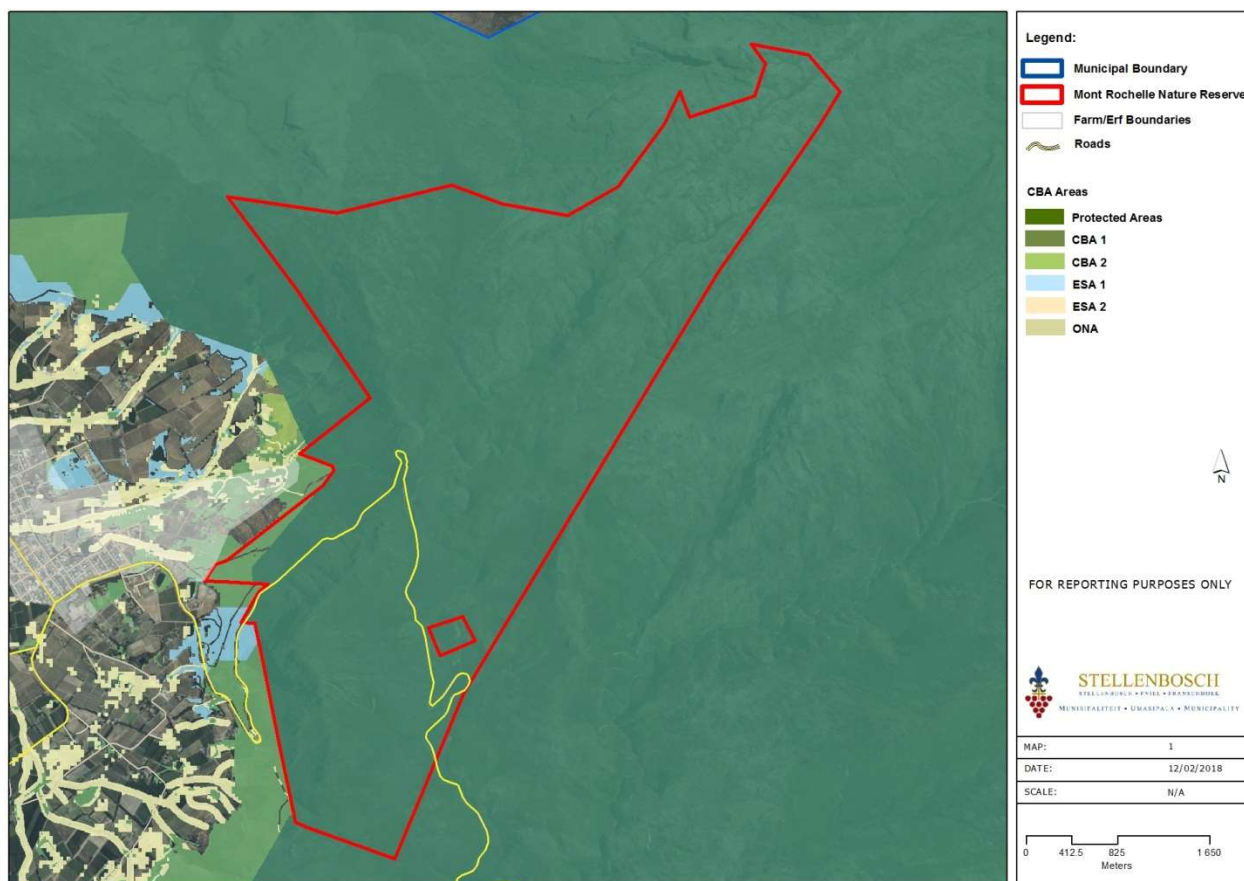


Figure 6: Critical Biodiversity Areas (Source: SANBI)

6.2 FAUNA

As with most Fynbos areas, MRNR generally has a low vertebrate animal biomass. However, the species richness of birds, mammals, frogs, reptiles, and insects is reasonably high. Species such as Leopard (*Panthera pardus*), Caracal (*Felis caracal*), Grey Rhebok (*Pelea capreolus*), Cape Grysbok (*Raphicerus melanotis*), Klipspringer (*Oreotragus oreotragus*), Baboon (*Papio ursinus*), Badger (*Mellivora capensis*), Dassie (*Hystrix africaeaustralis*), Grey Mongoose (*Galerella pulverulenta*), Striped Polecat (*Ictonyx straitus*), Porcupine (*Hystrix africaeaustralis*), and Water Mongoose (*Atilax paludinosus*) are known to occur in the area.

More than 200 bird species having been noted in the area, including the Hamerkop (*Scopus umbretta*), Barn Owl (*Typo alba*), Cape Eagle Owl (*Bubo capensis*), Cape Sugarbird (*Promerops cafer*), and the Malachite Sunbird (*Nectarinia famosa*). A number of birds of prey occur in the area, the most notable of which is the Black Eagle (*Aquila verreauxii*).

On 3 December 1995 a butterfly study was conducted by AK Brinkman and Alan Heath in MRNR. Results from this study identified a number of butterfly species, three of which were classified as

endangered in the SA Red Data Book for Butterflies. These endangered species included *Poecilmitis endymion*, *Poecilmitis nigricans nigricans*, and *Tsitana dicksoni*.

Both *Poecilmitis endymion* and *Tsitana dicksoni* are classified as rare⁴ species, while *Poecilmitis nigricans nigricans* is classified as intermediate⁵. These rare species are endemic to the region above Du Toit's Kloof and Franschhoek Mountain pass. While *Poecilmitis endymion* inhabits the highest peaks of the mountains, with its colonies usually just off the summits along small rocky ridges, *Tsitana dicksoni* are found on partly grassy slopes, skipping around the bushy shrubs that grow in its habitat.

Some of the larger endangered species include the Hawequa Flat Gecko (*Afreodura hawequensis*). This reptile is listed in the South African Red Data Book as restricted. The species is restricted to an area centred around the Hawequa Mountains, extending to Bainskloof in the north and the mountains at Franschhoek to the south (Branch, 1988).

⁴ Taxa with small populations that are not at present endangered or vulnerable but, are at risk. They are usually localised within restricted geographical areas or habitats or are thinly scattered over a more extensive range.

⁵ Taxa which may be worthy of inclusion but for which insufficient information is currently available on which to judge their status.

7. MANAGEMENT POLICY FRAMEWORK

Chapter 41 of the NEM:PAA requires that management plans be compiled within the context of a policy framework. The EMP, in common with all protected areas, is to be developed and managed within the framework of guiding statutes and policy frameworks. The EMP is based upon and gives effect to a dedicated environmental management policy which is defined as *'a statement by the organisation (i.e. the Management Authority) of its intentions and principles in relation to its overall environmental performance, which provides a framework for action and for the setting of objectives and targets'* (SABS ISO 14004:1996{E}⁵). In this regard, the primary policy statements are as follows:

- a) Cape Winelands Biosphere Reserve inter-governmental agreements: The nature reserve, as part of the Cape Winelands Biosphere Reserve, will be managed in compliance with the applicable inter-governmental agreements upon which the Cape Winelands Biosphere Reserve is based. The reserve forms part of the CWBR core area.
- b) Planning and management context: Management of the reserve will be undertaken in context of all applicable levels of planning.
- c) Biodiversity conservation: Biodiversity is an imperative for environmental sustainability. A key objective in the management of the reserve is to ensure that biodiversity in the study area is protected and enhanced.
- d) MRNR is an important part of a system of protected areas: The reserve is to be managed as part of a system of protected areas.
- e) MRNR is a public resource: The reserve is a public resource and should be available for the sustainable use of the entire community.

7.1 PLANNING AND MANAGEMENT CONTEXT

The Municipality has directed that the bioregional planning approach advocated by the Provincial Government of the Western Cape through its Bioregional Planning Policy and comprehensively described in the *Manual for application of Bioregional Planning in the Western Cape* (PGWC, 2003) be adopted in municipal planning projects.

The Municipality recognises that one of the critical determinants of the success of an EMP planned in term of the bioregional planning approach is the extent to which all spheres of government co-operate and co-ordinate their activities as it relates to the subject area (in this case, MRNR). This EMP therefore gives effect to the requirement that the planning and management of land units such as the nature reserve should be undertaken within the context of distinct levels, namely the *international level, national level, provincial level, regional level* and the *local level*. Effective integrated planning at these levels requires innovative forms of institutional integration and social co-operation. Dialogue amongst all stakeholders, participatory planning and institutional flexibility are, therefore, essential to plan and manage effectively.

The reserve responds to the international protocols and conventions of which South Africa and, consequently, all lower spheres government are a signatory to, and the relevant legislation, policy and regulations, the most important of which are summarised below.

⁵ SABS ISO 14004:1996(E)

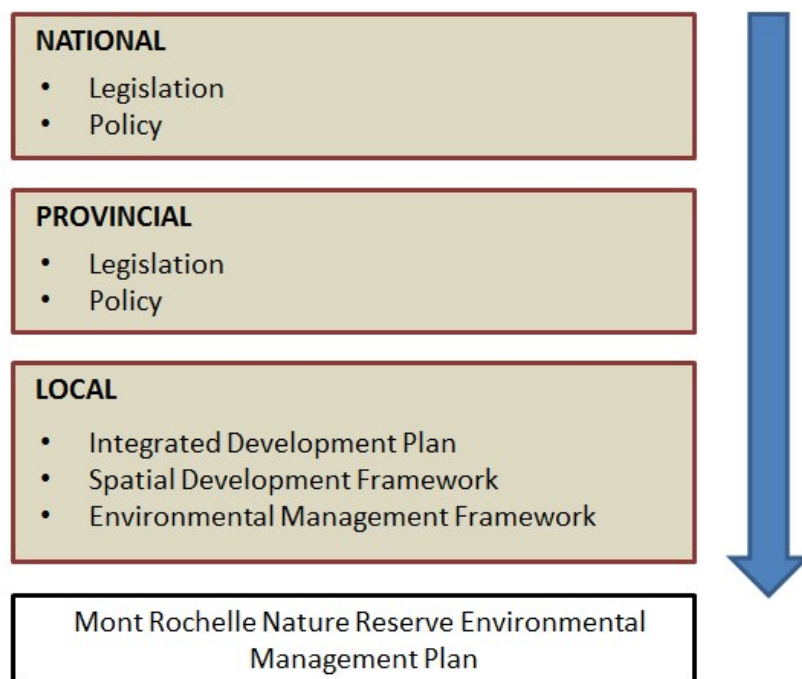


Figure 7: Planning levels applicable to the MRNR EMP.

7.1.1 International Level

7.1.1.1 UNESCO'S MAB Program and Cape Winelands Biosphere Reserve Inter-Governmental Agreements

Stellenbosch Municipality has played a leading role in the establishment of the Cape Winelands Biosphere Reserve (CWBR), which aims to give practical effect to UNESCO's MAB (Man and the Biosphere) Program. This program was launched in 1971 by UNESCO, as a global initiative of international scientific co-operation dealing with people-environment interactions over the entire realm of bioclimatic and geographic situations of the biosphere. The MAB Program was designed to solve practical problems of resource management, and aims to fill gaps in the understanding of the structure and function of ecosystems, and of the impact of different types of human interaction. Key ingredients in the program are the involvement of decision-makers and local people in research projects, training and demonstration at the field level, and the bringing together of disciplines from the social, biological and physical sciences in addressing complex environmental problems. The application approved by UNESCO represents the overarching terms of agreement upon which the CWBR are premised. These refer to the:

- Fulfilment of the three functions of the biosphere reserve as stipulated in the *Statutory Framework of the World Network of Biosphere Reserves* (1995).
- Planning and management of the biosphere reserve in accordance with the bioregional planning approach of the PGWC as described in the *Bioregional Planning Manual*.

The Municipality is a signature to the inter-governmental agreement upon which the biosphere reserve is based and is consequently under the obligation to comply with and give effect to the terms of agreement.

7.1.1.2 Agenda 21

The Agenda 21⁶ agreements reflect global consensus and political commitment on developmental and environmental co-operation. Underlying the above agreements is the realisation that the international world cannot continue with present policies, which increase poverty, hunger, sickness and illiteracy and cause continuing deterioration of ecosystems on which life on earth depends. Agenda 21 provides a broad overview of issues pertaining to sustainable development, including statements on the basis for action, objectives, recommended activities and the means of implementation. Of particular relevance for the EMP are the following principles of Agenda 21:

- a) Integrated approach to the planning and management of land resources.
- b) Promoting sustainable human settlement development.
- c) Integrating environment and development in decision-making.
- d) Establishing systems for integrated environmental management and auditing.

7.1.2 National Level

7.1.2.1 South African Constitution

The South African Constitution, Act 108 of 1996, places an obligation on all to ensure that sustainable development is promoted and that the integrity of the environment is respected. In Section 24(b)(iii) of the Bill of Rights chapter of the Constitution, it is stated that ‘everyone has the right to have the environment protected for the benefit of present and future generations, through reasonable legislative and other measures that secure ecologically sustainable development and use of natural resources, whilst promoting justifiable economic and social development’.

7.1.2.2 National Environmental Management Act

Section 28 of the National Environmental Management Act, 107 of 1998 (NEMA), creates a general duty of care on every person to *take reasonable measures to prevent significant pollution or degradation of the environment from occurring, continuing or recurring, or, in so far as such harm to the environment is authorised by law or cannot reasonably be avoided or stopped, to minimise and rectify such pollution or degradation of the environment*. The Act provides for the preparation of environmental management plans by the relevant national departments involved in the management of the environment. The purpose of such plans is to co-ordinate and harmonise the environmental policies, plans, programs and decisions of the various national departments that exercise functions that may affect the environment or are entrusted with powers and duties aimed at the achievement, promotion, and protection of a sustainable environment, and of provincial and local spheres of government.

The NEMA Environmental Impact Assessment (EIA) Regulations in turn regulate activities which may impact on the environment as well as those that require environmental authorization. In this regard it must be noted that the competent authority for any activities occurring within Mon

⁶ Agenda 21 is an international program, adopted by some 178 governments, to put sustainable development into practice around the world. It emerged from the United Nations Conference on Environment and Development held in Rio de Janeiro in 1992.

Rochelle Nature Reserve is the National Department of Environmental Affairs as the nature reserve is located within the core area of the CWBR.

7.1.2.3 National Environmental Management: Protected Areas Act

As stated previously, Act 57 of 2003 provides the legislative premise for the declaration and management of a Section 23 Nature Reserve. It makes provision for the *protection and conservation of ecologically viable areas representative of South Africa's biodiversity and its natural landscapes*. It makes provision for the *establishment of a national register of all national, provincial and local protected areas; for the management of those areas in accordance with national norms and standards and for intergovernmental co-operation and public consultation in matters concerning protected areas*. The purposes (Section 17 of the above Act) of the declaration of areas as protected areas are to:

- (a) *protect ecologically viable areas representative of South Africa's biological diversity and its natural landscapes and seascapes in a system of protected areas;*
- (b) *preserve the ecological integrity of those areas;*
- (c) *conserve biodiversity in those areas;*
- (d) *protect areas representative of all ecosystems, habitats and species naturally occurring in South Africa;*
- (e) *protect South Africa's threatened or rare species;*
- (f) *protect an area which is vulnerable or ecologically sensitive;*
- (g) *assist in ensuring the sustained supply of environmental goods and services;*
- (h) *provide for the sustainable use of natural and biological resources;*
- (i) *create or augment destinations for nature-based tourism;*
- (j) *manage the interrelationship between natural environmental biodiversity, human settlement and economic development;*
- (k) *contribute to human, social, cultural, spiritual and economic development; or*
- (l) *rehabilitate and restore degraded ecosystems and promote the recovery of endangered and vulnerable species.*

7.1.2.4 National Environmental Management: Biodiversity Act

The Protected Areas Act, 57 of 2003 must, in relation to a protected area, be read, interpreted and applied in conjunction with the National Environmental Management: Biodiversity Act, 2004 (Act 10 of 2004) which has the following objectives:

- a) To provide for the management and conservation of South Africa's biodiversity within the framework of the National Environmental Management Act, 1998 (Act 107 of 1998).
- b) To provide for the protection of species and ecosystems that warrant national protection.
- c) To provide for the sustainable use of indigenous biological resources.
- d) To provide for the fair and equitable sharing of benefits arising from bioprospecting involving indigenous biological resources.
- e) To provide for the establishment and functions of a South African National Biodiversity Institute.

Alien vegetation is also regulated through the NEM:BA.

7.1.2.5 National Water Act

The purpose of the National Water Act, 36 of 1998, is to ensure that South Africa's water resources are protected, used, developed, conserved and controlled in a manner that takes into account, amongst others, basic human needs, equitable access thereto, the promotion of efficient, sustainable and beneficial use of water, facilitation of social and economic development, and protection of aquatic and associated ecosystems.

7.1.2.6 National Veld and Forest Fire Act

Veld fires in South Africa are dealt with under the National Veld and Forest Fire Act, 101 of 1998. The purpose of the National Veld and Forest Fire Act is *to prevent and combat veld, forest and mountain fires throughout the Republic*. The Act places the duty on land owners to make provision for the management of veld fires on their own land. Failure to do so may result in penalties being enforced (refer to Section 24 and 25 of the above Act) and claims lodged against a landowner if the above Act's requirements were not met.

7.1.2.7 National Heritage Resources Act

South Africa's heritage are dealt with under the National Heritage Resources Act, 25 of 1999 which aims to *promote good management of the national estate, and to enable and encourage communities to nurture and conserve their legacy so that it may be bequeathed to future generations*.

7.1.2.8 Conservation of Agricultural Resources Act

The purpose of the Conservation of Agricultural Resources Act, 43 of 1980 (CARA), is to provide control over the utilization of the natural agricultural resources in order to promote the conservation of soil, water sources and the vegetation and the combating of weeds and invader plants.

7.1.2.9 Spatial Planning and Land Use Management Act

The Spatial Planning and Land Use Management Act, 16 of 2013 (SPLUMA), includes the following stipulations:

Land use planning principles and objectives

Section 59 (4): To promote environmental integration in land use planning, a competent authority must—

- a) strive towards ecologically, socially and economically sustainable development, taking into account —*
 - (i) the economic potential of the relevant area or region;*
 - (ii) biodiversity;*
 - (iii) social needs;*
 - (iv) cultural heritage resources;*
 - (v) agricultural resources*
- b) ensure that development heeds the natural processes that control the relevant area;*

- c) *strive to achieve development that is harmonised with the ecological characteristics of the environment;*
- d) *promote the conservation and management of biodiversity;*
- e) *discourage development in unsuitable environments such as —*
 - (i) *areas with a high water table;*
 - (ii) *swamps;*
 - (iii) *flood plains;*
 - (iv) *steep slopes;*
 - (v) *areas sensitive to drift-sands and sea-level rise;*
 - (vi) *areas with high biodiversity importance;*
 - (vii) *areas with important cultural and scenic landscapes —*
- f) *minimise the fragmentation of natural habitat in ecological corridors and areas with high biodiversity importance;*
- g) *facilitate soil conservation and the control of pollution;*
- h) *address the land use implications of —*
 - (i) *the provision and conservation of energy;*
 - (ii) *the management of the demand for energy;*
 - (iii) *climate change mitigation and climate change adaptation strategies;*
- i) *protect the cultural heritage and tourism resources of the Municipality.*

7.1.3 Provincial Level

7.1.3.1 Constitution of the Western Cape Province

The EMP supports and gives effect to the Constitution of the Western Cape (Act 1 of 1998). In terms of Chapter 10 of the Constitution, this province has to adopt and implement strategies to actively promote and maintain the welfare of the people and the environment of the Western Cape, including policies aimed at achieving inter alia the following:

- a) Safety and security.
- b) The protection or advancement of persons, or categories of persons, disadvantaged by unfair discrimination.
- c) The promotion of a market-orientated economy.
- d) The development of rural communities and the promotion of the welfare of rural workers.
- e) The protection of the environment of the Western Cape, including its unique fauna and flora, for the benefit of present and future generations.
- f) The protection and conservation of the natural historical, cultural historical, archaeological and architectural heritage of the Western Cape for the benefit of present and future generations.

7.1.3.2 Western Cape Provincial Spatial Development Framework

The Western Cape Provincial Spatial Development Framework (generally referred to as the PSDF) is aligned with the National Spatial Development Perspective (NSDP) and other national policy frameworks, and endorses the vision of the Western Cape Provincial Government to create 'A Home for All'. The PSDF is purported to support the development growth path paved by the iKapa Elihlumayo Strategy and the other lead strategies.

7.1.3.3 Land Use Planning Act

The SPLUMA and the Western Cape Land Use Planning Act, 3 of 2014 (LUPA), require that spatial planning and development be guided by normative principles and that policy and plans should explicitly indicate how they would meet the requirements of such principles. These principles are:

- a) Justice: Fair allocation of public resources to ensure that the needs of the poor are addressed.
- b) Sustainability: Sustainable patterns of consumption and production should be supported, and ways of living promoted that do not damage the natural environment.
- c) Resilience: Vulnerability to environmental degradation, resource scarcity and climatic shocks must be reduced. Ecological systems should be protected and replenished. The resilience of all other forms of capital, including social, monetary and infrastructural capital should be enhanced to the extent possible.
- d) Efficiency
- e) Good governance: Good governance is the key to long-term sustainability.

