STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref no.3/4/2/5

2022-11-11

MAYORAL COMMITTEE MEETING

WEDNESDAY, 2022-11-16 AT 10:00

TO The Executive Mayor, Ald G Van Deventer (Ms)

The Deputy Executive Mayor, Cllr J Fasser

COUNCILLORS R Adams

FJ Badenhorst

Z Dalling (Ms)

R du Toit (Ms)
P Johnson
J Joon

L Nkamisa

C van Wyk (Ms)

J Williams

Notice is hereby given that a Mayoral Committee Meeting will be held via **MS Teams** on **Wednesday, 2022-11-16 at 10:00** to consider the attached agenda.

EXECUTIVE MAYOR, ALD GM VAN DEVENTER (MS)

CHAIRPERSON

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2022-11-16

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Confirmation of Minutes: Mayoral Committee Meeting: 2022-10-19

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref no.3/4/2/5

2022-10-19

MINUTES

MAYORAL COMMITTEE MEETING:

2022-10-19 AT 10:00

MINUTES

MAYORAL COMMITTEE MEETING

2022-10-19

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PRESENT: Executive Mayor, Ald GM Van Deventer (Ms) **(Chairperson)**
Deputy Mayor, Cllr J Fasser

Councillors: R Adams
R Badenhorst
Z Dalling (Ms)
R du Toit (Ms)
P Johnson
L Nkamisa
C van Wyk (Ms)
J Williams

Also Present: Councillor P Crawley (Chief Whip)
Speaker Q Smit
W Petersen (MPAC Chairperson)

Officials: Municipal Manager (G Mettler (Ms))
Director: Corporate Services (A de Beer (Ms))
Director: Community & Protection Services (G Boshoff)
Director: Planning and Economic Development (A Barnes)
Director : Infrastructure Services (S Chandaka)
Chief Financial Officer (K Carolus)
Senior Manager: Planning and Economic Development (C Alexender)
Senior Administration Officer (B Mgcushe (Ms))

****

1.	**OPENING AND WELCOME**

The Chairperson, Executive Mayor, welcomed everyone present to the Mayoral Committee Meeting.

2.	**COMMUNICATION BY THE CHAIRPERSON**

Speaker;

Deputy Mayor;

Chief Whip;

Members of the Mayoral Committee;

Municipal Manager and Senior Management;

Members of the public;

Members of the media present;

All protocol observed

Good morning, Goeiemore, Molweni, Assalamu alaikum;

WELCOME

- Thank you Speaker
- A warm welcome to all councillors present in today's meeting as well as interested residents, stakeholders and members of the media who have logged in to follow the proceedings.
- **Robert Brault once said: "Enjoy the little things in life, for one day you might look back and realize that they were the big things"**

GARDEN PARADE

- We had a very successful start to Garden Town last week with the annual garden parade;
- Hierdie is slegs die 2e keer wat hierdie gebeurtenis plaasvind en dit is vir my baie spesiaal om te sien hoe dit gegroei het van verlede jaar toe dit vir die eerste keer aangebied is;
- It takes place from 20 until 30 October - This 10-day long festival sees events and experiences taking place across the broader Stellenbosch;
- Garden Town Stellenbosch includes presentations and installations from the Western Cape Association for Flower Arrangers, private home gardens, guided tours, a range of workshops, estate and winery show gardens and a whole lot more;
- **Weereens ook baie geluk aan al ons wenners van die eerste Burgemeester – tuin kompitisie.**
- It was my dream to host this competition and in return inspire people to beautify their respective communities;

3.	**DISCLOSURE OF INTERESTS**

NONE

4.	**APPLICATIONS FOR LEAVE OF ABSENCE**

NONE

5.	**CONFIRMATION OF PREVIOUS MINUTES**

The minutes of the Mayoral Committee Meeting held on 2022-09-14 were **confirmed as correct without any amendments.**

6.	STATUTORY MATTERS

6.1	ADJUSTMENTS BUDGET (GRANTS) 2022/2023

Collaborator No: 736451
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 19 October 2022

1. SUBJECT: ADJUSTMENTS BUDGET (GRANTS) 2022/2023

2. PURPOSE

Is to table the adjustments budget for the 2022/2023 financial year to Council for approval. The adjustments budget emanates from a roll-over allocation approval received from Western Cape Provincial Government.

3. DELEGATED AUTHORITY

FOR APPROVAL BY MUNICIPAL COUNCIL

EXECUTIVE SUMMARY

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: 2022-10-19: ITEM 6.1

(a) that the Adjustments Budget for 2022/2023 as set out in **APPENDIX 2**, be approved;

(b) that the Adjustments Budget Tables as prescribed by the Budgeting and Reporting Regulations, as set out in **APPENDIX 3**, be approved; and

(c) that the Service Delivery and Budget Implementation Plan be adjusted accordingly inclusive of the non-financial information (performance measurement).

FOR FURTHER DETAILS CONTACT:

NAME	**MONIQUE STEYL**
POSITION	***SENIOR ANAGER: FINANCIAL MANGEMENT SERVICES***
DIRECTORATE	***FINANCIAL SERVICES***
CONTACT NUMBERS	***021 808 8512***
E-MAIL ADDRESS	***Monique.Steyl@stellenbosch.gov.za***
REPORT DATE	***03 October 2022***

6.2	MFMA SECTION 52 REPORTING UP TO SEPTEMBER 2022

Collaborator No: 736449
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 19 October 2022

1. SUBJECT: MFMA SECTION 52 REPORTING UP TO SEPTEMBER 2022

2. PURPOSE

To comply with section 52(d) of the Municipal Finance Management Act and report to Council on the budget; financial and service delivery budget implementation plan by the Municipality for quarter 1 of the 2022/23 financial year.

3. DELEGATED AUTHORITY

THE EXECUTIVE MAYOR TO SUBMIT TO COUNCIL

In terms of section 52 (d) of the Municipal Finance Management Act:

"The mayor of a municipality—

(d) must, within 30 days of the end of each quarter, submit a report to the council on the implementation of the budget as well as the non-financial performance of the municipality;"

4. EXECUTIVE SUMMARY

The Executive Mayor must provide general political guidance over the fiscal and financial affairs of the Municipality and is required by Section 52(d) of the Municipal Finance Management Act to submit a report on the implementation of the budget and the financial and non-financial performance of the Municipality, to the Council within 30 days after end of each quarter.

The Section 52 report is a summary of the budget performance. It compares the implementation of the budget to the commitments made and contained in the Service Delivery and Budget Implementation Plan (SDBIP) and is intended to enable Council to give effect to their oversight responsibility.

This report provides the overall performance of the Municipality for the period 1 July 2022 to 30 September 2022.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-10-19: ITEM 6.2

that Council notes the Section 52 Report (including quarterly performance report) – First Quarter

FOR FURTHER DETAILS CONTACT:

NAME	**Monique Steyl**
POSITION	***Senior Manager Financial Management Services***
DIRECTORATE	***Financial Services***
CONTACT NUMBER	***021 – 808 8512***
E-MAIL ADDRESS	***Monique.Steyl@stellenbosch.gov.za***
REPORT DATE	***SEPTEMBER 2022***

6.3	MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR AUGUST 2022 & SEPTEMBER 2022

Collaborator No: 736450
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 19 October 2022

1. SUBJECT: MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR AUGUST 2022 & SEPTEMBER 2022

2. PURPOSE

To comply with Regulation 36(2) of the Municipal Supply Chain Management Regulations and Section 36 of the Supply Chain Management Policy 2022/2023 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 (2022/2023) stipulate that SCM deviations be reported to Council. In compliance thereto, this report presents to Council the SCM deviations that occurred during August 2022 & September 2022.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-10-19: ITEM 6.3

that Council notes the deviations as listed for the month of August 2022 and September 2022.

FOR FURTHER DETAILS CONTACT:

NAME	Kevin Carolus
POSITION	***CFO***
DIRECTORATE	***Finance***
CONTACT NUMBERS	***021 808 8528***
E-MAIL ADDRESS	***Kevin.Carolus@stellenbosch.gov.za***
REPORT DATE	07 September 2022

6.4	**OVERSIGHT ROLE OF COUNCIL: SUPPLY CHAIN MANAGEMENT POLICY-REPORT ON THE IMPLEMENTATION OF THE SUPPLY CHAIN MANAGEMENT POLICY OF STELLENBOSCH MUNICIPALITY: QUARTER 1 (01 JULY 2022 – 30 SEPTEMBER 2022)**

Collaborator No: **736787**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **19 October 2022**

1. SUBJECT: OVERSIGHT ROLE OF COUNCIL: SUPPLY CHAIN MANAGEMENT POLICY-REPORT ON THE IMPLEMENTATION OF THE SUPPLY CHAIN MANAGEMENT POLICY OF STELLENBOSCH MUNICIPALITY: QUARTER 1 (01 JULY 2022 – 30 SEPTEMBER 2022)

2. PURPOSE

To submit to Management a report for the period 01 July 2022 – 30 September 2022 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 2022/2023, 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 aid in the provision of municipal services.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-10-19: ITEM 6.4

(a) that Council approves this report and **APPENDIX 1** attached to the report, and

(b) that the report be made public in accordance with section 21A of the Municipal Systems Act.

FOR FURTHER DETAILS CONTACT:

NAME	*Dalleel Jacobs*
CONTACT NUMBERS	*021 808 8588*
E-MAIL ADDRESS	*Dalleel.jacobs@stellenbosch.gov.za*
DIRECTORATE	*Financial Services*
REPORT DATE	*05 October 2022*

7.	**CONSIDERATION OF ITEMS BY THE EXECUTIVE MAYOR: [ALD G VAN DEVENTER (MS)]**

7.1	**PROTECTION SERVICES: (PC: CLLR R BADENHORST)**

NONE

7.2	**YOUTH, SPORTS AND CULTURE: [PC: CLLR R ADAMS]**

NONE

7.3	CORPORATE SERVICES: (PC: CLLR L NKAMISA)

7.3.1	APPLICATION TO RENEW LEASE OF UNIT 1 OF BOSMANSHUIS (PART OF THE DORP STREET FLATS UNITS) TO THE IEC

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **19 October 2022**

1. SUBJECT:APPLICATION TO RENEW LEASE OF UNIT 1 OF BOSMANSHUIS (PART OF THE DORP STREET FLATS UNITS) TO THE IEC

2. PURPOSE

Is for Council to consider the request from the IEC for a renewal of the lease agreement of the IEC at Bosmanshuis (Unit 1).

3. DELEGATED AUTHORITY

The Executive Mayor in consultation with the Mayoral Committee considers applications of less than 10 years with a value of less than R5 million.

Council must consider all other requests.

4. EXECUTIVE SUMMARY

Council approved a lease for the IEC in unit 1 at Bosmanhuis in Dorp street flats in July 2019 for the period of 3 years. The 3-year lease expires on 30 November 2022. The IEC has requested a new lease of 5 years, additional space for storage if possible and the provision of a cleaning service at the expense of the municipality (**APPENDIX 1**).

They have been informed that we are not able to provide a cleaning service at our expense, not additional space for storage. The renewal of the lease and the request for a 5-year period must be considered. If the application approval is positively considered the proposed lese will have to be advertised for public comment again before a final decision can be taken.

MAYORAL COMMITTEE MEETING:2022-10-19: ITEM 7.3.1

RESOLVED

(a) that Unit 1 Bosmanshuis, situated on a portion of erf 1134, be identified as property not required for the municipality's own use during the period for which the right is to be granted;

(b) that it be noted that the IEC has been informed that no additional space is available to be used for storage and no cleaning service will be provided at the expense of the municipality;

(c) that approval be granted to enter into a 3-year lease agreement with the IEC at an initial monthly rental of R R7 276.74, being 30% of fair market value, subject to the following conditions:

(d) IEC to take full responsibility for all internal maintenance as well as any functional upgrades needed for their own purposes;

(e) that no upgrades or changes may take place without approval of the Municipality and taking into account the heritage status of the building;

(f) that an early termination clause be inserted indicating that the contract can be terminated with six (6) months written notice, should Council need the property for its own use, or should Council decide to dispose of the property or for any other legal reason want to cancel the lease; and

(g) that an annual escalation on 1 July 2020 and 2023 of 7% apply.

FOR FURTHER DETAILS CONTACT:

NAME	Annalene de Beer
POSITION	***Director: Corporate Services***
DIRECTORATE	***CORPORATE SERVICES***
CONTACT NUMBERS	***021-8088018***
E-MAIL ADDRESS	***Annalene.deBeer@stellenbosch.gov.za***
REPORT DATE	***13.10.2022***

7.3.2	RETURN ITEM: LEASE OF PORTION OF ERF 143, FRANSCHHOEK

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **19 October 2022**

1. SUBJECT: RETURN ITEM: LEASE OF PORTION OF ERF 143, FRANSCHHOEK

2. PURPOSE

To provide feedback to council after the in-principle decision to lease the property, portion of erf 143 Franschhoek, commonly known as the life craft center, to Franschhoek Wine Valley Tourism, was advertised for public comment.

3. DELEGATED AUTHORITY

Council or the Executive Mayor in consultation with the Executive Mayoral Committee, where it deals with a lease agreement of less than 10 years and the land value is below R 5 Million.

4. EXECUTIVE SUMMARY

During 2004 Stellenbosch Municipality and the Life Craft Center concluded a Lease Agreement, in terms where they would lease a portion of erf 143, Stellenbosch for a period of 9 years and 11 months. That lease agreement terminated and Council resolved on 25 November 2020 not to enter into a new lease agreement with them and requested the department to publish a call for proposals to see what the community think the space should be used for or to get inputs from businesses who may be interested to use the space.

The notice was published in January 2021 and only one response was received. The interested party was only prepared to pay a fraction of the market related rent and would have used it for the Bicycle business. Subsequently we have received a request from the Franschhoek Wine Valley Tourist Association who is interested to lease and upgrade the property. Their request is attached as **APPENDIX 1.** After consideration of the two proposals council resolved in principle to lease the property to Franschhoek Wine Valley Tourism subject to the municipality advertising the intention to do so. The notice was published on 17 August 2022 (**APPENDIX 2**).

We received one input from Mr Adams (**APPENDIX 3**) for consideration. The Franschhoek Wine Valley Association also requested that they do not pay rent for the first 12 months. They were provided with a final draft agreement (**APPENDIX 4**) after the Municipal Manager determined the rental. The Franschhoek Wine Valley base their request on the capital input they intend to make(**APPENDIX 5**). Council has in the past discounted the upgrades on our buildings over the period of the lease that can be considered here either by the allowance of no payment for a period or a reduced amount over the whole period.

MAYORAL COMMITTEE MEETING:2022-10-19: ITEM 7.3.2

RESOLVED

(a) that Council takes note of the input received;

(b) that Council confirms that portion of erf 143, Franschhoek, is identified as property not required for Municipal Services;

(c) Given the devastating effect that covid-19 had on the local economy of Franschhoek it is imperative that tourism in the town is supported and assisted to enhance local economic

growth within Franschhoek and therefore Council approves to lease the property to Franschhoek Wine Valley Tourist Association (FWVTA) as they deliver a municipal function on our behalf in Franschhoek for the benefit of the whole of Franschhoek;

(d) that Council after consideration of all the inputs approves the request from the lessee not to pay rent for the first 12 months;

(e) that the FWVTA pay for the renovations and maintenance of the building during its tenure without any compensation by the municipality;

(f) that the Franschhoek Wine Valley Tourist Association (FWVTA) enter into an agreement with the Municipality and be responsible for the payment for all services; and

(g) that the Municipal Manager be mandated to determine a nominal monthly rental taking into account that they deliver a function that benefit the bigger Franschhoek society

FOR FURTHER DETAILS CONTACT:

NAME	**Annalene de Beer**
POSITION	***Director***
DIRECTORATE	***Corporate Services***
CONTACT NUMBERS	***021-80881018***
E-MAIL ADDRESS	***Annalene.deBeer@stellenbosch.gov.za***
REPORT DATE	***2022 – 10 - 13***

7.4	FINANCIAL SERVICES: (PC: CLLR P JOHNSON)

NONE

7.5	HUMAN SETTLEMENTS: (PC: CLLR J FASSER)

NONE

7.6	INFRASTRUCTURE SERVICES : (PC : CLLR Z DALLING (MS))

7.6.1	STATUS REPORT ON THE INFRASTRUCTURE SERVICES' BY-LAWS & POLICIES

Collaborator No: 736220
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 19 October 2022

1. SUBJECT: STATUS REPORT ON THE INFRASTRUCTURE SERVICES' BY-LAWS & POLICIES

2. PURPOSE

To inform Council on the status of the Directorate: Infrastructure Services By-Laws and Policies.

3. DELEGATED AUTHORITY

For notification by the Municipal Council.

4. EXECUTIVE SUMMARY

The Directorate: Infrastructure Services is responsible to ensure that all relevant and associated By-Laws and Policies are developed and maintained within a five-year period. This report serves to indicate to Council the current status of each of these By-Laws and Policies.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-10-19: ITEM 7.6.1

that the status on the Directorate Infrastructure Services By-Laws and Policies be noted.

FOR FURTHER DETAILS CONTACT:

NAME	**Shane Chandaka**
POSITION	***Director Infrastructure Services***
DIRECTORATE	***Infrastructure Services***
CONTACT NUMBERS	***021 808 8213***
E-MAIL ADDRESS	***shane.chandaka@stellenbosch.gov.za***
REPORT DATE	***20 September 2022***

7.6.2	APPROVAL OF THE MUNICIPALITY'S STORMWATER BY-LAW DELEGATIONS AND PROPOSED ADMISSION OF GUILT FINES

Collaborator No: 736154
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 19 October 2022

1. SUBJECT: APPROVAL OF THE MUNICIPALITY'S STORMWATER BY-LAW DELEGATIONS AND PROPOSED ADMISSION OF GUILT FINES

2. PURPOSE

That Council considers and approves the Municipality's, Stormwater By-Law Delegations and Proposed Admission of Guilt Fines.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

Council had approved the Municipality's By-Law on Stormwater, following a public participation process and all relevant processes, on the 25th November 2020. (**ANNEXURE A**)

The By-Law on Stormwater enables the Municipality to manage its stormwater systems and regulate activities that have a detrimental effect on the development and operation of the stormwater system.

Under Section 59: Delegations of the Municipal Systems Act, Council is to approve the proposed delegations of powers in terms of this By-Law to various key officials and incorporate these into the System of Delegations. A proposed set of delegations is shown under **ANNEXURE B**.

The fines schedule will assist the Municipality with the management and regulation of stormwater systems by allowing for penalties to be imposed for activities that are detrimental to the development and operation of the stormwater system. The proposed fines schedule is attached as **ANNEXURE C**.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-10-19: ITEM 7.6.2

(a) that the content of this report be noted,

(b) that the set of delegations as proposed in **ANNEXURE B** be accepted and attached to the System of Delegations, and

(c) that the proposed set of Admission of Guilt Fines (Attached as **ANNEXURE C**) be accepted as the fines to be sought from the Chief Magistrate for this By-Law.

7.6.3	REQUEST FOR APPROVAL OF THE DRAFT POLICY ON SIDEWALK ACCESSIBILITY

Collaborator No: 736152
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 19 October 2022

1. SUBJECT: REQUEST FOR APPROVAL OF THE DRAFT POLICY ON SIDEWALK ACCESSIBILITY

2. PURPOSE

That council notes and approves the draft policy on Sidewalk Management in Residential Areas.

3. DELEGATED AUTHORITY

Reserved for decision by Council.

4. EXECUTIVE SUMMARY

The Municipality aims is to promote and prioritize Non-Motorised Transport (NMT), as these were outcomes from IDP consultative processes and forms part of the Municipality's and National Government's Strategic Planning.

Landscaping, outdoor dining and other activities carried out on sidewalks may obstruct drivers' sight distances and pedestrian movements, creating potentially unsafe conditions.

The Municipality endeavours to improve sidewalk management and strive for a safe environment for all sidewalk and roadway users. In order to achieve this, the municipality intends to introduce a policy and processes that would improve safety and make sidewalks more accessible and user friendly to pedestrians.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-10-19: ITEM 7.6.3

(a) that the content of this report be noted;

(b) that the Draft Sidewalk Accessibility Policy, attached as **ANNEXURE A**, be accepted as the copy to be used in a Public Participation process;

(c) that the Draft Sidewalk Accessibility Policy be duly advertised for the purpose of a public participation process; and

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

FOR FURTHER DETAILS CONTACT:

NAME	Shane Chandaka
POSITION	***Director***
DIRECTORATE	***Infrastructure Services***
CONTACT NUMBERS	***021 808 8213***
E-MAIL ADDRESS	***Shane.Chandaka@stellenbosch.gov.za***
REPORT DATE	***20 September 2022***

7.6.4	REQUEST FOR APPROVAL OF STELLENBOSCH ROADS MASTER PLAN

Collaborator No: 736151
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 19 October 2022

1. SUBJECT: REQUEST FOR APPROVAL OF STELLENBOSCH ROADS MASTER PLAN

2. PURPOSE

That Council notes the 2018 - 2019 Roads Master Plan (RMP).

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

Stellenbosch Municipality undertook the development of its first RMP in 2012. The new 2018-2019 RMP is a full review of the previous edition.

The aim of the RMP is to analyse the capacity of the current road network, identifying current and future road infrastructure requirements. This is undertaken with the aid of a Roads Simulation Model, that simulates existing and future road traffic scenarios. Results of the simulations are analysed and recommendations are made for infrastructure that will ensure an effective road layout for the Municipality.

The RMP has been tabled at Council in April 2021, where the RMP was accepted by Council and advertised for public comment. Comments were received from, Friends of Stellenbosch Mountain (FMS), Stellenbosch Ratepayers Association (SRA), Stellenbosch Interest Group (SIG) and the University of Stellenbosch (US).

The RMP was not well received by two interest groups in Stellenbosch, while another expressed concern relating to listed projects.

The Directorate is of the view is that the analysis carried out through the compilation of the RMP ensures that it is suitable for its purpose, i.e. as an aid to planning processes, providing input in the CITP.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-10-19: ITEM 7.6.4

(a) that Council notes that the Roads Master Plan was published for public comment;

(b) that Council notes the comments received and the Directorate’s view; and

(c) that Council adopts the revised 2022- 2022 Roads Master Plan for recommendation to Council.

7.6.5	APPROVAL OF THE MUNICIPALITY'S PARKING BY-LAW DELEGATIONS AND PROPOSED ADMISSION OF GUILT FINES

Collaborator No: 736153
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 19 October 2022

1. SUBJECT: APPROVAL OF THE MUNICIPALITY'S PARKING BY-LAW DELEGATIONS AND PROPOSED ADMISSION OF GUILT FINES

2. PURPOSE

That Council considers and approves the Municipality's, Parking By-Law Delegations and Proposed Admission of Guilt Fines.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

Council had approved the Municipality's By-Law on Parking, following a public participation process and all relevant processes, on the 28 April 2021 (**ANNEXURE A**).

Under Section 59: Delegations of the Municipal Systems Act, Council is to approve the proposed delegations of powers in terms of this By Law to various key officials and incorporate these into the System of Delegations. A proposed set of delegations is shown under **ANNEXURE B**.

The fines schedule will assist the Municipality with the management and regulation of parking systems by allowing for penalties to be imposed for parking violations. A set of proposed Admission of Guilt Fines is attached as **ANNEXURE C**.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-10-19: ITEM 7.6.5

(a) that the content of this report be noted,

(b) that the set of delegations as proposed in **ANNEXURE B** be accepted and attached to the System of Delegations, and

(c) that the proposed set of Admission of Guilt Fines (Attached as **ANNEXURE C**) be accepted as the fines to be sought from the Chief Magistrate for this By-Law.

FOR FURTHER DETAILS CONTACT:

Name	**Shane Chandaka**
Position	***Director***
Directorate	***Infrastructure Services***
Contact Numbers	***021 808 8213***
E-mail Address	***Shane.Chandaka@stellenbosch.gov.za***
Report Date	***20 September 2022***

7.6.6	REQUEST FOR APPROVAL OF STELLENBOSCH NON-MOTORISED TRANSPORT MASTER PLAN POLICY

Collaborator No: 736147
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 19 October 2022

1. SUBJECT: REQUEST FOR APPROVAL OF STELLENBOSCH NON-MOTORISED TRANSPORT MASTER PLAN AND POLICY

2. PURPOSE

That Council notes the 2020 Non-Motorised Transport (NMT) Master Plan and Policy.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

Stellenbosch Municipality compiled an NMT network plan, a separate cycling plan and an NMT Policy in 2015. The Draft 2020 NMT Master Plan and Policy is a review, update and consolidation of the aforementioned documents.

The aim of the Non-Motorised Transport (NMT) Master Plan and Policy is to analyse the capacity of current network, identify current and future NMT needs, and make recommendations for infrastructure that will ensure an effective NMT network.

The Draft 2020 NMT Master Plan and Policy has been tabled at Council in April 2021, where the Master Plan and Policy was accepted by Council, and thereafter advertised for public comment. Comments were received from, Friends of Stellenbosch Mountain (FMS), Stellenbosch Ratepayers Association (SRA), Stellenbosch Interest Group (SIG), Stellenbosch Cycling and the University of Stellenbosch (US). Public Comments received were largely supportive.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-10-19: ITEM 7.6.6

(a) that Council notes that the Non-Motorised Transport Master Plan and Policy was published for public comment;

(b) that Council notes the comments received and the Directorate’s view; and

(c) that Council approves the 2020 Non-Motorised Transport Master Plan and Policy

7.6.7	APPROVAL OF THE STELLENBOSCH MUNICIPALITY INTEGRATED WASTE MANAGEMENT BY-LAW DELEGATIONS AND ADMISSION OF GUILT FINES

Collaborator No: 736144
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 19 October 2022

1. SUBJECT: APPROVAL OF THE STELLENBOSCH MUNICIPALITY INTEGRATED WASTE MANAGEMENT BY-LAW DELEGATIONS AND ADMISSION OF GUILT FINES

2. PURPOSE

To request approval from Council to finally approve the Integrated Waste Management By-Law Delegations and Admission of Guilt Fines.

3. DELEGATED AUTHORITY

The Stellenbosch Municipality By-Law relating to Integrated Waste Management was approved by Council. And published in the Provincial Gazette No. 8441 dated 4 June 2021 (**ANNEXURE A**).

4. EXECUTIVE SUMMARY

The Stellenbosch Municipality Integrated Waste Management By-Law (2020) regulates the avoidance, minimisation, generation, collection, cleaning and disposal of waste; and matters related thereto.

Under Section 59: Delegations of the Municipal Systems Act, Council is to approve the proposed delegation of powers in terms of this By Law to various key officials and incorporate these into the System of Delegations. A proposed set of delegations is shown under **ANNEXURE B**.

Under the provisions of section 45 of the By-Law a person convicted of an offence in terms of section 44(1)(a), (b), (c) or (e) of the By-Law is liable to a fine. A set of proposed Admission of Guilt Fines (AGF) has been attached as **ANNEXURE C**.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-10-19: ITEM 7.6.7

(a) that the content of this report be noted,

(b) that the set of delegations as proposed in **ANNEXURE B** be accepted and attached to the System of Delegations, and

(c) that the proposed set of Admission of Guilt Fines (Attached as **ANNEXURE C**) be accepted as the fines to be sought from the Chief Magistrate for this By-Law.

NAME	Shane Chandaka
POSITION	***Director***
DIRECTORATE	***Infrastructure Services***
CONTACT NUMBERS	***021 808 8213***
E-MAIL ADDRESS	shane.chandaka@***stellenbosch.gov.za***
REPORT DATE	***20 July 2022***

7.7	PARKS, OPEN SPACES AND ENVIRONMENT: (PC: J JOON)

NONE

7.8	PLANNING :(PC: CLLR C VAN WYK (MS)

7.8.1	APPROVAL TO COMMENCE WITH THE PUBLIC PARTICIPATION PROCESS FOR THE ADAM TAS CORRIDOR OVERLAY ZONE IN TERMS OF THE STELLENBOSCH MUNICIPALITY LAND USE PLANNING BY-LAW

Collaborator No: **736732**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **19 October 2022**

1. SUBJECT:APPROVAL TO COMMENCE WITH THE PUBLIC PARTICIPATION PROCESS FOR THE ADAM TAS CORRIDOR OVERLAY ZONE IN TERMS OF THE STELLENBOSCH MUNICIPALITY LAND USE PLANNING BY-LAW

2. PURPOSE OF REPORT

To obtain approval from Council to commence with the public participation process for the draft Adam Tas Corridor Local Spatial Development Plan (LSDF) Overlay Zone in line with the minimum requirements of the Stellenbosch Municipality Land Use Planning Bylaw to obtain comment on the draft Adam Tas Overlay Zone that will enable the Directorate Planning and Economic Development to finalise the Adam Tas Overlay Zone and submit the policy document to Council for consideration.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Council resolved at their meeting of 29 May 2019 to authorize the Municipal Manager to enter into a multi-stakeholder engagement involving the key national departments, relevant local government institutions, the university, private stakeholders, and various land owners to explore a public private partnership for the Adam Tas Corridor re-generation initiative. Council also authorised the Municipal Manager to undertake further work to explore the feasibility, dependencies, and associated risks, etc. in determining the appropriate path for unlocking the Adam Tas Corridor.

Acting in terms of her delegation from Council, the Municipal Manager gave approval on 20 March 2020 for the commencement of the drafting of a local spatial development framework and overlay zone for the Adam Tas Corridor.

Following a public tender, the Built Environment Partnership (BEP) was appointed by Stellenbosch Municipality (SM) during January 2021 to prepare a Local Spatial Development Framework (LSDF) for the Adam Tas Corridor (ATC) area and draft overlay zone.

The Draft ATC LSDF was submitted to the Section 80 standing Committee for Planning for consideration on 4 October 2022 after which it will be tabled at the Council meeting at the end of October 2022 for final consideration.

With this LSDF, municipal approval is sought to incorporate the area as a Local Area Overlay Zone in the Stellenbosch Zoning Scheme By-Law 2015. The Local Area Overlay Zone is the mechanism for cementing the development rights implied by the LSDF in law. The current zoning – largely related to the manufacturing, storage, and distribution of wine and similar products – cannot support dense, mixed-use development.

The purpose of the overlay zone in terms of Section 239 (1) of the Stellenbosch Municipality: Zoning Scheme Bylaw is to designate land for future subdivision where a change of zoning from the pre-existing base zone will be required once the subdivision is approved and where the principle of future subdivision has been approved through a rezoning process, but the subdivision plan itself has not yet been approved.

This agenda item seek to obtain the approval of Council to commence with the process of advertising the Adam Tas Corridor LSDF. Only once all comments and input have been received, duly considered and taken into account where needed, the final draft LSDF will be brought before Council for consideration.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-10-19: ITEM 7.8.1

(a) that Council take note of the draft Adam Tas Corridor Overlay Zone attached as **APPENDIX 1** to the agenda;

(b) that Council gives approval for the commencement of the public participation process and advertisement of the draft Adam Tas Overlay Zone subject to the following conditions:

a. The public participation phase of the project will take place over 60 days (2 months).
b. The draft Overlay Zone will be advertised in the local newspaper, municipal web page and notice boards within two weeks after the decision by Council.

(c) that After the process of public participation was concluded, the draft Adam Tas Corridor report must be resubmitted to Council together with all comments received for consideration within 2 months.

FOR FURTHER DETAILS, CONTACT:

NAME	BJG de la Bat Pr Pln
POSITION	Manager: Spatial Planning
DIRECTORATE	PLANNING AND ECONOMIC DEVELOPMENT
CONTACT NUMBERS	021 808 8653
E-MAIL ADDRESS	Bernabe.delabat@stellenbosch.gov.za
REPORT DATE	3 October 2022

7.8.2	APPROVAL OF THE ADAM TAS LOCAL SPATIAL DEVELOPMENT FRAMEWORK AND GUIDELINES FOR THE DEVELOPMENT

Collaborator No: 736052
IDP KPA Ref No: Valley of Opportunity
Meeting Date: 19 October 2022

1. SUBJECT: APPROVAL OF THE ADAM TAS LOCAL SPATIAL DEVELOPMENT FRAMEWORK AND GUIDELINES FOR THE DEVELOPMENT

2. PURPOSE

To provide Council with the pertinent factors to approve and adopt the Final Draft Adam Tas Local Spatial Development Framework and the Adams Tas Corridor Development Guidelines.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The development of the land along the Adam Tas Corridor as included as a catalytic project in the approved Stellenbosch Municipal Spatial Development Framework, 2019.

The working vision for the ATC area is follows:

- A **proactive intervention** to address needs in Stellenbosch, including fixing the mistakes of the past and enabling equitable access to urban opportunity for all citizens.
- An **integrated, inclusive environmen**t for living, work, and enjoyment.
- A **pro-active partnership** between the public, private, and community sectors in response to citizen needs and national, provincial, and municipal policy.
- A place which embodies and expands our **best knowledge and practise** of what constitutes good, equitable, and efficient settlement.
- A **"new town in town"** in Stellenbosch; integrating currently fragmented parts of the town, exploiting underutilized resources, and adopting non-motorized and public transport as the dominant form of access.

The Department: Development Planning prepared the draft ATC LSDF as a policy document that would pave the way for the development to take place over the next 10 to 20 years. The draft LSDF was submitted to the municipality in September 2021 after which Council approved the public participation process which took place during the second quarter of 2022 for a period of sixty (60) days., See copy of advertisement in local newspapers attached as **APPENDIX 1**.

The comments received during the process of public participation were evaluated and considered in evaluating the final draft ATC LSDF which is now serving before Council for formal adoption. The summary of comments is attached as **APPENDIX 2** to this report and include the responses to such comments.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-10-19: ITEM 7.8.2

(a) that Council approves the Final Draft Adam Tas Local Spatial Development Framework, 2019 attached as **APPENDIX 3;** and

(b) that Council approves the Adam Tas Corridor Development Guidelines attached as **APPENDIX 4** to this report; and

NAME	Bernabe de la Bat
POSITION	Manager Spatial Planning
DIRECTORATE	Planning & Economic Development
CONTACT NUMBERS	021 – 808 8653
E-MAIL ADDRESS	Bernabe.delabat@Stellenbosch.gov.za
REPORT DATE	19 September 2022

7.8.3	**AERONAUTICAL RECONNAISSANCE COVERAGE GEOGRAPHIC INFORMATION SYSTEM FOR LOCAL AUTHORITY (TOWN PLANNING APPLICATIONS MANAGEMENT SYSTEM AND BUILDING PLANS APPLICATIONS MANAGEMENT SYSTEMS) IMPLEMENTATION REPORT**

Collaborator No: **736052**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **19 October 2022**

1. SUBJECT: AERONAUTICAL RECONNAISSANCE COVERAGE GEOGRAPHIC INFORMATION SYSTEM FOR LOCAL AUTHORITY (TOWN PLANNING APPLICATIONS MANAGEMENT SYSTEM AND BUILDING PLANS APPLICATIONS MANAGEMENT SYSTEMS) IMPLEMENTATION REPORT

2. PURPOSE

To provide Council with the progress of the implementation of Town Planning Applications Management System ("TPAMS") and Building Plans Applications Management Systems ("BPAMS") that were implemented on 01 July 2022.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Council to have an update on the status-quo regarding the implementation of TPAMS and BPAMS, the issues that occurred during the implementation and future systems enhancements.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-10-19: ITEM 7.8.3

(a) that Council takes note of the progress made with the implementation of Version 2 of Town Planning Applications Management System and Building Plans Applications Management System on 01 July 2022; and

(b) that Council takes note of the improvements to the Town Planning Applications Management System and Building Plans Applications Management System as noted in 8.4 of this report that is included in the funding for the 2022 / 2023 financial year.

FOR FURTHER DETAILS CONTACT:

NAME	Mduduzi Nhleko
POSITION	GIS Technician
DIRECTORATE	Planning & Economic Development
CONTACT NUMBERS	021 808 8586
E-MAIL ADDRESS	Mduduzi.Nhleko@stellenbosch.gov.za
REPORT DATE	26 September 2022

7.9	LOCAL ECONOMIC DEVELOPMENT AND TOURISM:(PC: CLLR R DE TOIT (MS)

NONE

7.10	RURAL MANAGEMENT: (PC: CLLR J WILLIAMS)

7.10.1	REQUEST TO LEASE FARM NO. 502BH, STELLENBOSCH DIVISION: STELLENBOSCH UNIVERSITY FOR A EUROPEAN UNION (EU) FUNDED RESEARCH ENDEAVOUR

Collaborator No: **736786**
IDP KPA Ref No: **Valley of Opportunity**
Meeting Date: **19 October 2022**

1. SUBJECT: REQUEST TO LEASE FARM NO. 502BH, STELLENBOSCH DIVISION: STELLENBOSCH UNIVERSITY FOR A EUROPEAN UNION (EU) FUNDED RESEARCH ENDEAVOUR.

2. PURPOSE

a) To provide the Executive Mayor with all the pertinent factors in regard to the request from Stellenbosch University to lease Farm No. 502BH, Stellenbosch Division, for the purposes of an EU funded Research Endeavour in Partnership with Lynedoch Farmers.

b) To request the Executive Mayor to approve the request from Stellenbosch University.

3. DELEGATED AUTHORITY

In terms of Delegation EM85 the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated authority to "Approve Lease Agreements on Council properties for a period shorter than 10 years and a contract value of less than R5M".

4. EXECUTIVE SUMMARY

The Stellenbosch University has applied for a short - term lease agreement (for a period of 3 years) for Farm No. 502BH, Stellenbosch Division where they are involved in a project assessing the potential value of seven technologies to enhance the productivity of emerging farmers.

The Policy on the Management of Council-owned properties allows for direct negotiations (private treaty) in specific circumstances, inter alia, for the purpose of agricultural purposes. The Asset Transfer Regulations provides that rights may be provided to any third party unless there is a public participation process indicating the municipality's intention and requesting any objections to the proposal. This is also contained in the Municipality's Property Management Policy. All land worth more than 10 Million Rand must first go through another public participation process publishing an information statement as provided for in the Asset Management Regulations.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-10-19: ITEM 7.10.1

(a) that Farm No. 502BH, Stellenbosch Division, be identified as land not needed for Municipal Services;

(b) that the importance of the study be noted as it will enhance the sustainability of emerging farmers;

(c) that Council in-principle agrees to make the property available to the Stellenbosch University as they will deliver a function in Lynedoch for the benefit of the emerging farmers;

(d) that the intension of Council to lease the property to the Stellenbosch University for a period of (3) three years be advertised for public comment/input;

(e) that the item be returned to the Executive Mayor, in consultation with the Mayoral Committee, for a final decision, once the public participation process has been completed;

(f) that the Municipal Manager be mandated to determine a monthly rental amount; and

(g) that Stellenbosch University enter into an agreement with the Municipality and be responsible for the payment of all services.

FOR FURTHER DETAILS CONTACT:

NAME	Lesley van Gensen
POSITION	Manager: Economic Development and Tourism
DIRECTORATE	Planning and Economic Development
CONTACT NUMBERS	021 808 8179
E-MAIL ADDRESS	Lesley.vangensen@stellenbosch.gov.za
REPORT DATE	11 October 2022

7.11	MUNICIPAL MANAGER

NONE

8.	REPORTS SUBMITTED BY THE EXECUTIVE MAYOR

NONE

9.	URGENT MATTERS

10.	MATTERS TO BE CONSIDERED IN-COMMITTEE

The meeting adjourned at 11:20

CHAIRPERSON: ……

DATE: ……

Confirmed on ……

6.	**STATUTORY MATTERS**

6.1	**ADJUSTMENTS BUDGET 2022/2023**

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2022**

1. SUBJECT: ADJUSTMENTS BUDGET 2022/2023

2. PURPOSE

Is to table the adjustments budget for the 2022/2023 financial year to Council for approval. The adjustments budget emanates from a roll-over allocation approval received from Western Cape Provincial Government, National Treasury and an additional allocation received from Cape Winelands District Municipality.

3. DELEGATED AUTHORITY

FOR APPROVAL BY MUNICIPAL COUNCIL

4. EXECUTIVE SUMMARY

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

5. RECOMMENDATIONS

(a) that the Adjustments Budget for 2022/2023 as set out in **APPENDIX 2**, be approved;

(b) that the Adjustments Budget Tables as prescribed by the Budgeting and Reporting Regulations, as set out in **APPENDIX 3**, be approved; and

(c) that the Service Delivery and Budget Implementation Plan be adjusted accordingly inclusive of the non-financial information (performance measurement).

6. DISCUSSION / CONTENTS

6.1 <u>Background/ Legislative Framework</u>

In terms of section 28 (2) (b) of the Municipal Finance Management Act:

"An adjustments budget may appropriate additional revenues that have become available over and above those anticipated in the annual budget…".

According to regulation 23 (3) of the Municipal Budget and Reporting Regulations:

"If a national or provincial adjustments budget allocates or transfers additional revenues to a municipality, the mayor of the 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 25(2)(b) of the Act in the municipal council to appropriate these additional revenues".

6.2 Discussion

The Western Cape Provincial Treasury has in principle granted approval, in terms of Section 10(2) of the Western Cape Appropriation Act (WCAA) 2021 (Act No. 5 of 2021), to roll-over the unspent amounts of R550 000 for Western Cape Financial Management Support Grant, R19 766 for Western Cape Financial Management Capacity Building Grant and R3 873 630 for Community Library Service Grant.The unspent portions of capital conditional grants will be rolled over to the 2022/2023 financial year.

National Treasury has granted approval in terms of section 21(2) of the 2021 Division of Revenue Amendment Act, (Act No. 17 of 2021) (DoRAA) to retain an amount of **R9.6 million (limited to actual unspent amount of R8 382 170) allocated** to Stellenbosch Municipality in the 2021/22 financial year through the DoRA. This approval is in respect of the Integrated National Electrification Programme (INEP).

Cape Winelands District Municipality has notified the Municipality in terms of S37(2) of the MFMA that an allocation of R115 000 will be transferred to the municipality to provide capacity and support to address social issues *(Project: Gender based violence and substance workshops for women and men).*

Capital Adjustments Budget

Council approved an Amended Capital Budget for the 2022/2023 financial year amounting to R 454 035 733 in October 2022. These adjustments budget effectively changes the Amended budget by means of the inclusion of the grant roll-overs from the 2021/2022 financial year.

Details of the proposed adjustments are reflected in **APPENDIX 2**.

Operating Revenue Adjustments Budget

The Amended Operating Revenue Budget for the 2022/2023 financial year amounted to R 2 261 727 118 in October 2022. These adjustments budget effectively changes the amended budget by means of the inclusion of the grant roll-overs from the 2021/2022 financial year, and the additional allocation received from Cape Winelands District Municipality.

Details of the proposed adjustments are reflected in **APPENDIX 2**.

Operating Expenditure Adjustments Budget

Council adopted an Amended Operating Expenditure Budget for the 2022/2023 financial year amounting to R 2 102 695 768 in October 2022. These adjustments budget effectively changes the amended budget by means of the inclusion of the grant roll-overs from the 2021/2022 financial year, and the additional allocation received from Cape Winelands District Municipality

6.3 Financial Implications

Financial impact is reflected in the appendices.

6.4 External Loan roll over from 2021/2022

None

6.5 Legal Implications

The item is compliant with the relevant legislative framework

6.6 Staff Implications

None

6.7 Previous / Relevant Council Resolutions:

October Adjustments Budget 2022/2023- 26 October 2022.

6.8 Risk Implications

None

6.9 Comments from Senior Management:

The item was not circulated for comment except to the Municipal Manager

6.9.1 *Municipal Manager:*

Supports the recommendations

ANNEXURES

Appendix 1: Executive summary

Appendix 2: Adjustments Budget

Appendix 3: Budgeting and Reporting Regulations: Schedule B

Appendix 4: Other supporting documents

Appendix 5: Quality certificate

FOR FURTHER DETAILS CONTACT:

NAME	**MONIQUE STEYL**
POSITION	***SENIOR ANAGER: FINANCIAL MANGEMENT SERVICES***
DIRECTORATE	***FINANCIAL SERVICES***
CONTACT NUMBERS	***021 808 8512***
E-MAIL ADDRESS	***Monique.Steyl@stellenbosch.gov.za***
REPORT DATE	***04 November 2022***

DIRECTOR: FINANCIAL SERVICES

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
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STELLENBOSCH MUNICIPALITY

ADJUSTMENTS BUDGET DOCUMENTATION

OCTOBER 2022

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APPENDIX 1

Executive Summary

Overview

The adjustments budget in terms of section 28 (2) (b) of the MFMA emanates from the approval of roll-over of unspent conditional grants from the Western Cape Provincial Government.

Capital projects funded from conditional grants will be rolled over.

Roll-over of unspent Provincial conditional grants

In terms of Section 10(2) of the Western Cape Appropriation Act (WCAA) 2021 (Act No. 5 of 2021) approval has been granted in principle, to roll-over the unspent amounts of R1 765 534 for Human Settlements Development Grant (Beneficiaries), R1 518 379 for Informal Settlements Upgrading Partnership Grant: Provinces (Beneficiaries) (Kayamandi Watergang Basic Services) and R1 000 000 for Regional Socio-Economic Project - municipal project (RSEP).

The unspent portions of capital conditional grants will be rolled over to the 2022/2023 financial year.

The breakdown of the unspent conditional grants are as follows:

Grants	Type	Approved Budget	Adjustments	Adjustments Budget
Regional Socio-Economic Project -	Capital	-	1 000 000	1 000 000
Human Settlements Development Grant	Capital	8 150 000	1 765 534	9 915 534
Informal Settlements Upgrading Partnership Grant	Capital	20 850 000	1 518 379	22 368 379
		29 000 000	**4 283 913**	**33 283 913**

Capital Adjustments Budget for 2022/2023

	2022/2023 Approved Budget	2022/2023 Adjustments Budget	%
Capital Budget	449 751 820	454 035 733	1%

Adjustments to Funding

The funding sources to the capital budget are as follows:

Funding	2022/2023 Approved Budget	%	2022/2023 Adjustments Budget	%
Own Funding				
Capital Replacement Reserve	152 144 605	34%	152 144 605	34%
Development Contribution	12 453 523	3%	12 453 523	3%
External Funding				
External Loans	165 124 042	37%	165 124 042	36%
National Grants	90 809 650	20%	90 809 650	20%
Provincial Grants	29 220 000	6%	33 503 913	7%
	449 751 820		**454 035 733**	

Adjustments to Capital Expenditure

The capital budget per directorate is as follows:

Directorate	Total Approved Budget (R)	%	Total Adjustments Budget (R)	%
Municipal Manager	40 000	0%	40 000	0%
Planning & Development Services	18 210 846	4%	20 976 380	5%
Community and Protection Services	31 376 143	7%	31 376 143	7%
Infrastructure Services	351 985 623	78%	353 504 002	78%
Corporate Services	47 889 208	11%	47 889 208	11%
Financial Services	250 000	0%	250 000	0%
TOTALS	**449 751 820**		**454 035 733**	

Adjustments to Operating Revenue

The operating revenue budget per directorate is as follows:

Directorate	Total Approved Budget (R)	%	Total Adjustments Budget (R)	%
Municipal Manager	-	0%	-	0%
Planning & Development Services	22 399 078	1%	25 164 612	1%
Community and Protection Services	171 349 646	8%	171 349 646	8%
Infrastructure Services	1 517 037 491	67%	1 518 555 870	67%
Corporate Services	11 656 741	1%	11 656 741	1%
Financial Services	535 000 250	24%	535 000 250	24%
TOTALS	**2 257 443 205**		**2 261 727 118**	

Adjustments to Operating Expenditure

The operating expenditure budget per directorate is as follows:

Directorate	Total Approved Budget (R)	%	Total Adjustments Budget (R)	%
Municipal Manager	27 432 083	1%	27 432 083	1%
Planning & Development Services	87 864 603	4%	87 864 603	4%
Community and Protection Services	419 634 084	20%	419 634 084	20%
Infrastructure Services	1 258 869 331	60%	1 258 869 331	60%
Corporate Services	210 683 035	10%	210 683 035	10%
Financial Services	98 212 632	5%	98 212 632	5%
TOTALS	**2 102 695 768**		**2 102 695 768**	

No adjustments were made to the Operational expenditure budget.

High Level Adjustments Budget Summary for 2022/2023

The total budget is summarized as follows:

Directorate	Operating Revenue Budget	Operating Expenditure Budget	Capital Budget	Total Budget
Municipal Manager	-	27 432 083	40 000	27 472 083
Planning & Development Services	25 164 612	87 864 603	20 976 380	108 840 983
Community and Protection Services	171 349 646	419 634 084	31 376 143	451 010 227
Infrastructure Services	1 518 555 870	1 258 869 331	353 504 002	1 612 373 333
Corporate Services	11 656 741	210 683 035	47 889 208	258 572 243
Financial Services	535 000 250	98 212 632	250 000	98 462 632
Total Revenue	**2 261 727 118**	**2 102 695 768**	**454 035 733**	**2 556 731 501**

APPENDIX 2

Capital Adjustments Budget for 2022/2023

The following funds per directorate are to be rolled-over:

Directorate	Approved Budget	Funds rolled-over	Adjustments Budget
Municipal Manager	40 000	-	40 000
Planning & Development Services	18 210 846	2 765 534	20 976 380
Community and Protection Services	31 376 143	-	31 376 143
Infrastructure Services	351 985 623	1 518 379	353 504 002
Corporate Services	47 889 208	-	47 889 208
Financial Services	250 000	-	250 000
TOTALS	**449 751 820**	**4 283 913**	**454 035 733**

The Capital projects to be rolled over from the previous financial year are as follows:

Projects		***Fund***	***Roll Over Amount***	***Motivation***
Planning and Development Services			**2 765 534**	
Economic Development & Tourism			**1 000 000**	
	Establishment of the Kayamandi Informal Trading Area	RSEP	1 000 000	Adjust the budget in line with the roll-over of unspent Regional Socio-Economic Project
Housing Development			**1 765 534**	
	Northern Extension: Feasibility	Human Settlements Grant	1 765 534	Adjust the budget in line with the roll-over of unspent Human Settlements Development Grant
Infrastructure Services			**1 518 379**	
Project Management Unit (PMU)			**1 518 379**	
	Kayamandi Watergang Basic Services	ISUP	1 518 379	Adjust the budget in line with the roll-over of unspent Informal Settlements Upgrading Partnership Grant
TOTAL - Capital			**4 283 913**	

Adjustments to Operational Revenue

The revised operating income budget per Directorate is as follows:

Directorate	Approved Budget	Grant funds rolled-over	Adjustments Budget
Municipal Manager	-	-	-
Planning & Development Services	22 399 078	2 765 534	25 164 612
Community and Protection Services	171 349 646	-	171 349 646
Infrastructure Services	1 517 037 491	1 518 379	1 518 555 870
Corporate Services	11 656 741	-	11 656 741
Financial Services	535 000 250	-	535 000 250
TOTALS	**2 257 443 205**	**4 283 913**	**2 261 727 118**

Department	Description	Approved Budget	Adjustment	Adjusted Budget	Motivation
Planning and Development Services					
Economic Development & Tourism	Regional Socio-Economic Project -	-	1 000 000	1 000 000	Adjust the budget in line with the roll-over of unspent Regional Socio-Economic Project
Housing Development	Human Settlements Development Grant	-	1 765 534	1 765 534	Adjust the budget in line with the roll-over of unspent Human Settlements Development Grant
Sub Total: Planning and Development Services		**-**	**2 765 534**	**2 765 534**	
Infrastructure Services					
Project Management Unit (PMU)	Informal Settlements Upgrading Partnership Grant	17 850 000	1 518 379	19 368 379	Adjust the budget in line with the roll-over of unspent Informal Settlements Upgrading Partnership Grant
Sub Total: Infrastructure Services		**17 850 000**	**1 518 379**	**19 368 379**	
Total		**17 850 000**	**4 283 913**	**22 133 913**	

Adjustments to Operational Expenditure

The revised operational expenditure budget per Directorate is as follows:

Directorate	Approved Budget	Grant funds rolled-over	Adjustments Budget
Municipal Manager	27 432 083	-	27 432 083
Planning & Development Services	87 864 603	-	87 864 603
Community and Protection Services	419 634 084	-	419 634 084
Infrastructure Services	1 258 869 331	-	1 258 869 331
Corporate Services	210 683 035	-	210 683 035
Financial Services	98 212 632	-	98 212 632
Total Expenditure	**2 102 695 768**	**-**	**2 102 695 768**

No adjustments were made to the Operational expenditure budget.

APPENDIX 3

Adjustments Budget Tables

In accordance with the Budget and Reporting Regulations, the following compulsory schedules are attached (Appendix 3) 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 4.

WC024 Stellenbosch - Table B1 Adjustments Budget Summary -

Description	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
	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	2	3	4	5	6	7	8		
R thousands	A	A1	B	C	D	E	F	G	H		
Financial Performance											
Property rates	438 941	438 941	–	–	–	–	–	–	438 941	465 278	493 195
Service charges	1 227 651	1 227 651	–	–	–	–	–	–	1 227 651	1 314 222	1 409 583
Investment revenue	20 397	20 397	–	–	–	–	–	–	20 397	21 213	22 062
Transfers recognised - operational	213 380	214 011	–	–	–	–	–	–	214 011	235 923	258 221
Other own revenue	203 412	203 412	–	–	–	–	–	–	203 412	210 841	218 025
Total Revenue (excluding capital transfers and contributions)	**2 103 783**	**2 104 414**	**–**	**–**	**–**	**–**	**–**	**–**	**2 104 414**	**2 247 477**	**2 401 085**
Employee costs	624 464	624 948	–	–	–	–	–	–	624 948	631 387	668 777
Remuneration of councillors	21 062	21 062	–	–	–	–	–	–	21 062	22 115	23 221
Depreciation & asset impairment	213 118	213 118	–	–	–	–	–	–	213 118	233 224	244 885
Finance charges	67 799	67 799	–	–	–	–	–	–	67 799	80 819	84 829
Inventory consumed and bulk purchases	634 794	633 759	–	–	–	–	–	–	633 759	686 194	741 844
Transfers and grants	14 355	15 355	–	–	–	–	–	–	15 355	14 956	15 585
Other expenditure	526 472	526 654	–	–	–	–	–	–	526 654	555 013	576 127
Total Expenditure	**2 102 065**	**2 102 696**	**–**	**–**	**–**	**–**	**–**	**–**	**2 102 696**	**2 223 708**	**2 355 268**
Surplus/(Deficit)	1 718	1 718	–	–	–	–	–	–	1 718	23 770	45 817
Transfers and subsidies - capital (monetary allocations) (National / Provincial and District)	120 030	120 030	–	–	–	–	4 284	4 284	124 314	80 871	56 426
Transfers and subsidies - capital (monetary allocations) (National / Provincial Departmental Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporatons, Higher Educational Institutions) & Transfers and subsidies - capital (in-	33 000	33 000	–	–	–	–	–	–	33 000	39 500	50 000
Surplus/(Deficit) after capital transfers & contributions	**154 747**	**154 747**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**159 031**	**144 141**	**152 243**
Share of surplus/ (deficit) of associate	–	–	–	–	–	–	–	–	–	–	–
Surplus/ (Deficit) for the year	**154 747**	**154 747**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**159 031**	**144 141**	**152 243**
Capital expenditure & funds sources											
Capital expenditure	409 273	449 752	–	–	–	–	4 284	4 284	454 036	427 269	440 003
Transfers recognised - capital	132 483	132 483	–	–	–	–	4 284	4 284	136 767	93 632	95 845
Public contributions & donations	–	–	–	–	–	–	–	–	–	–	–
Borrowing	140 000	165 124	–	–	–	–	–	–	165 124	160 000	141 000
Internally generated funds	136 790	152 145	–	–	–	–	–	–	152 145	173 637	203 158
Total sources of capital funds	**409 273**	**449 752**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**454 036**	**427 269**	**440 003**
Financial position											
Total current assets	644 346	610 974	–	–	–	–	–	–	610 974	741 216	821 641
Total non current assets	6 274 346	6 314 825	–	–	–	–	4 284	4 284	6 319 109	6 468 392	6 663 510
Total current liabilities	339 918	347 025	–	–	–	–	–	–	347 025	375 167	413 519
Total non current liabilities	877 341	877 341	–	–	–	–	–	–	877 341	988 866	1 073 814
Community wealth/Equity	**5 701 434**	**5 701 434**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**5 705 718**	**5 845 575**	**5 997 818**
Cash flows											
Net cash from (used) operating	348 204	347 573	–	–	–	–	–	–	347 573	370 016	376 384
Net cash from (used) investing	(409 273)	(449 752)	–	–	–	–	(4 284)	(4 284)	(454 036)	(427 269)	(440 003)
Net cash from (used) financing	92 883	92 883	–	–	–	–	–	–	92 883	112 883	93 883
Cash/cash equivalents at the year end	**249 508**	**209 029**	**–**	**–**	**–**	**–**	**–**	**–**	**209 029**	**264 659**	**294 922**
Cash backing/surplus reconciliation											
Cash and investments available	249 508	209 029	–	–	–	–	–	–	209 029	309 137	337 870
Application of cash and investments	(115 916)	(116 681)	–	–	–	–	–	–	(116 681)	(170 748)	(230 914)
Balance - surplus (shortfall)	**365 424**	**325 710**	**–**	**–**	**–**	**–**	**–**	**–**	**325 710**	**479 885**	**568 784**
Asset Management											
Asset register summary (WDV)	6 274 346	6 314 825	–	–	–	–	4 284	4 284	6 319 109	6 468 392	6 663 510
Depreciation	213 118	213 118	–	–	–	–	–	–	213 118	233 224	244 885
Renewal and Upgrading of Existing Assets	31 358	31 358	–	–	–	–	–	–	31 358	23 634	70 628
Repairs and Maintenance	107 541	107 541	–	–	–	–	–	–	107 541	110 524	116 484
Free services											
Cost of Free Basic Services provided	(57 014)	(57 014)	–	–	–	–	–	–	(57 014)	(57 698)	(61 517)
Revenue cost of free services provided	(57 671)	(57 671)	–	–	–	–	–	–	(57 671)	(61 131)	(64 799)
Households below minimum service level											
Water:	1	1	–	–	–	–	–	–	1	1	1
Sanitation/sewerage:	1	1	–	–	–	–	–	–	1	1	1
Energy:	2	2	–	–	–	–	–	–	2	1	1
Refuse:	4	4	–	–	–	–	–	–	4	4	3

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

Standard Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			5	6	7	8	9	10	11	12		
R thousands	1, 4	A	A1	B	C	D	E	F	G	H		
Revenue - Functional												
Governance and administration		**546 657**	**546 657**	**–**	**–**	**–**	**–**	**–**	**–**	**546 657**	**580 520**	**617 187**
Executive and council		771	771	–	–	–	–	–	–	771	810	850
Finance and administration		545 886	545 886	–	–	–	–	–	–	545 886	579 710	616 337
Internal audit		–	–	–	–	–	–	–	–	–	–	–
Community and public safety		**180 572**	**181 203**	**–**	**–**	**–**	**–**	**1 766**	**1 766**	**182 968**	**183 436**	**189 662**
Community and social services		18 285	18 285	–	–	–	–	–	–	18 285	15 424	16 131
Sport and recreation		1 564	1 564	–	–	–	–	–	–	1 564	824	865
Public safety		148 586	149 217	–	–	–	–	–	–	149 217	152 957	158 032
Housing		12 136	12 136	–	–	–	–	1 766	1 766	13 902	14 231	14 635
Health		–	–	–	–	–	–	–	–	–	–	–
Economic and environmental services		**145 034**	**145 034**	**–**	**–**	**–**	**–**	**2 518**	**2 518**	**147 552**	**145 824**	**134 471**
Planning and development		142 206	142 206	–	–	–	–	2 518	2 518	144 724	143 569	131 501
Road transport		1 503	1 503	–	–	–	–	–	–	1 503	1 553	2 232
Environmental protection		1 325	1 325	–	–	–	–	–	–	1 325	702	738
Trading services		**1 384 432**	**1 384 432**	**–**	**–**	**–**	**–**	**–**	**–**	**1 384 432**	**1 457 944**	**1 566 061**
Energy sources		920 200	920 200	–	–	–	–	–	–	920 200	961 860	1 035 343
Water management		181 107	181 107	–	–	–	–	–	–	181 107	191 464	202 862
Waste water management		149 836	149 836	–	–	–	–	–	–	149 836	160 167	171 272
Waste management		133 289	133 289	–	–	–	–	–	–	133 289	144 453	156 584
Other		**118**	**118**	**–**	**–**	**–**	**–**	**–**	**–**	**118**	**124**	**130**
Total Revenue - Functional	2	**2 256 812**	**2 257 443**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**2 261 727**	**2 367 849**	**2 507 511**
Expenditure - Functional												
Governance and administration		**332 785**	**324 570**	**–**	**–**	**–**	**–**	**–**	**–**	**324 570**	**357 564**	**375 191**
Executive and council		33 555	33 555	–	–	–	–	–	–	33 555	35 206	36 933
Finance and administration		285 492	277 277	–	–	–	–	–	–	277 277	308 184	323 622
Internal audit		13 738	13 738	–	–	–	–	–	–	13 738	14 174	14 636
Community and public safety		**415 276**	**423 559**	**–**	**–**	**–**	**–**	**–**	**–**	**423 559**	**424 137**	**441 209**
Community and social services		52 304	53 833	–	–	–	–	–	–	53 833	52 228	55 770
Sport and recreation		65 531	70 244	–	–	–	–	–	–	70 244	68 291	72 039
Public safety		264 286	264 916	–	–	–	–	–	–	264 916	271 182	280 231
Housing		33 155	34 567	–	–	–	–	–	–	34 567	32 436	33 168
Health		–	–	–	–	–	–	–	–	–	–	–
Economic and environmental services		**212 066**	**212 256**	**–**	**–**	**–**	**–**	**–**	**–**	**212 256**	**234 559**	**249 246**
Planning and development		80 010	80 124	–	–	–	–	–	–	80 124	96 466	104 160
Road transport		107 911	107 911	–	–	–	–	–	–	107 911	113 334	119 037
Environmental protection		24 146	24 221	–	–	–	–	–	–	24 221	24 758	26 049
Trading services		**1 141 937**	**1 142 311**	**–**	**–**	**–**	**–**	**–**	**–**	**1 142 311**	**1 207 448**	**1 289 623**
Energy sources		678 534	678 584	–	–	–	–	–	–	678 584	729 865	788 098
Water management		132 424	132 394	–	–	–	–	–	–	132 394	152 664	159 573
Waste water management		199 471	199 471	–	–	–	–	–	–	199 471	216 701	228 223
Waste management		131 508	131 861	–	–	–	–	–	–	131 861	108 218	113 729
Other		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Total Expenditure - Functional	3	**2 102 065**	**2 102 696**	**–**	**–**	**–**	**–**	**–**	**–**	**2 102 696**	**2 223 708**	**2 355 268**
Surplus/ (Deficit) for the year		**154 747**	**154 747**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**159 031**	**144 141**	**152 243**

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

Vote Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
[Insert departmental structure etc]			3	4	5	6	7	8	9	10		
R thousands		A	A1	B	C	D	E	F	G	H		
Revenue by Vote	1											
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		–	–	–	–	–	–	–	–	–	–	–
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		22 399	22 399	–	–	–	–	2 766	2 766	25 165	23 901	24 692
Vote 3 - INFRASTRUCTURE SERVICES		1 517 037	1 517 037	–	–	–	–	1 518	1 518	1 518 556	1 592 514	1 688 810
Vote 4 - COMMUNITY AND PROTECTION SERVICES		170 719	171 350	–	–	–	–	–	–	171 350	170 914	176 822
Vote 5 - CORPORATE SERVICES		11 657	11 657	–	–	–	–	–	–	11 657	12 240	12 852
Vote 6 - FINANCIAL SERVICES		535 000	535 000	–	–	–	–	–	–	535 000	568 280	604 335
Total Revenue by Vote	2	**2 256 812**	**2 257 443**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**2 261 727**	**2 367 849**	**2 507 511**
Expenditure by Vote	1											
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		27 432	27 432	–	–	–	–	–	–	27 432	28 603	29 840
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		87 865	87 865	–	–	–	–	–	–	87 865	87 724	92 347
Vote 3 - INFRASTRUCTURE SERVICES		1 258 869	1 258 869	–	–	–	–	–	–	1 258 869	1 344 865	1 435 685
Vote 4 - COMMUNITY AND PROTECTION SERVICES		419 003	419 634	–	–	–	–	–	–	419 634	429 824	448 116
Vote 5 - CORPORATE SERVICES		210 683	210 683	–	–	–	–	–	–	210 683	223 983	235 221
Vote 6 - FINANCIAL SERVICES		98 213	98 213	–	–	–	–	–	–	98 213	108 709	114 059
Total Expenditure by Vote	2	**2 102 065**	**2 102 696**	**–**	**–**	**–**	**–**	**–**	**–**	**2 102 696**	**2 223 708**	**2 355 268**
Surplus/ (Deficit) for the year	2	**154 747**	**154 747**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**159 031**	**144 141**	**152 243**

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

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			3	4	5	6	7	8	9	10		
R thousands	1	A	A1	B	C	D	E	F	G	H		
Revenue By Source												
Property rates	2	438 941	438 941	–	–	–	–	–	–	438 941	465 278	493 195
Service charges - electricity revenue	2	846 763	846 763	–	–	–	–	–	–	846 763	909 005	978 001
Service charges - water revenue	2	176 783	176 783	–	–	–	–	–	–	176 783	186 967	198 185
Service charges - sanitation revenue	2	109 134	109 134	–	–	–	–	–	–	109 134	115 682	122 623
Service charges - refuse revenue	2	94 971	94 971	–	–	–	–	–	–	94 971	102 569	110 775
Service charges - other		–	–	–	–	–	–	–	–	–	–	–
Rental of facilities and equipment		15 538	15 538	–	–	–	–	–	–	15 538	16 315	17 130
Interest earned - external investments		20 397	20 397	–	–	–	–	–	–	20 397	21 213	22 062
Interest earned - outstanding debtors		11 391	11 391	–	–	–	–	–	–	11 391	11 835	12 297
Dividends received		–	–	–	–	–	–	–	–	–	–	–
Fines, penalties and forfeits		124 955	124 955	–	–	–	–	–	–	124 955	128 704	132 565
Licences and permits		5 934	5 934	–	–	–	–	–	–	5 934	6 231	6 542
Agency services		4 281	4 281	–	–	–	–	–	–	4 281	4 495	4 720
Transfers and subsidies		213 380	214 011	–	–	–	–	–	–	214 011	235 923	258 221
Other revenue	2	41 313	41 313	–	–	–	–	–	–	41 313	43 262	44 770
Gains		–	–	–	–	–	–	–	–	–	–	–
Total Revenue (excluding capital transfers and contributions)		**2 103 783**	**2 104 414**	**–**	**–**	**–**	**–**	**–**	**–**	**2 104 414**	**2 247 477**	**2 401 085**
Expenditure By Type												
Employee related costs		624 464	624 948	–	–	–	–	–	–	624 948	631 387	668 777
Remuneration of councillors		21 062	21 062	–	–	–	–	–	–	21 062	22 115	23 221
Debt impairment		97 842	97 842	–	–	–	–	–	–	97 842	107 325	107 419
Depreciation & asset impairment		213 118	213 118	–	–	–	–	–	–	213 118	233 224	244 885
Finance charges		67 799	67 799	–	–	–	–	–	–	67 799	80 819	84 829
Bulk purchases - electricity		551 412	551 412	–	–	–	–	–	–	551 412	598 889	650 453
Inventory Consumed		83 382	82 347	–	–	–	–	–	–	82 347	87 305	91 390
Contracted services		269 226	268 360	–	–	–	–	–	–	268 360	284 142	299 452
Transfers and subsidies		14 355	15 355	–	–	–	–	–	–	15 355	14 956	15 585
Other expenditure		159 403	160 451	–	–	–	–	–	–	160 451	163 547	169 256
Losses		–	–	–	–	–	–	–	–	–	–	–
Total Expenditure		**2 102 065**	**2 102 696**	**–**	**–**	**–**	**–**	**–**	**–**	**2 102 696**	**2 223 708**	**2 355 268**
Surplus/(Deficit)		**1 718**	**1 718**	**–**	**–**	**–**	**–**	**–**	**–**	**1 718**	**23 770**	**45 817**
Transfers and subsidies - capital (monetary allocations) (National / Provincial and District)		120 030	120 030	–	–	–	–	4 284	4 284	124 314	80 871	56 426
Transfers and subsidies - capital (monetary allocations) (National / Provincial Departmental Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporatons, Higher Educational Institutions)		33 000	33 000	–	–	–	–	–	–	33 000	39 500	50 000
Transfers and subsidies - capital (in-kind - all)		–	–	–	–	–	–	–	–	–	–	–
Surplus/(Deficit) before taxation		**154 747**	**154 747**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**159 031**	**144 141**	**152 243**
Taxation		–	–	–	–	–	–	–	–	–	–	–
Surplus/(Deficit) after taxation		**154 747**	**154 747**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**159 031**	**144 141**	**152 243**
Attributable to minorities		–	–	–	–	–	–	–	–	–	–	–
Surplus/(Deficit) attributable to municipality		**154 747**	**154 747**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**159 031**	**144 141**	**152 243**
Share of surplus/ (deficit) of associate		–	–	–	–	–	–	–	–	–	–	–
Surplus/ (Deficit) for the year		**154 747**	**154 747**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**159 031**	**144 141**	**152 243**

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

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			5	6	7	8	9	10	11	12		
R thousands		A	A1	B	C	D	E	F	G	H		
Capital expenditure - Vote												
Multi-year expenditure ***to be adjusted***	2											
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		40	40	–	–	–	–	–	–	40	40	40
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		15 185	18 178	–	–	–	–	2 766	2 766	20 943	20 156	21 780
Vote 3 - INFRASTRUCTURE SERVICES		324 747	351 686	–	–	–	–	1 518	1 518	353 204	366 727	371 128
Vote 4 - COMMUNITY AND PROTECTION SERVICES		24 197	28 584	–	–	–	–	–	–	28 584	22 846	25 760
Vote 5 - CORPORATE SERVICES		37 200	42 250	–	–	–	–	–	–	42 250	12 750	12 550
Vote 6 - FINANCIAL SERVICES		250	250	–	–	–	–	–	–	250	250	250
Capital multi-year expenditure sub-total	3	**401 619**	**440 988**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**445 272**	**422 769**	**431 508**
Single-year expenditure ***to be adjusted***	2											
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		–	–	–	–	–	–	–	–	–	–	–
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		–	33	–	–	–	–	–	–	33	–	–
Vote 3 - INFRASTRUCTURE SERVICES		300	300	–	–	–	–	–	–	300	300	300
Vote 4 - COMMUNITY AND PROTECTION SERVICES		2 654	2 792	–	–	–	–	–	–	2 792	3 000	6 595
Vote 5 - CORPORATE SERVICES		4 700	5 639	–	–	–	–	–	–	5 639	1 200	1 600
Vote 6 - FINANCIAL SERVICES		–	–	–	–	–	–	–	–	–	–	–
Capital single-year expenditure sub-total		**7 654**	**8 764**	**–**	**–**	**–**	**–**	**–**	**–**	**8 764**	**4 500**	**8 495**
Total Capital Expenditure - Vote		**409 273**	**449 752**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**454 036**	**427 269**	**440 003**
Capital Expenditure - Functional												
Governance and administration		**42 190**	**48 179**	**–**	**–**	**–**	**–**	**–**	**–**	**48 179**	**14 240**	**14 440**
Executive and council		40	40	–	–	–	–	–	–	40	40	40
Finance and administration		42 150	48 139	–	–	–	–	–	–	48 139	14 200	14 400
Internal audit		–	–	–	–	–	–	–	–	–	–	–
Community and public safety		**34 292**	**37 795**	**–**	**–**	**–**	**–**	**1 766**	**1 766**	**39 561**	**39 372**	**43 040**
Community and social services		8 880	9 017	–	–	–	–	–	–	9 017	10 105	2 310
Sport and recreation		6 677	7 565	–	–	–	–	–	–	7 565	5 511	11 000
Public safety		3 550	6 028	–	–	–	–	–	–	6 028	5 600	7 950
Housing		15 185	15 185	–	–	–	–	1 766	1 766	16 951	18 156	21 780
Health		–	–	–	–	–	–	–	–	–	–	–
Economic and environmental services		**93 005**	**97 582**	**–**	**–**	**–**	**–**	**2 518**	**2 518**	**100 100**	**103 560**	**70 452**
Planning and development		21 350	24 376	–	–	–	–	2 518	2 518	26 894	23 180	–
Road transport		64 135	64 664	–	–	–	–	–	–	64 664	77 630	62 102
Environmental protection		7 520	8 542	–	–	–	–	–	–	8 542	2 750	8 350
Trading services		**239 786**	**266 196**	**–**	**–**	**–**	**–**	**–**	**–**	**266 196**	**270 097**	**312 072**
Energy sources		77 471	84 339	–	–	–	–	–	–	84 339	56 802	135 572
Water management		46 669	57 352	–	–	–	–	–	–	57 352	96 050	106 150
Waste water management		57 300	64 029	–	–	–	–	–	–	64 029	55 300	55 700
Waste management		58 345	60 475	–	–	–	–	–	–	60 475	61 945	14 650
Other		–	–	–	–	–	–	–	–	–	–	–
Total Capital Expenditure - Functional	3	**409 273**	**449 752**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**454 036**	**427 269**	**440 003**
Funded by:												
National Government		90 810	90 810	–	–	–	–	–	–	90 810	46 008	47 899
Provincial Government		29 220	29 220	–	–	–	–	4 284	4 284	33 504	34 863	7 900
District Municipality		–	–	–	–	–	–	–	–	–	–	–
Transfers and subsidies - capital (monetary allocations) (National / Provincial Departmental Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporatons, Higher Educational Institutions)		12 454	12 454	–	–	–	–	–	–	12 454	12 761	40 046
Transfers recognised - capital	4	**132 483**	**132 483**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**136 767**	**93 632**	**95 845**
Borrowing		140 000	165 124	–	–	–	–	–	–	165 124	160 000	141 000
Internally generated funds		136 790	152 145	–	–	–	–	–	–	152 145	173 637	203 158
Total Capital Funding		**409 273**	**449 752**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**454 036**	**427 269**	**440 003**

WC024 Stellenbosch - Table B6 Adjustments Budget Financial Position -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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	3	4	5 C	6 D	7 E	8 F	9 G	10 H		
ASSETS												
Current assets												
Cash		60 819	20 340	–	–	–	–	–	–	20 340	101 095	109 700
Call investment deposits	1	188 689	188 689	–	–	–	–	–	–	188 689	208 043	228 170
Consumer debtors	1	248 872	248 872	–	–	–	–	–	–	248 872	279 333	313 071
Other debtors		103 499	109 571	–	–	–	–	–	–	109 571	121 088	141 660
Current portion of long-term receivables		–	–	–	–	–	–	–	–	–	–	–
Inventory		42 467	43 502	–	–	–	–	–	–	43 502	31 658	29 039
Total current assets		**644 346**	**610 974**	**–**	**–**	**–**	**–**	**–**	**–**	**610 974**	**741 216**	**821 641**
Non current assets												
Long-term receivables		–	–	–	–	–	–	–	–	–	–	–
Investments		–	–	–	–	–	–	–	–	–	–	–
Investment property		415 362	415 362	–	–	–	–	–	–	415 362	415 076	414 774
Investment in Associate		–	–	–	–	–	–	–	–	–	–	–
Property, plant and equipment	1	5 835 067	5 873 738	–	–	–	–	4 284	4 284	5 878 022	6 030 955	6 228 021
Agricultural		–	–	–	–	–	–	–	–	–	–	–
Biological		6 571	6 571	–	–	–	–	–	–	6 571	6 821	7 071
Intangible		6 480	6 480	–	–	–	–	–	–	6 480	4 674	2 777
Other non-current assets		10 865	12 672	–	–	–	–	–	–	12 672	10 865	10 865
Total non current assets		**6 274 346**	**6 314 825**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**6 319 109**	**6 468 392**	**6 663 510**
TOTAL ASSETS		**6 918 692**	**6 925 799**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**6 930 083**	**7 209 607**	**7 485 151**
LIABILITIES												
Current liabilities												
Bank overdraft		–	–	–	–	–	–	–	–	–	–	–
Borrowing		50 847	50 847	–	–	–	–	–	–	50 847	63 692	84 631
Consumer deposits		22 961	22 961	–	–	–	–	–	–	22 961	22 961	22 961
Trade and other payables		137 777	144 884	–	–	–	–	–	–	144 884	130 754	117 007
Provisions		128 332	128 332	–	–	–	–	–	–	128 332	157 760	188 920
Total current liabilities		**339 918**	**347 025**	**–**	**–**	**–**	**–**	**–**	**–**	**347 025**	**375 167**	**413 519**
Non current liabilities												
Borrowing	1	524 045	524 045	–	–	–	–	–	–	524 045	624 083	697 027
Provisions	1	353 295	353 295	–	–	–	–	–	–	353 295	364 782	376 786
Total non current liabilities		**877 341**	**877 341**	**–**	**–**	**–**	**–**	**–**	**–**	**877 341**	**988 866**	**1 073 814**
TOTAL LIABILITIES		**1 217 259**	**1 224 365**	**–**	**–**	**–**	**–**	**–**	**–**	**1 224 365**	**1 364 033**	**1 487 333**
NET ASSETS	2	**5 701 434**	**5 701 434**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**5 705 718**	**5 845 575**	**5 997 818**
COMMUNITY WEALTH/EQUITY												
Accumulated Surplus/(Deficit)		5 676 719	5 676 719	–	–	–	–	4 284	4 284	5 681 002	5 814 497	5 951 898
Reserves		24 715	24 715	–	–	–	–	–	–	24 715	31 078	45 920
TOTAL COMMUNITY WEALTH/EQUITY		**5 701 434**	**5 701 434**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**5 705 718**	**5 845 575**	**5 997 818**

WC024 Stellenbosch - Table B7 Adjustments Budget Cash Flows -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			3	4	5	6	7	8	9	10		
R thousands		A	A1	B	C	D	E	F	G	H		
CASH FLOW FROM OPERATING ACTIVITIES												
Receipts												
Property rates		421 433	421 433	–	–	–	–	–	–	421 433	446 718	473 520
Service charges		1 339 862	1 339 862	–	–	–	–	–	–	1 339 862	1 434 661	1 538 760
Other revenue		354 937	354 937	–	–	–	–	–	–	354 937	374 366	394 083
Transfers and Subsidies - Operational	1	241 730	241 730	–	–	–	–	–	–	241 730	241 923	264 500
Transfers and Subsidies - Capital	1	124 900	124 900	–	–	–	–	–	–	124 900	114 371	99 060
Interest		20 397	20 397	–	–	–	–	–	–	20 397	21 213	22 062
Dividends		–	–	–	–	–	–	–	–	–	–	–
Payments												
Suppliers and employees		(2 073 904)	(2 074 535)	–	–	–	–	–	–	(2 074 535)	(2 168 949)	(2 317 191)
Finance charges		(66 796)	(66 796)	–	–	–	–	–	–	(66 796)	(79 332)	(82 825)
Transfers and Grants	1	(14 355)	(14 355)	–	–	–	–	–	–	(14 355)	(14 956)	(15 585)
NET CASH FROM/(USED) OPERATING ACTIVITIES		**348 204**	**347 573**	**–**	**–**	**–**	**–**	**–**	**–**	**347 573**	**370 016**	**376 384**
CASH FLOWS FROM INVESTING ACTIVITIES												
Receipts												
Proceeds on disposal of PPE		–	–	–	–	–	–	–	–	–	–	–
Decrease (increase) in non-current receivables		–	–	–	–	–	–	–	–	–	–	–
Decrease (increase) in non-current investments		–	–	–	–	–	–	–	–	–	–	–
Payments												
Capital assets		(409 273)	(449 752)	–	–	–	–	(4 284)	(4 284)	(454 036)	(427 269)	(440 003)
NET CASH FROM/(USED) INVESTING ACTIVITIES		**(409 273)**	**(449 752)**	**–**	**–**	**–**	**–**	**(4 284)**	**(4 284)**	**(454 036)**	**(427 269)**	**(440 003)**
CASH FLOWS FROM FINANCING ACTIVITIES												
Receipts												
Short term loans		–	–	–	–	–	–	–	–	–	–	–
Borrowing long term/refinancing		140 000	140 000	–	–	–	–	–	–	140 000	160 000	141 000
Increase (decrease) in consumer deposits		–	–	–	–	–	–	–	–	–	–	–
Payments												
Repayment of borrowing		(47 117)	(47 117)	–	–	–	–	–	–	(47 117)	(47 117)	(47 117)
NET CASH FROM/(USED) FINANCING ACTIVITIES		**92 883**	**92 883**	**–**	**–**	**–**	**–**	**–**	**–**	**92 883**	**112 883**	**93 883**
NET INCREASE/ (DECREASE) IN CASH HELD		**31 813**	**(9 296)**	**–**	**–**	**–**	**–**	**(4 284)**	**(4 284)**	**(13 580)**	**55 629**	**30 263**
Cash/cash equivalents at the year begin:	2	217 695	218 326	–	–	–	–	4 284	4 284	222 610	209 029	264 659
Cash/cash equivalents at the year end:	2	249 508	209 029	–	–	–	–	–	–	209 029	264 659	294 922

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

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			3	4	5	6	7	8	9	10		
R thousands		A	A1	B	C	D	E	F	G	H		
Cash and investments available												
Cash/cash equivalents at the year end	1	249 508	209 029	–	–	–	–	–	–	209 029	264 659	294 922
Other current investments > 90 days		(0)	–	–	–	–	–	–	–	–	44 479	42 949
Non current assets - Investments	1	–	–	–	–	–	–	–	–	–	–	–
Cash and investments available:		**249 508**	**209 029**	**–**	**–**	**–**	**–**	**–**	**–**	**209 029**	**309 137**	**337 870**
Applications of cash and investments												
Unspent conditional transfers		220	220	–	–	–	–	–	–	220	220	(397)
Unspent borrowing		–	–	–	–	–	–	–	–	–	–	–
Statutory requirements		–	–	–	–	–	–	–	–	–	–	–
Other working capital requirements	2	(141 597)	(142 361)					–	–	(142 361)	(202 821)	(277 243)
Other provisions		745	745	–	–	–	–	–	–	745	775	806
Long term investments committed		–	–					–	–	–	–	–
Reserves to be backed by cash/investments		24 715	24 715					–	–	24 715	31 078	45 920
Total Application of cash and investments:		**(115 916)**	**(116 681)**	**–**	**–**	**–**	**–**	**–**	**–**	**(116 681)**	**(170 748)**	**(230 914)**
Surplus(shortfall)		**365 424**	**325 710**	**–**	**–**	**–**	**–**	**–**	**–**	**325 710**	**479 885**	**568 784**

WC024 Stellenbosch - Table B9 Asset Management -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
CAPITAL EXPENDITURE												
Total New Assets *to be adjusted*	1	**234 568**	**260 266**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**264 550**	**242 164**	**243 245**
Roads Infrastructure		33 400	33 442	–	–	–	–	1 518	1 518	34 960	34 100	25 600
Storm water Infrastructure		500	500	–	–	–	–	–	–	500	4 000	3 777
Electrical Infrastructure		52 500	57 754	–	–	–	–	–	–	57 754	39 743	71 094
Water Supply Infrastructure		49 294	58 269	–	–	–	–	1 766	1 766	60 034	73 086	71 300
Sanitation Infrastructure		2 500	2 500	–	–	–	–	–	–	2 500	5 500	20 000
Solid Waste Infrastructure		57 300	59 169	–	–	–	–	–	–	59 169	61 700	14 600
Rail Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Infrastructure		**195 494**	**211 633**	**–**	**–**	**–**	**–**	**3 284**	**3 284**	**214 917**	**218 129**	**206 370**
Community Facilities		–	2 993	–	–	–	–	1 000	1 000	3 993	–	–
Sport and Recreation Facilities		–	285	–	–	–	–	–	–	285	300	–
Community Assets		**–**	**3 277**	**–**	**–**	**–**	**–**	**1 000**	**1 000**	**4 277**	**300**	**–**
Heritage Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Investment properties		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Operational Buildings		15 200	17 402	–	–	–	–	–	–	17 402	300	1 300
Housing		–	939	–	–	–	–	–	–	939	–	–
Other Assets	6	**15 200**	**18 341**	**–**	**–**	**–**	**–**	**–**	**–**	**18 341**	**300**	**1 300**
Biological or Cultivated Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Servitudes		–	–	–	–	–	–	–	–	–	–	–
Licences and Rights		200	200	–	–	–	–	–	–	200	–	–
Intangible Assets		**200**	**200**	**–**	**–**	**–**	**–**	**–**	**–**	**200**	**–**	**–**
Computer Equipment		**6 100**	**7 141**	**–**	**–**	**–**	**–**	**–**	**–**	**7 141**	**4 300**	**4 300**
Furniture and Office Equipment		**570**	**625**	**–**	**–**	**–**	**–**	**–**	**–**	**625**	**290**	**290**
Machinery and Equipment		**13 204**	**13 883**	**–**	**–**	**–**	**–**	**–**	**–**	**13 883**	**11 295**	**17 385**
Transport Assets		**3 800**	**5 166**	**–**	**–**	**–**	**–**	**–**	**–**	**5 166**	**7 550**	**13 600**
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Zoo's, Marine and Non-biological Animals		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Total Renewal of Existing Assets *to be adjusted*	2	**31 358**	**31 358**	**–**	**–**	**–**	**–**	**–**	**–**	**31 358**	**23 634**	**70 628**
Roads Infrastructure		6 011	6 011	–	–	–	–	–	–	6 011	3 000	3 500
Storm water Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Electrical Infrastructure		12 946	12 946	–	–	–	–	–	–	12 946	12 234	57 078
Water Supply Infrastructure		4 000	4 000	–	–	–	–	–	–	4 000	4 000	4 000
Sanitation Infrastructure		4 000	4 000	–	–	–	–	–	–	4 000	4 000	4 000
Solid Waste Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Rail Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Infrastructure		**26 958**	**26 958**	**–**	**–**	**–**	**–**	**–**	**–**	**26 958**	**23 234**	**68 578**
Community Facilities		200	200	–	–	–	–	–	–	200	400	2 050
Sport and Recreation Facilities		4 200	4 200	–	–	–	–	–	–	4 200	–	–
Community Assets		**4 400**	**4 400**	**–**	**–**	**–**	**–**	**–**	**–**	**4 400**	**400**	**2 050**
Heritage Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Investment properties		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Operational Buildings		–	–	–	–	–	–	–	–	–	–	–
Housing		–	–	–	–	–	–	–	–	–	–	–
Other Assets	6	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Biological or Cultivated Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Servitudes		–	–	–	–	–	–	–	–	–	–	–
Licences and Rights		–	–	–	–	–	–	–	–	–	–	–
Intangible Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Computer Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Furniture and Office Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Machinery and Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Transport Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Zoo's, Marine and Non-biological Animals		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Total Upgrading of Existing Assets *to be adjusted*	2a	**143 347**	**158 128**	**–**	**–**	**–**	**–**	**–**	**–**	**158 128**	**161 471**	**126 130**
Roads Infrastructure		23 900	24 350	–	–	–	–	–	–	24 350	37 600	23 430
Storm water Infrastructure		–	37	–	–	–	–	–	–	37	–	–
Electrical Infrastructure		11 950	13 854	–	–	–	–	–	–	13 854	4 750	5 750
Water Supply Infrastructure		24 000	25 708	–	–	–	–	–	–	25 708	52 080	54 000
Sanitation Infrastructure		46 800	53 529	–	–	–	–	–	–	53 529	41 300	22 800
Solid Waste Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Rail Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		700	700	–	–	–	–	–	–	700	700	700
Infrastructure		**107 350**	**118 178**	**–**	**–**	**–**	**–**	**–**	**–**	**118 178**	**136 430**	**106 680**
Community Facilities		18 486	20 102	–	–	–	–	–	–	20 102	14 080	1 800
Sport and Recreation Facilities		3 561	3 570	–	–	–	–	–	–	3 570	4 211	5 750
Community Assets		**22 047**	**23 672**	**–**	**–**	**–**	**–**	**–**	**–**	**23 672**	**18 291**	**7 550**
Heritage Assets		**7 000**	**8 807**	**–**	**–**	**–**	**–**	**–**	**–**	**8 807**	**–**	**–**
Revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		3 500	3 500	–	–	–	–	–	–	3 500	–	–
Investment properties		**3 500**	**3 500**	**–**	**–**	**–**	**–**	**–**	**–**	**3 500**	**–**	**–**
Operational Buildings		2 700	3 221	–	–	–	–	–	–	3 221	5 500	10 650
Housing		500	500	–	–	–	–	–	–	500	1 000	1 000
Other Assets	6	**3 200**	**3 721**	**–**	**–**	**–**	**–**	**–**	**–**	**3 721**	**6 500**	**11 650**
Biological or Cultivated Assets		**250**	**250**	**–**	**–**	**–**	**–**	**–**	**–**	**250**	**250**	**250**
Servitudes		–	–	–	–	–	–	–	–	–	–	–
Licences and Rights		–	–	–	–	–	–	–	–	–	–	–
Intangible Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Computer Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Furniture and Office Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Machinery and Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Transport Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Zoo's, Marine and Non-biological Animals		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Total Capital Expenditure *to be adjusted*	4											
Roads Infrastructure		63 311	63 803	–	–	–	–	1 518	1 518	65 322	74 700	52 530
Storm water Infrastructure		500	537	–	–	–	–	–	–	537	4 000	3 777
Electrical Infrastructure		77 396	84 554	–	–	–	–	–	–	84 554	56 727	133 922
Water Supply Infrastructure		77 294	87 977	–	–	–	–	1 766	1 766	89 742	129 166	129 300
Sanitation Infrastructure		53 300	60 029	–	–	–	–	–	–	60 029	50 800	46 800
Solid Waste Infrastructure		57 300	59 169	–	–	–	–	–	–	59 169	61 700	14 600
Rail Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		700	700	–	–	–	–	–	–	700	700	700
Infrastructure		**329 802**	**356 769**	**–**	**–**	**–**	**–**	**3 284**	**3 284**	**360 053**	**377 793**	**381 628**
Community Facilities		18 686	23 295	–	–	–	–	1 000	1 000	24 295	14 480	3 850
Sport and Recreation Facilities		7 761	8 055	–	–	–	–	–	–	8 055	4 511	5 750
Community Assets		**26 447**	**31 349**	**–**	**–**	**–**	**–**	**1 000**	**1 000**	**32 349**	**18 991**	**9 600**
Heritage Assets		**7 000**	**8 807**	**–**	**–**	**–**	**–**	**–**	**–**	**8 807**	**–**	**–**
Revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		3 500	3 500	–	–	–	–	–	–	3 500	–	–
Investment properties		**3 500**	**3 500**	**–**	**–**	**–**	**–**	**–**	**–**	**3 500**	**–**	**–**
Operational Buildings		17 900	20 623	–	–	–	–	–	–	20 623	5 800	11 950
Housing		500	1 439	–	–	–	–	–	–	1 439	1 000	1 000
Other Assets		**18 400**	**22 062**	**–**	**–**	**–**	**–**	**–**	**–**	**22 062**	**6 800**	**12 950**
Biological or Cultivated Assets		**250**	**250**	**–**	**–**	**–**	**–**	**–**	**–**	**250**	**250**	**250**
Servitudes		–	–	–	–	–	–	–	–	–	–	–
Licences and Rights		200	200	–	–	–	–	–	–	200	–	–
Intangible Assets		**200**	**200**	**–**	**–**	**–**	**–**	**–**	**–**	**200**	**–**	**–**
Computer Equipment		**6 100**	**7 141**	**–**	**–**	**–**	**–**	**–**	**–**	**7 141**	**4 300**	**4 300**
Furniture and Office Equipment		**570**	**625**	**–**	**–**	**–**	**–**	**–**	**–**	**625**	**290**	**290**
Machinery and Equipment		**13 204**	**13 883**	**–**	**–**	**–**	**–**	**–**	**–**	**13 883**	**11 295**	**17 385**
Transport Assets		**3 800**	**5 166**	**–**	**–**	**–**	**–**	**–**	**–**	**5 166**	**7 550**	**13 600**
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Zoo's, Marine and Non-biological Animals		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
TOTAL CAPITAL EXPENDITURE *to be adjusted*	4	**409 273**	**449 752**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**454 036**	**427 269**	**440 003**

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
		7		8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
ASSET REGISTER SUMMARY - PPE (WDV)	5											
Roads Infrastructure		857 284	857 776	–	–	–	–	1 518	1 518	859 295	883 355	884 824
Storm water Infrastructure		15 035	15 071	–	–	–	–	–	–	15 071	17 934	20 555
Electrical Infrastructure		1 023 585	1 030 742	–	–	–	–	–	–	1 030 742	1 043 150	1 138 051
Water Supply Infrastructure		1 493 331	1 504 013	–	–	–	–	1 766	1 766	1 505 778	1 583 059	1 670 949
Sanitation Infrastructure		1 031 333	1 038 063	–	–	–	–	–	–	1 038 063	1 033 099	1 028 412
Solid Waste Infrastructure		110 176	112 045	–	–	–	–	–	–	112 045	159 983	161 695
Rail Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		2 615	2 615	–	–	–	–	–	–	2 615	2 820	3 001
Infrastructure		4 533 359	4 560 325	–	–	–	–	3 284	3 284	4 563 609	4 723 399	4 907 487
Community Assets		129 353	130 959	–	–	–	–	1 000	1 000	131 959	144 918	149 390
Heritage Assets		10 865	12 672	–	–	–	–	–	–	12 672	10 865	10 865
Investment properties		415 362	415 362	–	–	–	–	–	–	415 362	415 076	414 774
Other Assets		501 368	504 813	–	–	–	–	–	–	504 813	496 900	497 433
Biological or Cultivated Assets		6 571	6 571	–	–	–	–	–	–	6 571	6 821	7 071
Intangible Assets		6 480	6 480	–	–	–	–	–	–	6 480	4 674	2 777
Computer Equipment		25 840	26 881	–	–	–	–	–	–	26 881	21 602	16 936
Furniture and Office Equipment		19 682	22 730	–	–	–	–	–	–	22 730	16 030	12 181
Machinery and Equipment		75 057	76 257	–	–	–	–	–	–	76 257	81 856	94 581
Transport Assets		92 747	94 113	–	–	–	–	–	–	94 113	88 590	92 353
Land		457 660	457 660	–	–	–	–	–	–	457 660	457 660	457 660
Zoo's, Marine and Non-biological Animals		–	–	–	–	–	–	–	–	–	–	–
TOTAL ASSET REGISTER SUMMARY - PPE (WDV)	5	**6 274 346**	**6 314 825**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**6 319 109**	**6 468 392**	**6 663 510**
EXPENDITURE OTHER ITEMS												
Depreciation & asset impairment		213 118	213 118	–	–	–	–	–	–	213 118	233 224	244 885
Repairs and Maintenance by asset class	3	**107 541**	**107 541**	**–**	**–**	**–**	**–**	**–**	**–**	**107 541**	**110 524**	**116 484**
Roads Infrastructure		20 878	20 878	–	–	–	–	–	–	20 878	21 717	22 595
Storm water Infrastructure		1 230	1 230	–	–	–	–	–	–	1 230	1 281	1 334
Electrical Infrastructure		12 578	12 578	–	–	–	–	–	–	12 578	13 110	13 673
Water Supply Infrastructure		12 423	12 423	–	–	–	–	–	–	12 423	13 014	13 632
Sanitation Infrastructure		10 800	10 800	–	–	–	–	–	–	10 800	11 292	11 806
Solid Waste Infrastructure		4 344	4 344	–	–	–	–	–	–	4 344	4 518	4 699
Rail Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		2 980	2 980	–	–	–	–	–	–	2 980	3 099	3 224
Infrastructure		65 232	65 232	–	–	–	–	–	–	65 232	68 031	70 963
Community Facilities		9 859	9 859	–	–	–	–	–	–	9 859	10 344	10 977
Sport and Recreation Facilities		81	81	–	–	–	–	–	–	81	85	89
Community Assets		9 940	9 940	–	–	–	–	–	–	9 940	10 429	11 066
Heritage Assets		–	–	–	–	–	–	–	–	–	–	–
Revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Investment properties		–	–	–	–	–	–	–	–	–	–	–
Operational Buildings		16 000	16 000	–	–	–	–	–	–	16 000	16 800	17 700
Housing		353	353	–	–	–	–	–	–	353	367	1 258
Other Assets		16 353	16 353	–	–	–	–	–	–	16 353	17 167	18 958
Biological or Cultivated Assets		–	–	–	–	–	–	–	–	–	–	–
Servitudes		–	–	–	–	–	–	–	–	–	–	–
Licences and Rights		–	–	–	–	–	–	–	–	–	–	–
Intangible Assets		–	–	–	–	–	–	–	–	–	–	–
Computer Equipment		–	–	–	–	–	–	–	–	–	–	–
Furniture and Office Equipment		4 408	4 408	–	–	–	–	–	–	4 408	2 854	2 962
Machinery and Equipment		552	552	–	–	–	–	–	–	552	574	597
Transport Assets		11 057	11 057	–	–	–	–	–	–	11 057	11 468	11 939
Land		–	–	–	–	–	–	–	–	–	–	–
Zoo's, Marine and Non-biological Animals	6	–	–	–	–	–	–	–	–	–	–	–
TOTAL EXPENDITURE OTHER ITEMS to be adjusted		**320 660**	**320 660**	**–**	**–**	**–**	**–**	**–**	**–**	**320 660**	**343 748**	**361 369**
Renewal and upgrading of Existing Assets as % of total capex		*42.7%*	*42.1%*							*41.7%*	*43.3%*	*44.7%*
Renewal and upgrading of Existing Assets as % of deprecn"		*82.0%*	*88.9%*							*88.9%*	*79.4%*	*80.3%*
R&M as a % of PPE		*1.7%*	*1.7%*							*1.7%*	*1.7%*	*1.7%*
Renewal and upgrading and R&M as a % of PPE		*4.5%*	*4.7%*							*4.7%*	*4.6%*	*4.7%*

WC024 Stellenbosch - Table B10 Basic service delivery measurement -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			7	8	9	10	11	12	13	14		
		A	A1	B	C	D	E	F	G	H		
Household service targets	1											
Water:												
Piped water inside dwelling		40 726	40 726						-	40 726	40 776	40 826
Piped water inside yard (but not in dwelling)		4 664	4 664						-	4 664	4 769	4 876
Using public tap (at least min.service level)	2	4 980	4 980						-	4 980	5 084	5 191
Other water supply (at least min.service level)		1 017	1 017						-	1 017	1 240	1 512
Minimum Service Level and Above sub-total		51 387	51 387	-	-	-	-	-	-	51 387	51 869	52 404
Using public tap (< min.service level)	3	979	979						-	979	896	820
Other water supply (< min.service level)	3,4	-	-						-	-	-	-
No water supply		119	119						-	119	90	68
Below Minimum Servic Level sub-total		1 098	1 098	-	-	-	-	-	-	1 098	986	888
Total number of households	5	**52 485**	**52 485**	**-**	**-**	**-**	**-**	**-**	**-**	**52 485**	**52 855**	**53 292**
Sanitation/sewerage:												
Flush toilet (connected to sewerage)		46 356	46 356						-	46 356	46 406	46 456
Flush toilet (with septic tank)		2 370	2 370						-	2 370	2 480	2 595
Chemical toilet		433	433						-	433	446	460
Pit toilet (ventilated)		-	-						-	-	-	-
Other toilet provisions (> min.service level)		2 633	2 633						-	2 633	3 101	3 652
Minimum Service Level and Above sub-total		51 792	51 792	-	-	-	-	-	-	51 792	52 433	53 163
Bucket toilet		613	613						-	613	537	470
Other toilet provisions (< min.service level)		-	-						-	-	-	-
No toilet provisions		208	208						-	208	173	144
Below Minimum Servic Level sub-total		821	821	-	-	-	-	-	-	821	710	614
Total number of households	5	**52 613**	**52 613**	**-**	**-**	**-**	**-**	**-**	**-**	**52 613**	**53 143**	**53 777**
Energy:												
Electricity (at least min. service level)		15 325	15 325						-	15 325	15 583	15 846
Electricity - prepaid (> min.service level)		35 505	35 505						-	35 505	35 759	36 014
Minimum Service Level and Above sub-total		50 830	50 830	-	-	-	-	-	-	50 830	51 342	51 860
Electricity (< min.service level)		150	150						-	150	150	150
Electricity - prepaid (< min. service level)		-	-						-	-	-	-
Other energy sources		1 485	1 485						-	1 485	1 295	1 129
Below Minimum Servic Level sub-total		1 635	1 635	-	-	-	-	-	-	1 635	1 445	1 279
Total number of households	5	52 465	52 465	-	-	-	-	-	-	52 465	52 787	53 140
Refuse:												
Removed at least once a week (min.service)		48 654	48 654						-	48 654	49 164	49 680
Minimum Service Level and Above sub-total		48 654	48 654	-	-	-	-	-	-	48 654	49 164	49 680
Removed less frequently than once a week		-	-						-	-	-	-
Using communal refuse dump		930	930						-	930	885	841
Using own refuse dump		1 905	1 905						-	1 905	1 815	1 728
Other rubbish disposal		653	653						-	653	609	568
No rubbish disposal		306	306						-	306	268	234
Below Minimum Servic Level sub-total		3 794	3 794	-	-	-	-	-	-	3 794	3 576	3 372
Total number of households	5	**52 448**	**52 448**	**-**	**-**	**-**	**-**	**-**	**-**	**52 448**	**52 740**	**53 052**
Households receiving Free Basic Service	15											
Water (6 kilolitres per household per month)		8 277 972	8 277 972						-	8 277 972	5 826 956	6 176 573
Sanitation (free minimum level service)		11 325 696	11 325 696						-	11 325 696	12 005 238	12 725 552
Electricity/other energy (50kwh per household per month)		17 685 253	17 685 253						-	17 685 253	18 562 562	19 607 660
Refuse (removed at least once a week)		19 725 134	19 725 134						-	19 725 134	21 303 145	23 007 397
Cost of Free Basic Services provided (R'000)	16											
Water (6 kilolitres per indigent household per month)		(8 277 972)	(8 277 972)	-	-	-	-	-	-	(8 277 972)	(5 826 956)	(6 176 573)
Sanitation (free sanitation service to indigent households)		(11 325 696)	(11 325 696)	-	-	-	-	-	-	(11 325 696)	(12 005 238)	(12 725 552)
Electricity/other energy (50kwh per indigent household per month)		(17 685 253)	(17 685 253)	-	-	-	-	-	-	(17 685 253)	(18 562 562)	(19 607 660)
Refuse (removed once a week for indigent households)		(19 725 134)	(19 725 134)	-	-	-	-	-	-	(19 725 134)	(21 303 145)	(23 007 397)
Cost of Free Basic Services provided - Informal Formal Settlements (R'000)		-	-	-	-	-	-	-	-	-	-	-
Total cost of FBS provided		(57 014 055)	(57 014 055)	-	-	-	-	-	-	(57 014 055)	(57 697 901)	(61 517 182)
Highest level of free service provided												
Property rates (R'000 value threshold)		250 000	250 000						-	250 000	250 000	250 000
Water (kilolitres per household per month)		6	6						-	6	6	6
Sanitation (kilolitres per household per month)		-	-						-	-	-	-
Sanitation (Rand per household per month)		112	112						-	112	112	112
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 (tariff adjustment) (impermissable values per section 17 of MPRA)		-	-	-	-	-	-	-	-	-	-	-
Property rates exemptions, reductions and rebates and impermissable values in excess of section 17 of MPRA)		(57 671 200)	(57 671 200)	-	-	-	-	-	-	(57 671 200)	(61 131 472)	(64 799 360)
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	-	-	-	-	-	-	-	-	-	-	-
Other		-	-	-	-	-	-	-	-	-	-	-
Total revenue cost of subsidised services provided		**(57 671 200)**	**(57 671 200)**	**-**	**-**	**-**	**-**	**-**	**-**	**(57 671 200)**	**(61 131 472)**	**(64 799 360)**

APPENDIX 4

Other supporting documentation (Supporting Schedules)

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

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			6	7	8	9	10	11	12	13		
R thousands		A	A1	B	C	D	E	F	G	H		
REVENUE ITEMS:												
Property rates												
Total Property Rates		496 613	496 613	–	–	–	–	–	–	496 613	526 409	557 994
less Revenue Foregone (exemptions, reductions and rebates and impermissable values in excess of section 17 of MPRA)		(57 671)	(57 671)	–	–	–	–	–	–	(57 671)	(61 131)	(64 799)
Net Property Rates		**438 941**	**438 941**	**–**	**–**	**–**	**–**	**–**	**–**	**438 941**	**465 278**	**493 195**
Service charges - electricity revenue												
Total Service charges - electricity revenue		864 448	864 448	–	–	–	–	–	–	864 448	927 567	997 609
Less Revenue Foregone ***(in excess of 50 kwh per indigent household per month)***		–	–	–	–	–	–	–	–	–	–	–
Less Cost of Free Basis Services (50 kwh per indigent household per month)		(17 685)	(17 685)	–	–	–	–	–	–	(17 685)	(18 563)	(19 608)
Net Service charges - electricity revenue		**846 763**	**846 763**	**–**	**–**	**–**	**–**	**–**	**–**	**846 763**	**909 005**	**978 001**
Service charges - water revenue												
Total Service charges - water revenue		185 061	185 061	–	–	–	–	–	–	185 061	192 794	204 361
less Revenue Foregone (in excess of 6 kilolitres per indigent household per month)		–	–	–	–	–	–	–	–	–	–	–
Less Cost of Free Basis Services ***(6 kilolitres per indigent household per month)***		(8 278)	(8 278)	–	–	–	–	–	–	(8 278)	(5 827)	(6 177)
Net Service charges - water revenue		**176 783**	**176 783**	**–**	**–**	**–**	**–**	**–**	**–**	**176 783**	**186 967**	**198 185**
Service charges - sanitation revenue												
Total Service charges - sanitation revenue		120 460	120 460	–	–	–	–	–	–	120 460	127 687	135 348
less Revenue Foregone (in excess of free sanitation service to indigent households)		–	–	–	–	–	–	–	–	–	–	–
Less Cost of Free Basis Services ***(free sanitation service to indigent households)***		(11 326)	(11 326)	–	–	–	–	–	–	(11 326)	(12 005)	(12 726)
Net Service charges - sanitation revenue		**109 134**	**109 134**	**–**	**–**	**–**	**–**	**–**	**–**	**109 134**	**115 682**	**122 623**
Service charges - refuse revenue												
Total refuse removal revenue		110 057	110 057	–	–	–	–	–	–	110 057	118 861	128 370
Total landfill revenue		4 640	4 640	–	–	–	–	–	–	4 640	5 011	5 412
less Revenue Foregone (in excess of one removal a week to indigent households)		–	–	–	–	–	–	–	–	–	–	–
Less Cost of Free Basis Services ***(removed once a week to indigent households)***		(19 725)	(19 725)	–	–	–	–	–	–	(19 725)	(21 303)	(23 007)
Net Service charges - refuse revenue		**94 971**	**94 971**	**–**	**–**	**–**	**–**	**–**	**–**	**94 971**	**102 569**	**110 775**
Other Revenue By Source												
Fuel Levy		–	–	–	–	–	–	–	–	–	–	–
Other Revenue		41 313	41 313	–	–	–	–	–	–	41 313	43 262	44 770
Discontinued Operations		–	–	–	–	–	–	–	–	–	–	–
Rent on Land		–	–	–	–	–	–	–	–	–	–	–
Operational Revenue		9 604	9 604	–	–	–	–	–	–	9 604	10 103	10 333
Intercompany/Parent-subsidiary Transactions		–	–	–	–	–	–	–	–	–	–	–
Surcharges and Taxes		–	–	–	–	–	–	–	–	–	–	–
Sales of Goods and Rendering of Services		31 708	31 708	–	–	–	–	–	–	31 708	33 158	34 437
Fuel Levy		–	–	–	–	–	–	–	–	–	–	–
Total 'Other' Revenue	1	**41 313**	**41 313**	**–**	**–**	**–**	**–**	**–**	**–**	**41 313**	**43 262**	**44 770**
EXPENDITURE ITEMS												
Employee related costs												
Basic Salaries and Wages		382 766	383 250	–	–	–	–	–	–	383 250	375 183	397 205
Pension and UIF Contributions		61 481	61 481	–	–	–	–	–	–	61 481	65 175	69 080
Medical Aid Contributions		27 138	27 138	–	–	–	–	–	–	27 138	28 766	30 492
Overtime		–	–	–	–	–	–	–	–	–	–	–
Performance Bonus		27 836	27 836	–	–	–	–	–	–	27 836	29 506	31 277
Motor Vehicle Allowance		11 416	11 416	–	–	–	–	–	–	11 416	12 101	12 827
Cellphone Allowance		2 611	2 611	–	–	–	–	–	–	2 611	2 767	2 933
Housing Allowances		2 918	2 918	–	–	–	–	–	–	2 918	3 093	3 279
Other benefits and allowances		78 089	78 089	–	–	–	–	–	–	78 089	82 774	87 741
Payments in lieu of leave		–	–	–	–	–	–	–	–	–	–	–
Long service awards		4 501	4 501	–	–	–	–	–	–	4 501	4 771	5 057
Post-retirement benefit obligations	4	25 707	25 707	–	–	–	–	–	–	25 707	27 249	28 884
sub-total		**624 464**	**624 948**	**–**	**–**	**–**	**–**	**–**	**–**	**624 948**	**631 387**	**668 777**
Less: Employees costs capitalised to PPE		–	–	–	–	–	–	–	–	–	–	–
Total Employee related costs	1	**624 464**	**624 948**	**–**	**–**	**–**	**–**	**–**	**–**	**624 948**	**631 387**	**668 777**
Contributions recognised - capital												
List contributions by contract		–	–	–	–	–	–	–	–	–	–	–
Total Contributions recognised - capital		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			6	7	8	9	10	11	12	13		
R thousands		A	A1	B	C	D	E	F	G	H		
Depreciation & asset impairment												
Depreciation of Property, Plant & Equipment		211 028	211 028	–	–	–	–	–	–	211 028	231 029	242 580
Lease amortisation		2 091	2 091	–	–	–	–	–	–	2 091	2 195	2 305
Capital asset impairment		–	–	–	–	–	–	–	–	–	–	–
Depreciation resulting from revaluation of PPE		–	–	–	–	–	–	–	–	–	–	–
Total Depreciation & asset impairment	1	**213 118**	**213 118**	**–**	**–**	**–**	**–**	**–**	**–**	**213 118**	**233 224**	**244 885**
Bulk purchases												
Electricity Bulk Purchases		551 412	551 412	–	–	–	–	–	–	551 412	598 889	650 453
Total bulk purchases	1	**551 412**	**551 412**	**–**	**–**	**–**	**–**	**–**	**–**	**551 412**	**598 889**	**650 453**
Transfers and grants												
Cash transfers and grants		14 355	14 355	–	–	–	–	–	–	14 355	14 956	15 585
Non-cash transfers and grants		–	1 000	–	–	–	–	–	–	1 000	–	–
Total transfers and grants		**14 355**	**15 355**	**–**	**–**	**–**	**–**	**–**	**–**	**15 355**	**14 956**	**15 585**
Contracted services												
Outsourced Services		110 309	111 312	–	–	–	–	–	–	111 312	103 361	108 671
Consultants and Professional Services		39 147	38 587	–	–	–	–	–	–	38 587	55 945	60 171
Contractors		119 770	118 461	–	–	–	–	–	–	118 461	124 835	130 610
Total contracted services		**269 226**	**268 360**	**–**	**–**	**–**	**–**	**–**	**–**	**268 360**	**284 142**	**299 452**
Other Expenditure By Type												
Collection costs		3 572	3 572	–	–	–	–	–	–	3 572	3 786	3 937
Contributions to 'other' provisions		745	745	–	–	–	–	–	–	745	775	806
Audit fees		6 850	5 850	–	–	–	–	–	–	5 850	6 880	6 911
Other Expenditure		148 236	150 284	–	–	–	–	–	–	150 284	152 106	157 602
Operating Leases		12 128	12 128	–	–	–	–	–	–	12 128	14 853	16 137
Operational Cost		136 108	138 156	–	–	–	–	–	–	138 156	137 253	141 465
Statutory Payments other than Income Taxes		–	–	–	–	–	–	–	–	–	–	–
Discontinued Operations		–	–	–	–	–	–	–	–	–	–	–
Total Other Expenditure	1	**159 403**	**160 451**	**–**	**–**	**–**	**–**	**–**	**–**	**160 451**	**163 547**	**169 256**
Repairs and Maintenance by Expenditure Item	14											
Employee related costs		–	–	–	–	–	–	–	–	–	–	–
Inventory Consumed (Project Maintenance)		21 939	21 939	–	–	–	–	–	–	21 939	22 933	23 977
Contracted Services		85 602	85 602	–	–	–	–	–	–	85 602	87 591	92 506
Other Expenditure		–	–	–	–	–	–	–	–	–	–	–
Total Repairs and Maintenance Expenditure	15	**107 541**	**107 541**	**–**	**–**	**–**	**–**	**–**	**–**	**107 541**	**110 524**	**116 484**
Inventory Consumed												
Inventory Consumed - Water		(335)	(335)	–	–	–	–	–	–	(335)	(510)	(510)
Inventory Consumed - Other		49 839	48 804	–	–	–	–	–	–	48 804	101 153	156 113
Total Inventory Consumed & Other Material		**49 504**	**48 469**	**–**	**–**	**–**	**–**	**–**	**–**	**48 469**	**100 642**	**155 602**

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

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			4	5	6	7	8	9	10	11		
R thousands		A	A1	B	C	D	E	F	G	H		
ASSETS												
Consumer debtors												
Consumer debtors		475 454	475 454	–	–	–	–	–	–	475 454	513 384	554 667
Less: provision for debt impairment		(226 581)	(226 581)	–	–	–	–	–	–	(226 581)	(234 051)	(241 595)
Total Consumer debtors	1	**248 872**	**248 872**	**–**	**–**	**–**	**–**	**–**	**–**	**248 872**	**279 333**	**313 071**
Debt impairment provision												
Balance at the beginning of the year		(211 151)	(211 151)	–	–	–	–	–	–	(211 151)	(206 221)	(213 691)
Contributions to the provision		4 929	4 929	–	–	–	–	–	–	4 929	(7 470)	(7 544)
Bad debts written off		(20 360)	(20 360)	–	–	–	–	–	–	(20 360)	(20 360)	(20 360)
Balance at end of year		**(226 581)**	**(226 581)**	**–**	**–**	**–**	**–**	**–**	**–**	**(226 581)**	**(234 051)**	**(241 595)**
Inventory												
Water												
Opening Balance		–								–	335	510
System Input Volume		**33 878**	**33 878**	**–**	**–**	**–**	**–**	**–**	**–**	**33 878**	**35 131**	**36 430**
Water Treatment Works		33 878	33 878	–	–	–	–	–	–	33 878	35 131	36 430
Bulk Purchases		–	–	–	–	–	–	–	–	–	–	–
Natural Sources		–	–	–	–	–	–	–	–	–	–	–
Authorised Consumption	12	**(33 543)**	**(33 543)**	**–**	**–**	**–**	**–**	**–**	**–**	**(33 543)**	**(34 956)**	**(36 430)**
Billed Authorised Consumption		**(33 543)**	**(33 543)**	**–**	**–**	**–**	**–**	**–**	**–**	**(33 543)**	**(34 956)**	**(36 430)**
Billed Metered Consumption		**(33 543)**	**(33 543)**	**–**	**–**	**–**	**–**	**–**	**–**	**(33 543)**	**(34 956)**	**(36 430)**
Free Basic Water		–	–	–	–	–	–	–	–	–	–	–
Subsidised Water		(33 543)	(33 543)	–	–	–	–	–	–	(33 543)	(34 956)	(36 430)
Revenue Water		–	–	–	–	–	–	–	–	–	–	–
Billed Unmetered Consumption		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Free Basic Water		–	–	–	–	–	–	–	–	–	–	–
Subsidised Water		–	–	–	–	–	–	–	–	–	–	–
Revenue Water		–	–	–	–	–	–	–	–	–	–	–
UnBilled Authorised Consumption		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Unbilled Metered Consumption		–	–	–	–	–	–	–	–	–	–	–
Unbilled Unmetered Consumption		–	–	–	–	–	–	–	–	–	–	–
Water Losses		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Apparent losses		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Unauthorised Consumption		–	–	–	–	–	–	–	–	–	–	–
Customer Meter Inaccuracies		–	–	–	–	–	–	–	–	–	–	–
Real losses		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Leakage on Transmission and Distribution Mains		–	–	–	–	–	–	–	–	–	–	–
Leakage and Overflows at Storage Tanks/Reservoirs		–	–	–	–	–	–	–	–	–	–	–
Leakage on Service Connections up to the point of Customer M		–	–	–	–	–	–	–	–	–	–	–
Data Transfer and Management Errors		–	–	–	–	–	–	–	–	–	–	–
Unavoidable Annual Real Losses		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Water		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Closing Balance Water		**335**	**335**	**–**	**–**	**–**	**–**	**–**	**–**	**335**	**510**	**510**
Agricultural												
Opening Balance		–								–	**–**	**–**
Acquisitions		–	–	–	–	–	–	–	–	–	–	–
Issues	13	–	–	–	–	–	–	–	–	–	–	–
Adjustments	14	–	–	–	–	–	–	–	–	–	–	–
Write-offs	15	–	–	–	–	–	–	–	–	–	–	–
Closing balance - Agricultural		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Consumables												
Standard Rated												
Opening Balance		–								–	**(6 324)**	**(12 905)**
Acquisitions		(6 341)	(6 324)	–	–	–	–	–	–	(6 324)	(6 581)	(6 832)
Issues	13	–	–	–	–	–	–	–	–	–	–	–
Adjustments	14	–	–	–	–	–	–	–	–	–	–	–
Write-offs	15	–	–	–	–	–	–	–	–	–	–	–
Closing balance - Consumables Standard Rated		**(6 341)**	**(6 324)**	**–**	**–**	**–**	**–**	**–**	**–**	**(6 324)**	**(12 905)**	**(19 737)**
Zero Rated												
Opening Balance		–								–	**(17 073)**	**(35 254)**
Acquisitions		(17 071)	(17 073)	–	–	–	–	–	–	(17 073)	(18 181)	(19 325)
Issues	13	–	–	–	–	–	–	–	–	–	–	–
Adjustments	14	–	–	–	–	–	–	–	–	–	–	–
Write-offs	15	–	–	–	–	–	–	–	–	–	–	–
Closing balance - Consumables Zero Rated		**(17 071)**	**(17 073)**	**–**	**–**	**–**	**–**	**–**	**–**	**(17 073)**	**(35 254)**	**(54 579)**
Finished Goods												

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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	4 A1	5 B	6 C	7 D	8 E	9 F	10 G	11 H		
Opening Balance		–								–	–	–
Acquisitions		–	–	–	–	–	–	–	–	–	–	–
Issues	13	–	–	–	–	–	–	–	–	–	–	–
Adjustments	14	–	–	–	–	–	–	–	–	–	–	–
Write-offs	15	–	–	–	–	–	–	–	–	–	–	–
Closing balance - Finished Goods		–	–	–	–	–	–	–	–	–	–	–

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			4	5	6	7	8	9	10	11		
R thousands		A	A1	B	C	D	E	F	G	H		
Materials and Supplies												
Opening Balance		–								–	**(25 408)**	**(52 994)**
Acquisitions		(26 428)	(25 408)	–	–	–	–	–	–	(25 408)	(27 587)	(28 803)
Issues	13	–	–	–	–	–	–	–	–	–	–	–
Adjustments	14	–	–	–	–	–	–	–	–	–	–	–
Write-offs	15	–	–	–	–	–	–	–	–	–	–	–
Closing balance - Materials and Supplies		**(26 428)**	**(25 408)**	**–**	**–**	**–**	**–**	**–**	**–**	**(25 408)**	**(52 994)**	**(81 797)**
Work-in-progress												
Opening Balance		–								–	–	–
Materials		–	–	–	–	–	–	–	–	–	–	–
Transfers		–	–	–	–	–	–	–	–	–	–	–
Closing balance - Work-in-progress		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Housing Stock												
Opening Balance		–								–	–	–
Acquisitions		–	–	–	–	–	–	–	–	–	–	–
Transfers		–	–	–	–	–	–	–	–	–	–	–
Sales		–	–	–	–	–	–	–	–	–	–	–
Closing Balance - Housing Stock		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Land												
Opening Balance		–								–	–	–
Acquisitions		–	–	–	–	–	–	–	–	–	–	–
Sales		–	–	–	–	–	–	–	–	–	–	–
Adjustments		–	–	–	–	–	–	–	–	–	–	–
Correction of Prior period errors		–	–	–	–	–	–	–	–	–	–	–
Closing Balance - Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Closing Balance - Inventory & Consumables		**(49 504)**	**(48 469)**	**–**	**–**	**–**	**–**	**–**	**–**	**(48 469)**	**(100 642)**	**(155 602)**
Property, plant & equipment												
PPE at cost/valuation (excl. finance leases)		8 144 597	8 183 269	–	–	–	–	4 284	4 284	8 187 553	8 571 617	9 011 370
Leases recognised as PPE	2	–	–	–	–	–	–	–	–	–	–	–
Less: Accumulated depreciation		(2 309 531)	(2 309 531)	–	–	–	–	–	–	(2 309 531)	(2 540 662)	(2 783 349)
Total Property, plant & equipment	1	**5 835 067**	**5 873 738**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**5 878 022**	**6 030 955**	**6 228 021**
LIABILITIES												
Current liabilities - Borrowing												
Short term loans (other than bank overdraft)		–	–	–	–	–	–	–	–	–	–	–
Current portion of long-term liabilities		50 847	50 847	–	–	–	–	–	–	50 847	63 692	84 631
Total Current liabilities - Borrowing		**50 847**	**50 847**	**–**	**–**	**–**	**–**	**–**	**–**	**50 847**	**63 692**	**84 631**
Trade and other payables												
Trade Payables		257 172	263 279	–	–	–	–	–	–	263 279	250 994	238 718
Other creditors		–	1 000	–	–	–	–	–	–	1 000	–	–
Unspent conditional transfers		220	220	–	–	–	–	–	–	220	220	(397)
VAT		(119 614)	(119 614)	–	–	–	–	–	–	(119 614)	(120 460)	(121 313)
Total Trade and other payables	1	**137 777**	**144 884**	**–**	**–**	**–**	**–**	**–**	**–**	**144 884**	**130 754**	**117 007**
Non current liabilities - Borrowing												
Borrowing	3	520 306	520 306	–	–	–	–	–	–	520 306	620 344	693 288
Finance leases (including PPP asset element)		3 739	3 739	–	–	–	–	–	–	3 739	3 739	3 739
Total Non current liabilities - Borrowing		**524 045**	**524 045**	**–**	**–**	**–**	**–**	**–**	**–**	**524 045**	**624 083**	**697 027**
Provisions - non current												
Retirement benefits		159 642	159 642	–	–	–	–	–	–	159 642	159 642	159 642
List other major items									–	–		
Refuse landfill site rehabilitation		170 287	170 287	–	–	–	–	–	–	170 287	181 774	193 778
Other		23 366	23 366	–	–	–	–	–	–	23 366	23 366	23 366
Total Provisions - non current		**353 295**	**353 295**	**–**	**–**	**–**	**–**	**–**	**–**	**353 295**	**364 782**	**376 786**
CHANGES IN NET ASSETS												
Accumulated surplus/(Deficit)												
Accumulated surplus/(Deficit) - opening balance		5 389 181	5 389 181						–	5 389 181	5 676 719	5 814 497
GRAP adjustments												
Restated balance		5 389 181	5 389 181	–	–	–	–	–	–	5 389 181	5 676 719	5 814 497
Surplus/(Deficit)		154 747	154 747	–	–	–	–	4 284	4 284	159 031	144 141	152 243
Transfers to/from Reserves		132 790	132 790	–	–	–	–	–	–	132 790	(6 363)	(14 842)
Depreciation offsets		–	–	–	–	–	–	–	–	–	–	–
Other adjustments		–	–	–	–	–	–	–	–	–	–	–
Accumulated Surplus/(Deficit)	1	**5 676 719**	**5 676 719**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**5 681 002**	**5 814 497**	**5 951 898**
Reserves												

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			4	5	6	7	8	9	10	11		
R thousands		A	A1	B	C	D	E	F	G	H		
Housing Development Fund		4 900	4 900	–	–	–	–	–	–	4 900	4 900	4 900
Capital replacement		19 815	19 815	–	–	–	–	–	–	19 815	26 178	41 020
Self-insurance		–	–	–	–	–	–	–	–	–	–	–
Other reserves		–	–	–	–	–	–	–	–	–	–	–
Revaluation		–	–	–	–	–	–	–	–	–	–	–
Total Reserves	2	**24 715**	**24 715**	**–**	**–**	**–**	**–**	**–**	**–**	**24 715**	**31 078**	**45 920**
TOTAL COMMUNITY WEALTH/EQUITY	2	**5 701 434**	**5 701 434**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**5 705 718**	**5 845 575**	**5 997 818**

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

Description	Unit of measurement	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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		
Vote 1 - Municipal Manager												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		40 000	40 000	–	–	–	–	–	–	40 000	80 000	80 000
Insert measure/s description											-	-
Sub-function 2 - Operational Expenditure		27 432 083	27 432 083	–	–	–	–	–	–	27 432 083	28 603 028	29 839 865
Insert measure/s description												
Sub-function 3 - Operational Revenue		-	-	–	–	–	–	–	–	-	-	-
Insert measure/s description												
Vote 2 - Planning and Development Services												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		15 185 000	18 210 846	-	–	–	2 766	–	2 765 534	20 976 380	20 156 000	21 780 000
Insert measure/s description												
Sub-function 2 - Operational Expenditure		87 864 603	87 864 603	–	–	–	–	–	-	87 864 603	76 145 957	80 281 006
Insert measure/s description												
Sub-function 3 - Operational Revenue		22 399 078	22 399 078	–	–	–	2 766	–	2 765 534	25 164 612	23 777 169	24 561 551
Insert measure/s description												
Vote 3 - Community & Protection												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		26 850 958	31 376 143	-	–	–	–	–	-	31 376 143	25 846 030	32 355 000
Insert measure/s description												
Sub-function 2 - Operational Expenditure		419 003 125	419 634 084	–	–	–	–	–	-	419 634 084	441 402 131	460 182 037
Insert measure/s description												
Sub-function 3 - Operational Revenue		170 718 687	171 349 646	-	–	–	–	–	-	171 349 646	171 037 965	176 952 243
Insert measure/s description												
Vote 4 - Infrastructure services												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		325 047 246	351 985 623	-	–	–	1 518	–	1 518 379	353 504 002	367 027 375	371 428 435
Insert measure/s description												
Sub-function 2 - Operational Expenditure		1 258 869 331	1 258 869 331	–	–	–	–	–	-	1 258 869 331	1 344 865 096	1 435 685 209
Insert measure/s description												
Sub-function 3 - Operational Revenue		1 517 037 491	1 517 037 491	–	–	–	1 518	–	1 518 379	1 518 555 870	1 592 513 678	1 688 810 336
Insert measure/s description												
Vote 5 - Corporate Services												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		41 900 000	47 889 208	-	–	–	–	–	-	47 889 208	13 950 000	14 150 000
Insert measure/s description												
Sub-function 2 - Operational Expenditure		210 683 035	210 683 035	–	–	–	–	–	-	210 683 035	223 982 750	235 221 107
Insert measure/s description												
Sub-function 3 - Operational Revenue		11 656 741	11 656 741 -	–	–	–	–	–	-	11 656 741	12 239 578	12 851 558
Insert measure/s description												
Vote 6 - Financial services												
Function 1 - Budget Performance												
Sub-function 1 - Capital Expenditure		250 000	250 000	–	–	–	–	–	-	250 000	250 000	250 000
Insert measure/s description												
Sub-function 2 - Operational Expenditure		98 212 632	98 212 632	–	–	–	–	–	-	98 212 632	108 708 822	114 058 551
Insert measure/s description												
Sub-function 3 - Operational Revenue		535 000 250	535 000 250	–	–	–	–	–	-	535 000 250	568 280 317	604 335 343
Insert measure/s description												
And so on for the rest of the Votes												

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

Description of financial indicator	Basis of calculation	2019/20	2020/21	2021/22	Budget Year 2022/23			Budget Year +1 2023/24	Budget Year +2 2024/25
		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%	2.1%	2.3%	5.5%	5.5%	5.5%	5.8%	5.6%
Capital Charges to Own Revenue	Finance charges & Repayment of borrowing /Own Revenue	2.7%	2.5%	2.6%	6.1%	0.0%	0.0%	6.4%	6.2%
Borrowed funding of 'own' capital expenditure	Borrowing/Capital expenditure excl. transfers and grants	0.0%	0.0%	51.0%	50.6%	52.0%	45.8%	48.0%	41.0%
Safety of Capital									
Gearing	Long Term Borrowing/ Funds & Reserves	-177.8%	218.6%	-210.8%	2120.3%	2120.3%	2120.3%	2008.1%	1517.9%
Liquidity									
Current Ratio	Current assets/current liabilities	140.0%	120.0%	180.0%	189.6%	176.1%	176.1%	197.6%	198.7%
Current Ratio adjusted for aged debtors	Current assets/current liabilities less debtors > 90 days/current liabilities	140.0%	120.0%	180.0%	189.6%	176.1%	0.0%	197.6%	198.7%
Liquidity Ratio	Monetary Assets/Current Liabilities	50.0%	30.0%	70.0%	0.7	0.6	0.6	0.8	0.8
Revenue Management									
Annual Debtors Collection Rate (Payment Level %)	Last 12 Mths Receipts/ Last 12 Mths Billing	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Current Debtors Collection Rate (Cash receipts % of Ratepayer & Other revenue)		0.0%	175.8%	16.1%	105.7%	16.7%	16.7%	105.7%	105.8%
Outstanding Debtors to Revenue	Total Outstanding Debtors to Annual Revenue	42.7%	50.0%	16.1%	16.7%	17.0%	17.0%	17.8%	18.9%
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%	98.0%	98.0%	98.0%	98.0%	98.0%
Creditors to Cash and Investments		51.4%	11.0%	34.8%	103.1%	69.3%	69.3%	82.3%	71.2%
Other Indicators									
	Total Volume Losses (kW)	2117766870.0%	38314665420.0%	38697812080.0%	39084790198.0%	39084790200.0%	39084790200.0%	39084790198.0%	39084790198.0%
Electricity Distribution Losses (2)	Total Cost of Losses (Rand '000)	1 525	26 820	27 088	27 359 353	27 359	27 359	27 359 353	27 359 353
	% Volume (units purchased and generated less units sold)/units purchased and generated	–	–	–	0	–	–	0	0
	Total Volume Losses (kℓ)	9 141	9 233	9 325	9 418 146	9 418	9 418	9 418 146	9 418 146
Water Distribution Losses (2)	Total Cost of Losses (Rand '000)	2 011 055	2 031 166	2 051 477	2 071 992	2 071 992	2 071 992	2 071 992	2 071 992
	% Volume (units purchased and generated less units sold)/units purchased and generated	–	–	–	0	–	–	0	0
Employee costs	Employee costs/(Total Revenue - capital revenue)	30.9%	32.4%	29.1%	29.7%	29.7%	29.7%	28.1%	27.9%
Remuneration	Total remuneration/(Total Revenue - capital revenue)	32.0%	33.5%	30.1%	30.7%			29.1%	28.8%
Repairs & Maintenance	R&M/(Total Revenue excluding capital revenue)	3.1%	3.8%	3.9%	5.1%	5.1%	5.1%	4.9%	4.9%
Finance charges & Depreciation	FC&D/(Total Revenue - capital revenue)	14.3%	13.4%	13.0%	13.4%	13.3%	13.3%	14.0%	13.7%
IDP regulation financial viability indicators									
i. Debt coverage	(Total Operating Revenue - Operating Grants)/Debt service payments due within financial year)	62480.0%	11570.0%	105600.0%	2766.6%	1477.6%	1477.6%	2907.8%	3097.6%
ii. O/S Service Debtors to Revenue	Total outstanding service debtors/annual revenue received for services	54.2%	63.8%	20.5%	20.9%	11.8%	11.8%	22.3%	23.7%
iii. Cost coverage	(Available cash + Investments)/monthly fixed operational expenditure	470.0%	2130.0%	580.0%	1.8	0.0	0.0	2.0	2.1

WC024 Stellenbosch - Supporting Table SB5 Adjustments Budget - social, economic and demographic statistics and assumptions -

Description of economic indicator	Ref.	Basis of calculation	2001 Census	2007 Survey	2011 Census	2019/20	2020/21	2021/22	Budget Year 2022/23	Budget Year 2022/23
						Outcome	Outcome	Outcome	Original Budget	Actual
Demographics										
Population		Statistics South Africa	200 524	155 718	170 654	195	207	207	207	–
Females aged 5 - 14		Statistics South Africa	17 865	11 020	12 077	14	15	15	15	–
Males aged 5 - 14		Statistics South Africa	16 352	11 092	12 157	14	15	15	15	–
Females aged 15 - 34		Statistics South Africa	38 791	33 191	36 374	42	45	45	45	–
Males aged 15 - 34		Statistics South Africa	41 919	32 718	35 856	42	44	44	44	–
Unemployment		Statistics South Africa	16	10	11	13	14	14	14	–
Monthly household income (no. of households)	1, 12									
No income		Statistics South Africa, regional economic growth	3 557	8 961	9 820	11 375	12 058	12 299	12 545	–
R1 - R1 600		Statistics South Africa, regional economic growth	245	914	2 065	2 352	2 493	2 543	2 594	–
R1 601 - R3 200		Statistics South Africa, regional economic growth	1 126	1 517	1 614	1 872	1 984	2 024	2 065	–
R3 201 - R6 400		Statistics South Africa, regional economic growth	3 728	4 415	4 699	5 448	5 775	5 891	6 009	–
R6 401 - R12 800		Statistics South Africa, regional economic growth	4 484	7 160	7 620	8 836	9 366	9 553	9 744	–
R12 801 - R25 600		Statistics South Africa, regional economic growth	6 463	6 742	7 176	8 321	8 821	8 997	9 177	–
R25 601 - R51 200		Statistics South Africa, regional economic growth	4 144	4 994	5 316	6 164	6 534	6 665	6 799	–
R52 201 - R102 400		Statistics South Africa, regional economic growth	2 578	3 671	3 907	4 530	4 802	4 898	4 996	–
R102 401 - R204 800		Statistics South Africa, regional economic growth	1 680	2 874	3 058	3 546	3 759	3 834	3 911	–
R204 801 - R409 600		Statistics South Africa, regional economic growth	69	1 432	1 523	1 766	1 872	1 910	1 948	–
R409 601 - R819 200		Statistics South Africa, regional economic growth	242	430	458	531	563	575	587	–
> R819 200		Statistics South Africa, regional economic growth	245	305	325	376	399	407	415	–
Poverty profiles (no. of households)										
< R2 060 per household per month	13	0	8 656	15 807	16 824	19 508	20 678	21 256	21 850	–
	2	0	–	–	<R1600	<R1600	<R1600	<R1600	<R1600	–
Household/demographics (000)										
Number of people in municipal area		Statistics South Africa, regional population growth rate	200 524	155 718	170 654	198	210	210	210	–
Number of poor people in municipal area		Statistics South Africa, regional population growth rate	–	–	–	–	–	–	–	–
Number of households in municipal area		Statistics South Africa, regional population growth rate	36 413	43 417	47 582	55	58	58	58	–
Number of poor households in municipal area		Statistics South Africa, regional population growth rate	8 656	15 807	17 323	20	21	21	21	–
Definition of poor household (R per month)		0	–	–	<R1600	<R1600	<R1600	<R1600	<R1600	-
Housing statistics	3									
Formal		0	32 918	32 620	35 749	41 413	43 897	46 531	49 323	-
Informal		0	3	11	12	13 707	14 529	15 401	16 325	-
Total number of households			36 413	43 417	47 581	55 119	58 426	61 932	65 648	-
Dwellings provided by municipality	4	0	–	–	–	-	-	-	-	-
Dwellings provided by province/s		0	–	–	–	-	-	-	-	-
Dwellings provided by private sector	5	0	–	–	–	-	-	-	-	-
Total new housing dwellings			-	-	-	-	-	-	-	-
Economic	6									
Inflation/inflation outlook (CPIX)						5.2%	4.5%	4.6%	4.0%	0.0%
Interest rate - borrowing						10.5%	10.5%	10.5%	0.0%	0.0%
Interest rate - investment						8.5%	8.5%	8.5%	0.0%	0.0%
Remuneration increases						7.0%	6.3%	7.0%	7.3%	0.0%
Consumption growth (electricity)						1.0%	1.0%	1.0%	1.0%	0.0%
Consumption growth (water)						-1.0%	1.0%	1.0%	1.0%	0.0%

Collection rates	7									
Property tax/service charges						96.0%	96.0%	96.0%	96.0%	0.0%
Rental of facilities & equipment						97.0%	97.0%	97.0%	97.0%	0.0%
Interest - external investments						100.0%	100.0%	100.0%	100.0%	0.0%
Interest - debtors						96.0%	96.0%	96.0%	96.0%	0.0%
Revenue from agency services						100.0%	100.0%	100.0%	100.0%	0.0%

Detail on the provision of municipal services for A10

Total municipal services	Ref.		2019/20	2020/21	2021/22	Budget Year 2022/23			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	40 626	40 626	40 676	40 726	40 726	40 726	40 726	40 776	40 826
		Piped water inside yard (but not in dwelling)	4 461	4 461	4 561	4 664	4 664	4 664	4 664	4 769	4 876
	8	Using public tap (at least min.service level)	4 778	4 778	4 878	4 980	4 980	4 980	4 980	5 084	5 191
	10	Other water supply (at least min.service level)	684	684	834	1 017	1 017	1 017	1 017	1 240	1 512
		Minimum Service Level and Above sub-total	50 550	50 550	50 950	51 387	51 387	51 387	51 387	51 869	52 404
	9	Using public tap (< min.service level)	1 170	1 170	1 070	979	979	979	979	896	820
	10	Other water supply (< min.service level)	–	–	–	–	–	–	–	–	–
		No water supply	207	207	157	119	119	119	119	90	68
		Below Minimum Service Level sub-total	1 377	1 377	1 227	1 098	1 098	1 098	1 098	986	888
		Total number of households	**51 927**	**51 927**	**52 177**	**52 485**	**52 485**	**52 485**	**52 485**	**52 855**	**53 292**
		Sanitation/sewerage:									
		Flush toilet (connected to sewerage)	46 256	46 256	46 306	46 356	46 356	46 356	46 356	46 406	46 456
		Flush toilet (with septic tank)	2 165	2 165	2 265	2 370	2 370	2 370	2 370	2 480	2 595
		Chemical toilet	407	407	420	433	433	433	433	446	460
		Pit toilet (ventilated)	50	50	–	–	–	–	–	–	–
		Other toilet provisions (> min.service level)	1 898	1 898	2 236	2 633	2 633	2 633	2 633	3 101	3 652
		Minimum Service Level and Above sub-total	50 777	50 777	51 227	51 792	51 792	51 792	51 792	52 433	53 163
		Bucket toilet	800	800	700	613	613	613	613	537	470
		Other toilet provisions (< min.service level)	50	50	–	–	–	–	–	–	–
		No toilet provisions	300	300	250	208	208	208	208	173	144
		Below Minimum Service Level sub-total	1 150	1 150	950	821	821	821	821	710	614
		Total number of households	**51 927**	**51 927**	**52 177**	**52 613**	**52 613**	**52 613**	**52 613**	**53 143**	**53 777**
		Energy:									
		Electricity (at least min.service level)	14 821	14 821	15 071	15 325	15 325	15 325	15 325	15 583	15 846
		Electricity - prepaid (min.service level)	35 003	35 003	35 253	35 505	35 505	35 505	35 505	35 759	36 014
		Minimum Service Level and Above sub-total	49 824	49 824	50 324	50 830	50 830	50 830	50 830	51 342	51 860
		Electricity (< min.service level)	150	150	150	150	150	150	150	150	150
		Electricity - prepaid (< min. service level)	–	–	–	–	–	–	–	–	–
		Other energy sources	1 953	1 953	1 703	1 485	1 485	1 485	1 485	1 295	1 129
		Below Minimum Service Level sub-total	2 103	2 103	1 853	1 635	1 635	1 635	1 635	1 445	1 279
		Total number of households	**51 927**	**51 927**	**52 177**	**52 465**	**52 465**	**52 465**	**52 465**	**52 787**	**53 140**
		Refuse:									
		Removed at least once a week	47 649	47 649	48 149	48 654	48 654	48 654	48 654	49 164	49 680
		Minimum Service Level and Above sub-total	47 649	47 649	48 149	48 654	48 654	48 654	48 654	49 164	49 680
		Removed less frequently than once a week	–	–	–	–	–	–	–	–	–
		Using communal refuse dump	1 028	1 028	978	930	930	930	930	885	841
		Using own refuse dump	2 100	2 100	2 000	1 905	1 905	1 905	1 905	1 815	1 728
		Other rubbish disposal	750	750	700	653	653	653	653	609	568
		No rubbish disposal	400	400	350	306	306	306	306	268	234
		Below Minimum Service Level sub-total	4 278	4 278	4 028	3 794	3 794	3 794	3 794	3 576	3 372
		Total number of households	**51 927**	**51 927**	**52 177**	**52 448**	**52 448**	**52 448**	**52 448**	**52 740**	**53 052**

Municipal in-house services	Ref.		2019/20	2020/21	2021/22	Budget Year 2022/23			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	40 626	40 626	40 676	40 726	40 726	40 726	40 726	40 776	40 826
		Piped water inside yard (but not in dwelling)	4 461	4 461	4 561	4 664	4 664	4 664	4 664	4 769	4 876
	8	Using public tap (at least min.service level)	4 778	4 778	4 878	4 980	4 980	4 980	4 980	5 084	5 191
	10	Other water supply (at least min.service level)	684	684	834	1 017	1 017	1 017	1 017	1 240	1 512
		Minimum Service Level and Above sub-total	50 550	50 550	50 950	51 387	51 387	51 387	51 387	51 869	52 404
	9	Using public tap (< min.service level)	1 170	1 170	1 070	979	979	979	979	896	820
	10	Other water supply (< min.service level)	–	–		–	–	–	–	–	–
		No water supply	207	207	157	119	119	119	119	90	68
		Below Minimum Service Level sub-total	1 377	1 377	1 227	1 098	1 098	1 098	1 098	986	888
		Total number of households	**51 927**	**51 927**	**52 177**	**52 485**	**52 485**	**52 485**	**52 485**	**52 855**	**53 292**
		Sanitation/sewerage:									
		Flush toilet (connected to sewerage)	46 256	46 256	46 306	46 356	46 356	46 356	46 356	46 406	46 456
		Flush toilet (with septic tank)	2 165	2 165	2 265	2 370	2 370	2 370	2 370	2 480	2 595
		Chemical toilet	407	407	420	433	433	433	433	446	460
		Pit toilet (ventilated)	50	50	–	–	–	–	–	–	–
		Other toilet provisions (> min.service level)	1 898	1 898	2 236	2 633	2 633	2 633	2 633	3 101	3 652
		Minimum Service Level and Above sub-total	50 777	50 777	51 227	51 792	51 792	51 792	51 792	52 433	53 163
		Bucket toilet	800	800	700	613	613	613	613	537	470
		Other toilet provisions (< min.service level)	50	50		–	–	–	–	–	–
		No toilet provisions	300	300	250	208	208	208	208	173	144
		Below Minimum Service Level sub-total	1 150	1 150	950	821	821	821	821	710	614
		Total number of households	**51 927**	**51 927**	**52 177**	**52 613**	**52 613**	**52 613**	**52 613**	**53 143**	**53 777**
		Energy:									
		Electricity (at least min.service level)	14 821	14 821	15 071	15 325	15 325	15 325	15 325	15 583	15 846
		Electricity - prepaid (min.service level)	35 003	35 003	35 253	35 505	35 505	35 505	35 505	35 759	36 014
		Minimum Service Level and Above sub-total	49 824	49 824	50 324	50 830	50 830	50 830	50 830	51 342	51 860
		Electricity (< min.service level)	150	150	150	150	150	150	150	150	150
		Electricity - prepaid (< min. service level)	–	–		–	–	–	–	–	–
		Other energy sources	1 953	1 953	1 703	1 485	1 485	1 485	1 485	1 295	1 129
		Below Minimum Service Level sub-total	2 103	2 103	1 853	1 635	1 635	1 635	1 635	1 445	1 279
		Total number of households	**51 927**	**51 927**	**52 177**	**52 465**	**52 465**	**52 465**	**52 465**	**52 787**	**53 140**
		Refuse:									
		Removed at least once a week	47 649	47 649	48 149	48 654	48 654	48 654	48 654	49 164	49 680
		Minimum Service Level and Above sub-total	47 649	47 649	48 149	48 654	48 654	48 654	48 654	49 164	49 680
		Removed less frequently than once a week	–	–		–	–	–	–	–	–
		Using communal refuse dump	1 028	1 028	978	930	930	930	930	885	841
		Using own refuse dump	2 100	2 100	2 000	1 905	1 905	1 905	1 905	1 815	1 728
		Other rubbish disposal	750	750	700	653	653	653	653	609	568
		No rubbish disposal	400	400	350	306	306	306	306	268	234
		Below Minimum Service Level sub-total	4 278	4 278	4 028	3 794	3 794	3 794	3 794	3 576	3 372
		Total number of households	**51 927**	**51 927**	**52 177**	**52 448**	**52 448**	**52 448**	**52 448**	**52 740**	**53 052**

Detail of Free Basic Services (FBS) provided			Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
			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
Electricity	Ref.	*Location of households for each type of FBS*											
List type of FBS service		Formal settlements - (50 kwh per indigent household per month Rands)	17 685 253	17 685 253	–	–	–	–	–	–	17 685	18 562 562	19 607 660
		Total cost of FBS - Electricity for informal settlements	–	–	–	–	–	–	–	–	–	–	–
Water	Ref.	*Location of households for each type of FBS*											
List type of FBS service		Formal settlements - (6 kilolitre per indigent household per month Rands)	8 277 972	8 277 972	–	–	–	–	–	–	8 278	5 826 956	6 176 573
		Total cost of FBS - Water for informal settlements	–	–	–	–	–	–	–	–	–	–	–
Sanitation	Ref.	*Location of households for each type of FBS*											
List type of FBS service		Formal settlements - (free sanitation service to indigent households)	11 325 696	11 325 696	–	–	–	–	–	–	11 326	12 005 238	12 725 552
		Total cost of FBS - Sanitation for informal settlements	–	–	–	–	–	–	–	–	–	–	–
Refuse Removal	Ref.	*Location of households for each type of FBS*											
List type of FBS service		Formal settlements - (removed once a week to indigent households)	19 725 134	19 725 134	–	–	–	–	–	–	19 725	21 303 145	23 007 397
		Total cost of FBS - Refuse Removal for informal settlements	–	–	–	–	–	–	–	–	–	–	–

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

Description	Ref	MFMA section	2019/20	2020/21	2021/22	Medium Term Revenue and Expenditure Framework				
R thousands			Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Prior Adjusted	Adjusted Budget	Budget Year +1 2023/24	Budget Year +2 2024/25
Funding measures										
Cash/cash equivalents at the year end - R'000	1	18(1)b	535	2 626	781	249 508	209 029	209 029	264 659	294 922
Cash + investments at the yr end less applications - R'000	2	18(1)b	(142)	1 194	213	365 424	325 710	325 710	479 885	568 784
Cash year end/monthly employee/supplier payments	3	18(1)b	0	0	0	0	–	–	0	0
Surplus/(Deficit) excluding depreciation offsets: R'000	4	18(1)	88	(7)	139	154 747	154 747	159 031	144 141	152 243
Service charge rev % change - macro CPIX target exclusive	5	18(1)a,(2)	1.90%	0.5%	-6.0%	0.0%	0.0%	0.0%	0.8%	0.9%
Cash receipts % of Ratepayer & Other revenue	6	18(1)a,(2)	0.0%	0.0%	0.0%	113.2%	113.2%	113.2%	113.3%	113.5%
Debt impairment expense as a % of total billable revenue	7	18(1)a,(2)	9.9%	8.2%	6.7%	5.8%	5.8%	5.8%	6.0%	5.6%
Capital payments % of capital expenditure	8	18(1)c;19	3.9%	35.0%	0.0%	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%	51.0%	50.6%	52.0%	45.8%	48.0%	41.0%
Grants % of Govt. legislated/gazetted allocations	10	18(1)a				0.0%	100.3%	0.0%	0.0%	0.0%
Current consumer debtors % change - incr(decr)	11	18(1)a	358.8%	25.5%	0.0%	9.3%	9.3%	9.3%	11.7%	13.6%
Long term receivables % change - incr(decr)	12	18(1)a	-17803.8%	23.9%	0.0%	-100.0%	-100.0%	-100.0%	0.0%	0.0%
R&M % of Property Plant & Equipment	13	20(1)(vi)	0.9%	1.2%	1.4%	1.7%	1.7%	1.7%	1.7%	1.7%
Asset renewal % of capital budget	14	20(1)(vi)	2.5%	7.7%	8.5%	7.7%	7.0%	6.9%	5.5%	16.1%

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

Description	Ref	Budget Year 2022/23							Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Multi-year capital	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousands		A	7 A1	8 B	9 C	10 D	11 E	12 F		
RECEIPTS:	1, 2									
Operating Transfers and Grants										
National Government:		**189 399**	**189 399**	**–**	**–**	**–**	**–**	**189 399**	**200 376**	**219 288**
Local Government Equitable Share		179 634	179 634	–	–	–	–	179 634	196 720	215 547
Expanded Public Works Programme Integrated Grant for Municipalities		4 928	4 928	–	–	–	–	4 928	–	–
Local Government Financial Management Grant		1 550	1 550	–	–	–	–	1 550	1 550	1 550
Municipal Disaster Grant [Schedule 5B]		–	–	–	–	–	–	–	–	–
Integrated Urban Development Grant		3 287	3 287	–	–	–	–	3 287	2 106	2 191
Natural Resource Management Project		–	–	–	–	–	–	–	–	–
Provincial Government:		**23 481**	**23 481**	**–**	**–**	**–**	**–**	**23 481**	**35 547**	**38 933**
Community Development Workers Operational Support Grant		38	38	–	–	–	–	38	38	38
Financial Management Capacity Building Grant		–	–	–	–	–	–	–	–	–
Human Settlements Development Grant		6 890	6 890	–	–	–	–	6 890	23 140	26 000
Community Library Services Grant		14 112	14 112	–	–	–	–	14 112	11 629	12 151
Municipal Library Support Grant		–	–	–	–	–	–	–	–	–
Local Government Support Grant		–	–	–	–	–	–	–	–	–
WC Financial Management Support Grant		–	–	–	–	–	–	–	–	–
LG Graduate Internship Grant		–	–	–	–	–	–	–	–	–
Maintenance and Construction of Transport Infrastructure		495	495	–	–	–	–	495	495	495
Regional Socio-Economic Project/violence through urban upgrading (RSEP/VPUU)	4	–	–	–	–	–	–	–	–	–
Municipal Accreditation and Capacity Building Grant		256	256	–	–	–	–	256	245	249
Spatial Development framework		–	–	–	–	–	–	–	–	–
Title Deeds Restoration Grant		–	–	–	–	–	–	–	–	–
Local Government Public Employment Support Grant		–	–	–	–	–	–	–	–	–
Western Cape Municipal Energy Resilience Grant (WC MER Grant)	5	1 690	1 690	–	–	–	–	1 690	–	–
District Municipality:		**500**	**1 131**	**-**	**-**	**–**	**–**	**1 131**	**-**	**-**
Cape Winelands District Grant		–	631	-	-	–	–	631	-	-
Cape Winelands District Grant 2		500	500			-	–	500	-	-
Safety Initiative Implementation-whole of society approach (WOSA)		-	-	-	-	-	–	–	-	-
Other grant providers:		–	–	–	–	–	–	–	–	–
LG SETA Discretionary grant		–	–	–	–	–	–	–	–	–
Khaya Lam Free Market Research Foundation		–	–	–	–	–	–	–	–	–
Taipei COVID 19 donation		–	–	–	–	–	–	–	–	–
DBSA		–	–	–	–	–	–	–	–	–
Households - Cash - Other (National Housing Programme)		–	–	–	–	–	–	–	–	–
Parent Municipality / Entity		–	–	–	–	–	–	–	–	–
Total Operating Transfers and Grants	6	**213 380**	**214 011**	**–**	**–**	**–**	**–**	**214 011**	**235 923**	**258 221**
Capital Transfers and Grants										
National Government:		**90 810**	**90 810**	**-**	**-**	**-**	**-**	**90 810**	**46 008**	**47 899**
Integrated National Electrification Programme (Municipal Grant) [Schedule 5B]		28 350	28 350	–	–	–	-	28 350	6 000	6 269
Integrated Urban Development Grant		62 460	62 460	–	–	–	-	62 460	40 008	41 630
Provincial Government:		**29 220**	**29 220**	**–**	**–**	**4 284**	**4 284**	**33 504**	**34 863**	**8 527**
Human Settlements Development Grant		8 150	8 150	–	–	1 766	1 766	9 916	7 683	1 900
Library Services: Conditional Grant		–	–	–	–	–	–	–	–	–
Integrated Transport Planning		–	–	–	–	–	–	–	–	627
Maintenance and Construction of Transport Infrastructure		–	–	–	–	–	–	–	–	–
Fire services capacity building grant		–	–	–	–	–	–	–	–	–
RSEP/ VPUU		–	–	–	–	1 000	1 000	1 000	–	–
Development of Sport and Recreational Facilities		220	220	–	–	-	–	220	–	–
Informal Settlements Upgrading Partnership Grant: Provinces (Beneficiaries)		20 850	20 850	–	–	1 518	1 518	22 368	27 180	6 000
Public Transport Non-Motorised Infrastructure		–	–	–	–	–	–	–	–	–
Western Cape Municipal Energy Resilience Grant (WC MER Grant)		–	–	–	–	–	–	–	–	–
Sports and Recreation		–	–	–	–	–	–	–	–	–
District Municipality:		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Safety Initiative Implementation-whole of society approach (WOSA)		–	–	–	–	–	–	–	–	–
Other grant providers:		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
LG SETA Discretionary		–	–	–	–	–	–	–	–	–
LOTTO		–	–	–	–	–	–	–	–	–
Private Enterprises		–	–	–	–	–	–	–	–	–
Total Capital Transfers and Grants	6	**120 030**	**120 030**	**–**	**–**	**4 284**	**4 284**	**124 314**	**80 871**	**56 426**
TOTAL RECEIPTS OF TRANSFERS & GRANTS		**333 410**	**334 041**	**–**	**–**	**4 284**	**4 284**	**338 325**	**316 794**	**314 647**

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

Description	Ref	Budget Year 2022/23							Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Multi-year capital	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
			2	3	4	5	6	7		
R thousands		A	A1	B	C	D	E	F		
EXPENDITURE ON TRANSFERS AND GRANT PROGRAM:	1									
Operating expenditure of Transfers and Grants										
National Government:		**189 399**	**189 399**	**-**	**-**	**-**	**-**	**189 399**	**200 376**	**219 288**
Local Government Equitable Share		179 634	179 634	-	-	-	-	179 634	196 720	215 547
Expanded Public Works Programme Integrated Grant for Municipalities		4 928	4 928	-	-	-	-	4 928	–	–
Local Government Financial Management Grant		1 550	1 550	-	-	-	-	1 550	1 550	1 550
Municipal Disaster Grant [Schedule 5B]		–	–	-	-	-	-	–	–	–
Integrated Urban Development Grant		3 287	3 287	-	-	-	-	3 287	2 106	2 191
Natural Resource Management Project		–	–	-	-	-	-	–	–	–
Provincial Government:		**23 481**	**23 481**	**-**	**-**	**-**	**-**	**23 481**	**35 547**	**38 933**
Community Development Workers Operational Support Grant		38	38	-	-	-	-	38	38	38
Financial Management Capacity Building Grant		–	–	-	-	-	-	–	–	–
Human Settlements Development Grant		6 890	6 890	-	-	-	-	6 890	23 140	26 000
Community Library Services Grant		14 112	14 112	-	-	-	-	14 112	11 629	12 151
Municipal Library Support Grant		–	–	-	-	-	-	–	–	–
Local Government Support Grant		–	–	-	-	-	-	–	–	–
WC Financial Management Support Grant		–	–	-	-	-	-	–	–	–
LG Graduate Internship Grant		–	–	-	-	-	-	–	–	–
Maintenance and Construction of Transport Infrastructure		495	495	-	-	-	-	495	495	495
Regional Socio-Economic Project/violence through urban upgrading (RSEP/VPUU)	4	–	–	-	-	-	-	–	–	–
Municipal Accreditation and Capacity Building Grant		256	256	-	-	-	-	256	245	249
Spatial Development framework		–							–	–
Title Deeds Restoration Grant		–							–	–
Local Government Public Employment Support Grant		–	–	-	-	-	-	–	–	–
Western Cape Municipal Energy Resilience Grant (WC MER Grant)	5	1 690	1 690	-	-	-	-	1 690	–	–
District Municipality:		**500**	**1 131**	**–**	**–**	**–**	**–**	**1 131**	**–**	**–**
Cape Winelands District Grant		–	631	–	–	–	–	631	–	–
Cape Winelands District Grant 2		500	500			–	–	500	–	–
Safety Initiative Implementation-whole of society approach (WOSA)		–	–	–	–	–	–	–	–	–
Other grant providers:		–	–	–	–	–	–	–	–	–
LG SETA Discretionary grant		–	–	–	–	–	–	–	–	–
Khaya Lam Free Market Research Foundation		–	–	–	–	–	–	–	–	–
Taipei COVID 19 donation		–	–	–	–	–	–	–	–	–
DBSA		–	–	–	–	–	–	–	–	–
Households - Cash - Other (National Housing Programme)		–	–	–	–	–	–	–	–	–
Parent Municipality / Entity		–	–	–	–	–	–	–	–	–
#REF!		–	–	–	–	–	–	–	–	–
#REF!		–	–	–	–	–	–	–	–	–
Total Operating Transfers and Grants	6	**213 380**	**214 011**	**–**	**–**	**–**	**–**	**214 011**	**235 923**	**258 221**
Capital Transfers and Grants										
National Government:		**90 810**	**90 810**	**–**	**–**	**–**	**–**	**90 810**	**46 008**	**47 899**
Integrated National Electrification Programme (Municipal Grant) [Schedule 5B]		28 350	28 350	–	–	–	–	28 350	6 000	6 269
Integrated Urban Development Grant		62 460	62 460	–	–	–	–	62 460	40 008	41 630
Provincial Government:		**29 220**	**29 220**	**-**	**-**	**4 284**	**4 284**	**33 504**	**34 863**	**8 527**
Human Settlements Development Grant		8 150	8 150	–	–	1 766	1 766	9 916	7 683	1 900
Library Services: Conditional Grant		–	–	–	–	–	–	–	–	–
Integrated Transport Planning		–	–	–	–	–	–	–	–	627
Maintenance and Construction of Transport Infrastructure		–	–	–	–	–	–	–	–	–
Fire services capacity building grant		–	–	–	–	–	–	–	–	–
RSEP/ VPUU		–	–	–	–	1 000	1 000	1 000	–	–
Development of Sport and Recreational Facilities		220	220	–	–	–	–	220	–	–
Informal Settlements Upgrading Partnership Grant: Provinces (Beneficiaries)		20 850	20 850	–	–	1 518	1 518	22 368	27 180	6 000
Public Transport Non-Motorised Infrastructure		–	–	–	–	–	–	–	–	–
Western Cape Municipal Energy Resilience Grant (WC MER Grant)		–	–	–	–	–	–	–	–	–
Sports and Recreation		-	–	–	–	–	–	–	-	-
District Municipality:		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Safety Initiative Implementation-whole of society approach (WOSA)		–	–	–	–	–	–	–	–	–
Other grant providers:		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
LG SETA Discretionary		–	–	–	–	–	–	–	–	–
Private Enterprises		–	–	–	–	–	–	–	–	–
Total Capital Transfers and Grants	6	**120 030**	**120 030**	**–**	**–**	**4 284**	**4 284**	**124 314**	**80 871**	**56 426**
TOTAL EXPENDITURE OF TRANSFERS & GRANTS		**333 410**	**334 041**	**–**	**–**	**4 284**	**4 284**	**338 325**	**316 794**	**314 647**

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

Description	Ref	Budget Year 2022/23							Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Multi-year capital	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
R thousands		A	2 A1	3 B	4 C	5 D	6 E	7 F		
Operating transfers and grants:										
National Government:										
Balance unspent at beginning of the year		-	–	–	–	–	–	–	-	-
Current year receipts		189 399	189 399	–	–	–	–	189 399	200 376	219 288
Conditions met - transferred to revenue		**189 399**	**189 399**	**-**	**-**	**-**	**-**	**189 399**	**200 376**	**219 288**
Conditions still to be met - transferred to liabilities		–	–	–	–	–	–	–	–	–
Provincial Government:										
Balance unspent at beginning of the year		-	-	-	-	-	-	-	–	–
Current year receipts		23 481	23 481	-	-	-	-	23 481	35 547	38 933
Conditions met - transferred to revenue		**23 481**	**23 481**	**-**	**-**	**-**	**-**	**23 481**	**35 547**	**38 933**
Conditions still to be met - transferred to liabilities		–	–	–	–	–	–	–	–	–
District Municipality:										
Balance unspent at beginning of the year		–	631	–	–	–	–	631	–	–
Current year receipts		500	500	-	–	–	–	500	–	–
Conditions met - transferred to revenue		**500**	**1 131**	**-**	**–**	**–**	**–**	**1 131**	**–**	**–**
Conditions still to be met - transferred to liabilities		–	–	–	–	–	–	–	–	–
Other grant providers:										
Balance unspent at beginning of the year		–	–	–	–	–	–	–	–	–
Current year receipts		–	–	–	–	–	–	–	–	–
Conditions met - transferred to revenue		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Conditions still to be met - transferred to liabilities		–	–	–	–	–	–	–	–	–
Total operating transfers and grants revenue		**213 380**	**214 011**	**–**	**–**	**–**	**–**	**214 011**	**235 923**	**258 221**
Total operating transfers and grants - CTBM	2	**-**	**-**	**-**	**–**	**–**	**–**	**–**	**–**	**–**
Capital transfers and grants:										
National Government:										
Balance unspent at beginning of the year		–	–	–	–	–	–	–	–	–
Current year receipts		90 810	90 810	–	–	–	–	90 810	46 008	47 899
Conditions met - transferred to revenue		**90 810**	**90 810**	**–**	**–**	**–**	**–**	**90 810**	**46 008**	**47 899**
Conditions still to be met - transferred to liabilities		–	–	–	–	–	–	–	–	–
Provincial Government:										
Balance unspent at beginning of the year		–	–	–	–	4 284	4 284	4 284		
Current year receipts		29 220	29 220	–	–	–	–	29 220	34 863	8 527
Conditions met - transferred to revenue		**29 220**	**29 220**	**–**	**–**	**4 284**	**4 284**	**33 504**	**34 863**	**8 527**
Conditions still to be met - transferred to liabilities		–	–	–	–	–	–	–	–	–
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		–	–	–	–	–	–	–	–	–
Current year receipts		–	–	–	–	–	–	–	–	–
Conditions met - transferred to revenue		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Conditions still to be met - transferred to liabilities		–	–	–	–	–	–	–	–	–
Total capital transfers and grants revenue		**120 030**	**120 030**	**–**	**–**	**4 284**	**4 284**	**124 314**	**80 871**	**56 426**
Total capital transfers and grants - CTBM		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
TOTAL TRANSFERS AND GRANTS REVENUE		**333 410**	**334 041**	**–**	**–**	**4 284**	**4 284**	**338 325**	**316 794**	**314 647**
TOTAL TRANSFERS AND GRANTS - CTBM		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

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

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			6	7	8	9	10	11	12	13		
R thousands		A	A1	B	C	D	E	F	G	H		
Cash transfers to other municipalities												
Operational	1	–	–	–	–	–	–	–	–	–	–	–
Capital		–	–	–	–	–	–	–	–	–	–	–
									–	–		
Total Cash Transfers To Municipalities:		–	–	–	–	–	–	–	–	–	–	–
Cash transfers to Entities/Other External Mechanisms												
Operational	2	–	–	–	–	–	–	–	–	–	–	–
Capital		–	–	–	–	–	–	–	–	–	–	–
									–	–		
Total Cash Transfers To Entities/Ems'		–	–	–	–	–	–	–	–	–	–	–
Cash transfers to other Organs of State												
Operational	3	–	–	–	–	–	–	–	–	–	–	–
Capital		–	–	–	–	–	–	–	–	–	–	–
									–	–		
Total Cash Transfers To Other Organs Of State:		–	–	–	–	–	–	–	–	–	–	–
Cash transfers to other Organisations												
Operational	4	12 981	12 981	–	–	–	–	–	–	12 981	13 539	14 121
Capital		–	–	–	–	–	–	–	–	–	–	–
Total Cash Transfers To Organisations		**12 981**	**12 981**	**–**	**–**	**–**	**–**	**–**	**–**	**12 981**	**13 539**	**14 121**
Cash Transfers to Groups of Individuals												
Operational	4	1 374	1 374	–	–	–	–	–	–	1 374	1 416	1 464
Capital		–	–	–	–	–	–	–	–	–	–	–
Total Cash Transfers To Groups Of Individuals:		**1 374**	**1 374**	**–**	**–**	**–**	**–**	**–**	**–**	**1 374**	**1 416**	**1 464**
TOTAL CASH TRANSFERS AND GRANTS	5	**14 355**	**14 355**	**–**	**–**	**–**	**–**	**–**	**–**	**14 355**	**14 956**	**15 585**
Non-cash transfers to other municipalities												
Operational	1	–	–	–	–	–	–	–	–	–	–	–
Capital		–	–	–	–	–	–	–	–	–	–	–
									–	–		
Total Non-Cash Transfers To Municipalities:		–	–	–	–	–	–	–	–	–	–	–
Non-cash transfers to Entities/Other External Mechanisms												
Operational	2	–	–	–	–	–	–	–	–	–	–	–
Capital		–	–	–	–	–	–	–	–	–	–	–
									–	–		
Total Non-Cash Transfers To Entities/Ems'		–	–	–	–	–	–	–	–	–	–	–
Non-cash transfers to other Organs of State												
Operational	3	–	–	–	–	–	–	–	–	–	–	–
Capital		–	–	–	–	–	–	–	–	–	–	–
									–	–		
Total Non-Cash Transfers To Other Organs Of State:		–	–	–	–	–	–	–	–	–	–	–
Non-cash transfers to other Organisations												
Operational	4	–	–	–	–	–	–	–	–	–	–	–
Capital		–	–	–	–	–	–	–	–	–	–	–
									–	–		
TOTAL NON-CASH TRANSFERS TO OTHER ORGANISATIONS:		–	–	–	–	–	–	–	–	–	–	–
Non-cash transfers to Groups of Individuals												
Operational	4	–	1 000	–	–	–	–	–	–	1 000	–	–
Capital		–	–	–	–	–	–	–	–	–	–	–
									–	–		
Total Non-Cash Grants To Groups Of Individuals:		–	**1 000**	–	–	–	–	–	–	**1 000**	–	–
TOTAL NON-CASH TRANSFERS AND GRANTS	5	–	**1 000**	–	–	–	–	–	–	**1 000**	–	–
TOTAL TRANSFERS AND GRANTS		**14 355**	**15 355**	**–**	**–**	**–**	**–**	**–**	**–**	**15 355**	**14 956**	**15 585**

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

Summary of remuneration	Ref	Budget Year 2022/23									% change
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	
			5	6	7	8	9	10	11	12	
R thousands		A	A1	B	C	D	E	F	G	H	
Councillors (Political Office Bearers plus Other)											
Basic Salaries and Wages		19 011	19 011	–		–		–	–	19 011	0.0%
Pension and UIF Contributions		–	–	–		–		–	–	–	0.0%
Medical Aid Contributions		–	–	–		–		–	–	–	0.0%
Motor Vehicle Allowance		–	–	–		–		–	–	–	0.0%
Cellphone Allowance		2 051	2 051	–		–		–	–	2 051	0.0%
Housing Allowances		–	–	–		–		–	–	–	0.0%
Other benefits and allowances		–	–	–		–		–	–	–	0.0%
Sub Total - Councillors		**21 062**	**21 062**	–		–		–	–	**21 062**	
% increase		**5.0%**	**5.0%**							**5.0%**	**0.0%**
Senior Managers of the Municipality											
Basic Salaries and Wages		8 316	8 316	–		–		–	–	8 316	0.0%
Pension and UIF Contributions		719	719	–		–		–	–	719	0.0%
Medical Aid Contributions		125	125	–		–		–	–	125	0.0%
Overtime		–	–	–		–		–	–	–	0.0%
Performance Bonus		1 399	1 399	–		–		–	–	1 399	0.0%
Motor Vehicle Allowance		575	575	–		–		–	–	575	0.0%
Cellphone Allowance		146	146	–		–		–	–	146	0.0%
Housing Allowances		19	19	–		–		–	–	19	0.0%
Other benefits and allowances		92	92	–		–		–	–	92	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		**11 392**	**11 392**	–		–		–	–	**11 392**	
% increase		**21.4%**	**0.0%**							**21.4%**	**0.0%**
Other Municipal Staff											
Basic Salaries and Wages		373 682	374 166	–		–		–	–	374 166	0.1%
Pension and UIF Contributions		60 762	60 762	–		–		–	–	60 762	0.0%
Medical Aid Contributions		27 013	27 013	–		–		–	–	27 013	0.0%
Overtime		68 439	68 439	–		–		–	–	68 439	0.0%
Performance Bonus		–	–	–		–		–	–	–	0.0%
Motor Vehicle Allowance		10 841	10 841	–		–		–	–	10 841	0.0%
Cellphone Allowance		2 465	2 465	–		–		–	–	2 465	0.0%
Housing Allowances		2 899	2 899	–		–		–	–	2 899	0.0%
Other benefits and allowances		36 763	36 763	–		–		–	–	36 763	0.0%
Payments in lieu of leave		–	–	–		–		–	–	–	0.0%
Long service awards		–	–	–		–		–	–	–	0.0%
Post-retirement benefit obligations	5	30 208	30 208	–		–		–	–	30 208	0.0%
Sub Total - Other Municipal Staff		**613 072**	**613 556**	–		–		–	–	**613 556**	
% increase		**7.9%**	**0.1%**								**0.1%**
Total Parent Municipality		**645 526**	**646 010**	–		–		–	–	**646 010**	**0.1%**
TOTAL SALARY, ALLOWANCES & BENEFITS		**645 526**	**646 010**	–		–		–	–	**646 010**	
% increase			**0.1%**								**0.1%**
TOTAL MANAGERS AND STAFF		**624 464**	**624 948**	–		–		–	–	**624 948**	**0.1%**

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

Description	Ref	Budget Year 2022/23												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
R thousands		Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
Revenue by Vote																
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		1 069	1 940	1 867	1 867	2 112	2 419	2 017	1 867	1 944	2 208	2 273	3 581	25 165	23 901	24 692
Vote 3 - INFRASTRUCTURE SERVICES		156 002	104 939	146 388	129 777	120 976	102 055	113 712	128 530	144 929	121 392	121 638	128 218	1 518 556	1 592 514	1 688 810
Vote 4 - COMMUNITY AND PROTECTION SERVICES		875	12 414	14 208	14 208	14 208	14 208	14 208	14 208	14 428	14 208	14 208	29 967	171 350	170 914	176 822
Vote 5 - CORPORATE SERVICES		739	590	971	971	971	971	971	971	971	971	971	1 586	11 657	12 240	12 852
Vote 6 - FINANCIAL SERVICES		133 837	36 937	38 601	38 473	38 975	38 960	39 011	38 968	39 057	38 967	38 967	14 248	535 000	568 280	604 335
Total Revenue by Vote		**292 522**	**156 820**	**202 035**	**185 296**	**177 242**	**158 614**	**169 920**	**184 544**	**201 330**	**177 747**	**178 058**	**177 600**	**2 261 727**	**2 367 849**	**2 507 511**
Expenditure by Vote																
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		1	2 372	1 804	1 947	2 754	2 533	1 828	878	1 978	1 397	1 425	8 515	27 432	28 603	29 840
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		722	8 119	11 889	5 948	6 143	5 606	5 219	5 185	9 643	8 588	7 432	13 371	87 865	87 724	92 347
Vote 3 - INFRASTRUCTURE SERVICES		2 996	97 148	115 161	89 211	81 683	91 770	92 259	81 575	140 935	136 612	137 297	192 222	1 258 869	1 344 865	1 435 685
Vote 4 - COMMUNITY AND PROTECTION SERVICES		406	31 571	45 361	28 937	27 618	48 156	26 947	30 367	50 419	29 740	30 804	69 309	419 634	429 824	448 116
Vote 5 - CORPORATE SERVICES		4 329	13 572	23 729	13 124	13 421	24 027	12 754	13 451	27 395	15 467	15 452	33 962	210 683	223 983	235 221
Vote 6 - FINANCIAL SERVICES		46	18 611	7 652	7 825	9 430	8 153	10 256	6 072	9 988	9 705	9 128	1 347	98 213	108 709	114 059
Total Expenditure by Vote		**8 500**	**171 393**	**205 595**	**146 991**	**141 049**	**180 244**	**149 264**	**137 528**	**240 357**	**201 509**	**201 539**	**318 727**	**2 102 696**	**2 223 708**	**2 355 268**
Surplus/ (Deficit)		**284 022**	**(14 573)**	**(3 560)**	**38 306**	**36 193**	**(21 631)**	**20 656**	**47 017**	**(39 028)**	**(23 762)**	**(23 481)**	**(141 126)**	**159 031**	**144 141**	**152 243**

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

Description - Standard classification	Ref	Budget Year 2022/23												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
R thousands		Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
Revenue - Functional																
Governance and administration		134 576	37 527	8 944	9 058	8 985	8 986	9 017	8 987	8 981	8 964	8 964	293 667	546 657	580 520	617 187
Executive and council		5	15	64	64	64	64	64	64	64	64	64	172	771	810	850
Finance and administration		134 570	37 512	8 879	8 994	8 921	8 922	8 953	8 923	8 917	8 900	8 900	293 495	545 886	579 710	616 337
Internal audit		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Community and public safety		1 548	12 879	15 029	15 029	15 275	15 087	15 180	15 029	15 327	15 371	15 436	31 778	182 968	183 436	189 662
Community and social services		103	160	1 524	1 524	1 524	1 524	1 524	1 524	1 524	1 524	1 524	4 309	18 285	15 424	16 131
Sport and recreation		16	–	112	112	112	112	112	112	332	112	112	320	1 564	824	865
Public safety		733	12 048	12 382	12 382	12 382	12 382	12 382	12 382	12 382	12 382	12 382	24 997	149 217	152 957	158 032
Housing		697	671	1 011	1 011	1 257	1 069	1 162	1 011	1 089	1 353	1 418	2 152	13 902	14 231	14 635
Health		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Economic and environmental services		932	3 814	12 086	12 086	12 086	12 581	12 086	12 817	12 349	12 222	12 475	32 017	147 552	145 824	134 471
Planning and development		918	3 606	11 850	11 850	11 850	12 345	11 850	12 582	12 113	11 987	12 239	31 533	144 724	143 569	131 501
Road transport		–	201	125	125	125	125	125	125	125	125	125	174	1 503	1 553	2 232
Environmental protection		14	7	110	110	110	110	110	110	110	110	110	310	1 325	702	738
Trading services		155 466	102 600	135 337	118 727	109 925	91 005	102 662	116 748	133 616	110 205	110 199	97 942	1 384 432	1 457 944	1 566 061
Energy sources		84 459	74 500	101 839	83 615	74 562	54 629	71 893	75 282	93 661	67 743	67 743	70 274	920 200	961 860	1 035 343
Water management		12 277	13 886	11 895	12 910	13 759	14 400	8 545	18 605	18 091	20 163	20 163	16 416	181 107	191 464	202 862
Waste water management		28 825	7 084	11 830	12 016	11 511	11 833	12 042	12 683	11 579	12 055	12 055	6 322	149 836	160 167	171 272
Waste management		29 906	7 130	9 774	10 186	10 094	10 142	10 181	10 178	10 285	10 245	10 239	4 930	133 289	144 453	156 584
Other		–	–	10	10	10	10	10	10	10	10	10	30	118	124	130
Total Revenue - Functional		292 522	156 820	171 406	154 910	146 281	127 669	138 955	153 592	170 283	146 773	147 084	455 433	2 261 727	2 367 849	2 507 511

Description - Standard classification	Ref	Budget Year 2022/23												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
R thousands		Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
Expenditure - Functional																
Governance and administration		**4 387**	**34 036**	**30 590**	**22 563**	**25 327**	**32 489**	**25 427**	**20 524**	**36 730**	**26 028**	**25 713**	**40 755**	**324 570**	**357 564**	**375 191**
Executive and council		5	4 568	3 015	2 339	2 578	3 186	2 710	2 162	3 272	2 444	2 437	4 841	33 555	35 206	36 933
Finance and administration		4 383	28 637	26 864	19 104	21 212	27 611	21 170	17 821	32 644	23 280	22 689	31 862	277 277	308 184	323 622
Internal audit		–	832	711	1 120	1 537	1 692	1 548	540	815	305	587	4 051	13 738	14 174	14 636
Community and public safety		**1 065**	**32 369**	**47 318**	**28 275**	**26 711**	**49 183**	**26 300**	**29 080**	**53 917**	**30 185**	**30 345**	**68 812**	**423 559**	**424 137**	**441 209**
Community and social services		53	7 095	4 403	4 043	3 581	4 638	3 431	4 244	4 939	4 537	4 022	8 848	53 833	52 228	55 770
Sport and recreation		242	5 605	6 480	5 224	6 244	6 706	5 485	6 410	7 025	5 665	5 920	9 238	70 244	68 291	72 039
Public safety		50	16 801	33 611	16 932	14 999	35 287	15 428	16 462	37 093	16 528	17 848	43 879	264 916	271 182	280 231
Housing		719	2 868	2 825	2 076	1 887	2 552	1 956	1 964	4 860	3 456	2 555	6 847	34 567	32 436	33 168
Health		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Economic and environmental services		**296**	**12 662**	**20 558**	**16 027**	**15 194**	**14 909**	**13 778**	**15 155**	**21 081**	**21 042**	**20 720**	**40 833**	**212 256**	**234 559**	**249 246**
Planning and development		2	6 801	11 449	5 706	6 017	5 055	4 515	4 931	7 844	7 810	7 306	12 688	80 124	96 466	104 160
Road transport		232	4 821	7 608	8 577	7 403	7 707	7 667	7 962	11 287	11 215	11 423	22 010	107 911	113 334	119 037
Environmental protection		62	1 041	1 502	1 744	1 775	2 147	1 596	2 262	1 949	2 017	1 991	6 135	24 221	24 758	26 049
Trading services		**2 764**	**92 339**	**107 129**	**80 126**	**73 816**	**83 664**	**83 759**	**72 769**	**128 629**	**124 253**	**124 761**	**168 301**	**1 142 311**	**1 207 448**	**1 289 623**
Energy sources		429	70 910	74 768	48 864	45 168	46 509	42 893	45 637	73 838	73 305	73 676	82 587	678 584	729 865	788 098
Water management		211	8 491	8 781	9 837	6 930	14 410	8 604	5 230	17 324	14 319	14 331	23 927	132 394	152 664	159 573
Waste water management		1 919	9 393	13 013	11 946	11 955	12 355	23 041	12 772	22 549	22 174	22 299	36 055	199 471	216 701	228 223
Waste management		205	3 545	10 567	9 479	9 763	10 390	9 220	9 131	14 919	14 455	14 455	25 731	131 861	108 218	113 729
Other		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total Expenditure - Functional		**8 513**	**171 406**	**205 595**	**146 991**	**141 049**	**180 244**	**149 264**	**137 528**	**240 357**	**201 509**	**201 539**	**318 701**	**2 102 696**	**2 223 708**	**2 355 268**
Surplus/ (Deficit) 1.		**284 009**	**(14 586)**	**(34 189)**	**7 919**	**5 232**	**(52 576)**	**(10 309)**	**16 065**	**(70 075)**	**(54 736)**	**(54 455)**	**136 732**	**159 031**	**144 141**	**152 243**

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

Description	Ref	Budget Year 2022/23												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
R thousands		Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
Revenue By Source																
Property rates		106 595	31 046	–	–	–	–	–	–	–	–	–	301 300	438 941	465 278	493 195
Service charges - electricity revenue		71 672	74 332	95 437	77 636	68 583	48 228	65 914	69 303	87 260	61 764	61 764	64 870	846 763	909 005	978 001
Service charges - water revenue		11 726	13 289	11 534	12 550	13 398	14 040	8 184	18 245	17 730	19 802	19 802	16 481	176 783	186 967	198 185
Service charges - sanitation revenue		13 856	6 939	8 438	8 624	8 119	8 442	8 651	9 291	8 187	8 663	8 663	11 261	109 134	115 682	122 623
Service charges - refuse		15 473	6 950	6 600	6 993	6 909	6 951	6 982	6 977	7 084	7 035	7 029	9 988	94 971	102 569	110 775
Service charges - other				–	–	–	–	–	–	–	–	–	–	–	–	–
Rental of facilities and equipment		753	734	1 295	1 295	1 295	1 295	1 295	1 295	1 295	1 295	1 295	2 397	15 538	16 315	17 130
Interest earned - external investments		283	5 064	1 700	1 700	1 700	1 700	1 700	1 700	1 700	1 700	1 700	(247)	20 397	21 213	22 062
Interest earned - outstanding debtors		1 200	1 349	897	1 031	949	957	996	969	963	953	953	173	11 391	11 835	12 297
Dividends received		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Fines, penalties and forfeits		179	10 556	10 413	10 413	10 413	10 413	10 413	10 413	10 413	10 413	10 413	20 504	124 955	128 704	132 565
Licences and permits		139	949	495	495	495	495	495	495	495	495	495	396	5 934	6 231	6 542
Agency services		102	385	357	357	357	357	357	357	357	357	357	583	4 281	4 495	4 720
Transfers and subsidies		67 797	–	18 063	17 641	17 641	18 063	17 641	17 641	18 063	17 641	17 641	(13 821)	214 011	235 923	258 221
Other revenue		2 259	2 929	3 443	3 443	3 443	3 443	3 443	3 443	3 443	3 443	3 443	5 141	41 313	43 262	44 770
Gains		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total Revenue		**292 034**	**154 521**	**158 672**	**142 176**	**133 301**	**114 382**	**126 070**	**140 127**	**156 988**	**133 561**	**133 555**	**419 027**	**2 104 414**	**2 247 477**	**2 401 085**
Expenditure By Type																
Employee related costs		–	78 504	51 064	50 180	54 779	51 065	52 203	47 771	50 837	50 761	49 975	87 807	624 948	631 387	668 777
Remuneration of councillors		–	3 845	1 755	1 755	1 755	1 755	1 755	1 755	1 755	1 755	1 755	1 421	21 062	22 115	23 221
Debt impairment		–	–	24 475	–	–	24 475	–	–	24 475	–	–	24 417	97 842	107 325	107 419
Depreciation & asset impairment		1	–	17 034	17 069	17 027	17 009	17 070	17 032	17 074	17 007	17 100	59 694	213 118	233 224	244 885
Finance charges		–	–	–	–	–	6 373	11 428	–	11 478	11 478	11 478	15 564	67 799	80 819	84 829
Bulk purchases - electricity		–	63 541	65 286	41 106	36 496	35 768	34 157	37 340	59 323	59 323	59 323	59 750	551 412	598 889	650 453
Inventory consumed		1 017	3 402	3 693	9 174	4 204	6 899	6 246	5 823	10 864	10 411	10 852	9 761	82 347	87 305	91 390
Contracted services		409	4 824	18 067	19 048	14 534	19 408	15 770	17 526	40 965	36 326	35 400	46 085	268 360	284 142	299 452
Grants and subsidies		13	3 029	6 268	293	1 813	434	300	296	579	451	451	1 428	15 355	14 956	15 585
Other expenditure		7 073	14 262	17 951	8 365	10 441	17 057	10 335	9 983	23 008	13 996	15 204	12 774	160 451	163 547	169 256
Losses		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total Expenditure		**8 513**	**171 406**	**205 595**	**146 991**	**141 049**	**180 244**	**149 264**	**137 528**	**240 357**	**201 509**	**201 539**	**318 701**	**2 102 696**	**2 223 708**	**2 355 268**
Surplus/(Deficit)		**283 521**	**(16 885)**	**(46 923)**	**(4 815)**	**(7 748)**	**(65 862)**	**(23 194)**	**2 599**	**(83 369)**	**(67 948)**	**(67 984)**	**100 326**	**1 718**	**23 770**	**45 817**
Transfers and subsidies - capital (monetary allocations) (National / Provincial and District)		–	–	9 984	9 984	10 229	10 537	10 135	10 715	10 544	10 462	10 780	30 943	124 314	80 871	56 426
Transfers and subsidies - capital (monetary allocations) (National / Provincial Departmental Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporatons, Higher Educational Institutions)		488	2 299	2 750	2 750	2 750	2 750	2 750	2 750	2 750	2 750	2 750	5 463	33 000	39 500	50 000
Transfers and subsidies - capital (in-kind - all)		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Surplus/(Deficit) after capital transfers & contributions		**284 009**	**(14 586)**	**(34 189)**	**7 919**	**5 232**	**(52 576)**	**(10 309)**	**16 065**	**(70 075)**	**(54 736)**	**(54 455)**	**136 732**	**159 031**	**144 141**	**152 243**

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

Monthly cash flows	Ref	Budget Year 2022/23												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
R thousands		Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
Cash Receipts By Source	1															
Property rates		(168 784)	(137 059)	35 119	35 119	35 119	35 119	35 119	35 119	35 119	35 119	35 119	411 201	421 433	446 718	473 520
Service charges - electricity revenue		(43 495)	(76 820)	88 819	87 057	80 075	59 789	80 460	77 217	97 748	66 845	70 102	338 984	926 780	994 767	1 070 218
Service charges - water revenue		(5)	(0)	16 238	16 214	16 216	16 220	16 212	16 236	16 247	16 238	16 238	48 681	194 736	206 360	218 741
Service charges - sanitation revenue		(7 332)	(9 214)	9 102	9 088	9 095	9 103	9 100	9 102	9 120	9 114	9 114	48 589	113 982	120 821	128 070
Service charges - refuse		(6 526)	(8 475)	8 650	8 651	8 744	8 764	8 687	8 745	8 851	8 590	8 584	41 101	104 364	112 713	121 730
Service charges - other		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Rental of facilities and equipment		(7)	(11)	1 349	1 349	1 349	1 349	1 349	1 349	1 349	1 349	1 349	4 064	16 184	16 993	17 843
Interest earned - external investments		(283)	(615)	1 700	1 700	1 700	1 700	1 700	1 700	1 700	1 700	1 700	5 997	20 397	21 213	22 062
Interest earned - outstanding debtors		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Dividends received		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Fines, penalties and forfeits		(108)	(5)	2 291	2 291	2 291	2 291	2 291	2 291	2 291	2 291	2 291	6 985	27 490	28 315	29 164
Licences and permits		(15)	(43)	495	495	495	495	495	495	495	495	495	1 541	5 934	6 231	6 542
Agency services		–	–	357	357	357	357	357	357	357	357	357	1 070	4 281	4 495	4 720
Transfer receipts - operational		–	(1 232)	20 144	20 144	20 144	20 144	20 144	20 144	20 144	20 144	20 144	61 665	241 730	241 923	264 500
Other revenue		(1 032)	(4 446)	25 087	25 087	25 087	25 087	25 087	25 087	25 087	25 087	25 087	80 740	301 047	318 331	335 814
Cash Receipts by Source		**(227 586)**	**(237 920)**	**209 351**	**207 552**	**200 672**	**180 416**	**201 000**	**197 841**	**218 507**	**187 328**	**190 580**	**1 050 617**	**2 378 360**	**2 518 881**	**2 692 925**
Other Cash Flows by Source																
Transfers receipts - capital		–	(1)	10 408	10 408	10 408	10 408	10 408	10 408	10 408	10 408	10 408	31 225	124 900	114 371	99 060
Contributions & Contributed assets		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Proceeds on disposal of PPE		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Short term loans		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Borrowing long term/refinancing		–	–	11 667	11 667	11 667	11 667	11 667	11 667	11 667	11 667	11 667	35 000	140 000	160 000	141 000
Increase (decrease) in consumer deposits		167	224	–	–	–	–	–	–	–	–	–	(392)	–	–	–
Decrease (Increase) in non-current debtors				–	–	–	–	–	–	–	–	–	–	–	–	–
Decrease (increase) other non-current receivables		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Decrease (increase) in non-current investments		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total Cash Receipts by Source		**(227 418)**	**(237 696)**	**231 426**	**229 627**	**222 747**	**202 491**	**223 075**	**219 916**	**240 582**	**209 403**	**212 655**	**1 116 451**	**2 643 259**	**2 793 252**	**2 932 985**

Monthly cash flows	Ref	Budget Year 2022/23												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
R thousands		Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
Cash Payments by Type																
Employee related costs		38 435	(38 081)	51 985	51 985	52 064	51 985	51 985	52 064	51 985	52 064	51 985	(1 092 759)	(624 303)	(630 253)	(667 113)
Remuneration of councillors		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Finance charges		–	(0)	5 566	5 566	5 566	5 566	5 566	5 566	5 566	5 566	5 566	(116 893)	(66 796)	(79 332)	(82 825)
Bulk purchases - Electricity		–	–	52 844	52 844	52 844	52 844	52 844	52 844	52 844	52 844	52 844	(1 109 717)	(634 124)	(688 722)	(748 021)
Acquisitions - water & other inventory		–	–	6 933	6 933	6 933	6 933	6 933	6 933	6 933	6 933	6 933	(145 583)	(83 190)	(86 865)	(99 581)
Contracted services		50 327	44 362	25 790	25 790	25 790	25 790	25 790	25 790	25 790	25 790	25 790	(636 278)	(309 479)	(325 505)	(343 063)
Transfers and grants - other municipalities		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Transfers and grants - other		168 283	(2 948)	1 196	1 196	1 196	1 196	1 196	1 196	1 196	1 196	1 196	(190 457)	(14 355)	(14 956)	(15 585)
Other expenditure		–	–	19 973	19 973	19 973	19 973	19 973	19 973	19 973	19 973	19 973	(419 579)	(239 823)	(241 244)	(249 094)
Cash Payments by Type		**257 046**	**3 333**	**164 287**	**164 287**	**164 366**	**164 287**	**164 287**	**164 366**	**164 287**	**164 366**	**164 287**	**(3 711 267)**	**(1 972 071)**	**(2 066 877)**	**(2 205 283)**
Other Cash Flows/Payments by Type																
Capital assets		–	–	(37 836)	(37 836)	(37 836)	(37 836)	(37 836)	(37 836)	(37 836)	(37 836)	(37 836)	(113 509)	(454 036)	(427 269)	(440 003)
Repayment of borrowing		–	–	(4 237)	(4 237)	(4 237)	(4 237)	(4 237)	(4 237)	(4 237)	(4 237)	(4 237)	(8 982)	(47 117)	(47 117)	(47 117)
Other Cash Flows/Payments		(11)	(11)	15 301	15 301	15 301	15 301	15 301	15 301	15 301	15 301	15 301	(321 305)	(183 615)	(196 359)	(210 318)
Total Cash Payments by Type		**257 035**	**3 322**	**137 514**	**137 514**	**137 593**	**137 514**	**137 514**	**137 593**	**137 514**	**137 593**	**137 514**	**(4 155 063)**	**(2 656 840)**	**(2 737 623)**	**(2 902 722)**
NET INCREASE/(DECREASE) IN CASH HELD		**29 616**	**(234 373)**	**368 940**	**367 142**	**360 340**	**340 005**	**360 589**	**357 510**	**378 096**	**346 997**	**350 169**	**(3 038 612)**	**(13 580)**	**55 629**	**30 263**
Cash/cash equivalents at the month/year beginning:			29 616	(204 757)	164 183	531 325	891 665	1 231 671	1 592 260	1 949 770	2 327 866	2 674 863	3 025 032	–	(13 580)	42 049
Cash/cash equivalents at the month/year end:		29 616	(204 757)	164 183	531 325	891 665	1 231 671	1 592 260	1 949 770	2 327 866	2 674 863	3 025 032	(13 580)	(13 580)	42 049	72 312

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

Description - Municipal Vote	Ref	Budget Year 2022/23												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
R thousands		Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
Multi-year expenditure appropriation	1															
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		–	–	12	12	–	6	–	–	4	–	3	3	40	40	40
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		–	–	537	931	1 142	1 078	1 121	892	4 498	4 678	3 802	2 264	20 943	20 156	21 780
Vote 3 - INFRASTRUCTURE SERVICES		58	1 970	33 086	34 246	49 715	21 461	20 890	39 008	41 282	43 071	40 265	28 152	353 204	366 727	371 128
Vote 4 - COMMUNITY AND PROTECTION SERVICES		–	–	905	1 920	989	3 506	150	5 790	2 425	4 027	4 075	4 798	28 584	22 846	25 760
Vote 5 - CORPORATE SERVICES		–	2 977	3 084	1 934	2 559	1 859	1 509	3 209	5 554	5 854	7 341	6 373	42 250	12 750	12 550
Vote 6 - FINANCIAL SERVICES		–	18	37 509	37 618	37 733	38 035	37 630	38 210	37 838	37 976	38 293	(340 612)	250	250	250
Capital Multi-year expenditure sub-total	3	**58**	**4 966**	**75 133**	**76 660**	**92 137**	**65 945**	**61 299**	**87 110**	**91 601**	**95 606**	**93 779**	(299 022)	445 272	422 769	431 508
Single-year expenditure appropriation																
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		–	–	33	–	–	–	–	–	–	–	–	–	33	–	–
Vote 3 - INFRASTRUCTURE SERVICES		–	–	–	–	–	–	–	–	100	100	100	–	300	300	300
Vote 4 - COMMUNITY AND PROTECTION SERVICES		–	–	50	440	964	156	60	520	344	150	75	34	2 792	3 000	6 595
Vote 5 - CORPORATE SERVICES		–	–	300	–	–	300	–	1 639	1 000	700	700	1 000	5 639	1 200	1 600
Vote 6 - FINANCIAL SERVICES		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Capital single-year expenditure sub-total	3	**–**	**–**	**383**	**440**	**964**	**456**	**60**	**2 159**	**1 444**	**950**	**875**	1 034	8 764	4 500	8 495
Total Capital Expenditure	2	**58**	**4 966**	**75 516**	**77 100**	**93 101**	**66 401**	**61 359**	**89 269**	**93 045**	**96 556**	**94 654**	**(297 988)**	**454 036**	**427 269**	**440 003**

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

Description	Ref	Budget Year 2022/23												Medium Term Revenue and Expenditure Framework		
		July	August	Sept.	October	November	December	January	February	March	April	May	June	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
R thousands		Outcome	Outcome	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget	Adjusted Budget
Capital Expenditure - Functional																
Governance and administration		**–**	**2 996**	**40 905**	**39 564**	**40 291**	**40 200**	**39 139**	**43 058**	**44 396**	**44 530**	**46 337**	**(333 236)**	**48 179**	**14 240**	**14 440**
Executive and council		–	–	12	12	–	6	–	–	4	–	3	3	40	40	40
Finance and administration		–	2 996	40 893	39 552	40 291	40 194	39 139	43 058	44 392	44 530	46 334	(333 239)	48 139	14 200	14 400
Internal audit		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Community and public safety		**–**	**–**	**848**	**1 461**	**1 895**	**3 791**	**1 136**	**1 882**	**6 418**	**8 412**	**7 497**	**6 223**	**39 561**	**39 372**	**43 040**
Community and social services		–	–	–	110	119	130	15	40	1 770	1 775	1 775	3 284	9 017	10 105	2 310
Sport and recreation		–	–	–	770	623	592	–	350	500	1 675	1 875	1 180	7 565	5 511	11 000
Public safety		–	–	805	150	510	2 486	–	1 100	150	527	300	–	6 028	5 600	7 950
Housing		–	–	43	431	642	583	1 121	392	3 998	4 435	3 547	1 759	16 951	18 156	21 780
Health		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Economic and environmental services		**–**	**–**	**4 827**	**7 802**	**17 434**	**4 840**	**3 771**	**14 614**	**15 681**	**12 998**	**10 534**	**7 598**	**100 100**	**103 560**	**70 452**
Planning and development		–	–	1 088	1 178	10 514	1 234	386	2 689	3 465	3 031	2 805	505	26 894	23 180	–
Road transport		–	–	3 589	5 325	6 220	3 151	3 235	7 105	12 017	9 768	7 530	6 725	64 664	77 630	62 102
Environmental protection		–	–	150	1 300	700	454	150	4 820	200	200	200	368	8 542	2 750	8 350
Trading services		**58**	**1 970**	**28 937**	**28 274**	**33 481**	**17 570**	**17 314**	**29 714**	**26 550**	**30 616**	**30 286**	**21 427**	**266 196**	**270 097**	**312 072**
Energy sources		58	838	9 949	9 989	10 019	7 775	7 740	7 876	7 750	7 750	7 750	6 843	84 339	56 802	135 572
Water management		–	–	7 674	7 866	8 211	3 120	5 274	2 925	5 414	5 812	6 582	4 474	57 352	96 050	106 150
Waste water management		–	1 132	5 984	5 017	10 950	2 375	–	12 338	6 087	10 029	8 907	1 209	64 029	55 300	55 700
Waste management		–	–	5 329	5 402	4 300	4 300	4 300	6 575	7 299	7 025	7 046	8 900	60 475	61 945	14 650
Other		–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total Capital Expenditure - Functional		**58**	**4 966**	**75 516**	**77 100**	**93 101**	**66 401**	**61 359**	**89 269**	**93 045**	**96 556**	**94 654**	**(297 988)**	**454 036**	**427 269**	**440 003**