7.1.3.4 Provincial Bioregional Planning Policy

As stated above, the PGWC is advocating a bioregional planning approach as described in the *Manual for application of Bioregional Planning in the Western Cape* (PGWC, 2003). The Stellenbosch Municipality has adopted the said approach for the planning, development and management of its area of jurisdiction.

7.1.4 District Level

7.1.4.1 Cape Winelands District Municipality Integrated Development Plan

The Cape Winelands District Municipality set itself the broader goal of ensuring sustainable development through strategic management objectives. This will be achieved by adhering to the vision of the Municipality, namely to have *'a safe, prosperous and united Cape Winelands where all its people enjoy high standards of living'*. The Municipal IDP states that there is a dis-equilibrium between development initiatives and environmental sustainability. In order to address this problem the Municipality identified several strategies. One such strategy is *'to have data-driven sustainable livelihoods, premised on bioregional planning and in line with Agenda 21 that seeks to build and preserve the five forms of community capital (social, physical, natural, financial and institutional)'*.

7.1.4.2 Cape Winelands District Municipality Spatial Development Framework

The Cape Winelands District Municipality Spatial Development Framework conforms, to *inter alia*, the provincially-endorsed bioregional planning principles, but adds the principles of consistency and vertical equity. The latter assumes that the disadvantaged should be favoured above more advantaged people and refers to the distribution of impacts (who receives benefits or bears costs). The SDF classifies the Cape Winelands Biosphere Reserve as *a scale-informed value-adding management entity, operational within a sustainable paradigm, to support existing roles and responsibilities through structured participation and (scientific and local) knowledgeable input that responds to local conditions, needs and perceptions*. The SDF states that *on the regional and local*

level, the biosphere reserve is to facilitate coherent planning and land-use management in terms of the principles of sustainable development.

7.1.4.3 Cape Winelands Biosphere Reserve Spatial Development Framework Plan

The Cape Winelands Biosphere Reserve Spatial Development Framework Plan includes plans, guidelines and strategies that give effect to the three functions of the Cape Winelands Biosphere Reserve namely, *development*, *conservation* and *logistical support*. As such this Spatial Development Framework Plan indicates which type of land-use should be undertaken in the Cape Winelands Biosphere Reserve, where it should take place, and how such land-use should be undertaken in order to be sustainable.

7.1.5 Local Level

7.1.5.1 Stellenbosch Integrated Development Plan

The Stellenbosch IDP includes a needs-analysis, which puts forward a number of needs for the area within which MRNR is located.

7.1.5.2 Stellenbosch Spatial Development Framework

The primary goal of the Stellenbosch SDF is to give practical effect to the mission statement of the people of the local municipal area, as expressed in the SDF of the Stellenbosch Municipality, namely: *'The spatial development framework of the Stellenbosch Municipality should be measured by the 'triple bottom line' of economic efficiency, environmental sustainability and social justice with an emphasis on the issues facing the rural and urban poor.'*

7.1.5.3 Stellenbosch Environmental Management Framework

The Stellenbosch Environmental Management Framework (SEMF), adopted by the Council of Stellenbosch Municipality (June 2019) describes the international, national, provincial and local context of environmental planning and management within the Municipality. It also:

- Describes the planning and management approach adopted in the Municipality
- Serve as a basis for the preparation of detailed management plans for specific areas or aspects, e.g. river management, fire management, pollution control, etc.
- Promote sustainable development throughout the Municipality in a manner that supports the intentions of NEPAD, Agenda 21 and Local Agenda 21.
- Promote the conservation of biodiversity both within and outside conservation areas.
- Provide a spatial framework and serve as a basis for the evaluation of development proposals in terms of site-specific criteria.
- Providing guidance to developers with regard to the planning and design of projects and the establishment of contractual agreements and appropriate partnerships with the municipality and the affected communities, the purpose of which is to ensure that each development brings sustainable benefit for all parties as well as the receiving environment.

In terms of the Spatial Planning Categories contained in the SEMF Mont Rochelle is a designated A.a Area defined as a statutory protected area. In terms of the SEMF such areas are designated in terms of legislation for biodiversity conservation, outdoor recreation and non-consumptive resource use. *Conservation purposes are purposes normally or reasonably associated with the use of land for the protection of the natural and/or built environment, including the protection of the physical, ecological, cultural and historical characteristics of land against undesirable change.*

7.1.5.4 Stellenbosch Municipality: By-Law Relating Plantations, Parks, Gardens, Recreational Facilities and Nature Reserves (P.N. 373/1988)

According to the above by-law no person shall in or on premises, buildings, land, plantations, a commonage, enclosures, nature reserves, parks, gardens, open erven and spaces, picnic areas, nurseries, trees, sport and recreation facilities which are vested in or under control of the Council –

- (a) *disfigure or deface any post, railing, fence, seat, barrier, gate, notice board, plate, house, building, shed, urinal, closet, flag, mark or other article or thing by pasting thereon or affixing thereto in any way any bills, papers, placards or notices or by cutting, writing, stamping, painting, drawing or marking thereon in any way whatsoever,*
- (b) *remove, destroy, damage or deface any notice or sign*
- (c) *make a fire or commit any acts whereby a fire may be caused, except in places where fireplaces are provided;*
- (d) *saw, cut, gather, remove dig up, burn, pick or break any timber, tree, shrub, brushwood, fencing, pole, lawn, plants, fruits, flower or equipment, or climb therein or thereon or damage it in any way;*
- (e) *remove or disturb any soil or water at a place other than that specially provided by Council;*
- (f) *erect or cause to be erected any post, rail, fencing, tent, screen, stand, swing, building or construction of whatever nature without the written permission of the Council;*
- (g) *park, drive, ride pull or propel any type of vehicle except a manually operated wheelchair or perambulator when used for the conveyance of an invalid or a child;*
- (h) *leave any refuse, building waste, rubbish, paper, materials or any object except in containers provided for that purpose;*
- (i) *injure, kill, hunt, capture, or disturb any animal or bird, or damage or destroy the nest or eggs of any bird or interfere with the animal life in any other way;*
- (j) *break, damage, hurt, destroy, disfigure or remove any flora, fauna or nest of fauna or objects of historical or scientific interest or any property in the nature reserve;*
- (k) *introduce any flora, fauna, weapon, trap, net, explosive or poison into the nature reserve, or be in possession thereof in the nature reserve;*
- (l) *fire a fire-arm or an air-gun, discharge any firework, catapult or sling or throw a stone or other missile;*
- (m) *in any other way cause a nuisance, obstruction, disturbance or annoyance to the public, to brawl, fight, swear or use obscene, indecent or improper language, gamble, beg, behave in an indecent or offensive manner or drink intoxicating liquor;*
- (n) *sell or offer for sale or hire, or hawk or exhibit any article or distribute any pamphlet, book, handbill, or other matter; present any public entertainment; play a musical instrument, and deliver or say any speech, public address or prayer of whatever nature or sing any song or hold or participate in any public meeting or function unless he has previously obtained the written permission of the Council to do so;*

- (o) *enter upon any ablution or sanitary conveniences indicated as having been provided for persons of the opposite sex;*
- (p) *enter or leave other than by an entrance or exist provided for that purpose, or refuse to leave when requested to do so by an authorised officer of the Council or a member of the South African Police;*
- (q) *wash any article or animal under a tap, in a pond, fountain or in an ornamental pond or otherwise pollute water, or swim in a dam or wash any clothes or other things or pollute the water therein in any other manner, and*
- (r) *perform any act whatsoever which may injure persons, damage or destroy any property.*

7.1.6 Human Resources/Administration Legislation

Furthermore, human resources and administration legislation include the following:

- Occupational Health and Safety Act, 1993
- Basic Conditions of Employment Act 3 of 1997
- Labour Relations Amendment Act, 66 of 1995
- Local Government Municipal Systems Act 32 of 2000
- Promotion of Equality/Prevention of Unfair Discrimination Act 4 of 2000
- Criminals Procedures Act
- Fire-Arm Act
- Fencing Act 31 of 1963
- Hazardous Substances Act 15 of 1973
- Land Survey Act 8 of 1997
- Promotion of Access to Information Act 2 of 2000
- Promotion of Administrative Justice Act 3 of 2000
- Regional Services Council Act 109 of 1985
- Skills Development Act 97 of 1998
- State Land Disposal Act 48 of 1961
- Subdivision of Agricultural Land Act 70 of 1970
- Tourism Act 72 of 1993
- Municipal Ordinance 20 of 1974

7.2 BIODIVERSITY CONSERVATION

The MRNR EMP recognises that biodiversity is an imperative for environmental sustainability. Ecological functions of the natural systems are directly related to biodiversity. Biodiversity is the primary element in the maintenance of the resilience of ecological systems to external shocks and, thus, the ability of these systems to sustain the dependent communities. Accordingly, the key objective in the management of the nature reserve is to ensure that biodiversity is protected and enhanced.

7.3 MONT ROCHELLE NATURE RESERVE AS PART OF A SYSTEM OF PROTECTED NATURE AREAS

The EMP recognises that the functions of protected nature areas go far beyond the usual perception of the term 'protection'. Such areas are immensely valuable, beyond their boundaries, in providing for the rehabilitation of environments, as nutrient sinks, for landscape stability, and for the replenishment of species, populations and communities. The primary objective of any system of protected nature areas would be as much to restore and manage ecosystems and their functions as to protect them. This emphasises that sustainability requires planning and management for biodiversity conservation across human dominated landscapes. *To achieve this, protected areas should no longer be considered as islands of conservation within a sea of development but as an integral part of each region as a whole in terms of biodiversity conservation* (Institute of Bioregional Resource Management).

As mentioned above, MRNR forms part of a system of *de jure* and *de facto* protected nature areas that collectively form the core and buffer areas of the CWBR. This system is based upon the principle that a system of protected areas is a key element of any strategy to maintain biodiversity and ecosystem functions on a larger regional scale. It is imperative that such a system be designed and managed to represent and protect the diversity of ecological processes, communities, species and gene pools (Global Biodiversity Strategy, 1992).

7.4 MONT ROCHELLE NATURE RESERVE AS A PUBLIC RESOURCE

MRNR forms part of the public open space system of Stellenbosch. As such, it is a public resource that is of value to the entire Stellenbosch community. Accordingly the nature reserve should be available and accessible to the entire community to exercise their legitimate right to utilise such public resource in a sustainable manner. In this regard it is important that *government* (including the Municipality), *the community, corporate and other private interests, etc. share responsibility for co-ordinating land-use planning, for both public and private land and for defining and implementing development options that would ensure that human needs are met in a sustainable way* (WRI, 1992).

7.5 ADMINISTRATIVE FRAMEWORK

As stated previously the Municipality is acting in the capacity as Management Authority for MRNR. The current and future arrangement pertaining to the Management Authority is based upon Sections 38, 42 and 44 of the NEM:PAA.

Stellenbosch Municipality's function, as it pertains to the management of MRNR are:

- To manage the reserve in accordance with the approved management plan (EMP).
- To manage the reserve for the purpose for which it was declared and in accordance with applicable legislation and municipal by-laws.
- Audit / monitor management actions and associated environmental impact.
- Reports to Council on the implementation of the EMP.
- Source funding.

The Municipality in turn relies on the Friends of the MRNR group for specific management activities as required. The management of the nature reserve is an ongoing inclusive process that gives meaningful consideration to the changing and dynamic interests, needs and values of the people of Stellenbosch Municipality and those that have an interest in ensuring a prosperous future for the area. In this regard, it is important that the following be achieved:

- a) Continued participation, representation and involvement of all stakeholders promoting broad-based policy learning and capacity development.
- b) Creating adequate and appropriate opportunities for community participation in decisions that may affect the area.
- c) Developing and utilising the skills and capacities of the people living in the area in the management of the nature reserve.
- d) Encouraging on-going involvement of local people in the programs identified for the management of the nature reserve.

The Municipality and representatives of the Friends of the MRNR in turn serve on the Stellenbosch Protected Areas Forum, attended by the Department of Environment and Development Planning, Cape Nature, Stellenbosch University and representatives from other protected areas throughout the municipal area. The Stellenbosch Protected Areas Forum is technical / scientific in nature and meets on matters concerning the management and conservation of protected areas in Stellenbosch Municipality.

7.6 PROCEDURES FOR PUBLIC PARTICIPATION

News regarding MRNR will be communicated to the public by way of Municipal newsletters, publications and in the local newspapers.

7.7 PRIMARY ENVIRONMENTAL THREATS

The primary threats to the ecology, aesthetic quality and catchment functions of MRNR include the following:

Inappropriate Fire Regime: The Fynbos vegetation in MRNR requires a fire regime that provides for high intensity fires at intervals that range from 8 to 20 years, occurring in late-summer (i.e. February-March). As stated above, MRNR is managed as part of the Hottentots Holland Mountain Catchment Area, the fire management of which is undertaken in accordance with a '*minimum interference*' policy. The latter policy essentially implies that controlled burning, as a management practice, is largely excluded and that the emphasis falls on controlling 'unnatural' wildfires.

Due to the topography, climatic conditions, and factors such as land-uses on adjoining properties that are conducive to the starting of wildfires, and financial constraints that inhibit fire control activities, MRNR is particularly prone to wildfires that do not conform with its natural fire regime requirements. The latter could, in the long-term, have an adverse effect on the structure of the local plant communities, biodiversity in general, and the natural functioning of the reserve as a catchment area. In addition, an inappropriate fire regime could have immensely negative cost-implications in that it generally upsets management programs such as alien plant eradication.

Over-utilisation by visitors: MRNR is a particularly attractive natural area and provides for a broad spectrum of recreation opportunities. It is, subsequently, a popular attraction for eco-tourists and sports persons practicing specific nature-related activities. The main potential problems in this regard include pollution, trampling of plants, disturbing of animals, soil compaction leading to unnatural erosion, and degradation of the social environment. It is imperative that the carrying capacity (both social and ecological) of the reserve is not exceeded by visitors.

Alien Plant Infestation: The infestation of Fynbos areas by alien plants is known to be a primary threat to biodiversity in general (mainly due to habitat fragmentation), and catchment dynamics. In the latter regard, it is important to note that Fynbos has unique intrinsic water conservation capabilities and subsequently plays a critical role in the maintenance of the natural *water cycle*. In order to sustain the fundamentally important catchment function of MRNR it is, therefore, imperative to implement integrated eradication programs for alien plants.

Security and vandalism: MRNR is relatively secluded. Infrastructure, especially those located at the entrance complex is damaged and vandalised regularly.

8. MANAGEMENT DIRECTIVES

This section comprises the management strategies and guidelines in terms of which MRNR is to be managed in order to achieve the objectives (water conservation, nature conservation, outdoor recreation and research) documented above. The management strategies and guidelines are addressed under the following themes:

- Administration
- Environmental Protection
- Land Use Management
- Environmental Auditing

Stellenbosch Municipality is the responsible party for all conservation and management actions to be implemented unless stated otherwise. Although a MRNR does not have an approved budget at this stage a costing plan is included under Section 9.

8.1 ADMINISTRATION

The long-term sustainability of the area largely depends on its effective administration. Of key importance in this regard is that the principle of economic efficiency be given effect through the general administration of the area and that its positive role and functions in respect of the promotion of environmental integrity and human well-being be understood and supported at all levels. Institutional commitment to achieving effective administration of MRNR through, *inter alia*, the allocation of adequate budgets is of paramount importance.

Stellenbosch Municipality, through the Department: Community Services and its Nature Conservation section, is responsible for the management of MRNR. In terms of the principle of *inclusivity* the management of MRNR is an ongoing inclusive process that gives meaningful consideration to the changing and dynamic interests, needs and values of the people of Stellenbosch and those that have an interest in ensuring a sustainable future for the area. In this regard, it is important that the following be achieved:

- a) Continued participation, representation and involvement of all stakeholders promoting broad-based policy learning and capacity development.
- c) Developing and utilising the skills and capacities of the people living in the area in the management of MRNR.
- d) Encouraging on-going involvement of local people in the programs identified for the management of MRNR.

Accordingly, the Municipality is to facilitate the establishment of a Friends of MRNR group that complies with and has the capacity to give effect to the above requirements. Whilst Stellenbosch Municipality is responsible for the general maintenance of the area and the implementation of this EMP it will rely on the Friends of MRNR for specific management activities as required or where the Municipality is limited through capacity constraints. The Municipality and representatives of the Friends of MRNR in turn will serve on the Stellenbosch Protected Areas Forum, attended by the Department of Environment and Development Planning, Cape Nature, Stellenbosch University and representatives from other protected areas throughout the municipal area. The Stellenbosch Protected Areas Forum is technical / scientific in nature and meets on matters concerning the management and conservation of protected areas in the Municipality.

Table 2: Guidelines for inception phase management

REF -NR	ACTIONS/IMPLEMENTATION	TIME FRAME
1	Compile an annual budget for MRNR.	Annual, when required before the start of the new financial year.
2	Facilitate the establishment of a Friends of MRNR group.	On the approval of the EMP.
3	Solicit funds from potential donors.	Ongoing
4	Maximise financial income by determining and imposing appropriate tariffs for outdoor recreation and other uses.	On the approval of the EMP.
5	Plan and manage outdoor recreation by: <ul style="list-style-type: none"> Identifying the most appropriate sites for various uses. Formulating appropriate safety rules and emergency measures. Formulating appropriate rules and regulations for controlling human behaviour. Determining appropriate social and ecological carrying capacity. Ensuring sustainable visitor management in accordance with an effective permit system. 	During the first year after the approval of the EMP.
6	Institute and maintain effective law enforcement by appointing and training competent field rangers.	During the first year after the approval of the EMP.

8.2 ENVIRONMENTAL PROTECTION

Natural resources are defined as *any materials, services and conditions that are necessary for the survival of living organisms, and have the potential to enhance quality of life. They are, in a sense, inherited by people, and are therefore part of the earth's (the natural) and people's (the cultural) heritage. Living resource conservation is specifically concerned with plants, animals and micro-organisms, and with those non-living elements of the environment on which they depend. Living resources have two important properties, the combination of which distinguishes them from non-living resources - they are renewable if conserved, and they are destructible if not* (Perry, 1954).

The intention and focus of environmental protection in MRNR is to facilitate the removal or mitigation of threats to the ecology of the reserve, to restore the biodiversity and ecological integrity of the area to the extent that it can function as a self-sustaining system.

8.2.1 Alien Clearing

Invasive alien plants are plant species that have been introduced, either intentionally or unintentionally, to South Africa. They can reproduce rapidly in their new environments and, as mentioned above, tend to out-compete indigenous plants. The result usually includes a variety of negative ecological, social, and economic impacts. Invasive alien species pose the biggest threat to biodiversity after direct habitat destruction.

All efforts must be made to control or, if possible, eradicate all invasive plants. Invasive species that occur in the public road reserve must also be controlled. The following invasive species occur in the reserve:

- *Acacia mearnsii*

- *longifolia*
- *A. melanoxylon*
- *Hakea sericea*
- *H. suaveolens*
- *Pinus pinaster*
- *P. radiata*
- *Eucalyptus* spp.

The Municipality has prepared and adopted the Stellenbosch Municipality Invasive Alien Management Plan (April 2017). In terms of this plan initial clearing methods must be followed-up and monitored to ensure successful clearing of invasive alien plants. Accordingly:

- Clearing efforts should initiate at the top of the infested areas, in terms of slope, and continue downwards. This will reduce erosion effect as well as minimize the re-establishment process of invasive alien plants within the cleared areas from overhead populations.
- Strategic placement of large tree trunks should reduce soil erosion on slopes after invasive alien clearing.
- Removal strategies for clearing invasive alien species in the area should be a combination of mechanical and chemical methods. All species should be removed mechanically by uprooting young plants and tree felling of larger trees (via axe or chainsaw), followed by the application of chemical herbicides to the cut surface to prevent resprouting. Each species has its own corresponding herbicide requirements to prevent resprouting activities and should be applied soon after tree felling. The use of herbicides may have negative effects on the health of soil composition and the natural ecosystem and should thus be used with caution and in reasonable / prescribed amounts.
- Continuous follow-up and removal of new seedlings after the initial clearing efforts are essential in order to clear the property of invasive alien plants. Follow ups and monitoring should occur annually and remaining or re-established invasive species should be removed when located.