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

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Capital expenditure on new assets by Asset Class/Sub-class												
Infrastructure		**195 494**	**211 633**	**–**	**–**	**–**	**–**	**3 284**	**3 284**	**214 917**	**218 129**	**206 370**
Roads Infrastructure		33 400	33 442	–	–	–	–	1 518	1 518	34 960	34 100	25 600
Roads		2 500	2 500	–	–	–	–	–	–	2 500	2 000	–
Road Structures		29 200	29 242	–	–	–	–	1 518	1 518	30 760	31 000	25 000
Road Furniture		1 700	1 700	–	–	–	–	–	–	1 700	1 100	600
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Storm water Infrastructure		500	500	–	–	–	–	–	–	500	4 000	3 777
Drainage Collection		–	–	–	–	–	–	–	–	–	2 000	2 277
Storm water Conveyance		500	500	–	–	–	–	–	–	500	2 000	–
Attenuation		–	–	–	–	–	–	–	–	–	–	1 500
Electrical Infrastructure		52 500	57 754	–	–	–	–	–	–	57 754	39 743	71 094
Power Plants		–	3 136	–	–	–	–	–	–	3 136	–	–
HV Substations		2 600	2 600	–	–	–	–	–	–	2 600	25 300	55 500
HV Switching Station		–	–	–	–	–	–	–	–	–	–	–
HV Transmission Conductors		–	–	–	–	–	–	–	–	–	–	400
MV Substations		14 200	15 995	–	–	–	–	–	–	15 995	100	226
MV Switching Stations		–	–	–	–	–	–	–	–	–	–	–
MV Networks		29 350	29 672	–	–	–	–	–	–	29 672	7 000	7 819
LV Networks		6 100	6 100	–	–	–	–	–	–	6 100	7 093	6 699
Capital Spares		250	250	–	–	–	–	–	–	250	250	450
Water Supply Infrastructure		49 294	58 269	–	–	–	–	1 766	1 766	60 034	73 086	71 300
Dams and Weirs		–	–	–	–	–	–	–	–	–	–	–
Boreholes		–	–	–	–	–	–	–	–	–	–	2 600
Reservoirs		28 069	35 799	–	–	–	–	1 766	1 766	37 564	56 500	45 000
Pump Stations		–	–	–	–	–	–	–	–	–	–	–
Water Treatment Works		1 000	1 000	–	–	–	–	–	–	1 000	2 000	2 000
Bulk Mains		16 125	17 283	–	–	–	–	–	–	17 283	12 403	19 800
Distribution		4 100	4 187	–	–	–	–	–	–	4 187	2 183	1 900
Distribution Points		–	–	–	–	–	–	–	–	–	–	–
PRV Stations		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Sanitation Infrastructure		2 500	2 500	–	–	–	–	–	–	2 500	5 500	20 000
Pump Station		–	–	–	–	–	–	–	–	–	–	–
Reticulation		1 500	1 500	–	–	–	–	–	–	1 500	1 500	–
Waste Water Treatment Works		–	–	–	–	–	–	–	–	–	–	–
Outfall Sewers		1 000	1 000	–	–	–	–	–	–	1 000	4 000	20 000
Toilet Facilities		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Solid Waste Infrastructure		57 300	59 169	–	–	–	–	–	–	59 169	61 700	14 600
Landfill Sites		44 000	44 000	–	–	–	–	–	–	44 000	41 000	–
Waste Transfer Stations		500	529	–	–	–	–	–	–	529	2 000	3 500
Waste Processing Facilities		100	100	–	–	–	–	–	–	100	–	–
Waste Drop-off Points		600	600	–	–	–	–	–	–	600	700	10 100
Waste Separation Facilities		500	500	–	–	–	–	–	–	500	–	–
Electricity Generation Facilities		11 600	13 440	–	–	–	–	–	–	13 440	18 000	1 000
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		–	–	–	–	–	–	–	–	–	–	–

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
		7	8	9	10	11	12	13	14			
R thousands		A	A1	B	C	D	E	F	G	H		
Community Assets		–	3 277	–	–	–	–	1 000	1 000	4 277	300	–
Community Facilities		–	2 993	–	–	–	–	1 000	1 000	3 993	–	–
Halls		–	–	–	–	–	–	–	–	–	–	–
Centres		–	–	–	–	–	–	–	–	–	–	–
Crèches		–	–	–	–	–	–	–	–	–	–	–
Clinics/Care Centres		–	–	–	–	–	–	–	–	–	–	–
Fire/Ambulance Stations		–	–	–	–	–	–	–	–	–	–	–
Testing Stations		–	–	–	–	–	–	–	–	–	–	–
Museums		–	–	–	–	–	–	–	–	–	–	–
Galleries		–	–	–	–	–	–	–	–	–	–	–
Theatres		–	–	–	–	–	–	–	–	–	–	–
Libraries		–	–	–	–	–	–	–	–	–	–	–
Cemeteries/Crematoria		–	–	–	–	–	–	–	–	–	–	–
Police		–	–	–	–	–	–	–	–	–	–	–
Parks		–	–	–	–	–	–	–	–	–	–	–
Public Open Space		–	–	–	–	–	–	–	–	–	–	–
Nature Reserves		–	–	–	–	–	–	–	–	–	–	–
Public Ablution Facilities		–	–	–	–	–	–	–	–	–	–	–
Markets		–	–	–	–	–	–	–	–	–	–	–
Stalls		–	2 993	–	–	–	–	1 000	1 000	3 993	–	–
Abattoirs		–	–	–	–	–	–	–	–	–	–	–
Airports		–	–	–	–	–	–	–	–	–	–	–
Taxi Ranks/Bus Terminals		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Sport and Recreation Facilities		–	285	–	–	–	–	–	–	285	300	–
Indoor Facilities		–	–	–	–	–	–	–	–	–	–	–
Outdoor Facilities		–	285	–	–	–	–	–	–	285	300	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Heritage assets		–	–	–	–	–	–	–	–	–	–	–
Monuments		–	–	–	–	–	–	–	–	–	–	–
Historic Buildings		–	–	–	–	–	–	–	–	–	–	–
Works of Art		–	–	–	–	–	–	–	–	–	–	–
Conservation Areas		–	–	–	–	–	–	–	–	–	–	–
Other Heritage		–	–	–	–	–	–	–	–	–	–	–
Investment properties		–	–	–	–	–	–	–	–	–	–	–
Revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Improved Property		–	–	–	–	–	–	–	–	–	–	–
Unimproved Property		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Improved Property		–	–	–	–	–	–	–	–	–	–	–
Unimproved Property		–	–	–	–	–	–	–	–	–	–	–
Other assets		15 200	18 341	–	–	–	–	–	–	18 341	300	1 300
Operational Buildings		15 200	17 402	–	–	–	–	–	–	17 402	300	1 300
Municipal Offices		15 000	17 202	–	–	–	–	–	–	17 202	–	–
Pay/Enquiry Points		–	–	–	–	–	–	–	–	–	–	–
Building Plan Offices		–	–	–	–	–	–	–	–	–	–	–
Workshops		–	–	–	–	–	–	–	–	–	–	–
Yards		–	–	–	–	–	–	–	–	–	–	–
Stores		–	–	–	–	–	–	–	–	–	–	–
Laboratories		–	–	–	–	–	–	–	–	–	–	–
Training Centres		–	–	–	–	–	–	–	–	–	–	–
Manufacturing Plant		–	–	–	–	–	–	–	–	–	–	–
Depots		200	200	–	–	–	–	–	–	200	300	1 300
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Housing		–	939	–	–	–	–	–	–	939	–	–
Staff Housing		–	–	–	–	–	–	–	–	–	–	–
Social Housing		–	939	–	–	–	–	–	–	939	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Biological or Cultivated Assets		–	–	–	–	–	–	–	–	–	–	–
Biological or Cultivated Assets		–	–	–	–	–	–	–	–	–	–	–
Intangible Assets		200	200	–	–	–	–	–	–	200	–	–
Servitudes		–	–	–	–	–	–	–	–	–	–	–
Licences and Rights		200	200	–	–	–	–	–	–	200	–	–
Water Rights		–	–	–	–	–	–	–	–	–	–	–
Effluent Licenses		–	–	–	–	–	–	–	–	–	–	–
Solid Waste Licenses		200	200	–	–	–	–	–	–	200	–	–
Computer Software and Applications		–	–	–	–	–	–	–	–	–	–	–
Load Settlement Software Applications		–	–	–	–	–	–	–	–	–	–	–
Unspecified		–	–	–	–	–	–	–	–	–	–	–
Computer Equipment		6 100	7 141	–	–	–	–	–	–	7 141	4 300	4 300
Computer Equipment		6 100	7 141	–	–	–	–	–	–	7 141	4 300	4 300
Furniture and Office Equipment		570	625	–	–	–	–	–	–	625	290	290
Furniture and Office Equipment		570	625	–	–	–	–	–	–	625	290	290
Machinery and Equipment		13 204	13 883	–	–	–	–	–	–	13 883	11 295	17 385
Machinery and Equipment		13 204	13 883	–	–	–	–	–	–	13 883	11 295	17 385
Transport Assets		3 800	5 166	–	–	–	–	–	–	5 166	7 550	13 600
Transport Assets		3 800	5 166	–	–	–	–	–	–	5 166	7 550	13 600
Land		–	–	–	–	–	–	–	–	–	–	–

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Land		–	–	–	–	–	–	–	–	–	–	–
Zoo's, Marine and Non-biological Animals		–	–	–	–	–	–	–	–	–	–	–
Zoo's, Marine and Non-biological Animals		–	–	–	–	–	–	–	–	–	–	–
Total Capital Expenditure on new assets *to be adjusted*	1	**234 568**	**260 266**	**–**	**–**	**–**	**–**	**4 284**	**4 284**	**264 550**	**242 164**	**243 245**

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

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
		7	8	9	10	11	12	13	14			
R thousands		A	A1	B	C	D	E	F	G	H		
Capital expenditure on renewal of existing assets by Asset Class/Sub-class												
Infrastructure		**26 958**	**26 958**	**–**	**–**	**–**	**–**	**–**	**–**	**26 958**	**23 234**	**68 578**
Roads Infrastructure		6 011	6 011	–	–	–	–	–	–	6 011	3 000	3 500
Roads		6 011	6 011	–	–	–	–	–	–	6 011	3 000	3 500
Road Structures		–	–	–	–	–	–	–	–	–	–	–
Road Furniture		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Storm water Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Drainage Collection		–	–	–	–	–	–	–	–	–	–	–
Storm water Conveyance		–	–	–	–	–	–	–	–	–	–	–
Attenuation		–	–	–	–	–	–	–	–	–	–	–
Electrical Infrastructure		12 946	12 946	–	–	–	–	–	–	12 946	12 234	57 078
Power Plants		–	–	–	–	–	–	–	–	–	–	–
HV Substations		4 531	4 531	–	–	–	–	–	–	4 531	2 434	2 296
HV Switching Station		–	–	–	–	–	–	–	–	–	–	–
HV Transmission Conductors		–	–	–	–	–	–	–	–	–	–	–
MV Substations		1 715	1 715	–	–	–	–	–	–	1 715	3 000	2 075
MV Switching Stations		–	–	–	–	–	–	–	–	–	–	–
MV Networks		6 700	6 700	–	–	–	–	–	–	6 700	6 800	52 707
LV Networks		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Water Supply Infrastructure		4 000	4 000	–	–	–	–	–	–	4 000	4 000	4 000
Dams and Weirs		–	–	–	–	–	–	–	–	–	–	–
Boreholes		–	–	–	–	–	–	–	–	–	–	–
Reservoirs		–	–	–	–	–	–	–	–	–	–	–
Pump Stations		–	–	–	–	–	–	–	–	–	–	–
Water Treatment Works		–	–	–	–	–	–	–	–	–	–	–
Bulk Mains		–	–	–	–	–	–	–	–	–	–	–
Distribution		4 000	4 000	–	–	–	–	–	–	4 000	4 000	4 000
Distribution Points		–	–	–	–	–	–	–	–	–	–	–
PRV Stations		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Sanitation Infrastructure		4 000	4 000	–	–	–	–	–	–	4 000	4 000	4 000
Pump Station		–	–	–	–	–	–	–	–	–	–	–
Reticulation		–	–	–	–	–	–	–	–	–	–	–
Waste Water Treatment Works		–	–	–	–	–	–	–	–	–	–	–
Outfall Sewers		4 000	4 000	–	–	–	–	–	–	4 000	4 000	4 000
Toilet Facilities		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Solid Waste Infrastructure		–	–	–	–	–	–	–	–	–	–	–
Landfill Sites		–	–	–	–	–	–	–	–	–	–	–
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		–	–	–	–	–	–	–	–	–	–	–
Data Centres		–	–	–	–	–	–	–	–	–	–	–
Core Layers		–	–	–	–	–	–	–	–	–	–	–
Distribution Layers		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Community Assets		**4 400**	**4 400**	**–**	**–**	**–**	**–**	**–**	**–**	4 400	**400**	**2 050**
Community Facilities		200	200	–	–	–	–	–	–	200	400	2 050
Halls		–	–	–	–	–	–	–	–	–	200	1 750
Centres		200	200	–	–	–	–	–	–	200	200	300
Crèches		–	–	–	–	–	–	–	–	–	–	–
Clinics/Care Centres		–	–	–	–	–	–	–	–	–	–	–
Fire/Ambulance Stations		–	–	–	–	–	–	–	–	–	–	–
Testing Stations		–	–	–	–	–	–	–	–	–	–	–
Museums		–	–	–	–	–	–	–	–	–	–	–
Galleries		–	–	–	–	–	–	–	–	–	–	–
Theatres		–	–	–	–	–	–	–	–	–	–	–
Libraries		–	–	–	–	–	–	–	–	–	–	–
Cemeteries/Crematoria		–	–	–	–	–	–	–	–	–	–	–
Police		–	–	–	–	–	–	–	–	–	–	–
Parks		–	–	–	–	–	–	–	–	–	–	–
Public Open Space		–	–	–	–	–	–	–	–	–	–	–
Nature Reserves		–	–	–	–	–	–	–	–	–	–	–
Public Ablution Facilities		–	–	–	–	–	–	–	–	–	–	–
Markets		–	–	–	–	–	–	–	–	–	–	–
Stalls		–	–	–	–	–	–	–	–	–	–	–
Abattoirs		–	–	–	–	–	–	–	–	–	–	–
Airports		–	–	–	–	–	–	–	–	–	–	–
Taxi Ranks/Bus Terminals		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Sport and Recreation Facilities		**4 200**	**4 200**	**–**	**–**	**–**	**–**	**–**	**–**	**4 200**	**–**	**–**
Indoor Facilities		–	–	–	–	–	–	–	–	–	–	–
Outdoor Facilities		4 200	4 200	–	–	–	–	–	–	4 200	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Heritage assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Monuments		–	–	–	–	–	–	–	–	–	–	–
Historic Buildings		–	–	–	–	–	–	–	–	–	–	–
Works of Art		–	–	–	–	–	–	–	–	–	–	–
Conservation Areas		–	–	–	–	–	–	–	–	–	–	–
Other Heritage		–	–	–	–	–	–	–	–	–	–	–
Investment properties		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Improved Property		–	–	–	–	–	–	–	–	–	–	–
Unimproved Property		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Improved Property		–	–	–	–	–	–	–	–	–	–	–
Unimproved Property		–	–	–	–	–	–	–	–	–	–	–
Other assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Operational Buildings		–	–	–	–	–	–	–	–	–	–	–
Municipal Offices		–	–	–	–	–	–	–	–	–	–	–
Pay/Enquiry Points		–	–	–	–	–	–	–	–	–	–	–
Building Plan Offices		–	–	–	–	–	–	–	–	–	–	–
Workshops		–	–	–	–	–	–	–	–	–	–	–
Yards		–	–	–	–	–	–	–	–	–	–	–
Stores		–	–	–	–	–	–	–	–	–	–	–
Laboratories		–	–	–	–	–	–	–	–	–	–	–
Training Centres		–	–	–	–	–	–	–	–	–	–	–
Manufacturing Plant		–	–	–	–	–	–	–	–	–	–	–
Depots		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Housing		–	–	–	–	–	–	–	–	–	–	–
Staff Housing		–	–	–	–	–	–	–	–	–	–	–
Social Housing		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Biological or Cultivated Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Biological or Cultivated Assets		–	–	–	–	–	–	–	–	–	–	–
Intangible Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Servitudes		–	–	–	–	–	–	–	–	–	–	–
Licences and Rights		–	–	–	–	–	–	–	–	–	–	–
Water Rights		–	–	–	–	–	–	–	–	–	–	–
Effluent Licenses		–	–	–	–	–	–	–	–	–	–	–
Solid Waste Licenses		–	–	–	–	–	–	–	–	–	–	–
Computer Software and Applications		–	–	–	–	–	–	–	–	–	–	–
Load Settlement Software Applications		–	–	–	–	–	–	–	–	–	–	–
Unspecified		–	–	–	–	–	–	–	–	–	–	–
Computer Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Computer Equipment		–	–	–	–	–	–	–	–	–	–	–
Furniture and Office Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Furniture and Office Equipment		–	–	–	–	–	–	–	–	–	–	–
Machinery and Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Machinery and Equipment		–	–	–	–	–	–	–	–	–	–	–
Transport Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Transport Assets		–	–	–	–	–	–	–	–	–	–	–
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Land		–	–	–	–	–	–	–	–	–	–	–
Zoo's, Marine and Non-biological Animals		–	–	–	–	–	–	–	–	–	–	–
Zoo's, Marine and Non-biological Animals		–	–	–	–	–	–	–	–	–	–	–
Total Capital Expenditure on renewal of existing assets *to be adjusted*	1	**31 358**	**31 358**	**–**	**–**	**–**	**–**	**–**	**–**	**31 358**	**23 634**	**70 628**

WC024 Stellenbosch - Supporting Table SB18c Adjustments Budget - expenditure on repairs and maintenance by asset class -

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Repairs and maintenance expenditure by Asset Class/Sub-class												
Infrastructure		**65 232**	**65 232**	**–**	**–**	**–**	**–**	**–**	**–**	**65 232**	**68 031**	**70 963**
Roads Infrastructure		20 878	20 878	–	–	–	–	–	–	20 878	21 717	22 595
Roads		19 685	19 685	–	–	–	–	–	–	19 685	20 478	21 307
Road Structures		–	–	–	–	–	–	–	–	–	–	–
Road Furniture		1 193	1 193	–	–	–	–	–	–	1 193	1 240	1 288
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Storm water Infrastructure		1 230	1 230	–	–	–	–	–	–	1 230	1 281	1 334
Drainage Collection		–	–	–	–	–	–	–	–	–	–	–
Storm water Conveyance		–	–	–	–	–	–	–	–	–	–	–
Attenuation		1 230	1 230	–	–	–	–	–	–	1 230	1 281	1 334
Electrical Infrastructure		12 578	12 578	–	–	–	–	–	–	12 578	13 110	13 673
Power Plants		–	–	–	–	–	–	–	–	–	–	–
HV Substations		12 578	12 578	–	–	–	–	–	–	12 578	13 110	13 673
HV Switching Station		–	–	–	–	–	–	–	–	–	–	–
HV Transmission Conductors		–	–	–	–	–	–	–	–	–	–	–
MV Substations		–	–	–	–	–	–	–	–	–	–	–
MV Switching Stations		–	–	–	–	–	–	–	–	–	–	–
MV Networks		–	–	–	–	–	–	–	–	–	–	–
LV Networks		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Water Supply Infrastructure		12 423	12 423	–	–	–	–	–	–	12 423	13 014	13 632
Dams and Weirs		–	–	–	–	–	–	–	–	–	–	–
Boreholes		–	–	–	–	–	–	–	–	–	–	–
Reservoirs		–	–	–	–	–	–	–	–	–	–	–
Pump Stations		–	–	–	–	–	–	–	–	–	–	–
Water Treatment Works		8 099	8 099	–	–	–	–	–	–	8 099	8 500	8 922
Bulk Mains		4 324	4 324	–	–	–	–	–	–	4 324	4 513	4 710
Distribution		–	–	–	–	–	–	–	–	–	–	–
Distribution Points		–	–	–	–	–	–	–	–	–	–	–
PRV Stations		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Sanitation Infrastructure		10 800	10 800	–	–	–	–	–	–	10 800	11 292	11 806
Pump Station		–	–	–	–	–	–	–	–	–	–	–
Reticulation		–	–	–	–	–	–	–	–	–	–	–
Waste Water Treatment Works		5 663	5 663	–	–	–	–	–	–	5 663	5 923	6 194
Outfall Sewers		5 137	5 137	–	–	–	–	–	–	5 137	5 369	5 612
Toilet Facilities		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Solid Waste Infrastructure		4 344	4 344	–	–	–	–	–	–	4 344	4 518	4 699
Landfill Sites		–	–	–	–	–	–	–	–	–	–	–
Waste Transfer Stations		–	–	–	–	–	–	–	–	–	–	–
Waste Processing Facilities		–	–	–	–	–	–	–	–	–	–	–
Waste Drop-off Points		4 344	4 344	–	–	–	–	–	–	4 344	4 518	4 699
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		2 980	2 980	–	–	–	–	–	–	2 980	3 099	3 224
Data Centres		–	–	–	–	–	–	–	–	–	–	–
Core Layers		2 600	2 600	–	–	–	–	–	–	2 600	2 704	2 813
Distribution Layers		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		380	380	–	–	–	–	–	–	380	395	411

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Community Assets		**9 940**	**9 940**	**–**	**–**	**–**	**–**	**–**	**–**	9 940	**10 429**	**11 066**
Community Facilities		9 859	9 859	–	–	–	–	–	–	9 859	10 344	10 977
Halls		–	–	–	–	–	–	–	–	–	–	–
Centres		–	–	–	–	–	–	–	–	–	–	–
Crèches		–	–	–	–	–	–	–	–	–	–	–
Clinics/Care Centres		–	–	–	–	–	–	–	–	–	–	–
Fire/Ambulance Stations		–	–	–	–	–	–	–	–	–	–	–
Testing Stations		–	–	–	–	–	–	–	–	–	–	–
Museums		–	–	–	–	–	–	–	–	–	–	–
Galleries		–	–	–	–	–	–	–	–	–	–	–
Theatres		–	–	–	–	–	–	–	–	–	–	–
Libraries		8	8	–	–	–	–	–	–	8	9	10
Cemeteries/Crematoria		–	–	–	–	–	–	–	–	–	–	–
Police		–	–	–	–	–	–	–	–	–	–	–
Parks		1 611	1 611	–	–	–	–	–	–	1 611	1 641	1 795
Public Open Space		–	–	–	–	–	–	–	–	–	–	–
Nature Reserves		62	62	–	–	–	–	–	–	62	65	67
Public Ablution Facilities		8 177	8 177	–	–	–	–	–	–	8 177	8 629	9 104
Markets		–	–	–	–	–	–	–	–	–	–	–
Stalls		–	–	–	–	–	–	–	–	–	–	–
Abattoirs		–	–	–	–	–	–	–	–	–	–	–
Airports		–	–	–	–	–	–	–	–	–	–	–
Taxi Ranks/Bus Terminals		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Sport and Recreation Facilities		**81**	**81**	**–**	**–**	**–**	**–**	**–**	**–**	**81**	**85**	**89**
Indoor Facilities		–	–	–	–	–	–	–	–	–	–	–
Outdoor Facilities		81	81	–	–	–	–	–	–	81	85	89
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Heritage assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Monuments		–	–	–	–	–	–	–	–	–	–	–
Historic Buildings		–	–	–	–	–	–	–	–	–	–	–
Works of Art		–	–	–	–	–	–	–	–	–	–	–
Conservation Areas		–	–	–	–	–	–	–	–	–	–	–
Other Heritage		–	–	–	–	–	–	–	–	–	–	–
Investment properties		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Improved Property		–	–	–	–	–	–	–	–	–	–	–
Unimproved Property		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–	–	–
Improved Property		–	–	–	–	–	–	–	–	–	–	–
Unimproved Property		–	–	–	–	–	–	–	–	–	–	–
Other assets		**16 353**	**16 353**	**–**	**–**	**–**	**–**	**–**	**–**	16 353	**17 167**	**18 958**
Operational Buildings		**16 000**	**16 000**	**–**	**–**	**–**	**–**	**–**	**–**	**16 000**	**16 800**	**17 700**
Municipal Offices		16 000	16 000	–	–	–	–	–	–	16 000	16 800	17 700
Pay/Enquiry Points		–	–	–	–	–	–	–	–	–	–	–
Building Plan Offices		–	–	–	–	–	–	–	–	–	–	–
Workshops		–	–	–	–	–	–	–	–	–	–	–
Yards		–	–	–	–	–	–	–	–	–	–	–
Stores		–	–	–	–	–	–	–	–	–	–	–
Laboratories		–	–	–	–	–	–	–	–	–	–	–
Training Centres		–	–	–	–	–	–	–	–	–	–	–
Manufacturing Plant		–	–	–	–	–	–	–	–	–	–	–
Depots		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Housing		**353**	**353**	**–**	**–**	**–**	**–**	**–**	**–**	**353**	**367**	**1 258**
Staff Housing		–	–	–	–	–	–	–	–	–	–	–
Social Housing		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		353	353	–	–	–	–	–	–	353	367	1 258
Biological or Cultivated Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Biological or Cultivated Assets		–	–	–	–	–	–	–	–	–	–	–
Intangible Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Servitudes		–	–	–	–	–	–	–	–	–	–	–
Licences and Rights		–	–	–	–	–	–	–	–	–	–	–
Water Rights		–	–	–	–	–	–	–	–	–	–	–
Effluent Licenses		–	–	–	–	–	–	–	–	–	–	–
Solid Waste Licenses		–	–	–	–	–	–	–	–	–	–	–
Computer Software and Applications		–	–	–	–	–	–	–	–	–	–	–
Load Settlement Software Applications		–	–	–	–	–	–	–	–	–	–	–
Unspecified		–	–	–	–	–	–	–	–	–	–	–
Computer Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Computer Equipment		–	–	–	–	–	–	–	–	–	–	–
Furniture and Office Equipment		**4 408**	**4 408**	**–**	**–**	**–**	**–**	**–**	**–**	**4 408**	**2 854**	**2 962**
Furniture and Office Equipment		4 408	4 408	–	–	–	–	–	–	4 408	2 854	2 962
Machinery and Equipment		**552**	**552**	**–**	**–**	**–**	**–**	**–**	**–**	**552**	**574**	**597**
Machinery and Equipment		552	552	–	–	–	–	–	–	552	574	597
Transport Assets		**11 057**	**11 057**	**–**	**–**	**–**	**–**	**–**	**–**	**11 057**	**11 468**	**11 939**
Transport Assets		11 057	11 057	–	–	–	–	–	–	11 057	11 468	11 939
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Land		–	–	–	–	–	–	–	–	–	–	–
Zoo's, Marine and Non-biological Animals		–	–	–	–	–	–	–	–	–	–	–
Zoo's, Marine and Non-biological Animals		–	–	–	–	–	–	–	–	–	–	–
Total Repairs and Maintenance Expenditure to be adjusted	1	**107 541**	**107 541**	**–**	**–**	**–**	**–**	**–**	**–**	**107 541**	**110 524**	**116 484**

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

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Depreciation by Asset Class/Sub-class												
Infrastructure		**167 908**	**167 908**	**–**	**–**	**–**	**–**	**–**	**–**	**167 908**	**185 753**	**195 041**
Roads Infrastructure		46 314	46 314	–	–	–	–	–	–	46 314	48 629	51 061
Roads		38 273	38 273	–	–	–	–	–	–	38 273	40 187	42 196
Road Structures		4 798	4 798	–	–	–	–	–	–	4 798	5 038	5 290
Road Furniture		3 242	3 242	–	–	–	–	–	–	3 242	3 404	3 575
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Storm water Infrastructure		1 048	1 048	–	–	–	–	–	–	1 048	1 101	1 156
Drainage Collection		1 048	1 048	–	–	–	–	–	–	1 048	1 101	1 156
Storm water Conveyance		–	–	–	–	–	–	–	–	–	–	–
Attenuation		–	–	–	–	–	–	–	–	–	–	–
Electrical Infrastructure		35 393	35 393	–	–	–	–	–	–	35 393	37 162	39 020
Power Plants		12 695	12 695	–	–	–	–	–	–	12 695	13 330	13 997
HV Substations		3 239	3 239	–	–	–	–	–	–	3 239	3 401	3 571
HV Switching Station		–	–	–	–	–	–	–	–	–	–	–
HV Transmission Conductors		–	–	–	–	–	–	–	–	–	–	–
MV Substations		–	–	–	–	–	–	–	–	–	–	–
MV Switching Stations		7 112	7 112	–	–	–	–	–	–	7 112	7 467	7 841
MV Networks		–	–	–	–	–	–	–	–	–	–	–
LV Networks		11 800	11 800	–	–	–	–	–	–	11 800	12 390	13 009
Capital Spares		547	547	–	–	–	–	–	–	547	574	603
Water Supply Infrastructure		28 560	28 560	–	–	–	–	–	–	28 560	39 438	41 410
Dams and Weirs		–	–	–	–	–	–	–	–	–	–	–
Boreholes		94	94	–	–	–	–	–	–	94	99	104
Reservoirs		3 884	3 884	–	–	–	–	–	–	3 884	4 078	4 282
Pump Stations		118	118	–	–	–	–	–	–	118	124	130
Water Treatment Works		13	13	–	–	–	–	–	–	13	14	14
Bulk Mains		3 311	3 311	–	–	–	–	–	–	3 311	3 476	3 650
Distribution		21 139	21 139	–	–	–	–	–	–	21 139	31 646	33 229
Distribution Points		–	–	–	–	–	–	–	–	–	–	–
PRV Stations		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Sanitation Infrastructure		46 700	46 700	–	–	–	–	–	–	46 700	49 035	51 486
Pump Station		843	843	–	–	–	–	–	–	843	885	929
Reticulation		23 063	23 063	–	–	–	–	–	–	23 063	24 216	25 427
Waste Water Treatment Works		1 795	1 795	–	–	–	–	–	–	1 795	1 885	1 979
Outfall Sewers		20 999	20 999	–	–	–	–	–	–	20 999	22 049	23 151
Toilet Facilities		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Solid Waste Infrastructure		9 422	9 422	–	–	–	–	–	–	9 422	9 894	10 388
Landfill Sites		–	–	–	–	–	–	–	–	–	–	–
Waste Transfer Stations		7 837	7 837	–	–	–	–	–	–	7 837	8 229	8 641
Waste Processing Facilities		–	–	–	–	–	–	–	–	–	–	–
Waste Drop-off Points		1 585	1 585	–	–	–	–	–	–	1 585	1 664	1 748
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		471	471	–	–	–	–	–	–	471	495	519
Data Centres		–	–	–	–	–	–	–	–	–	–	–
Core Layers		–	–	–	–	–	–	–	–	–	–	–
Distribution Layers		471	471	–	–	–	–	–	–	471	495	519
Capital Spares		–	–	–	–	–	–	–	–	–	–	–

Description	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		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
			7	8	9	10	11	12	13	14		
R thousands		A	A1	B	C	D	E	F	G	H		
Community Assets		**3 138**	**3 138**	**–**	**–**	**–**	**–**	**–**	**–**	3 138	**3 294**	**3 459**
Community Facilities		2 286	2 286	–	–	–	–	–	–	2 286	2 400	2 520
Halls		15	15	–	–	–	–	–	–	15	16	17
Centres		50	50	–	–	–	–	–	–	50	52	55
Crèches		–	–	–	–	–	–	–	–	–	–	–
Clinics/Care Centres		12	12	–	–	–	–	–	–	12	12	13
Fire/Ambulance Stations		87	87	–	–	–	–	–	–	87	91	96
Testing Stations		–	–	–	–	–	–	–	–	–	–	–
Museums		–	–	–	–	–	–	–	–	–	–	–
Galleries		–	–	–	–	–	–	–	–	–	–	–
Theatres		16	16	–	–	–	–	–	–	16	16	17
Libraries		119	119	–	–	–	–	–	–	119	125	132
Cemeteries/Crematoria		38	38	–	–	–	–	–	–	38	40	42
Police		–	–	–	–	–	–	–	–	–	–	–
Parks		–	–	–	–	–	–	–	–	–	–	–
Public Open Space		635	635	–	–	–	–	–	–	635	667	700
Nature Reserves		395	395	–	–	–	–	–	–	395	414	435
Public Ablution Facilities		771	771	–	–	–	–	–	–	771	810	851
Markets		148	148	–	–	–	–	–	–	148	155	163
Stalls		–	–	–	–	–	–	–	–	–	–	–
Abattoirs		–	–	–	–	–	–	–	–	–	–	–
Airports		–	–	–	–	–	–	–	–	–	–	–
Taxi Ranks/Bus Terminals		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Sport and Recreation Facilities		**852**	**852**	**–**	**–**	**–**	**–**	**–**	**–**	**852**	**894**	**939**
Indoor Facilities		0	0	–	–	–	–	–	–	0	0	0
Outdoor Facilities		852	852	–	–	–	–	–	–	852	894	939
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Heritage assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Monuments		–	–	–	–	–	–	–	–	–	–	–
Historic Buildings		–	–	–	–	–	–	–	–	–	–	–
Works of Art		–	–	–	–	–	–	–	–	–	–	–
Conservation Areas		–	–	–	–	–	–	–	–	–	–	–
Other Heritage		–	–	–	–	–	–	–	–	–	–	–
Investment properties		**273**	**273**	**–**	**–**	**–**	**–**	**–**	**–**	273	**287**	**301**
Revenue Generating		**273**	**273**	**–**	**–**	**–**	**–**	**–**	**–**	273	**287**	**301**
Improved Property		273	273	–	–	–	–	–	–	273	287	301
Unimproved Property		–	–	–	–	–	–	–	–	–	–	–
Non-revenue Generating		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Improved Property		–	–	–	–	–	–	–	–	–	–	–
Unimproved Property		–	–	–	–	–	–	–	–	–	–	–
Other assets		**10 191**	**10 191**	**–**	**–**	**–**	**–**	**–**	**–**	10 191	**10 700**	**11 235**
Operational Buildings		**6 322**	**6 322**	**–**	**–**	**–**	**–**	**–**	**–**	**6 322**	**6 638**	**6 970**
Municipal Offices		6 322	6 322	–	–	–	–	–	–	6 322	6 638	6 970
Pay/Enquiry Points		–	–	–	–	–	–	–	–	–	–	–
Building Plan Offices		–	–	–	–	–	–	–	–	–	–	–
Workshops		–	–	–	–	–	–	–	–	–	–	–
Yards		–	–	–	–	–	–	–	–	–	–	–
Stores		–	–	–	–	–	–	–	–	–	–	–
Laboratories		–	–	–	–	–	–	–	–	–	–	–
Training Centres		–	–	–	–	–	–	–	–	–	–	–
Manufacturing Plant		–	–	–	–	–	–	–	–	–	–	–
Depots		–	–	–	–	–	–	–	–	–	–	–
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Housing		**3 869**	**3 869**	**–**	**–**	**–**	**–**	**–**	**–**	**3 869**	**4 062**	**4 265**
Staff Housing		–	–	–	–	–	–	–	–	–	–	–
Social Housing		3 869	3 869	–	–	–	–	–	–	3 869	4 062	4 265
Capital Spares		–	–	–	–	–	–	–	–	–	–	–
Biological or Cultivated Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Biological or Cultivated Assets		–	–	–	–	–	–	–	–	–	–	–
Intangible Assets		**2 091**	**2 091**	**–**	**–**	**–**	**–**	**–**	**–**	**2 091**	**2 195**	**2 305**
Servitudes		1 720	1 720	–	–	–	–	–	–	1 720	1 806	1 897
Licences and Rights		**370**	**370**	**–**	**–**	**–**	**–**	**–**	**–**	**370**	**389**	**408**
Water Rights		–	–	–	–	–	–	–	–	–	–	–
Effluent Licenses		–	–	–	–	–	–	–	–	–	–	–
Solid Waste Licenses		–	–	–	–	–	–	–	–	–	–	–
Computer Software and Applications		370	370	–	–	–	–	–	–	370	389	408
Load Settlement Software Applications		–	–	–	–	–	–	–	–	–	–	–
Unspecified		–	–	–	–	–	–	–	–	–	–	–
Computer Equipment		**7 755**	**7 755**	**–**	**–**	**–**	**–**	**–**	**–**	**7 755**	**8 143**	**8 550**
Computer Equipment		7 755	7 755	–	–	–	–	–	–	7 755	8 143	8 550
Furniture and Office Equipment		**3 761**	**3 761**	**–**	**–**	**–**	**–**	**–**	**–**	**3 761**	**3 949**	**4 146**
Furniture and Office Equipment		3 761	3 761	–	–	–	–	–	–	3 761	3 949	4 146
Machinery and Equipment		**6 949**	**6 949**	**–**	**–**	**–**	**–**	**–**	**–**	**6 949**	**7 296**	**7 661**
Machinery and Equipment		6 949	6 949	–	–	–	–	–	–	6 949	7 296	7 661
Transport Assets		**11 054**	**11 054**	**–**	**–**	**–**	**–**	**–**	**–**	**11 054**	**11 607**	**12 187**
Transport Assets		11 054	11 054	–	–	–	–	–	–	11 054	11 607	12 187
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**

APPENDIX 5

Municipal Manager's Quality Certification

The quality certificate signed by the Accounting Officer is attached on Appendix 5.

APPENDIX 5

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: Geraldine Mettler

Municipal Manager of Stellenbosch Municipality

Signature _____

Date:

6.2	**MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR OCTOBER 2022**

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2022**

1. SUBJECT: MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR OCTOBER 2022

2. PURPOSE

To comply with Regulation 36(2) of the Municipal Supply Chain Management Regulations and Section 36 of the Supply Chain Management Policy 2022/2023 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 (2022/2023) stipulate that SCM deviations be reported to Council. In compliance thereto, this report presents to Council the SCM deviations that occurred during October 2022.

5. RECOMMENDATION

that Council notes the deviations as listed for the month of October 2022.

6. DISCUSSION / CONTENTS

6.1. 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.

6.2. Discussion

Reporting the deviations as approved by the Accounting Officer for October 2022:

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 05/23	18 October 2022	Nexia SAB & T	Investigation into alleged unauthorised, irregular and / or fruitless and wasteful expenditure - ICT Software licences	Exceptional case and it is impractical or impossible to follow the official procurement processes	In terms of section 32(2)(b) of the MFMA, it is required of a Municipality to recover unauthorised, irregular, or fruitless and wasteful expenditure from the person/s liable for that expenditure unless the expenditure, in the case of irregular or fruitless and wasteful expenditure, is, after investigation by a Council committee, certified by the Council as irrecoverable and written off by the Council. Due to the seriousness, of the alleged irregular fruitless and wasteful expenditure and the impact of the identified expenditure as per the Municipal Finance Management Act ("MFMA"), Act No. 56 of 2003 as well as Council approved policies to follow legislated Supply Chain Management Processes will be time consuming and a final report needs to be submitted to the Accounting Officer and Council soonest. It will ensure that the legislated processes are followed so that Council is informed duly, and that the investigation can be concluded in the current financial year.	R398 112,75 (Incl. Vat)

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

FOR FURTHER DETAILS CONTACT:

NAME	Dalleel Jacobs
POSITION	***Senior Manager Supply Chain***
DIRECTORATE	***Finance***
CONTACT NUMBERS	***021 808 8528***
E-MAIL ADDRESS	***Dalleel.jacobs@stellenbosch.gov.za***
REPORT DATE	04 November 2022

7.	**CONSIDERATION OF ITEMS BY THE EXECUTIVE MAYOR: [ALD G VAN DEVENTER (MS)]**

7.1	**PROTECTION SERVICES: (PC: CLLR R BADENHORST)**

NONE

7.2	**YOUTH, SPORTS AND CULTURE: [PC: CLLR R ADAMS]**

7.2.1	**REPORT ON A PUBLIC FACILITY MANAGEMENT PLAN FOR THE DIRECTORATE: COMMUNITY AND PROTECTION SERVICES**

Collaborator No: **738430**
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2022**

1. SUBJECT: REPORT ON A PUBLIC FACILITY MANAGEMENT PLAN FOR THE DIRECTORATE: COMMUNITY AND PROTECTION SERVICES

2. PURPOSE

To report on the finalisation of the Key Performance Indicator D2602, namely updating of a Public Facility Management Plan for the Directorate Community and Protection Services.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

One of the Key Performance Indicators for the Directorate for the 2021/2022 financial year is that a Public Facility Management Plan for the Directorate Community and Protection Services must be compiled. The due date is 30 June 2022. The report has been finalised. The Plan will be attached as **ANNEXURE A**.

5. RECOMMENDATION

that Council takes note of the Public Facility Management Plan for the Directorate Community and Protection Services.

6. DISCUSSION / CONTENTS

The plan will focus on all three departments within the Directorate Community and Protection Services, namely Community Development, Community Services and Protection Services.

The following table gives an indication of the sections within the Directorate Community and Protection Services.

SECTIONS WITHIN THE DIRECTORATE COMMUNITY AND PROTECTION SERVICES
NATURE RESERVES, NATURAL AREAS AND WETLANDS
LIBRARY SERVICES
CEMETERIES
PLAYGOURNDS & PARKS
ORNAMENTAL HORTICULTURE
SPORT FACILITIES
HALLS
SWIMMING POOLS
PICNIC SITES
TRAFFIC SERVICES
DISASTER MANAGEMENT & FIRE SERVICES
LAW ENFORCEMENT & SECURITY
COMMUNITY DEVELOPMENT

The Public Facility Management Plan includes an overview of each of the sections within the Directorate Community and Protection Services. The maintenance plan for each of these sections is described in detail.

Emphasis is placed on the planned maintenance for the financial year 2022/23. These planned activities can change due to factors unknown when the planning was conducted. Other factors such as unforeseen maintenance requirements may also influence the planned programme.

Historically all maintenance on municipal facilities was done by the Property Management Department. Currently discussions are ongoing regarding taken some of the responsibilities away from the Facility Maintenance Department and place these responsibilities within the department responsible for managing the facility.

6. IMPLICATIONS

6.1 Financial Implications

Additional responsibility on the line department results in additional funds needed by the line department. Each line department had made provision on their 2022/23 maintenance budget to be able to perform this function.

6.2 Legal Implications

The PFMP complies with all relevant municipal policies and legislation.

6.3 Staff Implications

No staff implications.

6.4 Risk Implications

None.

7. PREVIOUS / RELEVANT COUNCIL RESOLUTIONS:

Mayco

ANNEXURES

Annexure A

Public Facility Management Plan for the Directorate: Community and Protection Services

FOR FURTHER DETAILS CONTACT:

NAME	***Albert van der Merwe***
POSITION	***Senior Manager: Community Services***
DIRECTORATE	***Community and Protection Services***
CONTACT NUMBERS	***8161***
E-MAIL ADDRESS	***Albert.vandermerwe***
REPORT DATE	

DIRECTOR: COMMUNITY AND PROTECTION SERVICES

ANNEXURE A

PUBLIC FACILITY MANAGEMENT PLAN



Directorate: Community and Protection Services

REF: KPI D2602

TABLE OF CONTENTS

CHAPTER 1

1.1 BACKGROUND
1.2 LOCATION OF STELLENBOSCH

CHAPTER 2

2.1 STRUCTURE OF DIRECTORATE COMMUNITY AND PROTECTION SERVICES
(Provide overview of the Directorate)

2.2. DEPARTMENTS

2.2.1 COMMUNITY SERVICES

NATURE RESERVES, NATURAL AREAS AND WETLANDS
- Overview
- Maintenance Plan

LIBRARY SECTION
- Overview
- Maintenance Plan

CEMETERIES
- Overview
- Maintenance Plan

PLAYGROUNDS & PARKS
- Overview
- Maintenance Plan

ORNAMENTAL HORTICULTURE
- Overview
- Maintenance Plan

RECREATION, SPORTS GROUNDS, SWIMMING POOL AND HALLS
- Overview
- Maintenance Plan

2.2.2 PROTECTION SERVICES

TRAFFIC SERVICES
- Overview
- Maintenance Plan

DISASTER MANAGEMENT & FIRE SERVICES
- Overview
- Maintenance Plan

LAW ENFORCEMENT & SECURITY
- Overview
- Maintenance Plan

2.2.3 COMMUNTY DEVELOPMENT

- Overview
- Maintenance Plan

1.1 BACKGROUND

The report will focus on the management of the different facilities within the directorate Community and Protection Services.

The following table gives an indication of the sections within the directorate Community and Protection Services.

SECTIONS WITHIN THE DIRECTORATE COMMUNITY AND PROTECTION SERVICES
NATURE RESERVES, NATURAL AREA AND WETLANDS
LIBRARY SERVICES
CEMETERIES
PLAYGROUNDS & PARKS
ORNAMENTAL HORTICULTURE
SPORT FACILITIES
HALLS
SWIMMING POOLS
PICNIC SITE
TRAFFIC SERVICES
DISASTER MANAGEMENT & FIRE SERVICES
LAW ENFORCEMENT & SECURITY
COMMUNITY DEVELOPMENT

Figure 1: Sections within the Directorate: Community and Protection Services

1.2 LOCATION OF STELLENBOSCH

Figure 2 illustrates the Greater Stellenbosch in relation to neighbouring municipalities, within the Western Cape. Stellenbosch Municipality is located in the heart of the Cape Winelands.

Stellenbosch is situated about 50 km from Cape Town and is flanked by the N1 and N2 main routes. The municipal area covers approximately 900 km² and has a population of approximately 155 000 people according to the 2011 Census data, but according to population growth estimates, done by the Department of Social Development, and based on the 2.6% population growth (between 2001 and 2011), the population figures for Stellenbosch for 2016 indicates a number of 173 419 people. The Municipality's area of jurisdiction includes the town of Stellenbosch and stretches past Jamestown to Raithby in the south, Bottelary, Koelenhof, and Klapmuts to the north, and over the Helshoogte Pass to Pniel, Kylemore, Groendal and Franschhoek in the east.

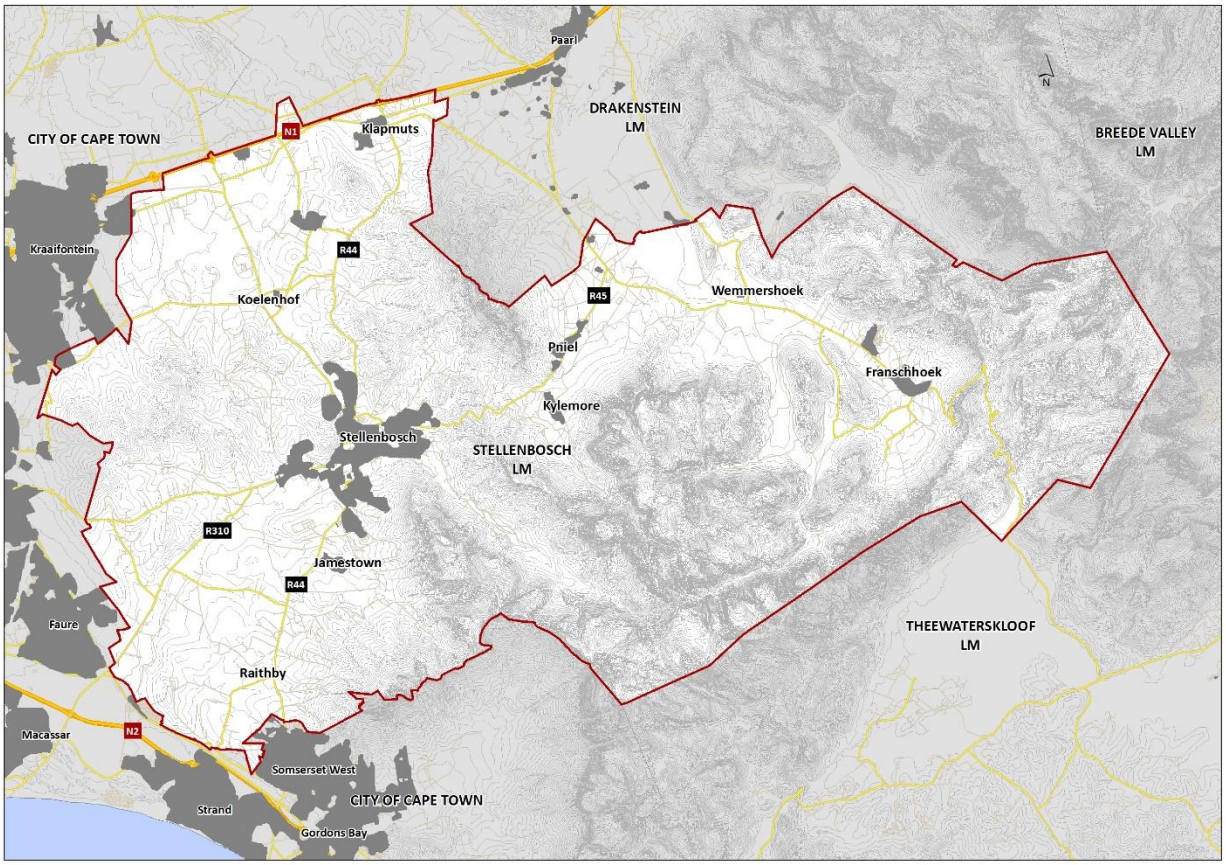


Figure 2

2.2.1 NATURE RESERVES, NATURAL AREAS AND WETLANDS

OVERVIEW

The section Environmental Management is sub-divided into 4 sub-sections. Environmental Planning, Environmental Management, Urban Forestry and Small Plant Maintenance Section. Three of the four sections have a dedicated budget to maintain its buildings and facilities under the areas of responsibility.

The three sections namely: Environmental Management, Urban Forestry and Small Plant Maintenance Section has funding provisions to ensure maintenance and upkeep is conducted in at the respective facilities and buildings to ensure the longevity of the buildings and facilities for utilisation thereof.

MAINTENANCE PLAN

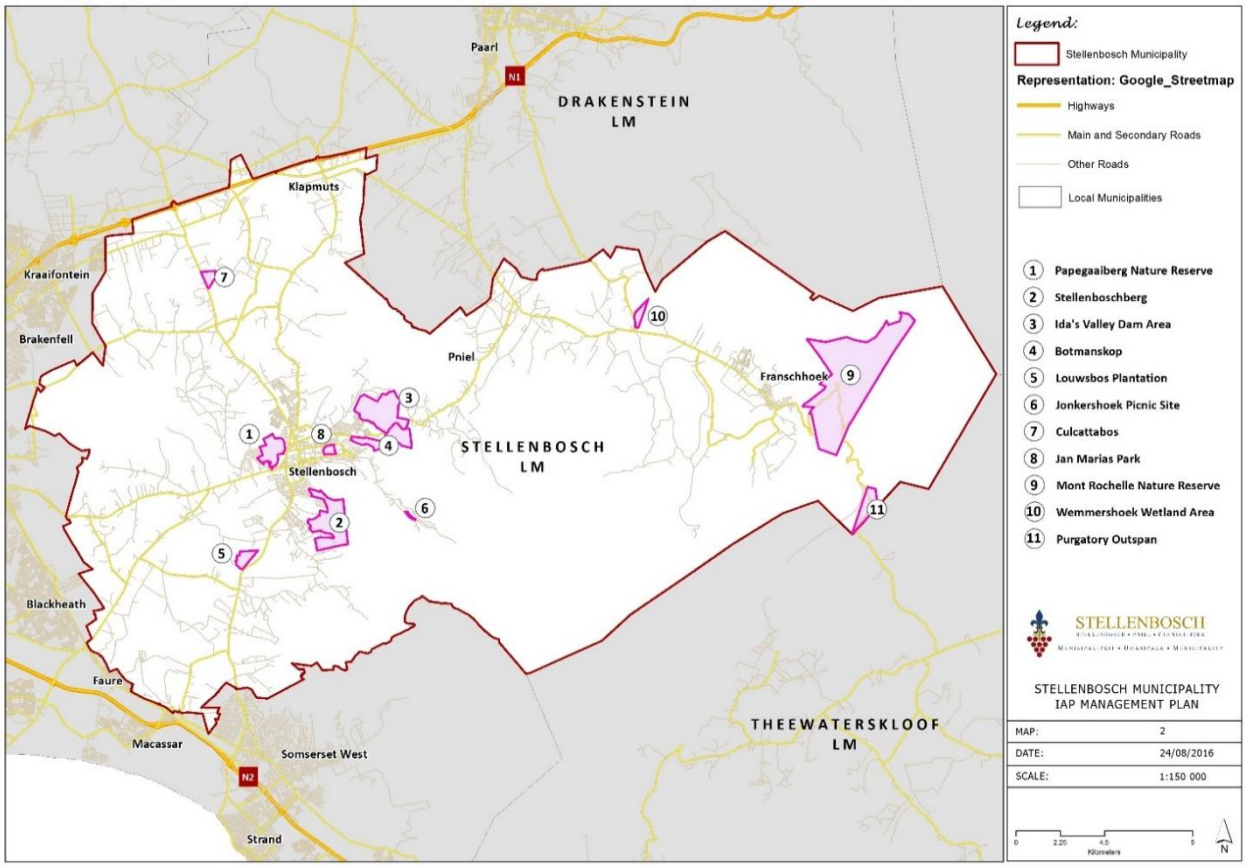
Environmental Management is continuingly developing its capacity to protect the integrity of its buildings and facilities within its natural environment and within its boundaries to strive for continues upkeep, maintenance and upgrading of buildings and facilities as and when required. The section recognises the vital importance of maintenance and upkeep of existing buildings to create and provide buildings and facilities according to health and safety standards of a healthy and safe working environment for its employees and public users. Maintenance plans is subjected to our implementation plan that focuses on the operational and capital budgets which is managed sustainability and fulfils the needs of all concerned.

The section has management plans for its Nature areas, Nature areas and associated operational management plans namely: Invasive Alien Plant Management Plan, the Fire Integrated Management Plan. These focuses on the maintenance in the natural environment to ensure environmental compliance. Furthermore, the various EMPs was specifically prepared to guide environmental management on the following areas or properties under Municipal ownership:

- Papegaaiberg Nature Reserve
- Paradyskloof, including the areas of Stellenboschberg and Brandwacht
- Ida's Valley Nature Area
- Botmaskop Nature Area
- Louwsbos Nature Area
- Culcattabos
- Jan Marais Nature Reserve
- Mont Rochelle Nature Reserve
- Wemmershoek Wetland Area
- Purgatory Outspan

Stellenbosch Municipality owns various properties as stated above. Three of these areas have formally been designated to be conservation areas, these are Mont Rochelle Nature Reserve, Jan Marais Park (Nature Reserve) and Papegaaiberg Nature Reserve. The section has successfully managed to implement the environmental management plans (EMPs) for all these areas, including areas that are not formally declared as protected areas. The status of these is as follow:

- Mont Rochelle Nature Reserve –Approved by Council.
- Ida's Valley and Botmaskop Nature Area – First draft being finalised after which it will be advertised for public input with Council's permission Draft phase.



MAINTENANCE WITHIN THE NATURAL ENVIRONMENT

Rank	Action	Area	Reason	FY 2022/23
1	Firebreak	All	Legal requirement. Firebreaks as included in the Stellenbosch Municipality Integrated Fire Management Plan as well as additional breaks created during 2021/22.	Follow-up of Firebreaks will be conducted from September- March 2023
2	Alien clearing (follow-up and initial)	Ida's Valley / Botmaskop. Brandwacht Paradyskloof	Area cleared with previous tender. Thereafter expand clearing to uncleared blocks in an order as per the above criteria and that prescribed by the Stellenbosch Municipality Invasive Alien Management Plan.	Follow-up of initial work will be conducted from August 2022 until August 2023.

		Louw's Bos Papegaaiberg		
5	Alien clearing (follow-up)	Raithby (Farm 502)	Area cleared with previous tender.	Follow-up to be conducted from August 2022 until August 2023.
6	Alien clearing (follow-up and initial)	Mont Rochelle Nature Reserve	Contains an endangered indigenous biodiversity. High recreational value as the area is visited by hikers and other users on a frequent basis.	Follow-up to be conducted from August 2022 until August 2023.
7	Erosion control	Idas Valley/ Botmaskop	Access / internal roads, trail network and drainage ditches to be assessed and maintained / repaired. Work executed in the months of March/ April/May	Grading of roads in Idas Valley are currently underway until 30June 2022.Grading of roads in Botmaskop will be conducted in June 2022 until August 2022/2023.

MAINTENANCE IN THE URBAN / BUILT-UP ENVIRONMENT

Action		Area	Timing	Frequency	Monitoring	Budget	Document reference
No.	**Description**						
10.1	Develop appropriate facilities and infrastructure.	Papegaaiberg: - Fence Jan Marais: - Eco centre - Office		-As required	Community Services (Environmental Management).	-Capital Budget	Papegaaiberg Jan Marais Mont Rochelle Paradyskloof
		Mont Rochelle: - Gate house	June 2022 July 2022/23	As required	Upgrading of existing gatehouse.		
		Paradyskloof: - Club House - Fence					
		Ida's Valley and Botmaskop - Fence	July 2022/23				Ida's Valley and Botmaskop Nature Area – First draft being finalised after which it will be advertised for public input with Council's permission Draft phase.
10.2	Ensure appropriate management of the facilities and infrastructure.	Papegaaiberg Jan Marais Mont Rochelle Paradyskloof	On-going in 2023	On-going	Community Services (Environmental Management).	-	Papegaaiberg Nature Reserve EMP Jan Marais Nature Reserve EMP Mont Rochelle Nature Reserve EMP

		Ida's Valley and Botmaskop					Paradyskloof Nature Area EMP
10.3	Conduct an annual reserve / nature area infrastructure audit to determine infrastructure maintenance needs and requirements.	Papegaaiberg Jan Marais Mont Rochelle Paradyskloof Ida's Valley and Botmaskop	End of financial year 30 June 2023	Annually	Community Services (Environmental Management).	-	Papegaaiberg Nature Reserve EMP Jan Marais Nature Reserve EMP Mont Rochelle Nature Reserve EMP Paradyskloof Nature Area EMP
10.4	Ensure that development within the reserve fits with the scale, landscape and use of the area.	Papegaaiberg Jan Marais Mont Rochelle Paradyskloof Ida's Valley and Botmaskop	Throughout the FY 2022/23	On-going	Environmental Planner	-	Papegaaiberg Nature Reserve EMP Jan Marais Nature Reserve EMP Mont Rochelle Nature Reserve EMP Paradyskloof Nature Area EMP
10.5	Erect barriers and pathways/ board walks to regulate movement at sensitive sites.	Papegaaiberg Jan Marais Mont Rochelle Paradyskloof Idas Valley and Botmaskop	As required in the FY 2022/23	-On-going	Community Services (Environmental Management).	-	Papegaaiberg Nature Reserve EMP Jan Marais Nature Reserve EMP

							Mont Rochelle Nature Reserve EMP Paradyskloof Nature Area EMP
10.6	Regulate the construction of roads, trails, and other facilities.	Papegaaiberg Jan Marais Mont Rochelle Paradyskloof	September 2022/23	On-going	Community Services (Environmental Management).	-	Papegaaiberg Nature Reserve EMP Jan Marais Nature Reserve EMP Mont Rochelle Nature Reserve EMP Paradyskloof Nature Area EMP
10.7	Maintain the clubhouse in good order.	Paradyskloof	October 2022/23	On-going	Community Services (Environmental Management).	-	Paradyskloof Nature Area EMP
10.8	Maintain a 15-meter cleared area around the clubhouse to act as a firebreak. This area is to be kept clear of any form of biomass.	Paradyskloof	September 2022/23	On-going	Community Services (Environmental Management).	-	Paradyskloof Nature Area EMP
10.9	Conduct inspection of the clubhouse following each event / function.	Paradyskloof	Immediately	On-going, post events.	Community Services (Environmental Management).	-	Paradyskloof Nature Area EMP

LIBRARY SERVICES

OVERVIEW

Stellenbosch municipality has 10 libraries within the WCO24. Two of these libraries are part of school. These school /community libraries service the Klapmuts and Koelenhof areas. These buildings are maintained by the Western Cape Education Department (WCED). Due to the serious state of disrepair to Kayamandi and Jamestown Libraries, DCAS included Repairs and Maintenance funds of R 700 000 to assist with the repairs and maintenance at these libraries. Unfortunately, the funds were used to complete outstanding issues only at Kayamandi and due to the delay receiving the structural engineer's report Jamestown library repairs and maintenance remains incomplete. In order to complete the repairs at Jamestown additional funding will need to be provided for in our repair's maintenance of municipal buildings budget. Due to the proviso that these funds must be spent within this financial year, permission was secured from DCAS to spend the remaining funds to install new and service existing air-conditioners in 8 of the 10 libraries. We are currently using the existing tender to complete this project. Other small repairs and maintenance issues remain outstanding due to various issues such as, insufficient maintenance staff capacity or insufficient stock at stores.

MAINTENANCE PLAN

Library	Item NO.	Outstanding repairs and maintenance issues	Comment	2022/23
GROENDAL LIBRARY	**1**	Plastering of exterior wall / Cracks interior & exterior. Cracked tiles outside of the library needs replacement.	Status Quo remains. Property management in discussions with construction company responsible for repairs	Project will be completed during the 2021/22 financial year
	2	Alarm codes still being shared by staff. Awaiting SCM reply on acquisition of new codes. Matter is outstanding for two years.	Status Quo remains for Franschoek and Groendal Libraries.	Project will be continuing as part of 2022/23 maintenance plan.
	3	Cannot access the switch to Sprinkler system – switch too deep into the ground.	Issue resolved (January 2022)	Project will be completed during the 2021/22 financial year
	4	Cracked window at ECD section and emergency exit door (incl. replacement of tinting on the window and door)	Status Quo remains. Matter has been reported several times to Property Management	Project will be completed during the 2021/22 financial year

IDA'S VALLEY LIBRARY	**1**	Repair of wheelchair ramp-site meeting scheduled for Tuesday 20 July	Project completed (November 2021)	Project will be completed during the 2021/22 financial year
	2	Drainage of water from roof	Project completed (October 2021)	Project will be completed during the 2021/22 financial year
	3	Cupboard locks in office & lockers need replacement.	Status Quo remains	Project will be continuing as part of 2022/23 maintenance plan.
	4	Carpet tiles are loose and could cause injury to both staff and patrons.	Project completed by Library staff (November 2021)	Project will be completed during the 2021/22 financial year
JAMESTOWN LIBRARY	**1**	Cracks on exterior and interior walls of building	Status Quo remains Awaiting engineers report and further funding. Property management assisting with the project	Project will be completed during the 2021/22 financial year
	2	Toilets flush mechanisms was temporarily repaired- still needs to be permanently repaired.	Status Quo remains	Project will be continuing as part of 2022/23 maintenance plan.
	3	Delay in SCM acquiring alarm codes for staff. Currently codes are shared among staff.	Status Quo remains	Project will be completed during the 2021/22 financial year
	4	Major structural and electrical building repairs	Status Quo remains Awaiting engineers report and further funding. Property management assisting with the project Status Quo remains	Project will be completed during the 2021/22 financial year
	5	Loose light fittings and covers which do not remain securely in place	Status Quo remains	Project will be continuing as part of 2022/23 maintenance plan.

		can cause injury to staff and patrons.		
	6	Loose cornice on ceiling. Danger it may come loose and cause an injury.	Status Quo remains Awaiting engineers report and further funding. Property management assisting with the project	Project will be completed during the 2021/22 financial year
PLEIN STREET LIBRARY	**1**	Windows need repairs and replacement	Status Quo remains until Plein Street library upgrade is completed	Project will be completed during the 2021/22 financial year
	2	Geyser needs replacing		Project will be completed during the 2021/22 financial year
	3	Broken and cracked tiles in foyer at entrance of the library needs replacing		Project will be completed during the 2021/22 financial year
	4	Handrail at the front entrance steps outside the library needs to be replaced		Project will be completed during the 2021/22 financial year
	5	Light bulbs throughout the library to be replaced		Project will be continuing as part of 2022/23 maintenance plan.
	6	Wooden window frames throughout the library needs replacing		Project will be continuing as part of 2022/23 maintenance plan.
	7	Female restroom toilet has been leaking since 2019. Continuous loss of water.		Project will be completed during the 2021/22 financial year
	8	Air conditioners –need servicing. Outstanding since 2019		Project will be completed during the 2021/22 financial year
	9	Tiles and metal strips loose on stairway inside the body of the library and staircase in the main		Project will be completed during the 2021/22 financial year

		entrance foyer needs replacing		
	10	Leaks in roof in the upstairs foyer and Reference sections		Project will be completed during the 2021/22 financial year
CLOETESVILLE LIBRARY	**1**	Replacement of drain cover	Status Quo remains. Cover has been replaced twice (during 2021) and stolen again each time it was replaced.	Project will be completed during the 2021/22 financial year
	2	Replacement of cracked windows	Status Quo remains	Project will be continuing as part of 2022/23 maintenance plan.
	3	Redirecting drain away from library entrance	Status Quo remains	Project will be completed during the 2021/22 financial year
	4	Replacement of Concrete fence slabs	Status Quo remains. Slabs were replaced twice and stolen again each time	Project will be completed during the 2021/22 financial year
	5	Servicing and repairing Air-conditioning units	Currently acquiring quotes to repair and service air conditioners. (DCAS Maintenance and Repairs funds)	Project will be completed during the 2021/22 financial year
	6	Repairs and replacement of lights and covers	Still outstanding Reason given: Insufficient stock at stores	Project will be continuing as part of 2022/23 maintenance plan.
KAYAMANDI LIBRARY	**1** **2**	Repair and servicing Air-conditioning units Water leaks throughout library	Awaiting Quotes from Service provider (DCAS Funds)	Project will be continuing as part of 2022/23 maintenance plan

	3 **4**	Painting Retiling	Completed in October 2021 (DCAS Funds)	
PNIEL LIBRARY	**1**	Roof leaks in various sections of the library	Status Quo remains	Project will be completed during the 2021/22 financial year
	2	Walls need painting – result of water damage	Status Quo remains	Project will be continuing as part of 2022/23 maintenance plan.
	3	Servicing and repairs of Air conditioning units	Currently acquiring quotes to service and repair air conditioners (DCAS Funds)	Project will be continuing as part of 2022/23 maintenance plan.
	4	Loose carpets at ICT area needs to be refitted	Status Quo remains.	Project will be completed during the 2021/22 financial year

PARKS, CEMETERIES AND ORNAMENTAL HORTICULTURE

OVERVIEW

The Parks, Cemeteries and Ornamental Horticulture section has a range of benefits to not only the ratepayers of Stellenbosch but has a global responsibility in relation to the aesthetics of the town due to the many tourists that visit Stellenbosch daily. The burial sites within the WC024 are well kept and managed. Many Stellenbosch Gardens, parks and cemeteries are landscaped & designed to attract all ages and its multifunctional uses caters vastly.

CEMETERIES

Stellenbosch currently has 6 (six) cemeteries, namely Jamestown Cemetery situated alongside the R44 towards Somerset west. The Onderpapegaaiberg cemetery situated on the Distillery Road and Flamingo Road and towards the R310 Stellenbosch Arterial Road. Onderpappegaaiberg cemetery caters for all religious denominations including Muslims and Jewish faiths. The Wemmershoek cemetery situated close to t the R45 and caters for the Meerlust, Wemmershoek and surrounding areas. Dwarsriver has Pniel Cemetery. Franschhoek North. (Known as Groendal Cemetery) which has reached its capacity but caters for reopening's and Franschhoek South. The active cemeteries currently in operation are Jamestown Cemetery which is used extensively for all current bookings Pniel in the Dwarsriver which has almost reached its capacity and Franschhoek South situated on the border of the CBD which is the current active cemetery for the surrounding areas.

Due to the National challenge with Cemetery space the Stellenbosch cemeteries have a higher rate applicable to residents who reside outside the boundaries of the WC024.

MAINTENANCE PLAN GROENDAL CEMETERY

CEMETERY	Item NO.	Outstanding repairs and maintenance issues	Comment	2022/23
GROENDAL CEMETERY	**1**	Replacing of roof	Contractor is on site Concrete Roof has been replaced	Project completed
	2	Alarm needs to be installed	Listed for when windows and burglar bars are completed.	Discussing new alarm beam method with Law enforcement to probably use for this site
	3	Ablution facilities require repairs	Listed for when alarm is installed and Repaired - working	Ablution facility repairs.Project has been completed
	4	Repair/replace doors/windows	Listed for when alarm is installed and	Planning to repair windows
	5	Mess room for staff requiring repairs	Listed for when alarm is installed and	Planning to repair mess room
	6	Safety gates and burglar bars to be repaired	Listed for when alarm is installed and	Planning to repair safety gates.
	7	Replacement of fencing	Vandalism high crime area	No fencing planned for this area yet due to high crime area.
	8	Cables of electricity has been stolen needs to be repaired	High risk area	Will discuss way forward with electricity section.

MAINTENANCE PLAN PNIEL CEMETERY

CEMETERY	Item NO.	Outstanding repairs and maintenance issues	Comment	2022/23
PNIEL CEMETERY	**1**	Painting of building	Scheduled for after Winter	Planning to have building repainted

MAINTENANCE PLAN ONDERPAPPEGAAIBERG

CEMETERY	Item NO.	Outstanding repairs and maintenance issues		Comment	2022/23
	1	Painting of building			Planning to have building repainted
	2	Refurbishing of cemetery house			Discussions to be had with Housing section
	3	Resealing of roads			Portions of the resealing of roads is planned.
	4	Fencing			No fencing planned for this site yet.
	5	Signage		Received an order	Signage was delivered in April 21/22

MAINTENANCE PLAN JAMESTOWN CEMETERY

CEMETERY	Item NO.	Outstanding repairs and maintenance issues	Comment	2022/23
	1	Irrigation pipe in front of garage - Leakage		In discussion to having repairs done in 2021/22
	2	Entrance Toilets - Repairs needed		Planned to have repairs done in 2022/23
	3	Entrance Gate - Repairs needed/refurbishing		Planning repairs for 2022/23
	4	Safety gate bar – needs repair		Planned for 2022/23
	5	Cameras not connected	High risk area	Awaiting Electricity dept to assist
	6	Alarms system at Care takers house to be reconnect and monitor	High risk area	Still in discussions with Law enforcement for alarm beams

PLAYGROUNDS & PARKS

OVERVIEW

Stellenbosch (WC024) has 98 developed play parks, whilst Franschhoek and Dwarsriver have 33 parks These parks enjoy a 6 weekly mowing cycle in all areas. Most of the play parks are in superb condition and in recent times outdoor gym installations are attracting many people outdoors to exercise whilst the kids are having fun on the well maintained and new play equipment. Parks section has creatively designed some integrated parks to ensure that we keep up to date with the. The Stellenbosch areas are surrounded with rivers and streams; hence this municipality do not irrigate the lawn areas of the parks due to the high-water table and wet areas except for “DIe Braak” that is situated in the CBD and extensively used for events and marketing.

The parks section has a monthly Play equipment checklist whereby all play items is inspected and checked for faults or damages to ensure that we do not encounter and public liabilities.

MAINTENANCE PLAN PARKS CENTRAL

PARKS CENTRAL	Item NO.	Outstanding repairs and maintenance issues	Comment	2022/23
	1	Painting of building		Planned for 2022/23
	2	Camera installation for Parks offices and storage container		Project has commenced in 2021/22
	3	Ablution facility repairs		
	4	Tar road installation at Parks Depot		

MAINTENANCE PLAN PARKS FRANSCHHOEK

PARKS FRANSCHHOEK	Item NO.	Outstanding repairs and maintenance issues	Comment	2022/23
	1	Painting of building		Planned for 2022/23
	2	Cameras for stores		Project has commenced in 2021/22
	3	Flushing of sewer drain		Project remains ongoing
	4	Sealing of building to prevent flooding		This project must be investigated by Property management in 2021/22.
	5	Replacing of inside building doors		Project needs to be investigated

ORNAMENTAL HORTICULTURE

The Ornamental Horticulture section caters for the beautification of the CBD, town entrances, municipal gardens, irrigation for these gardens and beds. This section also caters for Floral arrangements for Municipal events, memorial functions, propagation and growing of vegetation for use in our municipality whilst caretaking the nursery section in Beltana.

MAINTENANCE PLAN BELTANA NURSERY ORNAMENTAL HORTICULTURE

ORNAMENTAL HORTICULTURE	Item NO.	Outstanding repairs and maintenance issues	Comment	2022/23
	1	Painting of building	Incomplete	Project will be communicated with Property manager for further input and advice 2022/23
	2	Painting of mess rooms and stores	Partially complete	Project will be communicated with Property manager for further input and advice 2022/23
	3	Resealing of roads towards nursery	Gravel road is scrapped periodically by engineers	Beltana managements team to advise on plans
	4	Fencing	50% complete	Beltana managements team to advise on plans
	5	Signage	Incomplete	Signage commences 2022/23

RECREATION, SPORTS GROUNDS, SWIMMING POOL & HALLS

OVERVIEW

Stellenbosch municipality has 15 (fifteen) sport facilities and one community swimming pool. Nine of the fifteen sports facilities have stadia which includes club houses and ablution facilities and 1 picnic site (Jonkershoek).

The Stellenbosch WC024 has 11 (eleven) halls. The versatile space caters for various functions and events. The main hall is Stellenbosch Town Hall. One of the tourist attractions in Stellenbosch is the Mandela Statue in front of Stellenbosch Town Hall. These halls include:

- Stellenbosch Town Hall
- Kayamandi Community Hall
- Eikestad Hall
- Cloetesville Banquet Hall
- Klapmuts Multi-purpose Centre
- Franschhoek Town Hall
- Groendal Community Hall
- La Motte Community Hall

- Wemmershoek Community Hall
- Pniel Banquet Hall
- Kylemore Community Hall

MAINTENANCE PLAN FOR SPORTS GROUNDS

The following sport grounds and facilities have a Maintenance of Buildings and Facilities budget with a u-key attached to it:

Name of facility	2021/22 Budget
Van Der Stel	R 462 232,00
Ida's Valley	R 196 292,00
Cloetesville	R 127 602,00
Cloetesville Swimming Pool	R 50 000,00
Kayamandi	R 100 000,00
Klapmuts	R 74 974,00
Kylemore	No budget
Jamestown	R 60 816,00
Pniel	R 136 583,00
Groendal	R 40 587,00
Raithby	R 52 409,00
Rural	R 61 734,00
Lanquedoc	R 45 945,00
Jonkershoek Picnic Site	R 176 436,00

The budget is used for the maintenance of the sport fields and maintenance of buildings, which include maintenance works like:

- Maintaining and preparation of all sport fields of the different sporting codes with the required materials to be used.
- Maintaining all buildings on the sport facilities by repairing and replacing breakages/damages and upgrading of the buildings.

Since we do not have a handyman, maintenance works on buildings are done by requesting the appointment of a contractor to do the work. Small maintenance works such as replacing light bulbs, pipe burses, irrigation works, etc are done by the Sports team or Facility section.

Due to constant break-ins and vandalism at the facilities, maintenance works are frequently needed.

The abovementioned budget is not sufficient to do all the required maintenance works and virements are often needed.

Frequent maintenance and repair work.

Maintenance of buildings such as clubhouses, stadiums, cloakrooms, ablution facilities is ongoing.

Maintenance works includes the following:

Facility	Interior of building/facility	Exterior of building/facility
Van Der Stel	• Repaint of all buildings. • General repair/replace works in toilets, kitchens and meeting areas of clubhouses, cloakrooms, storerooms staff rooms and public toilets where needed. Repair and replacements work such as light fittings, doors, taps, ceilings, pipe burst, replace glass, repair plugs, wash basins, toilet systems, geysers, etc. • Service of fire extinguishers. • Depending on complaints	• Re-painting of all buildings • General maintenance work on stadium, railings, paving where needed. • Service of fire extinguishers and hydrants.
Ida's Valley	• Repaint of all buildings. • General repair/replace works in toilets, kitchens and meeting areas of clubhouses, cloakrooms, storerooms staff rooms and public toilets where needed. Repair and replacements work such as light fittings, doors, taps, ceilings, pipe burst, replace glass, repair plugs, wash basins, toilet systems, geysers, etc. • Service of fire extinguishers. • Depending on complaints	• Re-painting of all buildings • General maintenance work on stadium, railings, paving where needed. • Service of fire extinguishers and hydrants.
Cloetesville	• Repaint of all buildings. • General repair/replace works in toilets, kitchens and meeting areas of clubhouses, cloakrooms, storerooms staff rooms and public toilets where needed. Repair and replacements work such as light fittings, doors, taps, ceilings, pipe burst, replace glass, repair plugs, wash basins, toilet systems, geysers, etc. • Service of fire extinguishers. • Depending on complaints	• Re-painting of all buildings • General maintenance work on stadium, railings, paving where needed. • Service of fire extinguishers and hydrants.
Kayamandi	• Repaint of all buildings. • General repair/replace works in toilets, kitchens and meeting areas of clubhouses, cloakrooms, storerooms staff rooms and public toilets where needed. Repair and replacements work such as light fittings, doors, taps, ceilings, pipe burst, replace glass, repair plugs, wash basins, toilet systems, geysers, etc. • Service of fire extinguishers.	• Re-painting of all buildings • General maintenance work on stadium, railings, paving where needed. • Service of fire extinguishers and hydrants.

	• Depending on complaints	
Klapmuts	• Repaint of all buildings. • General repair/replace works in toilets, kitchens and meeting areas of clubhouses, cloakrooms, storerooms staff rooms and public toilets where needed. Repair and replacements work such as light fittings, doors, taps, ceilings, pipe burst, replace glass, repair plugs, wash basins, toilet systems, geysers, etc. • Service of fire extinguishers. • Depending on complaints	• Re-painting of all buildings • General maintenance work on stadium, railings, paving where needed. • Service of fire extinguishers and hydrants.
Kylemore	• Repaint of all buildings. • General repair/replace works in toilets, kitchens and meeting areas of clubhouses, cloakrooms, storerooms staff rooms and public toilets where needed. Repair and replacements work such as light fittings, doors, taps, ceilings, pipe burst, replace glass, repair plugs, wash basins, toilet systems, geysers, etc. • Service of fire extinguishers. • Depending on complaints	• Re-painting of all buildings • General maintenance work on stadium, railings, paving where needed. • Service of fire extinguishers and hydrants.
Jamestown	• Repaint of all buildings. • General repair/replace works in toilets, kitchens and meeting areas of clubhouses, cloakrooms, storerooms staff rooms and public toilets where needed. Repair and replacements work such as light fittings, doors, taps, ceilings, pipe burst, replace glass, repair plugs, wash basins, toilet systems, geysers, etc. • Service of fire extinguishers. • Depending on complaints	• Re-painting of all buildings • General maintenance work on stadium, railings, paving where needed. • Service of fire extinguishers and hydrants.
Pniel	• Repaint of all buildings. • General repair/replace works in toilets, kitchens and meeting areas of clubhouses, cloakrooms, storerooms staff rooms and public toilets where needed. Repair and replacements work such as light fittings, doors, taps, ceilings, pipe burst, replace glass, repair plugs, wash basins, toilet systems, geysers, etc. • Service of fire extinguishers. • Depending on complaints	• Re-painting of all buildings • General maintenance work on stadium, railings, paving where needed. • Service of fire extinguishers and hydrants.

Groendal	• Repaint of all buildings. • General repair/replace works in toilets, kitchens and meeting areas of clubhouses, cloakrooms, storerooms staff rooms and public toilets where needed. Repair and replacements work such as light fittings, doors, taps, ceilings, pipe burst, replace glass, repair plugs, wash basins, toilet systems, geysers, etc. • Service of fire extinguishers. • Depending on complaints	• Re-painting of all buildings • General maintenance work on stadium, railings, paving where needed. • Service of fire extinguishers and hydrants.
Raithby	• Repaint of all buildings. • General repair/replace works in toilets, kitchens and meeting areas of clubhouses, cloakrooms, storerooms staff rooms and public toilets where needed. Repair and replacements work such as light fittings, doors, taps, ceilings, pipe burst, replace glass, repair plugs, wash basins, toilet systems, geysers, etc. • Service of fire extinguishers. • Depending on complaints	• Re-painting of all buildings • General maintenance work on stadium, railings, paving where needed. • Service of fire extinguishers and hydrants.
Lanquedoc	• General repair/replace works in toilets, kitchens and meeting areas of clubhouses, cloakrooms, storerooms staff rooms and public toilets where needed. Including light fittings, • Depending on complaints	
La Motte	• General repair/replace works in toilets, kitchens and meeting areas of clubhouses, cloakrooms, storerooms staff rooms and public toilets where needed. • Depending on complaints	

SWIMMING POOL

Stellenbosch Municipality owns and manages a public swimming pool situated in Curry Street, Cloetesville. This facility is open to the public from 01 October until 30 April.

General Description

It is apparent that the Cloetesville swimming pool was constructed around 1989 and comprises an outdoor 25m x 25m main pool and a 10m x 6m children's play pool and pump room building. The facility also has a small hall that can be utilised and where the foreperson is stationed.

Main Pool and Children's Pool

Structure

The main pool is approximately 25m long by 25m wide with a depth grading from 1m at the shallow end to a deep end of 1,5m. Access to the pool is by means of steps located in the four corners.

The children's pool is approximately 10m long by 16m wide with a depth grading from 0.38m at the shallow end to 0.8m at the deep end.

The pool shell is a gunite concrete with Y12 reinforcing.

Upgrading the swimming pool facility

This facility has been victim of constant vandalism and theft that includes damages to the pool surface and possible questioning of the integrity of the pool structure itself. Access to the facility by vandals is also freely obtained by the existing vibracrete boundary wall that can be easily removed or climbed over.

Recently the swimming pool facility has been upgraded with a new pool pump room, the tub has been repaired, the security improved with CCTV cameras and alarms and effective fencing.

The existing hall will be upgraded in the financial year allowing for universal access compliancy matters.

MAINTENANCE PLAN

Cloetesville Swimming pool hall	• Entrance door blind to be replaced • Paint refresh • Vinyl tiles to be replaced • Paint refresh • Paint refresh • All blinds on windows to be replaced • Paint refresh • Vinyl tyles to be replaced • Paint refresh • Vinyl tyles to be replaced • Paint refresh • Vinyl tyles to be replaced

MAINTENANCE PLAN FOR HALLS

At the inception of the 2021/2022 financial year a Maintenance of Buildings and Facilities Ukey was created in order for the section to address minor repairs at all halls, where necessary. The available budget in the said Ukey is R100 000 whereby the most crucial repairs had to be identified. Six halls were identified for immediate minor repairs leading to the creation of FQ 67/22. FQ 67/22 amounts to R 132 275.32 in which a virement was necessary to cover the shortfall. The six halls identified for minor repairs are Pniel Banquet Hall, Kylemore Community Hall, Groendal Community Hall, Wemmershoek Community Hall, Franschhoek Town Hall and Stellenbosch Town Hall. The contractor is expected to commence work in February 2022. Upon the contractor's completion, a re-assessment will be conducted at all halls to accurately capture repair/ maintenance tasks for the 2022/2023 financial year.

Upgrades to the Stellenbosch Town Hall kitchen and bar area concluded in September 2021. There are a few items in the hall, gallery, toilets and offices in need of repairs/maintenance indicated in the table below.

- Eikestad Hall Complex: upgrades to this facility were completed in December 2020. Since the upgrades are fairly new. We do not experience need for minor repairs. All maintenance queries are reported to the Maintenance Section.
- Klapmuts Multi-purpose Centre: as a fairly new building, we do not experience a frequent need for repairs/maintenance, however, there are a few items in the table listed below. All maintenance queries are reported to the Maintenance Section.
- Kayamandi Community Hall wasn't included on FQ 67/22 due to upgrades commencing in March 2022 to the value of R 2 000 000.
- La Motte Community Hall: Recently upgraded. All maintenance queries are reported to the Maintenance section.

GRASS CUTTING AND GARDENING MAINTENANCE

The grass cutting tender (BSM 49/20) is currently being utilised to cut grass at Klapmuts MPC, Eikestad Hall Complex, Kylemore Community Hall, Wemmershoek Community Hall and Groendal Community Hall on a monthly basis. The Clearing and Grass Cutting Ukey is sufficiently funded to maintain ongoing grass cutting services.

REPAIRS / MAINTENANCE 2022/23

FACILITY	AREA	REQUEST
STELLENBOSCH TOWN HALL	Offices	• Repaint office walls. • Restore wooden flooring (sanding and paint). • Office toilet walls needs to be painted. • Office flooring to be replaced. • Replace old toilet bowls, water supply pipes and hand wash basin. Water has a rusty colour. • Replace blinds.
	Staff Mess Area	• Replace mat flooring. • Paint walls. • Replace light fixtures. • Fix crack/leak in concrete ceiling. • Install shower for staff utilising one of the obsolete toilets on the first floor.
	Exterior	• Fire hydrants pipes to be replaced. • Install bird deterrent devices. • External service provider required for window cleaning services to the first-floor windows. • Lighting at the front entrance to be repaired. • Façade to be painted.
	Toilets	• Replace hand dryers in male and female toilets
	Hall	• Repairs to curtain rails and ropes and steam clean curtains. • Upper wall surfaces to be cleaned and repainted (above the stage). • Repair sound system.
	Foyer	• Polish and buff commemorative plaque.

		• Perspex sheets to be installed above front gates to prevent access for birds.
KLAPMUTS MPC	Exterior	• Replace ceiling boards at rear entrance due to pigeons gaining access to the roof via the trap door. • Install bird deterrent devices. • Connect back-up generator. • Repair grey water system.
	Interior	• Replace 2 cracked glass windows. • Touch up polyurethane flooring
KYLEMORE COMMUNITY HALL	Interior	• Replace blinds • Repaint walls • Replace a few suspended ceiling panels • Replace 1 double door wooden frame.
PNIEL BANQUET HALL	Interior	• Replace blinds
	Exterior	• Repair lighting
WEMMERSHOEK COMMUNITY HALL	Interior	• Restore stage planks. • Repaint entire interior walls and ceilings. • Repairs to a few light fixtures.
GROENDAL COMMUNITY HALL	Interior	• Repairs to lighting fixtures. • Painting of doors(graffiti). • Repair sound system. • Repair and dry clean curtains. • Replace existing uneven laminate flooring. • Paint wall on stage • Repair and steam clean stage curtains.
	Kitchen	• Built-in cupboards to be removed and fitted with stainless steel tables. • Replace floor tiles. • Replace plug and light switches.
	Office	• Install blinds.
	Exterior	• Parking area to be tarred. • Installation of new flood lights. • Repairs to paving at the rear.
FRANSCHHOEK TOWN HALL	Kitchen	• Built-in cupboards to be removed and fitted with stainless steel tables.

		• Replace tiles.
	Interior	• Curtains to be steam cleaned. • Suspected termite infestation under stage floor.

2.2. PROTECTION SERVICES

TRAFFIC SERVICES

OVERVIEW

Traffic Services has one building in Joubert street Stellenbosch where it operates from.

A Traffic Administrative and law enforcement authority must possess and maintain infrastructure large enough to:

- Adequately accommodate all its employees in a suitable manner.
- Ensure the health and safety of both staff and clients
- Safely secure the property, assets, and revenue of the municipality
- Safely house its specialised law enforcement equipment.
- Enable it to execute both its administrative and law enforcement functions.
- Store seized property including vehicles that have been impounded.

Due to the age of the Stellenbosch Traffic department's building, the department experiences a lot of maintenance challenges from roofing, electrical, ablution etc.

These below mentioned issues were reported every month since March 2020, according to staff.

MAINTENANCE PLAN

DIVISION	AREA	REQUEST
DLTC		• Windows – cracked • Toilets – hand basin pulls away from wall • Outside at entrance – Ceiling boards has collapsed due to leakage when it rained a part of the roof fell out and will fall out even further. • In the kitchen, the cupboard's door is broken. There was also water leakage causing it to mould and stink. • The Cashiers door is still fault the locking mechanism is defective and not working. • Air conditioners is still not working as a result of theft, in future it will be advisable to replace the air conditioners with a safe cage enclosing it.
MVR		• Security gate must be picked up sometimes when open by key and fingers get pinched. • Glass door at cashiers does not close properly and opens by itself and pose a danger as

		anyone can enter. Cashiers request fingerprint access again to enter. • Cashiers request a panic button or something similar in safe because colleagues are unknowingly locked in safe as it happened with Mrs Charles. • Surface of counters at all the cashiers becomes very cold in winter which in extreme cases causes cashiers joints to pain. Need to solve that. • Electrical wiring that needs to be properly safely covered, currently they may be a hazard. • Air conditioners is still not working as a result of theft, in future it will be advisable to replace the air conditioners with a safe cage enclosing it
Other areas of concern at the Traffic Facility		• The passage between DLTC and MVR sealing lid is gone, one can see from the bottom right through to the outside and when it rains it will leak water onto the tiles. • Sometimes there is also a cold wind coming through. • Outside the porch passage from DLTC to MVT roof leaks water onto the tiles causing that the tiles come loose and lifts up that poses a danger to people who may trio over the loose tiles. • There are also places that the tiles were removed and not replaced again. • Tiles on the roof above the court section are lifting up or coming loose and are going to fall off with a strong wind or heavy rain which is going to cause problems in the winter months. • Air con parts outside that was stolen, a case was opened at SAPS but will it still be repaired • The mirror that was once on the outside wall of MVT's wall that indicates whether vehicles are coming around the corner has also been removed and not replaced again. • All gutters need maintenance on. • In general, the office building in and outside needs maintenance, e.g. new paint. • Drainage system at VTS need to be attended too, as it does not work effectively during winter as result of that it is always blocked and causes heathy hazard.
COURT SECTION		• Water leaks in during heavy rain through the lights above the cashier and we are entering another winter with heavy rain.

		• Trip hazard in the enquiries section as result of exposed wires in the walkway and on several occasions, this has been reported. • Traffic Services roof need to be replaced as it is old tiles that may not be available currently and most of these tiles are lose and they are the cause of the leakages. • The two gates that are currently utilised for entrance and exits, one in front for public use and the back one for staff use, both of them currently cannot be locked and properly closed they need to be fixed.

DISASTER MANAGEMENT & FIRE SERVICES

OVERVIEW

Stellenbosch Municipality have three fire stations covering the jurisdiction of the entire WC024. The fire stations are strategically situated at the following locations:

- Corner of Cluver and Helshoogte near the CBD of Stellenbosch,
- La Motte on the Robertsvlei road and
- Klapmuts sports complex.

The fire station in Ida's valley also includes 20 residential units of which 17 is currently being used as rental units, 2 as sleeping quarters for the on-duty fire fighters and one as disaster management offices.

The facilities are in a general state of decay due to a lack of continuous maintenance the past couple of years, besides the recent upgrades that was done at the main facility in Stellenbosch.

MAINTENANCE PLAN

FACILITY	AREA	REQUEST	
LA MOTTE FIRE STATION	Upstairs, rooms, tv room	• Faulty aircons to be repaired • Sliding door replaced • Walls damage due to moisture	2022/23
	TV room	• Concrete roof, walls water damage • Carpet removed by Facility management, not replaced yet • Front door (glass broken) • Small gate (Lock broken) • Walls require repainting • Waterproofing to be done to all wall	2022/23
	Exterior		
KLAPMUTS FIRE STATION			
	Bedroom	• Air conditioner faulty	2022/23

		• Air conditioner in room faulty. • Geiser leaking no warm water. • Roof leaking when raining at sky window. • Roof leaking outside sitting area against the wall. • Fence broken outside sport field area. • Rolling shutter door front faulty. • Motorised gate front faulty. • Big hole at front stoop. • Tiles in front coming loose. • Lights in bay room and inside faulty. • Bathroom smelling bad.	
		• Motorised gate front faulty. • Big hole at front stoop. • Tiles in front coming loose.	
Stellenbosch Fire station			
	exterior	• Entire asbestos roof needs replacing • Facia bords, gutters • Paint – outside walls • Drill yards need to be re-tarred	2022/23
	interior	• Carpets for Fire Chief and ACO offices	2022/23
Stellenbosch house 11			
	Exterior	• Facia bords • Courtyard wall cracked • Gutters • Safety gate to be replaced	2022/23
	Bathroom	• Complete overhaul of facility	2022/23
	Kitchen	• New cupboards and appliances • Leaking plumping repaired	2022/23
	interior	• Carpets for rooms • Blinds • Replace some of the doors	2022/23
Stellenbosch house no 6.			
	Exterior	• Facia bords • Gutters	2022/23

		• Paint • Safety gate to be replaced	
	interior	• Need paint • Blinds	2022/23

LAW ENFORCEMENT & SECURITY

OVERVIEW

Law Enforcement and Security Services occupy 4 different office spaces within the Stellenbosch Municipal Area and these offices are located as follows; 1 Hoffman Street, Stellenbosch, 14 Plein Street Main Building, Stellenbosch, Franschhoek Administration Building, Stellenbosch and the Control Room based at Fire Service, Stellenbosch.

1 Hoffman Street Building requires extended Maintenance and Repairs. The grass cutting is being maintained monthly via tender of Community Services.

Since the officers moved in 2000 no repairs and maintenance occurred, and this includes the painting of the building at the Law Enforcement at the back of the Administration complex.

The office at Franschoek requires the replacement of air conditioners and lockable cabinets

The Control Room located at Fire Services have been recently upgraded and only requires an aluminium door in the passage that borders fire services and locker facilities for the staff.

MAINTENANCE PLAN

FACILITY	AREA	REQUEST	BUDGET YEAR
1 HOFFMAN STREET	Administration building	• Roof to be cleaned • Repair all the broken roof tiles • Replace gutters and down pipes • Exterior to be paint • Interior to be paint • Canopy to be installed between the main building, committee room and the temporary law enforcement offices • Grass to be maintained monthly • Gate to be replaced and be motorized. • Ceiling at the committee room must be repaired.	2022/23
LAW ENFORCEMENT OFFICES AT MAIN BUILDING	Back of the municipal complex	• Leakage on the roof at the server room • Blinds in the passage, kitchen and office to be replaced	2022/23

		• Holes in the ceiling in the passage to be full up and paint • Lights in the passage and offices to be replaced • Electrical plugs in the drone office to be repair and replaced. • Lock facilities for drone equipment • Middle door to be replace with lockable door with window • Canopy at the main entrance door to Law Enforcement offices.	
FRANSCHHOEK LAW ENFORCEMENT OFFICE	Main building Franschoek	• Aircon to be replace • Cupboards with lock facilities	2022/23
CONTROL ROOM	Fire Service Stellenbosch	• Locker's facility for staff members (15) • Aluminium door in passage which borders the Control room from Fire Service.	2022/23

2.2.3. COMMUNITY DEVELOPMENT

OVERVIEW

Child Care Facilities are listed in Schedule 4B of the Constitution of South Africa as a local government mandate.

Stellenbosch Municipality does not operate any creches. There are however 6 facilities managed by NGOs through lease agreements with the municipality by the Property Management Section.

Until 31 March 2022 the registration of crèches was the responsibility of the Department of Social Development with legislative requirements stipulated in the Children's Act (Act 38 of 2005). From 1 April 2022 this function migrates to the Department of Basic Education. The indication is that only the section relating to ECD's will be removed from the Children's Act and incorporated into the South African Schools Act. The incorporation has however not yet been completed or enacted.

The Second Children's Amendment Bill is currently under discussion. The suggested amendments stipulate major changes to the role of Local Government in that the development and maintenance of ECD facilities owned and operated by NGO's also become the responsibility of the municipality. To date the municipality is aware of 190 such facilities ranging from informal to formal structures.

Neither of the legislative documents have been finalised or enacted which leaves the municipality still uncertain regarding the full extent of its responsibility towards the maintenance of the facilities.

Other legislative requirements governing the facilities include:

- National Building Regulations and Building Standards (Act 103 of 1977)
- Stellenbosch, Franschhoek, Kayamandi and Section 8 Zoning Schemes of Stellenbosch Municipal area
- Stellenbosch Municipality Community Fire Services By-law 2013
- Municipal Health By-Laws for Child Care Facilities and Institutions of the Provincial Gazette Extraordinary 6696 of 15 February 2010.

MAINTENANCE PLAN

An item has been prepared for council on the future role and responsibility of the municipality with the possibility of taking on the maintenance and management of ECD facilities. An assessment of the existing facilities will first be completed where after the scope of the work will determine the future strategy.

7.3	**CORPORATE SERVICES: (PC: CLLR L NKAMISA)**

7.3.1	**APPROVAL OF THE DRAFT EMPLOYMENT EQUITY POLICY**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2022**

1. SUBJECT: APPROVAL OF THE DRAFT EMPLOYMENT EQUITY POLICY

2. PURPOSE

To obtain Council's approval for the draft Employment Equity Policy after consultation with the unions.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Council does not have an approved Employment Equity policy but there was an Employment Equity Plan that was approved and effective for a five-year term from 2013 to 2018.

Normally in the last year (2018) a revision should have been undertaken and the plan and policy would be amended or revised or changed. Due to the re-organisation of the municipality during 2017 Council established and adopted a new structure which was then populated with current staff since early 2018. Since the new structure almost doubled the staff structure in size an annual plan was developed and reported on, this was done in consultation with the unions and the Department of Labour. The population of the organogram was only completed in early 2021. We identified the need for the development of an Employment Equity policy and the development of a new five-year plan is a legislative requirement.

Council approved the draft Employment Equity Policy on 22 June 2022 for consultation with the unions. The matter was tabled in July 2022 at the Local Labour Forum (LLF) for consultation. The consultation process was referred to a sub-committee and the consultation process was finalised on 2 November 2022. The unions had no additions to the draft policy.

The draft policy (**APPENDIX 1**) is therefore tabled at Council for approval. The plan will be consulted after the Employment Equity Committee is established after approval of the policy. The policy has been drafted with due consideration of the provisions of the Employment Equity Act and the plan will be aligned to reflect the current organogram figures and filled positions as well as setting targets to attain said targets within the 5-year period framework.

5. RECOMMENDATION

that Council approves the draft Employment Equity Policy.

6. BACKGROUND

6.1 Council does not have an approved Employment Equity policy but there was an Employment Equity Plan that was approved and effective for a five-year term from 2013 to 2018.

Normally in the last year (2018) a revision should have been undertaken and the plan and policy would be amended or revised or changed. Due to the re-organisation of the municipality during 2017 Council established and adopted a new structure which was then populated with current staff since early 2018. Since the new structure almost doubled the staff structure in size an annual plan was developed and reported on, this was done in consultation with the unions and the Department of labour. The population of the organogram was only completed in early 2021.

6.2 DISCUSSION

In general, the aim of an Employment Equity Policy is to set a framework that redresses the disparities of the past with the objective of achieving equity in the workplace; apply affirmative action principles and to comply with the requirements of the Employment Equity Act no. 55 of 1998.

The Employment Equity Policy contains provisions for the establishment of an Employment Equity Committee that will serve as the consultation forum between the employer and the employees in the organisation on all matters that is Employment Equity related for example:

Conducting an analysis of the Municipality's employment policies, practices, procedures, and the working environment, to identify employment barriers which adversely affect people from designated groups.

Assist with and monitor the preparation of an employment equity plan which will achieve reasonable progress towards employment equity in the company's workforce.

Monitoring the implementation of the Employment Equity plan
Monitor the preparation and compilation of the report required to be submitted to the director-general of the department of labour.

The Employment Equity Policy's main purpose is redressing inequality and building social justice through conscious interventions to return dignity to the formerly historically disadvantaged by amplifying their voices and creating an institutional culture that promotes fair employment equity practices.

Stellenbosch municipality has done well in ensuring the reprehensively of the workforce as is clear from the report that is compiled on an annual basis. In various skill levels representativity has been achieved. Women throughout as well as people living with disabilities remains a big challenge.

Council approved the draft Employment Equity Policy on 22 June 2022 for consultation with the unions. The matter was tabled in July 2022 at the Local Labour Forum (LLF) for consultation. The consultation process was referred to a sub-committee and the consultation process was finalised on 2 November 2022. The unions had no additions to the draft policy.

The draft policy (**APPENDIX 1**) is therefore tabled at Council for approval. The plan will be consulted after the Employment Equity Committee is established after approval of the policy. The policy has been drafted with due consideration of the provisions of the Employment Equity Act and the plan will be aligned to reflect the current organogram

figures and filled positions as well as setting targets to attain said targets within the 5-year period framework.

7. FINANCIAL IMPLICATIONS

As per the approved budget. When the new policy is approved there will be interventions like workshops that will be scheduled and other related measures for which the municipality will have to budget. Those costs ae currently not know.

8. LEGAL IMPLICATIONS

The legal framework for drafting of an Employment Equity Policy and consequently an Employment Equity Plan is as follows:
The Constitution - The South African constitution asserts that employment equity is necessary to ensure equality. Section 9(2) of the constitution provides that:
"*Legislative and other measures designed to protect or advance persons or categories of persons, disadvantaged by unfair discrimination may be taken."*
The Labour Relations Act - Schedule 7 of the Labour Relations Act No 66 of 1995 (LRA) stipulates that:
"An employer is not prevented from adopting or implementing employment policies and practices that are designed to achieve the adequate protection and advancement of persons or groups or categories of persons disadvantaged by unfair discrimination."
Employment Equity Act - Sections 2 of the Employment Equity Act no 55 of 1998 (EEA) sets out the purpose of the act are to achieve equity in workplace by:
"promoting equal opportunity and fair treatment in employment through the elimination of unfair discrimination; and implementing affirmative action measures to redress the disadvantages in employment experienced by designated groups in all occupational categories and levels of the workforce"

9. STAFF IMPLICATIONS

The implementation of an Employment Equity Policy seeks to heighten awareness of diversity, multiculturalism, and the importance of fairness in the workplace.

10. PREVIOUS / RELEVANT COUNCIL RESOLUTIONS:

SPECIAL COUNCIL MEETING: 2022-06-22: ITEM 8.3.4

RESOLVED (nem con)

that Council approves the draft Employment Equity Policy for consultation with the Unions

11. RISK IMPLICATIONS

The risk of an unhappy workforce because diversity in the workplace are not embraced by all employees will be reduced through the approval and implementation of the Employment Equity Policy.

APPENDIX

Appendix 1 – Draft Employment Equity Policy

APPENDIX 1

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

EMPLOYMENT EQUITY POLICY

POLICY NUMBER:	**APPROVED DATE:**
EFFECTIVE DATE:	**REVIEW DATE:**

P**urpose**	To redress disparities of the past to achieve equity in the workplace; and to comply with the requirements of the Employment Equity Act No. 55 of 1998.
Policy Custodian	Senior Manager – Human Resource Management Services
Related Policies and Legislation	Local Government Municipal Systems Act, Act No. 32 of 2000 Labour Relations Act, Act No. 66 of 1995, as amended Employment Equity Act, Act No 55 of 1998.
Approving Authority	Council
Stakeholders Consulted	MANCOM, Employment Equity Committee, HR Section, Unions, Local Labour Forum

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1. MISSION

The mission of Stellenbosch Municipality is to deliver cost-effective services that will provide the most enabling environment for civil and corporate citizens

2. VALUES

- Integrity
- Accountability
- Transformation
- Innovation

3. STRATEGIC OBJECTIVES

In addition to our values, the Municipality also has the following strategic goals:

- To be an innovative municipality on the cutting edge in respect of the use of technology in terms of management information, development, communication and health and safety.
- the risk about Human Capital.
- Increase the Employment Value Proposition (EVP) of Stellenbosch Municipality.
- Attain relevant international benchmarks in HRM&D (SHER & HR man).
- To align the HR practices of Stellenbosch Municipality with the 13 HR standards developed by the SA Board for People Practices.

The municipality also subscribes to the following eight Batho Pele principles mentioned below.

3.1 Batho Pele principles:

- Consultation
- Service Standards
- Access
- Courtesy
- Information
- Openness and Transparency
- Redress
- Value for money

4. PURPOSE

Establish a framework for the redressing of the disparities of the past to achieve equity in the workplace; and to comply with the requirements of the Employment Equity Act no. 55 of 1998 [EEA].

Existing policies have been scrutinized to identify employment barriers to members of designated groups, and appointment and selection policies

should increase the possibility of appointing candidates from the designated groups in employment categories and levels where they are under-represented. Policies regarding selection criteria and selection panels will ensure that fair and non-discriminatory selection procedures be implemented. Such procedures will help contribute to the appointment of suitable candidates from designated groups.

SCOPE

Applicable to all current employees in the service of the Municipality as well as applicants for employment.

DURATION OF THE PLAN

In terms of section 20(1) of the Employment Equity Act, the Employment Equity Plan [EEP] must be for a period of five years and thereafter successive plans must be submitted. The duration of the plan is based on the planning needs of the municipality with specific reference to the need to set attainable numerical goals to be achieved over a reasonable period of time.

5. DEFINITIONS

Black people *– "is a generic term which means Africans, Coloured and Indians"*

Candidate *-"means an applicant for a post"*

Designated groups *- "means black people, women and people living with disabilities"*

Diversity refers to the range of human differences, including but not limited to race, ethnicity, gender, gender identity, sexual orientation, age, social class, physical ability, or attributes, religious or ethical values system, national origin, and political beliefs

Employee *– "means any person, excluding an independent contractor who works for another person or for the state and who receives, or is entitled to receive, any remuneration".*

Fixed term contract employee *- is a person who is employed on an agreement and is based on a specific duration or time frame with an end date or the completing of a specific task or happening.*

Headhunting *- is defined as the process of selecting individuals with a proven track record (reputation, work history, professional acquaintance and minimum academic qualification) within a particular field, who can be evaluated to fill a vacant post.*

***Labour Relations Act**, = Act 66/1995 as amended*

***Medical testing** - "includes any test, question, inquiry or other means designed to ascertain, or which has the effect of enabling the employer to ascertain, whether an employee has any medical condition"*

***People with disabilities** – "means people who have a long-term or recurring physical or mental impairment which substantially limits their prospects of entry into, or advancement in employment"*

***Reasonable accommodation** - "means any modification or adjustment to a job or to the working environment that will enable a person from a designated group to have access to or participate or advance in employment"*

***Recognition of prior learning** - as defined by the South African Qualifications Authority (SAQA) is a process whereby people's prior learning can be formally recognized in terms of registered qualifications and unit standards, regardless of where and how the learning was attained. RPL acknowledges that people never stop learning, whether it takes place formally at an educational institution, or whether it happens informally.*

***Remuneration** - "means any payment in money or in kind, or both in money and in kind, made or owing to any person in return for that person working for any other person, including the state"*

***Seasonal employee** – "means an employee who is employed to work a full season of not less than a continuous period of six months and who should qualify for all benefits in terms of employment conditions, except housing and pension benefits"*

***Suitably qualified** – a person may be suitably qualified for a job as a result of any one of, or any combination of that person's-*

- *(A) Formal qualifications;*
- *(B) Prior learning;*
- *(C) Relevant experience; or*
- *(D) Capacity to acquire, within a reasonable time, the ability to do the job.*

6. LEGAL FRAMEWORK

6.1 Constitution

The South African constitution asserts that employment equity is necessary to ensure equality. Section 9(2) of the constitution provides that:

"Legislative and other measures designed to protect or advance persons or categories of persons, disadvantaged by unfair discrimination may be taken."

6.2 Labour Relations Act - Schedule 7 of the Labour Relations Act No 66 of 1995 (LRA) stipulates that:

"An employer is not prevented from adopting or implementing employment policies and practices that are designed to achieve the adequate protection and advancement of persons or groups or categories of persons disadvantaged by unfair discrimination."

6.3 Employment Equity Act

Sections 2 of the employment equity act no 55 of 1998 (EEA) sets out the purpose of the act are to achieve equity in workplace by:

"promoting equal opportunity and fair treatment in employment through the elimination of unfair discrimination; and implementing affirmative action measures to redress the disadvantages in employment experienced by

7 EMPLOYMENT EQUITY COMMITTEE

7.1 PURPOSE OF THE EMPLOYMENT EQUITY COMMITTEE

Serves as the consultation forum between the employer and stakeholders in regard to the provisions contained in the EEA. The committee shall always have regard to the provisions of the act, and any regulations, codes of good practice, directives and administrative guidelines published in terms of the act. The tenure of the committee shall be for a period of three years.

7.2 FUNCTIONS

Representatives shall represent their constituency in the employment equity committee in respect of those matters identified for consultation set out in these terms of reference.

The representatives shall, where possible,

- Obtain mandates from their respective constituencies on those matters identified for consultation;
- Report back to their constituencies on the progress of and matters discussed in the committee meetings, utilising the official committee meeting minutes as the basis for their report-backs;
- Perform all responsibilities, tasks, duties, investigations and surveys assigned to them from time to time by the committee, always acting in good faith and in the interests of the Municipality to ensure the successful implementation of the plan.

- To conduct an analysis of its employment policies, practices, procedures, and the working environment, in order to identify employment barriers which adversely affect people from designated groups.
- Monitor the implementing an employment equity plan which will achieve reasonable progress towards employment equity in the company's workforce.
- Make inputs into the Employment Equity report required to be submitted to the director-general of the department of labour.
- Make inputs into the EE policy review and review of EE plan.
- The internal procedures to resolve any dispute about the interpretation or implementation of the employment equity plan.

7.3 REPRESENTATIVES COMPOSITION

The committee shall be comprised of the following member's representative of the following interests. Representatives shall be representative of all designated groups and represent a cross-section of occupational levels and categories:-

Employment Equity Committee Representatives

- Senior officials and managers
- Professionals
- Technicians and associate professionals
- Clerks
- Plant and machine operators & assemblers
- Elementary occupations
- SAMWU
- IMATU
- Disabled persons

The composition of the committee must reflect the gender balance between male and female.

Any representative who ceases to be representative of the constituency which he or she represents or ceases to be an employee of the Municipality shall cease to be a member of this committee. In such instances, an alternative representative shall be nominated by the appropriate constituency in the same manner in which the first representative was nominated as a representative.

7.4 FREQUENCY

- The committee shall meet once every three months.
- Special meetings may be called by the Chairperson.
- The Chairperson of the committee shall be biannually elected by the committee. The committee shall be constituted by a quorum of 50% plus one.
- The Senior Manager: Human Resource Management will be responsible for the implementation and monitoring of recommendations and suggestions of the committee.

7.5 MINUTES AND RECORD-KEEPING

- The Senior Manager: Human Resource Management shall be responsible for the recording of all meetings and recommendations made by the committee.
- The Senior Manager: Human Resource Management shall prepare an agenda for discussion prior to each meeting and distribute to the representatives such agenda seven (7) days in advance of the meeting.
- The Senior Manager: Human Resource Management shall arrange for the release of all representatives from their normal work duties for the purpose of:
  - Attending committee meetings.
  - Consulting with their constituencies.
  - Preparing for such meetings.
  - Providing feedback to their constituencies using the official minutes of the employment equity committee meeting.
- All meetings shall take place during normal working hours, and representatives shall be paid their usual pay for attending such committee meetings and related duties.
- All representatives shall indicate their acceptance of or record their objections or additional comments to any recommendations made by the forum, including any dissenting opinions.

8 AFFIRMATIVE ACTION MEASURES

The following affirmative action measures have been identified and developed to address the employment barriers and under-representation identified during the numerical analysis and the review of the Employment Policies and Practices of the Municipality.

8.1.1 INCREASING THE POOL OF AVAILABLE CANDIDATES

A policy on recruitment has been adopted which provides for the internal and external recruitment of suitable candidates from designated groups. A concerted effort will further be made to increase the level of interest of potential candidates from designated groups in applying for vacancies.

8.1.2 The EEA requires the Municipality to focus on :

- The redrafting of employment application forms and employment contracts so that all discriminatory or prejudicial provisions and clauses are removed.
- An increased awareness of psychometric tests and evaluation methods tend to be culturally un-biased and non- discriminatory.

- The increased use of competency-based recruitment and selection methods, whereby the potential of the candidate and the ability to perform the job plays an increasingly prominent role.
- Compliance with numerical targets and annual benchmarks.
- The advancement of designated groups within the provisions of the EEA
- Recognising that the appointment of members of designated groups will help create a more diverse workforce, which holds social and economic benefits for the Municipality.

Reasonable accommodation of people living with disabilities

The Municipality subscribes to the principles of accommodating people living with disabilities, with specific reference to adapt physical facilities that will be implemented. For this purposes funding will be made available to make the grounds and buildings accessible to people with disabilities. Special attention will be given to the employment and career development of disabled people.

Steps to ensure that the corporate culture of the past is transformed in a way that affirms diversity in the workplace and harnesses the potential of all employees

The consultation forum includes employees from different levels and seniority and is fully representative of all designated and non-designated groups at the Municipality. The Municipality also recognizes the importance of adopting an overall strategy which highlights the importance of managing a diverse, multiracial and multicultural workforce, for the purposes of ensuring the maximum utilization of all employees. This includes reducing negative stereotyping, cultural importance, exclusion and discrimination, creating an acceptable environment, and the integration of affirmative action programmes with general management practices and strategies.

Protection of employees and persons seeking employment (applicant) - no. 66 of 1995: *Labour Relations Act, 1995*.

(1) no person may discriminate against an employee for exercising any right conferred by this act.

(2) without limiting the general protection conferred by subsection (1), no person may do, or threaten to do, any of the following-

  (a) require an employee or a person seeking employment-

    (i) not to be a member of a trade union or workplace forum;

    (ii) not to become a member of a trade union or workplace, forum; or

    (iii) to give up membership of a trade union or workplace forum;

  (b) prevent an employee or a person seeking employment from exercising any right conferred by this act or from participating in any proceedings in terms of this act; or

(c) prejudice an employee or a person seeking employment because of past, present or anticipated-
  (i) membership of a trade union or workplace forum;
  (ii) participation in forming a trade union or federation of trade unions or establishing a workplace forum;
  (iii) participation in the lawful activities of a trade union, federation of trade unions or workplace forum;
  (iv) failure or refusal to do something that an employer may not lawfully permit or require an employee to do;
  (v) disclosure of information that the employee is lawfully entitled or required to give to another person;
  (vi) exercise of any right conferred by this act; or
  (vii) participation in any proceedings in terms of this act.

(3) no person may advantage, or promise to advantage, an employee or a person seeking employment in exchange for that person not exercising any right conferred by this act or not participating in any proceedings in terms of this act. However, nothing in this section precludes the parties to a dispute from concluding an agreement to settle that dispute.

(4) a provision in any contract, whether entered into before or after the commencement of this act, that directly or indirectly contradicts or limits any provision of section 4, or this section, is invalid, unless the contractual provision is permitted by this act.

9. CORRECTIVE MEASURES TO ELIMINATE BARRIERS IDENTIFIED DURING THE ANALYSIS

9.2.1 Employment policies and practices are continuously reviewed by the Municipality in order to remove any possible discriminatory content and to eliminate employment barriers from the policies and practices.

9.2.2 The selection criteria at the Municipality are continuously revised in order to allow for the definition of suitably qualified candidates as contained in the employment equity act to serve as standard for selection.

9.2.3 The affirmative action measures implemented at the Municipality are designed to prevent the creation of absolute barriers for the appointment or promotion of persons from non-designated groups, and care is taken to ensure that the measures adopted does not discriminate in any way against persons from the non-designated groups.

10. NUMERICAL GOALS

10.1 A numerical analysis must be carried out to determine the representation of employees internally in every employment level and job category as well as externally to determine the external representation of the various groups on both a regional and provincial level. This analysis enables the Municipality to set quantitative targets which are realistic and attainable given the particular circumstances of the Municipality as an employer.

10.2 Numerical goals must be developed for the appointment and promotion of people from designated groups in order to address under-representation of the designated groups.

10.3 The following factors must be taken into consideration in developing the numerical goals:

- ❖ The degree of under-representation of designated employees in the various employment categories at the Municipality as determined by the numerical analysis (as per the approved EE Plan).
- ❖ The labour turnover rate at the Municipality as determined by terminations, and determined quarterly.
- ❖ Affirmative action measures as contained in paragraph 4.1 of the policy.

11. CONSENSUS

The representatives on the Employment Equity Committee must be involved in the meaningful consultation processes surrounding the numerical analysis, the review of employment systems and policies and the drafting of the EEP. The parties must strive to reach a high degree of consensus in the consultation process.

12. BUDGET

The municipality is committed yearly to align the staff budget to any approved measures to address the short comings on implementing EE objectives.

13. ASSIGNMENT OF RESPONSIBILITY

The Municipality has nominated the Municipal Manager as Administrative Head in conjunction with the Directors and the Senior Manager: Human Resource Management to accept responsibility for the implementation and monitoring of the Employment Equity process. The Municipal Manager will remain functionally accountable for the implementation of the Employment Equity Process.

14. COMMUNICATION

14.1 A copy of all relevant employment equity documents must be kept at the section of human resources for perusal by employees of the municipality.

14.2 Circulars, messages and notices on notice boards will be utilized in order to inform all employees of the availability of the Employment Equity Documentation referred in above.

15. MONITORING AND EVALUATION

15.1 A report detailing the progress with the implementation of employment equity, with specific reference to achievement of numerical goals, has to be compiled every quarterly by the person with the responsibility for implementation and monitoring and will serve at the Employment Equity Committee meeting for

that quarter.

15.2 EE Targets applicable on the day of the closing the advert will prevail until the appointment is concluded.

16. IMPLEMENTATION OF THE POLICY

The policy shall be implemented after consultation with the Employment Equity Committee and the approval of the Municipal Manager and Council.

Date of Approval:

7.3.2	**PROGRESS REPORT ON THE EMPOWERMENT INITIATIVES OF LICIACEPT (PTY) LTD AND KLEINE ZALZE WINES (PTY) LTD**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 November 2022**

1. SUBJECT: PROGRESS REPORT ON THE EMPOWERMENT INITIATIVES OF LICIACEPT (PTY) LTD AND KLEINE ZALZE WINES (PTY) LTD

2. PURPOSE

The purpose of this item is to report to Council on the progress made by Liciacept (Pty) Ltd and Kleine Zalze Wines (Pty) Ltd on the empowerment of BBBEE initiatives.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Stellenbosch Municipality and Liciacept (Pty) Ltd and Kleine Zalze Wines (Pty) Ltd concluded the Cession and Assignment of the Lease Agreement in terms of Leasing Area 1 over Erf 9190 and Area 1 over Farm 377F, subject thereto that the cession will be reviewed after June 2020, whereby the progress on the empowerment of BBBEE initiatives must be considered. On 26 May 2021, a further extension of the Cession and Assignment of Lease Agreement was granted to give effect to the conditions set by the Municipality.

Liciacept (Pty) Ltd and Kleine Zalze Wines (Pty) Ltd submitted a summary in the form of a presentation on the progress made over the past year, specifically focussing on the development and registration of the brand ''Visio Vintners'' and the production and sale of the first Visio Vintners wines in the overseas market and South Africa. They further indicated that the presentation refers to "Liciacept'' and ''Visio Vintners'' interchangeably as the official registered name of the BEE company is Liciacept while the brand that has been developed and registered in the name of the company is Visio Vintners. It is imperative to note that AdVini SA, who purchased Kleine Zalze Wines (Pty) Ltd with effect from 1 September 2022 in introduced.

5. RECOMMENDATION

For noting purposes.

6. DISCUSSION / CONTENT

6.1 Background

On 19 April 2017 Council approved the Cession and Assignment of the Lease Agreement in terms of Leasing Area 1 over Erf 9190 and Area 1 over Farm 377F, subject thereto that the cession will be reviewed after June 2020, whereby the progress of the empowerment of BBBEE initiatives must be considered.

During 2020 Kleine Zalze Wines (Pty) Ltd and Liciacept (Pty) Ltd requested an extension of the Lease Agreement. On 28 October 2020 Council considered the matter and decided in-principle to extent the Lease for another 9 years and 11 months, subject thereto that Council's intention to enter into the agreement be advertised for public input/alternative proposals or objections. A public notice to this effect was published with no input/comments or objections received.

Further extension of the Cession and Assignment of Lease Agreement was granted, subsequent to the Council decision of 26 May 2021, indicating that a yearly report be submitted to Council regarding progress of the Black Empowerment entity.

6.2 Discussion

A summary in the form of a presentation was submitted (attached as **Annexure 1**) on the progress made by Liciacept (Pty) Ltd and Kleine Zalze Wines (Pty) Ltd on the empowerment initiatives over the past year, which include amongst others the Brand and New Product Development, Market and Sales overview, Summary of Financial Report and Financial Statements 2021 and the Budget 2022 – Income Statement.

6.3 Financial Implications

No financial implications

6.4 Staff Implications

No staff implications

6.5 Previous / Relevant Council Resolutions

43rd Council Meeting: 2021-05-26: Item 11.2.2

a) that Council take note of the fact that no written inputs/objections were received; and

b) that Council approves the extension of the lease agreement for a period of 9 years and 11 months on condition:

I. that a yearly report be submitted to Council regarding Progress of the Black Empowerment entity; and

II. that the possible extension of the Lease Agreement be received/considered after 2029, taking into account the progress of the empowerment and BBBEE initiative.''

6.6 Risk Implications

No risk implications.

6.7 Comments from Senior Management

No comment was requested from Senior Management.

ANNEXURES:

Annexure 1: Summary of report

FOR FURTHER DETAILS CONTACT:

NAME	**Annalene de Beer**
POSITION	**Director: Corporate Services**
DIRECTORATE	**Corporate Services**
CONTACT NUMBERS	**021 808 8018**
E-MAIL ADDRESS	**Annalene.deBeer@stellenbosch.gov.za**
REPORT DATE	**10 November 2022**

ANNEXURE 1

Municipality - Munisipaliteit
Stellenbosch
14 OCT 2022
Office of the Municipal Manager
Kantoor van die Munisipale Bestuurder

ANNO 1695
KLEINE ZALZE
STELLENBOSCH

VISIO
VINTNERS

The Municipal Manager
For attention: Ms Geraldine Mettler
Municipal Offices
Stellenbosch Municipality
Plein Street
Stellenbosch
By Hand

10 October 2022

Dear Ms Mettler,

REPORT ON PROGRESS OF THE BLACK ECONOMIC EMPOWERMENT PROJECT OF LICIACEPT (PTY) LTD AND KLEINE ZALZE WINES (PTY) LTD

1. On 8 June 2017 Stellenbosch Municipality approved the cession and assignment of the lease agreement in relation to Lease Area 1 situated on Erf 9190 and Remainder of Farm 377 to Liciacept until June 2020 on condition that the possible extension be reviewed/considered after June 2020 considering the progress on empowerment and B-BBEE initiatives.

2. In response to the conditions, Liciacept made written submissions to the Municipality in July 2020 for the Municipality's approval of the assignment of the leases to be reviewed and extended.

3. The submissions made by Liciacept served before the Council of the Municipality on 19 and 26 May 2021, at which meetings the Council approved the extension of the leases for a period of 9 years and 11 months on condition that:

   3.1. a yearly report be submitted to Council by Liciacept regarding progress of the Black Economic Empowerment Entity.

   3.2. the possible further extension of the leases be received/considered after 2029, taking into account the progress in the BEE initiative.

4. Liciacept and the Stellenbosch Municipality signed an "Addendum to Agreement of Cession and Assignment of Lease Agreements" in November 2021 to give effect to the extension granted and conditions set by the Municipality.

5. Liciacept and Kleine Zalze Wines is proud to submit the presentation as attached as a summary of the progress made over the past year on Liciacept (Pty) Ltd. and the empowerment initiatives. Please note that we refer to "Liciacept" and "Visio Vintners" interchangeably in the presentation. The officially registered name of the BEE company is Liciacept while the brand that has been developed and registered in the name of the company is Visio Vintners. The name of the company will be changed to Visio Vintners in due course.

6. The highlights over the past year have been the development and registration of the brand "Visio Vintners" and the production and sales of the first Visio Vintners wines in the overseas market and South Africa. We are also excited to be completing the replanting of our vineyards with the planting of the last block of Shiraz in October 2022. This has now been completed.

7. It is also opportune to inform you that the operating company Kleine Zalze Wines (Pty) Ltd and the cellar have been sold to AdVini SA, a subsidiary of the French group AdVini, with effect from 1 September 2022. The Basson family will retain ownership of the vineyards and other related properties on the estate in Stellenbosch, with the Liciacept vineyards subject to a long-term vineyard management agreement. It is the expressed vision of the new shareholder, AdVini SA, to continue empowering the employees of Kleine Zalze Wines and to strengthen and accelerate access to global markets for the Visio Vintners products.

8. Liciacept and Kleine Zalze Wines want to extend an invitation to you and your council members to visit us so that you can meet our directors, trustees and staff, see the replanted vineyards and taste our newly launched Visio Vintners wines.

9. We trust that this report will be favourably received and are looking forward to welcome you on our farm.

Yours sincerely,

.....

Brandon Uitlander
Liciacept Director duly, appointed by the Kleine Zalze Empowerment Trust

.....

Norman Paulse
Liciacept Director, duly appointed by the Kleine Zalze Empowerment Trust

.....

Carina Gous
General Manager, Kleine Zalze Wines (Pty) Ltd.

Summary report on progress made over the past year on Liciacept and empowerment initiatives

September 2022

ANNO. 1695
KLEINE ZALZE
STELLENBOSCH

VISIO
VINTNERS

AGENDA

1. Introduction
2. Background & Black Economic Empowerment structures
3. Leasing of Municipal land & Replanting of Vineyards
4. Brand & New Product development
5. Marketing & Sales overview
6. Summary of Financial report & Financial Statements 2021
7. Budget 2022 – Income Statement

AGENDA

1. INTRODUCTION

1. Introduction

- The presentations to follow were prepared for the AGM's of Liciacept (Pty) Ltd and the Kleine Zalze Empowerment Trust held earlier this year
- Additional information was added as the meetings also served as a mentoring opportunity and providing the beneficiaries with background information
- To aid easier understanding by the reader, we have added a few slides with notes to give context or further explanations
- Should the Municipality require more information or have any questions, we will gladly respond and/or cover it during the planned visit

AGENDA

2. Background & Black Economic Empowerment structures

Kleine Zalze Phases

'96 '97 '98 '99 '00 '01 '02 '03 '04 '05 '06 '07 '08 '09 '10 '11 '12 '13 '14 '15 '16 '17 '18 '19 '20 '21 '22 '23 '24 '25

Build foundations

Strong Growth

Premiumization **Premiumization**

- Pearly Rock Fires
- Covid-19

ANNO. 1695
KLEINE ZALZE
STELLENBOSCH

Build BEE structures | **Brand development & Marketing**

"Empower & Share"

BEE structures – Summary (1)

- **Background & Kleine Zalze Wines Vision**
  - Basson family and management of Kleine Zalze Wines want to make a difference in SA
  - BEE structures established since January 2018
  - Next decade will be utilized to empower, create wealth & "share" with our employees in the long-term and sustainable

BEE structures – Summary (2)

- **Kleine Zalze Empowerment Trust**
  - Established in March 2018 as a Broad-based BEE Trust
  - Non-discretionary trust and majority shareholder (51%) in Liciacept (Pty) Ltd
  - Beneficiaries = Permanent "black" employees with 5 years+ service of Kleine Zalze, Kleine Zalze Wines & Pearly Rock
  - Trustees = 2 "black" employees & 2 Kleine Zalze appointed
  - **Purpose**: Economic advancement / Create wealth / Empowerment of "black" employees over the long-term

BEE structures – Summary (3)

- **Liciacept (Pty) Ltd**
  - Shareholders Agreement signed by KZ Emp. Trust & KZ in May 2018
  - Was initially a "Black-empowered" company with 50% shares held by KZ Empowerment Trust
  - Liciacept a "Black-owned" company since May 2021 with 51% shares held by KZ Empowerment Trust
  - Directors = 2 "black" employees and 2 Kleine Zalze appointed
  - **Liciacept is the "business element"** of the empowerment structures *("this is where money will be made")*

Kleine Zalze Empowerment Trust

(Shareholder)

51%

49%

Kleine Zalze Wines (Pty) Ltd.

(Shareholder)

Liciacept (Pty) Ltd. t/a VISIO VINTNERS

(Company)



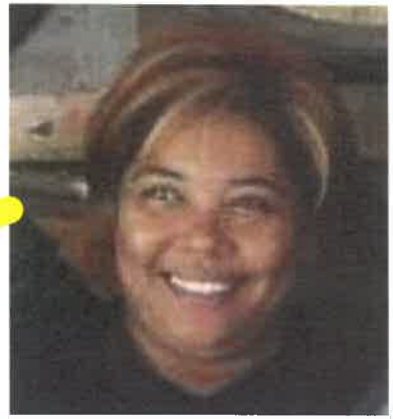


Employee representatives as Trustees & Directors



Employee representatives as Trustees & Directors





Brandon Uitlander has resigned as beneficiary Trustee on 31 Aug 2022 and Alicia Alves has been elected as the new Trustee at the AGM

Management assistance and Mentorship

- **KZ Wines contracted to assist with the management of Liciacept**
- **Mentoring of Directors and Trustees in the management and running of a commercial business:**
  - Commercial contracts
  - New business opportunities and tendering
  - Administration & Finances of Liciacept and the Empowerment Trust
  - Compliance with regulatory and legal requirements
  - Planning, soil preparation, planting and growing of new vineyards
  - Brand development and brand positioning
  - External "Director's training" by Nedbank & Vinpro in 2021 (Brandon)



How does money get into the pockets of KZ Empowerment Trust beneficiaries?

Liciacept (Pty) Ltd

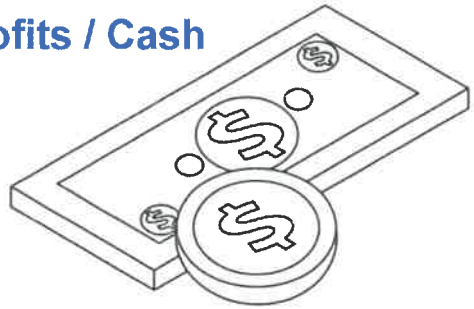


Produces & sells grapes & wine

[KZW contracted by Liciacept]

[Selling Price – Cost = Profit]

Profits / Cash



Repay Loans

Operational costs

Capital costs

(Directors)

Dividends

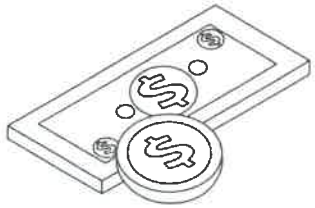
(Directors)

Shareholders

KLEINE ZALZE
ANNO. 1695
STELLENBOSCH

KZ BEE Trust

(Trustees)

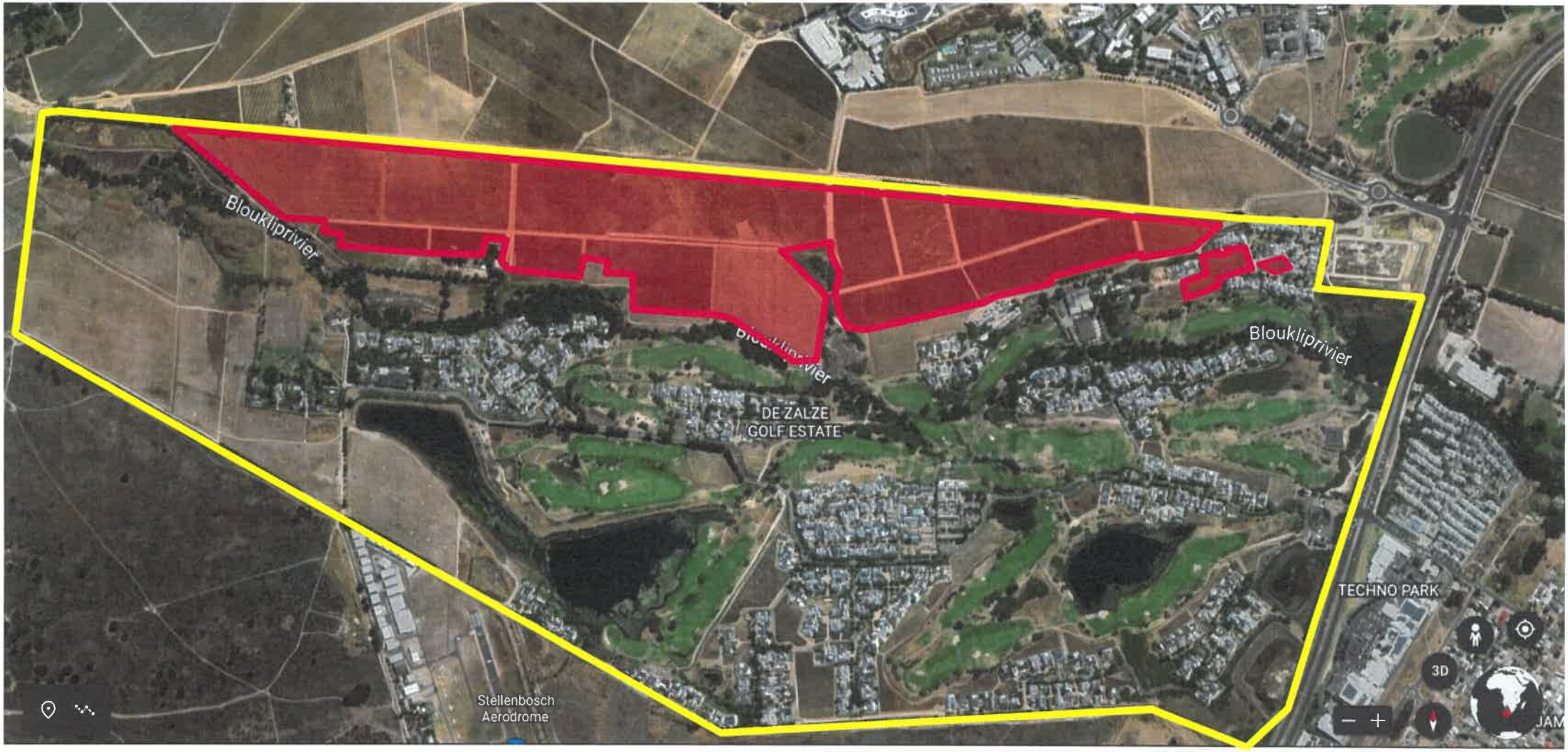


Qualifying Beneficiaries of Trust

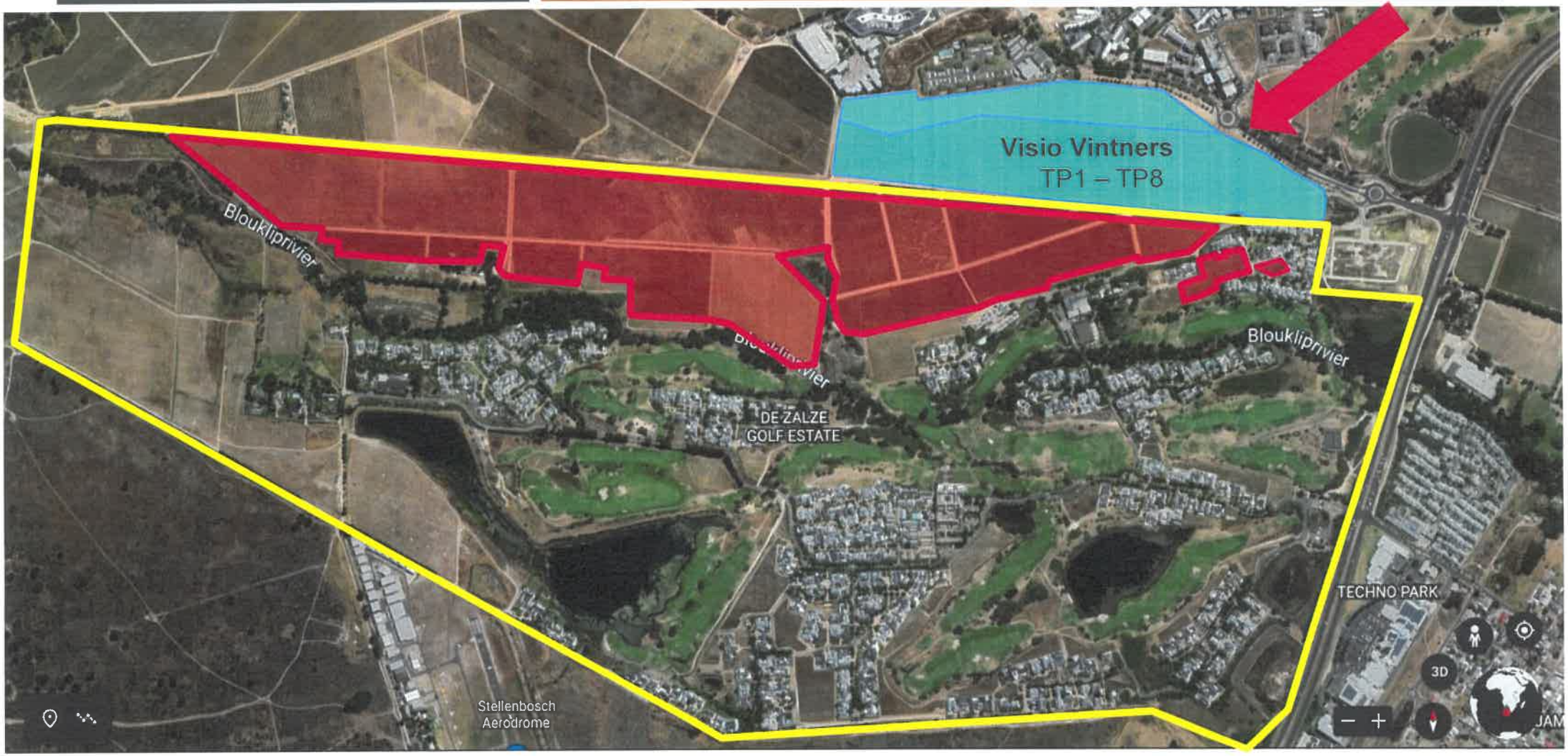
AGENDA

3. Leasing of Municipal land & Replanting of Vineyards

Liciacept Leased land (Long-term)



Liciacept Leased land (Long-term)



Liciacept Vineyards

- **Leasing of Municipal land**
  - Total Lease area = 22.6 Ha
  - First lease period approved 19 April 2017 - 3 year period until June 2020
  - Second lease period approved 26 May 2021 - until June 2029
  - Renewable until 2041
  - Liciacept to submit annual reports on BEE progress
- **Establishment of vineyards**
  - Vision and intention always to establish top-class vineyards for Premium wines!
  - Decided on mainly Cabernet Sauvignon for which Stellenbosch and Kleine Zalze is well-known globally

REPLANTING OF TP VINEYARDS (MUNICIPAL LEASE)

Year planted	Block nrs.	Area (Ha)	Cultivar	Planned 1-st harvest
2017	TP1 – TP5	9.5	Cabernet Sauv.	2021
2020	TP6	2.9	Cabernet Franc	2023
2020	TP7	1.2	Shiraz	2023
2022	TP8	0.7	Shiraz	2025
	TOTAL	**14.3**		

All vineyards are **Fairtrade** certified

FAIRTRADE INTERNATIONAL

Visio Vintners vineyards replanting



Establishment of Visio Vintners Vineyards



Planting 2017





Young vines 2019

Establishment of Visio Vintners Vineyards



Vines 2020



Vines ready for harvesting 2021



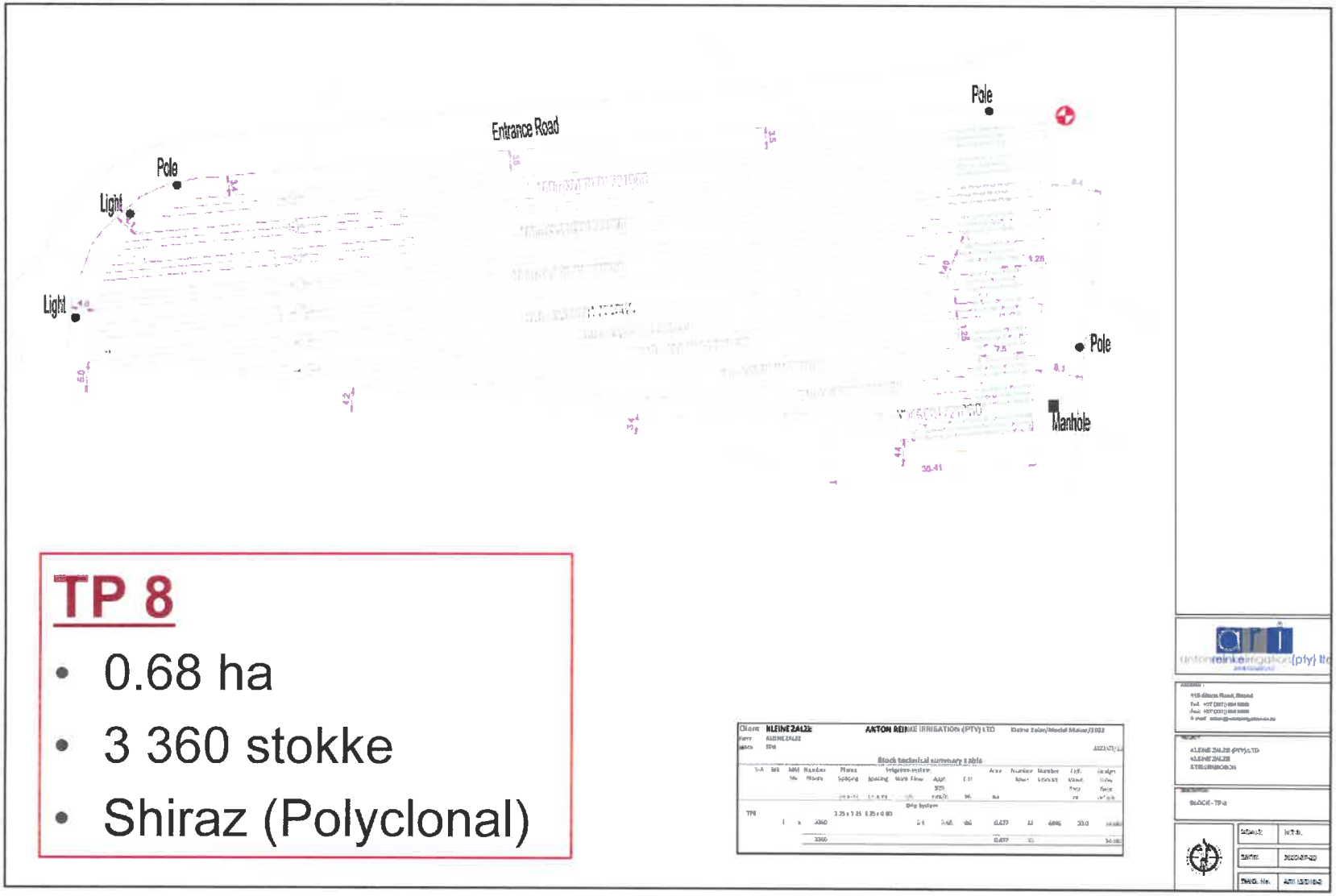

Empowerment
& Pride!
First harvest 2021!

PRODUCING VINEYARDS - 2022 HARVEST

Cultivar	Block	Tonnes for 2022	Price / ton
Cabernet Sauvignon	TP1	10.98	R6600
Cabernet Sauvignon	TP2	14.78	R6600
Cabernet Sauvignon	TP3	17.91	R6600
Cabernet Sauvignon	TP4	8.02	R6600
Cabernet Sauvignon	TP5	11.22	R6600

TOTAL : 62.91 tonnes

Planting of block TP8 in 2022: "Stok-by-Paaltjie"



“Stok-by-Paaltjie” planting method





AGENDA

4. Brand & New Product development
5. Marketing & Sales overview

THE VISION

The vision is to build a widely **recognized, credible, sizeable and sustainable brand** that creates significant profit to distribute to the beneficiaries and their families.

Visio Vintners must be a beacon of hope, growth and success.

BRAND DEVELOPMENT

- We developed several brand concepts but in the end **VISIO VINTNERS** was picked as the strongest brand as it clearly says and **captures the vision** of what we want to achieve with the project and the brand.

VISIO VINTNERS – OUR STRENGTHS

- **Passion and commitment** to build a strong brand and sustainable business for the future
- **Committed team** to jointly develop, build, and support the business
- **Access to the knowledge and help** of all the staff at Kleine Zalze - winemakers, viticulture, production and commercial
- Access to Kleine Zalze's **global distribution network**
- **Fairtrade** and **WIETA** accredited, all wines can carry the sustainability seal

LOGO DESIGN

The **VISIO VINTNERS** logo was designed to be aligned to the brand strengths and values and to reflect the essence of the brand. It is easy to recognize and identify and clearly differentiates **VISIO VINTNERS** from competitors.

The logo is a combination of 8 V shapes that forms a circular device that symbolizes **optimism, growth, future looking, warmth** and a **visionary** mindset.



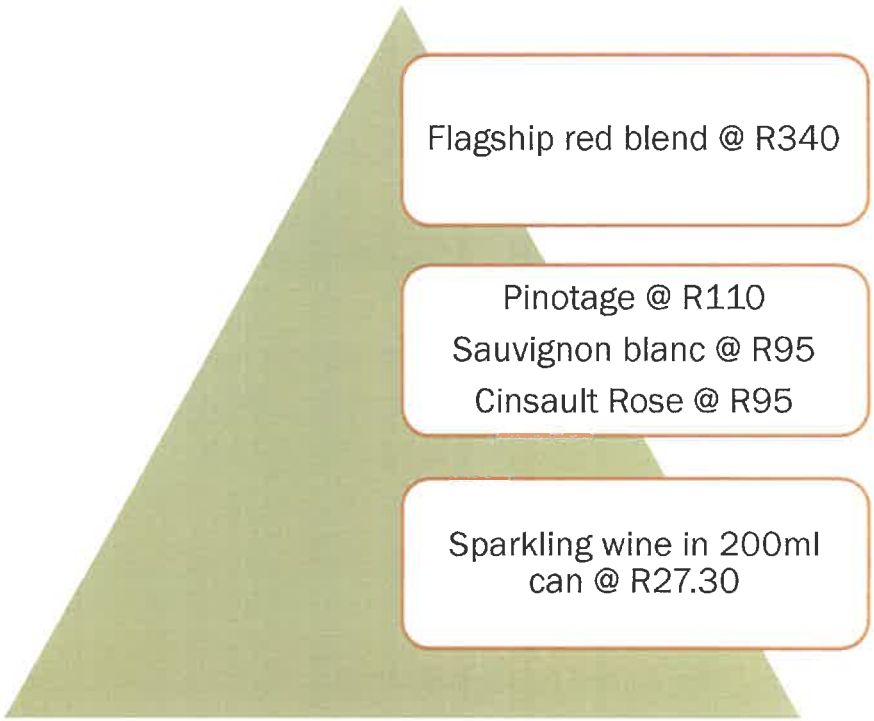
VISIO

VINTNERS

POSITIONING STATEMENT

VISIO VINTNERS brings a **positive tension between the complexity of the past and the vitality of the new.** It is a **warm-hearted brand** that respects the beauty and advantage of responsible farming methods and the unique Stellenbosch terroir that produces superior quality grapes. This enables us to produce quality, characterful wine that **appeals to the modern consumer** but most importantly also to **positively commit and contribute to our extended family of previously disadvantaged shareholders.**

PRODUCT AND PACKAGING DEVELOPMENT



ALLIANCE is our top red blend, Cabernet Sauvignon based and origin Stellenbosch.

- The role of Alliance is to establish the Visio Vintners brand and credentials.

Range of classic cultivar wines.

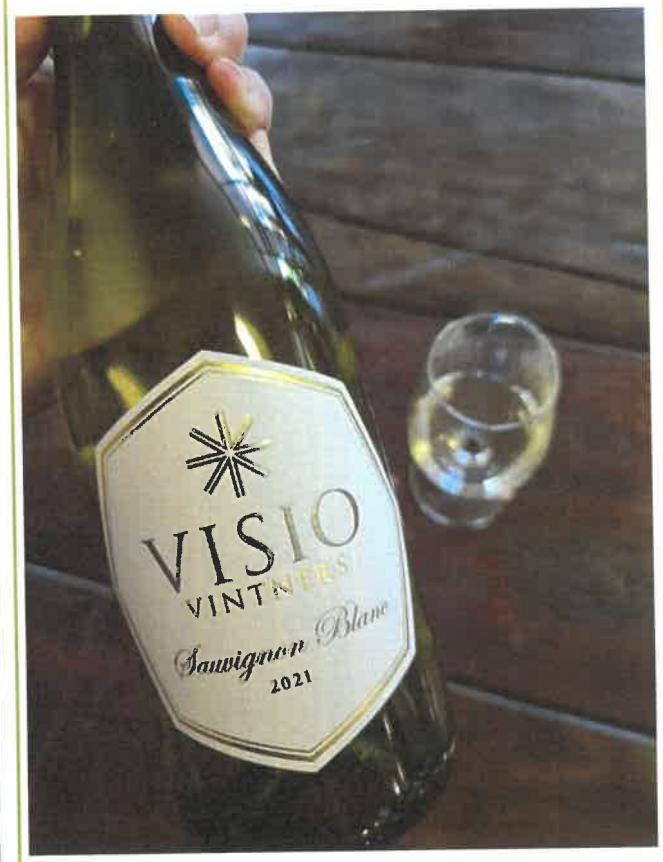
- The role of this range is to appeal to the broader market and build scale for the business.

Petite Belle is a Chardonnay/Chenin sparkling wine in a 200ml can.

- Petite Belle taps into the consumer need for wine as a single serve in a convenient and environmentally friendly packaging format.

CULTIVAR RANGE – SAUVIGNON BLANC

- **Origin:** Western Cape, South Africa
- **Grapes:** 100% Sauvignon blanc
- **Method of Production:** The grapes were treated reductively to preserve the delicate Sauvignon blanc flavours. After destemming, crushing and 24 hours skin contact the free run juice was left to settle and then fermented at 13 °C. The wine was left on the lees for 6 months before bottling.
- **Tasting notes:** The wine shows upfront passionfruit and pineapple, balanced by herbaceous aromas with layers of complexity and mineral notes coming through on the palate.
- **Alcohol:** 13.5 %Volume
- **Serve at:** 8-10 °C



VISIO
VINTNERS
Sauvignon Blanc
2021

Focus for the label design was on a unique shape (it mimics the outline of the logo) and exquisite paper and printing.
The paper is a raw cotton paper, hence not harming any trees
All the elements on the front are foiled giving a beautiful contrast to the natural paper.

PRODUCTION OF SAUVIGNON BLANC

- The very first Visio Vintners wine was produced on **8 December 2021**
- Three of the directors and trustees (Norman Paulse, Gerald Snyman and Brandon Uitlander) attended and signed the first bottle from the line
- First shipment left for Norway in December 2021









PRODUCTION OF PETITE BELLE - SPARKLING WINE IN A CAN

Details of tender in Sweden:

- Sparkling wine
- 200 ml aluminum can
- 15 000 liters (75 000 cans)
- Certified by WIETA and the seal must be on the pack
- Fully recyclable





PACKAGING – ALLIANCE





Alliance is a blend of the classic combination of Cabernet Sauvignon and Cabernet Franc as the backbone and structure of the wine with small amounts of Shiraz and Pinotage pushing the boundaries and adding depth and interest to present a wine that is clearly greater than the sum of its parts. All grapes are from Stellenbosch origin.

Launch with journalists and trade planned for early July 2022. Present to potential global partners in May 2022.

MARKETING & SALES PROGRESS

Marketing

- Web-site up and running
- Emile Joubert writing story for PR launch of Visio Vintners later in 2022
- Entering Alliance for competitions. Received 90 points in the Trophy Show.
- Entering for Platter Guide as well as Veritas.

Local Sales

- Vinimark agreed to list Visio Vintners as Non-portfolio items from 1 September 2022
- Portfolio listing from March 2023
- On-line shop live; current 10% introductory offer

International

- Discussion with Netherlands ongoing – tasting with the buyer on 3 October in South Africa
- Discussions with UK partners ongoing – final decisions November 2022
- Continue to enter for tenders in monopoly countries
- Tasting with Swedish Railways soon

TROPHY SHOW AND TIM ATKIN RESULTS

BEST RED BLENDS – VARIOUS

93 Bouchard Finlayson Hannibal 2019

92 KWV Cathedral Cellar Triptych 2018

92 Villiera The Clan 2017

91 Boschendal Nicolas 2019

91 Chateau Libertas 1994 (Distell) (MC)

91 Roodeberg Dr. Charles Niehaus 2019 (KWV)

91 Warwick Professor Black Pitch Black 2020

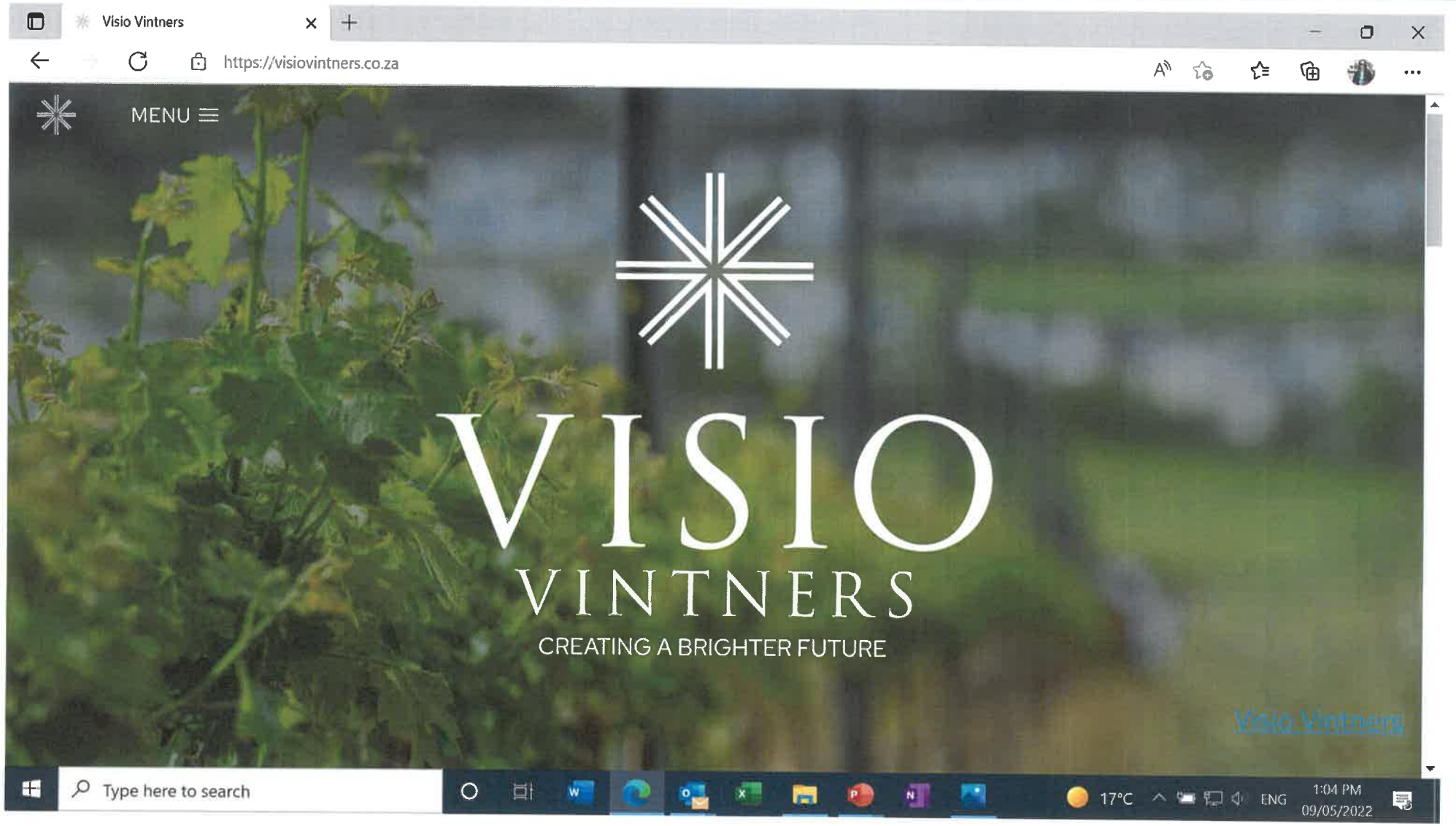
90 Mary Le Bow Red 2019 (Drift)

90 Quest Two 2020 (Du Toitskloof)

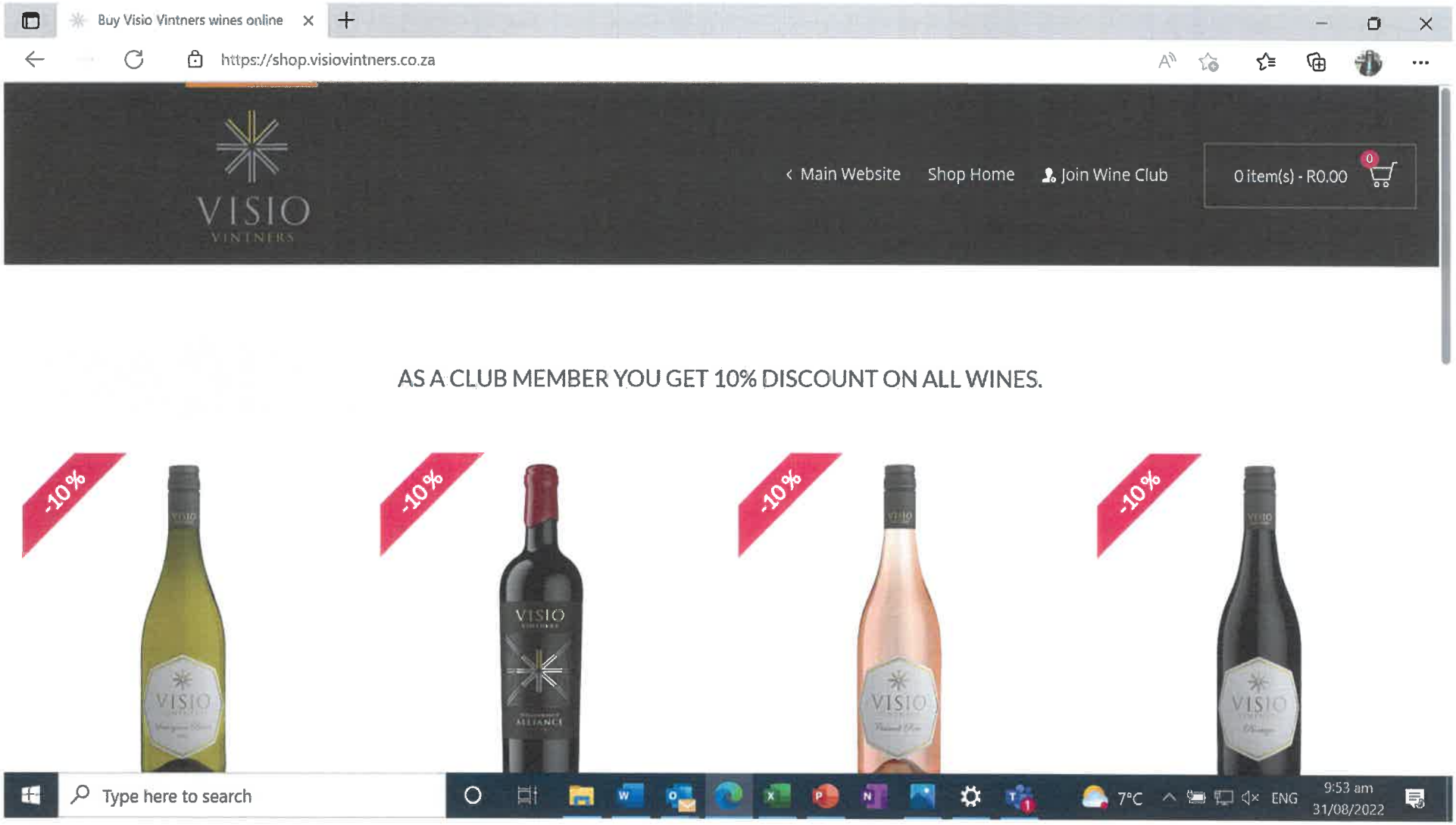
90 Visio Vintners Alliance 2020



Visio Vintners website



Visio Vintners On-line wineshop



6. Summary of Financial report & Financial Statements 2021

6. FINANCIAL STATEMENTS & REPORT FOR 2021

Liciacept Highlights 2021

Vineyards Value	2 405 676
Loan payable to KZ Wines	7 517 003
Accumulated Loss	3 137 644

R1.5m of Liciacept's Loan will be written off by Kobus Basson & AdVini as part of the merger transaction

	2021	2020
Revenue	**3 768 067**	**798 130**
Loss	**303 601**	**1 192 927**

6. FINANCIAL STATEMENTS & REPORT FOR 2021

Cashflow and Capital expenditure Actual

	2021	2020
Money received from KZ Wines	781 019	1 463 965
Assets purchased	79 970	890 486
Cash Balance on 31 December	424 220	42 296

6. FINANCIAL STATEMENTS & REPORT FOR 2021

Cashflow forecast for 2022

Money received from KZ Wines	-
Assets purchased	280 000

7. Budget 2022

7. BUDGET : INCOME STATEMENT 2022

Revenue		**3 067 460**
	Grapes	377 460
	Wine	2 690 000
Cost of Sales		**2 274 000**
	Wine - Cost	2 274 000
Direct Farming Operational Cost		387 140
	Direct Expenses	233 880
	Labour	153 000
	Mechanisation	260
Gross Profit		**406 320**
Overhead Expenses		493 400
	Administrative cost	207 500
	General Expenses	285 900
Operational Profit		**(87 080)**
Net Profit before Income Tax		**(87 080)**

VISIO

VINTNERS

CREATING A BRIGHTER FUTURE

7.4	**FINANCIAL SERVICES: (PC: CLLR P JOHNSON)**

7.4.1	**PREFERENTIAL PROCUREMENT POLICY**

ITEM WILL BE DISTRIBUTED UNDER SEPARATE COVER IN DUE COURSE

7.5	**HUMAN SETTLEMENTS: (PC: CLLR J FASSER)**

NONE

7.6	**INFRASTRUCTURE SERVICES : (PC : CLLR Z DALLING (MS))**

7.6.1	**SEPTEMBER 2022 QUARTERLY STATUS REPORT ON THE GENERATION OF ALTERNATE ELECTRICITY ENERGY SUPPLIES**

Collaborator No: **737545**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2022**

1. SUBJECT: SEPTEMBER 2022 QUARTERLY STATUS REPORT ON THE GENERATION OF ALTERNATE ELECTRICITY ENERGY SUPPLIES

2. PURPOSE

To inform Council of the progress with the augmentation of the electricity energy supplies to Stellenbosch Municipality in order to drastically reduce the impact of electricity loadshedding on Stellenbosch Municipality.

3. DELEGATED AUTHORITY

For notification by the Municipal Council.

4. EXECUTIVE SUMMARY

Previously Council made the following resolutions of Alternate Electricity Generation:

1) That Council notes the status of the Alternate Electricity Energy investigations and studies being performed and in particular:

   a) Memorandums of Understanding entered into with:

      i) University of Stellenbosch

      ii) Council of Scientific & Industrial Research (CSIR)

      iii) Western Cape Government (WCG)

   b) Service Levels Agreements entered into with:

      i) University of Stellenbosch

      ii) Council of Scientific & Industrial Research (CSIR)

      iii) Western Cape Government (WCG)That Council notes the commencement with the following projects:

         - Rooftop Solar Photo Voltaic Investigation

2) that Council notes the commencement with the following projects:

   (i) Rooftop Solar Photo Voltaic Investigation

   (ii) Energy Master Plan creation

This report indicates how the above has commenced and currently realised completion dates of various parts of the project and sub-projects to date.

5. RECOMMENDATION

that Council notes the status of the Alternate Electricity Energy investigations and studies being performed up to 30 September 2022 and the dates of proposed completions of sub project next steps.

6. DISCUSSION / CONTENTS

6.1 Background

Under previous circumstances, the Constitution, did not allow Local Government to enter into the generation of electricity and the Electricity Regulation Act did not allow municipalities to purchase electricity from any company other than Eskom. Through the promulgation of Electricity Regulation Act Regulations, on 16 October 2020, this changed and municipalities are now allowed to generate electricity and purchase electricity from other electricity providers than Eskom.

Stellenbosch Municipality is in the position to make use of internal research entities, Stellenbosch University and the Council for Scientific and Industrial Research (CSIR) as well as the Western Cape Government to facilitate the investigations into viability and feasibility of the following possible projects and other similar possibilities:

a. Rooftop Solar Panel Generation of Electricity
b. Methane Mining of the Landfill Site and utilising methane to power engines which in turn generates electricity through generators
c. Storage of Electricity with batteries/capacitor in order store cheap electricity at night and to use this during expensive slots within the day
d. Allowing the public to generate electricity and sell this to the municipality
e. Purchasing Electricity from registered Independent Power Providers (IPPs)
f. Investigating the generation of electricity on a large scale with the view of onward selling of this electricity to willing buyers outside the jurisdiction of Stellenbosch Municipality

6.2. Discussion

6.2.1 Commencement of the Project of Municipal Energy Resilience

a. Rooftop Solar Panel Generation of Electricity
The construction and implementation of this process has been completed and in operation from 1 July 2022. The Municipality is generating 780kW at peak sun conditions from its installations at:
   i. Municipal Main Building, Town Hall and Council Chambers
   ii. Van Der Stel Sporting Complex
   iii. Stellenbosch Traffic Testing Station
   iv. Stellenbosch Fire Station
   v. Beltana Municipal Workshops and Stores

b. Methane Mining of the Landfill Site and utilising methane to power engines which in turn generates electricity through generators. A first-round pre-feasibility study has been completed by the Consultants and is in the process of being debated.

c. Storage of Electricity with batteries/capacitor in order store cheap electricity at night and to use this during expensive slots within the day. The University of Stellenbosch is in the process of being appointed to conduct this pre-feasibility

studies. This process is delayed to ensure that the procurement process is effectively and legally done.

d. Allowing the public to generate electricity and sell this to the municipality. The public has picked up its process of installing Rooftop PV units and the capacity of generation of electricity through PV installations has increased from 4 to 5 MW in the last 12 months. Various schools have commenced with projects and the University has also embarked on similar projects. Proposals have been received from the public for various similar projects and are being investigated at the moment.

e. Purchasing electricity from registered Independent Power Providers (IPPs)

through the MOU signed with the Western Cape Provincial Government various investigations were launched. A Request for Information was advertised, and various studies were done on what viable forms and quantities of generation units would be viable. These included Sun, Wind and other forms of generation. The RFIs and the assessment indicated that a total of 50MW units would be viable for Stellenbosch Municipality which would be via a number of units throughout the networks of Stellenbosch Municipality. This viability report has been accepted by Council early in 2022. Currently the WCG and the Municipality is compiling a program for the creation of these Generators and the viability thereof. The following table of actions indicate the state of the program:

Item Nr	Description	Current Status	Expected Time of Completion
1.	Energy master plan by CSIR	Final report received on 30 September 2020	31 October 2022
2.	Cost-of-Supply Study through Consultant Panel	Service Provider has been appointed and was awaiting the Energy Master Plan to Commence	March 2023
3.	Electricity Energy Storage through Consultant panel	Awaiting finalisation of Procurement	December 2022
4.	Appointment of Strategic Advisors via PGWC	In process of appointment	31 October 2022
5.	Appointment of Project Administration via specific Project Funding	In process of appointment. Finalising funding sources	31 October 2022

6.	Setting up total Project Timeline	Report being completed	10 October 2022
7.	SCADA Telemetry Upgrading Investigation needed to do internal loadshedding switching	Being investigated	December 2023
8.	Purchases & Sales of Electricity Power and Financial systems	Proposals and Feasibility being Investigated	1 November 2022
9	Municipal Financial management Act Legislation, Electricity Regulation Act Legislation Processes	Being investigated ito legalising generation and trading of electricity	1 January 2023

6.2.2 Ancillary Projects

Various other forms of electricity savings and generation projects are being investigated. These projects also have another main reason of being investigated and electricity generation is therefore an added advantage. The table below indicates these projects and their status:

Item Nr	Description	Current Status	Expected Time of Completion
1.	Methane Mining. Methane must by law be extracted from landfill sites but has the added advantage of being used as a power source for electricity generation	Consultants have been appointed to do a feasibility study, both to comply with the Environmental Legislation but also to look at Electricity Generation: Preliminary Report Received and being debated with Consultants.	31 October 2022

2.	Waste-to-Energy	Investigation is launched to reduce the landfilling of organic waste as per legislation. Akzo looking at Methane as a by-product to generate electricity and finally looking at direct combustion to reduce volume of inorganic waste. Preliminary report received. Being discussed with the consultants	31 October 2022
3.	Gasification of Waste	We were approached by the Nuclear Energy Corporation of SA to look into a pilot plant to gasify Waste and Sewage Sludge. The resultant Hydrogen can be used for Electricity Generation. In the process of interviews with NECSA	31 October 2022. Way Forward reached
4.	Organised control of pumping electricity consumption	Investigate the process of pumping of any liquid and the usage of large electricity units outside the peak times of national electricity consumption. Internal investigation by Departments of Water Services	First round conclusions reached by 31 October 2022

		and Electrical Services.	
5.	Appointment of Project Administration via specific Project Funding	In process of appointment. Finalising funding sources	Subject to funding approval

6.3 Financial Implications

This report has financial implications to the municipality but will only become known once some assessments have been done. Listed projects may also have security of supply benefits as well as savings due to generating own electricity. Various budgets have been created for the projects mentioned above.

Note that the Rooftop PV project has been analysed and has an acceptable payback period.

6.4. Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation. The following acts are of prime importance:

a. The Constitution of South Africa, Act 108 of 1996, as amended

b. Municipal Finance management Act, Act56 of 2003, as amended

c. Municipal Systems Act, Act 32 of 2000, as amended

d. Electricity Regulations Act, Act 4 of 2006, as amended

e. National Environmental management Act, Act 107 of 1998, as amended
f. National Energy Act, Act 34v of 2008

6.5. Staff Implications

No staff positions are affected at this point in time. Impact assessment will only be done after all investigations, related to staff, have been completed.

6.6. Previous / Relevant Council Resolutions

6.6.1 "*40TH COUNCIL MEETING: 2021-01-27: ITEM 11.5.1 RESOLVED (nem con)*

(a) that Council approves the investigation into alternate methods of electricity generation and purchases;

(b) that Council approves the joint investigation to be done by University of Stellenbosch, Council for Scientific and Industrial Research (CSIR), and the Western Cape Government;

(c) that Council accepts the initiating of the following processes as may be required:

i. Municipal Systems Act, Section 78(1) processes

ii. Municipal Finance Management Act, Section 33 investigation processes

iii. Electricity Regulation Act, Section 13; and

(d) that Council considers the funding of such investigations and implementation"

6.6.2 3RD COUNCIL MEETING: 2022-03-30: ITEM 11.5.1

RESOLVED (nem con)

(a) that Council notes the investigation launched by the Western Cape Government, Municipal Electricity Resilience Initiative Attached as ANNEXURE A;

(b) that Council notes the two Pioneering Projects proposed for Stellenbosch Municipality namely:

i) Pioneering Project 2: Stellenbosch Municipality Solar PV project

ii) Pioneering Project 5: Joint Municipality Generation Project

(c) that in terms of Pioneering Project 2, Council approves the setting up and issuing of a Request for Proposals (RFP) tenders to call for proposals from suppliers, to build multiple generating facilities and supply electricity to Stellenbosch up to a combined level of 51MW;

(d) that all relevant process works as prescribed by Section 34 of the Electricity Regulation Act, Act 4 of 2006, as well as associated regulations, as amended, be commenced with up to the level prescribed, in addition to those already commenced with by the CSIR;

(e) that, after further deliberation with the MER team and participating municipalities, a further report be submitted to Council to report on the feasibility and legal framework of Pioneering Project 5 where a number of Municipalities is proposed to jointly establish a process to purchase electricity from one or a number of Independent Power Producers; and

(f) that it be endeavoured to also purchase electricity to cover the daily, weekly and seasonal requirements of Stellenbosch Municipality in its objective to be able to reduce the necessity to Load Shed during periods of reduced supply from Eskom.

6.6.3 "*45TH COUNCIL MEETING: 2021-08-24: ITEM 11.5.1 RESOLVED*

(a) that Council notes the status of the Alternate Electricity Energy investigations

and studies being performed, and in particular:

(i) Memorandums of Understanding entered into with:

a. University of Stellenbosch

b. Council of Scientific & Industrial Research (CSIR)

c. Western Cape Government (WCG)

(ii) Service Levels Agreements entered into with:

a. University of Stellenbosch

b. Council of Scientific & Industrial Research (CSIR)

c. Western Cape Government (WCG)

(b) that Council notes the commencement with the following projects:

(i) Rooftop Solar Photo Voltaic Investigation

(ii) Energy Master Plan creation"

6.7. Risk Implications

Risks such as sufficient electricity supply and proper funding balancing are being mitigated.

6.8. Comments from Senior Management:

6.8.1. Director: Infrastructure Services

6.8.2. ***Director: Planning and Economic Development***

I have no further comment. I support the item.

FOR FURTHER DETAILS CONTACT:

NAME	**Shane Chandaka**
POSITION	***Director Infrastructure Services***
DIRECTORATE	***Infrastructure Services***
CONTACT NUMBERS	***021 808 8213***
E-MAIL ADDRESS	***shane.chandaka@stellenbosch.gov.za***
REPORT DATE	***30 September 2022***

7.6.2	REQUEST FOR APPROVAL OF STELLENBOSCH ROADS MASTER PLAN

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2022**

1. SUBJECT: REQUEST FOR APPROVAL OF STELLENBOSCH ROADS MASTER PLAN

2. PURPOSE

That Council approves the 2022 Roads Master Plan (RMP).

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

Stellenbosch Municipality undertook the development of its first Roads Master Plan (RMP) in 2012 and the new RMP is a full review of the previous edition.

The aim of the Roads Master Plan (RMP) is to analyse the capacity of the current road network and identify the current and future road infrastructure requirements. This is undertaken with the aid of a Roads Simulation Model, that simulates existing and future road traffic scenarios. Results of the simulations are analysed and recommendations are made for infrastructure that will ensure an effective road layout for the Municipality.

The Draft Roads Master Plan (RMP) has been tabled at Council in April 2021, where the Draft Roads Master Plan (RMP) was accepted by Council and advertised for public comment. Comments were received from Friends of Stellenbosch Mountain (FSM), Stellenbosch Ratepayers Association (SRA), Stellenbosch Interest Group (SIG) and the University of Stellenbosch (US).

Two interest groups in Stellenbosch expressed their concern for the Draft Roads Master Plan (RMP) in general, while others expressed concerns relating to listed projects. Amendments to the Draft Roads Master Plan (RMP) has been brought about to align with the public comments received.

The Directorate's view is that the analysis carried out through the compilation of the RMP ensures that it is suitable for its purpose, i.e. as an aid to planning processes, providing input in the Comprehensive Integrated Transport Plan (CITP).

5. RECOMMENDATIONS

(a) that Council note that the Roads Master Plan was published for public comment;

(b) that Council notes the comments received, and the Directorate's views; and

(c) that Council approves the 2022 Roads Master Plan.

6. DISCUSSION / CONTENTS

6.1 Background

Stellenbosch Municipality undertook the development of its first Roads Master Plan (RMP) in 2012 and the new Roads Master Plan (RMP) is a full review of the previous edition.

The compilation of the Roads Master Plan (RMP) necessitates the development of a Roads Simulation Model, that simulates existing and future scenarios. The municipality's road network, as well as the existing traffic data are incorporated into the model. Normal growth and proposed future developments are also incorporated into the model, projections in traffic were made to forecast (as accurately as possible) for future traffic scenarios.

The compilation of the Roads Master Plan (RMP) therefore comprises an assessment of the road network, developing a transport network model, collecting traffic data and taking into account the latest information from Spatial Development Framework (SDF), Housing Pipeline and Integrated Development Program (IDP) to ensure that the Roads Master Plan (RMP) reflects the latest municipal information. Results of the simulations are analysed and recommendations are made for infrastructure that will ensure an effective road layout for the Municipality.

The Draft Roads Master Plan (RMP) has been tabled at Council in April 2021, where the Draft Roads Master Plan (RMP) was accepted by Council and advertised for public comment.

6.2 Discussion

Comments were received from Friends of Stellenbosch Mountain (FSM), Stellenbosch Ratepayers Association (SRA), Stellenbosch Interest Group (SIG) and University of Stellenbosch (US). See **ANNEXURE B**.

Summary of Comments Received

Friends of Stellenbosch Mountain (FSM):

- The Roads Masters Plan (RMP) is an unnecessary document.
- Unbalance spending of planned Capital funding, 93% - 97% on roads and parking infrastructure.
- Roads Master Plan focused exclusively on private vehicles.
- Stated that the Comprehensive Integrated Transport Plan (CITP) and be integrated Transit Oriented Design and Travel Demand Management should lead road planning.
- Not in agreement with Traffic Modelling, request sensitivity studies relating to vehicle occupancies.
- Request that comments raised in October 2018 be incorporated into the current comments. Comments raised in 2018 relate largely to the RMP, its status is law and its alignment with the Municipality's Spatial Development Framework (SDF) and IDP.

Stellenbosch Ratepayers Association (SRA):

The Stellenbosch Ratepayers Association (SRA) suggests that the Roads Master Plan (RMP) is problematic because it plans for more and bigger roads for privately owned vehicles in term of:

- Procedure and good governance.
- Underlying principals.
- Non alignment with relevant other plans and policies.

- Content.

Stellenbosch Interest Group (SIG):

- Proposes that council notes its contents and approves some of its recommendations.
- The Stellenbosch Interest Group (SIG) provided further detail on proposals that is supported and proposals are not supported.
- Proposes that the report should not be given legal status as the future is too difficult to predict, and that the public be an equal partner in the planning of any proposed new road.
- The Stellenbosch Interest Group (SIG) proposes more public participation.
- The Stellenbosch Interest Group (SIG) suggests that the Roads Masters Plan (RMP) is not integrated with the Municipality's Spatial Development Framework (SDF).

University of Stellenbosch (US):

- Concerns raised Eastern Link Road at its proposed intersection on Suidwal Street and the extension of Van Rheede Road and how it would impact the University, it was however also noted that these were not a current priority for the Municipality.

The Directorate is aware of the limited scope of the master plans and specifically the Roads Master Plans (RMP), the inputs used to carry out the analysis, and the proposals contained therein ect. These limitations are taken into account when proposals from the Roads Master Plan (RMP)are incorporated into the Comprehensive Integrated Transport Planning (CITP). For example the Roads Masters Plan (RMP) does not undertake Public Transport Studies, these studies are undertaken separately and also incorporated into the Comprehensive Integrated Transport Plan (CITP).

Amendments had been brought about to align it with public comments received. It is noted that further information on projects listed in the Roads Master Plan (RMP) and subsequently the Comprehensive Integrated Transport Plan (CITP), will only become available once preliminary approvals are obtained and more detailed assessments carried-out. Projects commence only once public participation processes are concluded, funding sources are confirmed and all relevant approvals are obtained. In addition projects such as the full scheme of the Western Bypass, although not a priority, will require the proclamation of the routes and road reserve and the associated expropriation of land by the Provincial Government Western Cape.

The Directorate's view is that the analysis carried out through the compilation of the Roads Master Plan (RMP) ensures that it is suitable for its purpose, i.e. as an aid to planning processes, providing input in the Comprehensive Integrated Transport Plan (CITP). The Directorate has however reviewed and assess the comments received (where applicable) and brought about amendments to increase clarity.

6.3. Financial Implications

Detailed cost estimates are carried out once projects are 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

A resource requirement assessment will be carried out once a proposal is identified for implementation. This assessment would determine, for example, whether internal capacity is sufficient or whether external resources will be needed. Proposals listed in the Comprehensive Integrated Transport Plan (CITP) 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. 9
- The Provincial Government Western Cape (PGWC), (Roads and Transport Department) in collaboration with the Municipality.

6.6 Previous / Relevant Council Resolutions:

42ND COUNCIL MEETING: 2021-04-28: ITEM 11.5.3

RESOLVED (nem con)

(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.

6.7 Risk Implications

The Roads Master Plan (RMP) proposes new routes which, in most cases, are supported by interested and affected parties, due to its merits and the benefits 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 any listed proposals.

ANNEXURE A: 2022 ROADS MASTER PLAN
ANNEXURE B: COMMENTS RECEIVED

FOR FURTHER DETAILS CONTACT:

Name	**Shane Chandaka**
Position	***Director***
Directorate	***Infrastructure Services***
Contact Numbers	***021 808 8213***
E-mail Address	***Shane.Chandaka@stellenbosch.gov.za***
Report Date	***9 November 2022***

ANNEXURE A

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

STELLENBOSCH MUNICIPALITY

STELLENBOSCH MUNICIPALITY ROADS MASTER PLAN

2022 UPDATE

01 OCTOBER 2022 ORIGINAL



STELLENBOSCH MUNICIPALITY ROADS MASTER PLAN

2022 UPDATE

STELLENBOSCH MUNICIPALITY

REPORT (FINAL)
ORIGINAL

PROJECT NO.: 24310
DATE: OCTOBER 2022

WSP
THE PAVILION, 1ST FLOOR
CNR PORTSWOOD AND BEACH ROAD, WATERFRONT
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SOUTH AFRICA

T: T +27 21 481 8700
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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 2022 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. Any remaining issues will need to be assessed in the next review of the CITP.

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 2022 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 2022 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 2022 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 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.

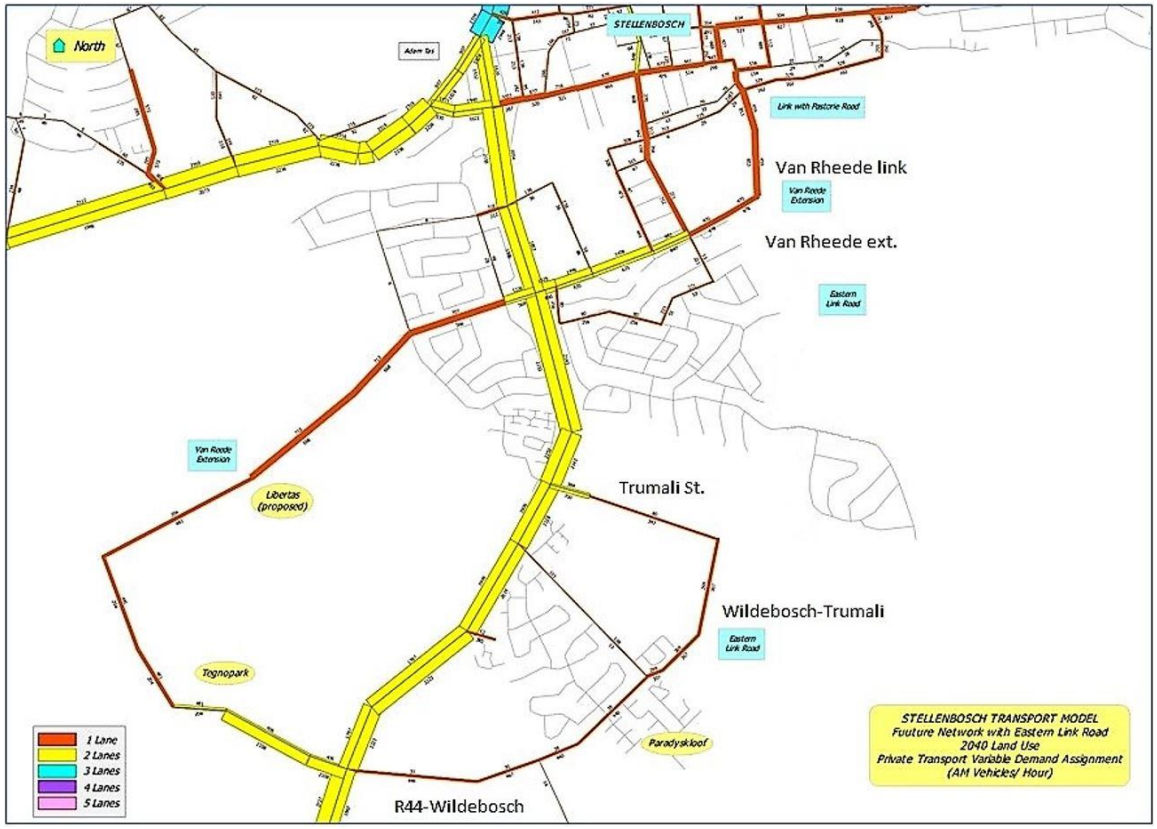
It should be noted that instead of providing additional traffic lanes, capacity could also be increased by changes to the road classification. For example, a vehicular lane along a mobility route can generally carry

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. The road was first proclaimed by the Provincial Government in 1968, however, portions along the initial alignment have since been impacted upon. Near the Central Business District (CBD) developments that were previously approved and implemented (Boland College) are located on the alignment of the Eastern Link Road. In addition, the environmentally sensitive area between Trumali Road proclaimed and Van Rheede Road is also a concern. Thus, these portions of the proclaimed path will be omitted, pending further analysis of the feasibility of the entire proclaimed alignment. Therefore, only the following portions are proposed for further assessment in this plan:

- Wilderbosch Extension North to Trumali as the first priority.
- Wilderbosch Extension South to Technopark as the second priority.



R44/WILDEBOSCH TO TRUMALI EXTENSION

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. To implement the Western Bypass, expropriation and proclamation of the Road Reserve by the Provincial Government is required, as well as extensive public participation, funding requirements and relevant approval processes. The reduced bypass proposal as listed hereunder is considered feasible for implementation in the short term.

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. This will however require expropriation and proclamation of the Road Reserve by the Provincial Government, extensive public participation, funding requirements and approval processes will also be required.
— 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), this option is more feasible for implementation during the short term.

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 or reduced 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 reduced bypass proposal 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 implementation.

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 Cloetesville, 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 ANAYLSIS

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 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. 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 Klapmuts, 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. Prioritisation of the projects was not undertaken for the 2022 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 Stellenbosch SDF, 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 2022 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 2022 RMP update was moderated and limited to the following important areas :
    - General capacity improvements
    - Stellenbosch CBD
    - R44 north and south of Stellenbosch CBD
    - Wilderbosch extension north to Trumali
    - Wilderbosch extension south to Technopark

- Technopark access
- 2040 Densification analysis
- CDB to van Rheede including the 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.

- Wilderbosch extension to Trumali Road and the Wilderbosch extension to (R44) Technopark.
- 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.

— 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 adopt the RMP, as a planning document. 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.
— The planning of the reduced western bypass and/or a combination of substantial upgrading of the R44 must commence in conjunction with the PWCG.
— 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 at 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

A EMME MODELLING RESULTS

A-1 2018 Modelling Outputs

A-2 2040 Modelling Outputs

B 2022 RMP PROJECTS

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.

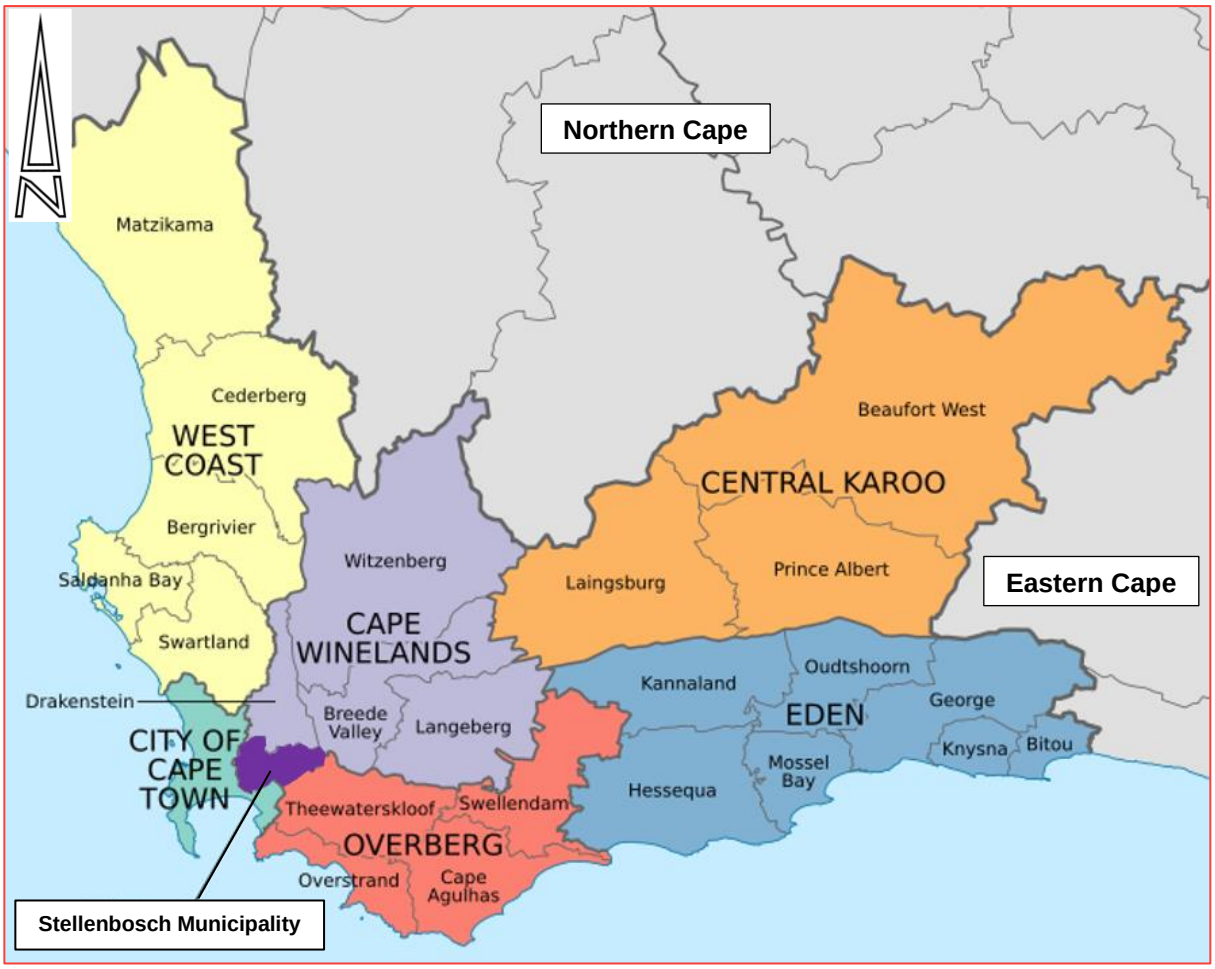


Figure 1-1: Stellenbosch Municipality location within the Western Cape Province

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 Que 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 2022 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 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.

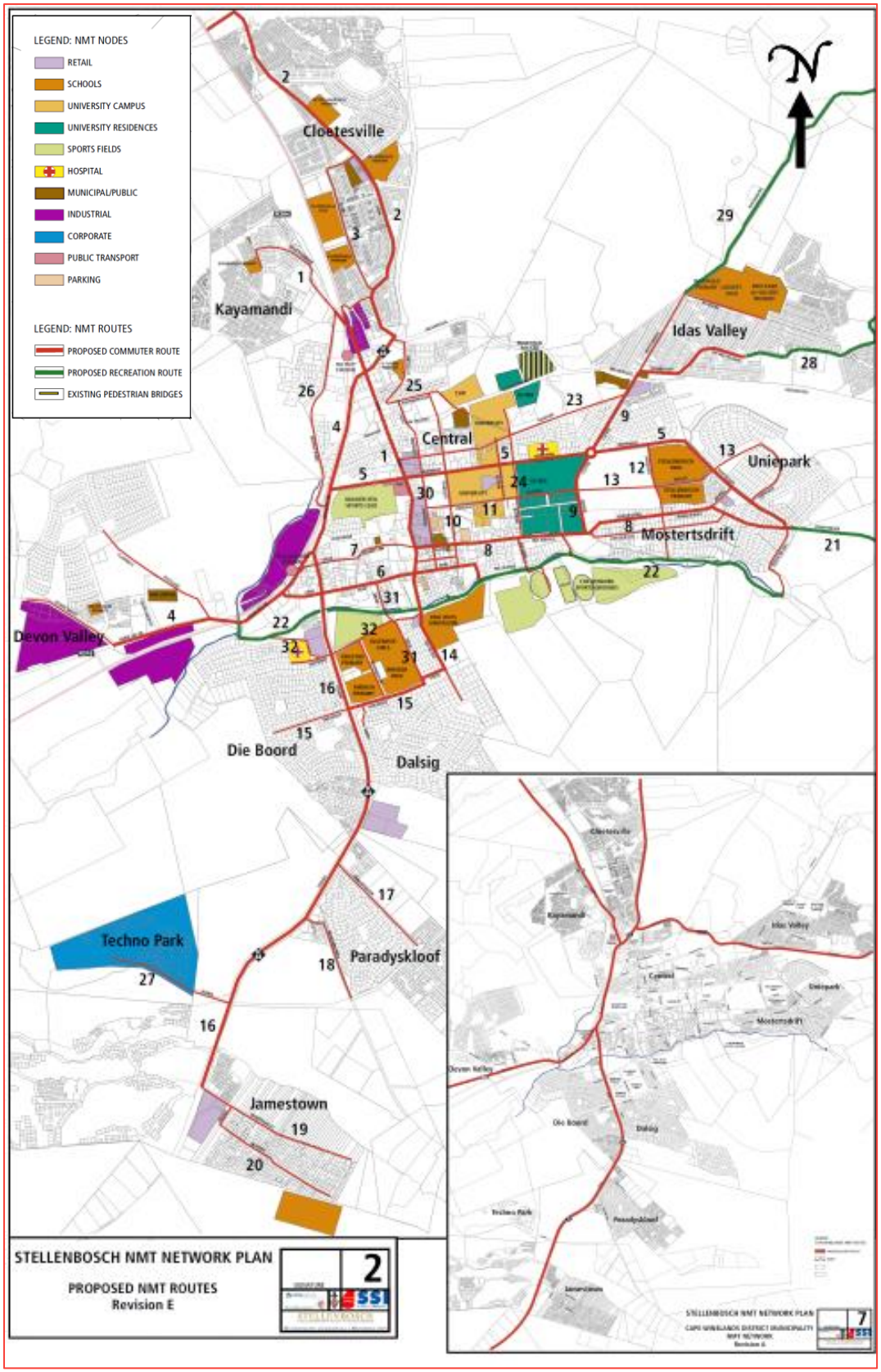


Figure 2-1: Stellenbosch and Cape Winelands District NMT Network Plan

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, Vlottenburg, 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.

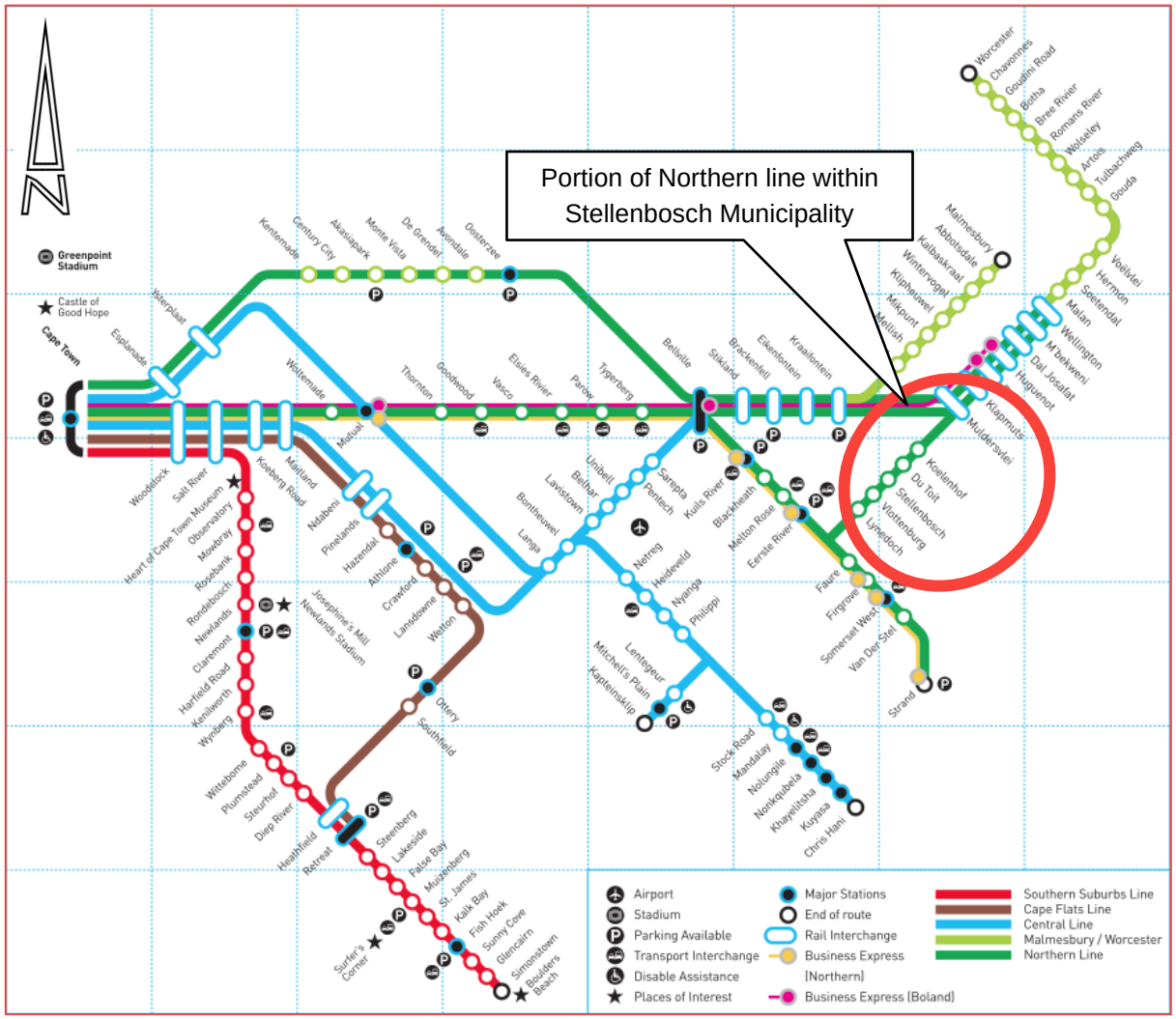


Figure 2-2: Cape Town Metro rail network

Source: Metrorail

3 EXISTING ROAD NETWORK

3.1 GENERAL

Stellenbosch Municipality covers an area of approximately 831 km^2 (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.