Table 3: Guidelines for alien clearing

REF -NR	ACTIONS/IMPLEMENTATION	TIME FRAME
7	Conduct an assessment of the reserve to determine the degree of alien plant infestation.	Within a year of the approval of the EMP.
8	Map the areas that have been infested by alien plants as well as the degree of the infestation.	On the approval of the EMP. After an assessment has been conducted.
9	Map the areas that have been cleared of alien plants, indicating the date of operations, species removed and the current status of the portion of the site.	Annual as clearing is undertaken.
10	Implement the Stellenbosch Alien Invasive Plan (IAP) Management Plan (2017).	Annual between the months of September and May

8.2.2 Flora

'Natural vegetation is the visual expression of the environment, it is a product of the action of environmental factors over time and hence can be a valuable indicator of potential productivity of ecosystems' (Bayer, 1970).

The introduction of non-endemic species in MRNR is forbidden.

As stated above, the mountain catchment areas that feed the Berg River fall within the Fynbos Biome. Fynbos has unique intrinsic water conservation capabilities and, subsequently, plays a critical role in the maintenance of the natural *water cycle*. The overriding objective of water conservation is the management of catchment areas so as to maintain an optimal sustainable yield of high quality water. Maintenance of water yield entails ensuring the capacity of the catchment area to yield water at historical flow rates. In the case of MRNR, the latter objective essentially implies that the Fynbos vegetation in the reserve must be kept in a healthy state.

Table 4: Guidelines for flora conservation

REF -NR	ACTIONS/IMPLEMENTATION	TIME FRAME
11	Institute research to identify sensitive habitats in the reserve and immediate surroundings.	Once the vegetation has recovered to the extent that a reliable information can be gathered and conclusions can be drawn.
12	Institute scheduled research and monitoring to determine the recurrence of species.	Annually
13	Prevent the non-sustainable harvesting of plants used as traditional medicines by dedicated training and education of local people, law enforcement and monitoring.	Annually. Efficiency of strategies to be audited.
14	Simulate natural disturbance regimes to maintain historical vegetation composition.	Annually

8.2.3 Fauna

Biodiversity conservation essentially means conserving all the elements ('parts') of the natural environment. The mix of species in an ecosystem enables that system both to *provide* a flow of ecosystem services under given environmental conditions, and to *maintain* that flow if environmental conditions change.

The loss of biodiversity, therefore, limits the resilience of the affected ecosystem, which in turn, may have direct negative economic implications. Therefore, in order to promote biodiversity conservation in the reserve it is imperative that the conservation of the faunal component receives appropriate attention.

Table 5: Guidelines for fauna conservation

REF -NR	ACTIONS/IMPLEMENTATION	TIME FRAME
15	Monitor and record occurrence of wildlife.	Continually
16	Prevent all forms of unnatural predation through on-going education and law enforcement.	On-going
17	Consolidate the natural habitats of endangered animal species. Promote the functions of the Theewaterskloof Conservancy as an extended home range for specific animal species.	On-going
18	Promote artificial distribution of endemic species. Consider the stocking of rivers endemic fish species and the re-introduction of animal species.	On-going
19	Control all alien animal species.	On-going

8.2.4 Soil

Appropriate measures must be taken to protect areas susceptible to erosion by installing all the necessary temporary and permanent drainage works as soon as possible. Steep slopes and other areas prone to erosion must be maintained or restored according to the following guidelines:

- a) Warning signage displaying NO ENTRY, must be installed on all roads, trails or walkways that are permanently or temporarily closed. Physical barriers, using local natural material, may be constructed where NO ENTRY signs are not respected to prevent users from accessing such roads, trails or walkways.
- b) Existing erosion areas must be back-filled (using on-site material), compacted and restored to a proper condition.
- c) Roads, trails or walkways, permanently closed for use, must be:
 - i) ploughed,
 - ii) the top soil scarified (to make sure that no downhill trenches or drainage lines are created),
 - iii) water diversion walls created by hand at a distance of 10 metres apart (depending on the slope) leading 5 metres into the natural vegetation,
 - iv) and revegetated by either soughing or transplanting appropriate material.
- d) Areas, where the above measures are not sufficient, must be logged, parallel to the contour in order to prevent further soil erosion. Logs must be laid in lines 15 metres apart, depending on the slope (the steeper the slope the closer the barriers must be laid to each other). Logs must be secured by means of steel pegs hammered through a drilled hole on each end of the log (logs longer than 2 metre must be secured by an additional steel peg through the middle of the log). Where logs are laid across a road, the log must be laid up to a minimum of 1 meter past the edge of the road.
- e) Roads (to stay in use) must be graded to have a slight gradient to the inside (up-hill) (refer to Figure 8). A drainage ditch must be created on the inside of the road. Gravel humps must be created at an angle across roads to drain water from the road surface into the drainage ditch. At selected locations (depending on the slope) furrows must be created across the roads surface to discharge the water collected in the drainage ditch. The guiding principle behind the creation of a drainage ditch and discharge furrows is to not allow water to reach a speed at which it will create erosion. After a rain event all roads must be inspected to determine if any maintenance is required.
- f) Erosion sites on bicycle tracks and walking trails must be logged following the contours and spaced vertically 0.8-1.2 meter apart, depending on the steepness of the slope.

- g) Logs must be untreated pine (or gum) poles of not less than 150 mm with a taper of not more than 75 mm over its length.
- h) Cut and fill slopes will be shaped and trimmed to approximate the natural condition and contours as closely as possible and be undulating. Levels, incongruous to the surrounding landscape, will be reshaped using a grader and other earthmoving equipment.

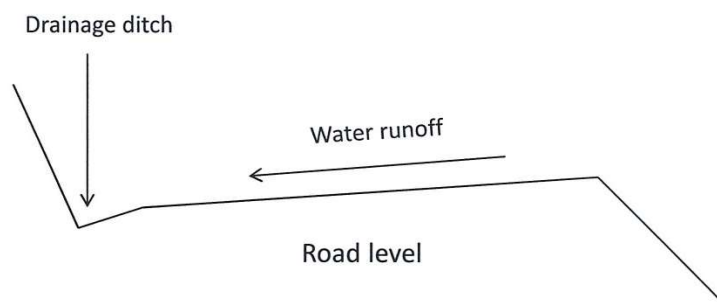


Figure 8: Road surface slope with a drainage ditch

Table 6: Guidelines for the conservation of soils

REF -NR	ACTIONS/IMPLEMENTATION	TIME FRAME
20	Restore erosion sites in accordance with the guidelines above.	On-going Quarterly photographic monitoring at fixed points. Annual auditing.
21	Inspect drainage ditches on all roads after exceptional rain event to determine whether maintenance is required.	On-going
22	Implement preventative measures on potential erosion sites. All roads and tracks, used or closed, are considered potential erosion sites.	On-going Quarterly photographic monitoring at fixed points. Annual auditing.
23	Prevent overuse of routes and sites susceptible to erosion through appropriate signage.	Monthly site inspection

8.2.5 Water

Water is a most critical natural resource in the region. All the sectors and communities in the Franschhoek area are dependent on a sustainable supply of water from the integrated Berg River catchment, together with its quarternary catchments and subterranean aquifers.

Land-use patterns largely influence the maintenance of water yield. Interference with the natural conditions in mountain catchment areas, e.g. draining, canalising or cultivating areas such as vleis, seepage areas, riparian areas and streambed alluvium, is detrimental to the proper functioning of a catchment. It is, therefore, of paramount importance for catchment areas to be managed appropriately.

Table 7: Guidelines for managing MRNR as part of the Dwars River catchment

REF -NR	ACTIONS/IMPLEMENTATION	TIME FRAME
24	Remove all forms of pollution.	On-going
25	Manage invasive alien plants in terms of the Stellenbosch IAP Management Plan (2017).	On-going

8.2.6 Fire

MRNR is susceptible to fire due to activities on in the reserve as well as land uses on adjoining properties. Any fire management regime must therefore provide innovative measures to combat the occurrence and spread of wild fires. The overarching fire management goals as it pertains to the MRNR are to:

- Protect people and property.
- Protect natural and cultural resources from undesirable effects of fire.
- Suppress unwanted fire.
- Allow fire to assume its natural role in the ecosystem.
- Manage fire cooperatively with neighbouring land owners and other stakeholders.

The fire management regime of MRNR is premised upon the following risk management strategies:

Table 8: Fire management strategies

Management Strategies	Guidelines
a) Avoiding the risk	Prohibiting high-risk human activities in close proximity to the reserve.
b) Reducing the hazard	Prescribed burning, preparation of firebreaks or manual clearing of fire hazards as well as regular inspections.
c) Reducing ignitions	Education and awareness programs, fire bans, reduction in activities during high-risk season or periods, efficient ignition investigation.
d) Reducing consequences	Contingency plans, community education programs for self-protection (lives and property), and building restrictions and standards for areas prone to veld fires.
e) Implementing an innovative artificial burning regime	Such regime and associated practices are to reduce the risk of wild fires spreading and causing extensive ecological and financial damage. Such artificial regime implies the creation of a mosaic of veld ages that will enhance the capacity of the area to and maintain its ecological functioning.

This EMP builds on the recognition that the threat of fires to MRNR and the relevant reasons for such threat are unique. Due to surrounding land uses and human behaviour wild fires will probably not be prevented through any measures taken. The solution lies in a combination of options (a), (b) and (c) above.

It is important to understand the basics of fire before preparation can be made for efficient control thereof. It is essential to note that three environmental components are required for a fire to occur. These are oxygen, heat and fuel (refer to Figure 9). Whilst the atmosphere contains 21% oxygen, only 16% oxygen needs to be in the air for a fire to start. Fuel is any living or dead material that will burn. If ignition occurs in the situation or environment where all three elements are present combustion will result and a fire will continue to burn until one of the three elements are removed. It is difficult to exclude oxygen from fires. Heat is considered a constant. However, a

reduction in fuel will reduce the total energy output (refer to Figure 10). Fuel or more specifically the amount of fuel is the aspect that can be influenced most. It therefore becomes the most critical factor in the prevention and control of fire.

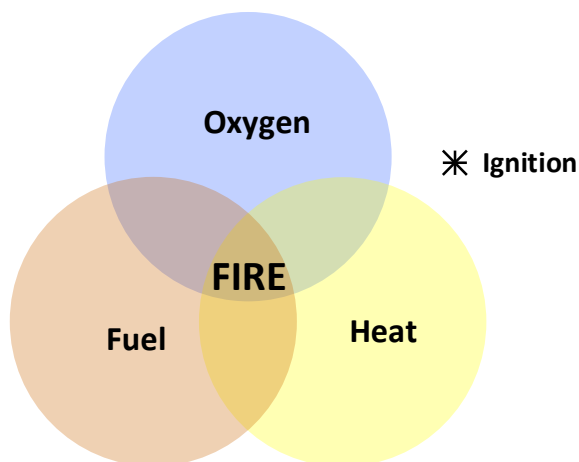


Figure 9: Basic elements of fire

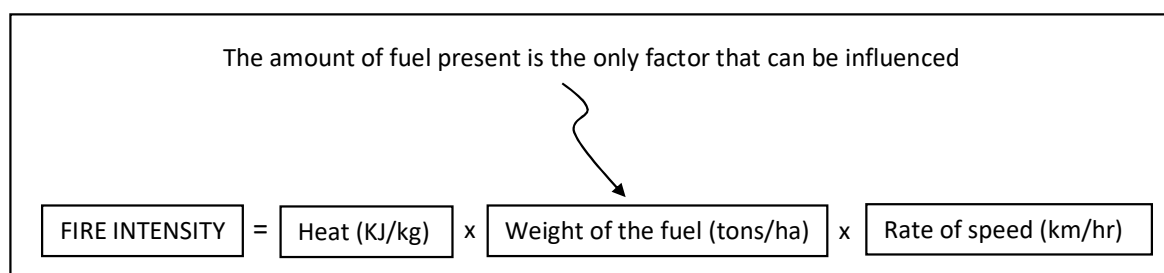


Figure 10: The factors determining the intensity of fire

Two ways of reducing the fuel load are alien vegetation clearing or control and the establishment and maintenance of firebreaks.

8.2.6.1 Alien Clearing

Invasive alien plants are characterised by being able to reproduce rapidly in their new environments, and this is usually due to a combination of factors, including:

- A lack of natural enemies in the new environment
- Resistance to local diseases and other plant pathogens
- Highly competitive growth and colonising strategies that provide them with a competitive edge, and an ability to out-grow local indigenous plants

Invasive alien plants can significantly alter the composition, structure and functionality of ecosystems and increase the fuel load for fires. They degrade the productive potential of the land, intensify the damage caused by veld fires and flooding, increase soil erosion, and impact on the health of rivers and estuaries.

8.2.6.2 Firebreaks

Fire breaks are cleared paths which will prevent the spread of fire by removing the fuel from the fire path. Section 12 of the National Veld and Forest Fire Act *stipulates that every owner on whose*

land a veldfire may start or burn or from whose land it may spread must prepare and maintain a firebreak on his or her boundary between his or her land and any adjoining land. In terms of Section 13 of the Act above a landowner is obliged to prepare and maintain a firebreak, with due regard to the weather, climate, terrain and vegetation. The firebreak must:

- *be wide enough and long enough to have a reasonable chance of preventing a veldfire from spreading to or from the neighbouring land,*
- *not cause soil erosion, and must*
- *be reasonably free of inflammable material capable of carrying a veldfire across it.*

In terms of Section 16 of the National Veld and Forest Fire Act the right or duty to prepare and maintain a firebreak prevails over any other prohibition in any other law on the cutting, disturbance, damage, destruction or removal of any plant or tree, except the owner must where possible, transplant any plant which is protected in terms of any law or where it is safe and feasible, position the firebreak so as to avoid such plant or tree.

A fire break is a means of access for personnel and equipment, to serve as a control line and to serve as a line from where a fire can be attacked from, for example by setting a backburn. The firebreaks are to be linked to access roads, thereby reducing the areas requiring preparation and increasing accessibility to the various sites. Locations where firebreaks are required vary. Individual circumstances will determine what type, width and length will be applicable. When constructing firebreaks it is important that all vegetation cover is removed and that only rocks and soil (minerals) are exposed. A fire can travel very slowly through the grass roots or decayed vegetation and great care must be taken to ensure that minimal earth is exposed throughout the length and width of the break. The following factors must be taken into account with the construction of firebreaks.

- **Access:** The placement of firebreaks on a slope must be determined by access to the break.
- **Slope:** Slope is the steepness of the land and has the greatest influence on fire behaviour. The steepness of the slope affects both the rate and direction of the fire spread. Fires usually move faster uphill than downhill and the steeper the slope, the faster the fire will move. This is because:
 - on the uphill side, the flames are closer to the fuel;
 - the fuels become drier and ignite more quickly than if on the level ground;
 - wind currents are normally uphill and this tends to push heat flames into new fuels;
 - convected heat rises along the slope causes a draft which further increases the rate of spread; and
 - burning embers and chunks of fuel may roll downhill into unburned fuels, increasing spread and starting new fires.
- **Aspect:** Aspect is the direction the land faces - north, south, east or west. The aspect of a slope influences a fire's behaviour in several ways:
 - southern aspects receive more direct heat from the sun, drying both the soil and the vegetation;
 - fuels are usually drier and less dense on southern slopes than fuels on northern slopes;
 - heating by the sun also causes earlier and stronger slope winds; and
 - on south-facing slopes, there will normally be higher temperatures, stronger winds, lower humidities, and lower fuel moistures.

- Terrain: *Terrain* or special land features may control wind flow in a relatively large area. Wind flows like water in a stream and will try to follow the path of least resistance. Ridges, trees, and rocks may alter wind flow and cause turbulence or eddies to form on the windward side of obstructions. Also, when wind flows through a restriction, such as a narrow canyon, it increases in strength. Wind movement can be critical in chutes or steep v-drainages. These terrain features create a chimney effect, causing a forced draft, as in a stove chimney. Fires in these chutes or drainages spread quickly and are dangerous.
- Elevation
- Vegetation type
- Moisture content
- Size and shape of material.
- Volume and area covered.
- Fuel content (breaks alignment should avoid heavy fuel concentrations and be situated in areas with the lightest fuels possible).
- Wind direction (internal belts should as far as possible run parallel with the prevailing winds).
- Spotting distance.
- Firebreaks should be anchored, iether to a natural barrier, road or another firebreak.
- Natural or existing barriers like roads, paths, streams, lakes, vleis, rivers, rock outcrops, or any other break in fuel should be utilise as far as possible.

There are four methods of preparing a firebreak and proper consideration should be given to each before commencing the preparation of a firebreak.

- Manual: Preparing a firebreak manually involves the utilisation of a team of workers working in a planned manner using manual tools.
- Burning: After deciding where the belt is to go, an adequate tracer is cut around the entire belt, and then the belt itself is burnt. This is the most common form of preparing a firebreak.
- Ploughing/brushcutting: Ploughing/brushcutting with a tractor is a common method of constructing breaks where the vegetation is low or has been previously removed. The positive thing with brushcutting is that the roots are not destroyed and this will assist in reducing erosion on these breaks. Bushcut material should be removed two months after cutting.
- Application of herbicide: With this method herbicide is used to kill off all the plant growth in the firebreak.

There is currently one firebreak maintained for MRNR and that is the break below the Franschoek Pass between MRNR and the urban area of Franschoek town (Figure 11).

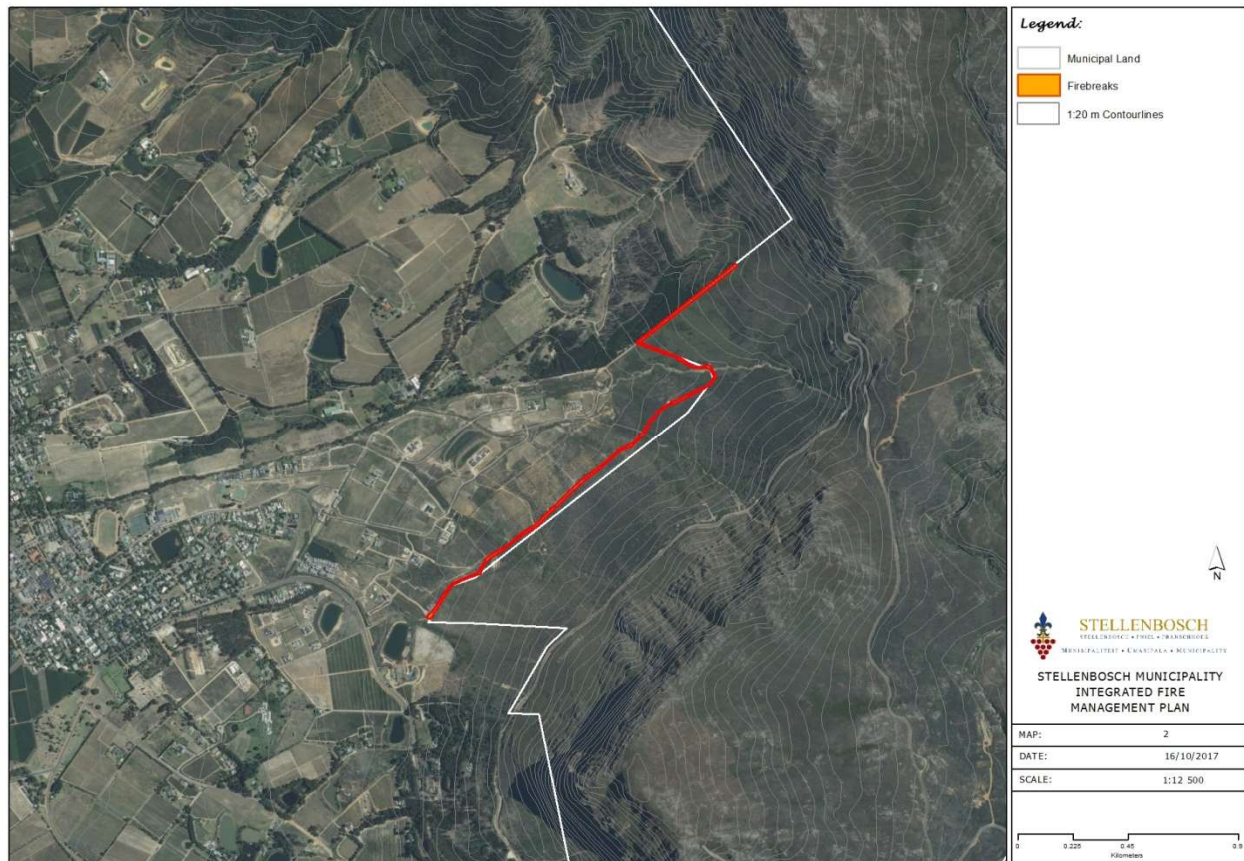


Figure 11: Firebreak below the Franschhoek Pass

Table 9: Guidelines for management of fire within MRNR

REF -NR	ACTIONS/IMPLEMENTATION	TIME FRAME
26	Maintain the existing firebreaks.	Annually Completed by end October
27	Conduct inspection of the area along with a representative of the local fire protection association to identify the need for additional firebreaks.	Immediately
28	Prepare firebreaks as required.	Completed by end October
29	Prepare and maintain a register of veld fires including the extent and date.	Compliance audited annually

8.2.7 Human-Made (Cultural) Environs

Development inevitably modifies the environment. In order to accommodate all of the functions of MRNR, it is important that a certain level of change or modification be accepted. However, such an acceptance requires responsible land ownership based on the following fundamental principles:

- Owning is belonging:** In order to conceive land ownership it is necessary to realise that land parcels are inherently connected and that each parcel, and hence each owner, belongs to a larger community. A person is unlikely to use land responsibly without an awareness of the seen and unseen links, the inevitable spill-overs and externalities.

- **Embracing our ignorance:** In environmental management a prominent place is needed for human ignorance. Land ownership should include the obligation to use the land humbly, within the limits set by the land - limits that are often badly understood. The correlative rule is an acceptance of liability for land degradation and a pledge to do what is possible to restore it and of finding ways to avoid problems before they arise.
- **Sensitivity to place:** Given the complexity of nature and the paramount need to promote community well-being, land use norms must stimulate an attention to place and foster a willingness to tailor land uses to the characteristics and possibilities of each tract. Land uses must be set, not just by what is economically and physically possible in a place, but by the role of the tract of land in the surrounding ecosystem.
- **Promoting local knowledge:** Good land use is best understood as an art, tailored to the uniqueness of each place and sensitive to the possibilities and limits set by nature. Local knowledge is often tied to the terrain, soils, climate, hydrology, biodiversity, and economy of a place, arising by cautious, trial-and-error methods that environmentalists have come to call *adaptive management*.
- **Landscape-level planning:** Good ownership will include the owner's (or custodian's) participation in landscape-level planning. Land health cannot revive without plans that cover large areas, such as watersheds, ecosystems or bioregions.

Table 10: Guidelines for management the man-made environs

REF -NR	ACTIONS/IMPLEMENTATION	TIME FRAME
30	Ensure that development within MRNR fits with the scale, landscape and use of the area.	Ongoing
31	Record all significant archaeological manifestations. Institute research programmes to obtain reliable data of archaeological manifestations.	Annually
32	Control human impact on archaeological sites by instituting an effective permit system to control access.	Annually
33	Erect barriers and pathways/ board walks to regulate movement at sensitive sites.	Ongoing
34	Develop appropriate facilities and infrastructure.	Ongoing
35	Ensure appropriate management of the facilities and infrastructure.	Ongoing
36	Regulate the construction of roads, trails, and other facilities.	Ongoing

8.2.8 Tourism and Outdoor Recreation

It is imperative for the management of MRNR to be as professional and cost-effective as possible, and to optimise the direct financial income that can be derived from its use. MRNR has an important function in terms of providing recreational opportunities for Franschhoek and the region as a whole in that it provides for a number of nature-related opportunities that enhance regional tourism significantly. It is, therefore, important that the principle of economic efficiency be incorporated into the general management of MRNR and that its positive role and function in respect of the economic sectors (specifically tourism) be understood and promoted. Tourism is the fastest growing industry in the world. It is believed that tourism based upon protected areas could become South Africa's biggest industry in the 21st century. With imaginative marketing and appropriate pricing structures there is substantial financial income to be realised from tourism

(Turpie & Siegfried, 1996). Wesgro (1992) confirms the above statements and describes tourism as the most important growth stimulus in the economic development of the Western Cape. Tourism influences a variety of economic sub-sectors such as trade, accommodation and catering, manufacturing, agriculture, angling, hunting, personal services and transport. Tourism thus contributes substantially to regional production and job creation.

Tourism has huge potential for stimulating sustainable growth and development in the Franschhoek. The region has a wealth of unique tourism resources, the primary intrinsic attributes being the exceptional aesthetic quality and uniqueness of its landscapes, a range of natural and cultural resources, a diversity of communities with unique cultures, and unique agricultural enterprises and land use forms. In addition, tourism is a cost-effective provider of employment, with strong linkages to the local economy, and it represents a substantial multiplier effect. Ecotourism¹¹, in particular, can provide economic justification for the conservation of areas that may otherwise not receive protection, and generate revenue for the management of these areas, and the upliftment of local communities.

However, tourism also has the potential for having a huge impact on the environment. Being one of the least regulated industries, tourism has the potential to induce devastating environmental and cultural changes. It is therefore important to develop tourism in a sustainable manner. To ensure sustainable growth and profitability in the tourism industry, the following challenges need to be faced:

- a) A substantial portion of the tourism benefits must find its way into the local communities.
- b) 'Practice what we preach' in tourism developments and operations (e.g. ensure that all new developments in the natural environment qualify as 'unobtrusive' and 'environment-friendly').
- c) Integrate the cultural and natural heritage when putting together tourism packages.
- d) Re-invest a substantial portion of tourism profits in the maintenance of the cultural and natural resources.
- e) Create a strong element of ecological and cultural awareness with tourists in order to ensure environmental sustainability.

Table 11: Guidelines for management of tourism and outdoor recreational opportunities

REF -NR	ACTIONS/IMPLEMENTATION	TIME FRAME
37	Involve entire community in tourism by developing and instituting educational programmes in local communities.	Annually
38	Ensure direct or indirect benefit to the total community by creating opportunities for the small business sector (e.g. sale of products, crafts, etc.). Promote the 'multiplier effect' or 'fringe benefits' of tourism (refer to additional jobs for local communities, improved local markets for products).	Ongoing

¹¹ Eco-tourism is defined as 'purposeful travel to natural areas and resources to utilise these areas and resources, to increase the understanding of the cultural and natural history of the environment, taking care not to alter the environment, producing economic benefits that make conservation of natural resources beneficial to the local people'.

8.3 LAND USE MANAGEMENT

8.3.1 Management / Use Areas

Because the area has a spectrum of uses and comprises an area with variable degrees of degradation, ecological importance and topographical characteristics, a uniform set of management principles and rules for utilisation of the area is not feasible. The area must be retained as a public resource, used for recreational purposes on a daily basis whilst the environmental integrity of the area is protect at the same time. The management and use of the MRNR is therefore predribed by way of defining the areas within which the various activities or use is allowed within. Applying CapeNature's zoning classification of protected areas MRNR is mainly zoned Primitive with some infrastructure and Development, associated with the erven within the reserve (see Figure 12).

The purpose of the zonation of MRNR is to control the intensity and type of use within the reserve in an effort to ensure the main goal of biodiversity conservation is met. Table 13 describes the various areas depicted by Figure 10 below.

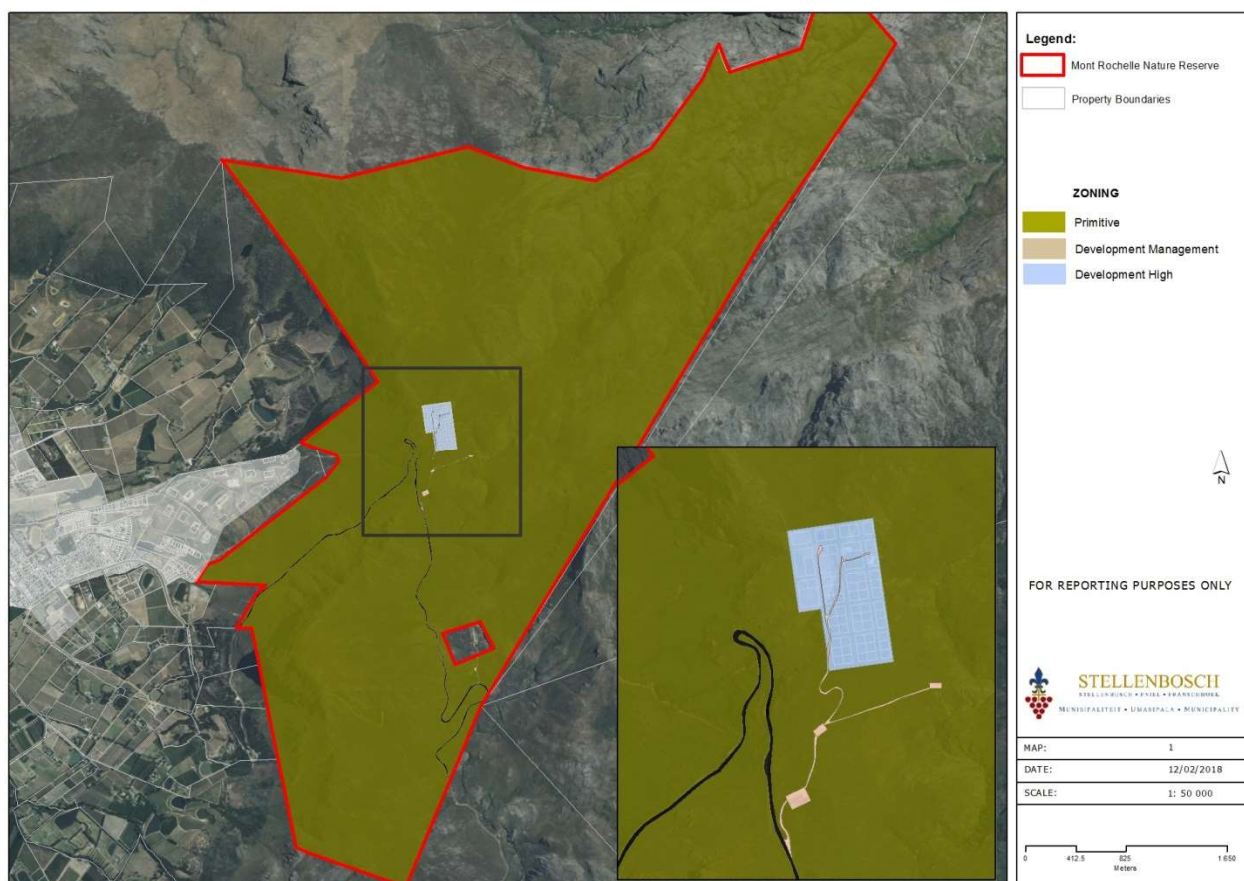


Figure 12: MRNR Zonation.

Table 13: MRNR Management / Use Areas

Area		DEFINITION AND USE
	Primitive	<ul style="list-style-type: none"> • Intrinsically wild appearance and character. • Areas where users will seldom encounter other human groups or presence. • Any visible human impact or infrastructure inside the zone is unobtrusive. • Human activities outside zone may be audible or visible in places. • Areas remote from management centres, or otherwise difficult or expensive to access for management. • Areas that might not meet the criteria for Wilderness but can serve as undeveloped visual buffers for Wilderness. • Areas that may have natural burning regimes, with no active fire management and road/firebreak infrastructure OR areas that require active fire management to stay within thresholds of concern.
	Use	<ul style="list-style-type: none"> • Research • Hiking • Trail-running • Appropriate events
	Development (Management)	<ul style="list-style-type: none"> • Existing infrastructure and utilities. • To allow for access and recreational activities. • To actively manage users and visitor impacts on adjacent sensitive areas. • To provide access to adjacent natural landscapes with no expectation of solitude. • Can provide for Environmental Education accommodation and access into surrounding landscapes.
	Development (High)	<ul style="list-style-type: none"> • Private property. • Homes constructed based on approved building plans that suite the character of the landscape.

Table 14: Guidelines for management of MRNR Management / Use Areas

REF -NR	ACTIONS/IMPLEMENTATION	TIME FRAME
39	Communicate the applicable use areas and associated appropriate activities through signage at the entrance and on-site.	Immediately after EMP approval.
40	Conserve and protect Primitive area.	Audited
41	Inspect recreation areas within the Primitive area to assess the impact of use and degradation.	Annually
42	Implement necessary rehabilitation works where required.	Ongoing

8.3.2 Recreational Use

A primary function of MRNR is to enhance the well-being of the people of Franschhoek, Stellenbosch Municipality and those visiting the area. Accordingly, MRNR has an important role, namely to provide the foundation for recreational and tourism opportunities which are environmentally compatible.

Rules applicable to the recreational use of the area are:

- a) Entry and use is at a person's own risk. Stellenbosch Municipality and/or its employees shall not be liable for any damage, loss, theft, injury, accident or death suffered by any person, howsoever caused.
- b) No lighting of fires.
- c) No smoking.
- d) Only approved / designated roads, trails or tracks may be used. The construction or clearing of new roads, trails or tracks are prohibited.
- e) Public vehicle / motorised access to the area is prohibited unless authorised.
- f) Visitors to comply to all signage including access signage and route markers.
- g) Any user of the area utilising the area for hiking, cycling or any other permitted activity must be equipped with the necessary safety gear and equipment.
- h) All users must utilize the area in a manner that considers the enjoyment and safety of other users.
- i) Various routes (roads, tracks or trails) may exclude particular activities such as cycling. In such cases where a route is temporarily closed for rehabilitation or maintenance, or permanently excludes a particular use, appropriate signage will be installed to communicate such information which must be adhered to as in (f) above.

Table 15: Guidelines for management of recreational use of MRNR

REF -NR	ACTIONS/IMPLEMENTATION	TIME FRAME
43	Audit all roads, trails and tracks and update maps accordingly. Decide on the appropriate use (or decommissioning / rehabilitation) thereof and install appropriate signage.	Immediately after EMP approval.
44	Maintain existing roads, trails and tracks to be fit for recreational use.	Ongoing
45	Inspect roads, trails and tracks to be fit for recreational use.	Monthly during summer or after heavy rain events. Weekly during summer.
46	Repair damaged roads, trails and tracks.	Ongoing
47	Close routes that require maintenance or rehabilitation and are not deemed to be safe for recreational use by installing appropriate signage and access barriers.	Ongoing
48	Inspect and maintain signage and route markers throughout the area.	Monthly

8.3.3 Access Control

Access control, or the lack thereof, is a threat to the management of the area influencing secondary threats such as the security of the area, vandalism and fire. Existing access control is inadequate and must be addressed. Access control requires that the perimeter of the area is secure and access regulated.

Table 16: Guidelines for management access control

REF -NR	ACTIONS/IMPLEMENTATION	TIME FRAME
49	Audit existing access-points to the reserve.	Immediately and

		ongoing
50	Audit existing access control infrastructure.	Immediately
51	Audit existing locks and ownership of keys.	Ongoing
52	Keep a register of key-holders.	Ongoing
53	Maintain fulltime manned access control at the MRNR main gate.	Immediately
54	Deploy additional staff with direct communication with law enforcement to monitor the area.	Immediately and ongoing

8.3.4 Municipal Infrastructure

MRNR houses municipal infrastructure. It is important that the Municipality are able to access, maintain and effect required improvements to these infrastructure. Although the importance of these works can not be underestimated it must be planned and executed in a manner that has the least possible impact on the area.

Table 17: Guidelines for management of municipal infrastructure

REF -NR	ACTIONS/IMPLEMENTATION	TIME FRAME
55	Maintain all infrastructure in good working order.	Ongoing
56	Development proposals or plans for maintenance work within MRNR to be circulated to the Department: Community Services for input.	Ongoing

8.3.5 Events

MRNR is an important resource used for spiritual, scientific, educational, recreational and tourism opportunities. Stellenbosch Municipality receives various applications for events in MRNR for consideration. It is the Municipality's responsibility to ensure that such events are compatible with the area, that such an event does not present a threat or impact to the area that cannot be avoided or mitigated and that the area ultimately benefit from such an event. In order to give effect to the potential of MRNR in this regard events must be used as a way to create a strong element of ecological and cultural awareness with event organisers and participants in order to ensure environmental sustainability. The following applies to events in MRNR:

- (i) Events are to be held in a manner that has the least possible negative environmental impact.
- (ii) Event applications must be submitted timeously for consideration, preferably 90 day prior to such an event.
- (iii) Potential impacts of an event must be considered by the municipality and an approval granted only if such impact is considered to be acceptable or is of such a nature that the likely impacts can be avoided and/or mitigated.
- (iv) The applicant applying for an event license is to provide a scope of the proposed event activities, an assessment of the likely environmental impacts of such activities, recommended mitigation measures to be implemented and the degree to which the proposed mitigation measures are expected to address the identified environmental impacts.
- (v) An application for an event in a nature area is to be circulated to the relevant municipal department tasked with the management of such an area for consideration, comment and

the provision of conditions before a decision for the granting/refusal of an event license is made.

- (vi) An applicant may be liable for an application fee, the criteria of which have been approved by the Council of Stellenbosch Municipality.
- (vii) An event license granted is only valid upon acceptance of the set conditions for the hosting of the particular event and payment made of the application fee by the event organizer.
- (viii) Unless specified otherwise, the event organizer assumes responsibility for the event's compliance to conditions imposed during the granting of an event permit.
- (ix) The event organizer is responsible for any rehabilitation to a nature area damaged or degraded during an event. The scope of such rehabilitation work will be the restoration of an area to the state prior the hosting of the relevant event.
- (x) In the event that rehabilitation work is required the municipality may direct an event organizer to investigate, evaluate and assess the impact of specific activities and report thereon and to complete rehabilitation measures before a specified reasonable date.

Table 18: Guidelines for events in MRNR

REF -NR	ACTIONS/IMPLEMENTATION	TIME FRAME
57	Consider all events in the area in terms of the above criteria.	Ongoing
58	Development a set of application fees for submission to Council.	Immediately after EMP approval.

8.3.6 Development

It is imperative that the integrity of MRNR be protected through appropriate planning and management intervention. Accordingly any physical development in MRNR is to be planned and implemented to have the least possible impact and to have any such impact mitigated. Development within MRNR must reflect the principles described in Section 8.2.7 above.

Table 19: Guidelines for development

REF -NR	ACTIONS/IMPLEMENTATION	TIME FRAME
59	Development proposals within MRNR to be circulated to the Department: Community Services for comment.	Ongoing

8.4 ENVIRONMENTAL AUDITING

This EMP builds upon the notion that uncertainty (or lack of knowledge) about the status and function of ecosystems can be addressed in an *adaptive management strategy* - an approach that relies on continual assessment and adjustment. Although repeated revision of management decisions is at the core of adaptive management, this does not threaten resource security, rather it provides for sustainability of resource use. Threats to resource security can be minimised if management objectives are set clearly. In addition, adaptive management will reduce the sort of pressure that stymies action because initial choices are not viewed as final. The dimension of continual improvement is embodied in adaptive management. Continual improvement is defined as the process of enhancing management actions to achieve improvements in overall performance (i.e. remaining dynamic). It is achieved by continually evaluating environmental performance against set environmental policies, objectives and targets with the purpose of identifying opportunities for improvement. Accordingly, the MRNR EMP is a dynamic document which is

subject to updating and amendment in accordance with the results of monitoring and auditing and the outcomes of on-going scientific research.

8.4.1 Auditing Strategies

Table 20: Auditing actions

REF -NR	ACTIONS/IMPLEMENTATION	TIME FRAME
60	Audit all documented impacts of management actions on the environment.	Annually in October.
61	Implement procedures for handling incidents of non-conformance with the EMP.	Annually in October.
62	Manage environmental records, including the results of audits and reviews.	Immediately after EMP approval.
63	Submit audit report to the Council.	Annually in October.

8.4.2 Auditing Procedures

The environment audit to be undertaken is a methodical examination of the site's environmental information to verify whether, and to what extent, the management actions have complied with set performance criteria. The review of the EMP on a five-year basis is based upon the results of the environmental audits the objective being to ensure its continuing appropriateness and effectiveness.

The environmental audit consists of three stages, namely *pre-audit*, *on-site audit* and *post-audit*. Pre-audit includes the administrative issues associated with planning the audit, selecting the institution to conduct the audit, and preparing the audit protocol. The main purpose of the pre-audit stage will be to develop an audit plan, based on the most recent information and the results of the previous year's audit. The audit plan must also address where the audit is to be conducted, what the scope and objectives of the audit are, how the audit will be conducted (keeping in mind that the results of the audit must be comparable to previous year's audit results), and when the audit is to be conducted.

The on-site audit involves the recording of required information. The audit team gathers information by observation, conducting photographic studies, taking measurements, and conducting tests as was determined during the pre-audit stage. During the on-site audit stage the strength and weaknesses of the methods of information gathering must be evaluated in order to determine whether the process of auditing is effective in achieving its goal. In keeping with the adaptive management approach, the auditing process must also be looking for continual improvement. All the information obtained is recorded and a comprehensive record of the audit and the state of affairs produced.

The audit report is completed during the post-audit stage. Such report will reflect previous results, current results, and recommended improvement goals. The audit report will also indicate failures or deficiencies and recommendations for corrective actions.

8.4.3 Environmental Indicators

Table 21: Environmental Indicators for the auditing process (*Environmental Indicators for National State of the Environment Reporting* [DEAT, 2002]).