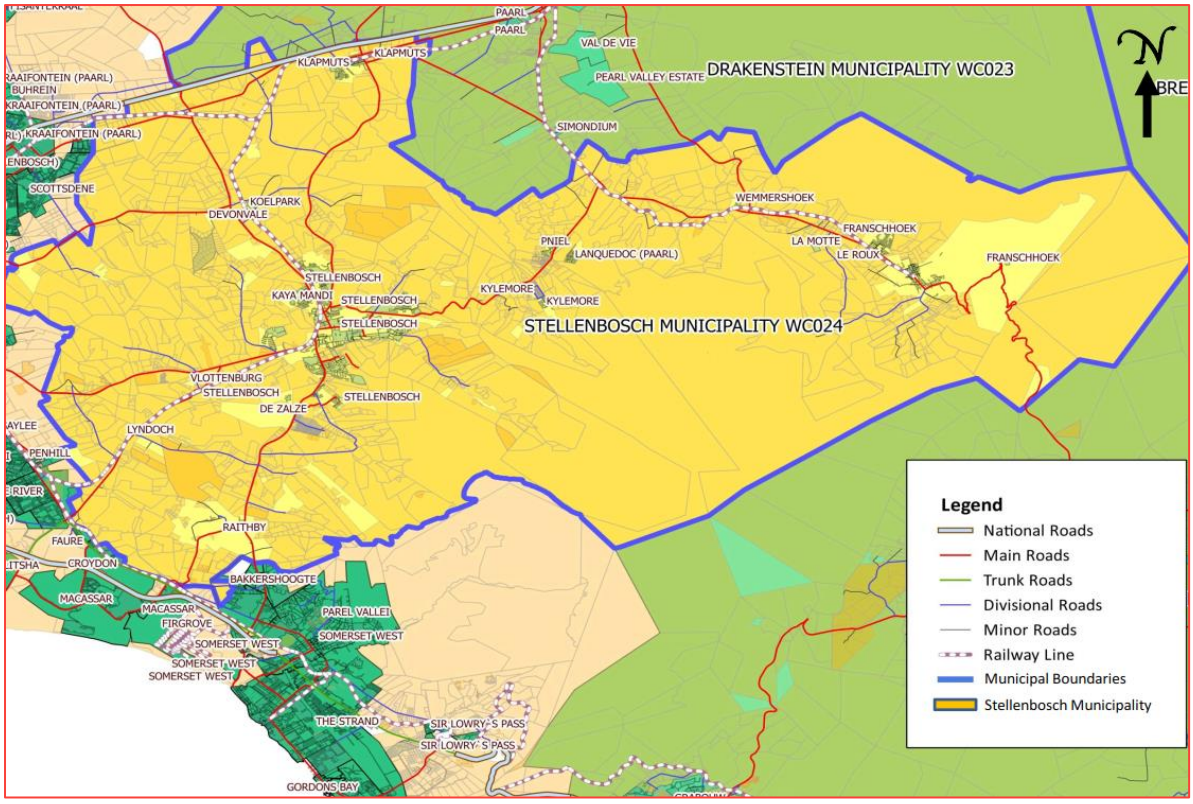


Figure 3-1: Stellenbosch Municipality National and Provincial Proclaimed road network

Source: Stellenbosch Municipality

The 2019 SDF estimated the population of SM at 176 500 people. It is 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 EMME 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.

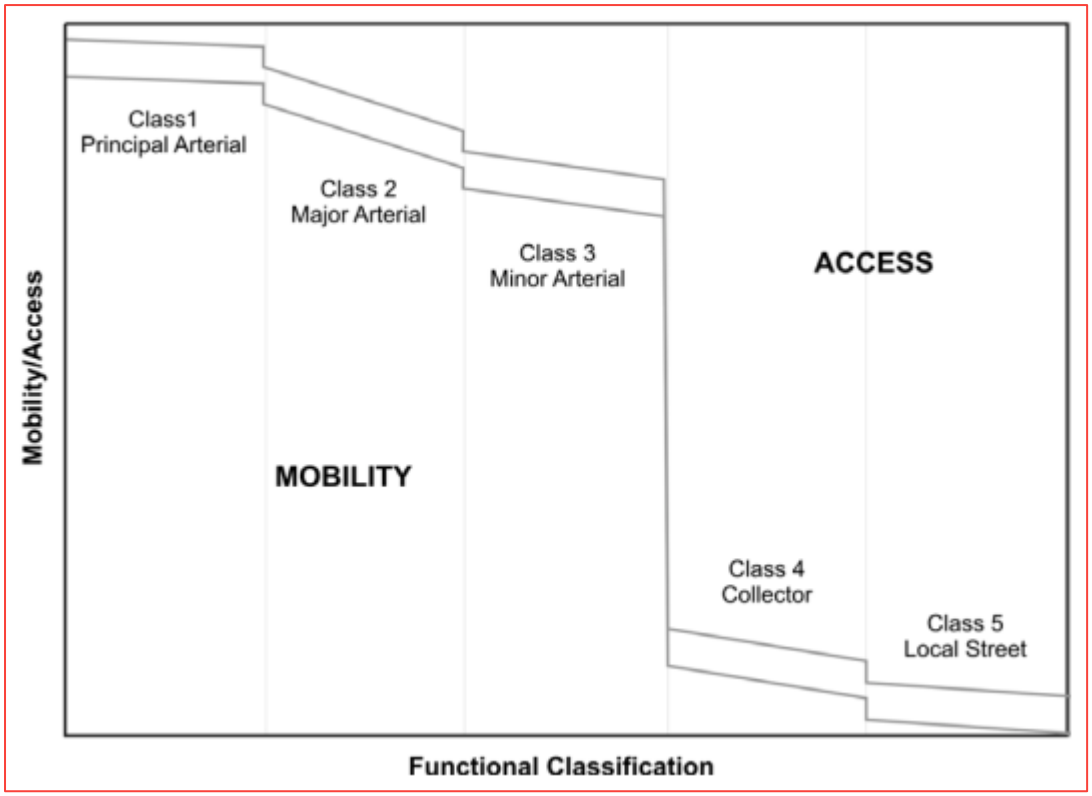


Figure 3-3: Mobility and Access functional classification

Source: TRH26

The following road categories were used in the 2012 RMP, and has been retained for the 2022 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 occurs. Rat-running along these routes may then require traffic calming measures, which is expensive to retrofit and could leads 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

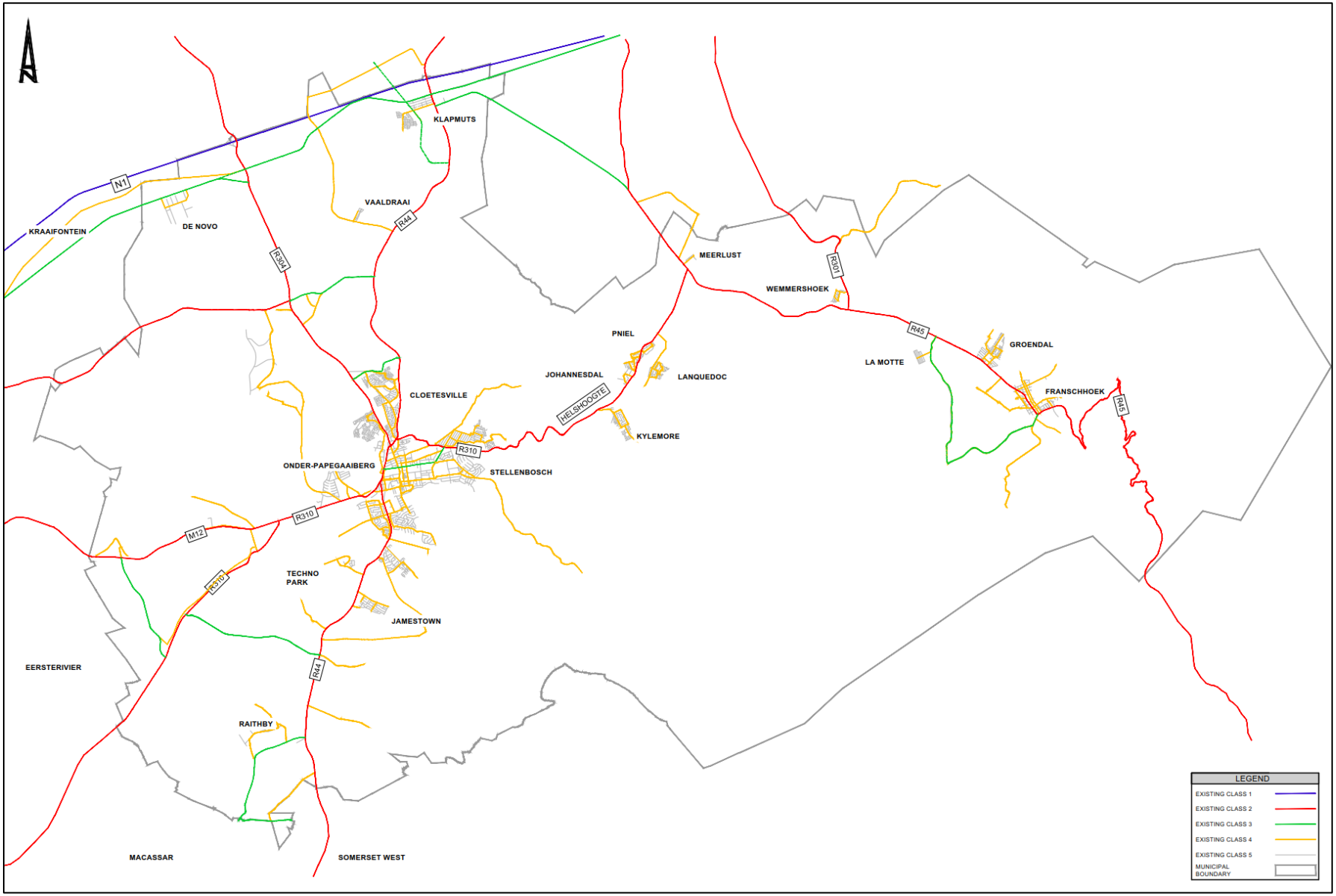


Figure 3-4: Stellenbosch Municipality Road Network Hierarchy

4 MODELLING OF THE STELLENBOSCH ROAD NETWORK

4.1 INTRODUCTION

The 2022 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 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 4-1show 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 (m^2 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 4-1shows 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.

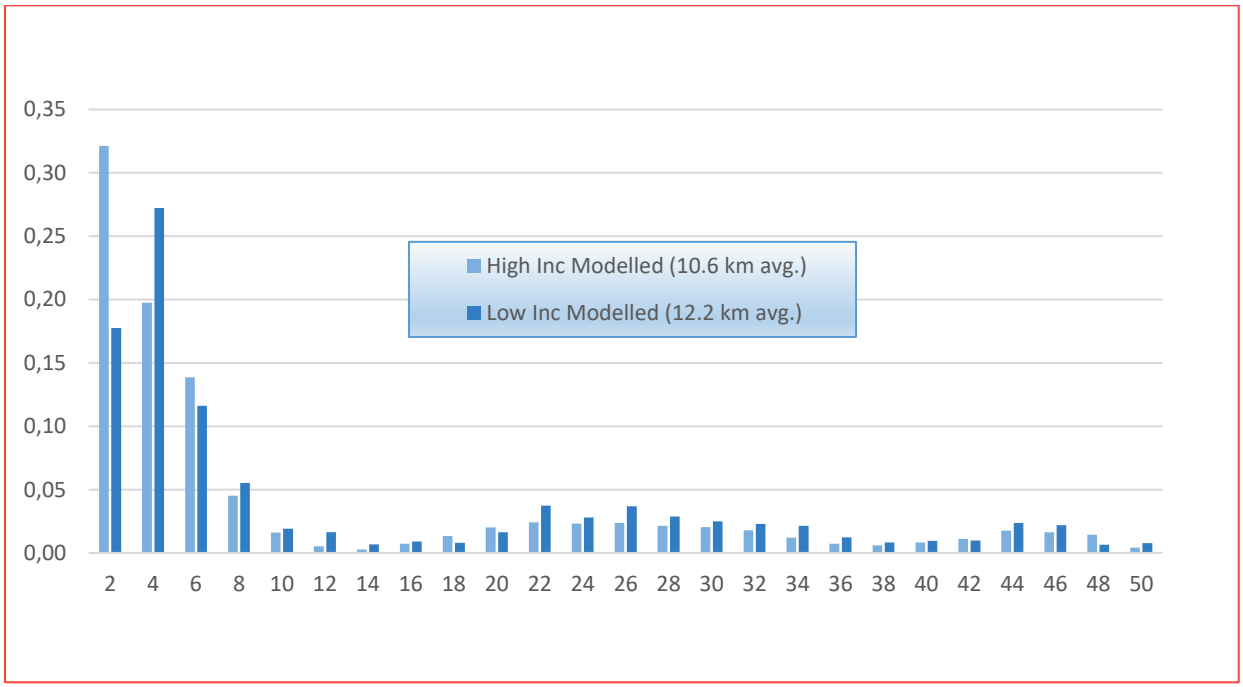


Figure 4-1: Trip length frequencies for Stellenbosch residents

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.

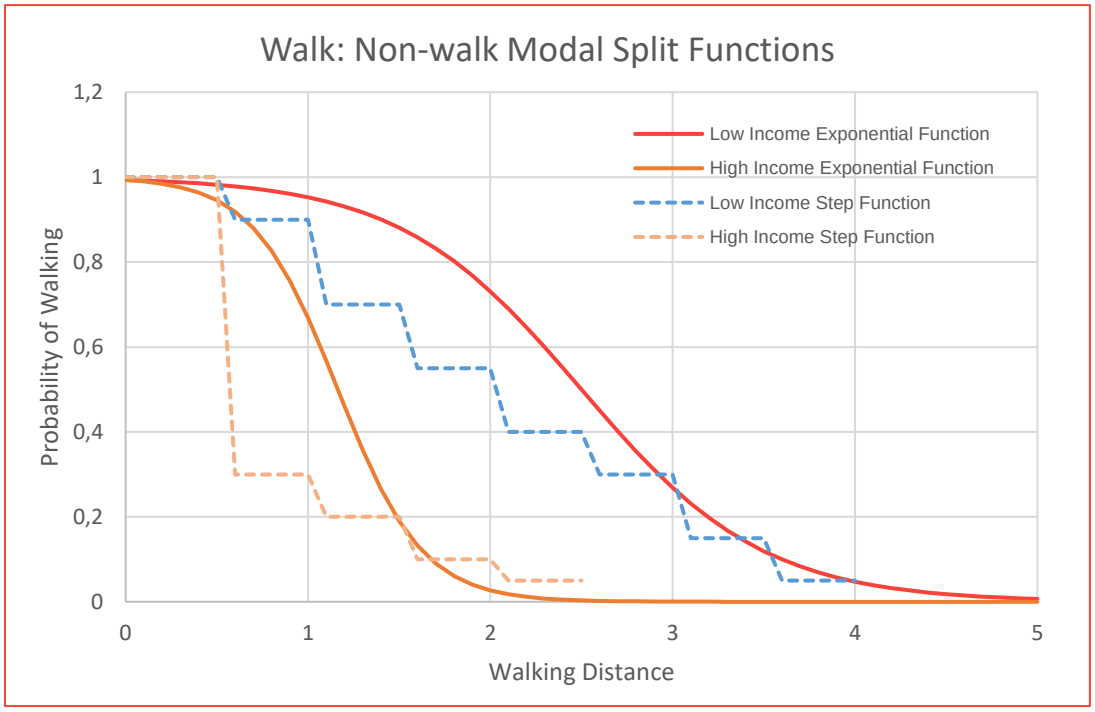


Figure 4-2: Walk: Non-walk Modal Split Functions

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.

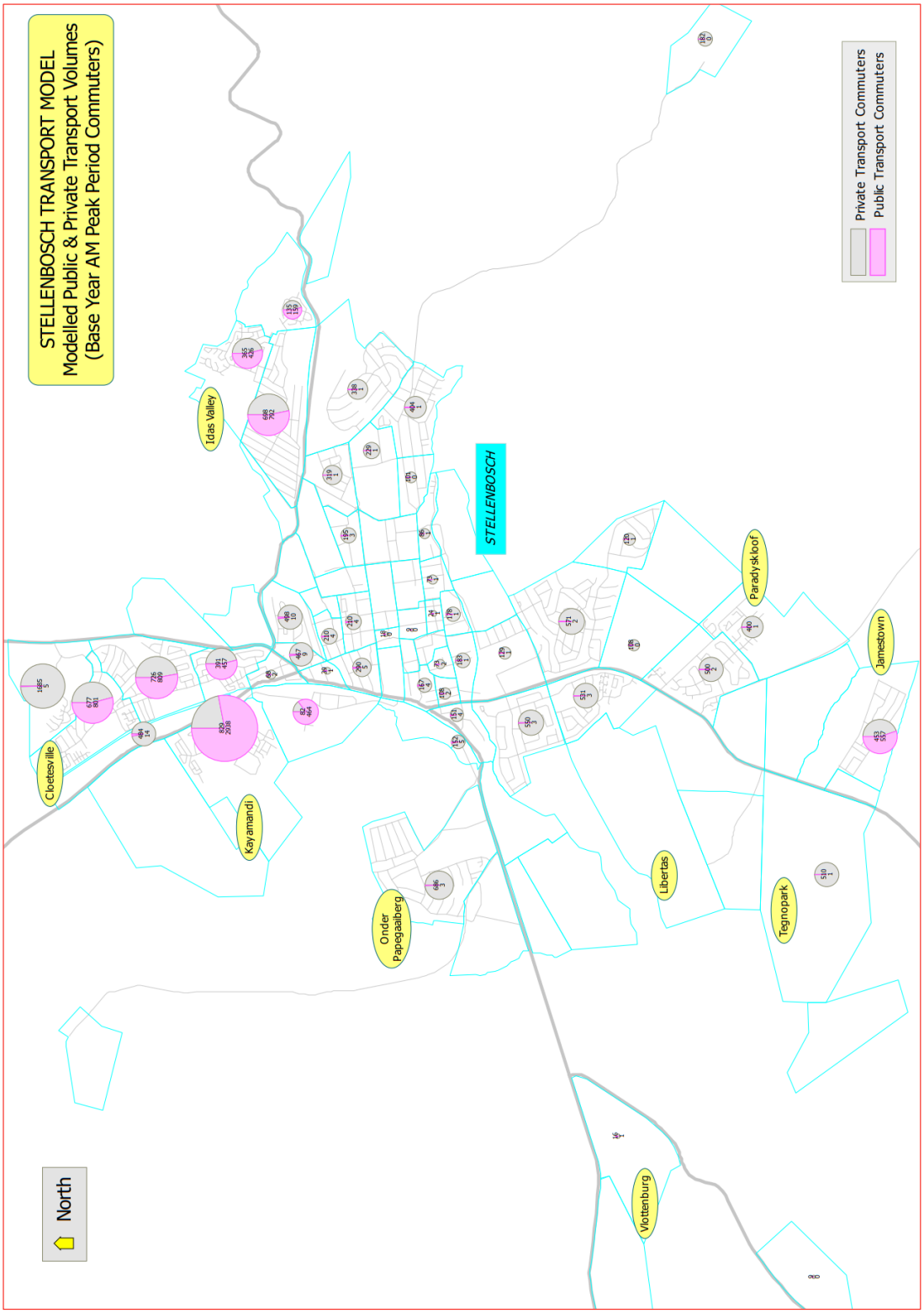


Figure 4-3: Public/ Private Modal Shares in the Stellenbosch Town Area (2018)

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 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.

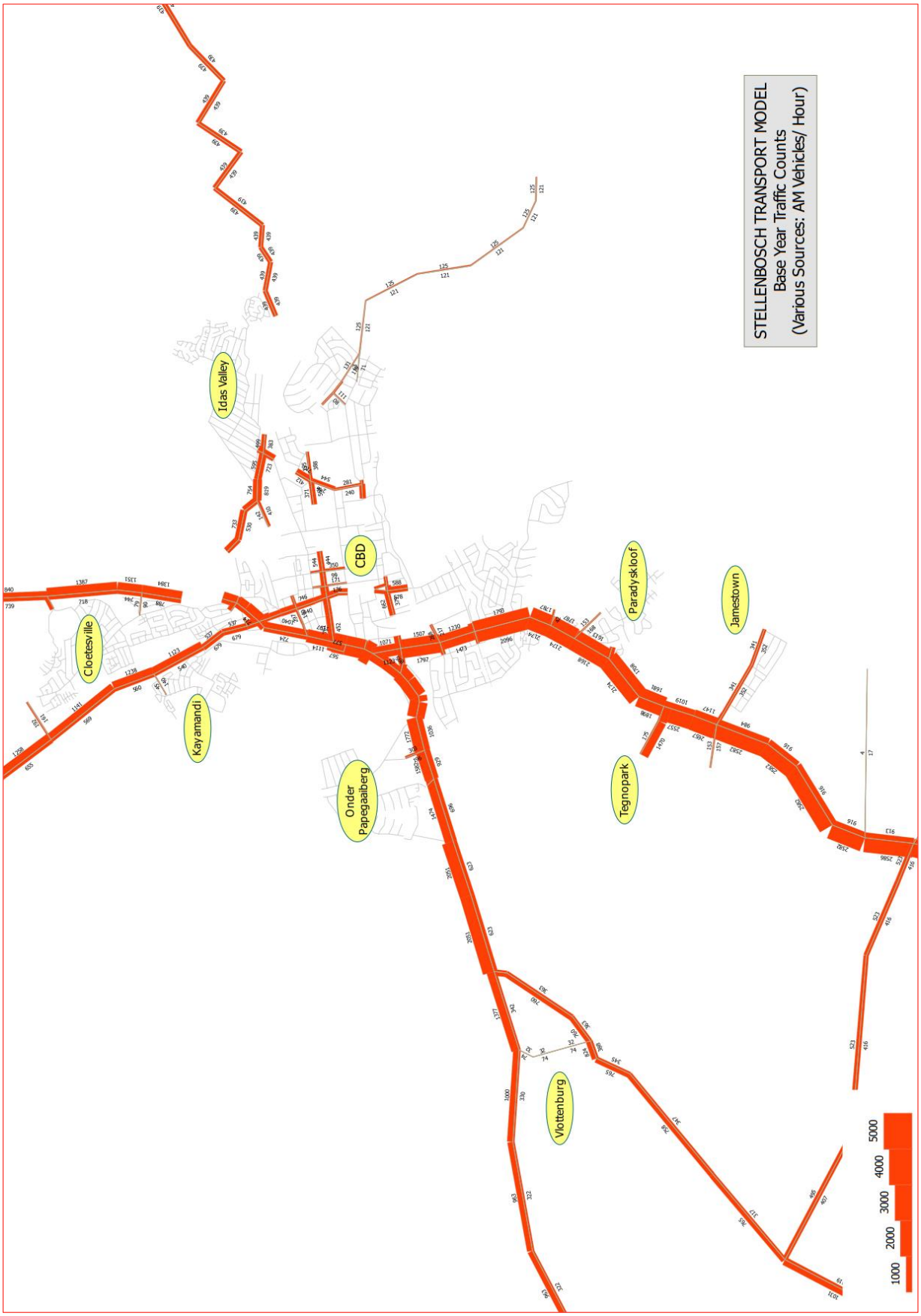


Figure 4-4: 2018 Weekday AM *peak hour* traffic volumes (various survey sources)

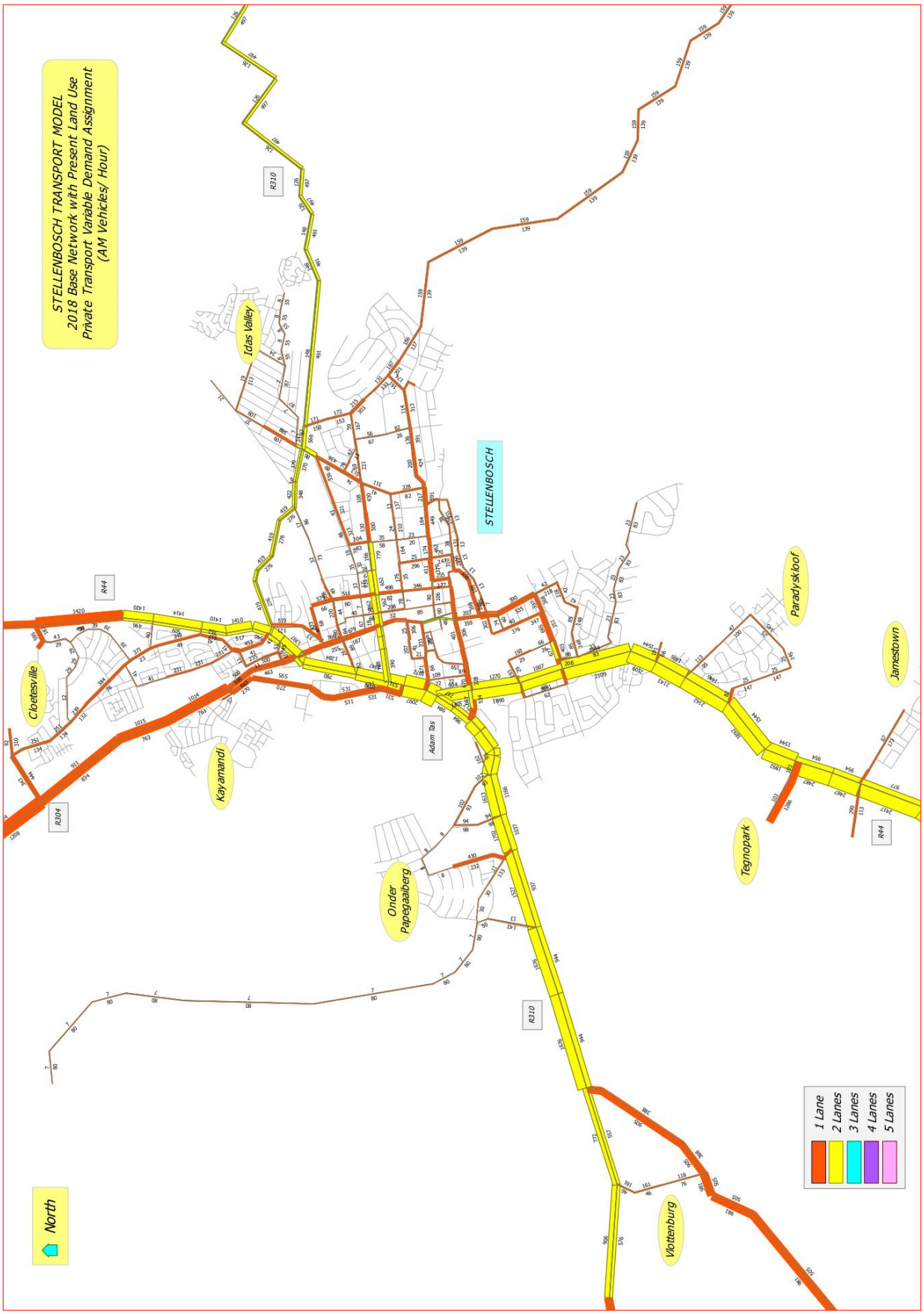


Figure 4-5: 2018 Weekday AM *peak hour* traffic volumes – modelled

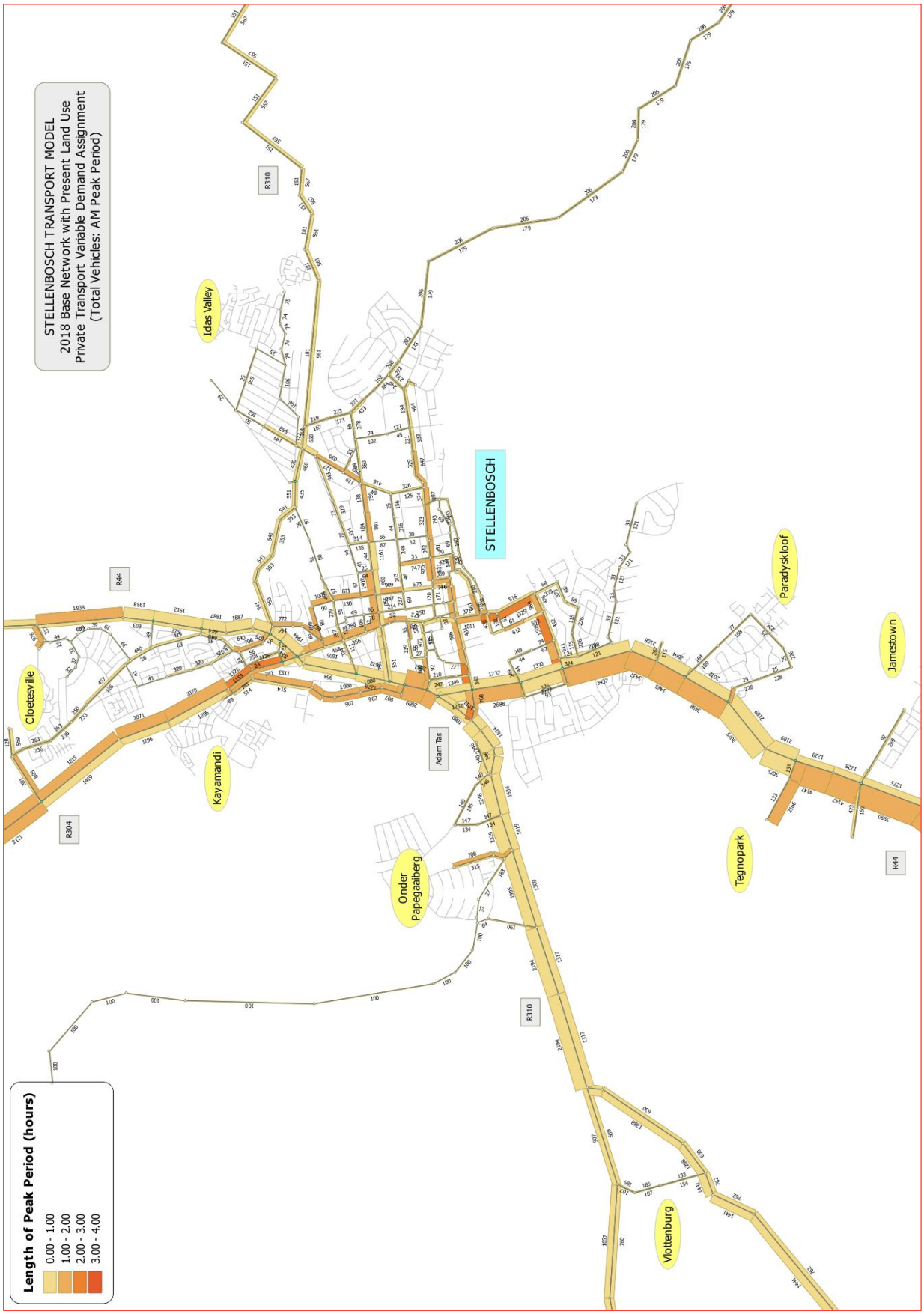


Figure 4-6: 2018 Weekday AM *peak period* traffic volumes - modelled

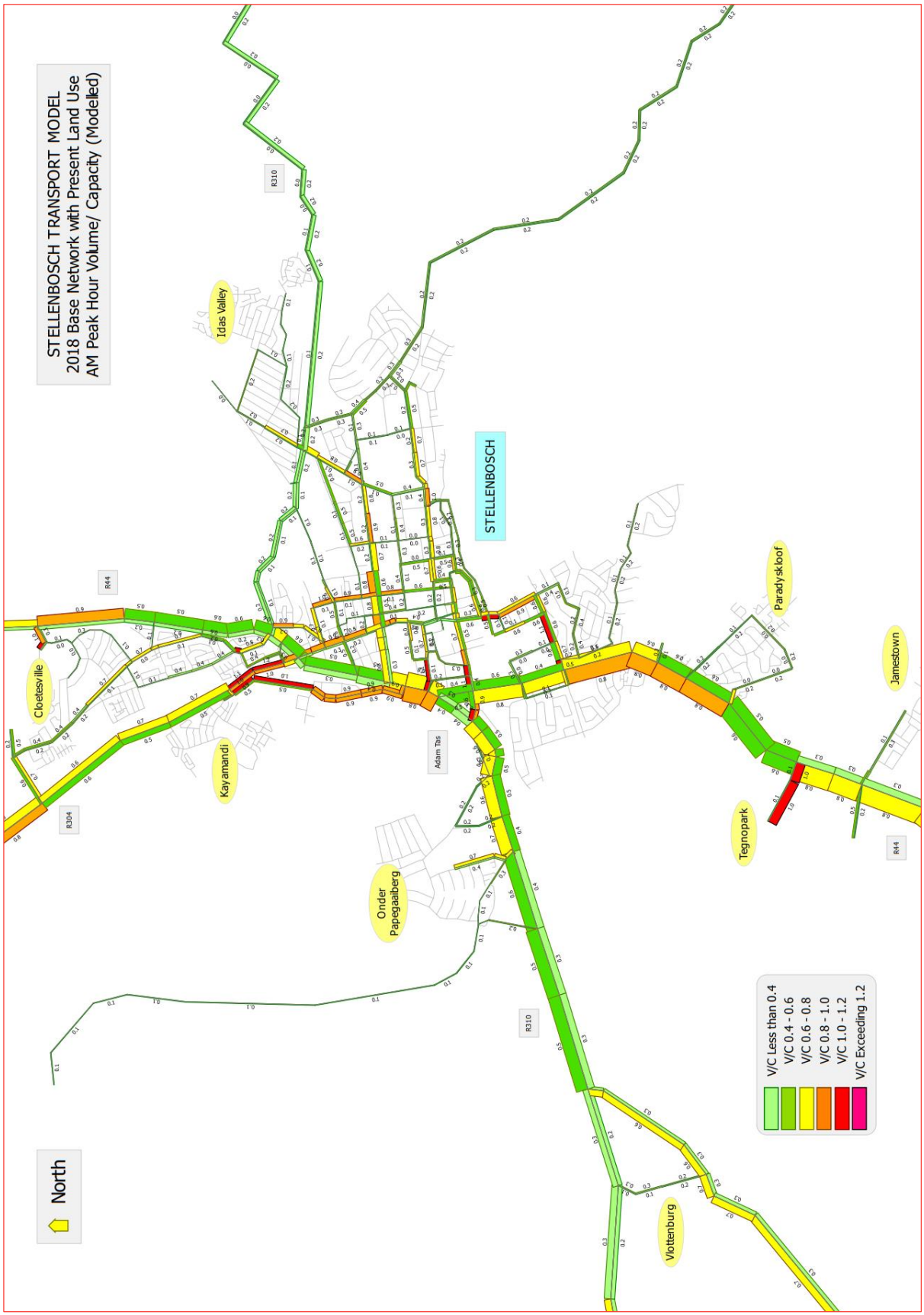


Figure 4-7: 2018 Weekday AM *peak hour* volume/capacity analysis - modelled

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 SDF proposed future land uses for all urban settlements within the SMA. 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.

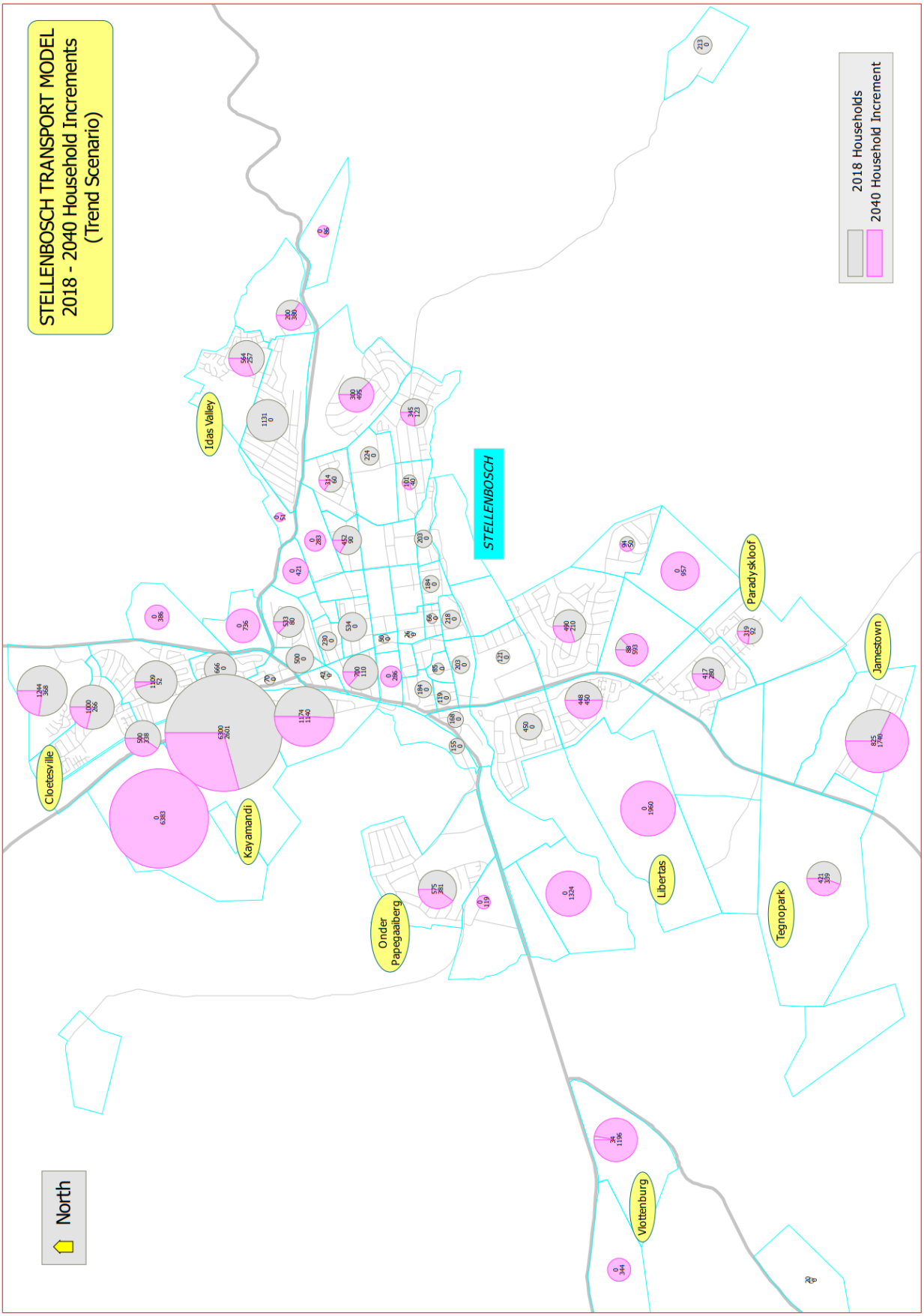


Figure 5-1: Potential residential growth areas (Trend Scenario)

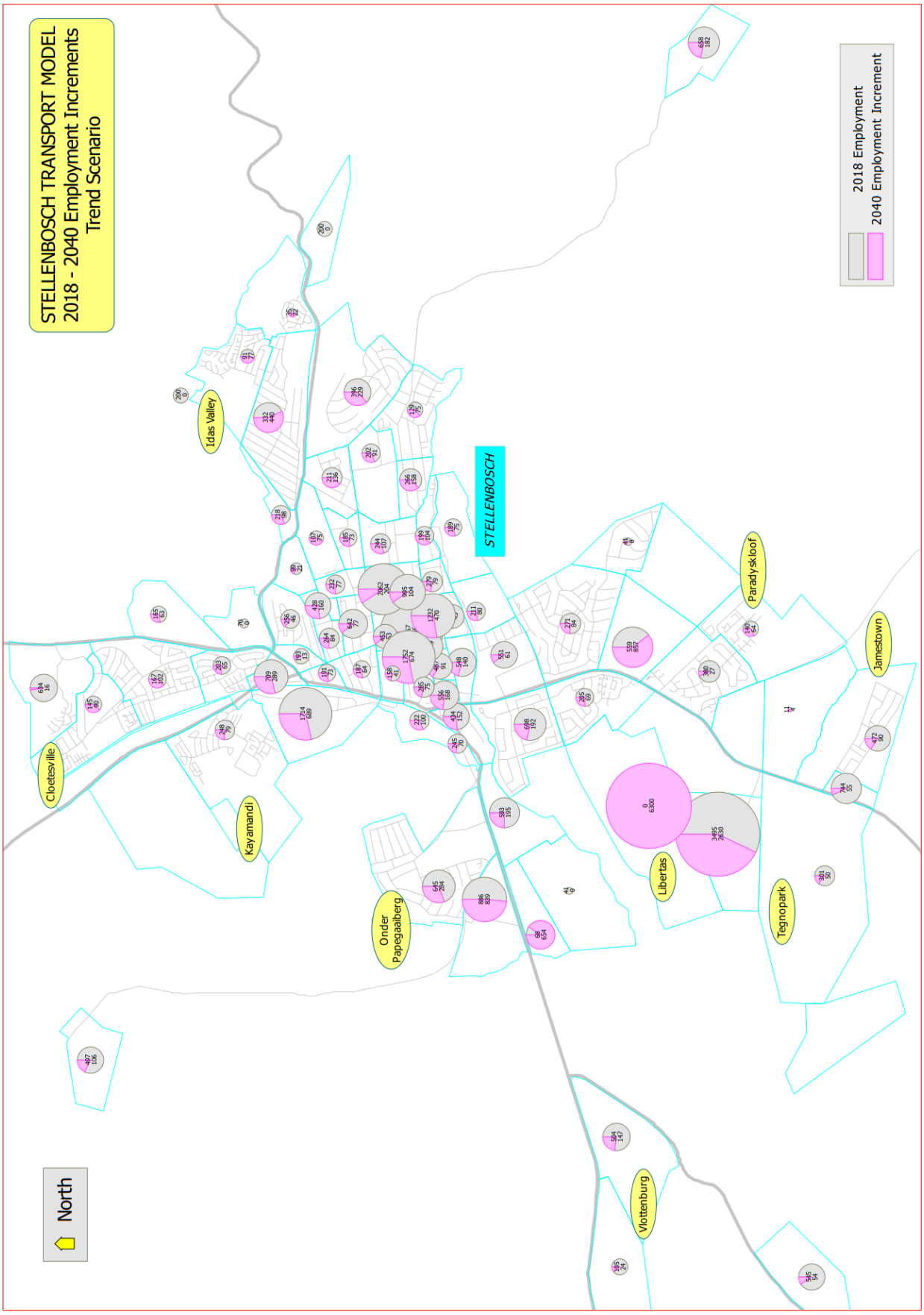


Figure 5-2: Potential employment opportunities growth areas

5.2 ZONING SCHEME

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.

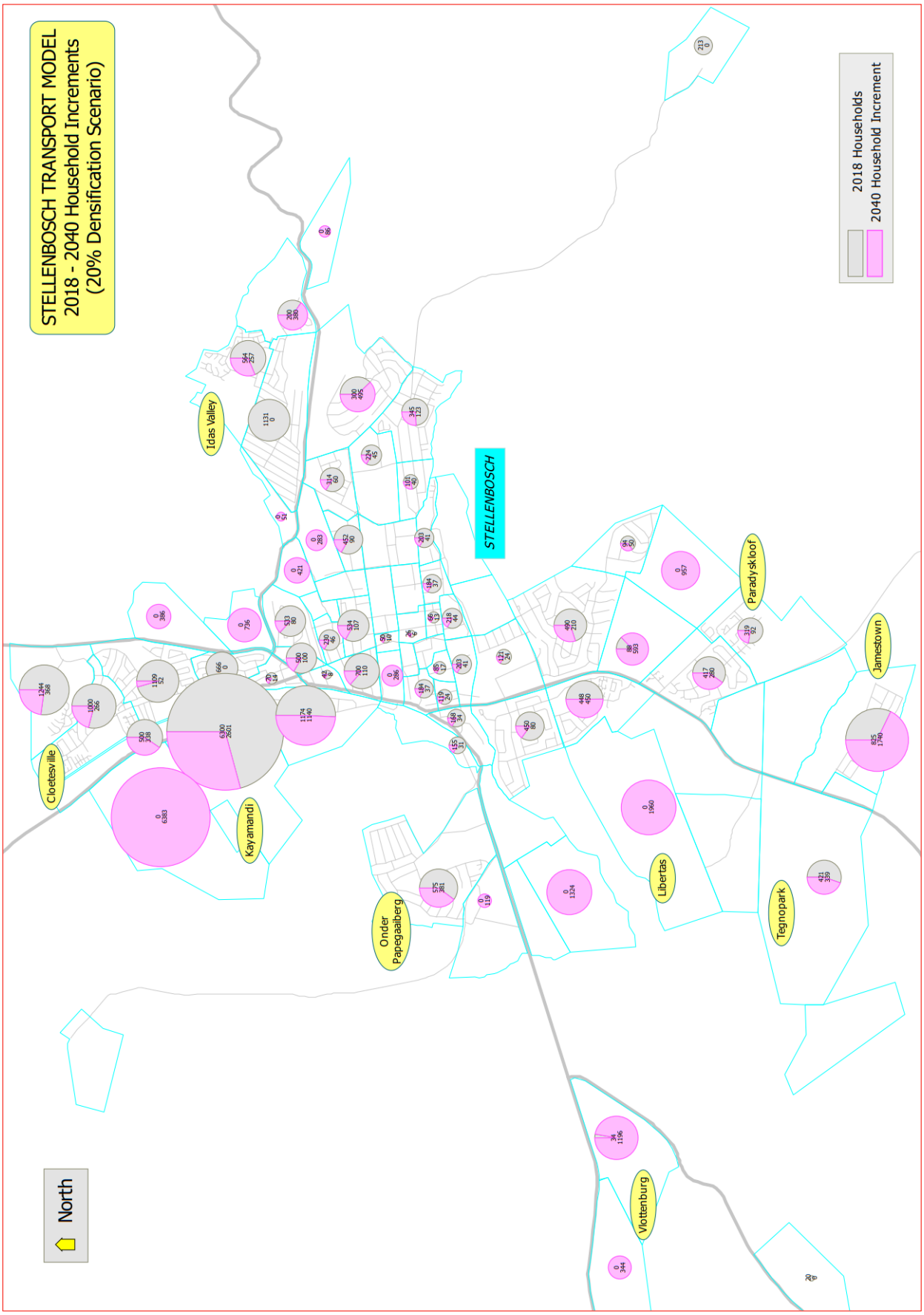


Figure 5-3: Potential residential growth (2040 Densification Scenario)

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
- 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

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.

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.

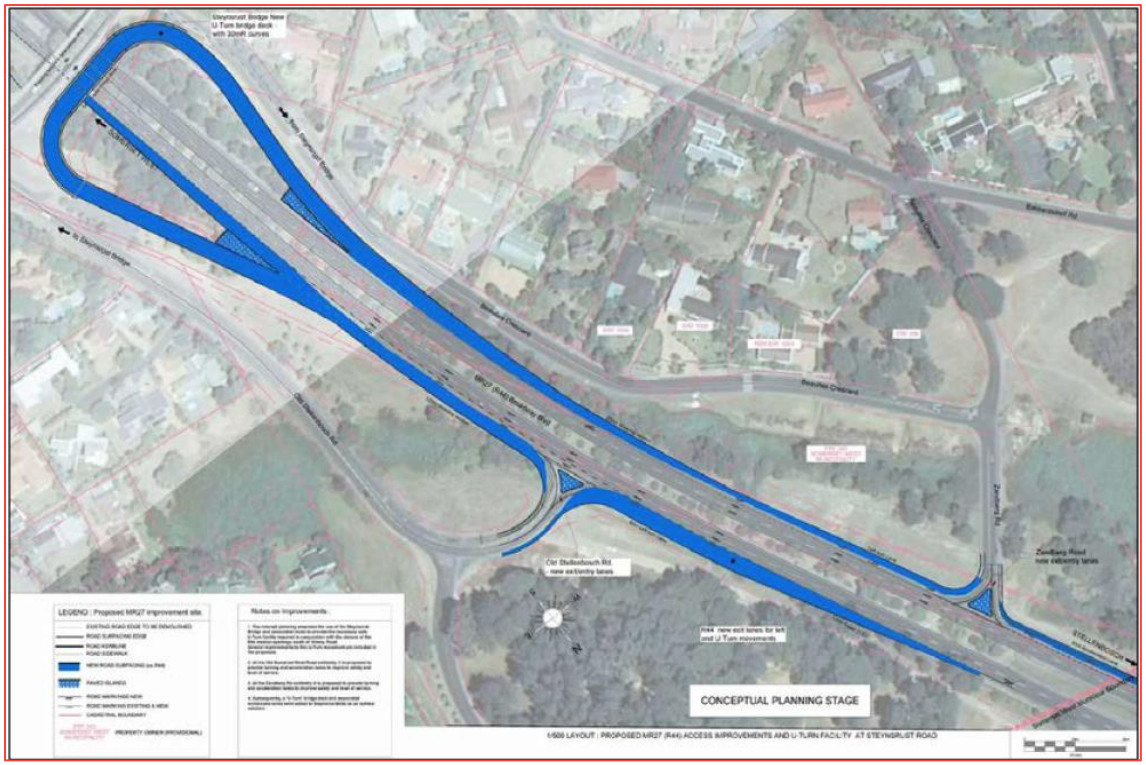


Figure 6-1: R44/Steynsrust interchange upgrade (Somerset West)

Source: Kantey & Templer



Figure 6-2: Bredell Road/Klein Helderberg Road adjustments

Source: Kantey & Templer

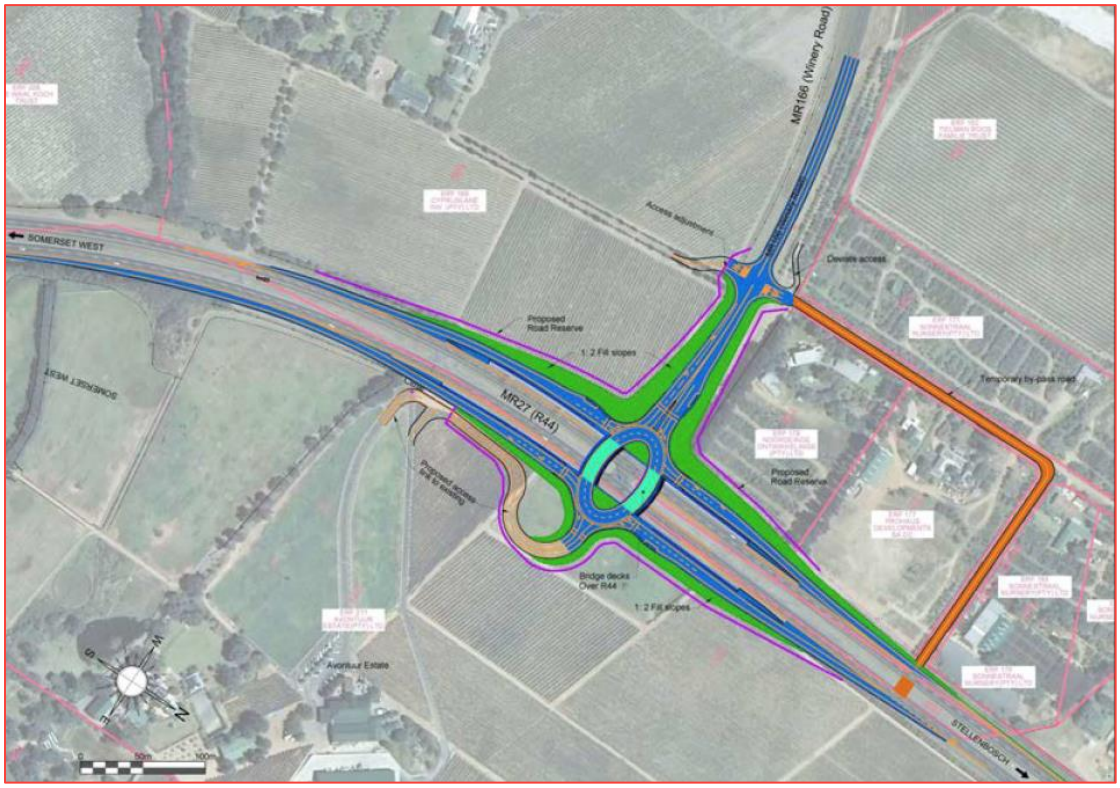


Figure 6-3: R44/Winery Road grade-separated roundabout with fill slopes

Source: Kantey & Templer

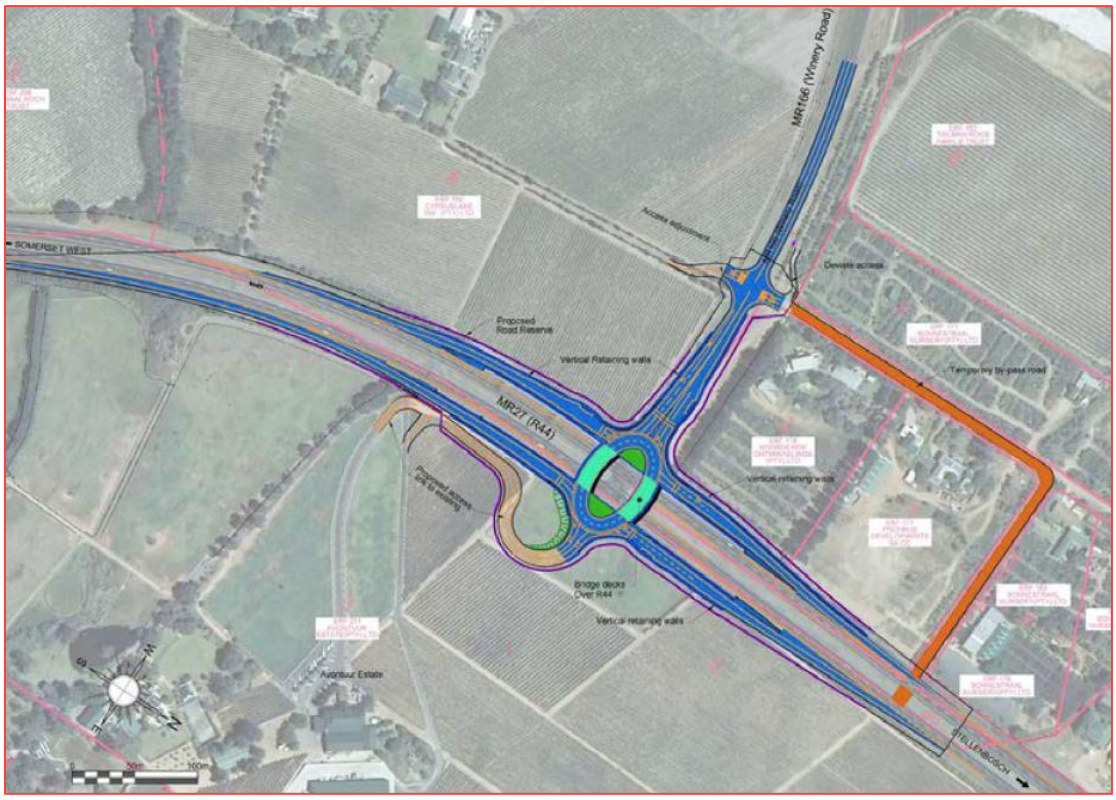


Figure 6-4: R44/Winery Road grade-separated roundabout with vertical retaining walls

Source: Kantey & Templer

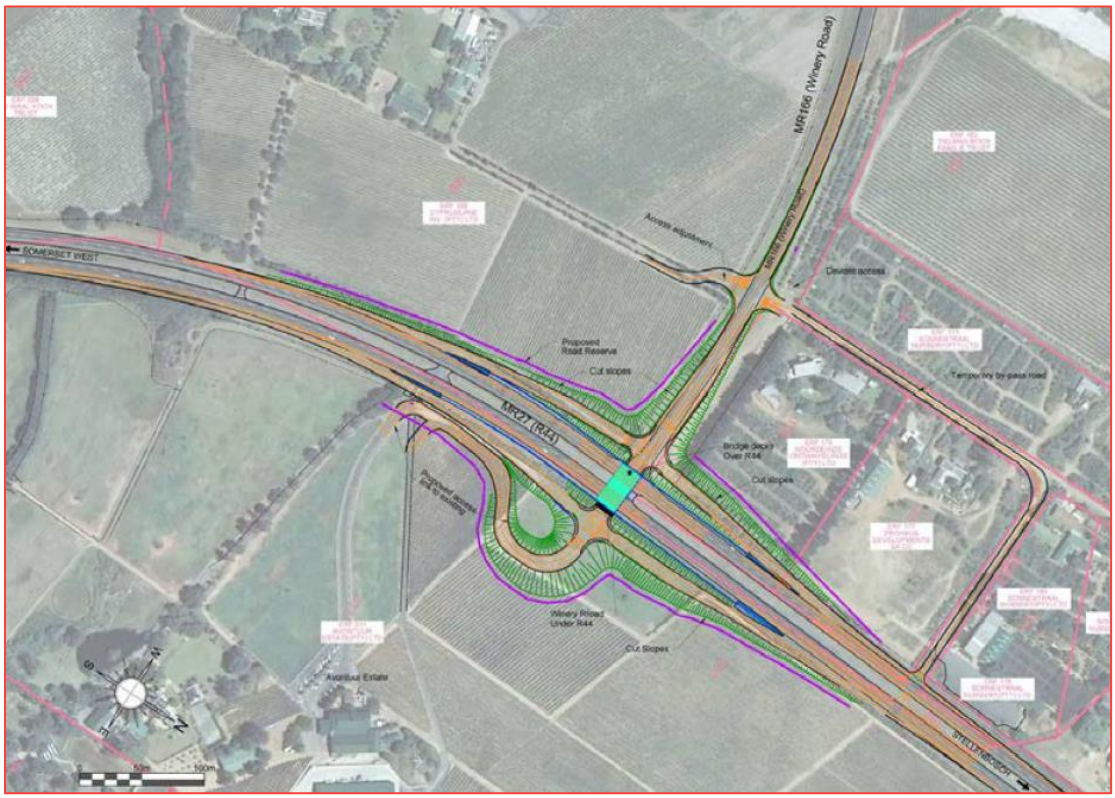


Figure 6-5: R44/Winery Road below-ground diamond interchange

Source: Kantey & Templer

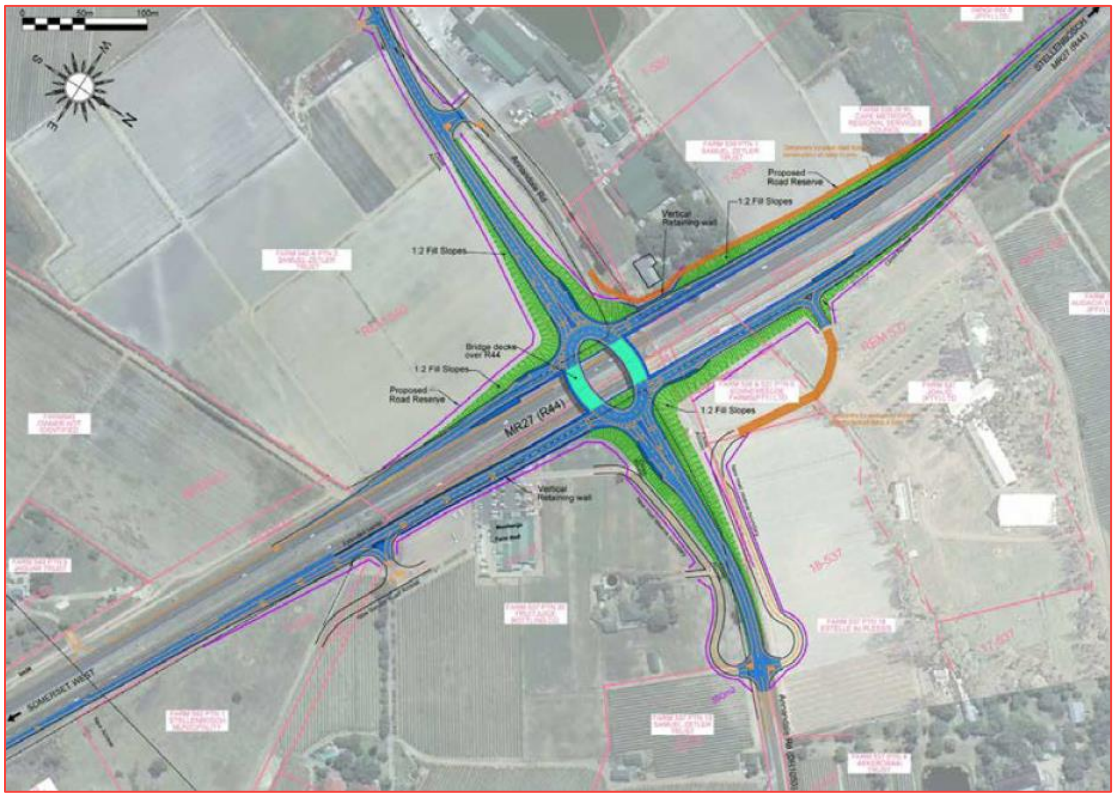


Figure 6-6: R44/Annandale Road grade-separated roundabout with ramp embankments

Source: Kantey & Templer

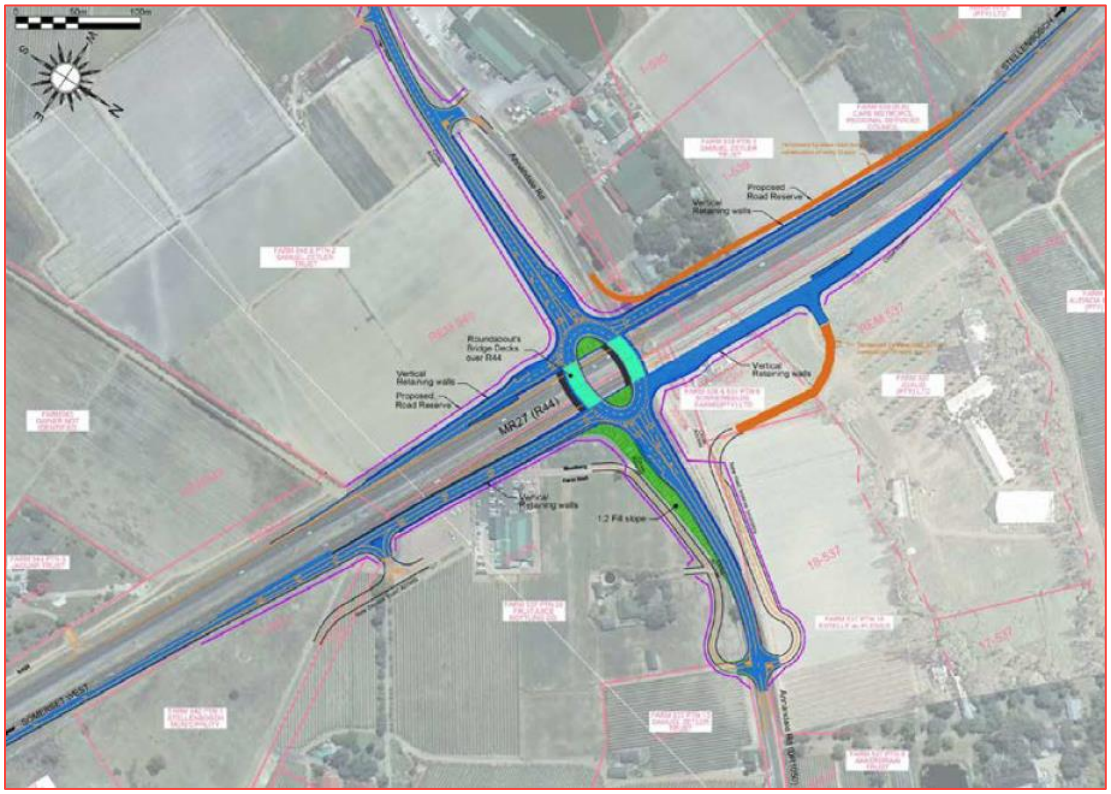


Figure 6-7: R44/Annandale Road grade-separated roundabout with vertical retaining walls

Source: Kantey & Templer

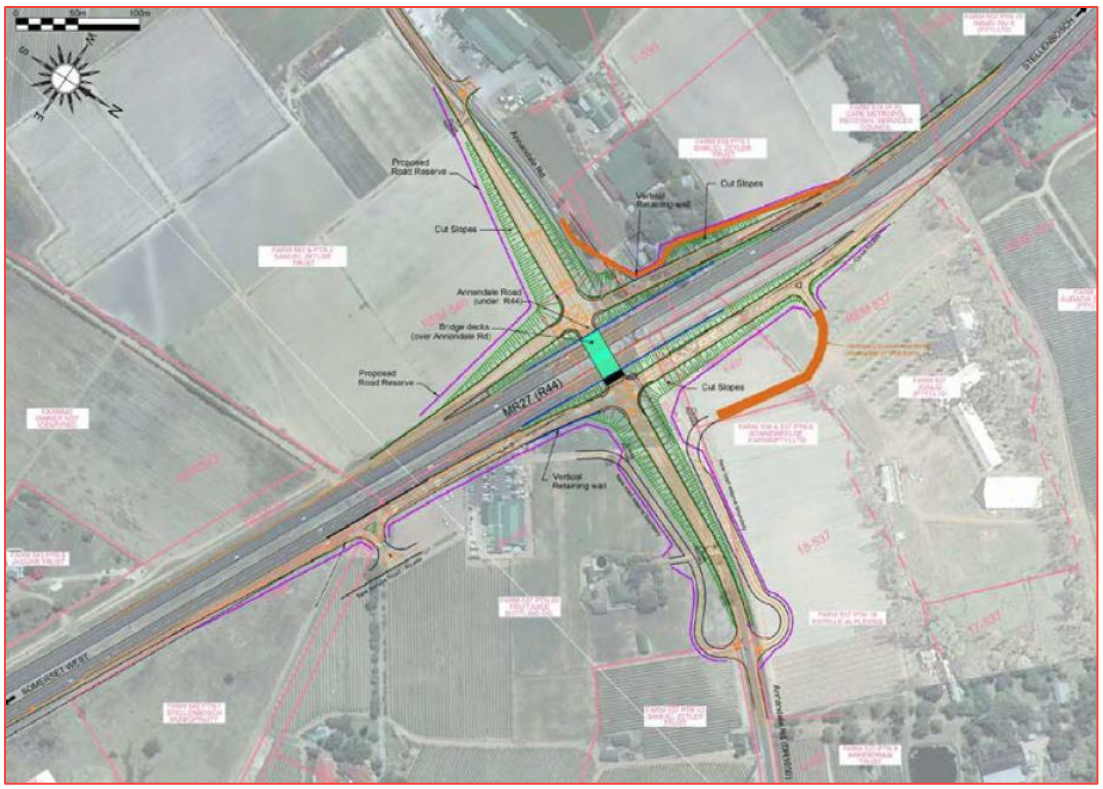


Figure 6-8: R44/Annandale Road below-ground diamond interchange

Source: Kantey & Templer



Figure 6-9: R44/Jamestown grade-separated U-turn facility

Source: Kantey & Templer

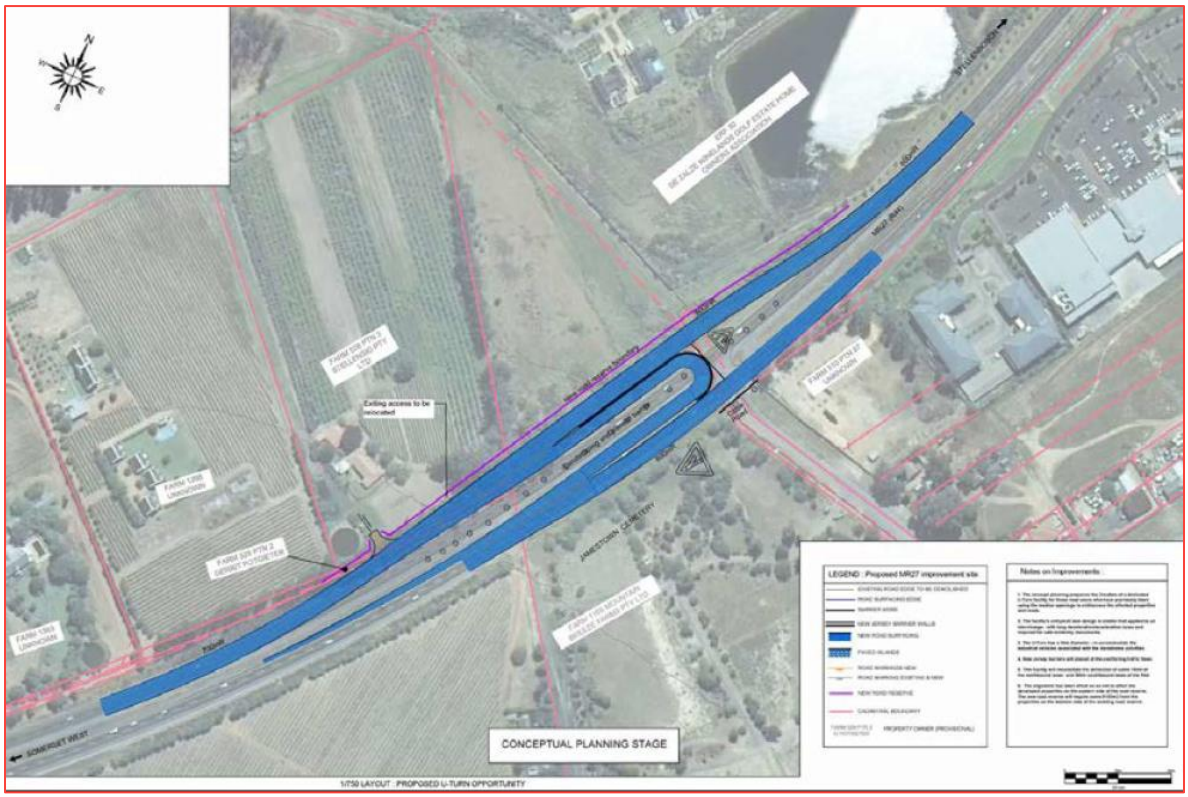


Figure 6-10: R44/Jamestown at-grade U-turn facility

Source: Kantey & Templer

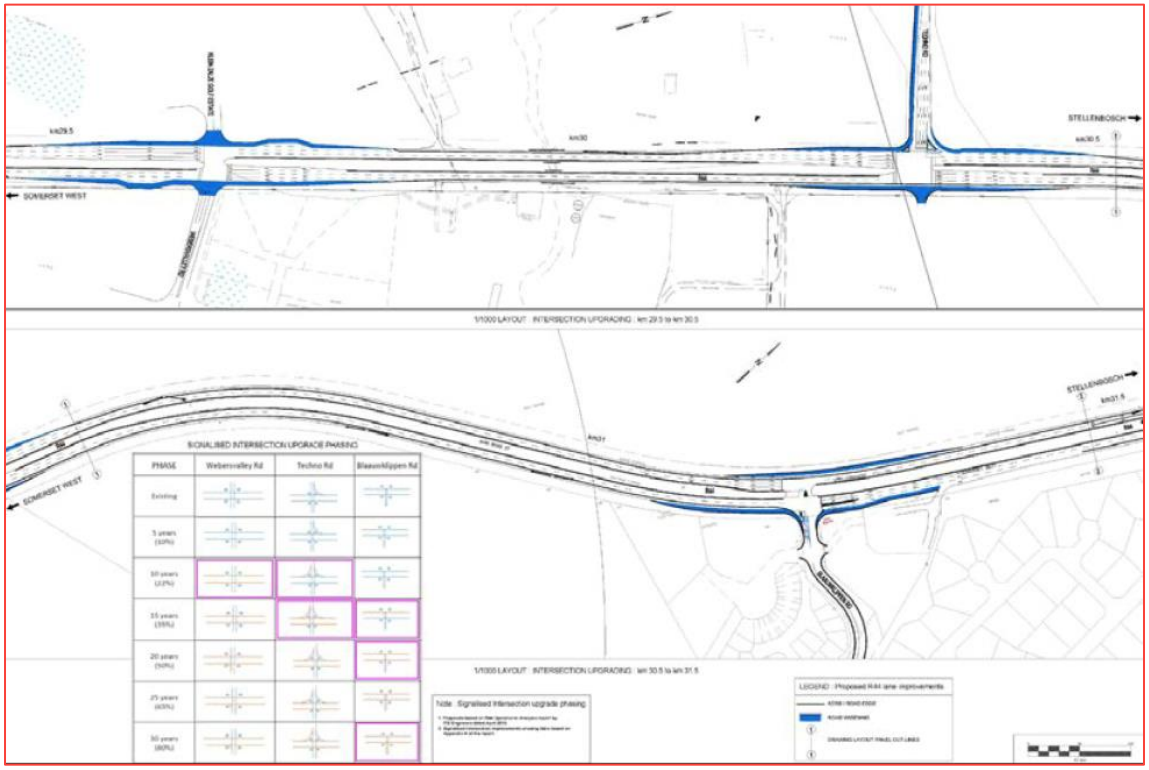


Figure 6-11: R44/Webersvallei Road/Technopark & Blaauwklippen Road improvements

Source: Kantey & Templer

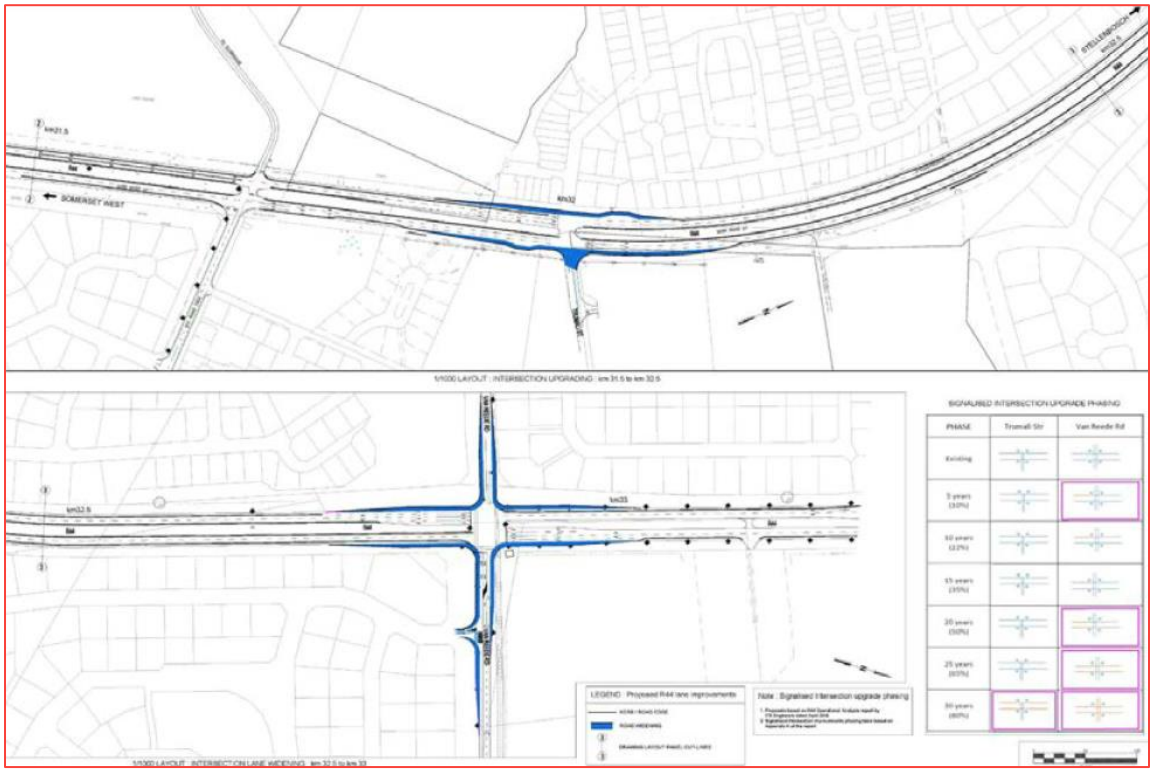


Figure 6-12: R44/Trumali Street & Van Reede Street improvements

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 WILDERBOSCH ROAD EXTENTION

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. The road was first proclaimed by the Provincial Government in 1968, however, portions along the initial alignment have since been impacted upon. Near the Central Business District (CBD) developments that were previously approved and implemented (Boland College) are located on the alignment of the Eastern Link Road. In addition, the environmentally sensitive area between Trumali Road proclaimed and Van Rheede Road is also a concern. Thus, these portions of the proclaimed path will be omitted, pending further analysis of the feasibility of the entire proclaimed alignment. Therefore, only the following portions are proposed for further assessment in this plan:

- Wilderbosch Extension North to Trumali as the first priority.
- Wilderbosch Extension South to Technopark as the second priority.

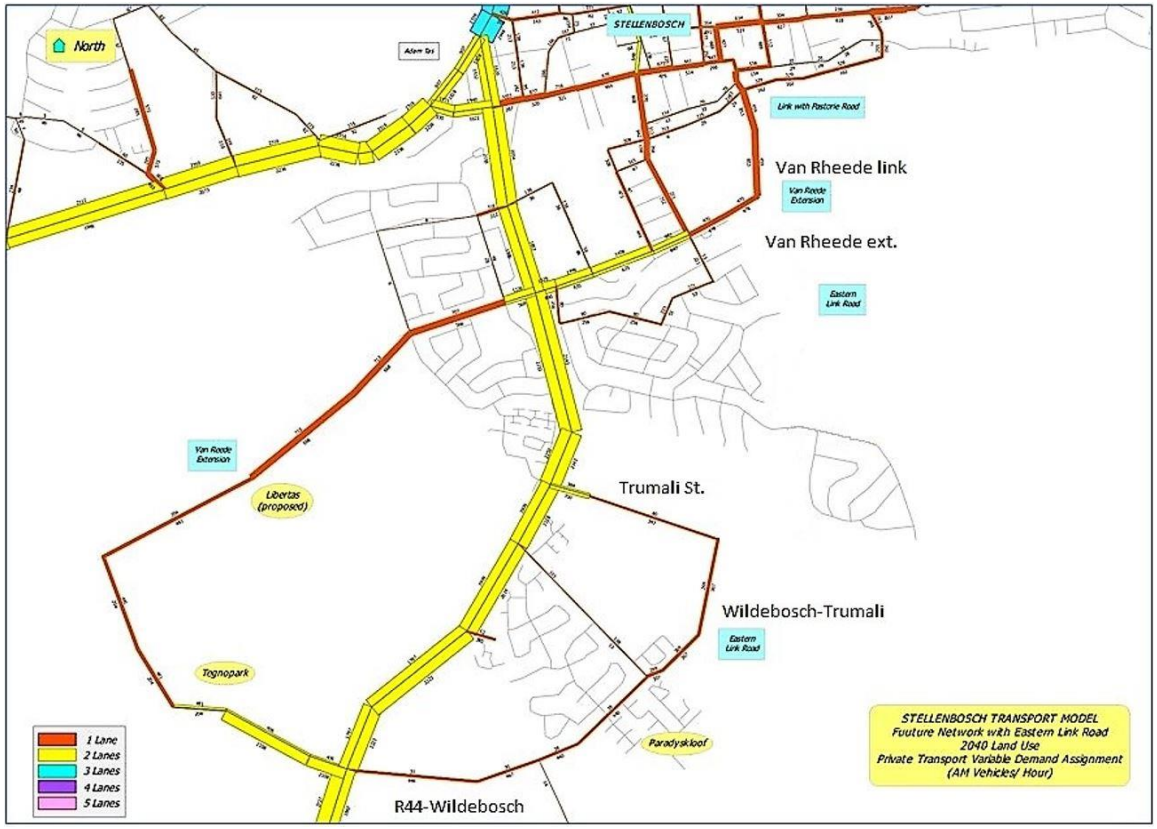


Figure 6-13: R44/Wildebosch extensions to Trumali

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- for the layout of these upgrades.



Figure 6-14: 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 indicted 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 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 reduced bypass option namely between Technopark and Adam Tas Road (R310) is currently receiving priority.

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 6-13, 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.

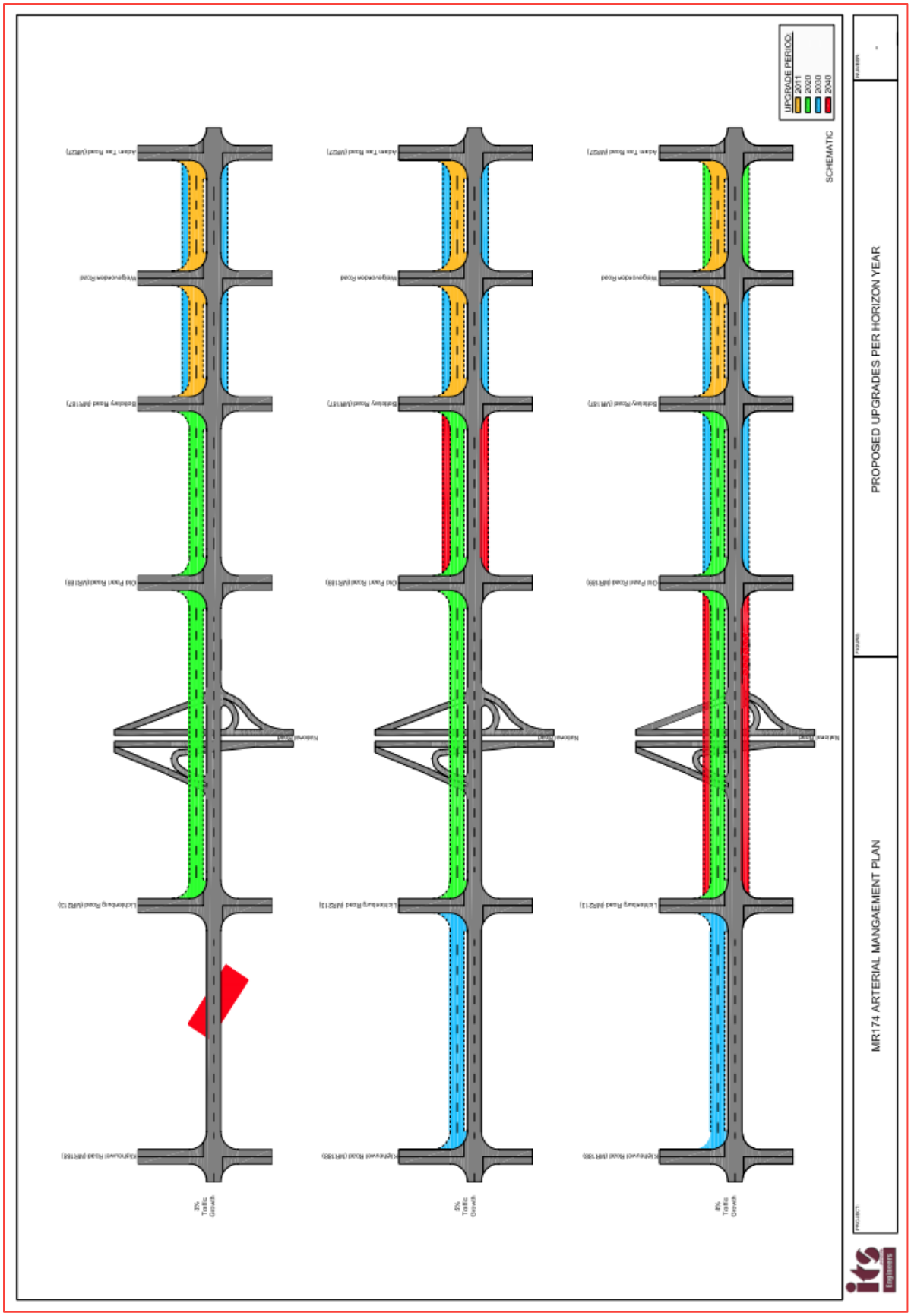


Figure 6-135: R44 future dualling

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 Vlottenburg 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 CITP.

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 CITP, 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 CITP 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 6-16: 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 6-147: Gravel roads in residential areas

Source: SM



Figure 6-158: 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 with 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 designs 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.

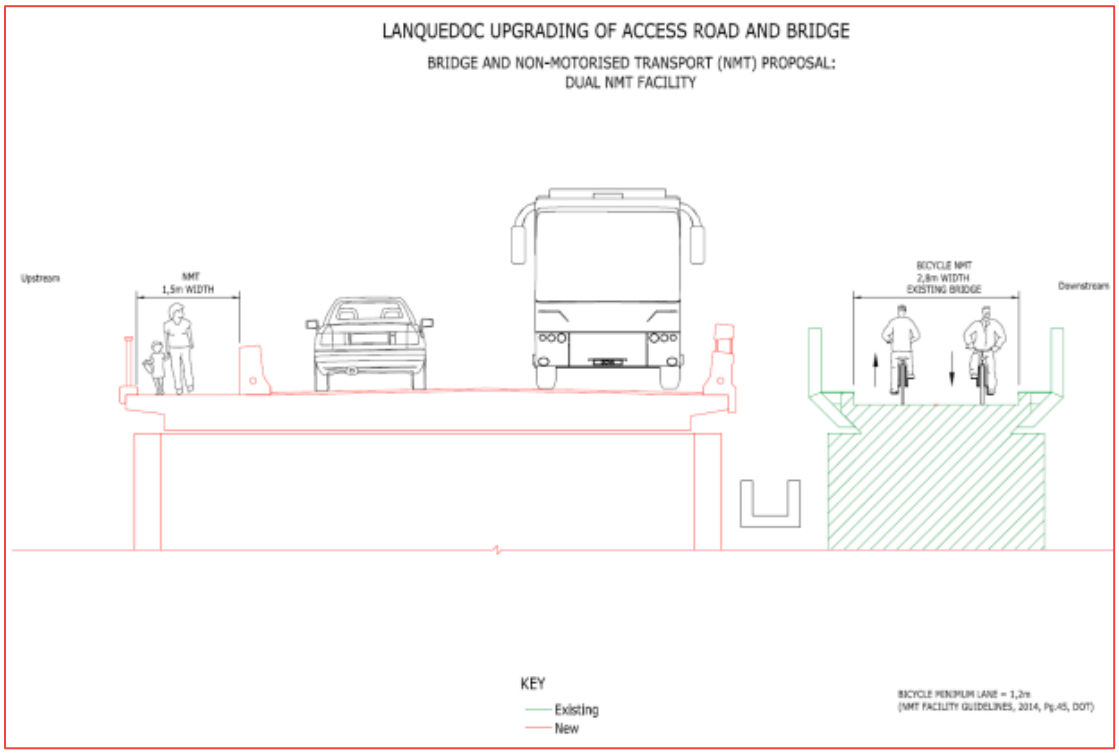


Figure 6-169: Lanquedoc access road bridge

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 CITP 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-. 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.

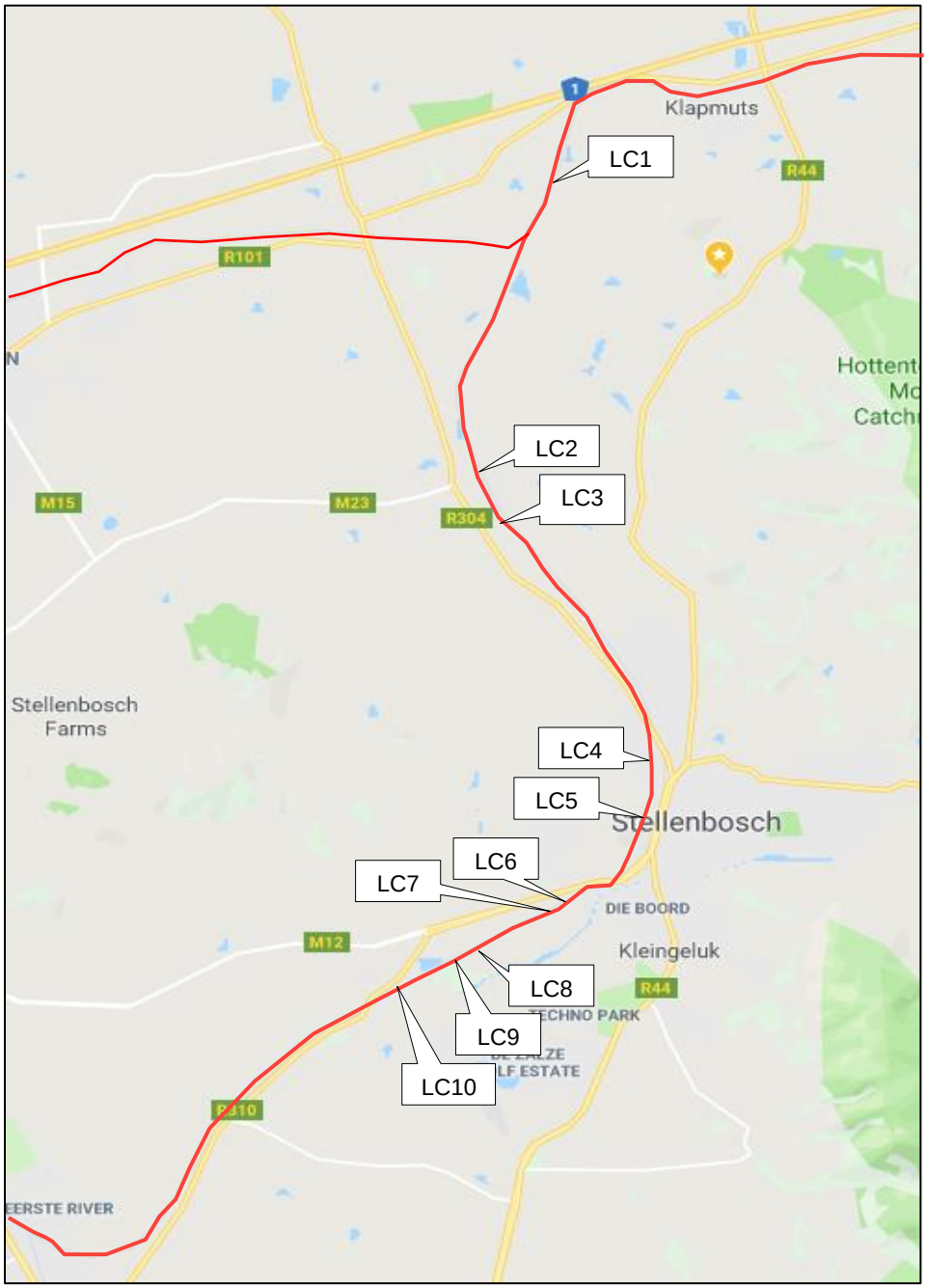


Figure 6-20: Rail Level crossings

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 6-17 for the route map of the shuttle services on campus.

LATEST PLANNING

The US confirmed that a new Integrated Transport Plan, which will replace the 2012 Mobility Plan, was not available at the time of the completion of this report.

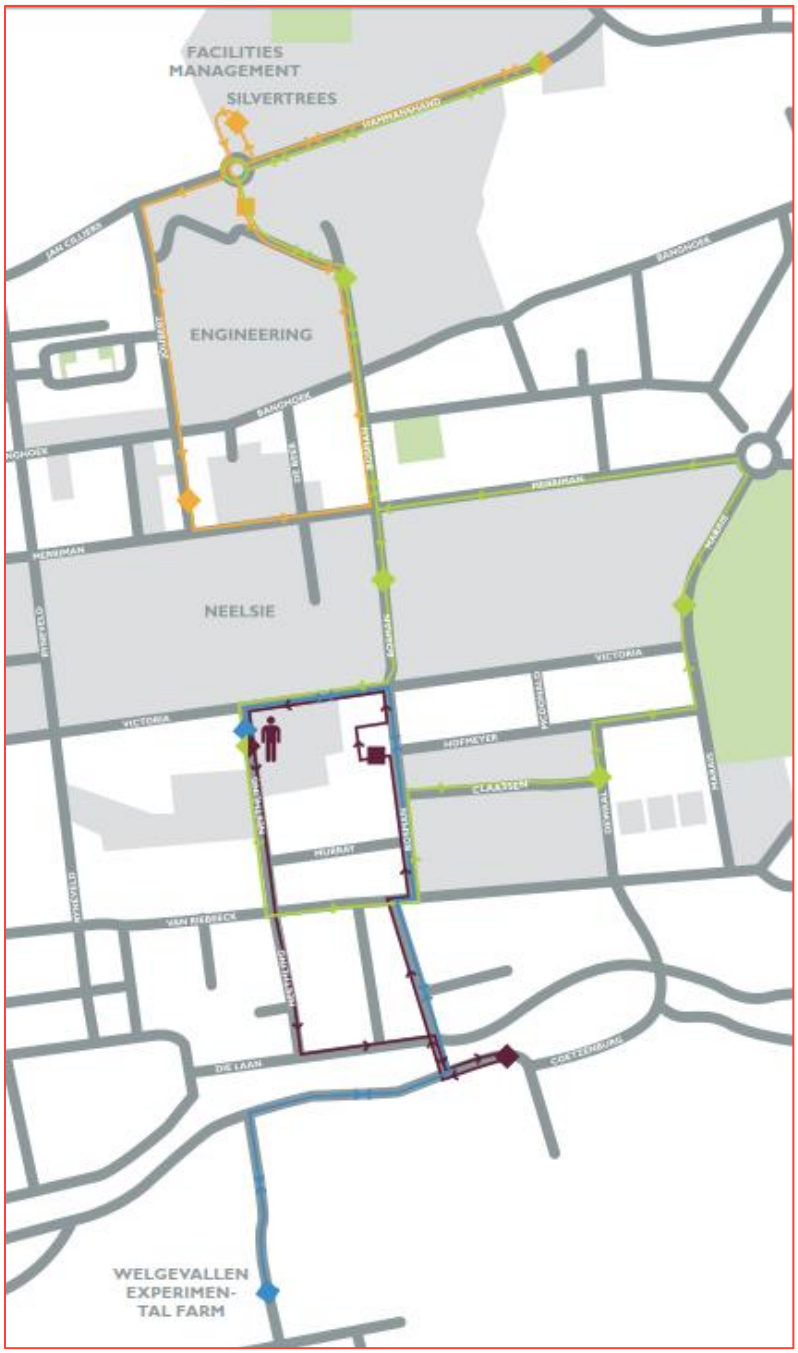


Figure 6-171: US shuttle routes

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 6-18.

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 6-182: 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 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.