ENVIRONMENTAL MANAGEMENT	
Environmental Management	EM01 – Multilateral environmental agreements EM02 – Budgetary allocation to natural resource management EM03 – Budgetary allocation to environmental education EM04 – Budgetary allocation to environmental research EM08 – Voluntary use of environmental accounting and reporting EM10 – Environmental reporting by the Municipality
BIODIVERSITY & NATURAL HERITAGE	
Species Diversity	BD01 – Threatened and extinct species per taxonomic group BD02 – Endemic species per taxonomic group BD03 – Alien (non-indigenous) species per taxonomic group BD04 – Population trends of selected species BD05 – Distribution and abundance of selected alien species
Habitat Change	BD06 – Extent of conserved area BD08 – Disturbance regimes: fire frequency
Resource Value	BD11 – Contribution to job creation: eradication of alien species
LAND USE	
Land Use	LU01 – Land cover LU02 – Land productivity vs potential
Land Condition	LU03 – Soil loss LU04 – Land degradation

9 VALIDITY

The MRNR EMP is based upon and aims to give effect to a long-term vision for the area which is not subject to *ad hoc* or short-term amendment. However, in terms of the principle of continual improvement the EMP is subject to revision in accordance with the results of on-going monitoring and auditing to be undertaken as described in Chapter 8.4. It will be valid, in its current form, for a period of 5 years from the date approved by Council of Stellenbosch Municipality after which revision has to be considered.

Within this period addition or amendments to the EMP can be considered as approved by the established Friends of the MRNR. These additions or amendments will be added to the document as addendums before being included in the document on revision. Examples of such addendums may include documents such as:

- a) Updated maps,
- b) Founding documentation on the proposed “Friends of the MRNR”,
- c) Updated rules on recreation, access, etc.

10 CONCLUSION

The MRNR EMP is a mechanism intended to facilitate the achievement of the vision set for the area. The EMP and its associated processes of community participation, education and performance auditing presents an opportunity for all concerned to participate in the long-term management of the area for the benefit of the current and future generations. The implementation of the EMP presents the first step in such process. This document should therefore not be seen as a final product, but rather as a step towards the implementation of integrated bioregional planning as *‘an organised process that enables people to work together, think carefully about the potential and problems of their region, set goals and objectives, define activities, implement projects, take actions agreed upon by the communities, evaluate progress and refine their approach’*.

7.7	PLANNING, LOCAL ECONOMIC DEVELOPMENT AND TOURISM: (PC: CLLR E GROENEWALD (MS))
7.7.1	ADOPTION OF THE POLICY FOR THE NAMING AND RENAMING OF STREETS, PUBLIC PLACES, NATURAL AREAS, ARTEFACTS AND COUNCIL-OWNED BUILDINGS AND FACILITIES

Collaborator No: 704814
 IDP KPA Ref No: Good Governance and Compliance
 Meeting Date: 14 April 2021

1. SUBJECT: ADOPTION OF THE POLICY FOR THE NAMING AND RENAMING OF STREETS, PUBLIC PLACES, NATURAL AREAS, ARTEFACTS AND COUNCIL-OWNED BUILDINGS AND FACILITIES

2. PURPOSE

Provide the Executive Mayor and subsequently Council feedback on the outcome of the public participation process and subsequent adoption of the draft policy for the NAMING AND RENAMING OF STREETS, PUBLIC PLACES, NATURAL AREAS, ARTEFACTS AND COUNCIL-OWNED BUILDINGS AND FACILITIES for Stellenbosch Municipality which was advertised for a second round of public comments on 12 December 2019 till 14 March 2020 in the Paarl Post and Eikestadnuus.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The purpose of this Policy is to provide a standard and consistent policy framework dealing with, naming and renaming of streets, public places, natural areas, artefacts and council-owned buildings and facilities and to set out the responsibilities of the relevant parties involved in the process.

For the Municipality to name or rename streets or places and to allocate street numbers, criteria needs to be in place to guide how these names or numbers are allocated and approved. This policy will provide the essential criteria and rules required for effective administrative and decision-making procedures in order to guide the various departmental functions relating to street naming, numbering and renaming. The draft Policy was advertised for public comment in 2018 and 2020. No written comment was received.

5. RECOMMENDATIONS

- (a) that the revised draft NAMING AND RENAMING OF STREETS, PUBLIC PLACES, NATURAL AREAS, ARTEFACTS AND COUNCIL-OWNED BUILDINGS AND FACILITIES for Stellenbosch Municipality (WC024) attached as **ANNEXURE 1** be adopted in accordance with Section 11(3) (a) of the Local Government Municipal Systems Amendment Act 32 of 2000; and
- (b) that the adopted policy be translated into the 3 official languages of the Western Cape Province.

6. DISCUSSION / CONTENTS**6.1 Background**

The Administration advertised the Draft Policy for public comment during 2018 for a period of 90 days. Despite the long advertising period, no written comments were received. It was subsequently proposed by Council to re-advertise the policy for public participation for a second round of comments.

The Administration was instructed by the 31st Meeting of Council of Stellenbosch Municipality to re-advertise the subject Draft Policy for a second round.

6.2 Discussion

The Draft Policy was subsequently re-advertised by the Administration in the Eikestadnuus and Paarl Post from 12 December 2019 till 14 March 2020 due to the recess period between 15 December 2019 and 15 January 2020.

Additionally, the Draft Policy was placed on the municipal website and at all municipal libraries available for all interested and affected parties to scrutinise and provide comment on. During this public participation period no comments were received on the Draft Policy.

The Policy for NAMING AND RENAMING OF STREETS, PUBLIC PLACES, NATURAL AREAS, ARTEFACTS AND COUNCIL-OWNED BUILDINGS AND FACILITIES are thus submitted for final consideration and adoption.

6.3 Financial Implications

There are no financial implications for Council.

6.4 Legal Implications

The legal prescriptions of the Municipal Systems Act, 2000 (Act 32 of 2000) need be taken into consideration when considering the policy.

6.5 Staff Implications

There are no staff implications should the recommendations as set out above be accepted.

6.6 Previous / Relevant Council Resolutions:

See **ANNEXURE 2** for the content of the Council items for all previous decision taken.

6.7 Risk Implications

The recommendation will provide a standard and consistent policy framework dealing with naming and renaming of streets, public places, natural areas, artefacts and council-owned buildings and facilities and set out the responsibilities of the relevant parties involved in the process, thereby reducing any risk implications for the municipality during this process.

6.8 Comments from Senior Management:

This item has been circulated to the relevant departments for comment and is supported by these departments.

ANNEXURES

ANNEXURE 1: Draft Policy: NAMING AND RENAMING OF STREETS, PUBLIC PLACES, NATURAL AREAS, ARTEFACTS AND COUNCIL-OWNED BUILDINGS AND FACILITIES for Stellenbosch Municipality (WC024)

ANNEXURE 2: Minutes of the 31st Meeting of the Council dated 2019-09-25.

ANNEXURE 3: Copies of adverts placed in the Eikestadnuus and the Paarl Post of 12 December 2019 respectively.

FOR FURTHER DETAILS CONTACT:

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REPORT DATE	18 January 2021

ANNEXURE 1

**Draft Policy: NAMING AND RENAMING OF STREETS, PUBLIC PLACES,
NATURAL AREAS, ARTEFACTS AND COUNCIL-OWNED BUILDINGS AND
FACILITIES for Stellenbosch Municipality (WC024)**



STELLENBOSCH

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POLICY FOR THE NAMING AND RENAMING OF STREETS, PUBLIC PLACES, NATURAL AREAS, ARTEFACTS AND COUNCIL-OWNED BUILDINGS AND FACILITIES

STELLENBOSCH MUNICIPALITY (WC024)

APPROVED BY COUNCIL: DATE --/--/2021

Typographically updated 28/01/2021

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PART I: INTRODUCTION AND BACKGROUND**1. PREAMBLE**

The naming and renaming of streets and other public places are recognized as being an integral part of place making. This includes, but is not limited to the creation of places that residents and users can relate to and take pride in.

The naming of streets and public places after memorable events is a way of etching the country's history, both pleasant and unpleasant in people's memory. The allocation of names of people is recognized as being a way of honouring certain individuals for their contribution to the development of the Country, and this Municipality, and should therefore be done with careful consideration.

2. POLICY STATEMENT

The Municipality should designate the names of public streets, public places, natural areas, artefacts and Council-owned buildings and facilities (hereafter referred to as features) by resolution. In all cases, the Municipality shall have the prerogative of accepting or rejecting any proposal received. Names must comply with the general criteria and rules as set out in this Policy.

3. REASONS FOR THE POLICY

3.1 The naming and numbering of streets in a timeous and effective manner is important for the following reasons:

- the completion of the registration of ownership in new subdivisions;
- the provision of municipal services;
- the billing for rates and municipal services used;
- the provision of emergency services;
- postal delivery;
- policing;
- data integrity; and
- to ensure that property owners can be contacted for public participation purposes.

Any delay in the provision of street naming and numbering can cause inconvenience with regard to these aspects, a loss in revenue to Council and delays in property transfers.

3.2 The renaming, in certain instances, of streets, public places, natural areas, artefacts and Council-owned buildings and facilities are important due to the following reasons:

- names create a 'sense of place';
- names are place markers and focal points through symbolism, association and remembrance;
- names are the beginnings and ends of journeys or destinations;
- names have powerful positive or negative meanings for people; and
- names provide opportunities to promote community harmony or perpetuate hurt and division.

3.3 Currently there is no standard consistent process dealing with the areas covered in this Policy and there is also no clarity on the distribution of responsibility among the different functional areas.

4. OBJECTS OF THE POLICY

The objectives of the Policy are to establish a process that:

- a) seeks to inform and influence the types of names that are chosen for various features as well as spell out the procedures that should be followed in the naming and renaming processes;
- b) provide a standard and consistent Policy framework which outlines effective administrative and decision-making procedures to deal with matters related to this Policy;
- c) prescribe an inclusive, consultative and clear process that can be followed;
- d) enjoys public and political support and which will stand the test of time;
- e) is transparent;
- f) community-driven; and
- g) sets out the responsibilities of the relevant stakeholders involved.

This Policy covers the naming of unnamed features and the renaming of currently named (or unnamed in certain instances) features, as well as the numbering of streets.

5. SCOPE

The Policy replaces the current procedures previously followed by the Municipality and shall be applicable to the entire municipal area.

The general term "street" used in this Policy, includes all classes of streets which serve as a public right-of-way, the naming of which, is the responsibility of the relevant authority.

All decisions made in terms of this Policy at any specific time shall be in accordance with the applicable delegation of powers relating to the numbering, naming and renaming of streets, public places, natural areas, artefacts and Council-owned buildings and facilities as approved by the Council.

6. LEGAL FRAMEWORK

The Municipality has jurisdiction over the naming of features that are under the control of the local authority. With regards to the naming of private features, the Policy will guide this, in as far as these names comply with the naming criteria and rules, as indicated below.

The naming and renaming ("geographical names") of features falling within the "national competence" to do so, is subject to approval by the National Minister (responsible for arts and culture) and should be undertaken in terms of the provisions of the National Geographical Names Council Act (Act 118 of 1998) and the Regulations thereof as well as the "Handbook on Geographical Names" (hereinafter referred to as the Handbook).

To determine whether the "competence" to allocate names to features falls under another sphere of government (Provincial or National) the Regulations, Handbook and the relevant department (Provincial and National) should be consulted. The naming of features falling under Provincial and National "competence" is therefore excluded from this Policy.

The Municipality should however, continue to function in accordance with the provisions of the Act (including Regulations and policies) in the allocation of geographical names that fall within the municipal area.

In instances where the naming or renaming process of the feature is the responsibility of another sphere of government or is owned by another sphere of government, then permission of that sphere of government to proceed with the naming or renaming process, should be sought in writing, prior to the process being commenced with. The said authority should also indicate if there are any procedures that the Municipality should comply with in managing the process.

7. DEFINITIONS

Responsible body - this shall mean the body responsible for maintenance and management of the specific asset.

In the case of public open spaces and community facilities, this shall be the Community Services Directorate, with regards to Council-owned buildings and facilities, this shall be the Corporate Services Directorate and with regards to civil engineering infrastructure, this shall be the Infrastructure Directorate.

Act - refers to the South African Geographical Names Council Act of 1998 (Act 118 of 1998).

Authorised Employee – refers to the official which has delegated authority to consider certain land use planning applications in terms of the Stellenbosch Municipal Land Use Planning Bylaw.

Committee - refers to the Renaming Committee consisting of the Municipal Manager and Executive Managers or their delegates in terms of this Policy.

Delegated Functionary – refers to the official which has delegated authority to make decisions in terms of this Policy in accordance with the applicable delegation of powers as approved by Council.

Features - shall refer to streets, public places, natural areas, artefacts and Council-owned buildings and facilities.

Geographical names - the national legislation governing the allocation of geographical names, the South African Geographical Names Council Act, 1998 (Act 118 of 1998) defines geographic names as the names of features on the earth that are natural or man-made and adapted. These features can be populated or unpopulated.

Mayoral Committee - refers to the Executive Mayor and Mayoral Committee.

Municipal Planning Tribunal - refers to the body constituted in terms of the Stellenbosch Municipal Land Use Planning Bylaw to consider certain land use planning applications.

Naming - refers to features in new developments and subdivisions.

Panel - refers to the Panel of Experts which may be established in terms of this Policy by the Renaming committee.

Portfolio Committee - refers to the Portfolio Committee for Planning matters, as decided by the Executive Mayor.

Private - feature which are privately owned and managed.

Public - features which is open to the public and owned by the Municipality.

Regulations - refers to the regulations promulgated in terms of the South African Geographical Names Council Act, 1998 (Act 118 of 1998).

Renaming - refers to existing features, whether named or unnamed.

Road Traffic Act - refers to the National Road Traffic Act (Act No. 93 of 1996).

Signs manual - refers to the most recent version of the Southern African Development Community Road Traffic Signs Manual.

Streets - all reference to streets shall also apply to those variations (Afrikaans and with adjuncts/suffixes) as listed in the table below, owned by the Municipality and therefore falling within the Municipality's jurisdiction to name and rename as contemplated in the Act.

ENGLISH	AFRIKAANS	DEFINITION
Avenue (Ave)	Laan (Ln)	A street usually with significant horticultural features.
Boulevard (Blvd)	Boulevard (Blvd)	A wide, pretentious street, usually with horticultural or landmark features.
Bypass	Verbypad	Usually a wide road which takes traffic around a development.
Circle	Sirkel	A road which roughly forms a circle and carries low to moderate volumes
Close (Cl)	Slot	A short street or minor "dead-end" street or cul-de-sac
Court (Crt)	Hof	A Square, but normally surrounded by residential buildings.
Crescent (Crest)	Singel (Sng)	A relatively short street which forms part of a circle.
Cul-de-sac	Blinde steeg	See definition for Close (Cl) and Place (Place)
Drive (Dr)	Ryland (Rln)	A relatively long, usually meandering, recreational or scenic route.
Expressway	Snelweg	A dual carriageway with limited, signal controlled or interchange access.
Freeway	Deurpad	Usually a dual carriageway road with access limited to interchanges.
Highway	Snelweg	See definition for Expressway
Lane	Steeg	A narrow street or passageway, usually short.
Mall	Wandelhal	A major road mainly for pedestrian use, serving only the properties in the road.
Parkway (PW)	Parkweg (PW)	A dual carriageway with limited signal controlled or interchange access.
Path	Voetpad	Surface road for walking.
Place (Place)	Plek / Oord	A short street or a minor "dead end" street or cul de sac.
Road (Rd)	Weg	General term for streets usually in developed areas used to give access to the properties in the development.

Square (Sq)	Plein (Pln)	A road or a portion of road the shape of which resembles a square.
Steps	Trappe	Street with steps, for pedestrians use only.
Street (St)	Straat (Str)	General term for street usually in a developed area used to give access to the properties in the development.
Terrace (Tce)	Terras (Ter)	A road normally for pedestrian use, through mountainous or rough terrain.
Trail	Wandelpad	Unsurfaced road used by pedestrians only.
Walk	Voetpad	Narrow street normally for pedestrian use only.
Way	Weg	General term for street in a developed area.

(NOTE: Above-mentioned adjuncts/suffixes were referred for translation into Xhosa, but it was confirmed that it is not possible to translate the adjuncts/suffixes as no equivalent terms exist in Xhosa. In Xhosa a 'blanket' word is however used when referring to any of the terms in above-mentioned table, namely 'indlela').

PART II: NAMING AND RENAMING - CRITERIA AND RULES

8. NAMING AND RENAMING: CRITERIA FOR EVALUATION

The following criteria in ranked order are to be used to assist in determining the suitability of a name (of a new street) or the desirability of the proposed renaming of a feature. Any submission for a name change or new name must therefore make a strong case, which motivation should be based on the following:

- a) Must not be offensive or insensitive;
- b) Must promote goodwill and reconciliation;
- c) Will assist in building a sense of ownership, identity and community in a changing society;
- d) Where there is a strong degree of community participation and support;
- e) Should increase the marketing potential and investment attractiveness of an area;
- f) Honour and commemorate noteworthy persons associated with the municipal area and any such submission or petition to name a feature after people must be accompanied by a detailed motivation, profile of the person and indication why the specific person is worthy of the honour;
- g) Commemorate local, national or international history, places, events, memories or culture of relevance to the people within the municipal area;
- h) Recognize indigenous and international flora, fauna and natural environment relevant to the municipal area;
- i) Recognize the cultural diversity of the municipal area; and
- j) Promote improved place orientation and recognition.

9. NAMING AND RENAMING: RULES FOR SELECTION

The following rules (along with the criteria contained under Section 8 above) shall apply for the selection of names for features:

9.1 GENERAL

- a) There must be no duplication of names, similarly spelled or phonetically similar names within the previous municipal boundary of the town in which the feature is located as well as within a 5-kilometre radius of the feature;
- b) The length of a name should preferably be limited to what can be practically accommodated on a name board and maps, which are no more than 20 characters including spaces;
- c) No names should be used which could be construed as commercial advertising; and
- d) Names that would generally improve the Municipality's administration and provision of essential services are preferred.

9.2 STREETS

- a) Street names should be in keeping with the theme of the surrounding street names when falling within an established township;
- b) Street names should remain in the language in which it was given;
- c) Definitions of the street name adjuncts/suffixes are to be used to determine the appropriate adjunct/suffix to be applied to any street;
- d) Where a street is interrupted by a natural or man-made barrier, the resulting portions of that street may be named in the appropriate language by the addition of an appropriate identifier to one or both portions, such as North, South, East, West, Lower, Upper, Central, Extension;
- e) A continuous street should maintain its name throughout its length, except in cases where it is considered to be confusing;
- f) In Afrikaans, adjuncts/suffixes to short names other than proper nouns shall form one word with the name, while when in English these are written separately; and
- g) The provision of street name signage should comply with the requirements as prescribed in municipal guidelines and be approved by a delegated official of the Infrastructure Services Department.

PART III: NAMING PROCESS - PUBLIC AND PRIVATE STREETS

10. NAMING AND NUMBERING PROCEDURE

The naming and numbering (including renumbering) process of public and private streets in developments or subdivisions shall be as follows:

- 10.1 Subdivision plans submitted in terms of the Stellenbosch Municipal Land Use Planning Bylaw shall include street naming and numbering. The Municipality may initiate the renumbering process of public and private streets if circumstances so require.

- 10.2 Land use applications (i.e. new developments) in terms of the Stellenbosch Municipal Land Use Planning Bylaw shall include as a condition of approval, that all subdivision plan applications, submitted subsequent to the approval of the land use rights, shall include street names and numbering.
- 10.3 Paragraph 10.2 does not preclude the applicant from submitting street names and numbering as part of the land use application.
- 10.4 Applicants shall be encouraged, in terms of 10.1 and 10.3, to discuss the details of the proposed street names with the Development Management Department prior to submission thereof.
- 10.5 It shall be the responsibility of the applicant to scrutinize the municipal street index list and confirm that there are no duplicate or similar names within previous municipal boundaries of towns and a 5-kilometre radius.
- 10.6 Street numbers must also be reflected on plans in accordance with the rules for street numbering (see Section 13).
- 10.7 The Development Management Department will evaluate the proposed street names and numbering against the criteria and rules contained in this Policy (including names for streets in municipal housing projects).
- 10.8 If, the street names and numbering conform to the criteria and rules contained in this Policy, the delegated functionary can:
- 10.8.1 Approve the names and numbering; or
 - 10.8.2 In the case of a municipal housing project, inform the Integrated Human Settlements Department of its suitability. The Integrated Human Settlements Department will be responsible for the submission of the street names as part of their housing project approval process to Council via the Portfolio Committee.
- 10.9 If, the street names do not conform to the criteria and rules contained in this Policy, the Development Management Department will:
- 10.9.1 Inform the applicant thereof; or
 - 10.9.2 In the case of streets for a housing project the Development Management Department will inform the Integrated Human Settlements Department of its suitability. (The Integrated Human Settlements Department will be responsible for the submission of the street names as part of their housing project approval process to Council via the Portfolio Committee).
- 10.10 If, the Development Management Department deems the street names as problematic or contentious, then the Director: Planning and Economic Development can refer the proposed street names to the Panel of Experts (see paragraph 12.2), hereafter referred to as the Panel, for evaluation and consideration.
- 10.11 The Panel then makes a recommendation to the Development Management Department on the proposed street names after which:
- 10.11.1 The Director: Planning and Economic Development can make a decision; or

10.11.2 In the case of streets for a housing project the Development Management Department may provide alternative street names to the Integrated Human Settlements Department. (The Integrated Human Settlements Department will be responsible for the submission of the street names as part of their housing project approval process to Council via the Portfolio Committee).

10.12 The procedures as set out in this Policy is applicable to the naming and numbering of features only and is dealt with separately from decision-making on land use applications, which is delegated to the Authorised Employee or the Municipal Planning Tribunal in terms of the Stellenbosch Municipal Land Use Planning Bylaw.

10.13 If the street names are not supported by the delegated functionary, the Municipality will inform the applicant, with reasons.

10.14 Any decision taken in terms of 10.13 above, shall be subject to applicable right of appeal in terms of the relevant legislation.

10.15 On approval by the Municipality, the Development Management Department notifies all relevant stakeholders of the new street names and numbers.

PART IV: RENAMING PROCESS

11. RENAMING PRINCIPLES

The principles detailed below should be adhered to in considering all submissions and petition for renaming of features:

- a) Renaming is the responsibility of Council. The decision to proceed with the process of renaming must therefore be taken by Council before the process may commence;
- b) The renaming of features should only be done where there is a need and in such a way as to curb unnecessary expenses; and
- c) The process of renaming must be undertaken in a consultative manner and this must be clearly demonstrated before a final decision can be taken.

12. RENAMING STRUCTURES

12.1 RENAMING COMMITTEE

- 12.1.1 The Municipal Manager shall establish a Municipal Renaming Committee, hereafter referred to as the Committee.
- 12.1.2 The Committee shall be made up of the Municipal Manager and Directors of the following Directorates: Planning and Economic Development, Community Services, Infrastructure Services, Corporate Services and Financial Services, or their delegated officials.
- 12.1.3 The responsibility of the Committee will be to assess all renaming proposals received against the criteria and rules as set out in this Policy and to make recommendations to the Mayoral Committee via the Planning Department and Portfolio Committee.

12.2 PANEL OF EXPERTS

- 12.2.1 The Committee may appoint a Panel of Experts (hereafter referred to as the Panel) to assist with the evaluation of proposals, if the expertise required, falls outside that held by the appointed officials.
- 12.2.2 The Panel shall consist of not more than 5 members and not less than 3 members.
- 12.2.3 The Committee can itself nominate or, advertise a request for nominations from the general public, for members to serve on the Panel.
- 12.2.4 Councillors or municipal officials may be nominated to serve on the Panel.
- 12.2.5 Nominations for the Panel should include the agreement or permission of the nominee, full particulars of the nominee (including contact details), relevant experience, qualifications and motivation.
- 12.2.6 The Panel should have expertise and/or experience and/or qualifications in two or more of the following fields:
- a) History;
 - b) Culture;
 - c) Linguistics;
 - d) Reconciliation;
 - e) Religion;
 - f) Civil engineering;
 - g) Town planning;
 - h) Onomastics (or onomatology is the study of the origin, history, and use of proper names); and
 - i) Toponymy (study of place names [toponyms], their origins, meanings, use and typology).
- 12.2.7 The expertise, referred to in the previous paragraph, must be detailed in the nomination document.
- 12.2.8 In addition, care should be taken to ensure that the Panel is as representative of the demographics and cultural composition of the municipal area as possible.
- 12.2.9 The members to serve on the Panel shall be submitted via the Portfolio Committee to the Mayoral Committee, by the Municipal Manager, for approval.
- 12.2.10 The Panel members (excluding any Councillor or official) shall be remunerated in accordance with the approved tariffs of Council for advisory committees.

12.3 RENAMING PROCEDURE

- 12.3.1 Application fees for a renaming application are to be determined by the tariff structure of Council.

- 12.3.2 Council can, at any time, decide to process a renaming request, if determined to have sufficient merit.
- 12.3.3 Any person, community or organization which live or operate within the boundaries of the Municipality shall be entitled to propose the renaming of a feature.
- 12.3.4 Council can on its own initiative initiate a renaming process.
- 12.3.5 Renaming proposals shall be in writing and shall include full details:
 - a) of the affected feature;
 - b) the proposer of the name change;
 - c) the proposed name change and its meaning;
 - d) fully motivated reasons for the change;
 - e) evidence of professional and community support; and
 - f) evidence of research.
- 12.3.6 Proposals may include the results of referenda or similar consultation/s within communities by way of evidence of support or opposition.
- 12.3.7 Persons who are unable to read or write, must be able to submit their comments verbally at the Stellenbosch Municipality; where they will be assisted by a staff member, to put their comments in writing.
- 12.3.8 The Development Management Department shall receive, process and evaluate the proposals against the criteria and rules contained in this Policy.
- 12.3.9 If a proposal does not contain all the required information or the street names do not conform to the criteria and rules contained in this Policy, the proposal shall be returned to the applicant within 30 days, by the Development Management Department, with a request for submission of the necessary information within 30 days from the receipt of the request, failure of which the renaming proposal shall lapse.
- 12.3.10 A report containing all names received, with a summary of relevant information, comments and evaluation in terms of the criteria and rules for renaming, will be prepared by the Development Management Department for submission to the Committee.
- 12.3.11 The Committee will consider and deliberate the name change proposal.
- 12.3.12 The Committee can at this stage refer a proposal to the Panel for evaluation and consideration.
- 12.3.13 The Panel will make recommendations to the Committee.
- 12.3.14 The Committee will submit its comments and the Panel recommendations to the Development Management Department.
- 12.2.15 The Development Management Department will submit the proposal and all relevant comments to the Mayoral Committee via the Portfolio Committee.

- 12.3.16 If the proposal is not supported by Mayoral Committee, the applicant must be informed of this, with reasons.
- 12.3.17 If the proposal is supported then the proposal will be advertised for comment by interested and affected parties and surrounding property owners.
- 12.3.18 The Development Management Department will simultaneously circulate the supported proposal to the relevant internal Directorates (Planning and Economic Development, Community Services, Infrastructure Services, Corporate Services and Financial Services Directorates) and relevant external organisations for comment (e.g. District Roads Engineer, Ward Councillor/s, Western Cape Provincial Geographical Names Committee, etc.)
- 12.3.19 If Council deems it necessary, it can conduct a public meeting with the relevant stakeholders at any stage of the process.
- 12.3.20 A report containing all comments received will be prepared by the Development Management Department for submission to the Committee. The report should also include the financial implications for Council for the proposal.
- 12.3.21 Comments received on the supported proposal will be considered by the Committee.
- 12.3.22 The Committee can again refer the comments received to the Panel for further recommendations.
- 12.3.23 The Committee will submit its final comments and the Panel recommendations to the Development Management Department.
- 12.3.24 The Development Management Department will submit the Committee comments and the Panel recommendations to the Mayoral Committee via the Portfolio Committee.
- 12.3.25 Once the name change is supported by the Mayoral Committee, its recommendation is submitted to the Council for approval.
- 12.3.26 Once the name change is approved by the Council, this must be published in a local newspaper.
- 12.3.27 Any decision taken in terms of 12.3.26 above, shall be subject to applicable right of appeal in terms of the relevant legislation.
- 12.3.28 The municipal budget should make provision for capital funds as well as operating funds to implement the proposal/s as per the responsible department.
- 12.3.29 On approval by the Mayoral Committee, the Development Management Department notifies all relevant stakeholders of the new street names and numbers.
- 12.3.30 A Council initiated renaming process must follow the same renaming procedures as set out in this Policy.
- 12.3.31 Administrative errors and/or incorrect spelling of names may be rectified without going through the process contained in this Policy.

PART V: OTHER PROVISIONS**13. RULES FOR STREET NUMBERING**

Street numbering should be allocated as follows:

13.1 Streets -West to East (Horizontal)

Horizontal: indicates the street is running generally speaking in a Western/Eastern direction or $<45^\circ$.

Numbering must be done from left to right, West to East, with even numbers on the Northern side of the street, and the odd numbers on the Southern side of the street.

13.2 Streets - South to North (Vertical)

Vertical: indicates the street is running generally speaking in a Northern/Southern direction or $>45^\circ$.

Start by numbering from South to North, with the even numbers on the Eastern side of the street, and the odd numbers on the Western side of the street.

13.3 Corner Erf (Two streets)

Two street numbers must be provided for a corner Erf, with one street number bordering each street. The street number of a property will be determined by the direction of the front door of the new or existing structure.

13.4 Corner Erf (Three streets)

Three street numbers must be provided for a corner Erf. One street number bordering each street is required. The direction of the building/front door/entrance will determine which street number shall be used.

13.5 Cul-de-sac

Scenario 1:

If there are fewer than seven properties on the same side of the road in a cul-de-sac with no possibility of development on the other side of the road, numbering is then to be sequential

Scenario 2:

The street numbering, if there are more than seven properties and these are located on both sides of the road, should start at the entrance of the cul-de-sac (at the corner Erf). Odd numbers must start on the Southern side, if the cul-de-sac is running in an East/West direction (i.e. $<45^\circ$) or on the Western side, if the cul-de-sac is running in a South/North direction (i.e. $>45^\circ$).

The island in the middle, if applicable must be numbered with even numbers with the smallest even number at the entrance to the circle.

13.6 Public Open Space

A public open space must also be numbered. Numbering should be done on both sides of the Erf if the Erf borders on two streets. The lowest value street number allocated to the Erf will be used for administrative purposes.

13.7 Existing street numbers

In cases where an existing street is already numbered, the existing numbers must be taken into account when a subdivision application is submitted to the Municipality. The street numbering must also fit into the General Plan of the area.

On completion of any building on a property, it shall be the duty of the property owner/s to obtain and install suitable address numerals in accordance with the provisions of the Signs manual.

14. FINANCIAL CONSIDERATIONS

The following financial aspects shall be taken into account:

- 14.1 All costs relating to street naming in new subdivisions shall be borne by the developer, or where the developer is Council, the costs shall be borne by Council.
- 14.2 The costs of erecting or changing name boards and signs, resulting from the renaming process, shall be borne by the successful applicant (whether this is a person, group, company, organization, institution, etc.), except if initiated by Council.
- 14.3 Council shall not be liable for costs incurred by property owners, which could ensue as a result of the renaming and renumbering process (i.e. changing of address for various institutions, websites, business signage, etc.).

ANNEXURE 2

Minutes of the 31st Meeting of the Council dated 2019-09-25.

11.7.2	DRAFT POLICY ON PLACE NAMING, STREET NAMING AND RENAMING AND NUMBERING FOR STELLENBOSCH MUNICIPALITY, EDITED 17 MAY 2019
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Collaborator No:

IDP KPA Ref No: **Good Governance**

Meeting Date: **16 September 2019**

1. SUBJECT: DRAFT POLICY ON PLACE NAMING, STREET NAMING AND RENAMING AND NUMBERING FOR STELLENBOSCH MUNICIPALITY, EDITED 17 MAY 2019

2. PURPOSE OF REPORT

To advise the Executive Mayor and Council on the Draft Policy on Place Naming, Street Naming and Renaming and Numbering for Stellenbosch Municipality

3. DELEGATED AUTHORITY

For consideration by the Executive Mayor and recommendation to Council for advertisement for public comment.

4. EXECUTIVE SUMMARY

Council resolved as follows:

**"JOINT ECONOMIC DEVELOPMENT AND PLANNING COMMITTEE:
2018-03-06: ITEM 5.2.1**

During deliberations on the matter, the following corrections were suggested on the Draft Policy:

- (i) *Under bullet point 4.2, change 2km radius to 5km radius;*
- (ii) *Under bullet point 5.11, change the name of the Director: Engineering Services to Director: Infrastructure.*
- (iii) *Remove bullet point 6.7 Other situations.....on page 6 of the Draft Policy and change the numbering that follows, i.e. 6.8 becomes 6.7, etc.;*
- (iv) *Under bullet point 9.2, replace the word "failure of" with the word "failing", under paragraph 9.2 on page 8 of the Appendix;*
- (v) *Replace the Afrikaans word "Weg" with the Afrikaans word "Pad" next to the English word Road (Rd) on the 2nd last page of Annexure 1.*

RESOLVED

that it be recommended to Council:

- (a) *that the draft policy on Place naming, Street naming and Renaming and Numbering for Stellenbosch Municipality, August 2017, (including the amendments as listed in (i)-(v) above), be approved in principle; and*
- (b) *that the draft policy on Place naming, Street naming and Renaming and Numbering for Stellenbosch Municipality, August 2017 be advertised for public*

comment where after same be resubmitted to Council for final consideration and approval."

The administration edited the document on 8 April 2019 as requested in the above-mentioned resolution. Thereafter, the draft policy was re-submitted to the PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE on the 17th of May 2019 for re-consideration.

31ST COUNCIL MEETING: 2019-09-25: ITEM 11.7.2

RESOLVED (nem con)

- (a) that the revised Policy on Place Naming and Street Naming, Renaming and Numbering for Stellenbosch Municipality be advertised for public comment for 60 days;
- (b) that after public participation has been received, the Draft Policy will be brought back to Council for final consideration; and
- (c) that the final approved Policy be translated into all 3 official languages.

FOR FURTHER DETAILS CONTACT:

NAME	Hedre Dednam
POSITION	Land Use Manager
DIRECTORATE	Planning and Economic Development
CONTACT NUMBERS	021 808 8674
E-MAIL ADDRESS	hedre.dednam@stellnbosch.gov.za
REPORT DATE	30 July 2019

11.7.2	DRAFT POLICY ON PLACE NAMING, STREET NAMING AND RENAMING AND NUMBERING FOR STELLENBOSCH MUNICIPALITY, EDITED 17 MAY 2019
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Collaborator No:

IDP KPA Ref No: *Good Governance*Meeting Date: *16 September 2019*

1. **SUBJECT: DRAFT POLICY ON PLACE NAMING, STREET NAMING AND RENAMING AND NUMBERING FOR STELLENBOSCH MUNICIPALITY, EDITED 17 MAY 2019**

2. **PURPOSE OF REPORT**

To advise the Executive Mayor and Council on the Draft Policy on Place Naming, Street Naming and Renaming and Numbering for Stellenbosch Municipality

3. **DELEGATED AUTHORITY**

For consideration by the Executive Mayor and recommendation to Council for advertisement for public comment.

4. **EXECUTIVE SUMMARY**

Council resolved as follows:

**"JOINT ECONOMIC DEVELOPMENT AND PLANNING COMMITTEE:
2018-03-06: ITEM 5.2.1**

During deliberations on the matter, the following corrections were suggested on the Draft Policy:

- (i) Under bullet point 4.2, change 2km radius to 5km radius;
- (ii) Under bullet point 5.11, change the name of the Director: Engineering Services to Director: Infrastructure.
- (iii) Remove bullet point 6.7 Other situations.....on page 6 of the Draft Policy and change the numbering that follows, i.e. 6.8 becomes 6.7, etc.;
- (iv) Under bullet point 9.2, replace the word "failure of" with the word "failing", under paragraph 9.2 on page 8 of the Appendix;
- (v) Replace the Afrikaans word "Weg" with the Afrikaans word "Pad" next to the English word Road (Rd) on the 2nd last page of Annexure 1.

RESOLVED

that it be recommended to Council:

- (a) that the draft policy on Place naming, Street naming and Renaming and Numbering for Stellenbosch Municipality, August 2017, (including the amendments as listed in (i)-(v) above), be approved in principle; and
- (b) that the draft policy on Place naming, Street naming and Renaming and Numbering for Stellenbosch Municipality, August 2017 be advertised for public comment where after same be resubmitted to Council for final consideration and approval."

The administration edited the document on 8 April 2019 as requested in the above-mentioned resolution. Thereafter, the draft policy was re-submitted to the PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE on the 17th of May 2019 for re-consideration.

5. RECOMMENDATIONS

- (a) that the Section 80 Committee commented extensively on the amended Draft Policy on Place Naming, Street Naming and Renaming and Numbering for Stellenbosch Municipality. Revised Policy amended 2019-05-17, attached as **APPENDIX 1** to be submitted to the Executive Mayor for further direction; and
- (b) that the approved policy be translated into Xhosa.

6. DISCUSSION

6.1 Contents

The purpose of this Policy is to provide a standard and consistent policy framework dealing with, street and place naming and renaming, street numbering and to set out the responsibilities of the relevant parties involved in the process.

In order for the Municipality to name or rename streets or places and to allocate street numbers, certain criteria need to exist to guide how these names or numbers are approved or allocated. This Policy addresses the essential criteria and rules required for the effective administrative and decision-making procedures in order to guide the various departmental functions relating to street naming, numbering and renaming.

The Policy was reviewed to address a more effective administrative procedure and to bring it in line with the Stellenbosch Municipality Land Use Planning By-Law, October 2015. The said By-Law stipulates in Chapter X, Section 98 as follows:

- (1) *If as a result of the approval of a development application streets or roads are created, whether public or private, the Municipality must approve the naming of streets and must allocate a street number to each of the erven or land units located in such street or road.*
- (2) *The proposed names of the streets and numbers must be submitted as part of an application for subdivision.*
- (3) *In considering the naming of streets, the Municipality must take into account the relevant policies regarding street naming and numbering.*
- (4) *The Municipality must notify the Surveyor-General of the approval of new streets as a result of the approval of an amendment or cancellation of a subdivision in terms of section 23 and the Surveyor-General must endorse the records of the Surveyor-General's Office to reflect the amendment or cancellation of the street names on an approved general plan.*

6.2 Financial Implications

There are no financial implications should the recommendations as set out above be accepted.

6.3 Legal Implications

The Municipal Systems Act, 2000 (Act 32 of 2000).

6.4 Staff Implications

There are no staff implications should the recommendations as set out above be accepted.

6.5 Previous / Relevant Council Resolutions

Minutes of JOINT ECONOMIC DEVELOPMENT AND PLANNING COMMITTEE:
2018-03-06: ITEM 5.2.1

Minutes of the PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE:
2019-05-17: ITEM 5.1.1

6.6 Risk Implications

The recommendation will reduce risk implications for the municipality with regards to land use applications.

6.7 Comments from Senior Management

Comments from other Internal Departments of the Municipality will be obtained with the second round of public participation process.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2019-09-16: ITEM 7.7.2

- (a) that the revised Policy on Place Naming, Street Naming and Renaming and Numbering for Stellenbosch Municipality be advertised for public comments for 60 days; and
- (b) that the final approved policy be translated into all 3 official languages.

ANNEXURES

APPENDIX 1: draft Draft Policy on Place Naming, Street Naming and Renaming and Numbering for Stellenbosch Municipality, 17 May 2019

APPENDIX 2: Minutes of the Planning and Economic Development Committee, dated 17 May 2019

FOR FURTHER DETAILS CONTACT:

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REPORT DATE	30 July 2019

APPENDIX 1



STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

**DRAFT POLICY FOR THE NAMING AND
RENAMING OF STREETS, PUBLIC PLACES,
NATURAL AREAS, ARTEFACTS AND
COUNCIL-OWNED BUILDINGS AND
FACILITIES
(POLICY NUMBERXXXX)**

**APPROVED BY COUNCIL: DATE
XXX XX/XX/XX**

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PART I: INTRODUCTION & BACKGROUND

PREAMBLE

The naming and renaming of streets and other public places is recognized as being an integral part of place making. This includes, but is not limited to the creation of places that residents and users can relate to and take pride in.

The naming of streets and public places after memorable events is a way of etching the country's history, both pleasant and unpleasant in people's memory. The allocation of names of people is recognized as being a way of honouring certain individuals for their contribution to the development of the Country, and this municipality, and should therefore be done with careful consideration

2. POLICY STATEMENT

The municipality should designate the names of public streets, public places, natural areas, artefacts and Council-owned buildings & facilities (hereafter referred to as features) by resolution. In all cases, the municipality shall have the prerogative of accepting or rejecting any proposal received. Names must comply with the general criteria and rules as set out in this policy.

3. REASONS FOR THE POLICY

3.1 The naming and numbering of streets in a timeous and effective manner is important for the following reasons:

- the completion of the registration of ownership in new subdivisions;
- the provision of municipal services;
- the billing for rates and municipal services used;
- the provision of emergency services;
- postal delivery;
- policing;
- data integrity; and
- to ensure that property owners can be contacted for public participation purposes.

Any delay in the provision of street naming and numbering can cause inconvenience with regard to these aspects, a loss in revenue to Council and delays in property transfers.

3.2 The renaming, in certain instances, of streets, public places, natural areas, artefacts and Council-owned buildings & facilities are important due to the following reasons:

- Names create a 'sense of place';
- Names are place markers and focal points through symbolism, association and remembrance; names are the beginnings and ends of journeys or destinations;
- Names have powerful positive or negative meanings for people; and

- Names provide opportunities to promote community harmony or perpetuate hurt and division.

3.3 Currently there is no standard consistent process dealing with the areas covered in this policy.

There is also no clarity on the distribution of responsibility among the different functional areas.