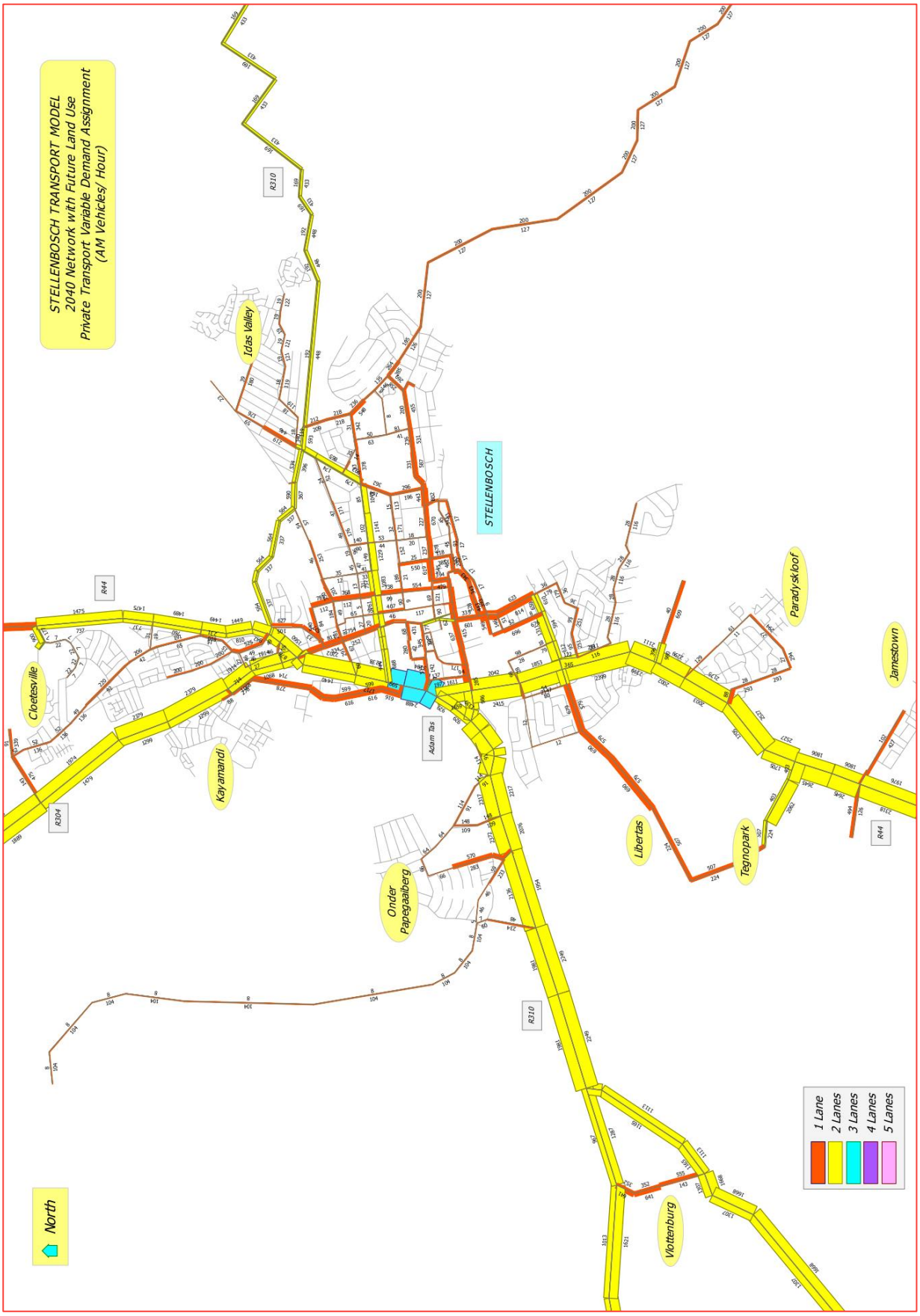


Figure 7-1: 2040 weekday AM peak hour traffic

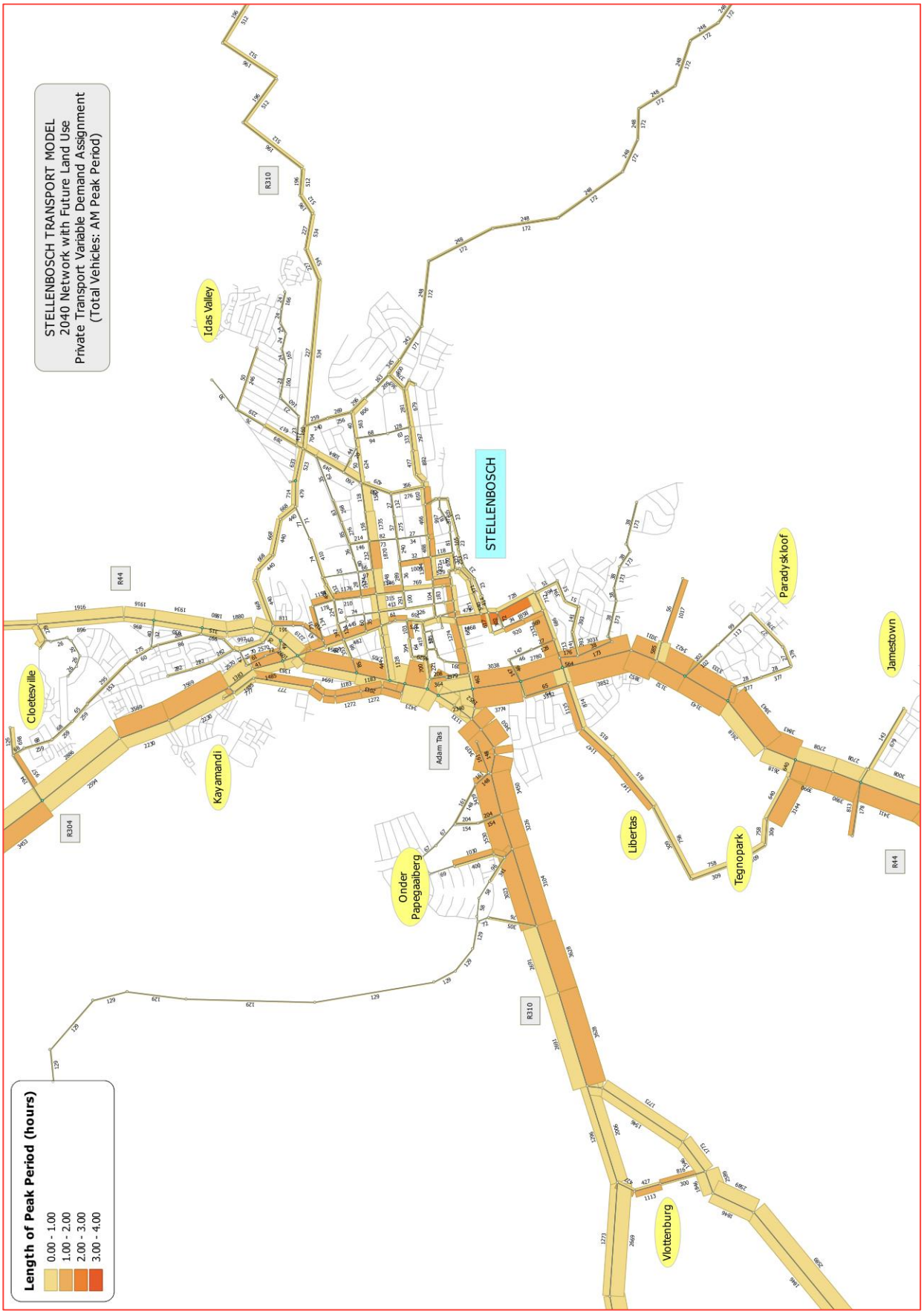


Figure 7-2: 2040 weekday AM peak period traffic

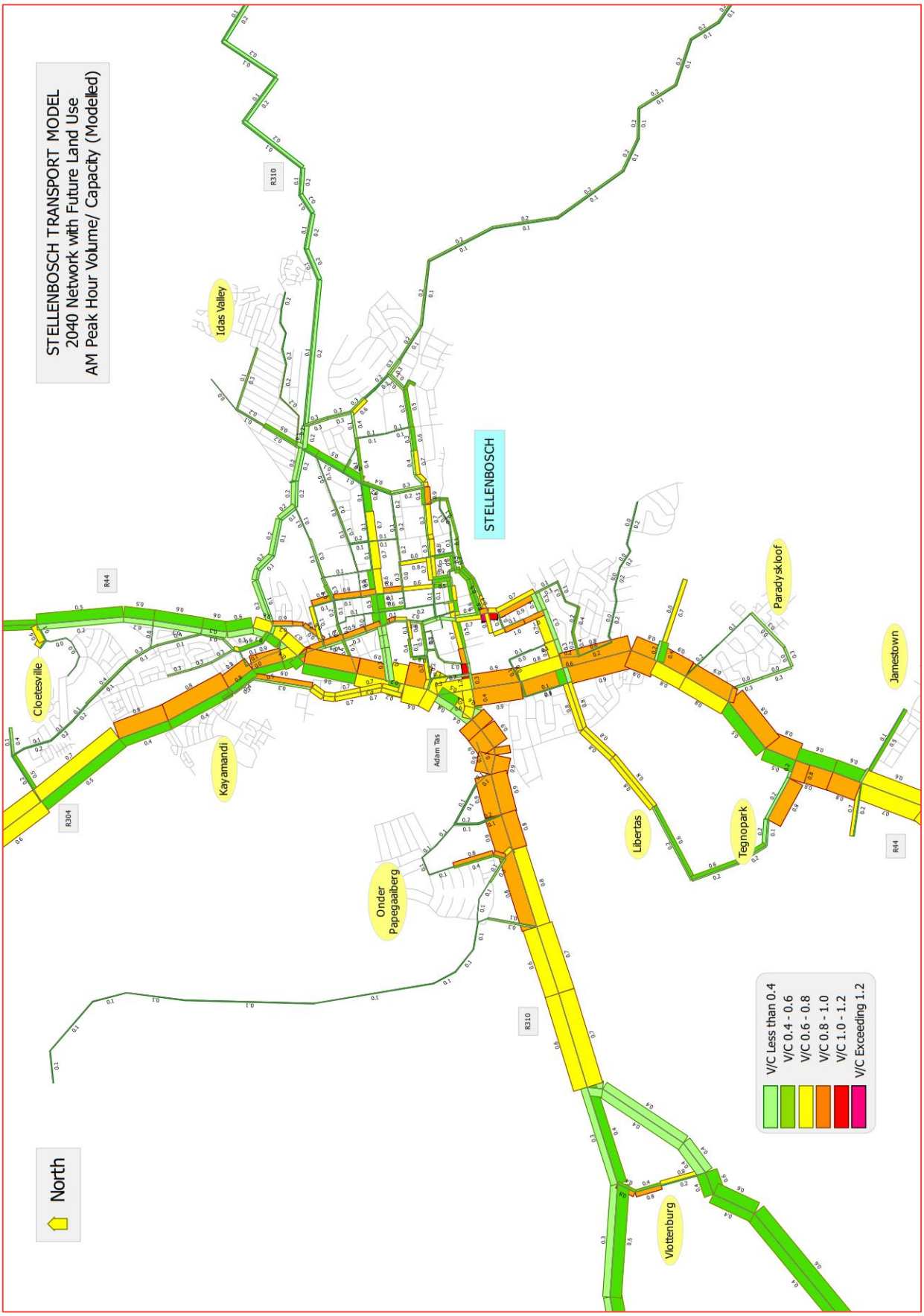


Figure 7-3: 2040 weekday AM peak hour V/C ratios

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 but has never been formally adopted due to public and environmental concerns. The road was first proclaimed by the Provincial Government in 1968, however, portions along the initial alignment have since been impacted upon. Near the Central Business District (CBD) developments that were previously approved and implemented (Boland College) are located on the alignment of the Eastern Link Road. In addition, the environmentally sensitive area between Trumali Road proclaimed and Van Rheede Road is also a concern. Thus, these portions of the proclaimed path will be omitted, pending further analysis of the feasibility of the entire proclaimed alignment. Therefore, only the following portions are proposed for further assessment in this plan:

- Wilderbosch Extension North to Trumali as the first priority.
- Wilderbosch Extension South to Technopark as the second priority.



Figure 7-4: Eastern link modified network - 2040 AM peak hour traffic

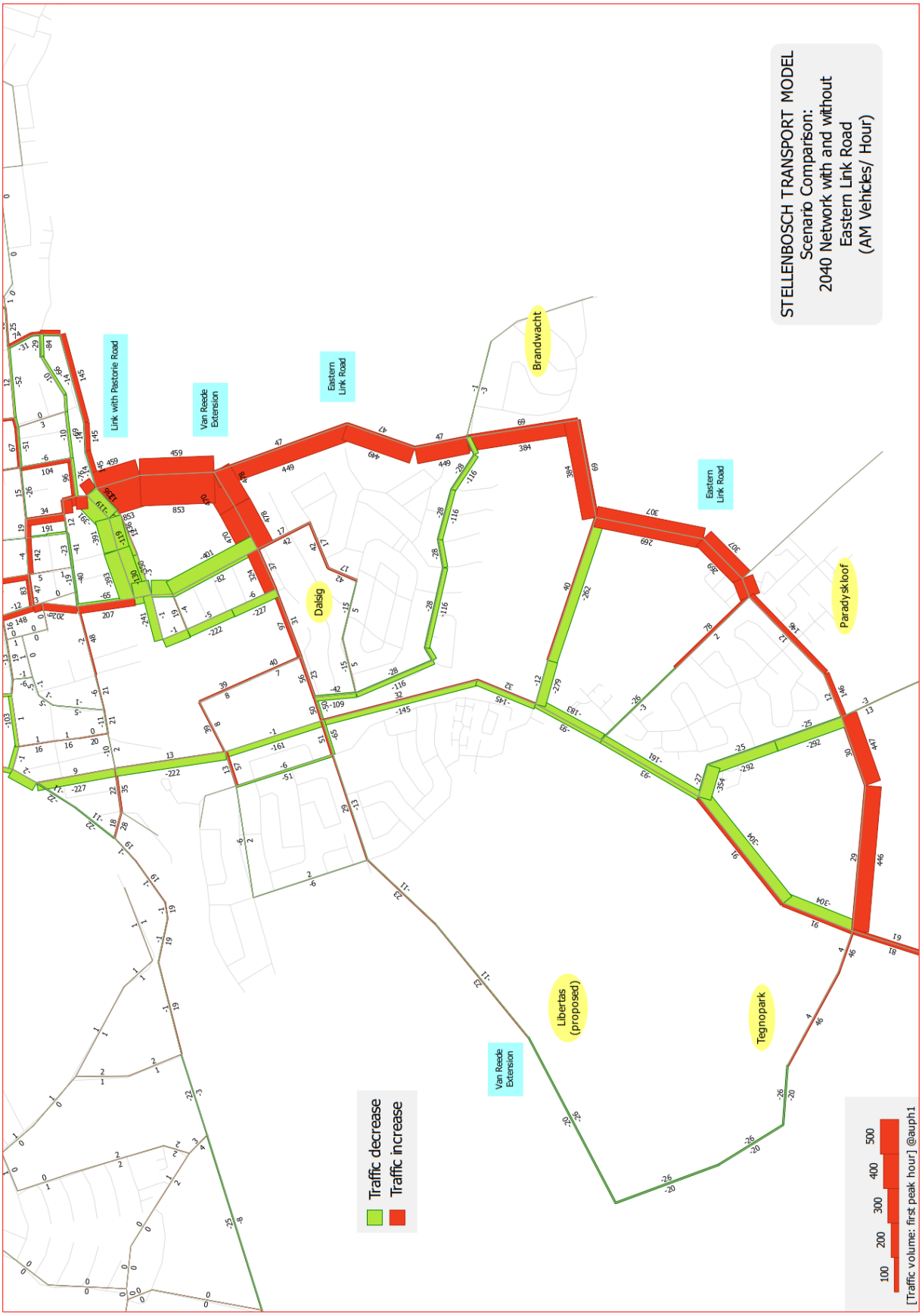


Figure 7-5: Eastern link compared to existing network, attraction of traffic 2040 Weekday AM peak hour

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. This will however require expropriation and proclamation of the Road Reserve by the Provincial Government, extensive public participation, funding requirements and approval processes will also be required.
— 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 or reduced 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 reduced bypass proposal 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 implementation.

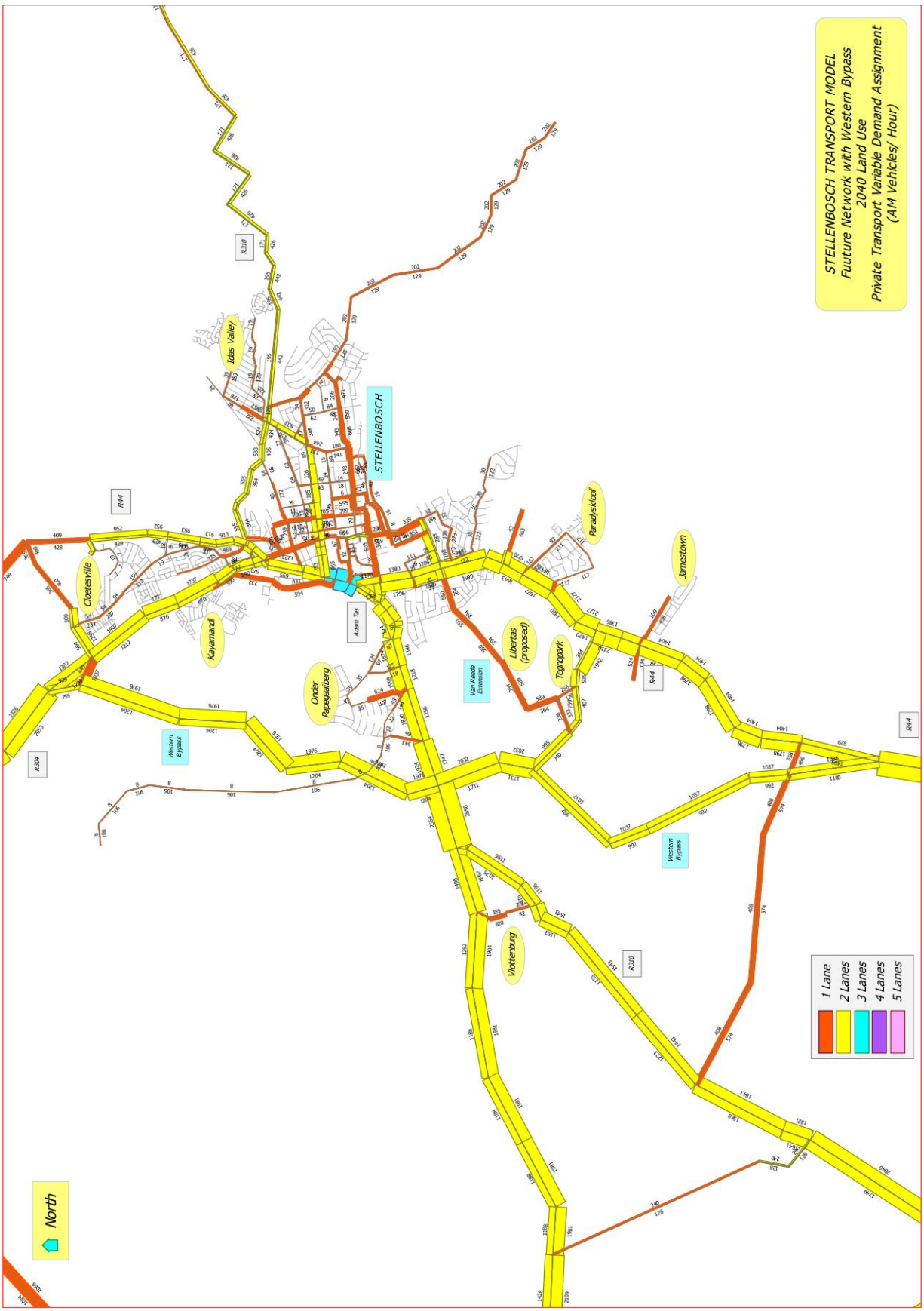


Figure 7-6: Western bypass (Class 1 Expressway, 100 km/h) – 2040 Weekday AM peak traffic

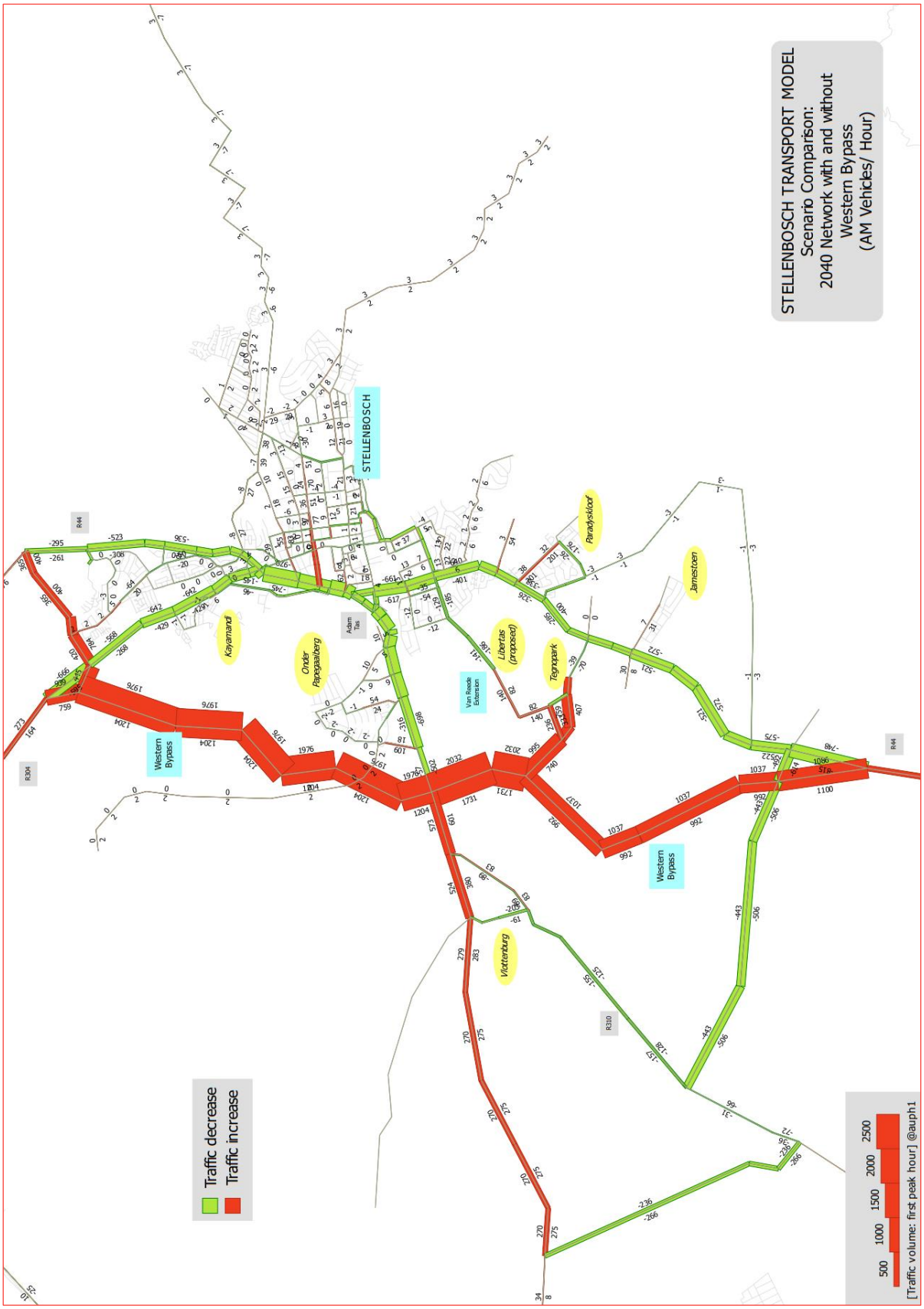


Figure 7-7: Western bypass attraction of traffic - 2040 Weekday AM peak hour

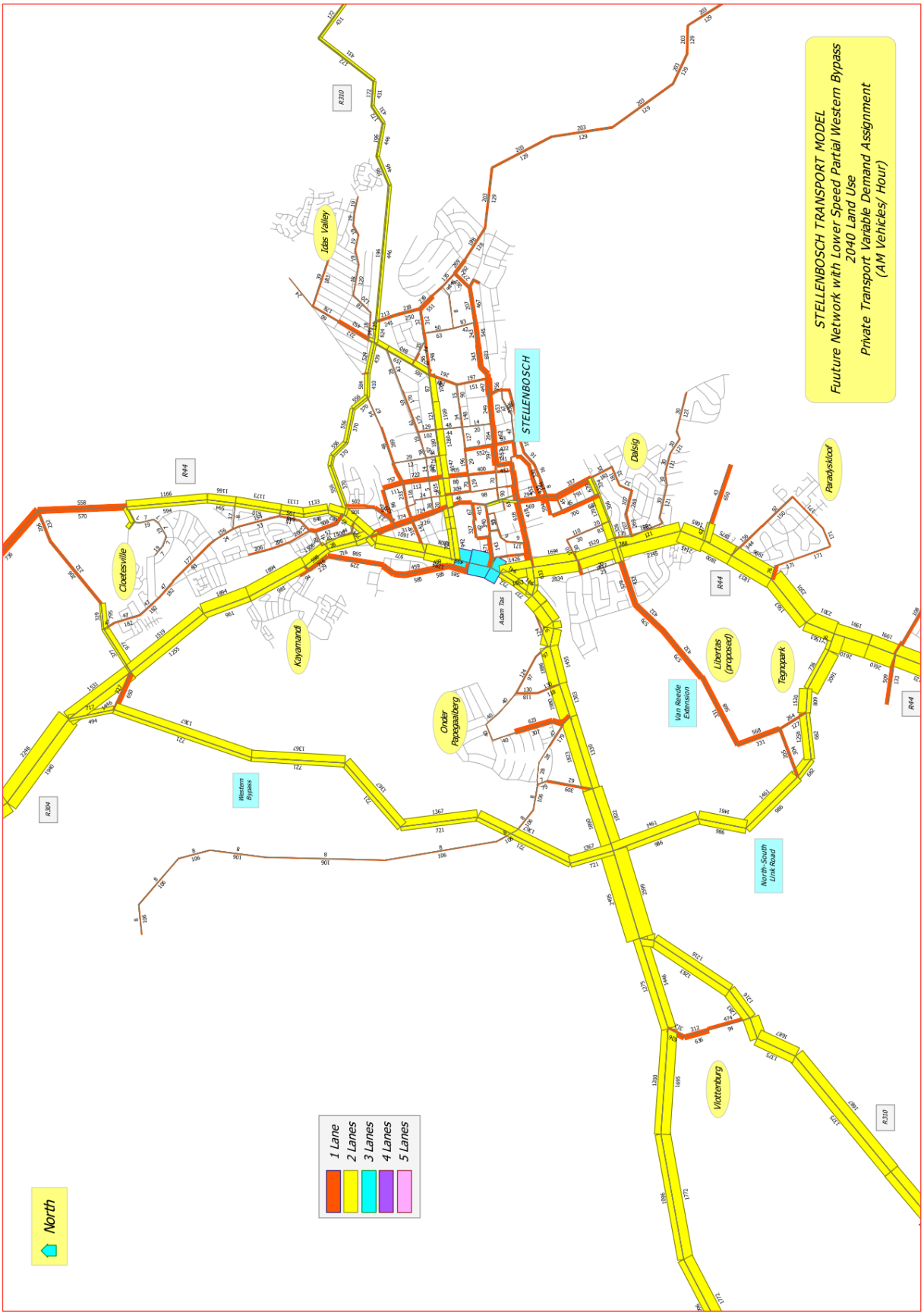


Figure 7-8: Partial Western bypass from grade separated Technopark intersection to R304 (80 km/h) – 2040 Weekday AM peak hour

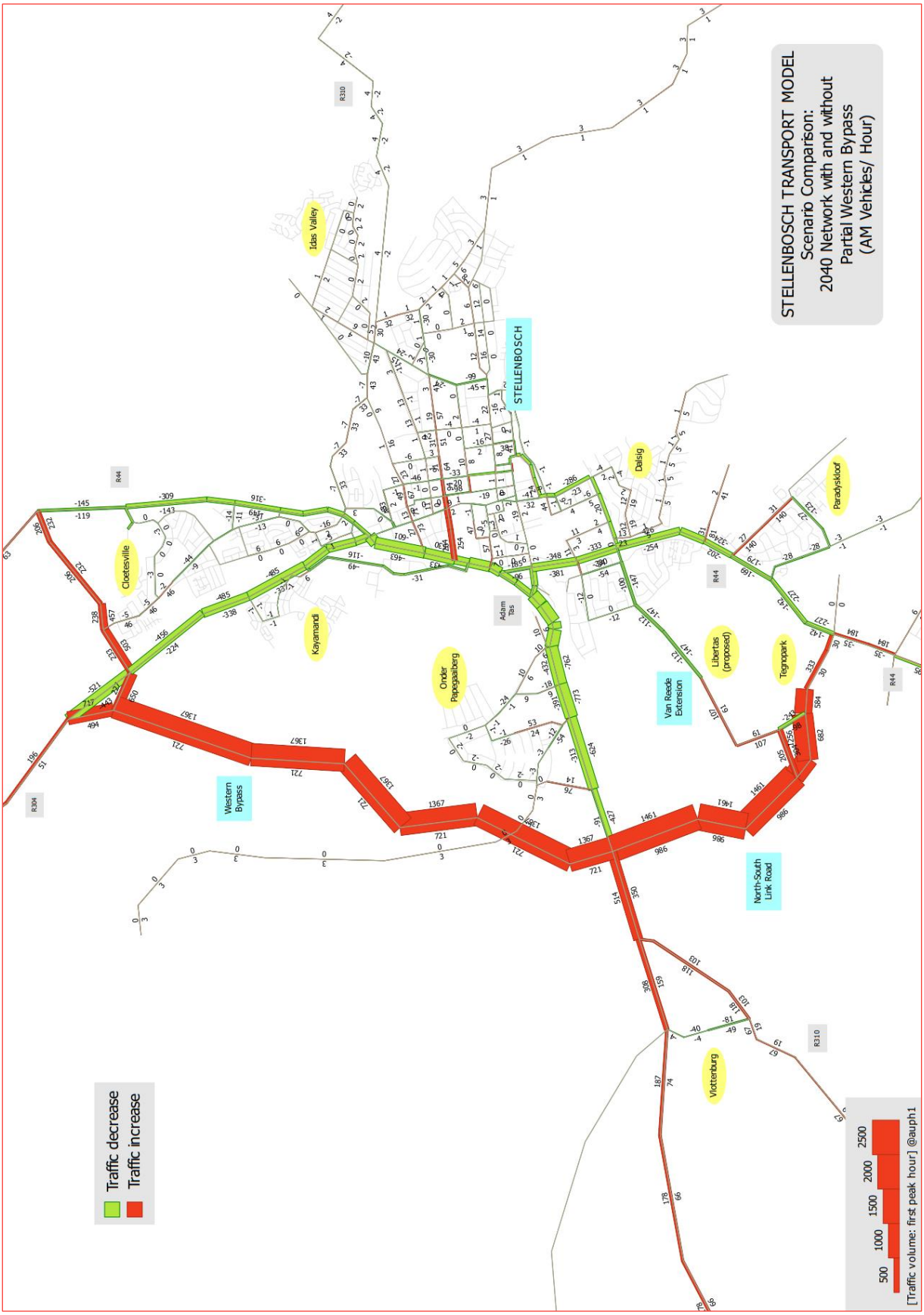


Figure 7-9: Partial Western bypass attraction of traffic - 2040 Weekday AM peak hour

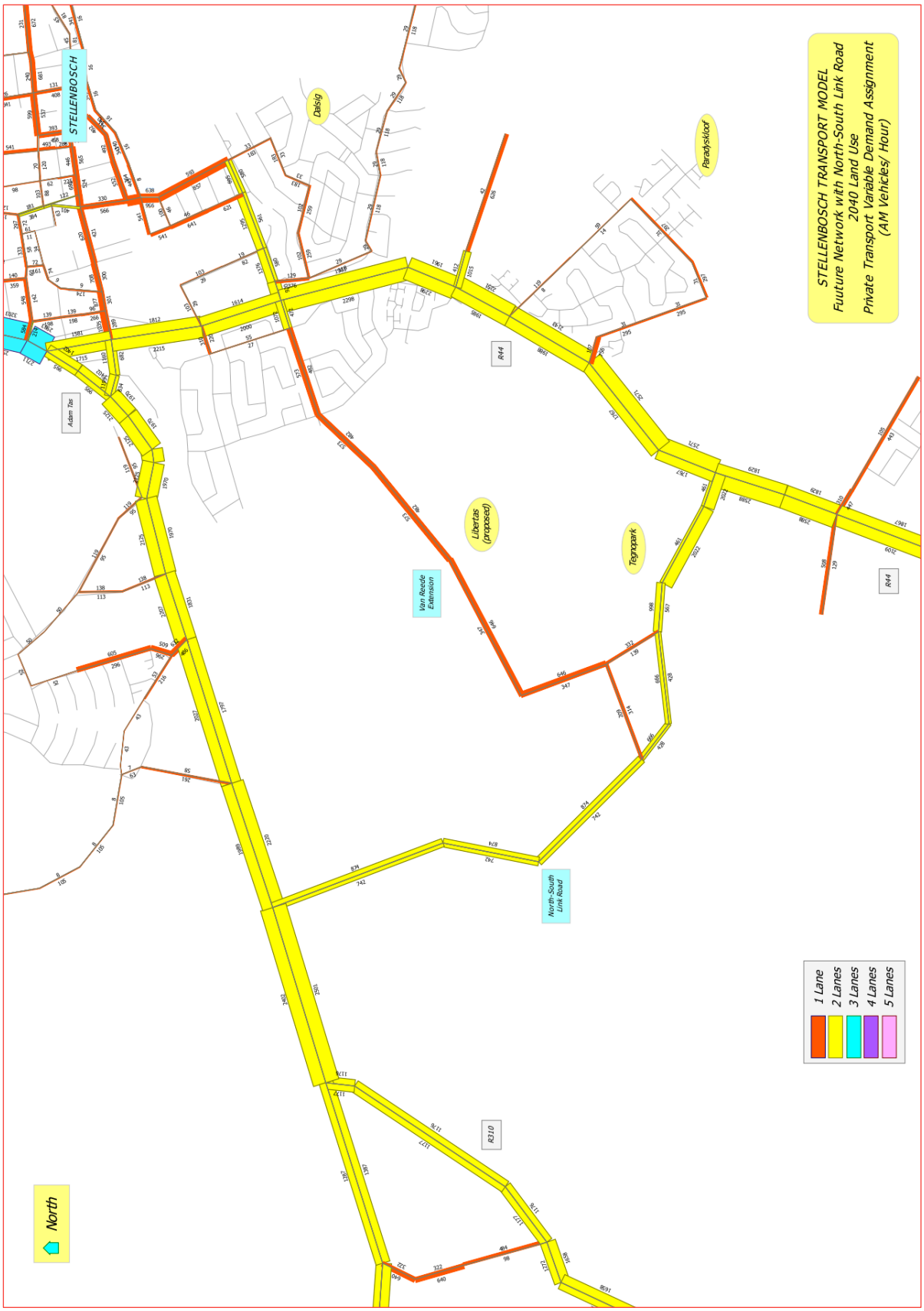


Figure 7-10: Lower order north-south link road – 2040 Weekday AM traffic

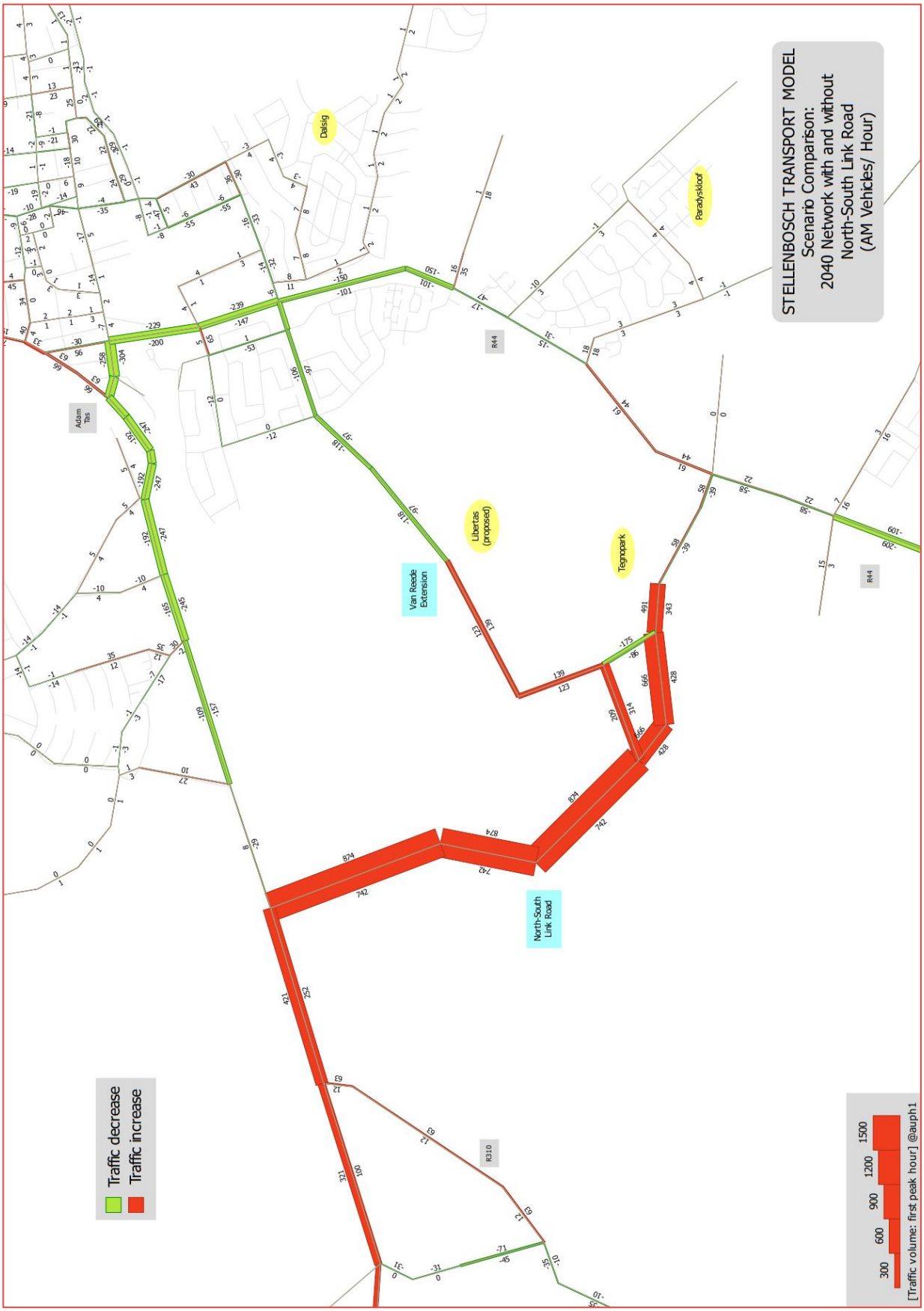


Figure 7-11: Low order north-south link road attraction of traffic - 2040 Weekday AM peak hour

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 Cloetesville, 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 7-12: R44 urban expressway (80km/h) – 2040 weekday AM peak hour traffic



Figure 7-13: R44 urban expressway traffic flow changes - 2040 Weekday AM peak

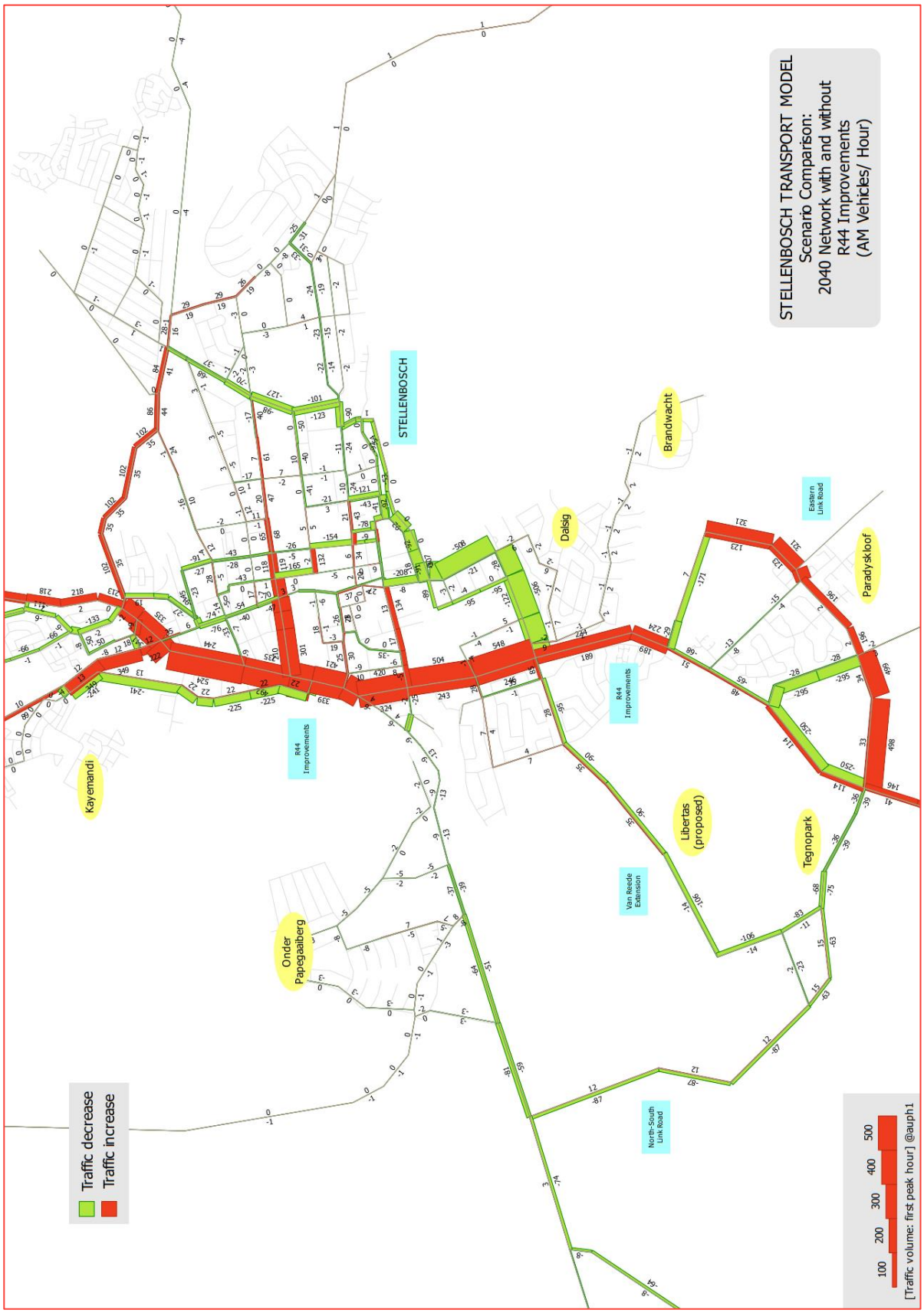


Figure 7-14: R44 urban expressway scenario comparison - 2040 Weekday AM peak

7.4 2040 DENSIFICATION ANAYLSIS

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.

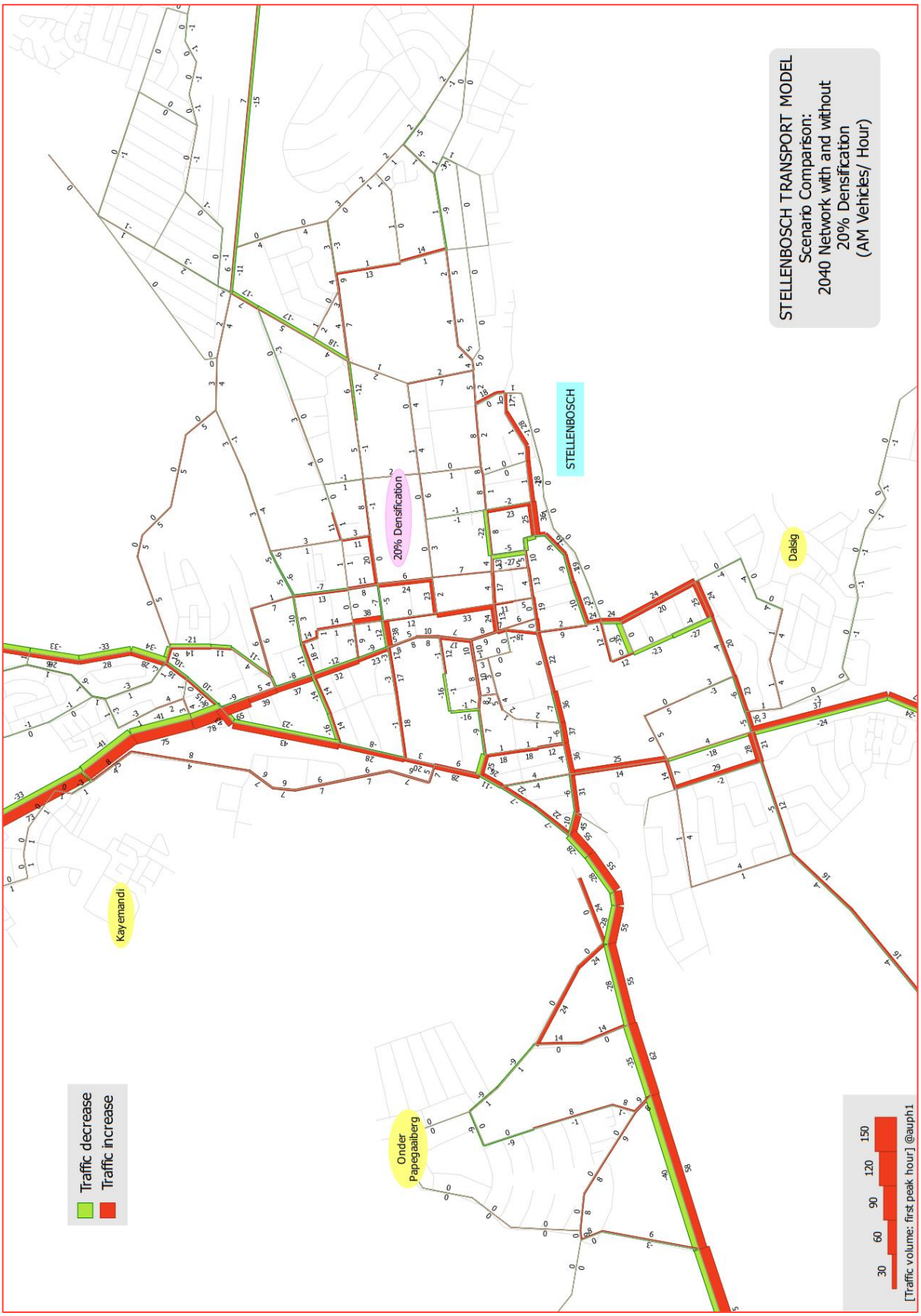


Figure 7-15: Densification land use scenario – 2040 weekday AM peak

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 CURRENT 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	— 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	— 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.

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.

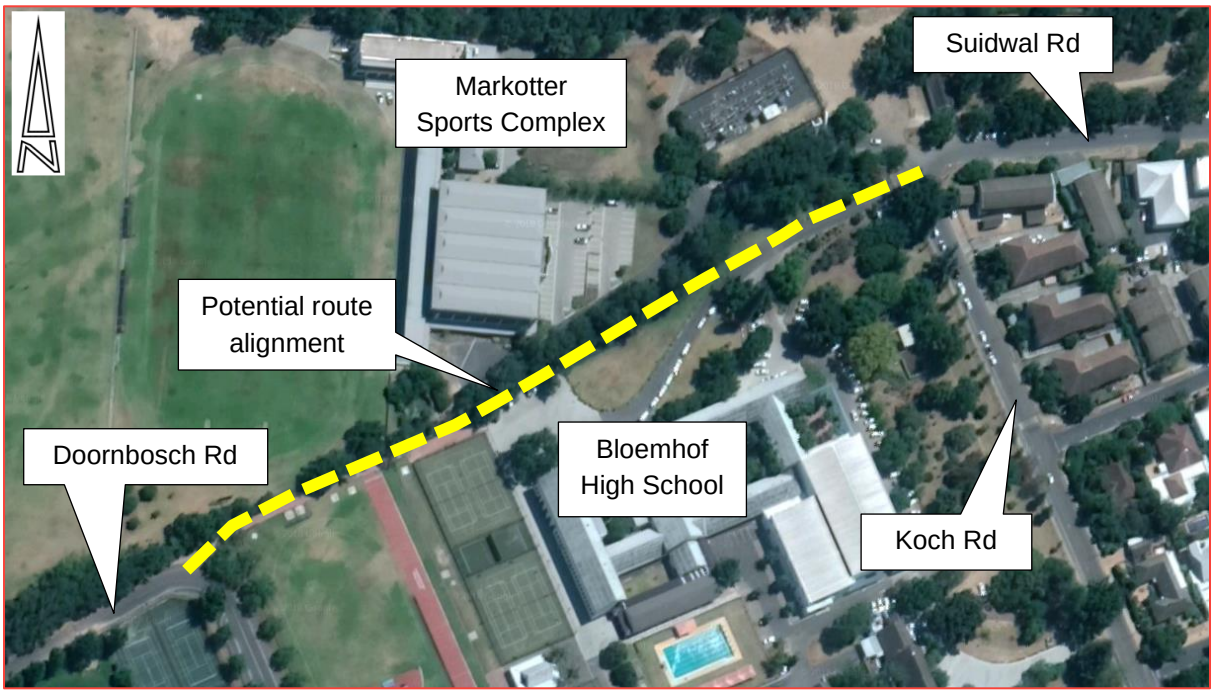


Figure 7-16: Doornbosch Road/Suidwal Rd link – potential alignment

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 2022 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.

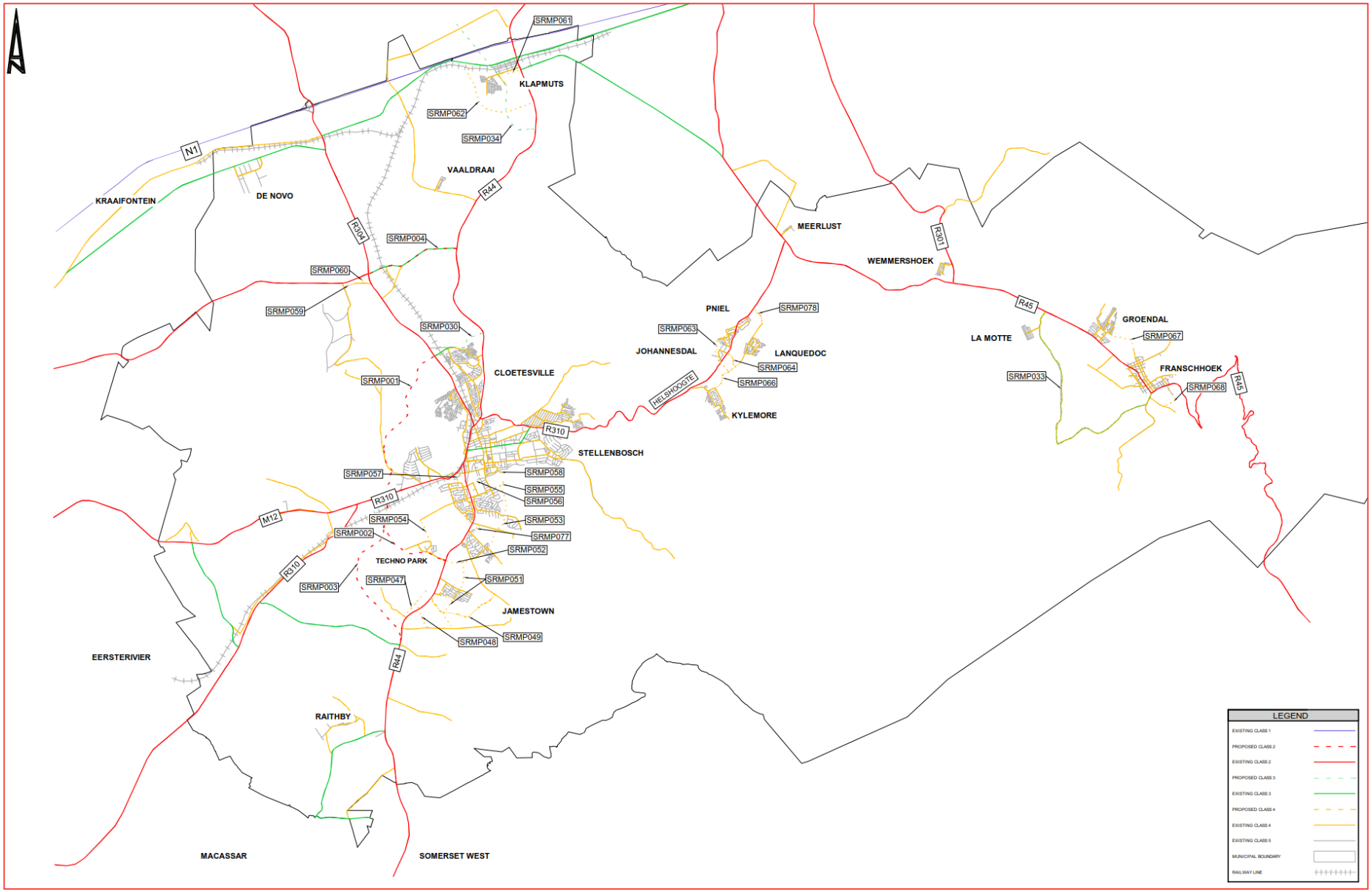


Figure 8-1: 2022 Stellenbosch Road Masterplan proposals

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 Western Bypass, portion south of Adam Tas Road - Alignment Option 1	New road	New road parallel to existing Techno Avenue from the R44 to R310. R44 and R310 will be grade-separated intersections. The road will have limited intersections with a 2nd 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 (Annandale Road) and R310 Adam Tas. Western Bypass, portion south of Adam Tas Road - Alignment Option 2	New road	New north-south link road 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	PGWC	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	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	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	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
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	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	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	For PGWC approval only
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 improvement 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	PGWC	R304	MR174	Portion of R304 from R44 to Kyamandi	Road upgrade	Upgrade to dual carriageway.	0.75	Class 2, Urban Major Arterial	Dual Carriageway		
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	Robertsvlei Road	PGWC	-	DR1351	DR1343 / DR1351 / MR191	Road upgrade	Upgrade of Robertsvlei Road to accommodate Heavy Vehicles which will allow bypassing of Franschhoek 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 Klapmuts (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

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
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 Bloekombos	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 Klapmuts to north of the N1	Road regravel	Regravel Groenfontein Road	-	Class 3, Urban Minor Arterial	Single Carriageway	Medium	Refer to SRMP034
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		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
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	Stellenrust Road	Stellenbosch	-	DR1053	Stellenrust Road	Road realignment	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 Road	New road extension	New Jamestown Road linking existing and proposed residential developments south to Stellenrust Road and north to Blaauwklippen Road.	3	Class 4, Urban Collector Streets	Dual Carriageway		Long-term planning
SRMP050	School Road	Stellenbosch	-	-	Upgrade of School Road		Investigate Proposals for the upgrading and extension of School street to R44.	1.5	Class 4, Urban Collector Streets	Single Carriageway		Long-term planning
SRMP051	Pajaro Avenue	Stellenbosch	-	-	Pajaro Avenue between Webersvallei Road and Stellenrust Road	New road extension	Extend Pajaro Avenue northwards to intersect with Blaauwklippen Road and south to Stellenrust Road. Provides additional access to future Jamestown developments proposed.	2.3	Class 4, Urban Collector Streets	Single Carriageway		
SRMP052	Wildebosch Rd Ext – South	Stellenbosch	-	-	Wildebosch Road to Technopark	New road	The extension of Wildebosch Road to link onto Techno Avenue at the R44	0.95	Class 4, Urban Collector Streets	Single Carriageway	Medium	

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
SRMP053A	Wildebosch Rd Ext – North	Stellenbosch	-	-	Wildebosch Road to Trumali	New road	The extension of Wildebosch Road north to link with Trumali Road.	0.75	Class 4, Urban Collector Streets	Single Carriageway	High	
SRMP053B	Dwarslaan	Stellenbosch	-	-	Upgraded crossing over Eerste River on Dwarslaan	New road	Investigate upgraded crossing over Eerste River on Dwarslaan	0.2	Class 4, Urban Collector Streets	Single Carriageway		
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	Investigate extension of Van Reede Road to link with Piet Retief.	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 River (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		
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	Old Bottelary Road	Stellenbosch	-	-	Old Bottelary / Devon Valley Rd	New road extension	The extension of Old Bottelary Rd to link Blumberg Drive (Devonvale Road) and the R304	0.45	Class 4, Urban Collector Streets	Single Carriageway		
SRMP060	-	Stellenbosch	-	-	Bottelary Rd / Old Bottelary	New road	Road link between Bottelary Road and Old Bottelary Rd.	0.25	Class 4, Urban Collector Streets	Single Carriageway		
SRMP061	Merchant Street	Stellenbosch	-	MR205	R44 / Merchant Street	New road extension & realignment	The realignment of Merchant Street to link to the R45 at the R44 intersection & closure of the Merchant Street T-junction access on the R44.	0.9	Class 4, Urban Collector Streets	Single Carriageway		
SRMP062	-	Stellenbosch	-	MR27/MR189	R44 / Sandringham Road (R101)	New road	New Class 4 road between the R44 and R101, Klapmuts	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, Johannesdal.	2.1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP064	Sonnestraal Street	Stellenbosch	-	MR172	Helshoogte Road / Sonnestraal Street	Road upgrade & extension	The extension of Sonnestraal Street from the R310 to Main Rd, Johannesdal.	1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP065												Project removed
SRMP066	Main Road	Stellenbosch	-	-	Main Road / Simonsberg Ext	New road	Upgrade and extension of Main Road to the south to link to planned Simonsberg St Extension & potentially Kylemore	3	Class 4, Urban Collector Streets	Single Carriageway	High	
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 Franschhoek.	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, Franschhoek.	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		

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
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 Wilderbosch extention. Provides additional linkages for proposed future developments.	0.6	Class 4, Urban Collector Streets	Single Carriageway		
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 realignment	Upgrading of Stellenrust Road between Blaauwklippen and the new realigned section	3	Class 4, Urban Collector Streets	Single Carriageway		
SRMP074												Removed - duplicate
SRMP075												Removed - duplicate
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 - New link road from 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 Trumali Street with the R44. This will also improve overall LOS and safety along this section of the R44.	0.3	Class 4, Urban Collector Streets	Single Carriageway		Complete
SRMP078	Lanquedoc access road	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	Extension of Ben du Toit Street - Potential link road from 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 / Class 5	tbc	**High**	Planning to commence to assess impact on local and regional transport.
tbc		Stellenbosch			Kyamandi (Northern area) road network	New roads	Road network planning and development to accommodate new housing developments	tbc	Class 4 / 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 / 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 / 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 / Class 5	tbc	**High**	Planning to commence to assess impact on local and regional transport.
tbc	Dassenberg Road	Stellenbosch		OP5616	Dassenberg Road	Road upgrade	Road rehabilitation	tbc	tbc	tbc		
tbc	La Provence	Stellenbosch		OP5615	La Provence	Road upgrade	Road rehabilitation	tbc	tbc	tbc		
tbc	Devonvale	Stellenbosch			Devonvale	Road upgrade	Assessment of regravelling of roads in Devonvale	tbc	tbc	tbc		

* The prioritisation of a road project that falls under the authority of the PGWC will be d5etermined 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).
— Land expropriation.
— Escalation.

Table 8-2: High-level costing of the RMP road upgrade proposals

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	2012 COST ESTIMATE (R)	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	P&G	Services	Contingencies	Sub-total	VAT	Total
SRMP001	Western bypass	PGWC	6.0	Class 2, Urban Major Arterial	Dual Carriageway	R 24 000 000	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 25 000 000	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 16 000 000	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 8 000 000	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	-	R 1 000 000	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP006	R44	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	R 2 000 000	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 3	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 3	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	PGWC	N/a	Class 2, Urban Major Arterials	-	R 10	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 75	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 75	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	R45 (Huguenot Rd) / Le Roux Street	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	R 2	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP013	R45 (Huguenot Rd) / La Provence Road	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	R 2	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP014	R45 (Huguenot Rd) / Uitkyk Street	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	R 2	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP015	R45 (Huguenot Rd) / Louis Botha Road	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	R 2	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP016	R45 (Huguenot Rd) / Lambrechts Road	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	R 2	tbc		tbc	tbc	tbc	tbc	tbc	tbc

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	2012 COST ESTIMATE (R)	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	P&G	Services	Contingencies	Sub-total	VAT	Total
SRMP017	R45 (Lambrechts Road) / Nerina Street	Stellenbosch	N/a	Class 2, Urban Major Arterials	-	R 2	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP018	R44	PGWC	3.3	Class 2, Urban Major Arterials	Dual Carriageway	R 6	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
SRMP019														
SRMP020	R44	PGWC	N/a	Class 2, Urban Major Arterials	Dual Carriageway & median IRT Lanes	R 110	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP021	R310	PGWC	N/a	Class 2, Urban Major Arterials	Dual Carriageway & median IRT Lanes	R 150	tbc		tbc	tbc	tbc	tbc	tbc	tbc
SRMP022	Western bypass	PGWC	12.4	Class 2, Urban Major Arterials	Dual Carriageway	R 40 000 000	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 45 000 000	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 45 000 000	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 50 000 000	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
SRMP026														
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	PGWC	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 5 000 000	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
SRMP031														
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

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	2012 COST ESTIMATE (R)	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	P&G	Services	Contingencies	Sub-total	VAT	Total
SRMP035	George Balke Road	Stellenbosch	N/a	Class 3, Urban Minor Arterials	-	R 25 000 000	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
SRMP036														
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 12 000 000	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 3 000 000	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
SRMP046														
SRMP047	R44 / Stellenbosch Airport Service Road	Stellenbosch	0.2	Class 4, Urban Collector Streets	Single Carriageway	R 1 000 000	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	Stellenrust Road	Stellenbosch	0.7	Class 4, Urban Collector Streets	Single Carriageway	R 1 000 000	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 2 000 000	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 2 000 000	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
PROJECT REFERENCE NUMBER	**ROAD NAME**	**ROAD AUTHORITY**	**LENGTH (+/- km)**	**PROPOSED CLASSIFICATION**	**CROSS SECTION**	**2012 COST ESTIMATE (R)**	**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	P&G	Services	Contingencies	Sub-total	VAT	Total
SRMP052	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	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 3 000 000	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 1 000 000	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 1 000 000	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 1 000 000	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 3 000 000	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
SRMP059	Old Bottelary Road	Stellenbosch	0.45	Class 4, Urban Collector Streets	Single Carriageway		R 2 776 437		R 416 466	R 138 822	R 416 466	R 3 748 191	R 562 229	R 4 400 000
SRMP060	-	Stellenbosch	0.25	Class 4, Urban Collector Streets	Single Carriageway		R 1 542 465		R 231 370	R 77 123	R 231 370	R 2 082 328	R 312 349	R 2 400 000
SRMP061	Merchant Street	Stellenbosch	0.9	Class 4, Urban Collector Streets	Single Carriageway	R 2 000 000	R 5 552 874		R 832 931	R 277 644	R 832 931	R 7 496 380	R 1 124 457	R 8 700 000
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
SRMP063	Simonsberg Street	Stellenbosch	2.1	Class 4, Urban Collector Streets	Single Carriageway	R 3 000 000	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
SRMP076	Dorp Street	Stellenbosch	0.3	Class 4, Urban Collector Streets	Dual Carriageway	R 2 000 000	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	n/a	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 road	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	Jamestown (South) Road network	Stellenbosch	tbc	Class 4 / Class 5	tbc		tbc		tbc	tbc	tbc	tbc	tbc	tbc
tbc	Kyamandi (Northern area) Road network	Stellenbosch	tbc	Class 4 / Class 5	tbc		tbc		tbc	tbc	tbc	tbc	tbc	tbc
PROJECT REFERENCE NUMBER	**ROAD NAME**	**ROAD AUTHORITY**	**LENGTH (+/- km)**	**PROPOSED CLASSIFICATION**	**CROSS SECTION**	**2012 COST ESTIMATE (R)**	**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)**

tbc	Klapmuts Road network	Stellenbosch	tbc	Class 4 / Class 5	tbc		**Roadworks**	**Bridges**	**P&G**	**Services**	**Contingencies**	**Sub-total**	**VAT**	**Total**
tbc	Dassenberg Road	Stellenbosch	tbc	tbc	tbc		tbc		tbc	tbc	tbc	tbc	tbc	tbc
tbc	La Provence	Stellenbosch	tbc	tbc	tbc		tbc		tbc	tbc	tbc	tbc	tbc	tbc
tbc	Devonvale	Stellenbosch	tbc	tbc	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

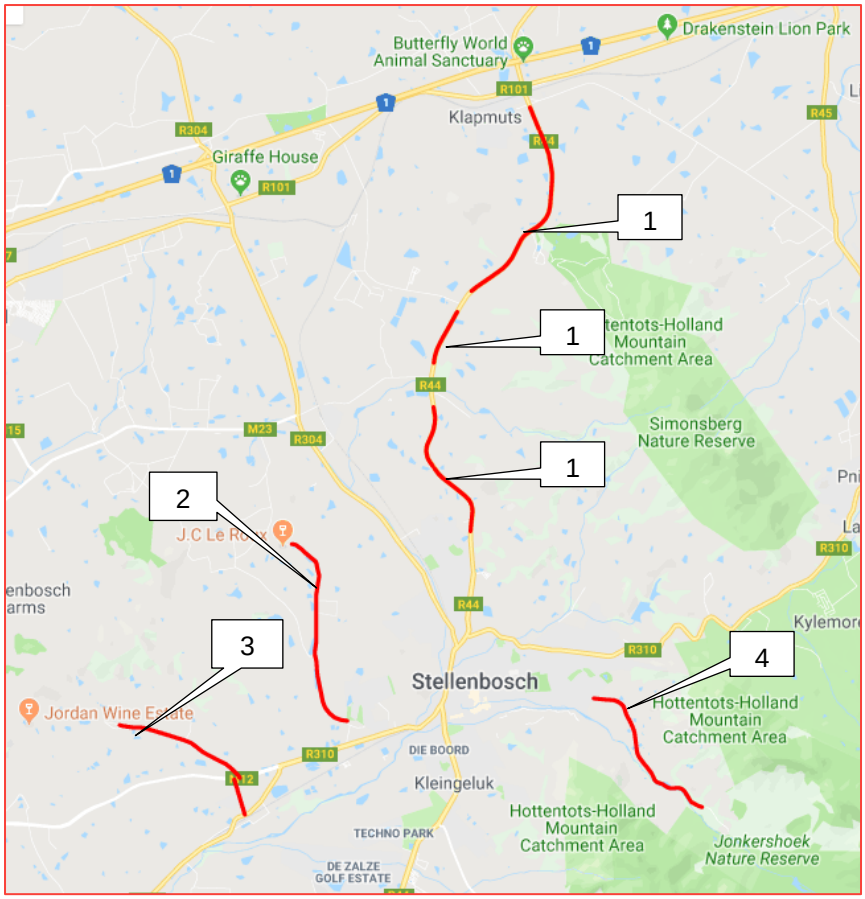


Figure 8-3: PGWC Projects under construction – Reseal



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

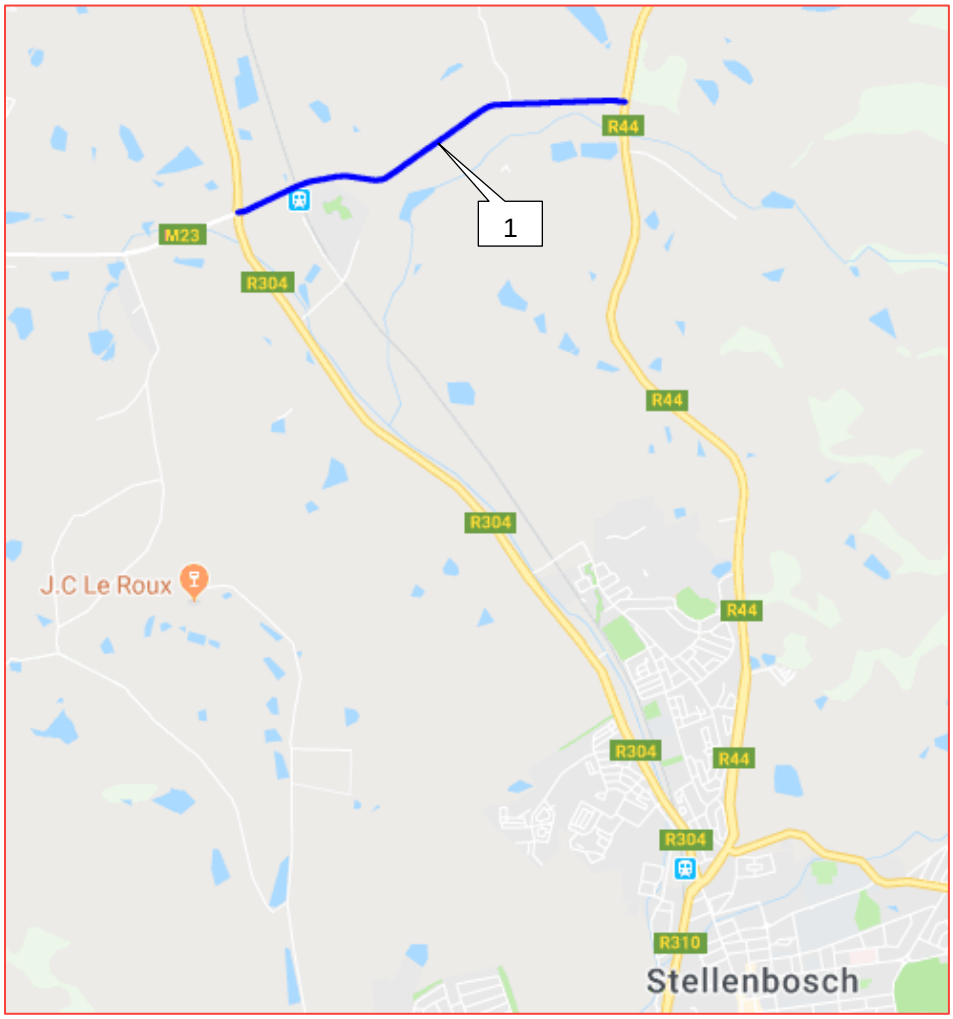


Figure 8-5: PGWC Scheduled Projects – Reseal

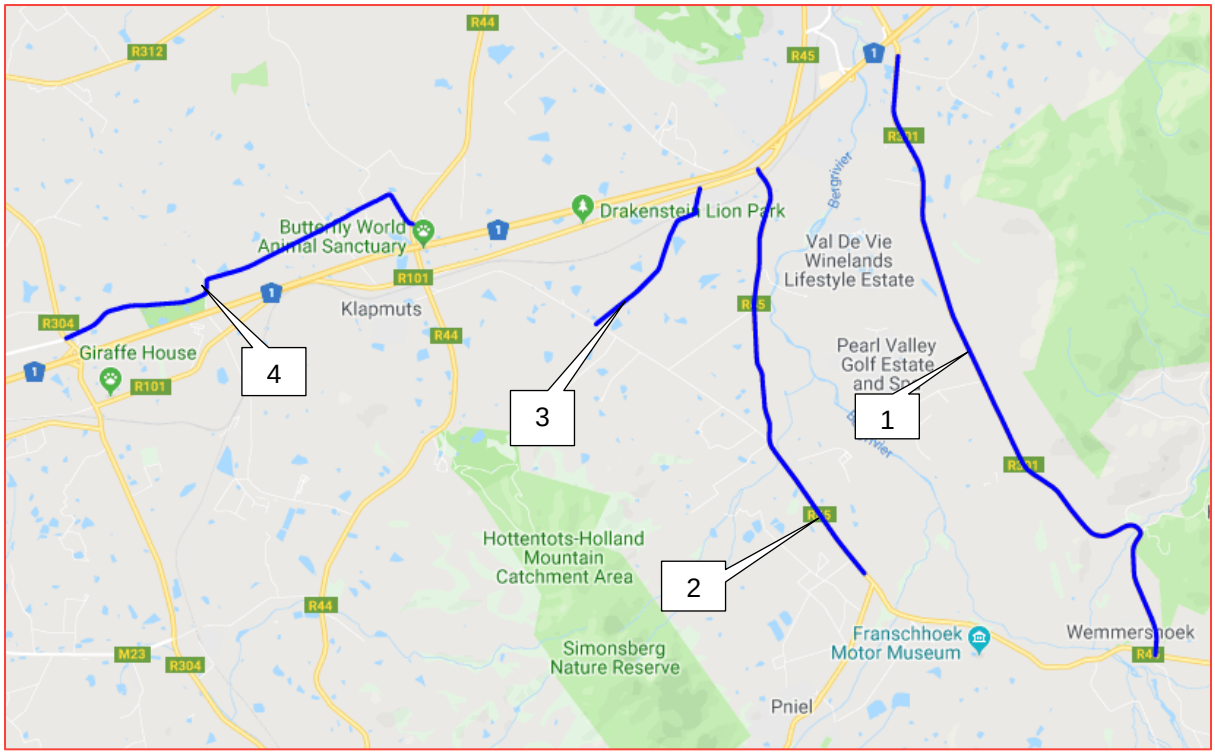


Figure 8-6: PGWC Scheduled Projects – Upgrade

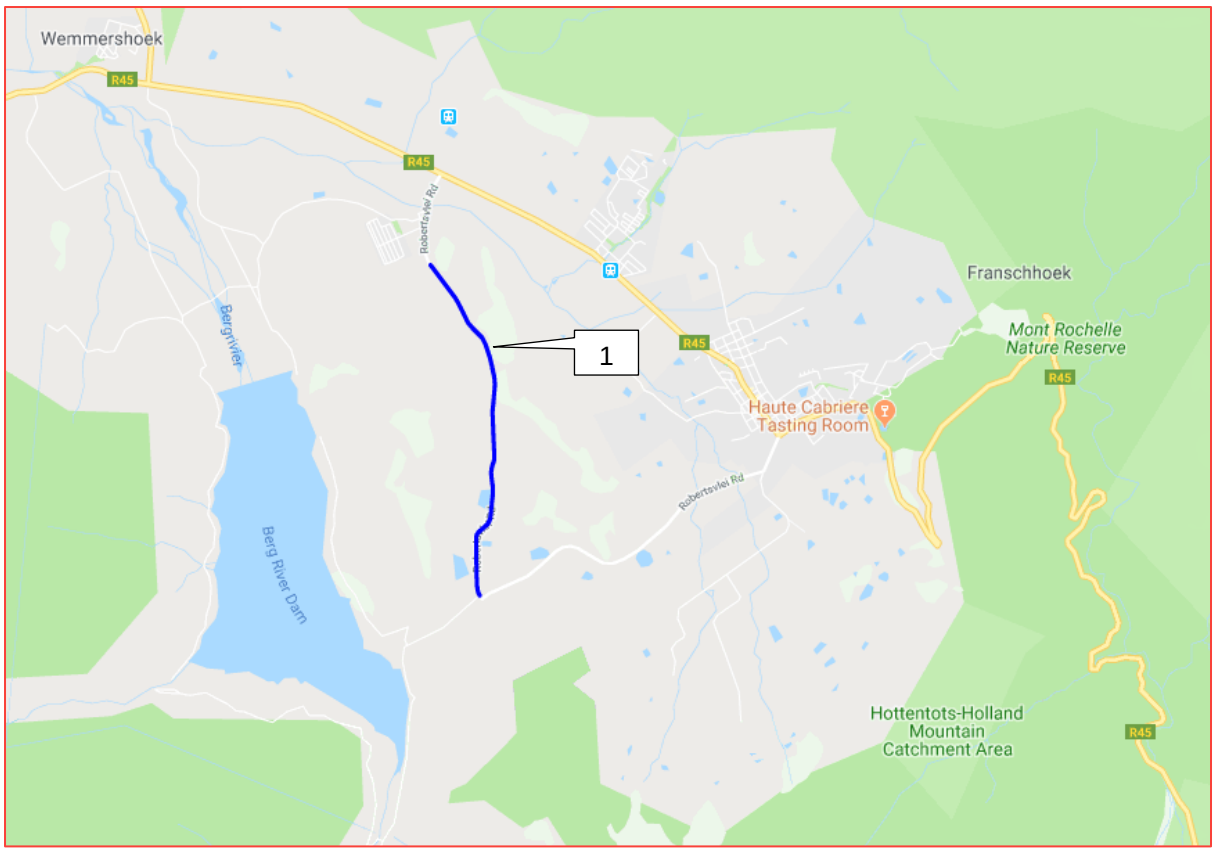


Figure 8-7: PGWC Scheduled Projects – Regravel

Refer to Table 8-5 for the of 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

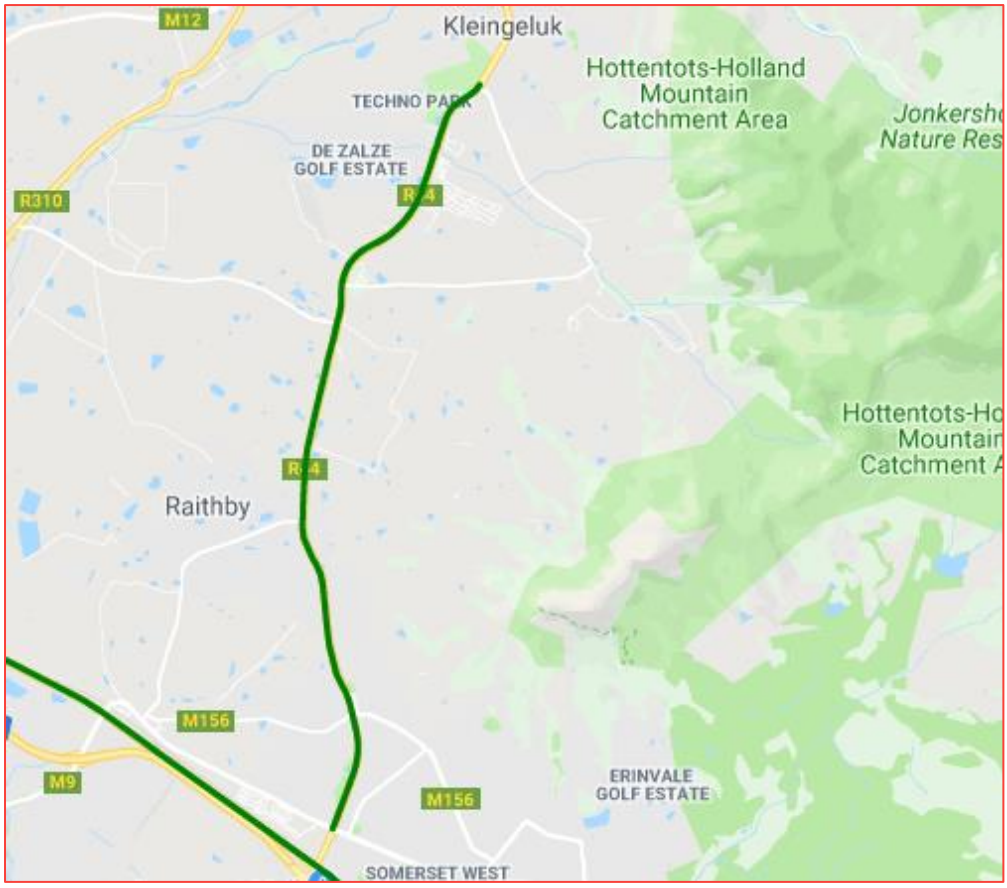


Figure 8-9: PGWC Planned Projects – Reseal

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 2022 update of the 2012 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 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 2022 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
    - Wilderbosch extension to Trumali,
    - Wilderbosch extension to R44 (Technopark).
    - 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.
    - Wilderbosch Extension to Trumali,

- Wilderbosch Extension to R44 (Technopark).
- 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.

— 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 adopt the RMP, giving it legal status. The RMP should be distributed privately and publicly, 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.
- 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 at 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 MODELLING OUTPUTS

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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

APPENDIX

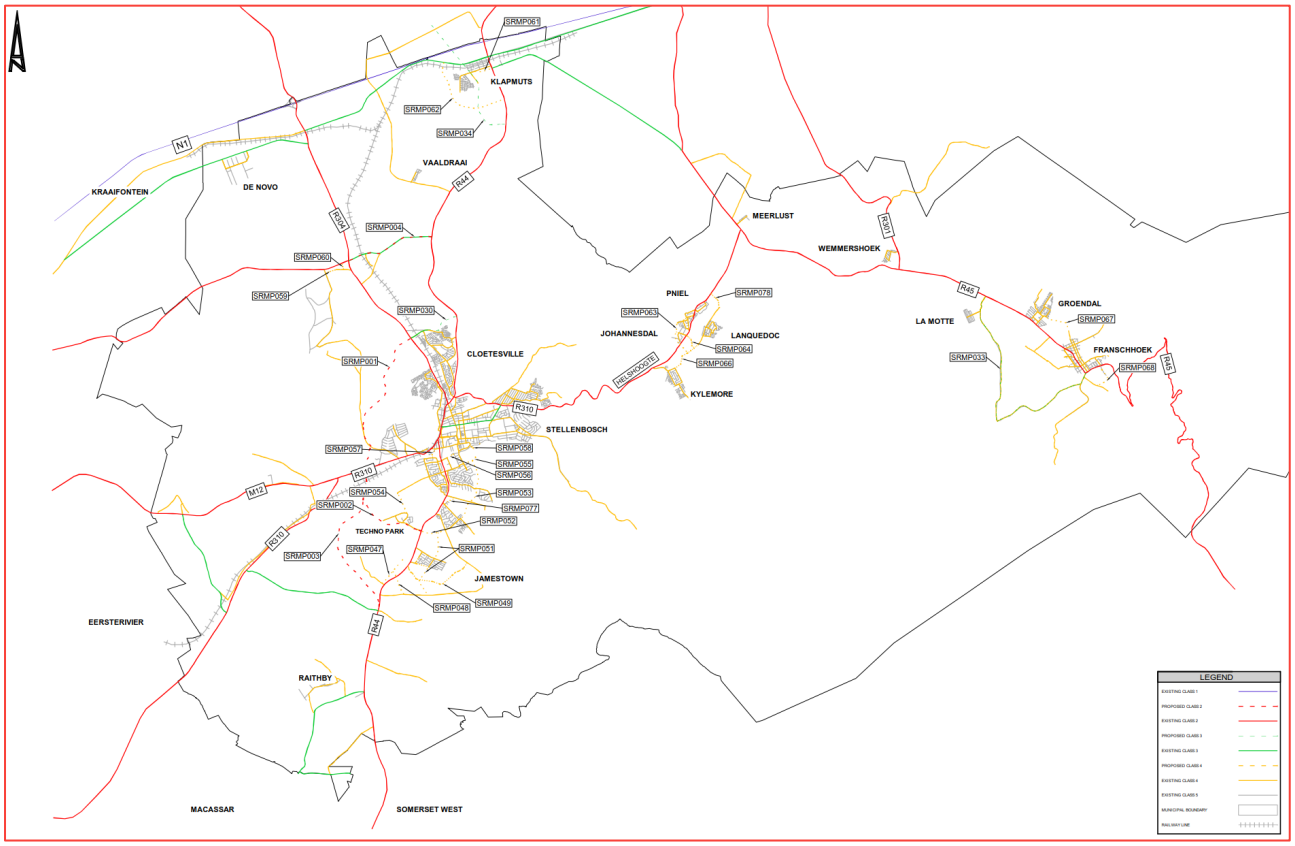
A-2 2040 MODELLING OUTPUTS

Figure 5-1: Potential residential growth areas (Trend Scenario)
Figure 5-2: Potential employment opportunities growth areas
Figure5-3: Potential residential growth (2040 Densification Scenario)
Figure 7-1: 2040 weekday AM peak hour traffic
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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
Figure7-8: Partial Western bypass, grade separated Technopark interchange to R304 - 2040 Weekday AM
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Figure 7-13: R44 urban expressway traffic flow changes - 2040 Weekday AM peak
Figure7-14: 44 urban expressway scenario comparison - 2040 Weekday AM peak
Figure7-15: Densification land use scenario – 2040 weekday AM peak

APPENDIX

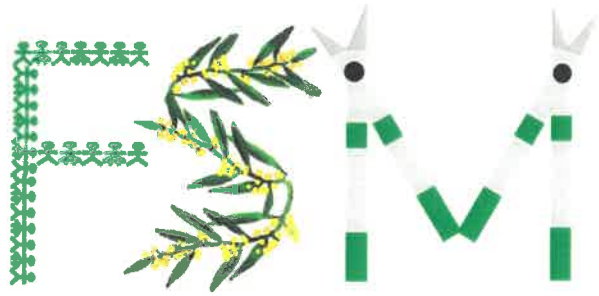
B 2022 RMP PROJECTS

APPENDIX


SRMP061
KLAPMUTS
SRMP062
SRMP034
VAALDRAAI
R44
N1
KRAAIFONTEIN
DE NOVO
R304
SRMP004
SRMP060
SRMP059
SRMP030
SRMP001
CLOETESVILLE
MEERLUST
R301
WEMMERSHOEK
PNIEL
SRMP078
SRMP063
JOHANNESDAL
LANQUEDOC
SRMP064
SRMP066
HELSHOOGTE
KYLEMORE
R310
STELLENBOSCH
LA MOTTE
R45
GROENDAL
SRMP067
FRANSCHHOEK
SRMP068
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SRMP055
SRMP056
R310
M12
SRMP054
SRMP053
SRMP002
SRMP077
SRMP052
TECHNO PARK
R310
SRMP003
SRMP047
SRMP051
JAMESTOWN
SRMP048
SRMP049
R44
EERSTERIVIER
RAITHBY
MACASSAR
SOMERSET WEST
LEGEND

ANNEXURE B

FRIENDS OF STELLENBOSCH MOUNTAIN (FSM)



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Comments on the draft August 2019 Roads Master Plan (RMP) June 2020 Comprehensive Integrated Transport Plan ("CITP") December 2020 NMT Master Plan (NMTMP) as respectively approved for comment or accepted at the Stellenbosch Municipality Council Meeting of 2021-04-28

2021-06-14

BY EMAIL to engineering.services@stellenbosch.gov.za

AND TO the SMF (Stellenbosch Sustainable Mobility Forum) email list

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Friends of Stellenbosch Mountain
Comments on the draft
August 2019 Roads Master Plan (RMP)
June 2020 Comprehensive Integrated Transport Plan ("CITP")
December 2020 NMT Master Plan (NMTMP)
as respectively approved for comment or accepted at the Stellenbosch Municipality Council Meeting of 2021-04-28

2021-06-14

1 Status of the 2021 "Comprehensive Integrated Transport Plan"

1.1. Reason for inclusion of comments on the 2021 "CITP"

1.1.1 A draft Roads Master Plan ("RMP") and a draft NMT Master Plan ("NMTMP") were tabled respectively under Items 11.5.3 and 11.5.4 at the Council meeting of 28 April 2021. They were approved for advertisement within a public participation process. Also included in Item 11.5.5 of the same Council agenda was a "Request for approval of the Comprehensive Integrated Transport Plan" (CITP).

1.1.2 Of course a proper CITP can and must be compiled as a matter of urgency, and of course a proper CITP must also be implemented rather than just shelved or ignored, as Stellenbosch Municipality (SM) has been doing ever since the 2016 CITP was approved.

1.1.3 We will show in the remainder of these comments that the 2021 "CITP" as accepted on 28 April 2021 is neither an "Update" as claimed in Item 11.5.5 of said council agenda, nor is it a proper CITP in its own right. It is an attempt to smuggle in fundamental changes in direction into the existing 2016 CITP while pretending that they merely constitute an "Update". We hence call the 2021 "CITP" in these comments, with the quote marks pertinently added to indicate its dubious status.

1.1.4 No public participation was requested or approved for the 2021 "CITP"; instead, the 2021 "CITP" was simply accepted by Council. The claimed "targeted consultation" was nothing like real public participation. The present comments must therefore necessarily be included as a part of the RMP and NMTMP public comment period. We do so only under protest, because the 2021 "CITP" should have had a separate public participation process or preferably should not have been tabled at all.

1.1.5 At its meeting of 26 February 2020, Council had earlier approved a so-called Section 78(3) report entitled *Providing Bulk Parking for Stellenbosch Municipality* ("BPSM"). The contents of that report will also be relevant within the present comments.

1.2. On the primacy of Integrated Transport Plans

1.2.1 Transport legislation attaches primary importance to the compilation and implementation of a CITP or, for smaller municipalities, an ITP. A simplified diagram setting out this hierarchy is shown in Figure 1 below.

1.2.2 The legal hierarchy of importance is clear:

> **The CITP or ITP is the legal instrument for transport planning, in conjunction with the IDP, the MSDF and the EMF. The RMP has no status in law on its own; it is at best a subordinate sectoral plan**

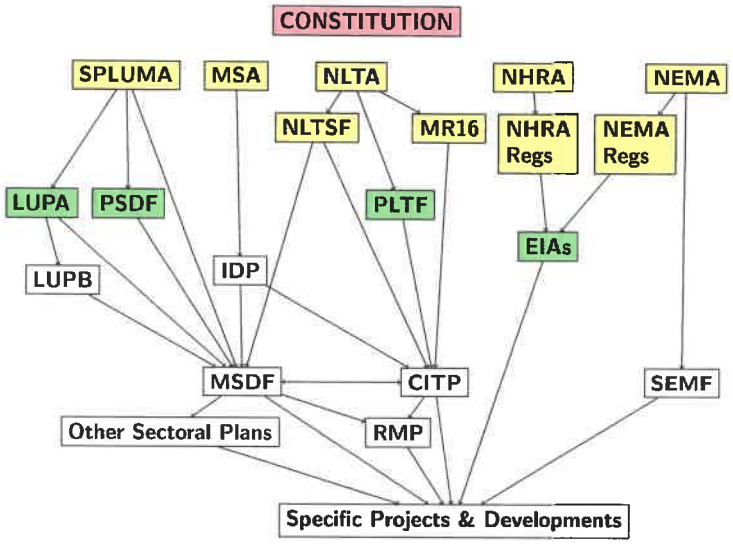


Figure 1: Simplified diagram of legislation pertaining to transport. The CITP is governed by, and must comply with, the national and provincial legislation (NLTA, NLTSF, MR16, PLTF), guided by the local IDP and MSDF. The RMP is a low-level sectoral plan with no legal status. The CITP determines and prescribes the content of the RMP, not vice versa. See Appendix A for a more detailed explanation of all the acronyms.

which is supposed to implement a particular aspect of the strategy and plans set out in the CITP. The CITP and MSDF set the agenda, not the RMP.

In fact, not one of the laws or regulations on national level even mention a Roads Master Plan; it is simply not part of the prescribed planning structure. This has been pointed out many times in emails, previous comments, newspaper articles and at the Stellenbosch Mobility Forum.

1.2.3 It is therefore irrational and contrary to the legal hierarchy to request public comment on a low-level sectoral plan such as the RMP while the 2021 "CITP" itself is not scrutinised and commented on. The RMP issue is taken up again in Sections 2 and 5 below.

1.2.4 As set out in the subsections below, the 2021 "CITP" which was finalised in June 2020 but appears in the Council agenda of 28 April 2021 in itself is beset with serious procedural and content problems. It is therefore imperative to comment on, and point out, on these serious deficiencies and the seriously flawed process which led to its tabling and adoption by Council.

1.2.5 The remainder of this section considers the lawfulness of the 2021 "CITP" and its acceptance by Council in terms of the 2021 "CITP" contents, the council agenda item and in context with earlier versions.

1.3. The various CITP versions: Basics and Timeline

1.3.1 A "Comprehensive Integrated Transport Plan 2016–2020" was prepared by external consultant *Royal HaskoningDHV* and published in four parts which comprised (with title pages) 94, 105, 93 and 86 pages for a total of 378 pages. The final version is dated 12 February 2016.

1.3.2 Item 8.1 of the agenda of the 39th Council meeting of 30 March 2016 tabled and approved the said 2016 CITP compiled by Royal HaskoningDHV to be submitted to the MEC for approval (see Pages 303 to 400 of that agenda). Only the table of contents plus comments on the draft were included in that agenda.

1.3.3 The 2016 Royal HaskoningDHV CITP was subsequently submitted to then MEC Donald Grant for approved on 31 May 2016. It is therefore the official and legally valid Stellenbosch CITP which we call the "2016 CITP".

1.3.4 A document entitled *Update - Stellenbosch Comprehensive Integrated Transport Plan* with date October 2018 and authored by consultant *Kantey & Templer* was never made public by SM. For reference purposes, we shall call it the "2018 KT Report" below. The 2018 KT Report was not tabled for approval by Council. Only after the Stellenbosch Mobility Forum meeting of 31 May 2021 has this document suddenly been made available to FSM. It does not appear in a google search as of 12 June 2021, the date of these FSM comments, and so is not available to the public at large at this stage. The 2018 KT Report may nevertheless have been submitted to the MEC for approval, as if it was a CITP Update, without the public's knowledge or input.

1.3.5 A document entitled *Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality*, authored by *Innovative Transport Solutions* (ITS), was tabled along with an introductory agenda item (Item 11.5.5 of the agenda) at the Council meeting of 28 April 2021. It was finalised in June 2020. We call this document the 2021 "CITP".

1.3.6 To our knowledge, no other update of the 2016 CITP was tabled at any Council meeting in the period between March 2016 and April 2021. In summary, we have therefore three versions before us, the 2016, 2018 and 2021 versions, of which in our view only the original 2016 CITP is lawfully compliant.

1.3.7 If, as we claim and set out below, only the 2016 CITP is legitimate, the approval by Council in April 2021 of the 2021 "CITP" was inappropriate and does not hold up to scrutiny. It may have been unlawful.

1.3.8 The three CITP versions are far too large to be appended in full to this analysis. Full versions of the 2016 and 2021 versions are available on the internet, these and the 2018 version can be supplied by FSM on request.

1.4. Relevant wording of Item 11.5.5 of Council meeting of 2021-04-28

Item 11.5.5 of the Agenda of the 42nd Meeting of the Council of Stellenbosch Municipality held on 28 April 2021 is entitled REQUEST FOR APPROVAL OF THE COMPREHENSIVE INTEGRATED TRANSPORT PLAN. This item contains in its Annexure A the 2021 "CITP". The text of Item 11.5.5, comprising Pages 767 to 770 of said council agenda is attached in Appendix B below.

1.5. Some relevant sections in transport legislation

1.5.1 Section 11(1)(c) of the National Land Transport Act (NLTA) is reproduced in Appendix C which sets out the responsibilities for the municipal sphere of government. We highlight here and in the appendix the following relevant parts:

(i) incorporation of spatial development policies (MSDF, IDP, SPLUMA, PSDF etc);
(iv) ensuring the **implementation** of its policies;
(v) financial planning;
(xi) marketing and promoting public transport;
(xvi) applying traffic management techniques (see also (xxii));
(xvii) manage municipal roads (of course);
(xviii) **planning, implementation and management of modally integrated public transport networks and travel corridors for transport;**
(xix) to achieve subsection (iv), conclude **service level planning for passenger rail on a corridor network basis;**
(xxii) formulating and applying **travel demand management measures.**

1.5.2 We refer below to the *Minimum Requirements for the Preparation of Integrated Transport Plans*, GNR 881 of 2016 ("MR16"). As stated in Section 2 of MR16, the provisions are a *minimum* with which planning authorities (Stellenbosch Municipality) *must* comply.

1.5.3 Regarding ITP updates, MR16 states that *5. FREQUENCY OF PLAN PREPARATION AND UPDATE: ITPs are prepared for a five-year period, thus a new ITP must be prepared every five years. On an annual basis, updating of selected aspects must be carried out. The minimum frequency of plan preparation and updating is shown in Table 1.*

1.6. Hence the question arises: **Is the 2021 "CITP" really an "Update" or an attempted "5-year Overhauled" CITP?**

1.7. We have undertaken a reasonable study of the 2021 "CITP" within the available time. Details of that study can be found in Appendix D. Based on that study as well as on the detailed analysis of the funding requirements of Section 12 of the 2021 "CITP" as set out in Section 2, our answer is this:

The 2021 "CITP" is neither an update nor a 5-year overhaul as specified in the Minimum Requirements 2016 regulations. Instead, it constitutes a major departure from the MSDF, IDP, the MR16 and Section 11(1)(c) of the NLTA.

1.8. Even a cursory inspection of the 2021 "CITP" will reveal that it cannot possibly be a standalone 5-year overhaul of the 2016 CITP. While it tries to keep to the chapter headings prescribed in MR16, its content is highly incomplete. The 2016 CITP comprises 378 pages; the 2021 "CITP" comprises 185 pages or 172 pages if you exclude the extraneous powerpoint slides and maps. The 2016 CITP contains 95 figures; the 2021 "CITP" contains 34 figures. Enough said.

1.9. Item 11.5.5 of the council agenda makes multiple claims that the 2021 CITP is an *annual update*, that a five-year review (ie a *comprehensive update*) is to follow in a year's time, that full stakeholder participation as required by MR16 did not happen but is planned for the future. The resulting recommendations in Item 11.5.5 also refer unambiguously to an *annual update*.

1.10. Contrary to that item's text, the 2021 "CITP" is not an update for the following reasons:

1.10.1 Firstly, the 2021 "CITP" in its sections 3.13 to 3.18, 7.1, 7.2 and in particular in its Section 12, all related to road-related issues, constitutes a major departure both from the principles and specifics of the 2016 CITP.

1.10.2 The requirements of any CITP, update or not, to comply with the existing IDP and MSDF have not been satisfied by the 2021 "CITP".

1.10.3 Not only is the 2021 "CITP" a major departure from the 2016 CITP, but is constitutes a major departure from many of the subsections of the NLTA S11(1)(c) highlighted above.

1.10.4 The overwhelming focus on, and financial bias towards, car-related travel also represents a major departure from stated government goals to alleviate poverty and reduce inequality. The proposed major road-building programme as proposed by the RMP and 2021 "CITP" subsidises the rich and fleeces the poor: see Section 3 below.

1.10.5 In addition, the 2021 "CITP" does not fulfil the MR16 requirements on what an update should be and contain. See the exact wording of what an annual update should be in Paragraph 5.1 of the MR16 as reproduced in Appendix E. That Paragraph contains five subparagraphs itemized by bullets as follows:

Bullet 1 The 2021 "CITP" does to some extent satisfy the first bullet point (new data collection).

Bullet 2 The 2021 "CITP" fails to describe any progress with implementing the ITP in the previous year or at best describes only some minor road improvements.

Bullet 3 The 2021 "CITP" does not document which contracts have been awarded or which have expired, and says nothing about changes or additions to the proposed contracted services network.

Bullet 4 The 2021 "CITP" does satisfy this requirement of reporting on the updated database of Operating Licences.

Bullet 5 This bullet point pertains exactly to the projects, programmes and budgets of Chapter 12 of a CITP which has been scrutinised in detail in Section 2. That analysis has shown conclusively that Section 12 of the 2021 "CITP" is completely contradictory to the intent and specifics of the 2016 CITP and, of course, the underlying legislation. **Spending more than ninety percent of all funding on road and parking infrastructure is incompatible with the 2016 CITP and overarching policy and legislation.**

1.11. **Item 11.5.5 therefore misled Council into believing (a) that the 2021 "CITP" as appended was an annual update when, in fact, it is neither an update nor a five-year overhaul, and (b) that the changes made in the 2021 "CITP" compared to the 2016 CITP were minor when in fact they were drastic.**

1.12. Not only the text of Item 11.5.5 but also the 2021 "CITP" itself is misleading in content:

1.12.1 The funding numbers provided to Council in the 2021 "CITP" are not only unbalanced, but simply wrong in critical aspects; see Section 2.

1.12.2 In particular, it is not a triviality to simply "lose" or "forget" R126 million in spending, as the 2021 "CITP" has done in Table 12.1. Neither is it permissible to compare "apples with oranges", i.e. planning-only costs with planning-plus-construction costs, as the 2021 "CITP" has done.

1.12.3 Important figures in the 2021 "CITP" were simply left blank; see Appendix D.

1.12.4 As already set out, the 2021 "CITP" represents a major departure from multiple requirements, but none of that is made clear in the 2021 "CITP" document itself or the accompanying item.

1.13. Misleading Council is an offence in terms of the *Code of Conduct for Municipal Staff Members.* In Schedule 2 of the Municipal Systems Act of 2000 we read that

> *7(h) A staff member of a municipality may not — (b) mislead or attempt to mislead the council, or a structure or functionary of the council, in its consideration of any matter;*

1.14. The misleading in question is not minor in nature. If correct information had been supplied to Council in Item 11.5.5, no doubt there would have been much greater scrutiny of the entirely new content, vision, change in strategy and funding allocations of the 2021 CITP by Council. Approval of the 2021 CITP was therefore based on insufficient scrutiny which in turn was based on the misleading wording of Item 11.5.5 as well as the silence of the 2021 "CITP" itself.

1.15. In the question of misleading, intentionality is irrelevant. It does not matter whether such misleading was deliberate or the result of an oversight, personal stress or coercion, miscommunication or any other factors. Process, compliance and content are crucial, not intention.

1.16. Given that the 2021 "CITP" is fatally flawed and was approved on misleading premises, Council should rescind its decision to approve the 2021 "CITP".

2 Budget imbalance

2.1. In this section, we show that there is an overwhelming imbalance in the planned and projected capital spending on "sustainable mobility and transport" (SMT) as compared to "individual car- and road-related" (CRR) spending. For practical purposes, we will at times lump the categories *Integrated Planning*, *Public Transport* plus *NMT* into the SMT (sustainable transport) supercategory, while joining categories *Roads Infrastructure* and *Parking Infrastructure* into the CRR (car-related) supercategory.

2.2. We will use here numbers derived from Section 12 of the 2021 "CITP" rather than the RMP and NMTMP, because the 2021 "CITP" is more up to date than the 2018 estimates of the RMP and supposedly (?) uses consistent methodology across the different categories.

2.3. For reference purposes, we reproduce in Table 1 the original Table 12.1 of the 2021 "CITP" as also shown on "Page 928" in Appendix F. All amounts are in millions of Rands.

	Project Budgets Per FY in R Million					
Project Category	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Integrated Planning	4.00	3.80	5.60	22.60	1.70	37.70
Public Transport	36.80	15.25	27.00	18.50	7.50	105.05
NMT						126.30
Roads Infrastructure	25.31	244.40	242.40	758.20	112.10	1382.41
Total (R million)	66.11	263.45	275.00	799.30	131.30	1525.16

Table 1: *Copy of the original 2021 "CITP" Table 12.1 as it appears in the 2021 "CITP".*

2.4. This original table is seriously wrong in a number of ways:

2.4.1 Firstly, of the 5-Year totals marked in red, the orange amount of R1525.16 million is incorrect; it should be R1651.46 million. The calculation omitted the R126.30 million of the NMT total.

2.4.2 Secondly, the costs of parking infrastructure were omitted even though these are much larger than the three SMT categories combined.

2.4.3 Thirdly, the numbers are "comparing apples with oranges" in that some projects are costed only with respect to their planning phases, while others are costed for the entire sequence of planning, design, construction and contingencies (called "PDC" in Section 12 of the 2021 "CITP", below and in the appendices).

2.4.4 In addition, many projects are not costed at all in Section 12 of the 2021 "CITP"; see Appendix F. The numbers in the RMP Table 8-2 appear outdated and in some cases significantly underestimated. Notably, only one of the three legs of the proposed **Western Bypass** (projects SRMP001, SRMP002, SRMP003) were costed in the 2021 "CITP", and the necessary intersections were also left out (SRMP022 to SRMP025). Similarly, the controversial **Eastern Link Road** (SRMP052) was not taken into account in the calculations leading to Table 12.1.

2.5. It is impossible to correct the above deficiencies in detail. All that can be done is to take educated guesses and apply ad hoc correction factors so as to at least obtain some rough estimate of the true state of affairs. We therefore apply the following ad hoc corrective measures, in the knowledge that these are estimates and incomplete:

2.5.1 The incorrect amount of R1525.16 is easily fixed. It is disconcerting, however, that R126.30 million was simply "forgotten" in this critical Table 12.1 and that no one noticed the error. Did anyone apply their minds or was the 2021 "CITP" just signed off?

2.5.2 To estimate parking infrastructure costs, we made use of numbers taken from Table 5.4 of the February 2020 Section 78 Parking Report; see Appendix G.