4. OBJECTS OF THE POLICY

The objectives of the policy are to establish a process that:

- a) seeks to inform and influence the types of names that are chosen for various features as well as spell out the procedures that should be followed in the naming and renaming processes;
- b) provide a standard and consistent policy framework which outlines effective administrative and decision-making procedures to deal with matters related to this policy;
- c) prescribe an inclusive, consultative and clear process that can be followed;
- d) enjoys public and political support and which will stand the test of time;
- e) is transparent;
- f) community-driven; and
- g) sets out the responsibilities of the relevant stakeholders involved.

This policy covers two areas, the naming of unnamed features and the renaming of currently named (or unnamed in certain instances) features.

5. SCOPE

The policy replaces the current procedures previously followed by the municipality and shall be applicable to the entire municipal area.

The general term "street" used in this policy, includes all classes of streets which serve as a public right-of-way, the naming of which, is the responsibility of the relevant authority.

All decisions made in terms of this policy at any specific time shall be in accordance with the applicable delegation

of powers relating to the naming and renaming of streets (including numbering), public places (including

numbering), natural areas, artefacts and Council-owned buildings & facilities as approved by the Council.

6. LEGAL FRAMEWORK

The municipality has jurisdiction over the naming of features that are under the control of the local authority. With regards to the naming of private features, the policy will guide this, in as far as these names comply with the naming criteria and rules, as indicated below.

The naming and renaming ("geographical names") of features falling within the "national competence" to do so, is subject to approval by the National Minister (responsible for arts and culture) and should be undertaken in terms of the provisions of the National Geographical Names Council Act (Act 118 of 1998) and the Regulations thereof as well as the "Handbook on Geographical Names" (hereinafter referred to as the Handbook).

To determine whether the "competence" to allocate names to features falls under another sphere of government (Provincial or National) the Regulations, Handbook and the relevant department (Provincial and National) should be consulted. The naming of features falling under Provincial and National "competence" is therefore excluded from this policy.

The municipality should however, continue to function in accordance with the provisions of the Act (including Regulations and policies) in the allocation of geographical names that fall within the municipal area.

In instances where the naming or renaming process of the feature is the responsibility of another sphere of government or is owned by another sphere of government, then permission of that sphere of government to proceed with the naming or renaming process, should be sought in writing, prior to the process being commenced with. The said authority should also indicate if there are any procedures that the municipality should comply with in managing the process.

7. DEFINITIONS

Responsible body - this shall mean the body responsible for maintenance and management of the specific asset.

In the case of public open spaces and community facilities, this shall be the Community Services Directorate, with regards to Council-owned buildings & facilities, this shall be the Corporate Services Directorate and with regards to civil engineering infrastructure, this shall be the Infrastructure Directorate.

Act - refers to the South African Geographical Names Council Act of 1998 (Act 118 of 1998).

Authorised official- refers to the official which has delegated authority to consider certain land use planning applications

Committee - refers to the Renaming Committee consisting of the Municipal Manager and Executive Managers or their delegates in terms of this policy.

Features - shall refer to streets, public places, natural areas, artefacts and Council-owned buildings & facilities.

Geographical names - the national legislation governing the allocation of geographical names, the South African Geographical Names Council Act, 1998 (Act 118 of 1998) defines geographic names as the names of features on the earth that are natural or man-made and adapted. These features can be populated or unpopulated.

Mayoral Committee - refers to the Executive Mayor & Mayoral Committee.

Municipal Planning Tribunal - refers to the body constituted in terms of planning legislation to consider certain land use planning applications.

Naming - refers to features in new developments and subdivisions.

Panel - refers to the Panel of Experts which may be established in terms of this policy by the Renaming committee.

Portfolio Committee - refers to the Portfolio Committee for Planning matters, as decided by the Executive Mayor. Private – feature which are privately owned and managed.

Public - features which is open to the public and owned by the municipality.

Regulations - refers to the regulations promulgated in terms of the South African Geographical Names Council Act, 1998 (Act 118 of 1998).

Renaming - refers to existing features, whether named or unnamed.

Road Traffic Act - refers to the National Road Traffic Act (Act No. 93 of 1996).

Signs manual - refers to the most recent version of the Southern African Development Community Road Traffic Signs Manual.

Streets - all reference to streets shall also apply to those variations (Afrikaans & with adjuncts/suffixes) as listed in the table below, owned by the municipality and therefore falling within the municipality's jurisdiction to name and rename as contemplated in the Act.

ENGLISH	AFRIKAANS	DEFINITION
Avenue (Ave)	Laan (Ln)	A street usually with significant horticultural features.
Boulevard (Blvd)	Boulevard (Blvd)	A wide, pretentious street, usually with horticultural or landmark features.
	Verbypad	A usually wide road which takes traffic around developed
Circle	Sirkel	A road which roughly forms a circle and carries low to moderate volumes
Close (Cl)	Slot	A short street or minor "dead-end" street or cul-de-sac
Court (Crt)	Hof	A Square, but normally surrounded by residential buildings.
Crescent (Cres)	Singel (Sng)	A relatively short street which forms part of a circle.
Cul-de-sac	Blinde steeg	See definition for Close (Cl) and Place (Place)
Drive (Dr)	Ryiaan (Rln)	A relatively long, usually meandering, recreational or scenic route that
Expressway	Snelweg	A dual carriageway with limited, signal controlled or interchange access
Freeway	Deurpad	Usually a dual carriageway road with access limited to interchanges
Highway	Snelweg	See definition for Expressway

Lane	Steeg	A narrow street or passageway, usually short.
Mall	Wandelhal	A major road mainly for pedestrian use, serving mostly
Parkway (PW)	Parkweg (PW)	A dual carriageway with limited, signal controlled or interchange access
Path	Voetpad	Surfaced road for walking.
Place (Place)	Plek / Oord	A short street or minor "dead-end" street or cul-de-sac
Road (Rd)	Weg	General term for streets usually, but not always, outside developed
Square (Sq)	Plein (Pln)	A road or portion of road the shape of which resembles a square or
Steps	Trappe	Street with steps, for pedestrian use only.
Street (St)	Straat (Str)	General term for streets usually in developed areas used to give
Terrace (Tce)	Terras (Ter)	A road, normally for pedestrian use, through mountainous or rough
Trail	Wandelpad	Unsurfaced road for walking.
Walk	Voetpad	Narrow street normally for pedestrian use only
Way	Weg	General term for streets usually, but not always, outside developed

(NOTE: Above-mentioned adjuncts/suffixes were referred for translation into Xhosa, but it was confirmed that it is not possible to translate the adjuncts/suffixes as no equivalent terms exist in Xhosa. In Xhosa a 'blanket' word is however used when referring to any of the terms in above-mentioned table, namely 'indlela').

PART II: NAMING & RENAMING - CRITERIA & RULES

8. NAMING & RENAMING: CRITERIA FOR EVALUATION

The following criteria in ranked order are to be used to assist in determining the suitability of a name (of a new street) or the desirability of the proposed renaming of a feature. Any submission for a name change or new name must therefore make a strong case, which motivation should be based on the following:

- Must not be offensive or insensitive;
- Must promote goodwill and reconciliation;
- Will assist in building a sense of ownership, identity and community in a changing society;
- Where there is a strong degree of community participation and support;
- Should increase the marketing potential and investment attractiveness of an area;
- Honour and commemorate noteworthy persons associated with the municipal area. Any such submission or petition to name a feature after people must be accompanied by a detailed motivation, profile of the person and indication why the specific person is worthy of the honour;
- Commemorate local, national or international history, places, events, memories or culture of relevance to the people within the municipal area;

- h) Recognize indigenous and international flora, fauna and natural environment relevant to the municipal area;
- i) Recognize the cultural diversity of the municipal area; and
- j) Promote improved place orientation and recognition.

9. NAMING & RENAMING: RULES FOR SELECTION

The following rules (along with the criteria contained under section 8 above) shall apply for the selection of names for features:

9.1 GENERAL

- a) There must be no duplication of names, similarly spelled or phonetically similar names within the previous municipal boundary of the town in which the feature is located as well as within a 5-kilometre radius of the feature;
- b) The length of a name should preferably be limited to what can be practically accommodated on a name board and maps, which are no more than 20 characters including spaces;
- c) No names should be used which could be construed as commercial advertising; and
- d) Names that would generally improve the municipality's administration and provision of essential services are preferred.

9.2 STREETS

- a) Street names should be in keeping with the theme of the surrounding street names when falling within an established township;
- b) Street names should remain in the language in which it was given;
- c) Definitions of the street name adjuncts/suffixes are to be used to determine the appropriate adjunct/suffix to be applied to any street;
- d) Where a street is interrupted by a natural or man-made barrier, the resulting portions of that street may be named in the appropriate language by the addition of an appropriate identifier to one or both portions, such as North, South, East, West, Lower, Upper, Central, Extension;
- e) A continuous street should maintain its name throughout its length, except in cases where it is considered to be confusing;
- f) In Afrikaans, adjuncts/suffixes to short names other than proper nouns shall form one word with the name, while when in English these are written separately; and
- g) The provision of street name signage should comply with the requirements as prescribed in the Signs manual (specifically page 4.6.1 to 4.6.5) and approved by a delegated official of the Civil Engineering Services Department.

PART III: NAMING PROCESS - NEW PUBLIC & PRIVATE STREETS

10. NAMING PROCEDURE

The naming process of public and private streets in new developments or subdivisions shall be as follows:

- 10.1 Subdivision plan applications shall include street naming and numbering.
- 10.2 Land use right applications (i.e. new developments) shall include as a condition of approval, that all subdivision plan applications, submitted subsequent to the approval of the land use rights, shall include street names and numbering.
- 10.3 Paragraph 10.2 does not preclude the applicant from submitting street names and numbering as part of the land use right application.
- 10.4 Applicants shall be encouraged, in terms of 10.1 & 10.3, to discuss the details of the proposed street names with the Planning Department prior to submission thereof.
- 10.5 It shall be the responsibility of the applicant to scrutinize the municipal street index list and confirm that there are no duplicate or similar names within previous municipal boundaries of towns and a 5-kilometre radius.
- 10.6 Street numbers must also be reflected on plans in accordance with the rules for street numbering (see section 13).
- 10.7 The Planning Department will evaluate the proposed street names against the criteria and rules contained in this policy (including names for streets in municipal housing projects).
- 10.8 If, the street names conform to the criteria and rules contained in this policy, the delegated functionary can
 - 10.8.1 Approve the names; or
 - 10.8.2 In the case of a municipal housing project, inform the Stellenbosch Department of Human Settlements of its suitability. The Human Settlements department will be responsible for the submission of the street names as part of their housing project approval process to Council via the Portfolio Committee.
- 10.9 If, the street names do not conform to the criteria and rules contained in this policy, the Planning Department will:
 - 10.9.1 Inform the applicant thereof; or
 - 10.9.2 In the case of streets for a housing project the Planning Department will inform the Stellenbosch Department of Human Settlements of its suitability (The Human Settlements department will be responsible for the submission of the street names as part of their housing project approval process to Council via the Portfolio Committee).
- 10.10 If, the Planning Department deems the street names as problematic or contentious, then the Executive Manager: Planning & Economic Development can refer the proposed street names to the Panel of Experts (see section 12.2), hereafter referred to as the Panel, for evaluation and consideration.

- 10.11 The Panel then makes a recommendation to the Planning Department on the proposed street names after which:
- 10.11.1 The Executive Manager: Planning & Economic Development can make a decision; or
 - 10.11.2 In the case of streets for a housing project the Planning Department may provide alternative street names to the Stellenbosch Department of Human Settlements (The Human Settlements department will be responsible for the submission of the street names as part of their housing project approval process to Council via the Portfolio Committee).
- 10.12 Please note that, the procedures as set out in this policy is applicable to the naming of features only and is dealt with separately from decision-making on land development applications, which is delegated to the Authorised official or the Planning Tribunal in terms of the Stellenbosch Municipal Land Use Planning Bylaw.
- 10.13 If the street names are not supported by the delegated functionary, the municipality will inform the applicant, with reasons.
- 10.13 Any decision taken in terms of 10.13 above, shall be subject to applicable right of appeal in terms of the relevant legislation.
- 10.14 On approval by the municipality, the Planning Department notifies all affected stakeholders such as the CAD technician (tasked to capture address data), municipal accounts section, Community Services Department, Civil Engineering Services Department, Electro-Technical Engineering Services Department, Ward Councillor/s, Surveyor-General, Registrar of Deeds, Telkom, Postmaster General, South African Police Service, Emergency Services, Western Cape Provincial Geographical Names Committee, National Geographical Names Council and map producers, of the new street names and numbers.

PART IV: RENAMING PROCESS

11. RENAMING PRINCIPLES

The principles detailed below should be adhered to in considering all submissions and petition for renaming of features:

- a) Renaming is the responsibility of Council. The decision to proceed with the process of renaming must therefore be taken by Council before the process may commence;
- b) The renaming of features should only be done where there is a need and in such a way as to curb unnecessary expenses; and
- c) The process of renaming must be undertaken in a consultative manner and this must be clearly demonstrated before a final decision can be taken;

12. RENAMING STRUCTURES

12.1 RENAMING COMMITTEE

- 12.1.1 The Municipal Manager shall establish a municipal renaming committee, hereafter referred to as the Committee.
- 12.1.2 The Committee shall be made up of the Municipal Manager and Executive Managers of the following directorates: Planning & Economic Development, Community Services, Infrastructure Services, Corporate Services and Financial Services, or their delegated officials.
- 12.1.3 The responsibility of the Committee will be to assess all renaming proposals received against the criteria and rules as set out in this policy and to make recommendations to the Mayoral Committee via the Planning Department and Portfolio Committee.

12.2 PANEL OF EXPERTS

- 12.2.1 The Committee may appoint a Panel of Experts (hereafter referred to as the Panel) to assist with the evaluation of proposals, if the expertise required, falls outside that held by the appointed officials.
- 12.2.2 The Panel shall consist of not more than 5 members and not less than 3 members.
- 12.2.3 The Committee can itself nominate or, advertise a request for nominations from the general public, for members to serve on the Panel.
- 12.2.4 Councillors or municipal officials may be nominated to serve on the Panel.
- 12.2.5 Nominations for the Panel should include the agreement or permission of the nominee, full particulars of the nominee (including contact details), relevant experience, qualifications and motivation.
- 12.2.6 The Panel should have expertise and/or experience and/or qualifications in two or more of the following fields:
 - a) history;
 - b) culture;
 - c) linguistics;
 - d) reconciliation;
 - e) religion;
 - f) civil engineering;
 - g) town planning;

- h) onomastics (or onomatology is the study of the origin, history, and use of proper names); and i) toponymy (study of place names [toponyms], their origins, meanings, use and typology).

- 12.2.7 The expertise, referred to in the previous paragraph, must be detailed in the nomination documentation.
- 12.2.8 In addition, care should be taken to ensure that the Panel is as representative of the demographics and cultural composition of the municipal area as possible.
- 12.2.9 The members to serve on the Panel shall be submitted via the Portfolio Committee to the Mayoral Committee, by the Municipal Manager, for approval.
- 12.2.10 The Panel members (excluding any Councillor or official) shall be remunerated in accordance with the approved tariffs of Council for advisory committees.

12.3 RENAMING PROCEDURE

- 12.3.1 Application fees for a renaming application are to be determined by the tariff structure of Council.
- 12.3.2 Council can, at any time, decide to process a renaming request, if determined to have sufficient merit.
- 12.3.3 Any person, community or organization which live or operate within the boundaries of the municipality shall be entitled to propose the renaming of a feature.
- 12.3.4 Council can on its own initiative initiate a renaming process.
- 12.3.5 Renaming proposals shall be in writing and shall include full details:
 - a) of the affected feature;
 - b) the proposer of the name change;
 - c) the proposed name change and its meaning;
 - d) fully motivated reasons for the change;
 - e) evidence of professional and community support; and
 - f) evidence of research.
- 12.3.6 Proposals may include the results of referenda or similar consultation/s within communities by way of evidence of support or opposition.

Persons who are unable to read or write, must be able to submit their comments verbally at the Stellenbosch Municipality; where they will be assisted by a staff member, to put their comments in writing.

- 12.3.7 The Planning Department shall receive, process and evaluate the proposals against the criteria and rules contained in this policy.
- 12.3.8 If a proposal does not contain all the required information or the street names do not conform to the criteria and rules contained in this policy, the proposal shall be returned to the applicant within 30 days, by the Planning Department, with a request for submission of the necessary information within 30 days from the receipt of the request, failure of which the renaming proposal shall lapse.
- 12.3.9 A report containing all names received, with a summary of relevant information, comments and evaluation in terms of the criteria and rules for renaming, will be prepared by the Planning Department for submission to the Committee.
- 12.3.10 The Committee will consider and deliberate the name change proposal.
- 12.3.11 The Committee can at this stage refer a proposal to the Panel for evaluation and consideration.
- 12.3.12 The Panel will make recommendations to the Committee.
- 12.3.13 The Committee will submit its comments and the Panel recommendations to the Planning Department.
- 12.2.14 The Planning Department will submit the proposal and all relevant comments to the Mayoral Committee via the Portfolio Committee.
- 12.3.15 If the proposal is not supported by Mayoral Committee, the applicant must be informed of this, with reasons.
- 12.3.16 If the proposal is supported then the proposal will be advertised for comment by interested & affected parties and surrounding property owners.
- 12.3.17 The Planning Department will simultaneously circulate the supported proposal to the relevant internal (Planning & Economic Development, Community Services, Infrastructure Services, Corporate Services & Financial Services Directorates) and relevant external departments for comment (e.g. District Roads Engineer, Ward Councillor/s, Western Cape Provincial Geographical Names Committee, etc.)
- 12.3.18 If, Council deems it necessary, it can conduct a public meeting with the relevant stakeholders at any stage of the process.
- 12.3.19 A report containing all comments received will be prepared by the Planning Department for submission to the Committee. The report should also include the financial implications for Council for the proposal.

- 12.3.20 Comments received on the supported proposal will be considered by the Committee.
- 12.3.21 The Committee can again refer the comments received to the Panel for further recommendations.
- 12.3.22 The Committee will submit its final comments and the Panel recommendations to the Planning Department.
- 12.3.23 The Planning Department will submit the Committee comments and the Panel recommendations to the Mayoral Committee via the Portfolio Committee.
- 12.3.24 Once the name change is supported by the Mayoral Committee, its recommendation is submitted to the Council for approval.
- 12.3.25 Once the name change is approved by the Council, this must be published in a local newspaper.
- 12.3.26 Any decision taken in terms of 12.3.26 above, shall be subject to applicable right of appeal in terms of the relevant legislation.
- 12.3.27 The municipal budget should make provision for capital funds as well as operating funds to implement the proposal/s as per the responsible department.
- 12.3.28 On approval by the Mayoral Committee, the Planning Department notifies all affected stakeholders such as the CAD technician (tasked to capture address data), municipal accounts section, Community Services Department, Civil Engineering Services Department, Electro-Technical Engineering Services Department, Ward Councillor/s, Surveyor-General, Registrar of Deeds, Telkom, Postmaster General, South African Police Service, Emergency Services, Western Cape Provincial Geographical Names Committee, National Geographical Names Council and map producers, of the new street names and numbers.
- 12.3.29 A Council initiated renaming process must follow the same renaming procedures as set out in this policy.
- 12.3.30 Administrative errors and/or incorrect spelling of names may be rectified without going through the process contained in this policy.

PART V: OTHER PROVISIONS

13. RULES FOR STREET NUMBERING

Street numbering should be allocated as follows:

13.1 Streets -West to East (Horizontal)

(Horizontal: indicates the street is running generally speaking in a Western/Eastern direction or $<45^\circ$).

Numbering must be done from left to right, West to East, with even numbers on the Northern side of the street, and the odd numbers on the Southern side of the street.

13.2 Streets - South to North (Vertical)

(Vertical: indicates the street is running generally speaking in a Northern/Southern direction or $>45^\circ$)

Start by numbering from South to North, with the even numbers on the Eastern side of the street, and the odd numbers on the Western side of the street.

13.3 Corner Erf (Two streets)

Two street numbers must be provided for a corner Erf, with one street number bordering each street. The street number of a property will be determined by the direction of the front door of the new or existing structure.

13.4 Corner Erf (Three streets)

Three street numbers must be provided for a corner Erf. One street number bordering each street is required. The direction of the building/front door/entrance will determine which street number shall be used.

13.5 Cul-de-sac

(Scenario 1)

If there are fewer than seven properties on the same side of the road in a cul-de-sac with no possibility of development on the other side of the road, numbering is then to be sequential

(Scenario 2)

The street numbering, if there are more than seven properties and these are located on both sides of the road, should start at the entrance of the cul-de-sac (at the corner Erf). Odd numbers must start on the Southern side, if the cul-de-sac is running in an East/West direction (i.e. $<45^\circ$) or on the Western side, if the cul-de-sac is running in a South/North direction (i.e. $>45^\circ$). The island in the middle, if applicable must be numbered with even numbers with the smallest even number at the entrance to the circle.

13.6 Public Open Space

A public open space must also be numbered. Numbering should be done on both sides of the Erf if the Erf borders on two streets. The lowest value street number allocated to the Erf will be used for administrative purposes.

13.7 Existing street numbers

In cases where an existing street is already numbered, the existing numbers must be taken into account when a subdivision is supplied to the municipality. The street numbering must also fit into the General Plan of the area.

- 13.8 On completion of any building on a property, it shall be the duty of the property owner/s to obtain and install suitable address numerals in accordance with the provisions of the Signs manual.

14 FINANCIAL CONSIDERATIONS

The following financial aspects shall be taken into account:

- 14.1 All costs relating to street naming in new subdivisions shall be borne by the developer, or where the developer is Council, the costs shall be borne by Council.
- 14.2 The costs of erecting or changing name boards and signs, resulting from the renaming process, shall be borne by the successful applicant (whether this is a person, group, company, organization, institution, etc.), except if initiated by Council.
- 14.3 Council shall not be liable for costs incurred by property owners, which could ensue as a result of the renaming process (i.e. changing of address for various institutions, websites, business signage, etc.).

APPENDIX 2

5.1.1	DRAFT POLICY ON PLACE NAMING, STREET NAMING AND RENAMING AND NUMBERING FOR STELLENBOSCH MUNICIPALITY, EDITED 8 APRIL 2019
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Collaborator No: 644157
IDP KPA Ref No: 16/P/4
Meeting Date: 17 May 2019

1. **SUBJECT: DRAFT POLICY ON PLACE NAMING, STREET NAMING AND RENAMING AND NUMBERING FOR STELLENBOSCH MUNICIPALITY, EDITED 8 APRIL 2019**

2. **PURPOSE OF REPORT**

To request Section 80 Committee to comment on the Draft Policy on Place naming, Street Naming, Renaming, and Numbering for Stellenbosch Municipality, edited 8 April 2019, attached as **APPENDIX 1** and advice the Executive Mayor.

Councillor Groenewald requested on the 1st of April 2019, the following:

*"From: Esther Groenewald
 Sent: 01 April 2019 09:41 AM
 To: Tabiso Mfeya; Hedre Dednam
 Subject: Proposed/scheduled Sect 80 Date for April*

Dear Director

I refer to the date above and hereby request that we try and set a new date during next week for the Sect 80 Committee for Planning and LED which will enable us to advise the Mayor on the following:

1. *Bylaw on Problem Properties*
2. *Policy on Informal Trading and*
3. *Policy on Changing of Street Names in WCO 24"*

3. **DELEGATED AUTHORITY**

For consideration by the Section 80 Committee in order to advice the Executive Mayor.

4. **EXECUTIVE SUMMARY**

Council resolved as follows:

**"JOINT ECONOMIC DEVELOPMENT AND PLANNING COMMITTEE:
2018-03-06: ITEM 5.2.1**

During deliberations on the matter, the following corrections were suggested on the Draft Policy:

- (i) Under bullet point 4.2, change 2km radius to 5km radius;
- (ii) Under bullet point 5.11, change the name of the Director: Engineering Services to Director: Infrastructure.
- (iii) Remove bullet point 6.7 Other situations.....on page 6 of the Draft Policy and change the numbering that follows, ie. 6.8 becomes 6.7, etc.;
- (iv) Under bullet point 9.2, replace the word "failure of" with the word "failing", under paragraph 9.2 on page 8 of the Appendix;
- (v) Replace the Afrikaans word "Weg" with the Afrikaans word "Pad" next to the English word Road (Rd) on the 2nd last page of Annexure 1;

RESOLVED

that it be recommended to Council:

- (a) that the draft policy on Place naming, Street naming and Renaming and Numbering for Stellenbosch Municipality, August 2017, (including the amendments as listed in (i)-(v) above), be approved in principle; and
- (b) that the draft policy on Place naming, Street naming and Renaming and Numbering for Stellenbosch Municipality, August 2017 be advertised for public comment where after same be resubmitted to Council for final consideration and approval."

The administration edited the document on 8 April 2019 as requested in the above-mentioned resolution.

5. RECOMMENDATION

- (a) that the Section 80 committee comment on the Draft Policy on Place Naming, Street Naming and Renaming and Numbering for Stellenbosch Municipality, edited 8 April 2019, attached as **Appendix 1** and advice the Executive Mayor;
- (b) that the Draft Policy on Place Naming, Street Naming and Renaming and Numbering for Stellenbosch Municipality, edited 8 April 2019, be advertised in the local newspapers, libraries and circulated to the under mentioned entities for a public comment for 30 days where after same be resubmitted to Council for final consideration and subsequent approval:
 - (i) SIG
 - (ii) Stellenbosch-, Franschhoek-, Raithby-, Jamestown Rate Payers
 - (iii) Stellenbosch Agricultural Society
 - (iv) All the ward administrators
 - (v) All the Directors to be referred to their Managers
 - (vi) University of Stellenbosch
 - (vii) Boland College
 - (viii) Heritage Western Cape
 - (ix) WC Department of Agriculture
 - (x) Cape Winelands District Municipality.

6. DISCUSSION

6.1 Contents

The purpose of this Policy is to provide a standard and consistent policy framework dealing with, street and place naming and renaming, street numbering and to set out the responsibilities of the relevant parties involved in the process.

In order for the Municipality to name or rename streets or places and to allocate street numbers, certain criteria need to exist to guide how these names or numbers are approved or allocated. This Policy addresses the essential criteria and rules required for the effective administrative and decision-making procedures in order to guide the various departmental functions relating to street naming, numbering and renaming.

The Policy was reviewed to address a more effective administrative procedure and to bring it in line with the Stellenbosch Municipality Land Use Planning By-Law, October 2015. The said By-Law stipulates in Chapter X, Section 98 as follows:

- (1) If as a result of the approval of a development application streets or roads are created, whether public or private, the Municipality must approve the naming of streets and must allocate a street number to each of the erven or land units located in such street or road.*
- (2) The proposed names of the streets and numbers must be submitted as part of an application for subdivision.*
- (3) In considering the naming of streets, the Municipality must take into account the relevant policies regarding street naming and numbering.*
- (4) The Municipality must notify the Surveyor-General of the approval of new streets as a result of the approval of an amendment or cancellation of a subdivision in terms of section 23 and the Surveyor-General must endorse the records of the Surveyor-General's Office to reflect the amendment or cancellation of the street names on an approved general plan.*

6.2 Financial Implications

There are no financial implications should the recommendations as set out above be accepted.

6.3 Legal Implications

The Municipal Systems Act, 2000 (Act 32 of 2000).

6.4 Staff Implications

There are no staff implications should the recommendations as set out above be accepted.

6.5 Previous / Relevant Council Resolutions:

The following previous Council resolution is applicable:

Minutes of **JOINT ECONOMIC DEVELOPMENT AND PLANNING COMMITTEE: 2018-03-06: ITEM 5.2.1**

6.6 Risk Implications

The recommendation will reduce risk implications for the municipality with regards to land use applications.

6.7 Comments from Senior Management:

Comments from other Internal Departments of the Municipality will be obtained with the second round of public participation process.

COMMENTS BY THE PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

During deliberations on the matter, the Planning and Economic Development Committee proposed the following changes as outlined in **APPENDIX A**, be effected on the Draft Policy on Place and Street Naming, Renaming and Numbering for recommendation to the Executive Mayor.

RECOMMENDATIONS FROM THE PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE TO THE EXECUTIVE MAYOR: 2019-05-17: ITEM 5.1.1

that the Section 80 Committee commented extensively on the amended Draft Policy on Place Naming, Street Naming and Renaming and Numbering for Stellenbosch Municipality. Revised Policy amended 2019-05-17, attached as APPENDIX 1 to be submitted to the Executive Mayor for further direction.

FOR FURTHER DETAILS CONTACT:

NAME	Hedre Dednam
POSITION	Land Use Manager
DIRECTORATE	Planning and Economic Development
CONTACT NUMBERS	021 808 8674
E-MAIL ADDRESS	hedre.dednam@stellenbosch.gov.za
REPORT DATE	8 April 2019

ANNEXURE 3

Copies of adverts placed in the Eikestadnuus and the Paarl Post
of 12 December 2019 respectively.



JOB OPPORTUNITY: Administrative Assistant Finfoocus Financial Planners (Pty) Ltd

Minimum requirements for this full day position:

- A matric or post matric qualification with at least three years office related experience in the financial services industry, as well as have access to reliable transport
- Bilingual and fluent in both Afrikaans and English (Both written and spoken)
- Be computer literate and experienced in MS Excel, MS Word and Outlook
- Experienced working with a Customer Relationships Management system
- Pay attention to detail, methodical, ability to work in a team, self-motivated, client oriented

Duties:

- Manage general administrative office duties for financial advisers, such as correspondence, data capturing, secure filing of e-mails, scanning, printing documentation, etc. as well as any other ad hoc administrative duties
- Handle all documentation required for client servicing, including onboarding clients, follow-ups, preparations for review meetings, etc.
- Maintain proper filing and recording of all transactions, correspondence, information, etc.; obtain statements and quotes from service providers
- Be available to answer phone queries and for work at reception & switchboard

If you are interested in this position and you meet the requirements, please forward your CV with a cover letter to info@finfoocus.co.za to reach us by 19 December 2019. Interviews to take place in January 2020.

First for Kayamandi

Last Saturday (30 November), the Kayamandi Boxing Academy hosted its first home tournament at Kayamandi High School.

The Kayamandi Boxing Academy offers an avenue for youth to get off the streets and learn vital skills in self-defence and self-discipline. The initiative was started by Xolisani Thembani, who saw a need in his community to offer a free pastime for Kayamandi youth.

His current student base is made up of 26 boys and girls, and the team has won many accolades at various tournaments across the country. One of its students, a 15-year-old girl, has reached national level. In light of the current pressing issue of gender-based violence, it is clear to see the impact that Xolisani is making



Ayakha (in red) from Kayamandi Boxing Academy and his rival after one of the matches in the tournament.

in the lives of girls in Kayamandi.

This first tournament of Kayamandi Boxing Academy hosted 13 teams from throughout the Western Cape. The Hermanus boxing team took first place, with KBA in second place.

The event was sponsored by Ginoss in Stellenbosch as well as Hungry Lion.

Thembani founded the academy after seeing a need in his local community for a healthy and constructive pastime

for the youth.

Not only is boxing a great form of exercise and teaches self-discipline, but with many young girls making up the KBA team it is a healthy pastime that promotes self-defence. It's something that is an asset to women everywhere in the light of the recent attacks on women and girls.



Western Cape
Government

BETTER TOGETHER.

IMPORTANT NOTICE

- The Department of Social Development, Western Cape, Stellenbosch Local Office, is requesting Mr Kelvin Joubert, last seen in La Motte, Bosbou, Franschhoek area, to urgently contact the social worker Ms T. Van Rooyen on 021 871 1682 or at Old Rembrandt Mall, Lady Grey Street, Paarl, during office hours (07H30 - 16H00) or fax 021 872 0049. He is allegedly a close relative of a male child born during 2011.
- The Department of Social Development, Western Cape, Drakenstein Local Office, is requesting Miss Esmerelda De Bruyn, who was last seen in Klappmuts, to urgently contact the social worker, Mrs M. De Jager on 021 871 1682 or at Old Rembrandt Mall, Lady Grey Street, Paarl, during office hours (07H30 - 16H00) or fax 021 872 0049. She is allegedly a close relative of a male child born during 2014.

- The Department of Social Development, Western Cape, Stellenbosch Local Office, is requesting Mr Daniel Smith, who was last seen in Klappmuts, to urgently contact the social worker Ms T. Van Rooyen on 021 871 1682 or at Old Rembrandt Mall, Lady Grey Street, Paarl, during office hours (07H30 - 16H00) or fax 021 872 0049. He is allegedly a close relative of a male child born during 2011.
- The Department of Social Development, Paarl Local Office, is requesting Mr Frank Ghuga, who was last seen in Franschhoek, to urgently contact the social worker, Ms N. Theunissen on 021 871 1682 or at Old Rembrandt Mall, Lady Grey Street, Paarl, during office hours (07H30 - 16H00). He is allegedly a close relative of two minor children, one female and one male, born during 2004 and 2007.



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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

NOTICE OF DRAFT POLICY ON PLACE NAMING, STREET NAMING AND RENAMING AND NUMBERING FOR STELLENBOSCH MUNICIPALITY, EDITED 17 MAY 2019

Notice is hereby given that Stellenbosch Municipality is finalising the Draft Policy on Place Naming, Street Naming and Renaming and Numbering for Stellenbosch Municipality, edited 17 May 2019 for the WC024 Area.

The Council of Stellenbosch Municipality herewith gives notice that the Draft Policy on Place Naming, Street Naming and Renaming and Numbering for Stellenbosch Municipality, edited 17 May 2019 has now been compiled and the document is available for perusal and comment. Interested and affected parties are herewith invited to submit comments on the Draft Policy on Place Naming, Street Naming and Renaming and Numbering for Stellenbosch Municipality, edited 17 May 2019 during the 60 day commenting period. (excluding the recess period between 15 December 2019 and 15 January 2020)

Comments must be submitted in writing to The Senior Town Planner: Mr Robert Fooy at Land Use Management, P O Box 17, Stellenbosch, 7599; or emailed to Robert.Fooy@stellenbosch.gov.za on or before 14 March 2020.

The Draft document is available for viewing at the following places:

- Stellenbosch Municipality website
- Stellenbosch Library
- Franschhoek Library
- Pniel Library
- Cloetesville Library
- Ida's Valley Library
- Kayamandi Library
- Klappmuts Library
- Jamestown Library
- Advice Centres at the Stellenbosch and Franschhoek Municipal Offices

Contact person : Mr Robert Fooy
Tel : (021) 808-8680
E-mail : Robert.Fooy@stellenbosch.gov.za

Municipal Manager
Stellenbosch Municipality

(Municipal Notice 29/19)

KENNISGEWING VAN KONSEP BELEID OP BENOEMING, HERBENOEMING VAN PLEKKE EN STRATE VIR STELLENBOSCH MUNISIPALITEIT, GEWYSIG 17 MEI 2019

Kennis geskied hiermee dat Stellenbosch Munisipaliteit tans besig is om die Konsep Beleid op Benoeming, Herbenoeming van Plekke en Strate vir Stellenbosch Munisipaliteit, gewysig 17 Mei 2019 vir die WC024 Area te finaliseer.

Die Raad van Stellenbosch Munisipaliteit gee hiermee kennis dat die Konsep Beleid op Benoeming, Herbenoeming van Plekke en Strate vir Stellenbosch Munisipaliteit, gewysig 17 Mei 2019 beskikbaar is vir insae en kommentaar. Belanghebbende en geaffekteerde partye word hiermee uitgenooi om kommentaar op die Konsep Beleid op Benoeming, Herbenoeming van Plekke en Strate vir Stellenbosch Munisipaliteit, gewysig 17 Mei 2019 binne die 60 dae kommentaar tydperk in te dien. (uitgesluit die reses periode tussen 15 Desember 2019 en 15 Januarie 2020)

Kommentaar moet skriftelik aan die Senior Grondgebruik Beplanner Mnr Robert Fooy by Grondgebruik beplanning, Posbus 17, Stellenbosch, 7599 of per e-pos aan Robert.Fooy@stellenbosch.gov.za op of voor 14 Maart 2020 gerig word.

Die Konsep dokument is ter vir besigtiging by die volgende plekke beskikbaar:

- Stellenbosch Munisipaliteit webtuiste
- Stellenbosch Biblioteek
- Franschhoek Biblioteek
- Pniel Biblioteek
- Cloetesville Biblioteek
- Ida's Valley Biblioteek
- Kayamandi Biblioteek
- Klappmuts Biblioteek
- Jamestown Biblioteek
- Advies Sentrums by Stellenbosch en Franschhoek Munisipale kantore

Kontakpersoon : Mnr Robert Fooy
Tel : (021) 808-8680
E-pos : Robert.Fooy@stellenbosch.gov.za

Munisipale Bestuurder
Stellenbosch Munisipaliteit

(Munisipale Kennisgewing 29/19)



Reggie Nel lui die Slaweklok terwyl verteenwoordigers van families van Pniël ook hulde bring saam met die skrywer Diana Ferrus. Van links is Neville Davids, David de Wet, Solly Denysen, Reggie Williams, Geoffrey Hendricks, Edmund James, Bernard Mentoor en Diana Ferrus.
Foto: Elmarine Anthony

Vry slawe herdenk

Elmarine Anthony

Laat ons nooit vergeet waar ons vandaan kom nie.

Dié woorde is Sondag 1 Desember deur meer as een spreker op Die Werf in Pniël by die herdenking van die vrystelling van slawe geuit.

Slawerny is op 1 Desember 1834 in die Kaapkolonie afgeskaf, maar ingevolge wetgewing moes die vrygestelde slawe in vakmanskap op plase tot 1 Desember 1838 aanblyf waarna hulle amptelik vrygestel is.

Janine Myburgh van die Pniël-erfenis- en kultuurtrust het ter opening kortliks Pniël se geskiedenis verduidelik. "Dit is te danke aan die vrystelling van die slawe dat Pniël vandag hier is. Toe die slawe vrygestel is, het hulle hier 'n stukkie grond om te boer, 'n kerk en 'n skooltjie gekry, en dis waar Pniël sy ontstaan gehad het."

Deur die vrystelling van die slawe te herdenk, bring hulle eer aan hul voorouers, volgens Myburgh.

"Hulle het hul menslikheid behou en vir ons waardes en talente gelos wat ons gemotiveer het om te bereik wat ons vandag bereik het, ten spyte van die toestande waaronder hulle in Suid-Afrika aangekom, gewoon en gewerk het. So, laat ons nooit vergeet waar ons vandaan kom nie en nooit die mense vergeet wat ons tot daar gehelp het nie," het Myburgh voorts gesê.

Die digter en skrywer Diana Ferrus, wat die gasspreker was, het gesê sy is van gemengde Khoi-San- en slaweherkoms. Sy het van haar gedigte oor slawerny voorgelees en verduidelik hoe daardie gedigte ontstaan het.

Die geleentheid het geëindig met Reggie Williams wat die slaweklok op die kop 12:00 gelui het.

Die klok word slegs een keer per jaar gelui.

Tips to keep your home safe

What happens to your home while you are away? Homes might be more susceptible to break-ins while owners are away.

Here are some tips to keep your home safe while you're away for the holidays.

1. Make sure gifts are not visible from outside

Keep all those gifts out of sight to avoid unwanted attention.

2. Watch what you post on social media

Potential burglars look through posts seeking information on types of gifts people bought as well as your holiday plans.

3. Assess your weak points

Test your home safety by pretend to be locked out of your house. Can you get in without your keys? Then so can anyone else. Think about getting those access points secured.

4. Be careful about disposing of packaging

If you put the packaging out in the rubbish waiting to be picked up, you're basically telling the whole world what sort of gifts are inside.

5. Don't run external lights through a window

Make sure that you don't run wires through a window or door leading inside. That little wedge that the wire will leave is all a burglar needs to pry their way in.

6. Make sure your home is well-lit

Burglars operate under the protection of darkness. Install floodlights or motion activated lighting around the exterior of your home.

7. Put your lights on a timer

Burglars are known for assessing the right time to break into a home. Signs of inactivity or absence of occupants usually indicates this and when lights are off, intruders assume no one is home.

8. Make use of motion sensors

Motion sensors trip when they detect movement around a certain perimeter. They can activate lights, or an alarm. Setting up motion sensors on your property is a good way to effectively deter anyone from breaking into your home.

9. Get a house sitter

Getting someone to look after your house or flat while you're not there is a great idea.

Not only will they be able to give your house that extra layer of security by showing potential burglars that there is someone home, but they can also look after your pets and/or plants while you're away.

10. Secure your home

Make sure your home is secure during the holiday season. Check your windows and doors to make sure all locks are intact.

Get a home security system which will protect your home and your family.



Paulus Joubert herwin

Die Table Mountain Fund het 12 vullishouers aan Paulus Joubert Primêr geskenk om veral vir herwinningdoeleindes by die skool te gebruik. Harone Stonga (agter regs), projekteer van Emerging Leaders SA, het die houers oorhandig. Foto: Ernest Kilowan



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Munisipale Bestuurder
Stellenbosch Munisipaliteit

(Munisipale Kennisgewing 29/19)

7.8	RURAL MANAGEMENT: (PC: CLLR S PETERS)
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NONE

7.9	YOUTH, SPORT AND CULTURE: (PC: CLLR J FASSER)
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NONE

7.10	MUNICIPAL MANAGER
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NONE

8.	REPORTS SUBMITTED BY THE EXECUTIVE MAYOR
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NONE

9.	URGENT MATTERS
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10.	MATTERS TO BE CONSIDERED IN-COMMITTEE
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NONE