2.5.3 To compare "apples with apples", in this case fully PDC-costed projects, we used heuristic information that planning and design costs are typically 14 to 20 percent of the total costs. This is done by means of correction factors of 7 (for a 14.3 percent case) and 5 (for a 20 percent case), called "Maximum" and "Minimum" below and also in Appendix H.

2.5.4 Short of re-costing every single of the many uncosted project items, we simply took some ballpark guesses for the missing parts of the Western Bypass. We also used a guesstimate of R120million for the set of projects which would include a purported Eastern Link Road and other uncosted projects, without trying to subdivide this guess into individual components. Many other roads projects uncosted in Section 12 of the 2021 "CITP" were still left out.

2.5.5 In addition, we tried to quantify the effect of including only high-priority projects or of also including medium-priority projects with some weighting factor as set out below.

2.6. In summary, we have done our best to arrive at realistic estimates for SMT versus CRR funding estimates. A first result of these corrections appears in Table 2 below. In this Table, the minimum and maximum costing factors were applied to entire project categories without trying to look at individual underlying projects. The results are devastating: in this scenario, SMT projects would get 2–3 percent of the total funding, while 97-98 percent would go towards CRR.

Project Category	5-Y Total Minimum	5-Y Total Maximum	Percent Minimum	Percent Maximum
Integrated Planning	37.70	37.70	0.47	0.35
Public Transport	105.05	105.05	1.32	0.98
NMT	126.30	126.30	1.59	1.18
Road Infrastructure	6912.05	9676.87	86.82	90.22
Parking Infrastructure	780.45	780.45	9.80	7.28
Grand Total (R million)	7961.55	10726.37	100.00	100.00
Sustainable mobility	269.05	269.05	3.38	2.51
Car- and road-related	7692.50	10457.32	96.62	97.49
Grand Total (R million)	7961.55	10726.37	100.00	100.00

Table 2: *2021 "CITP" Table 12.1 (All costed projects) corrected by factoring in estimated construction costs. Numbers from the 2020 Parking Report have been added. "Total Minimum" assumes that "Planning and Design" amounts to 20% of total costs (i.e. that Construction amounts to 80%). Likewise, "Total Maximum" assumes that "Planning and Design" amount to 14.3% of total costs. A complete version of this table appears in Appendix I.*

2.7. It must be noted that, of the total amount of R105.05 million over 5 years for "Public Transport" R69.55million is earmarked for taxi ranks and associated infrastructure, leaving just R35.50 million to be spent on public transport infrastructure outside of minibus taxis. As a percentage of the totals shown above, this is miniscule. This directly violates the spirit and letter of the NLTA, MR16, IDP and MSDF.

2.8. The above calculations were refined by reverting to the level of individual projects as set out in Tables 12.2 to 12.5 of the 2021 "CITP". These tables are reproduced in their original form in Appendix F.

2.9. A suitably corrected table appears in Appendix H. The uncosted Western Bypass and Eastern Link Road are marked as green cells in those tables, and an educated (and very conservative) guess of costs based on similar other roads was made at R100million for SRMP003 planning and R120million for Eastern Link SRMP052 et al planning respectively.

2.10. On the other hand, as shown in the appropriate columns of the original tables in Appendix F, not all projects listed have high priority, i.e. not all medium- and low-priority items listed will actually be built.

2.11. To take this uncertainty into account, we weighted Medium-priority costs by a factor of 50 percent and High-priority ones by 100 percent in calculations shown in Appendix H while still factoring in construction costs where appropriate.

2.12. Making these reasonable assumptions leads to the results shown in Table 3 below.

Project Category	H + M Minimum	H+0.5M Minimum	H + M Percent	H+0.5M Percent
Integrated Planning	140.90	89.65	1.68	1.68
Public Transport	181.05	181.05	2.16	3.40
NMT	126.30	98.82	1.50	1.85
Road Infrastructure	7170.41	4182.26	85.37	78.43
Parking Infrastructure	780.45	780.45	9.29	14.64
Grand Total (R million)	8399.11	5332.23	100.00	100.00
Sustainable mobility	448.25	369.12	5.34	6.93
Car- and road-related	7950.86	4962.71	94.66	93.07
Grand Total (R million)	8399.11	5332.23	100.00	100.00

Table 3: *Calculations based on full high-plus-medium priority and on high-plus-halfweighted medium-priority ("H+0.5M") projects only, omitting low-priority items altogether. For the full calculations using numbers from individual projects as supplied by Tables 12.2 to 12.5 in the 2021 "CITP", see Appendix H. "Minimum" again refers to a construction factor of 5.0 being applied rather than 7.0.*

2.13. **The above are all estimates, but they show unambiguously that the overwhelming fraction — always over 90 percent — of projected funding is to be applied towards CRR (roads and parking).**

2.14. For the purposes of these determinations, the **source of funding** is irrelevant. Budgetary constraints are well known, and so any funding from any source which is directed towards roads and parking will thereby not be available for the sustainable transport components.

2.15. **Private donations** would of course be welcomed. However, there may be no *quid pro quo*. Stellenbosch Municipality would be guilty of corruption were it to alter its policy and plans so as to favour such donors directly or indirectly. Private donations must come with no strings attached.

3 Poverty, roads, and subsidising the rich

This section is in parts a verbatim repetition of comments already made in a 2018 appeal against the so-called "upgrading" of the R44 between Somerset West and Stellenbosch town. There is a strong correlation between personal income, choice of mode (NMT, public transport, private vehicle) and the implications for mobility planning and funding.

3.1. There is consensus among experts worldwide that there is a **strong correlation between income level and Private Vehicle (PV) use: the higher the income, the higher the percentage of PV use.** Put plainly, **poor people walk, cycle and use minibus taxis** and, where possible, **trains and buses**, while those who can afford to use a PV do so due to the convenience and time savings.

3.2. All legislation since 1994, from the National Development Plan downwards, has emphasised the principles of sustainability and specifically reducing poverty; see for example Section 4.3.6 of the NLTSF and, by example, in its Executive Summary,

> *Proper monitoring and review of the KPIs* (Key Performance Indicators) *will ensure a balanced view at the national, regional and local levels of* ***the critical role of transport services in reducing poverty****, facilitating growth and contributing to achievement of key development targets and sustainability.*

and in its Section 3.2.1

> *The low income people in South Africa spend about 40% of their income on transport. The big cost of mobility and the constraint it places on the lower income earners limits their ability to access healthcare, social and economic opportunities (Statistics South Africa 2013). Mobility has a profound effect on poverty where incidence of low mobility and unaffordable public transport would restrict entire households from economic opportunities.*

3.3. The correlation between income and PV use is apparent in the mobility figures for commuter trips into and within Stellenbosch. The following figure is taken from a 2018 presentation by Transport Futures consultants. On the one axis is the length of the trip, on the other the type of transport used ("modal split"). Heights represent the number of users. Green=walking, Brown=cycling, Blue=rail, Khaki=schoolbus, Yellow=minibus taxis, Red=car-sharing, Black=cars, MBT= Minibus taxis. See also Section 4.6.3 of the RMP.

3.4. It is clear that low-income commuters, so-called "captive users", overwhelmingly rely on walking, minibus taxis and rail (the green, blue and yellow bars in the lefthand panel), while the more well-off "choice users" overwhelmingly use private vehicles (the red and black bars in the righthand panel).

3.5. Figure 4-6 of the RMP conveys the same message: the high-income occupancy rate is 1.1, while the low-income occupancy ratio is 2.6. Poor people do not cause congestion on roads; rich people do. For the purposes of traffic, anyone who can afford to own and operate a light vehicle and regularly travel alone in it is called "rich". The income required to achieve this standard of living is beyond most South Africans.

3.6. Of course minibus taxis make use of roads. Using that as a motivation for spending on new road construction is misleading, however, because 87 percent of road users are cars ("light vehicles") and so the congestion is caused not by the poor being transported in taxis but by the rich who mostly travel alone in their cars and thereby take up too much road space.

4 Railway transport and the Adam Tas Corridor

4.1. The Adam Tas Corridor (ATC) project has been touted as the largest opportunity within Stellenbosch town planning for decades. It has the potential to make or break the proper urban structure in the coming decades. On the one hand, if it is built around Transit Oriented Development — as set out as principle in the MSDF — then many problems of Stellenbosch town planning will automatically be solved. If, on the other hand, the ATC becomes just another opportunity for reckless road- and traffic-driven urban sprawl, then the problems of Stellenbosch will multiply.

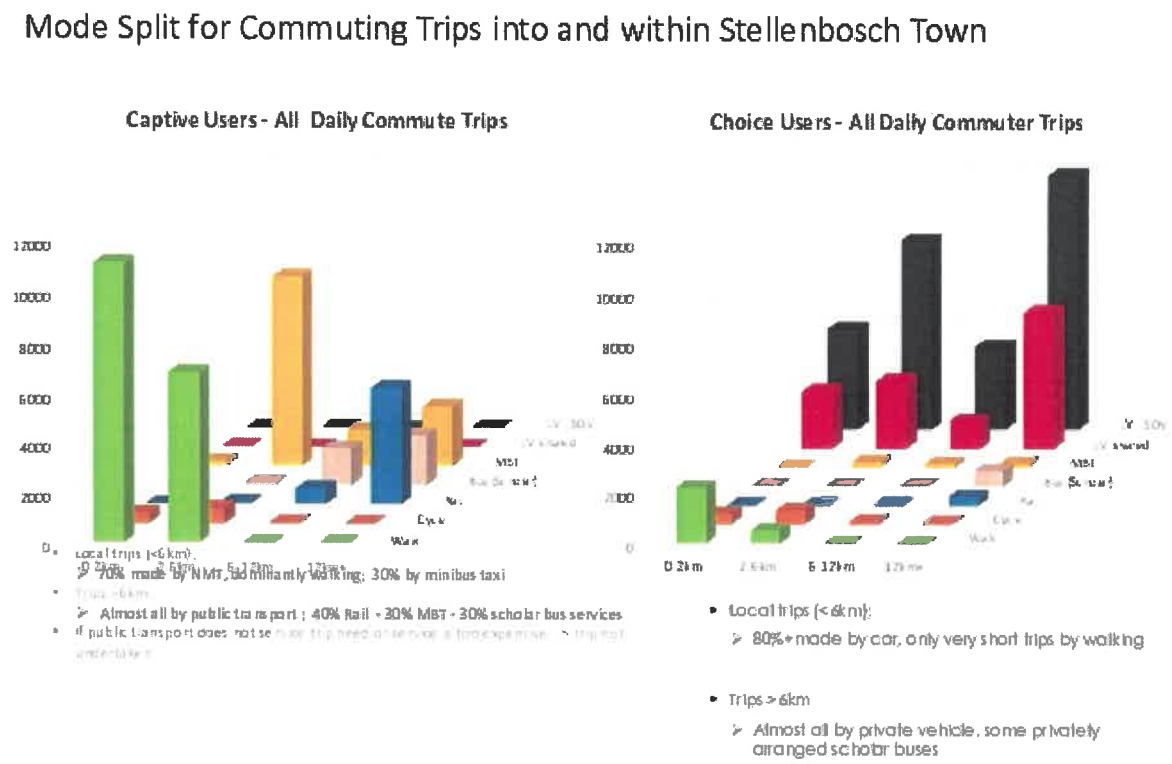


Figure 2: Poor people ("Captive Users") use public transport and NMT; rich people ("Choice Users") use cars. Figure showing "modal split" as a function of distance i.e. how many people use which type of transport.

4.2. The ATC is centered on two railway stations, namely Stellenbosch Main Station and Du Toit Station, and in its extended form would encompass railway stations both along the south-west and northwards rail route.

4.3. Rail transport is the backbone of Transit-Oriented Development. The ATC will only fulfil its potential of that backbone is properly connected to the other modes through **modal interchanges** at these stations, especially Public Transport (buses, taxis, light rail connectors) and to NMT facilities in the town centre.

4.4. It is therefore of utmost concern that neither the 2021 "CITP" nor the RMP nor even the NMT MP take the central role of these modal interchanges into account.

4.5. On that count alone:

> **In failing to assign in their planning concepts a central importance to rail transport and to the railway stations and surrounding precincts, and in failing to understand or address the dire need for concomitant investment, the 2021 "CITP" and RMP have fundamentally failed to fulfil their most important task.**

4.6. This failure is almost invisible since the ATC and rail occupies almost no space in the 2021 "CITP" and none in the RMP. We also note that the Adam Tas Corridor project is not costed at all in the extensive list of projects. In other words, Section 12 of the 2021 "CITP" simply omits the single most important project in all of Stellenbosch town planning.

4.7. Council has passed several resolutions in support of the ATC, the last one at its meeting of 2020-07-29. Given the acceptance of the 2021 "CITP", Council has set itself up to sabotage the very project which it purports to be supporting.

5 Comments on the draft Roads Master Plan

5.1. As already set out in Section 1, a Roads Master Plan (RMP) in any form is a subordinate and unnecessary document. The primary planning instruments are the CITP and MSDF. These instruments should drive any road infrastructure planning and construction rather than being driven by them. The RMP therefore constitutes a back-to-front approach where the tail is wagging the dog.

5.2. Stellenbosch Municipality has chosen to put out for comment only the RMP and NMTMP while not requesting comment or meaningful input into the critically important CITP. FSM does not accept this policy and submits the present RMP comments only under protest and conditional on all the issues raised in previous sections.

5.3. Section 2 on the overwhelming imbalance in planned capital spending is directly relevant to the RMP, and all comments made there are hereby included in the comments on the RMP also. We have shown that 93 to 97 percent of budget totals is planned to be spent on road construction and parking infrastructure.

5.4. The exclusive focus on private cars as the exclusive quantity to be is therefore pro-rich and anti-poor; see Section 3. The fact that only a few percent of total funding towards those transport modes most needed by the poor proves this without a doubt.

5.5. Figure 4-6 of the RMP tells the same story: the high-income occupancy rate is 1.1, while the low-income occupancy ratio is 2.6. Poor people do not cause congestion because they travel in groups; rich people do because they travel alone.

5.6. There is so far no data on the average total kilometres travelled annually as a function of household income. It is reasonable to assume that poor people traverse fewer kilometres than rich people do.

5.7. If the proper and prescribed process had been followed, the CITP would have prioritised capital spending on Public Transport, with far more projects beyond basic minibus taxi items being planned and costed. The CITP would, if it had been done correctly, of course also have taken into account roads and road planning also — but as part of the integrated TOD- and TDM-driven approach.

5.8. Serious doubt must be cast on the traffic modelling which forms the basis for many conclusions in the RMP. As Section 4.6 of the RMP makes clear, the EMME model is aware of and makes use of vehicle occupancies. Yet the occupancy numbers are merely used as **constants** as an input into calculating the number of cars on a particular route. **This is a fundamental error. Occupancies are not supposed to be unchanged constants but variables. Changing from low to high occupancy is a primary task of traffic planning; it is a major component of TDM. If the RMP models are ignorant of this fundamental flaw in their model, their results cannot be taken seriously.**

5.9. **Specifically, to earn its large fees for producing any results, any traffic modeller should at a minimum be required — by the Terms of Reference — to produce a complete sensitivity analysis of their modelling results as a function of changing occupancy from, say, 1.1 to 2.0.**

5.10. The fact that a sensitivity analysis as a function of occupancy appears to have been missing from the Terms of Reference for the RMP is a fundamental error and negligence on the part of the Department of Infrastructure Services.

5.11. Because all modelling results depend strongly on the numeric values of occupancy used, **not one of the numerous modelling results is credible.** The EMME model results accept as inevitable that very number (the occupancy) which is supposed to be the prime subject and target of traffic planning.

5.12. Once again it must be repeated what has been said numerous time already.

> **In Summary: Occupancies and traffic growth rates are not constants but variables whose effect must be understood and which must be changed.**

5.13. On the basis of the failure of the RMP to take this into account, it is necessary to state unequivocally that

> **The RMP needs to present results, and show graphical figures equivalent to all those shown at present, for a substantially higher occupancy level and lower traffic growth rates.**

5.14. Furthermore, not only must the sensitivity be understood, but the RMP should be led by legislation and the CITP and fall into the overall TDM strategy:

> **Until there is a credible strategy and a serious implementation effort in place to increase vehicle occupancies and lower traffic growth rates, not one of the motivations for new road construction in the RMP is credible.**

5.15. While the above primitive just-test-sensitivity approach is a good start, a proper analysis would take into account not only simple changes in parameter values for occupancy and growth rates, but implement a time-variable growth or attenuation scenario for these variables.

5.16. Given these weaknesses of the current modelling,

> **Any reference to congestion as a motivation for road construction is invalid until the above variables have been properly and honestly modelled.**

5.17. Within a proper TOD- and TDM-prioritised approach, some of the 84 projects listed in Table 12.5 of the 2021 "CITP" and the RMP would of course be incorporated and funded. Given the fundamentally wrong current approach, it is not conducive to even argue individual projects. **The entire planning project should be reset and restarted under the correct basic premises and fundamentals.**

5.18. The comments and issues raised in the October 2018 comments by FSM on the RMP, MSDF and CITP are incorporated into these comments as they are still relevant. See Appendix J for the title page. The full 2018 FSM comments are available as a separate file.

6 Comments on the draft NMT Master Plan

6.1. There was no time to scrutinise the NTMMP and to comment on its merits.

6.2. The analysis of funding as presented in Section 2 shows, of course, that NMT project funding is ridiculously low compared to road- and parking-related infrastructure, coming in at the percentile level. Section 2 is hereby incorporated into the comments on the NMTMP.

6.3. While the consultants ITS have failed to compile a proper CITP, at least they have done a decent job in the NMT Master Plan.

6.4. The problem lies not so much in the details of the NMTMP, but in its narrow vision and low ambition. That can only be fixed, however, once the fundamental problems of the CITP and RMP have been addressed, which would make available much more funding also for NMT.

6.5. FSM recommends that the NMTMP be accepted for the moment, but that it be revisited once the fundamental flaws in the overall CITP strategy have been addressed with a view to a greatly expanded role not only for NMT but for all sustainable modes of transport.

6.6. NMT should of course be fully included in the planning for larger modal interchanges (stations, park-and-ride, secure NMT storage etc).

A Article in Eikestadnuus on subordinate role of RMP

Why the Roads Master Plan has no status in law

HC Eggers
16 October 2018

The draft Roads Master Plan (RMP) presented at the Mobility Forum in September complies with none of the legislation and should hence be withdrawn. At best, it can serve as partial input into a new Roads Sectoral Plan.

The reasons for this claim requires some legal context. South African legislation is hierarchically structured in two ways:

The first hierarchy pertains to the sphere of government: national, provincial and municipal (local) government. Theoretically district government also exists but it does not play a large role. National laws govern provincial ones, and both in turn govern municipal ones. The lowest level of the hierarchy are so-called Sectoral Plans.

The second hierarchy pertains to the type of law. Acts at the top of the hierarchy often result in subordinate Frameworks. Acts and Frameworks together govern Regulations, Policies and Plans, and all together determine so-called Standard Operating Procedures and implementation.

The hierarchical structure is crucial: instances higher up in the hierarchy are mandatory for those lower down. A low-level Plan which contradicts a high-level Act or Regulation thereby becomes unlawful.

Where, then, does the Roads Master Plan appear in the hierarchy? The diagram sets out the relevant legislation. At the peak, we have the Constitution. The main national acts, shown in green, are SPLUMA (Spatial Land Use and Management Act), MSA (Municipal Systems Act), NLTA (National Land Transport Act), NEMA (National Environmental Management Act) and NHRA (National Heritage Resources Act). Relevant on national level are also the NLTSF (National Land Transport Strategic Framework) and MR16 (Minimum Requirements for drawing up an integrated-transport plan).

On provincial level, LUPA (Land Use Planning Act) and PSDF (Provincial Spatial Development Framework) shown in green are directly relevant because they are required by SPLUMA. Similarly, the PLTF (Provincial Land Transport Framework) is required by the national NLTA.

The chief planning instrument on local-government level is the IDP (Integrated Development Plan) as required by the national MSA. The key municipal spatial planning instrument is the MSDF (Municipal Spatial Development Framework). It is required and governed both by spatial planning (SPLUMA, LUPA, PSDF, LUPB) and by transport planning (NLTSF), and of course the IDP. On the transport side, the key municipal planning instrument is the Comprehensive Integrated Transport Plan (CITP); it is mandatory in terms of the NLTSF, and the MR16 sets out in detail the type of contents of a CITP.

No Roads Master Plan is even mentioned in this hierarchy. It therefore cannot exist on its own; it is either illegal or it must have an optional place within these hierarchies. There is no doubt that the only lawful place for an RMP is that of a Sectoral Plan at the lowest level of the hierarchy. It is governed by all of the higher legislation and should therefore be called a Roads Slave Plan.

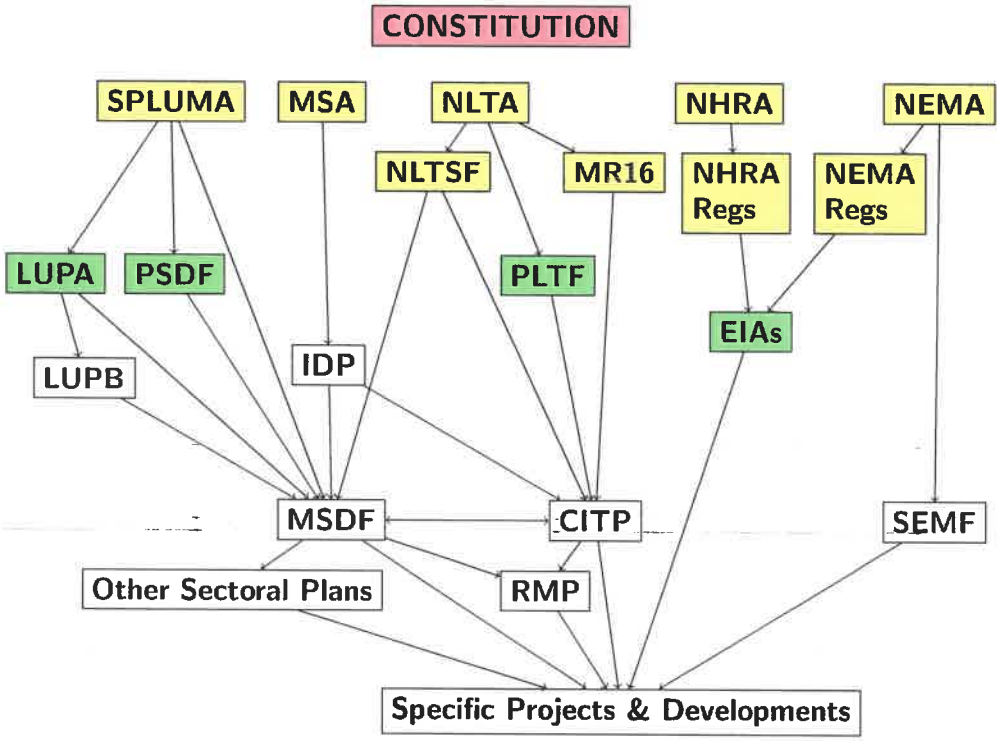
By contrast, the CITP is mandatory under the NLTA, and the MSDF is mandatory under multiple pieces of legislation. The principles and strategies of higher-order legislation, including the CITP and MSDF are binding on any RMP. The CITP and MSDF determine what a

RMP should contain and not vice versa. Naturally, funding priorities are also set not by the RMP itself.

Specific projects are at the very bottom of the hierarchy. Any and all new road construction must be considered within the parameters set by all of the above. A Roads Slave Plan has no freedom to pick and choose specific projects.

What type of projects does the legislation prefer? **The entire hierarchy of legislation is unambiguous that the future lies not in construction of more and wider roads but in densification and public transport.** By law, public transport and NMT must hence form the focus of the MSDF and CITP Project Teams and the Intergovernmental Steering Committees while road construction should be perpetually on the back burner. Any Roads Slave Plan should be an afterthought or not appear at all.

Traffic congestion by itself is not a valid ground for new road construction. All of the above legislation is well aware of congestion but nevertheless is unanimous and strident in requiring densification, public transport and NMT rather than road construction.



B Item 11.5.5 of Council Agenda, 28 April 2021

11.5.5	REQUEST FOR APPROVAL OF THE COMPREHENSIVE INTEGRATED TRANSPORT PLAN

Collaborator No: 702614
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 14 April 2021 and 28 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 CITP every 5 years and update the CITP annually. The CITP 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 CITP'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 INFRASTRUCURE 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 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.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2021-04-14: ITEM 7.5.5

(a) that the content of this Comprehensive Integrated Transport Plan (CITP) 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.

ANNEXURES

Annexure A: Draft CITP UPDATE 2020

FOR FURTHER DETAILS CONTACT:

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REPORT DATE	***15 February 2021***

C Section 11(1)(c) of the National Land Transport Act

11(1)(c) The **municipal sphere of government is responsible for —**

(i) developing land transport policy and strategy within its area based on national and provincial guidelines, which includes its vision for the area and incorporates **spatial development policies** on matters such as **densification** and infilling as well as **development corridors**;

(ii) promulgating municipal by-laws and concluding agreements, as appropriate, in the municipal sphere;

(iii) ensuring co-ordination between departments and agencies in the municipal sphere with responsibilities that impact on transport and land use planning issues, and bringing together the relevant officials;

(iv) in its capacity as planning authority, **preparing transport plans** for its area, **ensuring the implementation thereof** and **monitoring its performance** in achieving its goals and objectives;

(v) **financial planning** with regard to land transport within or affecting its area, with particular reference to transport planning, infrastructure, operations, services, maintenance, monitoring and administration, with due focus on rehabilitation and maintenance of infrastructure;

(vi) managing the movement of persons and goods on land within its area by co-ordinating such movement;

(vii) encouraging and promoting the optimal use of the available travel modes so as to enhance the effectiveness of the transport system and reduce travelling time and costs;

(viii) developing, implementing and monitoring a strategy to prevent, minimise or reduce any adverse impacts of the land transport system on the environment in its area;

(ix) developing, operating and maintaining a land transport information system for its area;

(x) encouraging, promoting and facilitating public consultation and participation in the planning, regulation and implementation of public transport, and applying the requirements of the Systems Act in that regard;

(xi) **marketing and promoting public transport** and promoting publicity associated with the public transport system;

(xii) providing information to users or potential users of public transport;

(xiii) promoting safety and security in public transport:

(xiv) ensuring there is provision for the needs of special categories of passengers in planning and providing public transport infrastructure, facilities and services to meet their needs, in so far as possible by the system provided for mainstream public transport;

(xv) liaising on a continuous basis with the South African Police Service, Road Traffic Management Corporation, the relevant provincial and municipal law enforcement authorities or agencies, and the inspectors appointed under the Cross-Border Act, with a view to ensuring co-ordinated transport law enforcement within its area;

(xvi) applying **traffic management techniques** aimed at improving road traffic movement;

(xvii) undertaking functions relating to **municipal roads**, as well as measures to limit damage to the road system;

(xviii) the **planning, implementation and management of modally integrated public transport networks and travel corridors for transport** within the municipal area and liaising in thal regard with neighbouring municipalities;

(xix) in relation to the planning functions contemplated in paragraph (iv) include **service level planning for passenger rail on a corridor network basis** in consultation with the South African Rail Commuter Corporation;

(xx) introducing, establishing or assisting in or encouraging and facilitating the establishment of integrated ticketing systems, the managing thereof including through-ticketing and determining measures for the regulation and control of revenue-sharing among operators involved in those systems;

(xxi) subject to standards set by the Minister under section 5(5), if any, set standards for interoperability between fare collection and ticketing systems in its area;

(xxii) formulating and apply **travel demand management measures** for its area;

(xxiii) in the case of gross cost contracts for subsidised services, determining fare structures and fare levels and periodically adjusting fares after publishing the proposed adjustment for public comment;

(xxiv) determining concessionary fares for special categories of passengers in the prescribed manner;

(xxv) exercising control over service delivery through —

(i) the setting of operational and technical standards and monitoring compliance therewith; and

(ii) the monitoring of contracts and concessions;

(xxvi) concluding subsidised service contracts, commercial service contracts, and negotiated contracts contemplated in section 41(1) with operators for services within their areas;

(xxvii) developing and managing intelligent transport systems for their areas in the prescribed manner; and

(xxviii) performing the other functions of municipalities in terms of this Act.

D An annotated guide to contents and compliance of the 2021 "CITP"

D1. The draft presented **and accepted by Council** is sloppy and incomplete. The photographs and figures which precede the title page should have been incorporated into the main body of the document itself. Crucial information such as the maps of proposed developments are missing. The 2021 "CITP" as accepted has empty pages instead of maps in Figure 4.4 (purportedly a *Map of Development Proposals Stellenbosch Municipality*), Figure 4.5 (proposals grouped by area), 4.6 (proposals in Klapmuts), 4.7 (in Franchhoek (sic)), 4.8 in Pniel. No information is provided as to the status of these purported proposals.

D2. **Public Transport**:

D3. Progress on taxi ranks is reported. That was easy.

D4. The 2021 "CITP" reports no progress on other public transport at all but instead only offers the excuse that *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* (Agenda page 871). This is in stark contrast to the billions which apparently are being considered realistic for road construction; see Section 2.

D5. The 2021 "CITP" "review of the nature of key transport elements for other university towns" (Section 2.2) amounts to nothing but a few photographs and maps. No Stellenbosch-relevant or Stellenbosch-specific lessons are drawn and no resulting actions are proposed. As it stands, these figures and maps are just padding.

D6. *Vision Transport Elements* (Section 2.1) immediately goes to roads. No mention is made of the actual 2016 CITP Vision and its implications. The 2021 "CITP" thereby contradicts the Vision and Objectives of the 2016 CITP.

D7. Regarding the *Public Transport Plan* which in the MR16 occupies a central role, the 2021 "CITP" just expresses some hope for progress in the far future but reports no progress in the past or hope for the near future; see e.g. Page 827. In other words, the section on *Public Transport Plans* in the 2021 "CITP" offers nothing new.

D8. The 2021 "CITP" offers an adequate assessment on NMT, which is hardly surprising since the same consultant wrote both the NMTMP and the 2021 "CITP", but budget spending is minimal.

D9. Section 3.6 on Minibus Taxis comes nearer to being an actual update. At least here newer data on a 2019 Ranks Survey is included and some route change and consolidation is proposed. However, compared to the major reorganisation and needs of public transport, these improvements are minimal.

D10. Section 3.7 entitled *Commuter Bus* contains a trivial update.

D11. Section 3.8 on *Rail* has nothing new: the rail line maps had already been contained in the 2016 CITP. The table on p854 of "current fares" shown in the 2021 "CITP" is six years old and is a copy of the identical table appearing on page 48 of the 2016 CITP. The table on p855 on "boarding and alighting passengers" is nine years out of date.

D12. Section 3.9 Long-distance and cross-border transport: This section consists of padding, trivialities and plagiarised figures. The information provided is not new. Greyhound has ceased operating. Figure 3.7 of the 2021 "CITP" is an exact copy of the same Figure 3-33 of the 2016 CITP. Likewise, Fig 3.8 of the 2021 "CITP" is an exact copy of Fig 3-34 of the 2021 CITP.

D13. Section 3.10 Non-Motorised Transport: Given that ITS also compiled the NMT Master Plan, this section provides an acceptable update. Little to no information is, however, provided on the *progress made in the NMT sector* in the five years since detailed proposals were made in the 2016 CITP's Section 11.1.

D14. Section 3.11 on "Health Transport Services" is new but hardly important in the bigger context.

D15. Section 3.12 is trivial.

D16. In stark contrast to the triviality or minimal new information of the previous sections, Sections 3.13 to 3.19 regarding *Roads and Traffic* are long, detailed and uses fairly recent data. Most of that is derived from the RMP.

What is called an "Update" on Roads and Traffic in the 2021 "CITP" comprises ten pages with an entirely new emphasis on roads compared to the 2016 CITP. The 2016 CITP had merely mentioned three alternatives for two or three road routes which should be investigated. Instead of limiting itself to those two routes, the 2021 "CITP" has taken it upon itself to include a list of 84 road-related projects, taken directly from the RMP, of which most have no mention in the 2016 CITP or relevance within its overall strategy.

D17. **As measured by its Sections 3.13–3.18 on Roads and Traffic and its Sections 7.1 and 7.2 on "Transport Infrastructure Strategy", the 2021 "CITP" is therefore not an update but an entirely new document.**

D18. **The complete departure from the 2016 CITP is even more obvious in Section 12.1 ("Funding Requirements") which is dealt with in Section 2. The wholesale incorporation of a list of eighty four (84) specific roads projects into the funding requirements constitutes a wholesale departure from the MR16 requirements and the principles and specifics of the 2016 CITP.a**

D19. The mention on Page 874 of "Donations" as source of funding raises an important question: How much funding exactly has during the past five years been contribued by private *development contributions* towards road infrastructure? How much exactly has been "donated" in the past five years by private entities towards road building? By whom, exactly?

D20. Section 5 of the 2021 "CITP" is new and appropriate in that it reflects the results of 2019 public participation. Remarkably, the needs expressed by the public have very little in common with the Roads Master Plan but on the contrary express the urgent need for public transport and NMT. Like the RMP, the 2021 "CITP" fails to make any use of this information.

D21. The 2021 "CITP"'s Sections 6.1 to 6.3 (the purported "Public Transport Plan") offer nothing new except excuses why nothing has been done and vague proposals without any costing or timeframes.

D22. Section 6.4 (Operating Licences Plan) is relevant and a valid update.

D23. The 2021 "CITP"'s Section 7 *Transport Infrastructure Strategy* shows the extreme bias towards road projects and road building. Section 7.2 contains a three-page very long and very detailed list of road projects, taken of course from the RMP, while the corresponding list of projects in Section 7.3 (*Public Transport Infrastructure* consists of just seven items. All seven are related directly to minibus taxis and taxi ranks.

D24. **In other words, the 2021 "CITP" proposes exactly zero projects for public transport outside of minibus taxis. This represents the exact opposite of the legislation, the MSDF and the 2016 CITP.**

D25. The same disregard is continued in the 2021 "CITP"'s Section 8 (*Travel Demand Strategy*), which is a pathetic 1.5 page collection of generalities with no specifics. The 2016 CITP's Section 9 already contained detailed proposals, strategies, recommendations and proposals over ten pages. None of that is even mentioned in the 2021 "CITP", and it is easy to see why: There has been no progress to report and no proposed projects or funding for TDM in the last five years. The 2021 "CITP" not only fails to describe this failure in implementation, but itself has nothing to offer to improve this situation.

D26. As already mentioned, the NMT part of the 2021 "CITP" (Section 9) is based on the separate NMT Master Plan and looks acceptable. However, the amounts budgeted for NMT are miniscule compared to those being requested for road-related projects (less than one percent for planning and construction). Also, many of the listed projects are nothing more than sidewalks which are now routinely built when new roads are constructed. See Section ***.

D27. The key to the entire 2021 "CITP" lies in its Section 12, *Funding Strategy and Summary of Programmes*. This is dealt with at length in Section 2.

D28. Figure 4.1 of the 2021 "CITP" is incorrect and misleading and out of date since it dates back to 2013. The 2019 MSDF Figure 24 (*Consolidated Concept* of development) should have been used instead. **In using the incorrect key spatial plan in its Figure 4.1, the 2021 "CITP" is misleading and not compliant with the MSDF.**

D29. A CITP should in any case be governed by the MSDF overall concept, not by some communication by the Department of Planning and not by individual development proposals whose status and compatibility is unknown at best. Table 4.1 roughly corresponds to the 2019 MSDF, but Table 4.2 has no traceable ancestry in the MSDF. Likewise, Table 4.3 (Proposed industrial and commercial developments) has no place in the CITP unless it first appears in the MSDF.

D30. Section 4.4 of the 2021 "CITP" *Current and Proposed Trips* and Table 4.5 likewise have no relationship to the MSDF itself. They are taken not from the MSDF but from the Roads Master Plan, which has no status in law and cannot be used in this context or to claim that it represents the MSDF.

E NLTA Minimum Requirements 2016

GOVERNMENT NOTICES • GOEWERMENTSKENNISGEWINGS

DEPARTMENT OF TRANSPORT

NO. 881 **29 JULY 2016**

NATIONAL LAND TRANSPORT ACT, 2009 (ACT NO. 5 OF 2009)

MINIMUM REQUIREMENTS FOR THE PREPARATION OF INTEGRATED TRANSPORT PLANS, 2016

I, Elizabeth Dipuo Peters, the Minister of Transport hereby, in consultation with the MECs, publish the Minimum Requirements in the Schedule in terms of section 8(1)(q), (r) and (s) and section 36(1) and (2) of the National Land Transport Act, 2009 (Act No. 5 of 2009).



.....

Elizabeth Dipuo Peters

Minister of Transport

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MEC relates only to matters listed in section 36(4) of the Act, such as procedures and financial issues that affect the province. ITPs must be submitted to the Minister for approval of the rail component where there is one. All ITPs must be made available to the National Public Transport Regulator (NPTR) and the relevant Provincial Regulatory Entity (PRE) by planning authorities and they must make recommendations to them relevant to applications for new operating licences. In the case of LITPs, they will be submitted to the MEC as part of the relevant DITP and not separately. In addition, these transport plans also need to become part of the integrated development plans (IDPs) of the applicable metropolitan, district and local municipalities as required by section 31 of the Act.

LITPs will thus be included in a summarised format by the district municipalities in their transport plans, and will also serve as input into the IDPs of the applicable local municipality and district municipality.

5. FREQUENCY OF PLAN PREPARATION AND UPDATE

ITPs are prepared for a five-year period, thus a new ITP must be prepared every five years. On an annual basis, updating of selected aspects must be carried out.

The minimum frequency of plan preparation and updating is shown in Table 1.

TABLE 1: MINIMUM FREQUENCY OF PLAN PREPARATION AND UPDATE

PLAN	FREQUENCY		COMMENTS
	PREPARATION	UPDATE	
1. Comprehensive ITP (CITP) and District ITP (DITP)	Total overhaul every 5th year	Annual update of selected aspects, in synchronisation with IDP	Update to focus on action programme and budget. Prerogative of PA to do more comprehensive update
2. Local Integrated Transport Plan (LITP)	Prepare every five years, as input to new DITP in the case of local authorities that fall within a district municipality	Update the budget and programme for the following year annually, in synchronisation with IDP	
3. Transport Register (forms part of ITP)	Total overhaul every 5th year	Update the TR if any significant new data collection occurs. GIS, databases and information systems to be updated on an ongoing basis as and when new information is collected	Update to concentrate on gaps and information of poor quality
4. Public Transport Plan (forms part of ITP)	Total overhaul every 5th year	Report annually on contracts that have been awarded or which have expired and any changes or additions to the proposed contracted services network. Database of operating licences should be updated on an ongoing basis as OLs are awarded, lapse, or are renewed.	

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5.1 Overhauling the plan

The overhauling of a plan every fifth year means that every aspect of the plan must be re-examined to see if it is still up to date, revised and updated where necessary, and relevant new aspects must be added. A new Transport Register must be prepared every five years, ahead of the new five-year ITP, and this needs to be reflected in Chapter 3 of the new ITP. Revisions to the municipality's Spatial Development Framework must be reflected. Stakeholder engagement must be carried out, and the needs assessment updated accordingly.

The Public Transport Plan must be revised to plan for any new contracts that will be issued over the next five years and to reflect the sequencing of any proposed restructuring of the network. The new ITP should reflect progress made in the previous five years with the implementation of the various strategies and programmes, and update all strategies and programmes for the next five years. DITPs that reflect LITPs must be updated to summarise the new five-year LITPs of its constituent local municipalities.

The list of projects, programmes and budgets in Chapter 12 must be completely revised for the next five year period of the new plan, and a detailed budget and programme prepared for the following year.

5.1 Annual updates

On an annual basis, the ITP should be updated where necessary, and this may take the form of a supplementary annual report, rather than the issuing of a new ITP document each year.

The annual updating of the plan must at least involve the following:

- Update the TR if any significant new data collection occurs. The transportation GIS, databases and information systems must be updated on an ongoing basis as and when new information is collected.
- Describe progress with implementing the ITP in the previous year (e.g. new infrastructure built and contracts awarded).
- Document which contracts have been awarded or which have expired and any changes or additions to the proposed contracted services network. In municipalities that have prepared a CITP in particular, the annual plan submitted in support of the PTNG grant and other national funding must be documented.
- The database of operating licences, where a municipality has established such, should be updated on an ongoing basis as OLs are awarded, lapse, or are renewed. Any adjustments necessary to the Operating Licences Plan based on representations or new developments should be documented.
- Revising and updating the projects, programmes and budgets in Chapter 12, so that a three-year period ahead is maintained, along with a detailed programme and budget for the next financial year. The expected sources of revenue to fund the budget must be documented. This chapter will serve as the basis for the municipality's annual transport sector component of the Integrated Development Plan (IDP). The budget and programme for the following year contained in each LITP must also be updated by the local municipality concerned, in synchronisation with the preparation of the annual IDP.

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F Original tables from Section 12 of the 2021 "CITP"

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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 proects 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 additional 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 12.2: List of Infrastructure Transport Planning Projects

Project No.	Projects	Financial Year Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of Possibility	Green and Sustainable	Safe Valley	Dignified Living	Good Governance	Priority
1	Comprehensive Transport Plan (CITP)	R1.00	R1.10	R1.40	R1.30	R1.10	Planning	SM/WCG	✓	✓	✓	✓	✓	High
a	Overview	R0.30	R0.30	R0.30	R0.30	R0.30	Planning	SM/WCG	✓	✓	✓	✓	✓	High
b	Public Transport Strategy	R0.70			R0.30		Planning	SM/WCG	✓	✓	✓	✓	✓	High
c	Transport Demand Management (TDM) Strategy			R0.50			Planning	SM/WCG	✓	✓	✓	✓	✓	High
d	Freight Strategy		R0.60				Planning	SM/WCG	✓	✓	✓	✓	✓	High
e	Law Enforcement Strategy		R0.20				Planning	SM	✓	✓	✓	✓	✓	High
f	Operating Licensing Plan Review (OLP)			R0.30		R0.30	Planning	SM/WCG	✓	✓	✓	✓	✓	High
g	NMT Strategy			R0.30			Planning	SM/WCG	✓	✓	✓	✓	✓	High
h	Universal Access Strategy				R0.70		Planning	SM/WCG	✓	✓	✓	✓	✓	High
2	Update Traffic Model			R0.60			Planning	SM	✓	✓	✓	✓	✓	High
3	Parking and loading standards guidelines			R0.30			Planning	SM	✓	✓	✓	✓	✓	High
4	Park and Ride Feasibility Study		R0.60				Planning	SM	✓	✓	✓	✓	✓	High
5	Road Transport Safety Master Plan			R0.70			Planning	SM	✓	✓	✓	✓	✓	High
6	Traffic Calming Master Plan			R0.70			Planning	SM	✓	✓	✓	✓	✓	High
7	New Development Transport Analysis						Planning	SM	✓	✓	✓	✓	✓	High
8	Du Toit Street Relocation						Planning	SM	✓	✓	✓	✓	✓	TBC
9	Adam Tas Corridor						Planning	SM	✓	✓	✓	✓	✓	TBC
10	Parking Development	R1.00	R1.00				Planning	SM	✓	✓	✓	✓	✓	High
11	Traffic Signal Optimization Programme						Planning	SM	✓	✓	✓	✓	✓	TBC
12	Kayamandi Extention Transport Network Plan						Planning	SM	✓	✓	✓	✓	✓	TBC
13	Klapmuts Transport Network Plan						Planning	SM	✓	✓	✓	✓	✓	TBC
14	Ben du Toit Extension: Trumali Street / Paradyskloof Road			R0.50	R20		Planning	SM	✓	✓	✓	✓	✓	Medium
15	Jamestown South Transport Network	R1.00					Planning	SM	✓	✓	✓	✓	✓	High
16	Botmanskop Transport Network						Planning	SM	✓	✓	✓	✓	✓	TBC
17	Droedyke Transport Network						Planning	SM	✓	✓	✓	✓	✓	TBC
TOTAL (Rands Per Million)		**R4.00**	**R3.80**	**R5.60**	**R22.60**	**R1.70**								

Table 12.3: List of Public Transport Projects

Project No.	Projects	Financial Year Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of Possibility	Green and Sustainable	Safe Valley	Dignified Living	Good Governance and Compliance	Priority
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	Businees 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 Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of ssibility	Green and stainable	afe Valley	Dignified Living	Good Governance d Compliance	Priority
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 Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of ssibility	Green and stainable	e Valley	Dignified Living	Good Governance d Compliance	Priority
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 Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of ...issibility	Green and ...stainable	...fe Valley	Dignified Living	Good Governance ...d Compliance	Priority
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 Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of ssibility	Green and stainable	fe Valley	Dignified Living	Good Governance d Compliance	Priority
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**								

<u>Note:</u>

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 / Project Budget (Million Rands) 2020/21	2021/22	2022/23	2023/24	2024/25	Type	Funding Source	Strategic Focus Areas: Valley of Possibility	Green and Sustainable	Safe Valley	Dignified Living	Good Governance and Compliance	Priority
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	Robertsvlei 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 Bloekombos			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 ot 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

SRMP077	Schuilplaats Rd: Trumali Street / Paradyskloof Road	R4.00					Construction	SM	✓	✓	✓	✓	✓	High
SRMP078	Lanquedoc Access Road and Bridge	R0.50	R0.50	R30.00			Construction	SM	✓	✓	✓	✓	✓	High
1	Ben du Toit Extension: Trumali Street / Paradyskloof Road						Planning	SM	✓	✓	✓	✓	✓	TBC
2	Jamestown (South) road network	R1.00					Planning	SM	✓	✓	✓	✓	✓	High
3	Distillery Road Bridge	R5.00	R30.00				Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
4	Jamestown Pedestrianization of School Street	R3.00	R2.00				Planning, Design and Construction	SM	✓	✓	✓	✓	✓	High
5	Jamestown: Pajero Street Sidewalks Implementation	R0.81	R0.50				Construction	SM	✓	✓	✓	✓	✓	High
6	Vlottenburg Road Realignment			R20.00			Planning, Design	SM/DC	✓	✓	✓	✓	✓	TBC
TOTAL (Rands Per Million)		**R25.31**	**R244.40**	**R242.40**	**R758.20**	**R112.10**								

G February 2020 Parking Report: First phase costing

Table 5.4: Costing of four Projects to catered for on First Phase of Parking Provision

	Closed Garage equivalent in US, 5 levels at avg 400 vehicles per level	Prposed size of Garage	R150 000 per parking bay for Multi Story Parking; R1500 per bay for single level open parking	R6750 operating cost per parking bay	Avg parking tariff per hour	% of time that a vehicle is parked on a park space over 24 hours	Parking Income over 260 work days per annum at the chosen occupancy rate based on 24 hours	Annual Revenue minus Annual operating Cost	Bond repayments over 20 years at 10% interest rate	Net Revenue minus Annual Debt Coverage (parkin rate has been raised to the nearest cent to make this value positive
Site	Description	Parking Spaces	Total Bond Issue Amount	Annual Operating Costs	Parking Tariff/ hour	Occupancy Rate	Annual Revenue	Net Revenue	Annual Debt Service & Coverage	Net Income Surpius/ (Deficiency)
Van der Stel Area	5 levels (2.5 below grade)	2000	R 300 000 000	R 13 500 000	R 7.74	50%	R 48 297 600	R 34 797 600	R 34 740 768	R 56 832
Eikestad Mall	4 levels (1.5 below grade(	2000	R 300 000 000	R 13 500 000	R 6.45	60%	R 48 297 600	R 34 797 600	R 34 740 768	R 56 832
Techno Park Area	5 levels (2.5 below grade)	1200	R 180 000 000	R 8 100 000	R 7.74	50%	R 28 978 560	R 20 878 560	R 20 844 456	R 34 104
Klapmuts	Only Ground Level – Open parking	100	R 150 000	R 675 000	R 2.22	50%	R 692 640	R 17 640	R 17 364	R 276
Franschoek	Only Ground Level – Open parking	200	R 300 000	R 1 350 000	R 2.22	50%	R 1 385 280	R 35 280	R 34 740	R 540
TOTAL		5500	R 480 000 000	R 21 600 000			R 77 276 160	R 55 676 160	R 55 585 224	R 90 936

6.5 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):

- Traffic & Parking

b. The Municipal System Act, Act 32 of 200, has reference and in Particular:

i. Section 78(3) and (4)

ii. Section 76, 77

These sections are discussed under Item 5.1

6.6 Staff Implications

An External Mechanism of the Provision and Operations of Parking Garages to be used as well as an External mechanism of operating open parking space. There wold therefore be no impact on Municipal Staff

6.7 Risk Implication

The risk of inadequate parking and unhealthy components thereof, are reduced.

6.8 Previous / Relevant Council Resolutions:

6.8.1 Section 78(1) commencement

H Cost estimation based on corrected "CITP" Tables 12.2 to 12.5

Replication and correction of "Funding Strategy" numbers of the 2021 "CITP" Section 12 and corresponding calculations

Tables 12.2 to 12.5 of 2021 "CITP" corrected and augmented with calculations plus Parking Report Numbers

FRIENDS OF STELLENBOSCH MOUNTAIN 14 JUNE 2021

SRMP Number	Table and Project No	Project description	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	All-FY Total	TBC Estim	Prio rity	Priority Factor	High + Medium Priority Total	Type	Construction Factor	Total incl Constr uction	H+M Priority Total incl Constr uction
											0.5			5.00		
	GRAND TOTAL	Rmillion						2,432.91				1,851.43			8,460.46	5,393.58
	% PUBLIC TRANSPORT + NMT							11.10				12.55			6.02	7.99
	% ROADS PLUS PARKING							88.90				87.45			93.98	92.01
	% TOTAL							100.00				100.00			100.00	100.00
	Table 12.2: Infrastructure Transport Planning Projects															
	12.2.01a		1.00	1.10	1.40	1.30	1.10	5.90		H	1	5.90	P	5.00	29.50	29.50
	12.2.01b		0.30	1.30	0.30	0.30	0.30	2.50		H	1	2.50	P	5.00	12.50	12.50
	12.2.01c		0.70			0.30		1.00		H	1	1.00	P	5.00	5.00	5.00
	12.2.01d				0.50			0.50		H	1	0.50	P	5.00	2.50	2.50
	12.2.01e			0.60				0.60		H	1	0.60	P	5.00	3.00	3.00
	12.2.01f			0.20				0.20		H	1	0.20	P	5.00	1.00	1.00
	12.2.01g				0.30		0.30	0.60		H	1	0.60	P	5.00	3.00	3.00
	12.2.01h				0.30			0.30		H	1	0.30	P	5.00	1.50	1.50
	12.2.02					0.70		0.70		H	1	0.70	P	5.00	3.50	3.50
	12.2.03				0.60			0.60		H	1	0.60	P	5.00	3.00	3.00
	12.2.04				0.30			0.30		H	1	0.30	P	5.00	1.50	1.50
	12.2.05			0.60				0.60		H	1	0.60	P	5.00	3.00	3.00
	12.2.06				0.70			0.70		H	1	0.70	P	5.00	3.50	3.50
	12.2.07				0.70			0.70		H	1	0.70	P	5.00	3.50	3.50
	12.2.08							0.00				0.00	P	5.00	0.00	0.00
	12.2.09							0.00				0.00	P	5.00	0.00	0.00
	12.2.10		1.00	1.00				2.00		H	1	2.00	P	5.00	10.00	10.00
	12.2.11							0.00				0.00	P	5.00	0.00	0.00
	12.2.12							0.00				0.00	P	5.00	0.00	0.00
	12.2.13							0.00				0.00	P	5.00	0.00	0.00
	12.2.14				0.50	20.00		20.50		M	0.5	10.25	P	5.00	102.50	51.25
	12.2.15		1.00					1.00		H	1	1.00	P	5.00	5.00	5.00
	12.2.16							0.00				0.00	P	5.00	0.00	0.00
	12.2.17							0.00				0.00	P	5.00	0.00	0.00
	TOTAL (Rmillion)		4.00	4.80	5.60	22.60	1.70	38.70				28.45			193.50	142.25
	% of GRAND TOTAL							1.59				1.54			2.29	2.64
	Table 12.3: Public Transport Projects															
	12.3.01		13.00					13.00		H	1	13.00	C	1.25	16.25	16.25
	12.3.02		12.00	–				12.00		H	1	12.00	C	1.25	15.00	15.00
	12.3.03		10.00	–				10.00		H	1	10.00	C	1.25	12.50	12.50
	12.3.04			0.25	2.00	6.50	6.50	15.25		H	1	15.25	PDC	1.00	15.25	15.25
	12.3.05		0.30	1.00	1.00	1.00	1.00	4.30		H	1	4.30	PDC	1.00	4.30	4.30
	12.3.06				10.00			10.00		H	1	10.00	PDC	1.00	10.00	10.00
	12.3.07			3.00	2.00			5.00		H	1	5.00	PDC	1.00	5.00	5.00
	12.3.08		1.00	1.00				2.00		H	1	2.00	P	5.00	10.00	10.00
	12.3.09				1.00	1.00		2.00		H	1	2.00	P	5.00	10.00	10.00
	12.3.10		0.50	5.00	5.00			10.50		H	1	10.50	PDC	1.00	10.50	10.50
	12.3.11			2.00				2.00		H	1	2.00	P	5.00	10.00	10.00
	12.3.12			1.00				1.00		H	1	1.00	P	5.00	5.00	5.00
	12.3.13			1.00	5.00			6.00		H	1	6.00	PDC	1.00	6.00	6.00
	12.3.14			1.00	1.00	10.00		12.00		H	1	12.00	P	5.00	60.00	60.00
	TOTAL (Rmillion)		36.80	15.25	27.00	18.50	7.50	105.05				105.05			189.80	189.80
	% of GRAND TOTAL							4.32				5.67			2.24	3.52
	Table 12.4: NMT Projects															
	12.4.01							0.49		H	1	0.49	PDC	1.00	0.49	0.49
	12.4.02							5.00		M	0.5	2.50	PDC	1.00	5.00	2.50
	12.4.03							4.40		H	1	4.40	PDC	1.00	4.40	4.40
	12.4.04							20.00		H	1	20.00	PDC	1.00	20.00	20.00
	12.4.05							0.61		H	1	0.61	PDC	1.00	0.61	0.61
	12.4.06							8.42		H	1	8.42	PDC	1.00	8.42	8.42
	12.4.07							1.83		H	1	1.83	PDC	1.00	1.83	1.83
	12.4.08							2.14		H	1	2.14	PDC	1.00	2.14	2.14
	12.4.09							8.42		H	1	8.42	PDC	1.00	8.42	8.42
	12.4.10							0.99		H	1	0.99	PDC	1.00	0.99	0.99
	12.4.11							0.95				0.00	PDC	1.00	0.95	0.00
	12.4.12							0.62		H	1	0.62	PDC	1.00	0.62	0.62
	12.4.13							0.10		M	0.5	0.05	PDC	1.00	0.10	0.05
	12.4.14							0.49		H	1	0.49	PDC	1.00	0.49	0.49
	12.4.15							8.00		M	0.5	4.00	PDC	1.00	8.00	4.00
	12.4.16							9.29		H	1	9.29	PDC	1.00	9.29	9.29
	12.4.17							0.85		H	1	0.85	PDC	1.00	0.85	0.85

	12.4.18							0.56		H	1	0.56	PDC	1.00	0.56	0.56
	12.4.19							1.00		M	0.5	0.50	PDC	1.00	1.00	0.50
	12.4.20							0.21		H	1	0.21	PDC	1.00	0.21	0.21
	12.4.21							0.42		M	0.5	0.21	PDC	1.00	0.42	0.21
	12.4.22							0.89		M	0.5	0.45	PDC	1.00	0.89	0.45
	12.4.23							2.20		H	1	2.20	PDC	1.00	2.20	2.20
	12.4.24							10.31		M	0.5	5.16	PDC	1.00	10.31	5.16
	12.4.25							1.22		H	1	1.22	PDC	1.00	1.22	1.22
	12.4.26							1.05		M	0.5	0.53	PDC	1.00	1.05	0.53
	12.4.27							1.22		H	1	1.22	PDC	1.00	1.22	1.22
	12.4.28							2.72		M	0.5	1.36	PDC	1.00	2.72	1.36
	12.4.29							4.87		M	0.5	2.44	PDC	1.00	4.87	2.44
	12.4.30							1.65		H	1	1.65	PDC	1.00	1.65	1.65
	12.4.31							1.65		H	1	1.65	PDC	1.00	1.65	1.65
	12.4.32							1.65		M	0.5	0.83	PDC	1.00	1.65	0.83
	12.4.33							4.65		M	0.5	2.33	PDC	1.00	4.65	2.33
	12.4.34							0.55		M	0.5	0.28	PDC	1.00	0.55	0.28
	12.4.35							0.08		H	1	0.08	PDC	1.00	0.08	0.08
	12.4.36							0.12		H	1	0.12	PDC	1.00	0.12	0.12
	12.4.37							0.15		H	1	0.15	PDC	1.00	0.15	0.15
	12.4.38							0.16		H	1	0.16	PDC	1.00	0.16	0.16
	12.4.39							0.00		H	1	0.00	PDC	1.00	0.00	0.00
	12.4.40							1.84		H	1	1.84	PDC	1.00	1.84	1.84
	12.4.41							0.43		M	0.5	0.22	PDC	1.00	0.43	0.22
	12.4.42							0.83		M	0.5	0.42	PDC	1.00	0.83	0.42
	12.4.43							0.75		M	0.5	0.38	PDC	1.00	0.75	0.38
	12.4.44							1.07		H	1	1.07	PDC	1.00	1.07	1.07
	12.4.45							1.84		M	0.5	0.92	PDC	1.00	1.84	0.92
	12.4.46							0.40		M	0.5	0.20	PDC	1.00	0.40	0.20
	12.4.47							1.01		M	0.5	0.51	PDC	1.00	1.01	0.51
	12.4.48							1.93		M	0.5	0.97	PDC	1.00	1.93	0.97
	12.4.49							2.94		M	0.5	1.47	PDC	1.00	2.94	1.47
	12.4.50							0.02		M	0.5	0.01	PDC	1.00	0.02	0.01
	12.4.51							0.16		M	0.5	0.08	PDC	1.00	0.16	0.08
	12.4.52							0.33		M	0.5	0.17	PDC	1.00	0.33	0.17
	12.4.53							1.60		H	1	1.60	PDC	1.00	1.60	1.60
	12.4.54							1.22		M	0.5	0.61	PDC	1.00	1.22	0.61
	TOTAL (Rmillion)		0.00	0.00	0.00	0.00	0.00	**126.30**				**98.82**			**126.30**	**98.82**
	% of GRAND TOTAL							**5.19**				**5.34**			**1.49**	**1.83**

Table 12.5: Roads Infrastructure Projects

SRMP001	12.5.01	W/Bypass			115.40			115.40		M	0.5	57.70	P	5.00	577.00	288.50
SRMP002	12.5.02	W/Bypass	1.00	95.10				96.10		H	1	96.10	P	5.00	480.50	480.50
SRMP003	12.5.03	W/Bypass						0.00	100.00	M	0.5	0.00	P	5.00	500.00	250.00
SRMP004	12.5.04					50.30		50.30		M	0.5	25.15	P	5.00	251.50	125.75
SRMP005	12.5.05	Missing ???						0.00				0.00	PDC	1.00	0.00	0.00
SRMP006	12.5.06			2.00		30.00		32.00		H	1	32.00	P	5.00	160.00	160.00
SRMP007	12.5.07					33.20		33.20				0.00	P	5.00	166.00	0.00
SRMP008	12.5.08		2.00	1.80	5.00			8.80		H	1	8.80	PDC	1.00	8.80	8.80
SRMP009	12.5.09		2.00	2.70		30.00		34.70		H	1	34.70	P	5.00	173.50	173.50
SRMP010	12.5.10			34.10				34.10		H	1	34.10	P	5.00	170.50	170.50
SRMP011	12.5.11	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP012	12.5.12		1.00	1.00	10.00			12.00		H	1	12.00	PDC	1.00	12.00	12.00
SRMP013	12.5.13	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP014	12.5.14	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP015	12.5.15	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP016	12.5.16	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP017	12.5.17	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP018	12.5.18		2.00					2.00		H	1	2.00	P	5.00	10.00	10.00
SRMP019	12.5.19	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP020	12.5.20	Unbudgeted						0.00		M	0.5	0.00	P	5.00	0.00	0.00
SRMP021	12.5.21	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP022	12.5.22	W/Bypass						0.00	5.00	M	0.5	0.00	P	5.00	25.00	12.50
SRMP023	12.5.23	W/Bypass						0.00	5.00	M	0.5	0.00	P	5.00	25.00	12.50
SRMP024	12.5.24	W/Bypass						0.00	5.00	M	0.5	0.00	P	5.00	25.00	12.50
SRMP025	12.5.25	W/Bypass						0.00	5.00	M	0.5	0.00	P	5.00	25.00	12.50
SRMP026	12.5.26	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP027	12.5.27					96.10		96.10		M	0.5	48.05	P	5.00	480.50	240.25
SRMP028	12.5.28	Double				165.30		165.30		M	0.5	82.65	PDC	1.00	165.30	82.65
SRMP028	12.5.28	counting??						0.00		H	1	0.00	P	5.00	0.00	0.00
SRMP029	12.5.29	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP030	12.5.30			1.00	10.00		12.30	23.30		M	0.5	11.65	P	5.00	116.50	58.25
SRMP031	12.5.31	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP032	12.5.32	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP033	12.5.33			66.70				66.70		H	1	66.70	P	5.00	333.50	333.50
SRMP034	12.5.34						74.20	74.20		M	0.5	37.10	P	5.00	371.00	185.50
SRMP035	12.5.35			2.00	2.00	30.00		34.00		M	0.5	17.00	P	5.00	170.00	85.00
SRMP036	12.5.36	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP037	12.5.37	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP038	12.5.38				9.80			9.80		M	0.5	4.90	P	5.00	49.00	24.50
SRMP039	12.5.39				9.80			9.80		M	0.5	4.90	P	5.00	49.00	24.50
SRMP040	12.5.40	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP041	12.5.41	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP042	12.5.42	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP043	12.5.43	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP044	12.5.44	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP045	12.5.45					11.40		11.40		M	0.5	5.70	P	5.00	57.00	28.50

SRMP046	12.5.46	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP047	12.5.47					2.00		2.00		H	1	2.00	P	5.00	10.00	10.00
SRMP048	12.5.48	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP049	12.5.49					63.50		63.50		M	0.5	31.75	P	5.00	317.50	158.75
SRMP050	12.5.50		3.00	5.00				8.00		H	1	8.00	PDC	1.00	8.00	8.00
SRMP051	12.5.51					50.00		50.00		M	0.5	25.00	P	5.00	250.00	125.00
SRMP052	12.5.52	East Link Rd						0.00	120.00	M	0.5	0.00	P	5.00	600.00	300.00
SRMP053	12.5.53	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP054	12.5.54				22.10			22.10		M	0.5	11.05	P	5.00	110.50	55.25
SRMP055	12.5.55				5.80			5.80		M	0.5	2.90	P	5.00	29.00	14.50
SRMP056	12.5.56				2.50			2.50		M	0.5	1.25	P	5.00	12.50	6.25
SRMP057	12.5.57					2.00		2.00		M	0.5	1.00	P	5.00	10.00	5.00
SRMP058	12.5.58					29.90		29.90		M	0.5	14.95	P	5.00	149.50	74.75
SRMP059	12.5.59	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP060	12.5.60	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP061	12.5.61	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP062	12.5.62					64.40		64.40		M	0.5	32.20	P	5.00	322.00	161.00
SRMP063	12.5.63					20.20		20.20		M	0.5	10.10	P	5.00	101.00	50.50
SRMP064	12.5.64					37.60		37.60		M	0.5	18.80	P	5.00	188.00	94.00
SRMP065	12.5.65	Missing ???						0.00				0.00	P	5.00	0.00	0.00
SRMP066	12.5.66					28.80		28.80		M	0.5	14.40	P	5.00	144.00	72.00
SRMP067	12.5.67					13.50		13.50		M	0.5	6.75	P	5.00	67.50	33.75
SRMP068	12.5.68						10.60	10.60				0.00	P	5.00	53.00	0.00
SRMP069	12.5.69						15.00	15.00				0.00	P	5.00	75.00	0.00
SRMP070	12.5.70	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP071	12.5.71	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP072	12.5.72	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP073	12.5.73	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP074	12.5.74	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP075	12.5.75	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP076	12.5.76	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
SRMP077	12.5.77		4.00					4.00		H	1	4.00	P	5.00	20.00	20.00
SRMP078	12.5.78		0.50	0.50	30.00			31.00		H	1	31.00	P	5.00	155.00	155.00
1	12.5.79	Unbudgeted						0.00				0.00	P	5.00	0.00	0.00
2	12.5.80		1.00					1.00		H	1	1.00	P	5.00	5.00	5.00
3	12.5.81		5.00	30.00				35.00		H	1	35.00	PDC	1.00	35.00	35.00
4	12.5.82		3.00	2.00				5.00		H	1	5.00	PDC	1.00	5.00	5.00
5	12.5.83		0.81	0.50				1.31		H	1	1.31	PDC	1.00	1.31	1.31
6	12.5.84				20.00			20.00				0.00	P	5.00	100.00	0.00
	TOTAL (Rmillion)		25.31	244.40	242.40	758.20	112.10	1382.41	240.00			838.66			7170.41	4182.26
	% of GRAND TOTAL							56.82				45.30			84.75	77.54
Parking provision: First phase estimates from February 2020 Section 78 Parking Report																
Taken from Table 5.4 of the Section 78 Parking Report accepted by Council on 2020-02-26																
	5.4.1	Vd Stel						300.00		H	1	300.00	PDC	1.00	300.00	300.00
	5.4.2	Eikestad Mall						300.00		H	1	300.00	PDC	1.00	300.00	300.00
	5.4.3	Techno Park						180.00		H	1	180.00	PDC	1.00	180.00	180.00
	5.4.4	Klapmuts						0.15		H	1	0.15	PDC	1.00	0.15	0.15
	5.4.5	Franschhoek						0.30		H	1	0.30	PDC	1.00	0.30	0.30
	TOTAL (Rmillion)		0.00	0.00	0.00	0.00	0.00	780.45				780.45			780.45	780.45
	% of GRAND TOTAL							32.08				42.15			9.22	14.47

I Augmented cost table, also correcting serious errors in original Table 12.1

Replication and correction of "Funding Strategy" numbers of the 2021 "CITP" Section 12 and corresponding calculations														
Table 12.1 of 2021 "CITP" corrected and augmented														
FRIENDS OF STELLENBOSCH MOUNTAIN 14 JUNE 2021														
									MINIMUM **	**MAXIMUM *****	**MINIMUM**	**MAXIMUM**	**MINIMUM**	**MAXIMUM**
Project Budgets per FY in Rmillion (CITP Version where only the NMT Total is provided)						**Total**	**Total**	**Correction factors to account for construction**		**Corrected totals Rmillion**		**Corrected percentages**	
Category	**2020/21**	**2021/22**	**2022/23**	**2023/24**	**2024/25**	**Rmillion**	**Percentages***						
Integrated Planning	4.00	3.80	5.60	22.60	1.70	37.70	1.55	1.00	1.00	37.70	37.70	0.47	0.35
Public Transport	36.80	15.25	27.00	18.50	7.50	105.05	4.32	1.00	1.00	105.05	105.05	1.32	0.98
NMT	25.26	25.26	25.26	25.26	25.26	126.30	5.19	1.00	1.00	126.30	126.30	1.59	1.18
Road Infrastructure	25.31	244.40	242.40	758.20	112.10	1,382.41	56.84	5.00	7.00	6,912.05	9,676.87	86.82	90.22
Parking Infrastructure	156.09	156.09	156.09	156.09	156.09	780.45	32.09	1.00	1.00	780.45	780.45	9.80	7.28
Totals	**247.46**	**444.80**	**456.35**	**980.65**	**302.65**	**2,431.91**	**100.00**			**7,961.55**	**10,726.37**	**100.00**	**100.00**
						The total R1525.16 in the CITP is wrong!!							
Planning+Transport+NMT	66.06	44.31	57.86	66.36	34.46	269.05	11.06			269.05	269.05	3.38	2.51
Roads+Parking	181.40	400.49	398.49	914.29	268.19	2,162.86	88.94			7,692.50	10,457.32	96.62	97.49
Totals	**247.46**	**444.80**	**456.35**	**980.65**	**302.65**	**2,431.91**	**100.00**			**7,961.55**	**10,726.37**	**100.00**	**100.00**
* These percentages still compare "apples with oranges" ie "Planning and Construction" for non-road categories with "Only Planning" for roads													
** "Minimum" assumes that planning and design constitutes 20% of the total cost													
*** "Maximum" assumes that planning/design constitutes 14.3% of the total cost													

J October 2018 comments by FSM on RMP, MSDF, CITP

Comments were submitted by FSM on 5 October 2018 on the Roads Master Plan and the then MSDF; only Page 1 to 6 is reproduced here. Many of those comments made in 2018 apply word for word in the present 2021 comments. A complete version is available on request.

FRIENDS OF STELLENBOSCH MOUNTAIN



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To the
Executive Mayor, Ald. G. van Deventer
and the
Municipal Manager, Adv. G. Mettler
Stellenbosch Municipality

5 October 2018

BY HAND AND EMAIL

Re: Legal and planning considerations regarding the Draft Roads Master Plan, MSDF, CITP and Farm 372/1/2/3

Dear Mayor van Deventer, dear Municipal Manager Mettler,

we write to both of you as respectively the Executive Mayor and Appeal Authority in terms of the Stellenbosch Land Use By-law and the CEO of the Stellenbosch Municipality administration and Chairperson of the Project Committee. Friends of Stellenbosch Mountain (FSM) wish to bring to your attention the matters set out below for your kind consideration. Documents supporting the statements below can be found in the various municipal agendas and minutes, the Farm 372 applications, and to some extent at the website `http://www.physics.sun.ac.za/~eggers/fsm/docs18/`

1. **Summary**

   1.1 There appears to be no basis in law for the Roads Master Plan of 2012 and the Draft Roads Master Plan as presented to the Stellenbosch Municipality Mobility Forum on 14 September 2018. The Draft Roads Master Plan is therefore noncompliant with spatial planning and transport legislation and its use is probably unlawful. There is no statutory or mandatory requirement for the preparation of a roads plan outside of a Comprehensive Integrated Transport Plan.

   1.2 Remuneration and expenses paid to date for consulting work focused exclusively on the Draft Roads Master Plan rather than integrated spatial and transport planning must hence be construed as fruitless and wasteful expenditure.

   1.3 FSM therefore respectfully requests that the Draft Roads Master Plan should be withdrawn before the start of the IDP/MSDF 2018/19 public participation processes in the coming weeks.

1.4 Promotion of roads and private vehicles without proper integration with all other modes contravenes Section 5(4) of the National Land Transport Act of 2009 ("NLTA") and the corresponding sections in the Minimum Requirements for preparation of ITPs of 2016 and the Provincial Land Transport Framework ("PLTF").

1.5 As a result, IDP and MSDF public participation process presentations must concern themselves with the central legal instruments (the IDP itself, the MSDF, and the CITP) and reflect the integrated approach and topics as required. Presentations concentrating on roads alone rather than the full transport picture are unlawful.

1.6 Likewise, the Draft Roads Master Plan cannot serve as a direct input into the workings of the Project Committee(s) and the Intergovernmental Steering Committee as defined in LUPA and the Stellenbosch Land Use By-law. Rather, the Project Committee(s) work must take into account integrated spatial and transport situation and goals in their entirety and consider all policy goals and Key Performance Indicators rather than just road infrastructure. Roads form a small component both of the MSDF and CITP.

1.7 No new road construction should be approved even in principle before the issue of traffic and the road network has been properly integrated into the MSDF and the Comprehensive Integrated Transport Plan and the present revisions of the MSDF and CITP have been completed and approved in May 2019. The moratorium includes the R44 between Stellenbosch and Somerset West, a possible link of Paradyskloof Road to Trumali Road, and any other segment of any new road in the municipal area.

1.8 The Environmental Impact Assessment ROD approval regarding the Farm 372 development applications pertains only to the extension of Schuilplaats Road. Approval of any other road link between Paradyskloof Rd and Trumali Rd such as L3b and L3c on Figure 1 would therefore require another Environmental Impact Assessment.

1.9 Unwarranted and possibly unlawful interference and conflicts of interest on the part of external parties involved in municipal spatial and transport planning should be stopped.

2. **On the lawfulness of isolated road planning versus integrated development and transport planning**

2.1 There are many indications that unlawful antecedence and priority is being given to planning, funding and construction of new road infrastructure over and above integrated spatial and transport scenarios featuring compact, mixed use and denser land use activity. Planning of roads and public parking is being prioritised over the promotion of travel demand management solutions, public transport development and non-motorised transport.

2.2 The meeting of 13 September 2018 of the Stellenbosch Municipality Mobility Forum ("SMMF") provided a telling example in at least three ways.

(a) The agenda of the SMMF meeting was changed. A balanced initial version which was sent out 7 August for a meeting on 4 September included a range of important topics such as Transit-Oriented Development, NMT, "Traffic Problems" etc, while no mention was made of a Roads Master Plan ("RMP"). That meeting was cancelled. Later, a revised agenda was sent out which contained just the single agenda item of the (Draft) Roads Master Plan. The explanation provided for exclusive concentration on the RMP was unconvincing, especially in the light of the urgency of other issues with a view to the current 2018/19 IDP/MSDF processes and the peripheral status of the RMP within these processes.

(b) While the RMP has not yet been released and should not be released, the details and maps presented at the SMMF meeting show unbroken 20th century silo thinking

and a determination to proceed with a purely roads- and urban-sprawl-driven based development model with no regard or respect for the legislation and the Stellenbosch IDP and MSDF. We set out the details below.

(c) The zeal and urgency of the RMP-related processes contrast with the marked lack of urgency regarding transport matters and the Mobility Forum itself. While critical parameters are being laid down in the months September–November 2018, the next SMMF meeting is scheduled only for January 2019.

2.3 Specifically, the presentation to the SMMF on 13 September 2018 —

(a) concentrated exclusively on what was called the *Western Bypass* and the so-called *Eastern Link Road*,

(b) made no mention of the governing principles and legislation or of the approved Stellenbosch IDP/MSDF policies which are supposed to form the basis for spatial and transport planning,

(c) made no mention of the critically important alternative scenario which would involve *Transit Oriented Development* along with *Travel Demand Management*, including a major shift of trips to various forms of shared travel, cycling and public transport with extensive park and ride operations, along with the some realignment and improvement of the Adam Tas transport corridor to increase passenger throughput,

(d) presented as fact a set of transport modelling outputs for the proposed bypass roads, whose assumptions and input parameters have not, as had previouly been agreed, been shared with other transport planning experts and are therefore in dispute,

(e) prioritised an eastern link between Paradyskloof Rd and Trumali Road based only on car traffic modelling and without providing any legislation- SDF-, transport- or other principle-based grounds for such prioritisation.

2.4 It has since emerged that **the Stellenbosch Municipal Roads Master Plan in all its forms has no basis in the relevant national, provincial and municipal legislation or policy.** There appears to be no reference to the requirement of a municipal Roads Master Plan in any legislation or policy applicable to Stellenbosch Municipality.

2.5 Rather, there is multiple, unequivocal and explicit reference to integrated land use and transport planning in all of the above. Exclusive concentration on road infrastructure therefore amount to unfair administrative action.

2.6 Simple incorporation of the current RMP into the CITP does not thereby make it lawful. Road network planning is subject to transport legislation. Section 5 of the National Land Transport Act of 2009 ("NLTA") explicitly requires the national minister to promote public over private transport. Derivative legislation which implements this includes the Minimum Requirements for preparation of ITPs of 2016 ("MR16") and Section 6.2 of the Provincial Land Transport Framework ("PLTF") in terms of Provincial Key Performance Indicators (KPIs) (Section 13 of PLTF). Corresponding Municipal KPIs appear in Section 2.6 of the Stellenbosch Comprehensive Integrated Transport Plan ("CITP").

2.7 A RMP "reborn" as part of the MSDF also remains subject to spatial planning legislation. Comparison of the 2018 approved MSDF with the RMP make clear that RMP contents do not comply with, at a minimum, the MSDF itself or the principles of Chapter 2, Section 12(1), 12(5) and Section 21 of the Spatial Land Use and Management Act ("SPLUMA"). It also likely does not comply with the principles of Section 7 of SPLUMA, including spatial justice, spatial sustainability, efficiency, resilience (flexibility) and good administration: witness the dichotomy between the Department of Engineering and the Department of Planning.

2.8 As set out in the appeal by Eggers against the proposed R44 upgrade, new road construction subsidises private vehicle owners while disadvantaging the poor and those using public transport and NMT. This contravenes the above SPLUMA principles.

2.9 Even if one were to stay within the narrow ambit of road infrastructure, the Roads Master Plan did not fairly consider all alternatives. Apart from the public transport/NMT priority already mentioned, the Stellenbosch CITP in Section 8.3 explicitly lists three alternatives. Of these, only the two bypass routes have been assessed in any detail so far, while the other alternatives are being ignored. These include capacity improvements of existing arterial roads and a link road between Adam Tas and Plankenbrug Roads on the western side of the railways, as researched in detail in a 2015 Royal Haskoning report on Transit Oriented Development.

2.10 Within the narrow ambit of roads, modelling of traffic is a critical input into decisionmaking. The Municipality is currently using only one modelling consultant and is refusing to share parameters and data with other consultants to check assumptions and results.

2.11 It is clear to most observers that there is a strong dichotomy between the approaches taken by Stellenbosch Municipality Department of Engineering Services on the one hand and the Department of Planning and Economic Development on the other. To quote, for example, from the minutes of 4 May 2018 of the Municipal Planning Tribunal ("MPT"):

> *Mr Rabie stated that it seems that there is not a lot of coordination between the departments of Council for example between the Planning department and the Engineering Department. Mr Rabie stated that departments can't work in isolation. Chairperson agreed with Mr Rabie and stated that this is one organisation which must work together.*

Apart from paralysing the planning and all processes, such dichotomy is unlawful as, for example, per Section 7(e) of SPLUMA.

2.12 Given that the RMP appears to have no standing in law, given the clear directives of the legislation, and given the KPIs and alternatives in the existing Stellenbosch CITP, it is inexplicable why Stellenbosch Municipality has commissioned and continues to propagate a standalone revision of the Draft Roads Master Plan by, for example, giving it priority at the Mobility Forum over more important and pressing issues in the CITP and MSDF.

2.13 It is likewise inexplicable why, during the 2017/18 IDP/MSDF public participation process, the RMP and its details were given broad coverage both by municipal officials and consultants while the legally mandatory Integrated Transport Plan and its many issues was hardly mentioned. Furthermore, written questions by FSM regarding the planned road infrastructure were answered by irrelevant statements, months after the IDP process had concluded.

2.14 It is inexplicable why the municipality approved spending of hundreds of thousands of Rands in several MTREF budgets for the revision of the 2012 Roads Master Plan. The RMP is a luxury, not a necessity.

2.15 It is furthermore inexplicable that an overwhelming fraction of the grants requested and received from Western Cape provincial agencies for infrastructure projects relate to road infrastructure only.

3. The RMP and public participation processes

3.1 At least two public participation processes are required by the legislation; see for example the LUPB and Section 12(1)(o) of SPLUMA. Naturally such processes should reflect those sectoral plans and processes which are prescribed by law.

3.2 The RMP is not required by law, but Integrated Spatial and Transport Planning is. It should hence be self-evident that the RMP has no place in official IDP/MSDF public presentations. These should give priority to, and focus on, exactly those spatial and integrated transport plans which are identified and prescribed by the law.

3.3 Not focusing on the essential and required components of the MSDF and CITP in favour of irrelevant and extraneous matters would be in violation of the relevant sections of the Promotion of Administrative Justic Act.

4. The role of DTPW

4.1 The role of the Western Cape Department of Transport and Public Works ("DTPW") in the MSDF and specifically the RMP must also be examined. It is well known in Stellenbosch that the *Road Network Management* branch or section of DTPW is playing an inordinately large role in influencing and, it would seem, skewing policy and practice in this municipality towards roads, while the DTPW sections *Transport Management* and *Strategy, Planning and Coordination* seem to play a subordinate role.

4.2 For example, the role of DTPW Road Network Management in propagating the controversial upgrade proposals of the R44 between Stellenbosch and Somerset West is well known and documented.

4.3 Among many other examples, a letter written on 6 April 2017 by said Road Network Management regarding the proposed Farm 372 developments (see below) convey the level of influence wielded. While the Farm 372 matter at hand related merely to the question of a local extension of Schuilplaats Road, the DTPW letter interferes directly with the work of the Project Committee and the IDP/MSDF processes by attempts to directly prescribe the detail of the large-scale road network:

> *7. This Branch strongly supports the suggested extension of Wildebosch Road to link with the extension of Trumali Road and should be a priority for implementation by the Municipality which will together with the extension of Wildebosch Road to the Techno Park access on the R44 alleviate congestion at the Blaauwklippen Road and Paradyskloof Road on the R44. The extension of Wildebosch further north should also be considered to provide a parallel alternative to the R44.*

4.4 Please refer to Figure 1 for a partial map of the "suggested extensions" which in reality amount to a complete change of the entire spatial planning of the region south of the Eerste River — all outside of the legally prescribed principles and processes.

4.5 The 6 April 2017 DTPW letter is being quoted within the Farm 372 development applications (see below) as stating a fact. There is also no doubt that the various meetings between the developer consultants and DTPW led to an alignment of the respective proposals.

4.6 Similar issues and arguments apply to the so-called Western Bypass and its components, including the so-called *Western Priority Link* propagated by the presentation at the SMMF meeting of 13 September 2018.

5. Consultants and conflicts of interest

5.1 Stellenbosch has a history of consultants acting in conflict of interest, being simultaneously remunerated for promoting specific development applications and for consulting for the municipality itself which adjudicates development applications.

5.2 The latest example is the iCE Group (Pty) Ltd ("ICE"), which has been acting as consultant for the developers of Farm 372 since at least 2017. Among others, ICE did the traffic

impact assessment for Portions 2 and 3 as well as writing a number of letters and opinions on various questions as reflected in the Farm 372 EIA and appeal documents. ICE also met with DTPW on 15 December 2016, following which the Schuilplaats extension was propagated by all these parties.

5.3 On the other hand, ICE had been strongly involved in the 2017/18 MSDF process. ICE director Piet van Blerk gave one of the primary presentations at the November 2017 MSDF public meetings.

5.4 ICE has played a large role in the Western Bypass. See for example a letter dated 23 April 2017 from ICE to the Municipality entitled *STELLENBOSCH WESTERN BYPASS — STATUS REPORT*. A four-page list of questions pertaining to this presentation and the bypass submitted in writing by FSM to ICE was ignored. Months later, the IDP office sent a two-paragraph reply which did not even attempt to address the questions.

5.5 ICE was furthermore used as consultant during the compilation of the Stellenbosch Development Contribution policies, amongst other drawing up a map of future roads entitled *FUTURE ROAD INFRASTRUCTURE STELLENBOSCH*, document number TCO2203–R–02, which formed part of the May 2017 MTREF documents.

5.6 There is therefore no doubt that ICE has a conflict of interest: ICE is acting on behalf of private developers while at the same time influencing and in some case writing Stellenbosch-wide policy, specific road planning and even budgets.

5.7 We note that TV3 Architects and Town Planners have acted on behalf of one of the Farm 372 development applications as well as numerous other development applications in the past decades. To prevent conflicts of interest, TV3 cannot therefore consult for Stellenbosch Municipality in any way. Both ICE and TV3 may, of course, participate as Interested and Affected Parties.

5.8 No legal persona may act in conflict of interest, including councillors, administration officials, consultants and service providers. We assume that this Municipality is serious about eliminating all possible conflicts of interest.

6. The Farm 372 Portions 1, 2 and 3 development applications

6.1 We refer to the application for development of Portions 1, 2 and 3 of Farm 372, the resulting decisions of the Municipal Planning Tribunal ("MPT") and the controversy regarding the alignment of any connecting road between Paradyskloof Rd and Trumali Rd, which are shown in red in Figure 1 below. We would like to bring to your attention that the Environmental Impact Assessment and the corresponding Record of Decision dated 2017–11–24 authorises only the extension of Schuilplaats Road. Approval of any other road link between Paradyskloof Rd and Trumali Rd such as L3b and L3c on Figure 1 would therefore require another Environmental Impact Assessment. The ICE Group letter of 2018–07–27 similarly notes that the links L3b and L3c would require a new environmental impact assessment. For that reason alone, it would be very unwise to approve or require one of the road alternatives L3b and L3c of Figure 1.

6.2 Not approving alternatives L3b or L3c does not automatically imply approval of alternative L3a, the Schuilplaats Rd extension. Of course levels of service along the R44 are bad and will worsen even more. Yet, as set out multiple times in all the legislation, development should be driven not by car-traffic modelling and developer- and demand-driven road construction but by proactive intervention to reduce the use of private motor vehicles.

6.3 We note that neither the development applications nor any of the traffic impact assessments or the letters by consultants (ITS, ICE, TV3 et al) or DTPW even attempts to

STELLENBOSCH RATEPAYERS ASSOCIATION (SRA)

Appendix "A"

Comment on the draft Stellenbosch Municipality Roads Master Plan (RMP), the Non-motorised Transport Master Plan (NMTMP) and the Comprehensive Integrated Transport Plan (CITP) by a technical working group of the Stellenbosch Ratepayers Association (SRA)

14 June 2021

Summary

The Roads Master Plan (RMP), the Non-motorised Transit Master Plan (NMTMP) and the Public Transport Plan (PTP) complement the Comprehensive Integrated Transport Plan (CITP). The CITP aligns with the Integrated Development Plan (IDP) and the Municipal Spatial Development Framework (MSDF). These plans must also align with Provincial and National policies and strategies and should not ignore relevant connections to plans of neighbouring municipalities.

Comment on the RMP and the NMTMP makes sense only when the analysis also considers the overall CITP. On 28 April 2021, the Council approved that the August 2019 RMP and the December 2020 NMTMP be released for public comment and accepted the June 2020 CITP.

The 2021 CITP should have been included for comment with the RMP and the NMTMP. The Council, however, accepted it as an update of the 2016 CITP, which it is not. The 2021 CITP barely mentions the 2016 CITP and does not mention an internal 2018 update at all. This represents a break with the approach and principles of the 2016 CITP. The 2016 CITP emphasised transit-oriented development (TOD) and the potential future use of rail infrastructure and other plans for public transport. The draft 2021 CITP focus overwhelmingly on roads and cars.

Comment on the RMP is thus complicated, as the 2021 CITP breaks with the principles and approach of the 2016 CITP.

Thus, within the context of the relevant associated plans, the 2021 RMP is problematic in terms of:

- Procedure and good governance
- Underlying principles
- Non-alignment with relevant other plans and policies
- Content.

These issues are discussed in more detail in paragraphs 1 to 4 below.

The SRA also recommends that the Municipality should not accept the Roads Master Plan. The Municipality should also rather release the new, flawed 2021 Comprehensive Integrated Transport Plan for public comment.

1. Procedure and governance

Good governance requires that the public should be able to comment on the 2021 CITP as it is a comprehensive new plan that constitutes a break with the TOD approach of the 2016 CITP. It also creates the framework for consideration and execution of the RMP. Finally, the financial figures in the budget do not make sense.

2. Underlying principles

The underlying principles of the 2021 CITP, which serves as a guideline for the RMP, are not clear.

The 2021 CITP declares the vision and objectives to be as follows:

- Connect outlying communities with the CBD in a safe and dignified manner, ensuring access to opportunities.
- Strive towards car-free living and a modal shift in Stellenbosch CBD towards public transport, walkability and cycle-ability.
- Support and advance social and inclusive economic development.
- Align with the critical imperatives of poverty alleviation and reduced inequality.
- Create a road network to support the Municipality's transport vision.

Except for the last objective, the CITP does not develop the cursory mention of its goals into an explicit vision that guides and underpins the plans that follow.

The implicit vision is that of a maximised road network. The contents of the CITP and RMP emphasise road-related issues and projects a private car driven future, both in connectivity to and from the main urban centres in the Municipality and within Stellenbosch. The documents record a predominance of road infrastructure, parking and related agendas. About 90% of the budget is for planning these facilities; the rest seems to be for planning and construction of NMT and public transport.

In other words, the plans appear to be based on a projection of an exacerbated current state into the future. There is not a future ideal that provides a basis for paradigm-shifting. There are no meaningful results of evidence-based planning. The plan stands in opposition to the 2016 CITP and TOD approach and the underlying principles of the National Land Transport Act.

3. Non-alignment with relevant plans

The alignment and integration with the MSDF and IDP are not explicit within the proposed 2021 CITP or the RMP. It seems impossible that the CITP and projected RMP could claim the same or even remotely similar principles as the MSDF, which is explicitly guided by principles for inclusive democracy, balanced, livable neighbourhoods, public transport, innovation and economic growth.

The MSDF and IDP emphasise innovation and are oriented towards the future. The proposed 2021 CITP projects an exacerbated current state of traffic into the future. The CITP and the RMP appear as reactive tactical plans rather than strategic plans.

The Municipality must consider and clarify this apparent discrepancy between different municipal policies and plans and between the CITP and RMP and the National Land Transport Act. The CITP and RMP should also clarify the potential future links to the transport plans of the provincial government and neighbouring municipalities.

4. Content

Stellenbosch Municipality did commendable work with the recent upgrade of taxi ranks and with the NMTMP. In this, and many others respects, the SRA will continue to support the Municipality.

Nevertheless, plans for new roads and cars represent perhaps 90% of the projected mobility expenditure, with little left for public transit, non-motorised transit, plans for better use of existing rail infrastructure, professionalisation of taxi's or any of several potential electronic or other innovations.

The plans are not balanced.

The SRA also notes the following aspects:

Lack of clarity regarding prioritisation and time frames: The RMP appears to be weak on prioritisation and time framing. From the plans, it seems, implicitly, that a Western Bypass

is set up as an alternative to a link between the R44 and the Adam Tas Corridor. Though present evidence does not support it, there could be a need to build a bypass at some future point. Meanwhile, a link between the R44 and the Adam Tas Corridor and a focus on TOD would be cheaper and result in rapid and inclusive economic growth. All decision-makers and not only the Municipality, require clear time frames and a proper understanding of interim measures to deal with the projected increase in pressure over the mid-term horison instead of the longer-term, twenty years plus horizon. In this regard, putting the linking of the R44 to the Corridor as an implicit alternative to the Western Bypass may be misleading. The link could be an interim and more affordable step with less environmental and a more sustainable and immediate economic impact.

The future role of public transport is inadequately explored: Public Transport as a significant part of the future urban mobility system appears to be lost in the thinking about the future. The current private car-based reality projection seems to provide the basis on which the end is modelled. The place and role of e-hailing, improved para-transit sector supply and much more are not explored as part of the future mobility system. Parking for private cars appears to be higher on the agenda than staging facilitates e-haling services, and downtown private car parking seems more critical than peripheral park-and-ride facilities that link to scheduled public transport services. For additional funding from other government tiers, the plan would have to present apparent alternatives that cannot be the usual. Spending more than 90% of the transport budget on strategies that proceed from unexamined assumptions and perpetuate a cycle that appears to be unsustainable, seems like potential wasteful expenditure.

The resourcing model is not transparent: Very few, if any, municipalities have adequate resources to address the type of infrastructure required to implement the recommendations outlined in the RMP. This, coupled with an unclear prioritisation framework, puts decision-makers who provide additional funding in a difficult position to consider the "alternatives" they are presented with in terms of this plan. At the very least, the budget should be correct, and it should also be projected graphically and be understandable. At present it is excessively complicated, with a great deal of administrative detail.

The cost of road infrastructure vs the expense of other infrastructure: The recommended RMP and related costs need to be considered in the context of other priority infrastructure spending. The plan and municipal officials recently promoting the program seem to argue that 'if you build it, they will use it'. This appears to be a passive and risky road to success. In this, the local consultants who compiled the plan seem to be at odds with the more careful and responsible evidence-based arguments of their company colleagues in the UK (see the technical report that follows). One should also note the bi-partisan support in the 2021-2022 US budget before Congress for a budget item of $20 billion to demolish highly used highways which have destructive effects on communities, the environment, and local economies. This unexamined equation of roads with economic growth has been progressively interrogated for at least the past five decades.

And even if the SRA accepts the broad assumption behind the recommendations in the RMP, such plans will still need to be considered in relation to other infrastructure commitments in the same time frames.

To Conclude

Stellenbosch claims to be innovative, and it does attract talent and creative energy. The RMP and CITP plans for more and bigger roads for privately owned vehicles will, however, keep moving people further and further from work opportunities and are not aligned with the IDP and MSDF. Stellenbosch should and needs to do the right things, right.

Appendix "B"

Comment on the draft Stellenbosch Municipality Roads Master Plan (RMP) and Non-motorised Transport Master Plan(NMTMP).

Transport Technical Working Group, Stellenbosch Ratepayers Association

14 June 2021

1. CITP 2019-2020 update document is a major revision to vision and key policy objectives of the approved 2015-2020 5-year CITP

At the 28 April 2021 Council Meeting the CITP (2019-2020 update), RMP (2018 Update) and the NMT plans were submitted. A period for public comment was provided for on the RMP and the NMT plans. However, the Municipality refers to the CITP document as approved without the need for consultation, with the reason given that this version of the CITP was an update and not a full review. The IDP 2017-2022 Fourth Review of May 2021 has been released and references the CITP as an "*approved*" document.

We wish to draw to the Municipality's attention that critical content, aspects of the approach and key recommendations presented in the CITP (2019-2020 update), which are referenced in the points below, represent a significant departure from the 2015-2020 CITP (valid for 5 years) and that this document cannot be considered as merely a technical update. Therefore, on grounds of consistency and due process we object to the CITP being approved without challenge and formally request a process for comment and review.

Additionally, the CITP is the governing plan for both the RMP and the NMT, which are currently out for comment. It follows then that the CITP, which contains recommendations from these sub-sector plan inputs and shapes the CITP, must be similarly open for assessment and comment.

2. On core strategic approach and important key principles, the 2020 CITP document is not aligned with the MSDF and IDP, nor with the 5-yr CITP.

Stellenbosch's fully reviewed and updated SDF was adopted in November 2019. Recently the Stellenbosch IDP 2017-2022 Fourth Review, May 2021, was approved. The IDP along with the SDF are the first level plans which govern municipal level vision and set the policy framework, key overarching priorities, and land allocations. All sector level plans, including transport & the Comprehensive Integrated Transport Plan (CITP), must be in alignment with the IDP and the SDF.

However, there are major discrepancies between the CITP document and the comprehensively updated SDF. The most significant relate to recommendations made in the CITP that are based on road modelling forecasts undertaken as part of the RMP. There are assumptions about future housing and employment development locations within Stellenbosch and future private vehicle trip generation rates in the CITP (RMP) that are in direct conflict with, and contrast dramatically to the principles of, the SDF (See Note 1). Furthermore, many major road developments as proposed within the CIPT and RMP would effectively prevent the approved spatial development strategy from being fulfilled.

Therefore, as it currently stands approval of the existing CITP document would constitute a major transgression of the Municipal Systems Act 32 of 2000. The work undertaken to make such significant change within the CITP that has not followed due process has effectively resulted in fruitless and wasteful expenditure. Any advancement of recommendations made in the CITP would further constitute wasteful expenditure.

3. Inconsistent treatment of different transport elements within the CITP update

In the case of roads development, the CITP document takes giant leaps making recommendations for new road connections and road expansion on the basis of seriously flawed technical arguments (see 4.) that are in direct conflict with Stellenbosch's integrated development, spatial and transport policy objectives and directives (Note 1 & Note 2). The authors and promoters of the plan have not questioned the assumptions behind the modelling projections for vehicle traffic growth and are content to make recommendations for major budget requests for the construction of roads justified through a road planning exercise undertaken in isolation from integrated transport assessment.

Meanwhile, on the aspect of public transport developments and constraining private vehicle trip-making, the CITP document concedes that no meaningful recent improvements have been achieved due to the complexities involved in doing so. It recommends that a comprehensive public transport plan be urgently developed, which will detail a way forward (CITP P825).

There is no doubt that changing travel patterns and behaviours is a complex and involved process and must be driven by a clear integrated planning approach. This is reason for the **strong calls that have repeatedly been made for an overarching transport plan(1, 2)** (Note 3) which tests scenarios against key objectives and principles to effectively and sustainably manage travel demands while facilitating and enabling the appropriate future sustainable development of Stellenbosch.

4. Flawed technical argument: representation of road capacity

Section 7 (P904) of the CIPT document, under 7.1 Road Infrastructure, states:

*(i)...sections of the road network are at capacity during peak hours. 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***

and

*(ii)...**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*

These same statements are included in Chapter 2: Transport Vision and Objectives for Stellenbosch Municipality as the first section, implying that the provision of new roads and extra road space for Stellenbosch is *the* overriding objective and forms the basis of the transport strategy for Stellenbosch.

The statements in (i & ii) are acutely incorrect and dangerously misleading. Certainly, the vehicle capacity of key parts of the road network at peak period is reached and traffic congestion results. This is due to the vehicle mix of predominantly private cars with the vast majority being single occupant vehicles. The potential passenger capacity of Stellenbosch's arterial roads and the Adam Tas link is many times greater than current levels without road expansion or new road development.

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[1] Provincial Sustainable Transport Programme, Towards A Sustainable Transport Strategy for Stellenbosch Municipality, *Reflections on the Current Situation, a Vision for the Future and a Way Forward for Alignment and Adoption,* Summary Report, December 2017

[2] Provincial Sustainable Transport Programme, A 10 Point Plan for Transport in Stellenbosch Draft for Discussion, April 2018

The majority of these low occupancy car-based trips are commuters travelling into or within Stellenbosch, university trips and school drop-off traffic. The central aim of approved policy is to shift many of these trips to shared travel solutions, improved public transport and to active travel means (cycling & walking) helping to release major network constraints. This will greatly increase the efficiency of existing road corridors and promote the density of activity which drives agglomeration and spatial integration that the SDF seeks to achieve. Hence the statements in (i) and (ii) are comprehensively at odds with approved transport policy and approach.

5. CITP document recommendations on future funding strategy and proposed allocations across the transport sector.

Section 12 of the CITP document sets out the proposed funding strategy and budget allocation for the full list of projects by category over the coming 4-year period. Based on table 12.2 over 90% of the funding request is being allocated to road infrastructure development, at a requested total of almost R1.4bn. Irrespective of whether there is the opportunity to secure this level of funding, the funding strategy is comprehensively misaligned to the policy priorities for transport in Stellenbosch **(see Notes 1, 2 and 4)**. If Stellenbosch were to follow along the lines of this proportional funding split it would effectively prevent achievements in line with approved policy and lock out a sustainable transport approach.

What is also unclear from the listing of project allocations is whether the road budgets in the tables include estimated costs for construction costs or are only for planning and design as many entries indicate. If the latter is the case, then adding in for construction implies that the Municipality is proposing a funding strategy, which would allocate probably more than 98% of secured budget to roads!

6. The CITP document and the RMP represent irresponsible and negligent planning

WSP, the authors of the RMP document, were also the authors of the *UK Department for Transport's report: Latest Evidence on Induced Travel Demand.*[3] Induced demand is the term used to describe the increment in new vehicle traffic that would not have occurred without the increase in the network capacity. This follows general economic theory, whereby a reduction in the price of a good or service, results in an increase in demand. The WSP report concludes:

> *A 10% increase in road capacity could lead to 2% induced demand on the network. Induced demand is likely to be higher for capacity improvements in urban areas or on highly congested routes. In scheme evaluation, unless induced traffic is correctly taken account of, significant errors in benefit estimation can be made.*

Induced travel consequences of road network expansion are accepted worldwide today as standard considerations for any transport assessment. The evidence clearly confirms that responding to rising congestion and anticipated growth in travel demands (e.g. through development and housing growth) by road network expansion is highly likely to perpetuate low occupancy private vehicle traffic growth. Furthermore, if road network expansion projects continue and funding and planning effort is not rebalanced, this will lock out the opportunity for sustainable shifts, therefore setting in place a self-fulfilling vicious cycle of decline. These aspects have not been flagged as a key risk, nor even reflected on, within the work undertaken.

[3] Department for Transport latest evidence on induced travel demand: an evidence review, May 2018

7. The cost of road infrastructure vs the expense of other infrastructure

The recommended RMP and related costs need to be considered in the context of other priority infrastructure spending. The plan and municipal officials recently promoting the program seem to argue that 'if you build it, they will use it'. This appears to be a passive and risky road to take. In this, the local consultants who compiled the plan seem to be at odds with the more careful and responsible evidence-based arguments of their company colleagues in the UK **(see point 6 *and footnote 3*)**. One should also note the bi-partisan support in the 2021-2022 US budget before Congress for a budget item of $20 billion to demolish highly used highways with destructive effects on communities, the environment and local economies. And even if were to accept the broad assumption behind the recommendations in the RMP, those plans still need to be considered with other infrastructure commitments in the same timeframes.

8. For the RMP exercise there was no assessment undertaken against approved key principles and policy objectives.

The CIPT update is making recommendations and seeking approval on road projects that are detailed in the RMP without any assessment against the key principles and objectives which must drive decision making for transport interventions and integrated spatial development.

The RMP lists a range of projects and project options which have been motivated based solely on having some claimed improvement to traffic conditions / level of congestion reduction. Even on these grounds alone, this is strongly disputed **(See 6)**. When one then considers many of the larger road projects set against transport policy direction and guiding principles for comprehensive transport assessment **(See Notes 5, 6)**, these schemes would fail.

Subjecting these projects to the broader principles and policy objectives - as set out within the SDF and the IDP- would undoubtably mean most of the larger road building projects would fail and act directly against intended aims.

However, none of this assessment has been carried out and so these projects as yet have no basis beyond being part of a list.

9. What sits behind the road transport modelling and forecasts in the RMP? What assumptions are made?

Transport modelling is undertaken to make predictions of future situations and hence various assumptions must be made in order to forecast a future state. At its simplest, traditional traffic modelling, which is what the RMP document is based on, makes estimations within 4 sub models (4-step modelling) of:

a) *Trip generations* – how many trips are produced and from where;
b) *Trip distribution* - where are the trips destined for;
c) *Modal split*; and
d) *Assignment* - how will the journey be made, and which route is chosen.

Each of these sub-models is fed by assumption *types* fitting into one or a combination of the following:

i. Projections based on past trends and/or current situation: e.g. population growth, rate of car ownership, trip-rate growths, housing & employment distribution,, (...and may

forecast forward declining rate of public transport, low rates of utility cycling, etc. hence self-fulfilling a cycle)

ii. Projections based on moving towards a policy-driven future end-state. This would therefore align with the broader objectives, for example as set out in **Note 1 & 9** and reflected in the SDF and the IDP.

iii. Policy non-compliant end-state driven, where for example a different pattern of trip making or future housing distribution drives transport flows. (**See Notes 7 & 8**).

Increasingly, modelling for systems which are largely human-controlled, is now strongly rejecting Type (i) modelling, since these assumptions simply perpetuate past trends and are therefore policy-blind [known as *project and provide*]. Type (ii) modelling aims to reflect and chart the path towards the policy required situation and Type (iii) modelling should only be undertaken to illustrate or test the implications of a non-policy led path.

Little detailed information is explicit in the report on assumptions around the EMME modelling undertaken for the RMP. It appears to largely combine Type (i) and elements of Type (iii) and there is little to indicate the required Type (ii) modelling. This is a critical failing and shortcoming of the modelling. If the results are being recommended to take forward with significant budgets attached to further planning, design and possibly implementation, then this would amount to wasteful expenditure.

The outputs for the modelling exercise should instead be regarded as selective scenario planning outcomes, which may have a useful planning purpose, but only when set against and compared with Type (ii) modelled scenarios and certainly not for taking forward and committing major funding at this stage.

In the RMP document the authors relate to sophistication of the modelling tool, etc. They are typically referring to the speed and the accuracy of the model convergence, the quality of the graphics and the interchangeable formats of outputs. It does not relate explicitly to how effectively the tool is able to make accurate predictions of the future. This, as indicated, is input and assumption controlled.

10. Public transport excluded from the road network modelling.

The RMP modelling leaves out public transport modes and proposals, stating:

> *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.*

This is a major exclusion which completely skews a picture of the future, purely planning for roads and cars. On this basis it is even more firmly stated that the outputs from the models quite clearly cannot be used as a basis for any recommendations through the CITP and any budgetary allocations that are made will most certainly constitute wasteful expenditure.

11. Provincial and Municipal Roads

Where proposed roads and expansions are Provincial Roads proposed schemes, the Municipality should still be assessing these on the same basis given that they could potentially make traffic conditions worse for the town of Stellenbosch, and/or they may not

align with the SDF or IDP, and resources should be redirected towards the approved approach.

12. The future role of public transport, active travel and shared travel is inadequately explored.

Public transport, active travel and shared travel solutions, as significant elements of the future urban mobility system, appear to be lost in the thinking about the future. The place and role for cycling and walking for shorter local area trips, e-hailing, improved para-transit sector supply, and much more are not explored as part of the future mobility system. Parking for private cars appears to be higher on the agenda than staging facilitates for e-hailing services, and downtown private car parking seems more critical than town centre urban realm improvements enabled through peripheral park-and-ride/walk facilities that link to scheduled public transport services.

For additional funding from other government tiers, the plan would have to present apparent alternatives that closer align with policy intent and cannot be the usual. Spending more than 90% of the transport budget on strategies that proceed from unexamined assumptions and perpetuate a cycle that seems unsustainable again appears like potential wasteful expenditure.

13. Post Covid-19 situation – travel patterns have changed permanently

Travel patterns have changed dramatically worldwide and even after the threat from the Covid-19 abates, local trip-making for many employees has been altered permanently. With much higher levels of home/remote working the reduced rates of trip generation during peak periods requires a review in assumptions for any modelling and forecasting work. Given that public transport volumes have also been significantly impacted, the recovery post Covid-19 is a critical focus for transport and infrastructure planners.

Note 1

Key Relevant Extracts from the SDF

Stellenbosch Municipality, Spatial Development Framework Approved by Council on 11 November 2019

The Role of the SDF, Page 14

The MSDF outlines the municipality's spatial agenda to its own service departments, ensuring that their sector plans, programmes, and projects are grounded in a sound and common spatial logic.

How is Stellenbosch going to develop over the next ten to thirty years? What kind of development will take place, where will it take place, and who will be responsible for what aspect of the development?"

Future growth, expansion and innovation cannot be allowed to unfold in haphazard ways as this is likely to result in expensive outward low-density sprawl of housing and commercial areas and the related destruction of valuable ecosystem and agricultural resources. This kind of development is also likely to exacerbate spatial divisions and exclude citizens with lesser materials resources from opportunity to live in proximity to work, commercial opportunity, and social facilities.

We cannot afford to lose more nature and agricultural land, develop at low densities, and prioritise building roads for private cars more than public transport. If we do that, the system will fail.

...focus energy on a few catalytic areas that offer extensive opportunity and address present risk

the MSDF gives an indication of where and how the municipality intends to channel public investment, influence, and other resources at its disposable. This includes where infrastructure and public facility investment will be prioritised, where private sector partnerships will be sought in development, and how the municipality will view applications for land use change.

The Relationship between Spatial and Transport Planning, Page 111

On the integration of spatial and transport planning Paragraph 6.6.2.1 states:

..Transport planning and spatial development planning therefore are mutually dependent and must be fully interwoven within strategy in order to effect integrated and progressive development outcomes. SM's MSDF and transport plans must not be regarded as separate, independent undertakings but rather be detailed through coordination and advance through implementation in parallel.

and Paragraph 6.6.2.3 states

..To align with both broader transport policy objectives this growth [in travel demands] must be rigorously managed such that resulting transport patterns do not undermine broader spatial and development goals.

Note 2

Transport that serves all in Stellenbosch - Guiding Principles for Sustainable Transport in Stellenbosch

Towards A Sustainable Transport Strategy for Stellenbosch Municipality[4]

The Table below describes eight principles proposed as the basis for developing the Vision and Objectives for Transport in Stellenbosch. These principles have been derived from Stellenbosch's 5 Strategic Themes[5] together with key objectives from national and provincial transport and spatial policy.

Sustainable Transport - Guiding Principles

	Principle	Description
1	**Equity & Efficiency**	Ensure most efficient & cost-effective solutions to all. Strive to ensure social, inter-generational equity, meeting the basic transportation-related needs of all people with emphasis on the poor and disadvantaged.
2	**Access & Spatial Justice**	All people should be afforded reasonable access to opportunity (work, education, etc.) and the satisfaction of basic needs.
3	**Containing Land Use Resources & Urban Growth**	Transportation systems must make efficient use of land and other natural resources while ensuring the preservation of vital habitats and other requirements for maintaining biodiversity. Transport responses to urban growth pressures must ensure optimum solutions and improved efficiency in the use of existing infrastructure and systems – through specific consideration of Public and Non – motorised Transport modes.
4	**Policy Led Integrated Planning**	Planning and transportation decision-makers: • must develop and adhere to policy-driven approaches • have a mandated responsibility to ensure planning approaches are both integrative and integrated.
5	**Comprehensive Impact Assessment**	Transportation decision-makers must develop and move toward full impact assessment and full cost-accounting, reflecting the true social, economic and environmental costs of alternatives.
6	**Health & Safety**	Transportation systems should be designed and operated in a way that protects the health, safety & well-being of all and enhances the quality of life in communities. Transportation needs must be met without generating externalities and emissions that threaten public health, climate, diversity or essential ecological processes.
7	**Growing Employment Opportunities**	Transport system decisions should reflect the direct and indirect employment impacts of alternative courses of action and strongly align with choices which provide the highest employment impacts
8	**Responsibility**	All individuals and organisations have a responsibility to protect the natural environment, to act responsibly and to make sustainable choices (where choices exist), with regard to personal movement and consumption.

[4] Provincial Sustainable Transport Programme, *Reflections on the Current Situation, a Vision for the Future and a Way Forward for Alignment and Adoption. Summary Report, December 2017*

[5] Stellenbosch Municipality: Fourth Generation IDP, May 2017 (2017-2022)

Note 3

Extract from:

A 10 Point Plan for Transport in Stellenbosch

Draft for Discussion, presented to Mayor of Stellenbosch, April 2018

1 Alignment on Vision and Strategic Approach

1.1 Programme Interventions

A) Develop and agree the broad Vision for the future of Stellenbosch which the appropriate transport (and land use) responses must serve

B) Agree the key principles around which transport planning and transport implementation must advance, and align on a future Vision for Transport in Stellenbosch.

C) Establish an integrated planning and advisory task team for transport and spatial development for Stellenbosch with a high level of consultation, coordination and cooperation, This team should consist of senior officials across Local and Provincial government spheres and key local stakeholders including the university, business and civil society representatives

D) Develop and agree the framework for the advancement of transport strategy (See Fig 1.1 for the essential components).

1.2 Motivation

There must be broad agreement around the economic, social and spatial development of Stellenbosch that aligns with sustainable development principles with mechanisms put in place to ensure these principles are adhered to. Previous versions of the Integrated Development Plan for Stellenbosch have laid out strong principles but implementation in practice has fallen a long way short.

Within a clear vision for the future development of Stellenbosch, the approach for addressing transport and spatial development issues can align. Addressing transport challenges is a complex undertaking. Trip making and travel patterns are influenced by many factors including past policy decisions, employment location, land use, travel choices, the safety and security situation, etc.

Managing transport effectively is a shared responsibility with the vast majority of the limited available public funding currently resting at the provincial level. Planning and funding focusses at a regional mobility level with local transport and accessibility issues often being overlooked This practice must change and it is crucial that an advisory and decision making body across levels of government be in place. Large institutions including the University, businesses and schools as major trip attractors must assume certain obligations to support a common sustainable approach to transport.

1.3 Impact

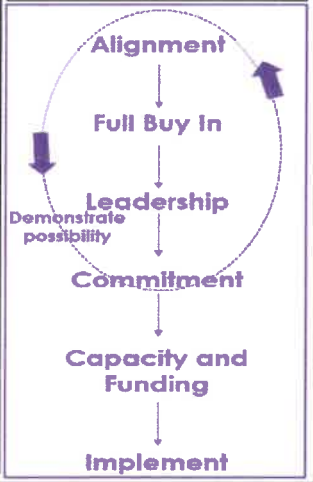
The establishment of an agreed, integrated and progressive way forward for the management of transport that has full buy-in from all stakeholders represents the essential foundation for the advancement of sustainable transport solutions in Stellenbosch. With this in place all the other interventions set out in this 10 point plan can advance. Without this broad alignment any subsequent activity will be diluted, to some extent misaligned and often be counter to the required responses.

Figure 1.2 illustrates the steps towards effective implementation in complex systems, and highlights the importance of demonstrating impact and behaviour change through trial projects to progressively gain buy-in.

Figure 1.1: *Framework for Advancement of Transport in Stellenbosch*

- *Agree principles, vision and goals*
- *Assessment of current and required future performance of the transport system*
- *Foster a strong shift towards more sustainable modes and practices*
- *Clear implementation plan for short term and long term*
- *Horizontal and vertical integration & participatory approach*
- *Monitoring, review, reporting on local transport situation*

Figure 1.2 Process for the Successful implementation of Strategy

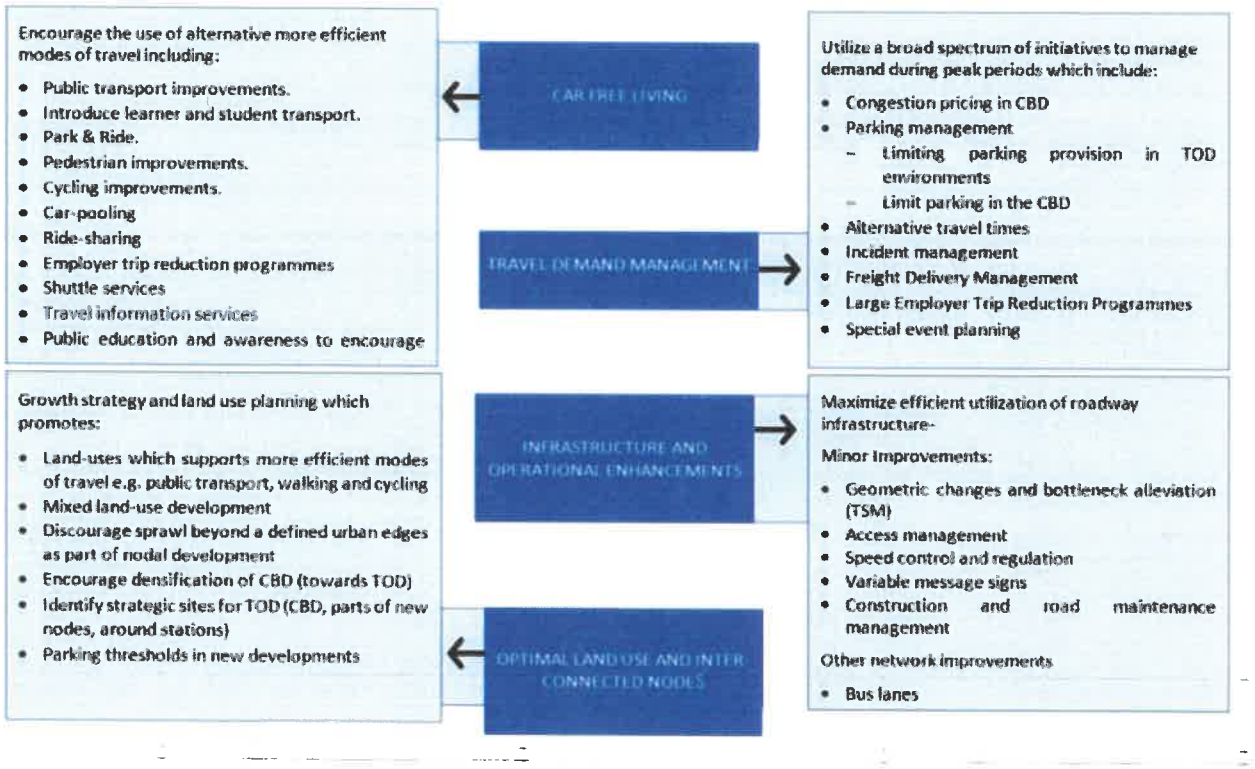


Note 4

Integrated Development Plan 2017-2022
2nd Review, March 2019

Strategic Interventions within the CITP, P138

Strategic Interventions reflected in the IDP



The following areas of strategic intervention have been proposed for Stellenbosch:

"Towards Car Free Living" which refers to strategies that encourage more effective modes of travel such as public transport, NMT and other mechanisms to increase the number of passengers per vehicle;

"Travel Demand Management" which refers to strategies that manage overall demand for travel during peak periods such congestion pricing and parking management;

"Infrastructure and Operational Enhancements" which refer to capacity improvements to transport infrastructure but only as part of the overarching transport philosophy in Stellenbosch. Therefore, it could include infrastructure interventions such as by-passes or bus/high occupancy lanes; and

"Optimal Land-Use and Interconnected nodes" which refers to integrated land use and transport planning which supports and promotes transit orientated development (TOD).

Note 5

Integrated Development Plan 2017-2022
4th Review, May 2021

Table 34.

Ensure a balance approach to transport in SM, that appropriately serves regional mobility needs and local level accessibility improvements.

- Actively promote compact, dense, mixed use development which reduces car dependence and enables and promotes use of public and NMT.
- Shift municipal resources to include a greater focus on non-motorised, shared vehicle travel, and public transport solutions.
- Establish measures to ensure that there is inter-service agreement on the settlement hierarchy, settlement roles, and associated function, modes of transport to be carried, and development / management approach to be followed in relation to different sections of the municipal movement network.
- Work with provincial and national government to affirm the proposed categorisation of movement forms, and associated infrastructure and management needs in Stellenbosch.
- Proactively seek management of travel demand among key stakeholders in SM, in a manner that significantly higher passenger volumes are gradually achieved from existing transport infrastructure.
- Proactively allocate resources to improve NMT in the municipal area.
- Strengthen the role played by rail based public transport, including advocating for a new, lighter, frequent rail service on the Eerste River / Klapmuts rail line as backbone of transport movement along the Baden Powell-Adam TasR304 corridor.
- Assess future transport development / improvements in relation to impact on the complete settlement system.
- Guard against needed / required vehicular routes of necessity resulting in development of undeveloped land traversed by the rout

Note 6

2015-2020 CITP Vision

A sustainable transport system that provides for the basic mobility needs of individuals, supports a vibrant economy and operates seamlessly within and across the municipal boundaries.

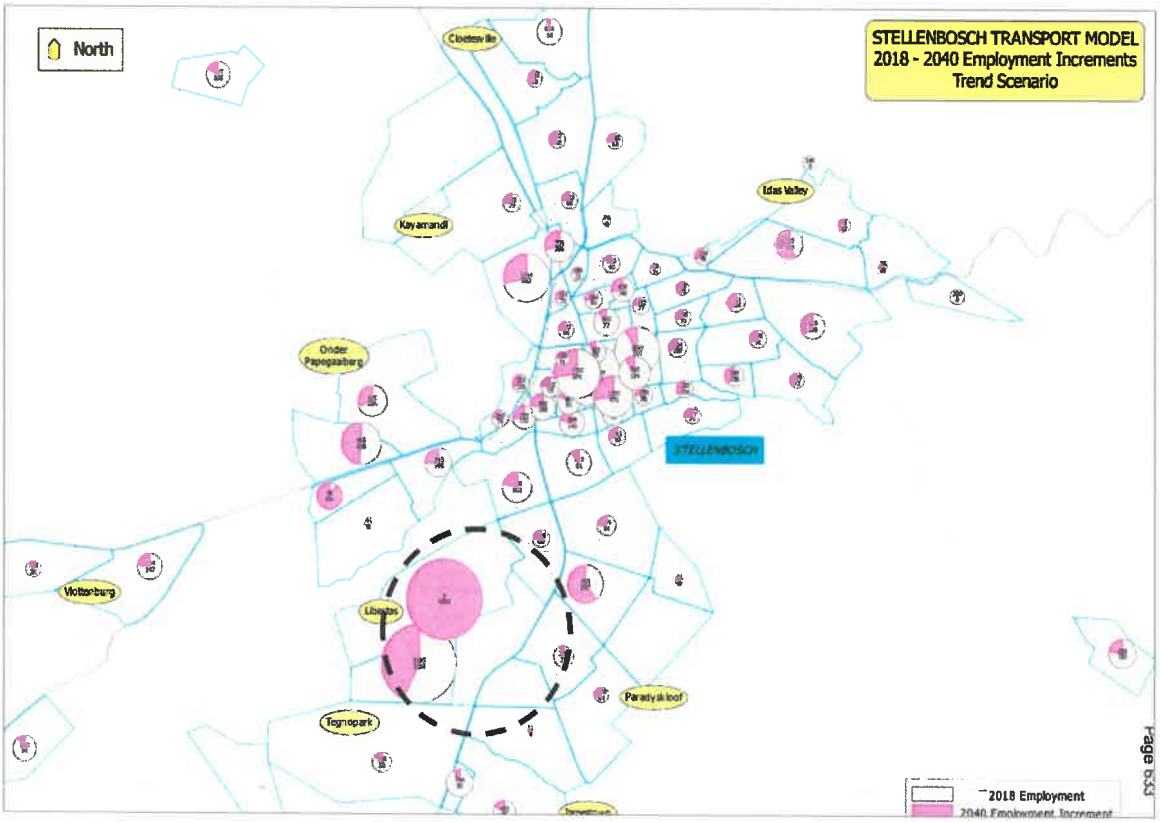
Key strategic objectives

A much-improved sustainable public transport system with better and safe access, more frequent and higher quality services and facilities to an agreed standard;

- significant reduction in road fatalities;
- greater mobility options, particularly for those who do not have a car;
- safer and easier cycling and walking;
- better infrastructure, link and interchange with other means of transport;
- an improved and better maintained road and rail network;
- improved journey time reliability on all modes;
- different travel patterns and transport usage and, where appropriate, reduced need to travel by motor vehicles from having achieved an integrated land use and transport system;
- a transport system that is consistent with the real needs of people living in different parts of South Africa and with differing abilities to afford travel;
- a transport system that charges the traveller a fair reflection of the costs of making a journey;
- a transport system that supports focused funding of transport priorities;
- developed sufficient institutional human capital to drive the vision of transport -

Note 7

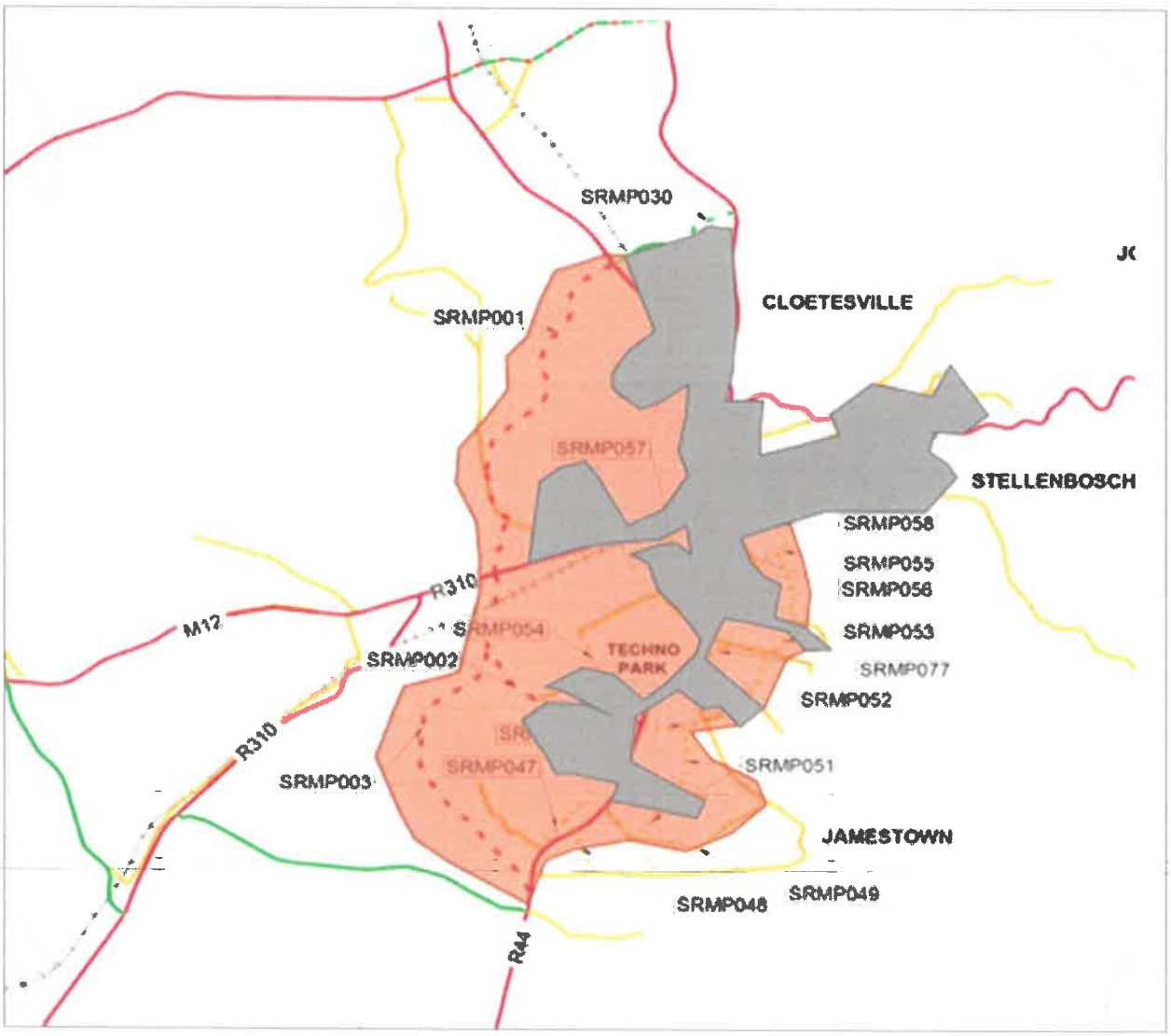
Road Master Plan. Future Housing and Employment: Trend Scenario



Scenario within the RMP places major future employment into an area that does not align with, and hence conflicts with, the SDF.

Note 8

Stellenbosch Town Built up Area and area under Development Threat if Road Development Plans Progress.



Risk of extensive future sprawl development if indications of major new road plans proceed.

Note 9

Extract:
Integrated Development Plan 2017-2022
4th Review, May 2021

4.15 Catalytic Initiatives. Adam Tas Corridor.

The most strategically located land in Stellenbosch town comprises large industrial spaces, including land previously occupied by Cape Sawmills and Distell facilities. A significant proportion of these have been vacated or will be vacated in the foreseeable future in response to changes in the operating context of manufacturing enterprises. Thoughtful redevelopment of these spaces – at scale – can contribute meaningfully to meeting existing challenges and mSDF objectives.

In simple terms, the concept is to launch a process of re-imagining and re-purposing the land around the Adam Tas Road within the Stellenbosch town to enable maximum potential of this space. This will entail the redevelopment of the Adam Tas Corridor which includes, the area stretching along the R310 and R44 along the foot of Papegaaiberg, from the dis-used Cape Sawmills site to the west of Kayamandi and Cloetesville along the north part of this corridor.

It forms the western edge to the town but is not well integrated with the rest of Stellenbosch, largely because of the barrier / severance effect of the R44 and the railway line. Much of the area was historically utilised for light industrial and manufacturing purposes. It includes the dis-used Sawmill site, the government owned Droë Dyke area, Distell's Adam Tas facility, Oude Libertas, various Remgro property assets, Bosman's Crossing, the rail station, Bergkelder complex, Van der Stel sports complex, the George Blake Road area, and parts of Kayamandi and Cloetesville. Under-utilised and dis-used land in the area measures more than 300ha.

Conceptually, a linear new district within Stellenbosch is envisaged adjacent to and straddling (in places) Adam Tas Road, the R44, and railway line. Overall, development should be residentially-led with a strong mixed use basis, high density and should favour non-motorised ("NMT") access to the centre of Stellenbosch Town. It is estimated that Adam Tas Corridor through a preliminary development conceptual framework that the ATC will produce approximately 3 million square metres of bulk within a 293ha area, with 69% earmarked for residential usage.

A central movement system (with an emphasis on public transport and NMT) forms the spine of the area and is linked to adjacent districts south and west of the corridor. The corridor retains west-east and north-south vehicular movement (both destined for Stellenbosch town and through movement) as well as the rail line. Remote parking facilities will enable ease of access within the corridor concept, with passengers transferring via public transport, cycling and walking to reach destinations within the town of Stellenbosch.

BELANGEGROEP STELLENBOSCH
INTEREST GROUP (SIG)

Belangegroep Stellenbosch Interest Group

Director: Infrastructure Services
Mr. Deon Louw
Stellenbosch Municipality
Engineering.services@stellenbosch.gov.za

2021-06-14

Dear Mr Louw

COMMENT ON THE DRAFT REVISED ROADS MASTERPLAN FOR STELLENBOSCH

The Stellenbosch Interest Group (SIG) refers to the above-mentioned document which was released for public comment on 14 May 2021 calling for comment by 14 June 2021.

As a point of departure, the SIG is of the opinion that it would be counter-productive for the Council to approve this academic desktop report. Noting the contents and approving a few recommendations should more than suffice. Many of the proposals contained in the document have very far-reaching implications, with unintended consequences, which are likely to have an extremely negative impact on the fragile urban and rural character, which constitutes WC024. Following the compilation of the above-mentioned report during 2018 – 2019 planning for the future, because of the advent of Covid 19, has also changed dramatically. This is particularly true in respect of planning future roads.

Because many of the proposals (such as proposed western and eastern bypass roads) contained in the Revised Roads Masterplan are aimed at the long term (2040), comment is limited to the recommendations contained in the executive summary on pages (ix and x) of the report. These are as follows, with comment on each recommendation appearing in bold typeface thereafter.

1. 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. **This could possibly be supported subject to an in-depth process of public participation, especially with IAP's who live along the route (M12). Note that the Provincial Roads Authority needs to be held accountable for**

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its notorious failure to consult the broader public in respect of so-called road improvements, which often have extremely negative consequences for adjoining owners and the broader public.

2. 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. **See comment for paragraph 1 above.**

3. 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. **See comment for paragraph 1 above.**

4. 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. **See comment for paragraph 1 above.**

5. 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. **See comment for paragraph 1 above.**

6. The Adam Tas/George Blake intersection also needs to be improved or reconfigured to provide additional capacity. **See comment for paragraph 1 above.**

7. R304 (Koelenhof Road): Upgrade to dual carriageway between Adam Tas (R44) in the south to Bottelary Road/Kromme Rhee Road. **See comment for paragraph 1 above.**

8. Merriman and Cluver Street link: Upgrade to dual carriageway or minimum 2-lanes per direction required between Bosman Street and Banghoek Road. **This is a confusing recommendation, but whatever the case, detailed urban design will be necessary, because of the need to cater for non-motorised transport and to preserve the urban fabric of the university precinct, especially from a heritage point of view. Stellenbosch University has a lot of information and plans which will impact on this recommendation.**

9. Lower Dorp Street: Capacity improvements required between the R44 and Adam Tas Road. Conceptual planning has been undertaken for the dualling of this section. **This cannot be supported as it will negatively impact on the historic nature of Lower Dorp Street and the adjoining buildings. Capacity shortcomings need to be addressed at the Adam Tas/R44 intersection.**

10. Van Reede and Vrede Street link: These roads require dualling between the R44 and Piet Retief Street, with improvements at the R44/Van Reede intersection. **Substantial improvements have already been made to the R44/Van Reede intersection and the dualling from Doornbosch to Piet Retief is highly problematic. Dualling is also very unlikely to relieve congestion which will simply be pushed further north. Based on the available information this recommendation cannot be supported.**

11. Van Reede Street westbound extension linking into Electron Road to provide a second access to Technopark. **This recommendation can under no circumstances be supported as it will have the unintended consequence of liberating the historic Libertas Farm for development. It will**

also lead to massive congestion for residents of Die Boord. Should another road access to Technopark be considered desirable a link westward to Vlottenburg or northwards to the Adam Tas Corridor could be considered. This is, however, a long-term issue.

12. R44-Technopark, De Zalze, Brandwacht and Welgevonden access roads: Dualling and/or intersection improvements are required. **See comment for paragraph 1 above.**

13. Jamestown Road: Road Network Development required due to major residential developments planned for this area. **See comment for paragraph 1 above.**

14. Baden Powell Drive: Dualling of remaining single carriageway sections between the N2 and Polkadraai Road. **See comment for paragraph 1 above.**

The conceptual planning of the following intersections upgrades has been undertaken, the detail design and construction should be implemented as soon as possible

15. Adam Tas and Merriman Avenue. **See comment for paragraph 1 above.**

16. Adam Tas and Helshoogte Road (including the closure and relocation of the Helshoogte Rd/La Colline Road T-junction further east). **See comment for paragraph 1 above. In addition, rather than closing the intersection, the installation of traffic lights or construction of a roundabout could be considered.**

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. **OK, agreed.**

Stellenbosch Municipality should adopt the RMP, giving it legal status. **This report should** not **be given legal status, the future is too difficult to predict, and contractors are always looking for contracts.** The RMP should be distributed privately and publicly, informing planners/developers as well as the public of future road schemes within the municipal area. The RMP should be incorporated into the CITP. **The public does not want to be informed about future road schemes. The public needs to be an equal partner in the planning of any proposed new road. Those sections of the report, which are acceptable to the broader community may, however, be incorporated.**

Stellenbosch Municipality should continue discussions/workshops with CoCT's IRT department to explore opportunities to extend their future MyCiTi bus services to include Stellenbosch. **OK, agreed.**

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. **This should not be agreed to, the recommendations are far**

too subjective to warrant such drastic action at this juncture. The old "red road" mentality should prove the futility of this approach.

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 idea substantially upgrading of the R44 should be aborted as, if implemented, it would pose a severe hazard for pedestrians. Many roads in Stellenbosch are already used as "racetracks". The proposed upgrades would also not in any way relieve congestion during peak periods.**

The RMP should be incorporated into Stellenbosch Municipality's asset management database, (IMOS) IMOS an Infrastructure Management System software. The priority list should also be incorporated. **Once appropriately amended this may be done.**

Planning for the funding of the road projects must commence to ensure that the short- and medium-term priority listing can be achieved. **OK, agreed.**

The planning and commissioning of each project should ideally be retested using the 2018 EMME4 model and detailed intersection capacity analysis to ensure that each project will achieve its objectives. **OK, agreed.**

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. **OK, agreed. At present the draft Roads Master Plan is in no way integrated with the principles and policies contained in the Municipal Spatial Development Framework (MSDF). Concerning the MSDF caution needs to be exercised in regarding the urban edge as being elastic, because this attitude defeats the sound principles and policies which constitute the backbone of the MSDF.**

This updated RMP should assist to plan future land-use developments within the Stellenbosch Municipal area. Future planning processes such at the SDF and IDP should complement this RMP, and vice-versa. **The RMP should underpin and support the principles and policies contained in the MSDF and the IDP and not the reverse.**

Future revision of and amendments to the RMP should be coordinated to ensure that other parallel planning processes are undertaken in an integrated manner. **OK, agree.**

Kind regards

Patricia Botha (Chairperson)

Cc Ms G. Mettler, municipal.manager@stellenbosch.gov.za

Mr Anthony Barnes: Director, Planning and Economic Development
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Mr Stiaan Carstens Senior Manager, Land Use Management
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Councillor Esther Groenewald: Planning and Economic Development Portfolio
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Ms Gesie van Deventer: Executive Mayor, Stellenbosch mayor@stellenbosch.gov.za

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For Attention: Director of Infrastructure Services
Stellenbosch Municipality: Infrastructure Services
PO Box 17
Stellenbosch
7599

Dear Mr. Deon Louw,

STELLENBOSCH MUNICIPALITY – Public Comments on the Roads Masterplan 2018 (Notice 44/2021) and NMT Policy Framework Draft1 2021 (Notice 47/2021)

The University welcomes the opportunity to submit formal comments on the recently advertised proposed Roads Master Plan 2018 and NMT Policy Framework Draft 1 2021. The comments herewith included relate both to a consideration of the aforementioned policies in relation to Stellenbosch University's long-term planning vision as set forth in the Integrated Campus Spatial Development Framework (currently being circulated for comment), and a virtual consultation with Mr Johan Fullard (Senior Manager Stellenbosch Municipality: Roads, Transport, Storm Water and Traffic Engineering), on Friday 02nd July 2021.

First and foremost, Stellenbosch University acknowledges and appreciates the commitment to an ongoing partnership between the University and Stellenbosch Municipality, as indicated in the Non-motorised Transport Policy (pg.4). Integrated planning is one of the six strategic themes that informs the Stellenbosch University SDF vision. The University therefor raises two main points in this letter but recognises these concerns will be addressed in due course as part of the ongoing planning coordination discussions between the University and the Municipality.

The first concern relates to the current alignment of the proposed Eastern Link Road, as indicated in the Roads Masterplan. Although it is understood that the role of the Roads Masterplan and the current Eastern Link Road diagram is merely intended to indicate a long-term vision for potential future connections, the University requests that alternative alignments be indicated in the next revision of the Roads Masterplan. The existing alignment negatively impacts Stellenbosch University's spatial vision for the expansion of the existing Welgevallen Agricultural Hub and Coetzenburg Sports Fields. Should the proposed road cut across the South Campus in the alignment currently indicated, it will pose an increased security risk for the University, amplify thoroughfare vehicular movement in an area earmarked as a recreation and pedestrian-priority zone, and create a buffer diagonally across the proposed 'green' sports zone link with the adjacent schools precinct.

The University is also concerned about the impact that the Eastern Link Road's discharge will have on Suidwal Street, considering that this road is already congested with the limited capacity of the current bridge crossings over the Eerste River, and this road serves as the primary feeder route to the Coetzenburg and Welgevallen facilities. In confirmation of the discussion with Mr. Fullard, the University further confirms that the purpose of the current re-alignment diagram is merely to indicate the potential need for a link but will not impede on the University's development rights and is currently not a priority for the Municipality. Should either the Municipality decide to move forward with the planning of the road or the

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University with the expansion of the campus facilities, the matter will be discussed in more detail to accommodate both parties.

The second main point relates to Stellenbosch University's proposal to create safe 'drop and go' zones in strategic locations around the campus, in support of the campus' integrated mobility plan. Since the creation of these pick-up points will require a partnership agreement between the University and the Municipality (and be located on both University and Local Authority land), the University requests that main planning principle and location of these pick-up points be included in the Municipality's NMT Policy Framework.

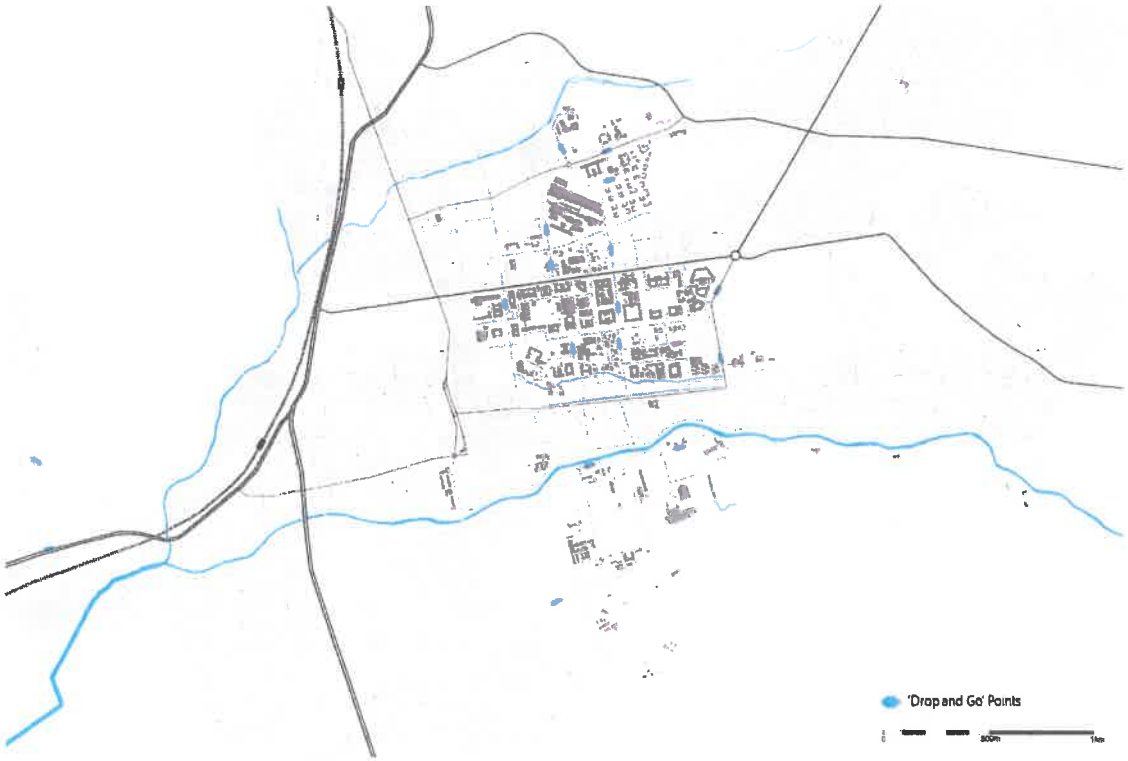


Image 1. Stellenbosch University Mobility Plan – 'Drop and go' points

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2. Revised Roads Masterplan

2.1 Eastern Link Road (pg. iv) – immediate/ imminent implementation of Van Reede extension/ Pastorie Street link proposed as initial phase of Eastern Link Road. This impacts future considerations of alternative alignments with the implication that the proposed alignment across SU Coetzenburg/ Welgevallen site will remain in place, but may in future not be necessary.

Thank you for your consideration.

Vriendelike groete | Iminqweno emihle | Kind regards

Francois Swart

Direkteur: Ontwikkelingsbeplanning & Ontwerp | Director: Development Planning & Design

Fasiliteitsbestuur | Facilities Management

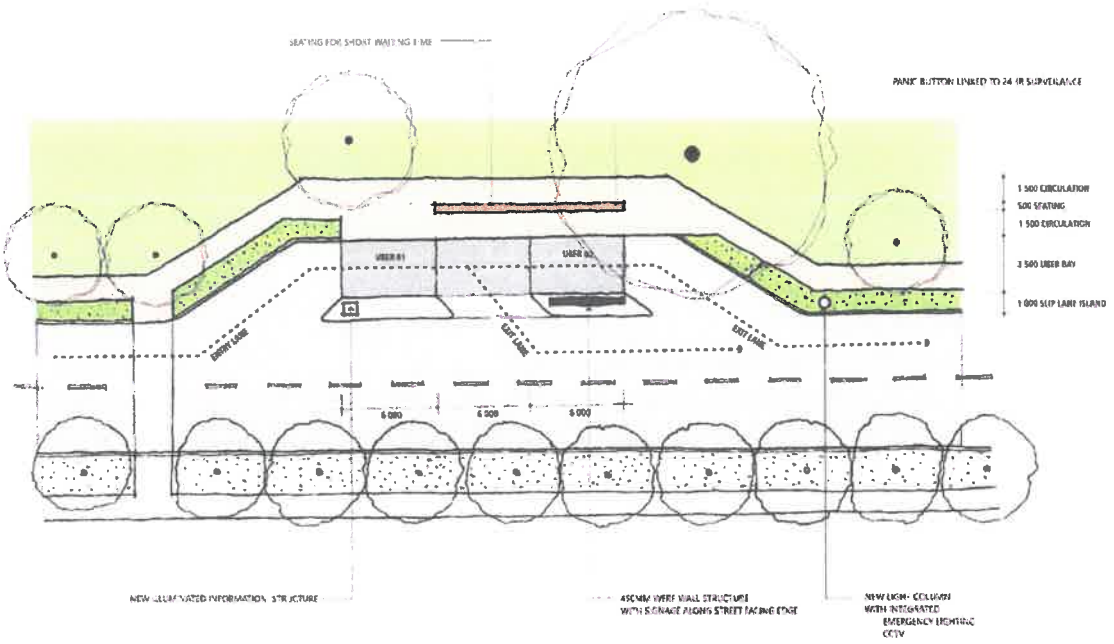
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The Stellenbosch University Mobility plan included the following diagram in the Campus SDF to outline the important safety elements of the 'drop and go' zones.

Image 2. Stellenbosch University – Proposed concept design for 'Drop and go' points

In



addition to the two main comments outlined above, Stellenbosch University notes the following feedback points related to the aforementioned policy documents, for consideration and further discussion.

1. Non-motorised Transport Policy and Masterplan

1.1 Universal Accessibility Policy (pg. 5) – cross-over zones and integration of planning elements in areas that also interface with the Stellenbosch University's Universal Accessibility Policy.

1.2 Clarity regarding the latest Stellenbosch Municipality DC Policy (pg. 6). Will Stellenbosch University be credited for implemented SU funded NMT projects on municipal roads or properties? What is the expected implementation date for the new DC Policy?

1.3 Clarify the requirements for the proposed Site Transport Assessments and which consultants will be responsible for preparing and submitting this report. Will this be part of all project submission requirements or what criteria will trigger this assessment (in addition to Site Development Plans and Traffic Impact Assessments).

1.4 Existing and Proposed NMT Network Plan (December 2020) – diagram 1: Note overlap of University NMT routes and Municipality routes (particularly around North Campus), for discussion and detail planning purposes.

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7.6.3	**APPROVAL OF THE LONG-TERM BERG RIVER – VOELVLEI AUGMENTATION SCHEME (BRVAS) WATER SUPPLY AGREEMENT BETWEEN DEPARTMENT OF WATER AND SANITATION (DWS) / STELLENBOSCH LOCAL MUNICIPALITY**

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2022**

1. SUBJECT: APPROVAL OF THE LONG-TERM BERG RIVER – VOELVLEI AUGMENTATION SCHEME (BRVAS) WATER SUPPLY AGREEMENT BETWEEN DEPARTMENT OF WATER AND SANITATION (DWS) / STELLENBOSCH LOCAL MUNICIPALITY

2. PURPOSE

To obtain Council's approval for the publication of the Information statement as part of the public participation process and the in-principle approval of the long-term agreement for Berg River – Voelvlei augmentation water supply scheme (BRVAS) between Department of Water and Sanitation and Stellenbosch Municipality

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The purpose of this item is to obtain Council approval for the participation in the Berg River-Voëlvlei Augmentation Scheme (BRVAS) and the proposed BRVAS water supply agreement.

The BRVAS will benefit the Municipality with increased water security over the long term at a favorable cost.

By entering into the agreement the Municipality agree to purchase its allocated water supply. For the first 20 years the rate payable is estimated at the initial BRVAS-Capital Unit Charge (CUC) commencing on 1 July 2023, based on the base financial, economic and Projected Costs information is R4.2690/m³ in June 2023 terms, excluding VAT. The water from the BRVAS still needs to be treated to potable standards. After this 20-year period, only the catchment charge, presently R 0.45/m³, will be payable which makes the scheme very feasible for the municipality in the long term.

5. RECOMMENDATIONS

(a) that the Municipality's participation in the Berg River- Voelvlei Augmentation Scheme (BRVAS) be approved;

(b) that the Municipal Manager be delegated to attend to all negotiations and sign the Berg River – Voelvlei Augmentation Scheme (BRVAS) Water Supply Agreement on behalf of the Municipality;

(c) that according to Clause 33 of the Municipal Finance Management Act (MFMA), the required process for contracts with budgetary implications for more than 3 years be followed; and

(d) that Council approve the information statement (**ANNEXURE I**) to be published as part of the public participation process.

6. DISCUSSION

6.1 Background

6.1.1 The WCWSS (Western Cape Water Supply System) supplies Stellenbosch Municipality, City of Cape Town (CoCT), other local authorities and irrigators in the catchments of the Riviersonderend, Berg and Eerste Rivers. The main supply schemes include the Wemmershoek-, Voëlvlei-, Theewaterskloof-, Lower Streenbras City of Cape Town (CoCT)-, Upper Steenbras City of Cape Town (CoCT) and Kogelberg/Rockview Dams;

6.1.2 Stellenbosch Municipality have various allocations for water that include allocations from the Theewaterskloof Dam, Eersteriver catchment, Boreholes and City of Cape Town (CoCT). The allocations from the Theewaterskloof Dam of 3.000 Mm^3/a and that from the Eersteriver of 7.224 Mm^3/a are fed by gravity and treated by the Paradyskloof WTP and the Idas Valley WTP respectively. The demand on the water treated by the Paradyskloof Water Treatment Plant (WTP) has increased to a point that the allocation is exceeded each year. This is a situation that cannot continue as Department of Water and Sanitation (DWS) will enforce water restrictions if continued.

6.1.3 The total allocation for treated water from City of Cape Town (CoCT) is 6.848 Mm^3/a and this comes into the system from the Wemmershoek Line, Faure Water Treatment Plant and the Blackheath Water Treatment Plant. The Treated Water from City of Cape Town (CoCT) is mainly supplying the areas outside the main town of Stellenbosch (Raithby, Jamestown, Klapmuts, Pniel, Franschhoek, etc.);

6.1.4 The water supply to the Municipal Area can further be augmented with water from various borehole fields within the Stellenbosch, Klapmuts and Dwarsriver areas (2.041 Mm^3/a). The Borehole water is treated by various package Water Treatment Plants.

6.1.5 Other augmentation schemes are investigated, which include the Bergriver-Voëlvlei Augmentation Scheme (BRVAS), which will make 1.640 Mm^3/a water available to Stellenbosch Municipality through the Theewaterskloof Dam. This will make the municipality less dependent on City of Cape Town (CoCT) and at a lower cost per kiloliter for the municipality. It will allow for additional water availability and assurance for future development in the Stellenbosch area.

6.1.6 Proposed Water Scheme:

The next large state water scheme for the WCWSS (Western Cape Water Supply System) is the Bergriver-Voëlvlei Augmentation Scheme (BRVAS) project and will benefit Stellenbosch Municipality as well. The project involves the pumped abstraction of winter water from the Berg River once the ecological water requirements of the river and the estuary have been met and consists of the following:

6.1.6 The pumped abstraction of water in winter from the Berg River to increase the yield of the Voëlvlei Dam by approximately 23 million cubic metres per annum (23 Mm^3/a);

6.1.7 a low-level weir and pump station is proposed to be located at the Lorelei site on the Berg River (down stream of Zonkwas Drift);

6.1.8 A 6.3 km long pipeline to deliver the water into the Voëlvlei Dam. The pipeline will be designed for reverse operation during summer so that releases can be made from Voëlvlei Dam to the downstream users, including meeting ecological water requirements of the estuary;

6.1.9 The estimated initial Berg River – Voelvlei Augmentation Scheme (BRVAS)- Capital Unit Charge (CUC) commencing on 1 July 2023, based on the base financial, economic and Projected Costs information is R4.2690/m³ in 2023 terms, excluding VAT. The water from the Berg River – Voelvlei Augmentation Scheme (BRVAS) still needs to be treated to potable standards;

6.1.10 No capital investment relating to the Berg River – Voelvlei Augmentation Scheme (BRVAS) development is required from the municipality. An annual payment of the Berg River – Voelvlei Augmentation Scheme (BRVAS) – Capital Unit Charge (CUC) based on the allocation of 1.640 Mm^3/a is payable, resulting in an annual cost of R7m. This amount will be payable for 20 years from July 2023. After this period, only the catchment charge, presently R0.20 and in 2043 equal to R 0.45/m^3, will be payable;

6.1.11 No additional infrastructure will be required to abstract and treat the water to potable standards as the Paradyskloof Water Treatment Plant (WTP) was recently upgraded to allow for the treatment of additional water when allocation increase is obtained. The cost of additional consumables is estimated at R 0.98/m^3;

6.1.12 The total estimated cost to provide potable water from the Berg River – Voelvlei Augmentation Scheme (BRVAS) scheme and purification at the Paradyskloof (Water Treatment Plan (WTP) therefore amounts to around R 5.60/m^3 excluding VAT in 2023 terms and

6.1.13 In comparison, the treated water purchased from City of Cape Town (COCT) is R5.73/m^3 (excl. VAT) at this stage. This doesn't take into account increased tariffs during periods of water restrictions.

6.2 Financial Implications

Payment for the allocation of the water from the Berg River – Voelvlei Augmentation Scheme (BRVAS) will only commence mid-2023.

The total estimated cost of the agreement over the repayment period is disclosed below:

A reduction of 750 000 m^3 treated water per annum from City Cape Town (COCT), resulting in a saving of R5.7m / annum for the municipality. The capital cost for 20 years is estimated at R7m per annum (with CPI increase) and a tariff starting at R0.20 / m^3 in 2023 increasing to R0.45/ m^3 in 2043. Once the capital cost has been paid off (2043), the tariff will only be the consumption of R0.45/ m^3

The treated water purchases from City of Cape Town (COCT) will increase with the expected population growth in the coming years to the point that Stellenbosch Municipality will start paying more for water to City of Cape Town (COCT) than the capital payment of the scheme to the Department Water and Sanitation (DWS).

The agreement is for 1 600 000 m^3 but Stellenbosch Municipality will only start using 750 000 m^3 at the start of the agreement but also require further capital investment in infrastructure to distribute water to other areas within the WC024.

Important projects to enable the Directorate to distribute bulk water are the Polkadraai Reservoir and Pipeline (currently in construction phase), Kayamandi Reservoir and pipeline (requiring funding to implement) and Koelenhof Bulk water scheme(early design phase)

6.3 Legal Implications

Comply with Local Government: Municipal Systems Act, act no 32 of 2000 (Section 46) and the Local Government: Municipal Finance Management Act, Act no 56 of 2003 (Sections 121 & 33), the National Water Act, Act no 36 of 1998 (Section 62 as amended) and Water Services Act, Act no 108 of 1997.

Council will be committed beyond the approved Medium-Term Revenue and Expenditure Framework (MTREF)

6.4 Staff Implications

This report has no staff implications to the Municipality.

6.5 Previous / Relevant Council Resolutions:

None

6.6 Risk Implications

This report has no risk implications for the Municipality.

6.7 Comments from Senior Management:

6.7.1 Chief Financial Officer:

Supported (refer to **ANNEXURE H**)

ANNEXURES

Annexure A Description and layout of the Western Cape Water supply system
Annexure B Berg River – Voelvlei Augmentation Scheme (BRVAS) Project Committee ("BRVAS PC") Terms of Reference
Annexure D Berg River – Voelvlei Augmentation Scheme (BRVAS) Raw Water Tariff Calculations based on the BRVAS Scheme
Annexure E Deed of Assignment
Annexure F Water Supply Agreement
Annexure G Letter from Department Water & Sanitation re Augmentation Scheme
Annexure H Motivation to partake in the BRVAS Scheme
Annexure I Draft Information statement

FOR FURTHER DETAILS CONTACT:

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POSITION	***Director***
DIRECTORATE	***Infrastructure Services***
CONTACT NUMBERS	***021 808 8213***
E-MAIL ADDRESS	***shane.chandaka@stellenbosch.gov.za***
REPORT DATE	***09 November 2022***

ANNEXURE A

DESCRIPTION AND LAYOUT OF THE WESTERN CAPE WATER SUPPLY SYSTEM

A1. INTRODUCTION

The WCWSS supplies CCT, other local authorities and irrigators in the catchments of the Riviersonderend, Berg and Eerste Rivers. The main supply schemes are shown in Figure A1 and the key features of the main dams are summarized in Table A1 (See also Appendix A1).

Table A1: Main Dams of Western Cape Water Resources System

Main Dam	Type	Height (m)	Gross Capacity (million m^3)	Gross Yield (million m^3/a)	Owner
Palmiet					
Kogelberg	Concrete	54	(17)*	22,5	DWAF
Rockview	Rockfill	48	(17)*		
Upper Steenbras	Earthfill	34	32	40	CCT
Lower Steenbras	Concrete	28	34		
Wemmershoek	Rockfill	55	59	54	CCT
Voëlvlei	Earthfill	10	172	105	DWAF
Theewaterskloof	Earthfill	38	480	241,2**	DWAF
TOTAL			777	462,7**	

* Capacity is mainly utilized for the Palmiet Pumped Storage Scheme.

** The yields of the Riviersonderend-Berg System and of the Western Cape Water System were previously stated to be 219 million m^3/annum and 440,5 million m^3/annum respectively. These figures exclude compensation and exchange releases of 22,2 million m^3/annum.

These dams are the main components of the City of Cape Town's Steenbras and Wemmershoek Schemes and of the Palmiet, Voëlvlei and Riviersonderend Berg Government Water Schemes. However it is the relatively large capacities of DWAF's tunnel system and of the City's pipelines from these dams, as well as the flexibility of the City's bulk reticulation system, that enables the dams to be operated as an integrated system.
The layout of the schemes comprising the Western Cape Water System is shown on Figure A1. Table A2, Appendix A1 and Figures A2 to A6 show the details and schematics of the main schemes which are described in Section 2 below.

Table A2: Main Features of Schemes of the Western Cape Water Resources System

Scheme	Diversions Dams	Bulk Raw Water Conveyance	Irrigators	Water Treatment Works (WTW)	Bulk Clear Water Conveyance
Palmiet Government Water Scheme (see Figure A2)	Kogelberg pumps to Rockview which releases to	12 m^3/s Canal & culvert to Steenbras Upper Dam			
Steenbras Scheme (see Figure A2)	Upper Steenbras releases to	Steenbras Pumped Storage 300 Mℓ/day Firlands Pumps & Pipeline		500 Mℓ/day Faure WTW	
	Upper Steenbras also releases to Lower Steenbras			150 Mℓ/day Steenbras WTW	Three Steenbras pipelines to Cape Town
Wemmershoek Scheme (see Figure A3)	Wemmershoek Dam release to			270 Mℓ/day Wemmershoek WTW	270 Mℓ/day Wemmershoek Pipeline supplying Cape Town, Paarl & Wellington
Voëlvlei Government Water Scheme (see Figure A4)	Klein Berg and 24 Rivers divert in winter	Release to irrigators	24 Rivers		
	into Voëlvlei Dam			270 Mℓ/day Voëlvlei WTW	Voëlvlei Pipelines to Cape Town

Scheme	Diversions Dams	Bulk Raw Water Conveyance	Irrigators	Water Treatment Works (WTW)	Bulk Clear Water Conveyance
	releases to:			30 Mℓ/day Swartland WTW	Pipeline to West Coast Towns
		Berg River	Lower Berg		
	Voëlvlei Dam also releases to Misverstand Dam	Berg River	Lower Berg	72 Mℓ/day Withoogte WTW	West Coast Withoogte Pipeline to Vredenburg/Saldanha
Riviersonderend Berg River Government Water Scheme (see Figure A5)	Banhoek and Wolwekloof divert in winter				
	into Theewaterskloof Dam releases to:	Riviersonderend River	Riviersonderend	Overberg	
		Tunnel to Berg Siphon	Upper Berg		
		140 Mℓ/day Pipeline		270 Mℓ/day Wemmershoek WTW	270 Mℓ/day Wemmershoek Pipeline supplying Paarl & Wellington and Cape Town
	Theewaterskloof also releases to Kleinplaas Dam (Eerste River diversion) releases to:		Eerste		
		Tunnel to Stellenboschberg releases to	Stellenbosch Heldelberg	10 Mℓ/day Paradyskloof WTW	Additional supply to Stellenbosch
		500 Mℓ/day Faure Pipeline		500 Mℓ/day Faure WTW	Cape Town
		400 Mℓ/day Blackheath Pipeline		400 Mℓ/day Blackheath WTW	Cape Town
Berg Water Project (see Figure A6)	Supplement Scheme pumps to:				
	Berg Water Project Dam supplies:	Releases to irrigators, pumps into Dasbos Tunnel and via Tunnel System into Theewaterskloof Dam	Upper Berg		

The operating rules of the Western Cape Water System are discussed in Annexure H.

A2. MAIN SCHEMES

A2.1 Palmiet River Government Water Scheme (Figure A2)

The Palmiet River Government Water Scheme comprises the Kogelberg and Rockview Dams which are the main components of the Government Water Scheme and are connected by ESKOM's 400 Megawatt Palmiet Pumped Storage Scheme. These two dams serve respectively as the tail and headrace dams of the Pumped Storage Scheme which operates on a weekly cycle.

When there is adequate flow in the Palmiet River to meet the instream (environmental) flow requirements and also to transfer water, then the pumping hours of the Pumped Storage Scheme may be extended to deliver up to 3 million m^3 of additional water per week from Kogelberg Dam into Rockview Dam. This water can be released during the week into the Upper Steenbras Dam via the Department of Water Affairs and Forestry's 12 m^3/s canal, and the City of Cape Town's conduit.

A2.2 Steenbras Scheme (Figure A2)

The Upper and Lower Steenbras Dams are both situated on the Steenbras River and are the main storage units of the Steenbras Scheme which is wholly owned by the City of Cape Town.

A2.2.1 Upper Steenbras Dam

The Upper Steenbras Dam stores water from its own catchment as well as water transferred by the Palmiet Pumped Storage Scheme. It also serves as the headrace dam

of the 160 Megawatt Steenbras Pumped Storage Scheme which is owned by the City of Cape Town's Electrical Engineering Department.
Water from the Upper Steenbras Dam can be released to the Lower Steenbras Dam and conveyed to the City's Faure Water Treatment Works. In the latter case, the water is delivered to the Lower Reservoir of the Steenbras Pumped Storage Scheme allowing the generating hours of this Scheme to be extended. From there it is pumped to the City's 500 Mℓ/day Faure Water Treatment Works (which mainly treats water from the Riviersonderend Berg River Government Water Scheme) via the Firlands Pump Station and a steel pipeline with a capacity of 300 Mℓ/day.

A2.2.2 Lower Steenbras Dam

The Lower Steenbras Dam supplies water to the 150 Mℓ/day Steenbras Water Treatment Works. From there, the three Steenbras Pipelines normally convey water by gravity to the higher lying zones of the City of Cape Town. However, the combined capacity of the pipelines can be increased to 160 ℓ/day with booster pumps on two of the pipelines.

A2.3 Wemmershoek Scheme (Figure A3)

The Wemmershoek Scheme is also owned by the City of Cape Town. It comprises the Wemmershoek Dam, the 270 Mℓ/day Wemmershoek Water Treatment Works and the Wemmershoek Pipeline which delivers water to the City and also to the branch pipeline supplying the towns of Paarl and Wellington of the Drakenstein Municipality. The Wemmershoek Water Treatment Works can also be supplied with 140 Mℓ/day of water via a pipeline connection from the Theewaterskloof Tunnel at the Berg River Siphon.

A2.4 Voëlvlei Government Water Scheme (Figure A4)

A2.4.1 Voëlvlei Dam

Voëlvlei Dam is an off-channel dam with a small catchment area of only 38 km^2. The main inflows are provided by two diversion canals:

- A weir on the Klein Berg River diverts water during the winter months into the 8 km long canal with a capacity of 20 m^3/s.
- Weirs on the Twenty-Four Rivers and on the Leeu River divert up to 34 m^3/s into the 29 km long canal to fill Voëlvlei Dam during the winter months and supply irrigators during the summer.

The City of Cape Town's 270 Mℓ/day Voëlvlei Water Treatment Works is supplied directly from the dam via a low lift pump station. A high lift pump station delivers water to the City via the 80 km long Voëlvlei prestressed concrete pipeline. A few small users abstract water from this pipeline.
Water is pumped from the outlet of Voëlvlei Dam to the 30 Mℓ/day Swartland Water Treatment Works of the West Coast District Municipality. From there the water is distributed to various towns.
Water is also released from the dam into a canal which flows into the Berg River to supply water to irrigators during the summer months and to supply the West Coast District Municipality's Withoogte Water Treatment Works which abstracts water at Misverstand Dam.

A2.4.2 Misverstand Dam

Misverstand Dam does not form part of the Voëlvlei Scheme, however its operation is directly linked to the releases from Voëlvlei Dam. The dam has a storage capacity of 7 million m^3, but this is not utilized as it is necessary to maintain the level at about 0,3 m below full supply level in order to prevent cavitation of the pumps at Withoogte.
The main purpose of Misverstand Dam is to divert water to the West Coast District Municipality's pump station which delivers water to the 72 Mℓ/day Withoogte Water Treatment Works and thence to the Vredenberg/Saldanha area. The dam also provides some regulation of the summer releases from Voëlvlei Dam which are re-released at Misverstand to downstream irrigators.

A2.5 Riviersonderend-Berg River Government Water Scheme (Figures A5 and A6)

The Riviersonderend-Berg River Government Water Scheme comprises Theewaterskloof Dam, the Riviersonderend-Berg River Tunnel System and Kleinplaas Dam. The Scheme supplies irrigators in the Riviersonderend, Berg and Eerste River catchments, and also the City of Cape Town, Stellenbosch and Overberg Water.

A2.5.1 Theewaterskloof Dam

Theewaterskloof Dam is the largest storage dam of the Western Cape Water System. It is filled by runoff from its own catchment and by the diversions during the winter months of the Wolwekloof and Banhoek Rivers into the Riviersonderend-Berg River Tunnel System. In future it will also receive water pumped during the winter months from the proposed Berg River Dam at Skuifraam.

The main irrigation demands from Theewaterskloof Dam comprise the following:

- Direct abstractions from the dam by riparian irrigators and releases into the Riviersonderend River for downstream irrigators and Overberg Water.
- Releases via the Riviersonderend-Berg Tunnel System to irrigators in the catchments of the Berg and Eerste Rivers and for the City of Cape Town.

A2.5.2 The Riviersonderend-Berg River Tunnel System

The Riviersonderend-Berg River Tunnel currently conveys water from the Wolwekloof and Banhoek winter diversions (and in future water pumped from the Berg Water Project Dam) into Theewaterskloof Dam and abstracts water from the Dam to supply users as follows:

- The Upper Berg River irrigators are currently supplied with releases at the Berg River Siphon (where the tunnel system crosses under the Berg River), but will in future be supplied with releases from the Berg River Dam at Skuifraam.
- The Eerste River irrigators from Kleinplaas Dam, and
- The Helderberg and Stellenbosch irrigators as well as the City of Cape Town and Stellenbosch Municipality via the Stellenboschberg Tunnel from Kleinplaas Dam.

A2.5.3 Kleinplaas Dam

Kleinplaas Dam is located on the Eerste River at Jonkershoek. The Dam has a very small capacity and is operated as follows:

- The water level is normally maintained at about 0,8 m below full supply level. When the level falls below this level then the three needle valves progressively come into operation and release water from the tunnel system into the dam, ie when the demands exceed the inflow from the Eerste River then water is released from the Tunnel System.
- During the summer most of the supply to the City of Cape Town and the irrigators passes through the dam.
- During the winter months a considerable proportion of the flow in the Eerste River is temporarily stored in Kleinplaas Dam and diverted to the City of Cape Town.

A2.5.4 City of Cape Town Raw Water Pipelines

The City of Cape Town operates two raw water pipelines which are connected to the outlet of the Stellenboschberg Tunnel.

- The Faure pipeline supplies the City's 500 Mℓ/day Water Treatment Works and during the summer months the Helderberg and Stellenbosch irrigators.
- The Blackheath pipeline serves the 400 Mℓ/day Blackheath Water Treatment Works.

A3. MINOR SCHEMES

A3.1 Introduction

The Main Schemes of the Western Cape Water are operated in an integrated way, whereas the Minor Schemes supply individual local authorities, limited areas of the City of Cape Town or irrigators.

A3.2 Local Authorities

Table A3 shows those local authorities that are entirely dependant on their own supplies and those that are partially dependant on the Main Schemes described in the previous sections of this Annexure.

Table A3: Local Authority Schemes

Scheme Name	Local Schemes			Main Schemes	
	Raw Water Source	Areas Supplied	Scheme Capacity million m^3/a	Scheme	Capacity million m^3/a
Paarl	Nantes Dam Bethel Dam Berg River Pumpstation	Paarl	2,8	Wemmershoek	17
Wellington	Antoniesvlei (supplementing supply from Wemmershoek)	Wellington	0,5		
Stellenbosch	Eerste River at Jonkershoek	Stellenbosch	5,5	RSE Berg	3
Piketberg	Voëlvlei Dam and Local Sources	7 750 people	1,0	Voëlvlei	
Saron	Twenty-four Rivers Canal	Saron	0,34	Voëlvlei	
Porterville	Local Sources	4 350 people	0,6		
Tulbagh	Local Sources	4 700 people	0,6		
Franschhoek	Local Sources	4 500 people	0,6		
Pniel	Local Sources	2 150 people	0,04		

A3.3 Minor Schemes Supplying the City of Cape Town

Table A4 shows the minor schemes which supply limited areas of the City of Cape Town, with augmentation from the major schemes.

Table A4: Minor Supply Schemes

Scheme Name	Raw Water Source	Area Supplied	Scheme Capacity	
			million m^3/a	limiting factor
Table Mountain and Southern Peninsula Water Supply Scheme	Hely Hutchinson Dam De Villiers Dam Victoria Damn Alexandra Dam Woodhead Dam Albion Spring	Cape Metropolitan Area	5	Raw water yield
	Kleinplaas Dam Lewis Gay Dam	Simon's Town Simon's Town	1,8	Raw water yield
Atlantis	36 Boreholes	Atlantis Mamre	6,0	Raw water yield
Somerset West	Land-en-Zeezicht Dam 4 Boreholes	Somerset West	2,0	Raw water yield
Strand	Lourens River	Strand	0,8	Raw water yield

A3.4 Other Irrigation Schemes

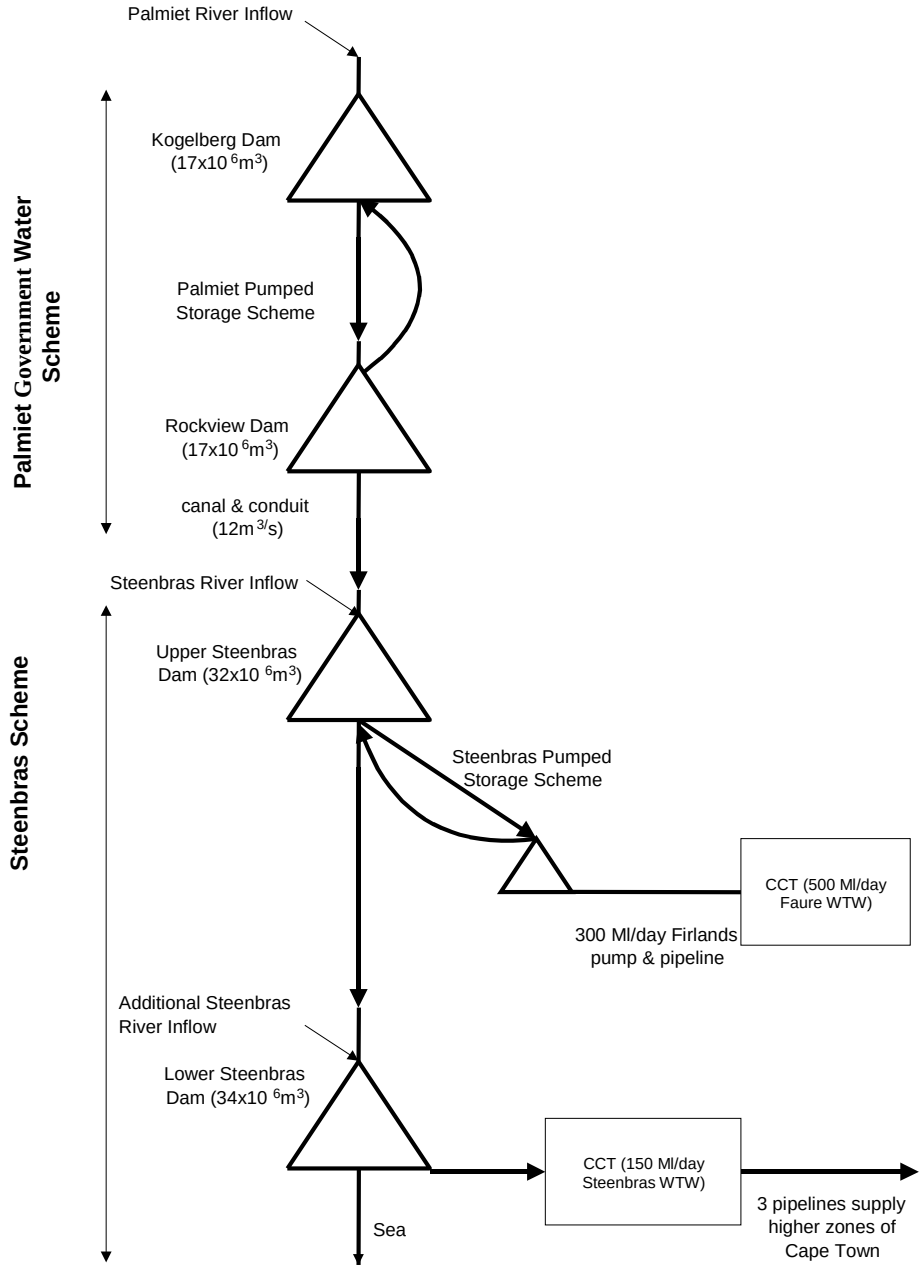
The irrigators can be divided into three main categories:

- Irrigators that are entirely reliant on the Main Schemes as described in Section 2 above.
- Irrigators whose quotas are partly supplied by the Main Schemes, partly by run of river flows in the main rivers and tributaries, or partly by their own storage dams.
- Irrigators that are entirely reliant on their own minor schemes such as farm dams.

The irrigation supplies are shown in Table A5 below.

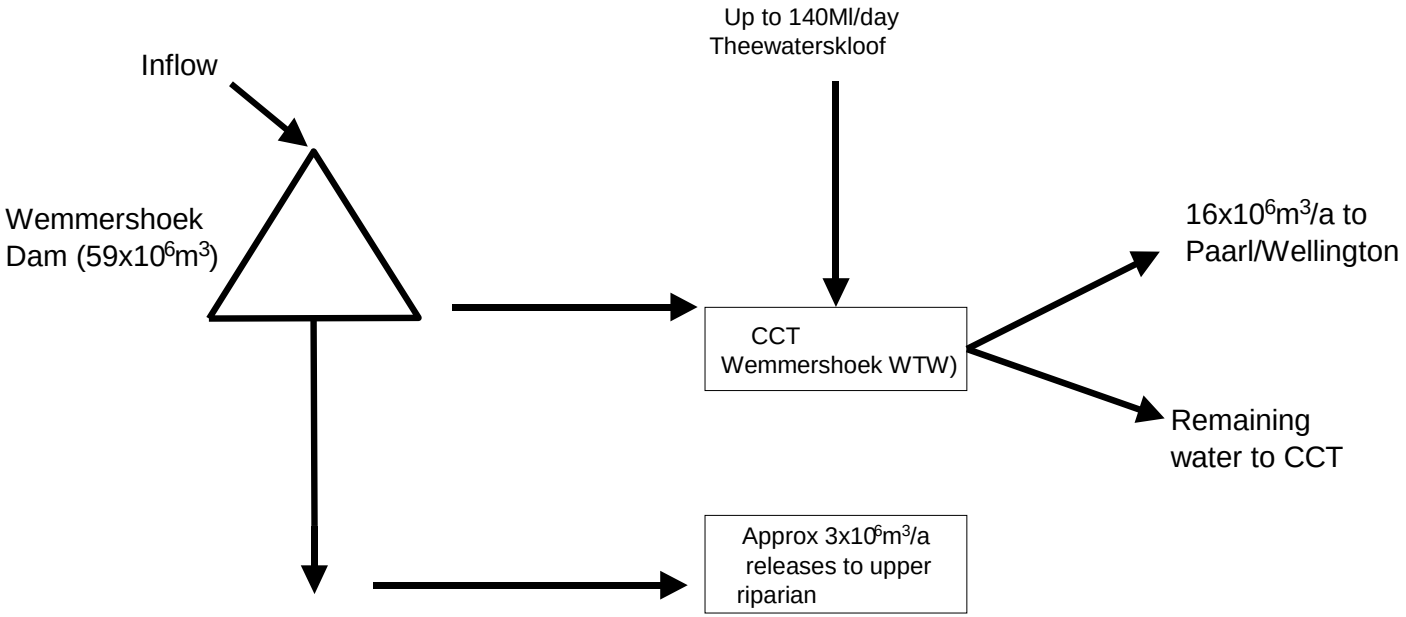
Table A5: Sources of Supply to Irrigators in 2000

Water Management Area	River	Irrigators Reliant on Own Minor Schemes (million m^3/a)	Irrigators Entirely Reliant on or Partly Supplied by Main Schemes (million m^3/a)	Total Irrigation Requirements (million m^3/a)
Berg	Upper Berg	149	50	199
	Lower Berg	40	31	71
	Kuils, Eerste, Lourens, Sir Lowrys	21	20	41
Breede	Riviersonderend	12	44	56
	Palmiet	56	-	56
TOTAL		278	145	423



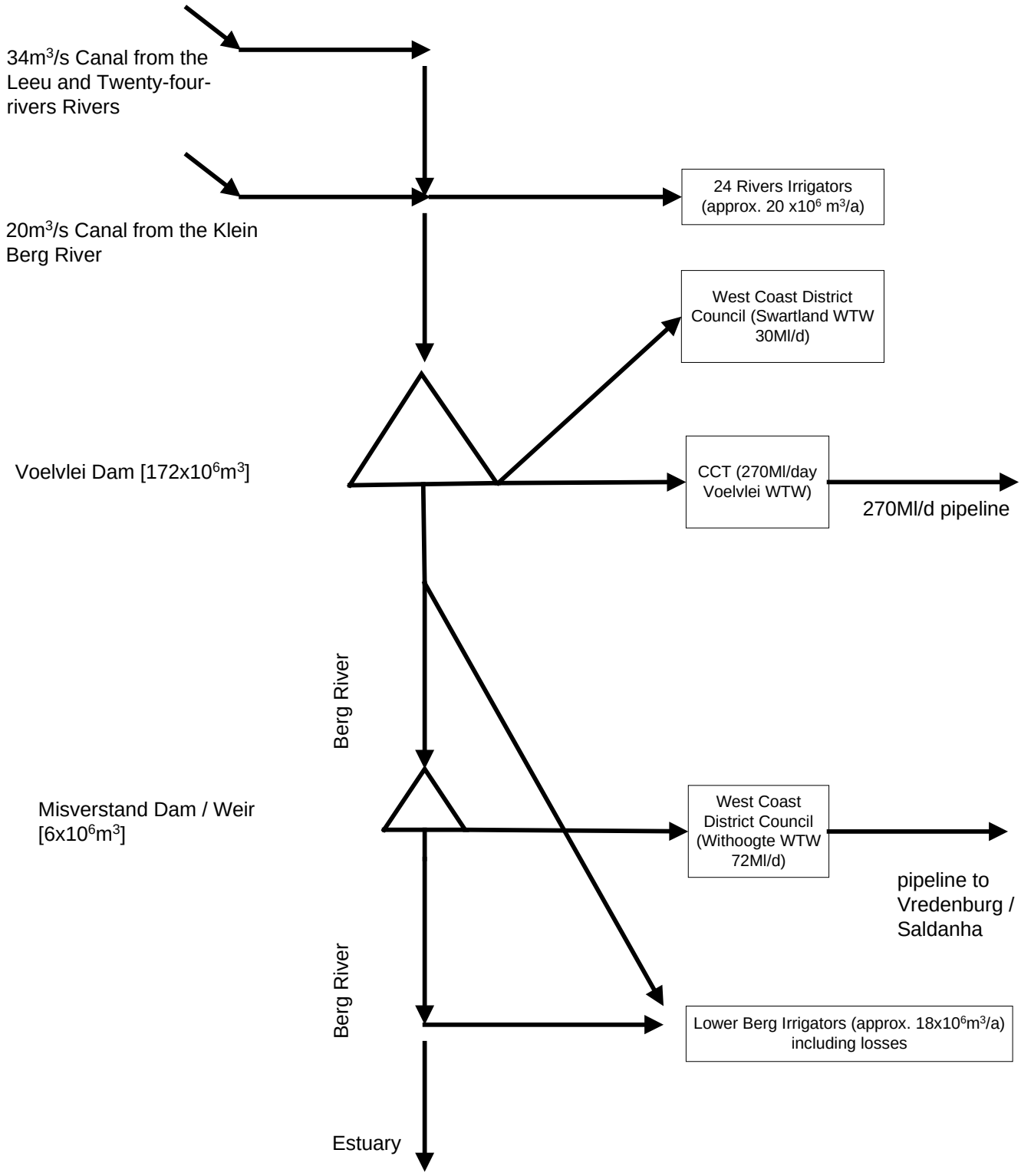
Note : Current Irrigation releases based on Table C2 in Annexure C

Figure A2: The Palmiet Government Water Scheme and the Steenbras Schemes



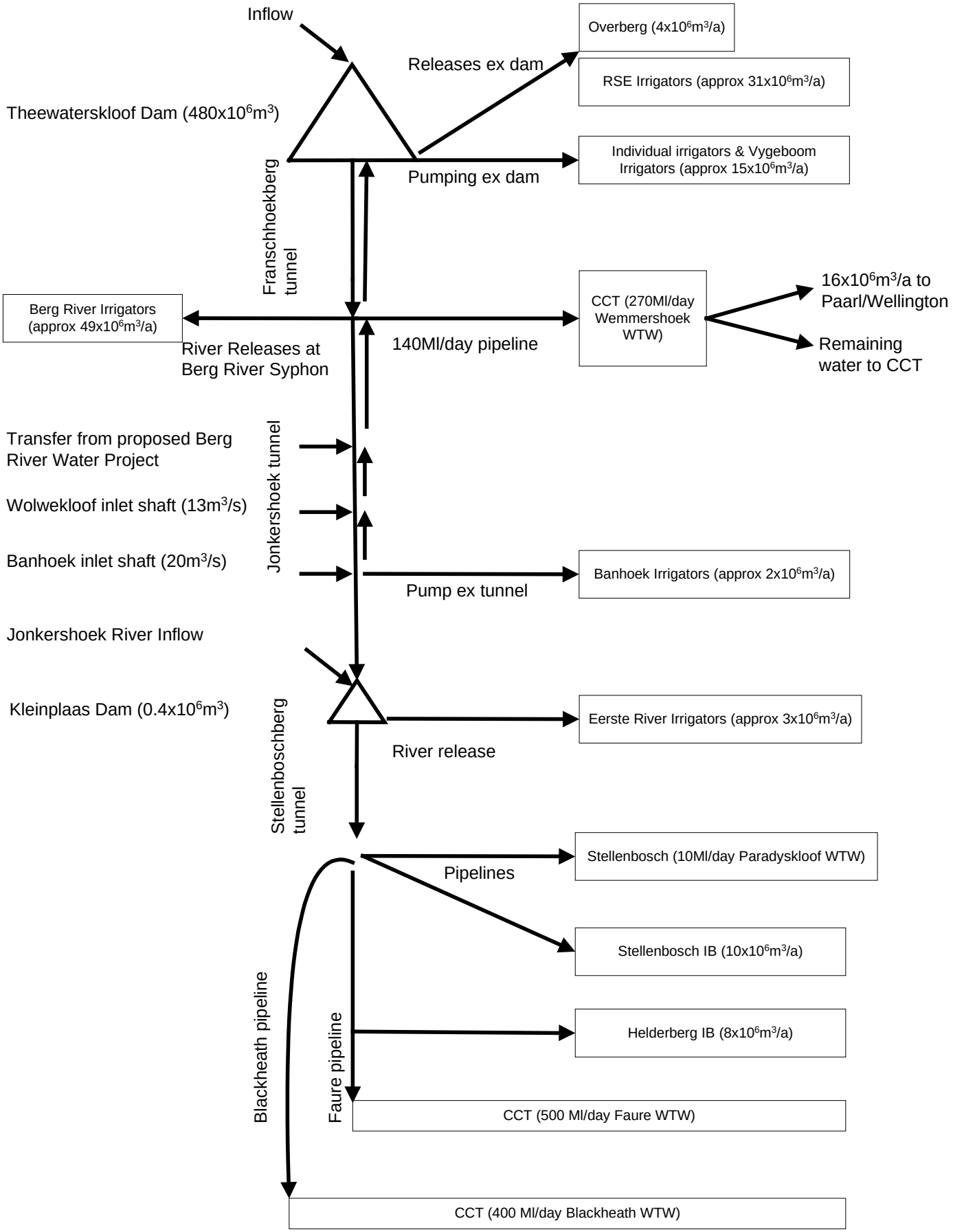
Note : Current Irrigation releases based on Table C2 in Annexure C

Figure A3: The Wemmershoek Scheme



Note : Current Irrigation releases based on second table in Annexure C

Figure A4: The Voëlvlei Government Water Scheme



Note : Current Irrigation releases based on second table in Annexure C

Figure A5: The Existing Berg River Government Water Scheme (Prior to Berg Water Project)

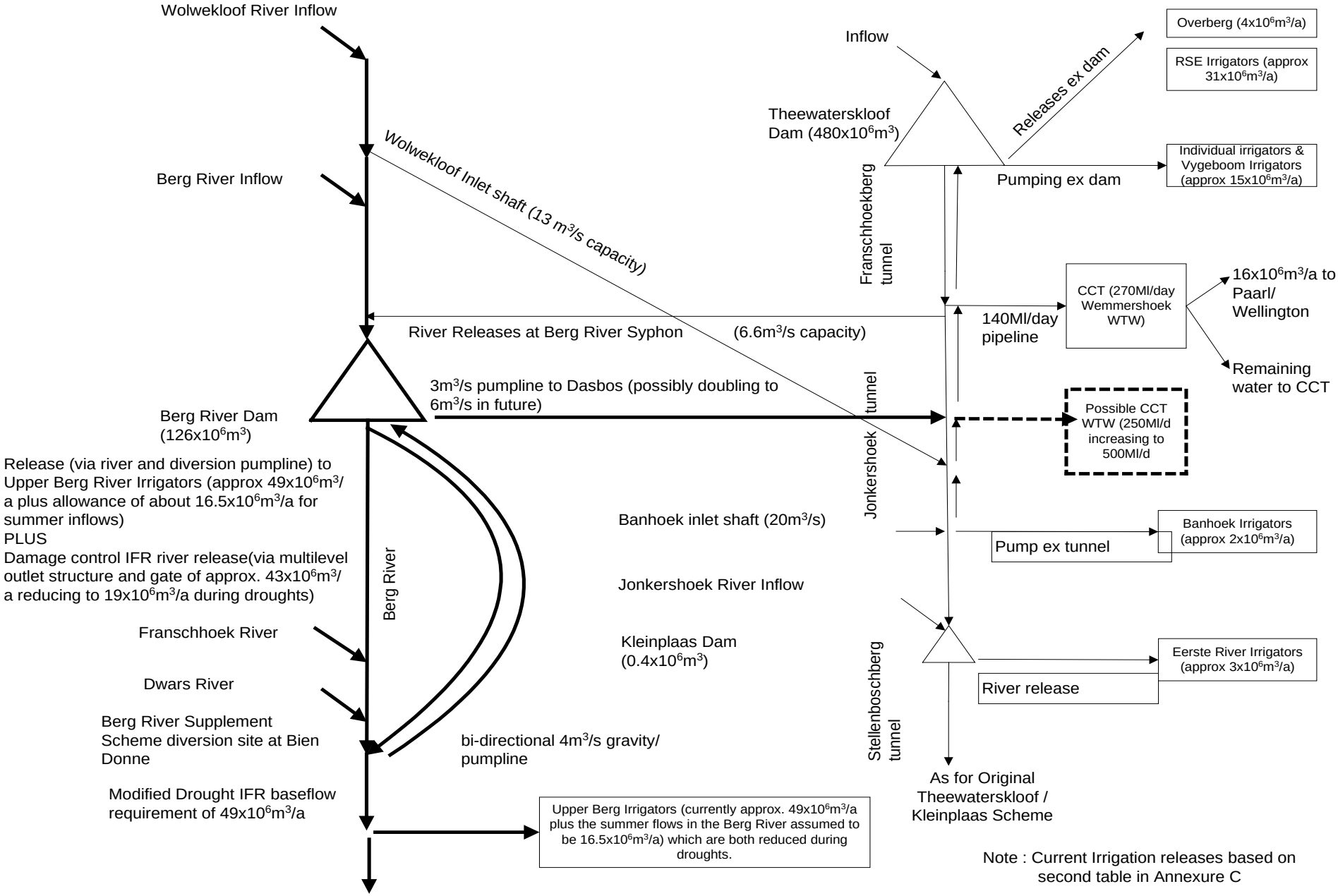


Figure A6: Proposed Berg Water Project

WESTERN CAPE WATER SYSTEM

DETAILS OF MAIN SCHEMES

Positions of schemes are shown on Figure A1

Palmiet River Government Water Scheme: Principal Features

DAMS		
Name of dam	Kogelberg	Rockview
Nearest town	Grabouw	Grabouw
Distance (km)	14	9
Owner	DWAF	DWAF
Completion date	1987	1986
Type of wall	Mass concrete arch gravity with separate earth saddle embankment	Rockfill (main embankment) Sandfill (northern embankment)
Wall height (m)	54	48 (main) 33 (northern)
Crest length (m)	850 (earth embankment) 186,0 (concrete wall)	670 (northern embankment) 1300 (main embankment)
Spillway type	Uncontrolled overflow	None
Full supply capacity ($m^3 \times 10^6$)(% MAR)	17,278	17,486
Active capacity ($m^3 \times 10^6$)	16,841	16,400
Surface area at FSC (ha)	142,6	77,8
Reduced level of FSL (m.a.s.l.)	246,0	531,0
Outlet works	1. River outlet comprising two 1200 mm diameter pipes ending in 610 mm diameter sleeve valves, with 700 mm diameter branches ending in 380 mm diameter sleeve valves, cast into the concrete wall. 2. Tailworks comprising bellmouth, control tower, twin gates and tailrace tunnels leading to pump-turbines.	1. Concrete headworks and 6,2 m diameter headrace conduit of the power system under the main embankment. 2. Two 1500 mm diameter concrete encased pipes under northern embankment.
POWER SYSTEM WATERWAYS		
Headrace conduit	6,2 m diameter steel lined, concrete encased cut and cover conduit 739 m long	
Surge tank	Cylindrical free standing concrete structure 21 m internal diameter 61 m high	
Inclined shaft	6,2 m diameter steel lined tunnel 123 m long at 55E inclination to the horizontal	
Pressure tunnel	6,2 m diameter steel lined tunnel 502 m long at slope of 1:10	
Penstock	5,4 m diameter buried steel pipe 561 m long bifurcating to two steel lined penstorck shafts 3,9 m diameter tapering to 2,6 m, one 135 m long, the other 125 m long	
POWER STATION **Pump-turbines:**		
Number	2	
Type	single-stage reversible Francis	
Rated power output at shaft per machine	203,5 MW	
Range of net head for generation using 2 machines	245,5 m to 285,6 m	
Range of pumping head using 2 machines	264,7 m to 306,2 m	

Palmiet River Government Water Scheme: Principal Features (continued)

GENERATOR MOTORS	
Number	2
Continuous rating of each machine of for generation	200 MW at 0,8 power factor
Rated voltage	16,5 Kv
Rated MVA	250,00 MVA
Speed	300 r/min
Tailrace tunnels	Two concrete lined tunnels of 5 m internal diameter, one 84 m long and the other 57 m long
OPERATING DATA	
Generation energy equivalent to 15 m^3 x 10^6 capacity of Rockview Dam	approx. 10 GWh
Time required to pump 15 m^3 x 10^6 of water from lower to upper reservoir	approx. 32 hours
Average pumping capacity	approx. 130 m^3/s
Average generating flow at full load	approx. 165 m^3/s
Operational cycle	weekly
Cycle efficiency	77,9%
ROCKVIEW/STEENBRAS CANAL AND CHUTE/PIPELINE	
Capacity	12,0 m^3/s
Length	approx. 3,4 km

Steenbras Scheme: Principal Features

Name of dam	Lower Steenbras	Upper Steenbras
Nearest town	Gordon's Bay	Gordon's Bay
Distance (km)	9	13
Completion date	1921, 1928*, 1954*	1977
River	Steenbras	Steenbras
Catchment area (km^2)	68,6**	29,7
Type of wall	Concrete gravity/arch	Earthfill
Wall height (m)	28	34
Crest length (m)	389	550 & 390 (Two embankments)
Spillway type	Uncontrolled overflow	Uncontrolled overflow
Full supply capacity (m^3 x 10^6)	33,725	31,770
Active capacity (m^3 x 10^6)	33,725	26,26
Surface area at FSC (ha)	370	263
Reduced level of FSL (m)	346,5	370,0
Outlet works	Octagonal concrete tower located 700 m from the dam wall. One 610 mm dia and two 762 mm dia scours are located in the dam wall. An 813 mm dia cement mortar lined steel pipe runs from the outlet tower through a tunnel to the treatment plant.	1. Concrete outlet tower with 1225 mm dia cement mortar lined steel pipe encased in reinforced concrete passing beneath the embankment. 2. Pumped storage scheme tunnel intake consisting of 19 m x 9 m screened bellmouth leading to a control tower with a 3 m x 4,4 m gate at the entrance to the 4,5 m diameter, 850 m long low pressure tunnel. This tunnel discharges to a high pressure shaft, tunnnel and penstock leading to the power station turbines.

Wemmershoek Scheme: Principal Features

Name of dam	Wemmershoek
Nearest town	Franschhoek
Distance (km)	15
Owner	Cape Town
Completion date	1957
River	Wemmers
Catchment area (km^2)	84,2
Type of wall	Earthfill
Wall height (m)	55
Crest length (m)	518
Spillway type	Gate-controlled discharge with chute
Full supply capacity ($m^3 \times 10^6$)	58,863
Active capacity ($m^3 \times 10^6$)	58,776
Surface area at FSC (ha)	296
Reduced level of FSL (m)	296,7
Outlet works	Circular reinforced concrete tower with two 1067 mm diameter outlet pipes and one 1067 mm diameter scour pipe in a culvert through the right flank of the dam.

Voëlvlei Government Water Scheme: Principal Features

DAM			
Name of dam	Voëlvlei		Misverstand Weir
Nearest town	Gouda		Piketberg
Distance (km)	7		20
Owner	DWAF		DWAF
Completion date	Raised 1970		1977
River	Off channel storage		Berg
Catchment area (km²)	31		3967
Type of wall	Earth embankment		Central arch portion Straight gravity on sides
Wall height (m)	9,7		23,4
Crest length (m)	2905 m (north embankment) 1073 m (south embankment)		153,93 m (spillway) ± 200,0 m (total)
Spillway type	None		Ogee
Full supply capacity (m^3 x 10^6)	172,168		7,737
Active capacity (m^3 x 10^6)	164,095		5,2
Surface area at FSC (ha)	1573		255,24
Reduced level of FSL (m)	79,33		26,13
Outlet works **Outlet capacity**	Rectangular reinforced concrete outlet tower and 2 m diameter concrete lined tunnel Limited by delivery pipeline (273 MP/day)		
DIVERSION WORKS	Klein Berg River	Twenty-four Rivers	Leeu River
Weir type	Hollow buttress	Mass gravity	Slab buttress
Max. height of overflow section (m)	4,1	5,9	
Structure length (m)	126	90	
Canal type	Concrete lined parabolic	Concrete lined trapezoidal	Concrete lined trapezoidal
Length (km)	8,2	29,0	
Capacity (m^3/s)	20,0	34,0	18,4

Riviersonderend/Berg River Government Water Scheme: Principal Features

STORAGE RESERVOIRS				
Name of dam	Theewaterskloof		Kleinplaas	
Nearest town	Villiersdorp		Stellenbosch	
Distance (km)	10		8	
Owner	DWAF		DWAF	
Completion date	1980		1981	
River	Riviersonderend		Jonkershoek	
Catchment area (km^2)	500		31	
Type of wall	Earthfill		Composite concrete gravity /rockfill	
Wall height (m)	37,5		21,5	
Crest length (m)	646		345	
Spillway type	Uncontrolled side channel		Uncontrolled overflow	
Full supply capacity ($m^3 \times 10^6$)	480,406		0,376	
Active capacity ($m^3 \times 10^6$)	480,19 432,176 (above tunnel outlet)		0,358	
Surface area at FSC (ha)	5082		7,6	
Reduced level of FSL (m)	308,5		267,0	
Outlet works	1. Octagonal reinforced concrete tower and pipe and culvert under embankment. 2. Concrete inlet/outlet structure to tunnel system.		Outlet works in concrete wall comprising two river discharges and a connection to a conduit leading to the Stellenboschberg Tunnel Portal.	
DIVERSION WEIRS				
Name of weir	Wolwekloof		Banhoek	
Maximum height of weir	8,7 m		11,5 m	
Spillway crest level	335,5 m		434,0 m	
Diameter of shaft to tunnel system	4,0 m		1,8 (upper 80 m) 8,0 (lower 80 m)	
Length of shaft	70 m		160 m	
Diversion capacity of shaft with water weir FSL	22,0 m^3/s		16,4 m^3/s	
TUNNELS				
Name of tunnel	Franschhoekberg	Jonkershoek	Dasbos	Stellenboschberg
Length (km)	12,0	22,6	4,8	5,0
Internal dimensions	3,96 x 4,27 m horseshoe	4,3 & 3,5 m dia.	3,5 m dia.	3,5 m diameter
Design capacity (m^3/s)	33,5	27,4 and 13,3	14,1	15,7
PIPELINES	**BERG RIVER SIPHON**		**STELLENBOSCHBERG/ BLACKHEATH**	**STELLENBOSCHBERG OUTLET/FAURE (PROPOSED)**
Length	200 m		17,8 km	12 km
Diameter	3,5 m		1,5 m	1,8m/1,7 m
Capacity	33,5 m^3/s		5,15 m^3/s	11,6 m^3/s

PROJECT DESCRIPTION OF THE BRVAS

The BRVAS Project involves the pumped abstraction of winter water from the Berg River once the ecological water requirements of the river and the estuary have been met and consists of the following:

- the pumped abstraction of water in winter from the Berg River to increase the yield of the Voëlvlei Dam by approximately 23 million cubic metres per annum;
- a low-level weir and pump station is proposed to be located at the Lorelei site on the Berg River; and
- a 6.3 km long pipeline to deliver the water into the dam. The pipeline will be designed for reverse operation during summer so that releases can be made from the Voëlvlei Dam to the downstream users, including meeting ecological water requirements of the estuary.

PROJECT LAYOUT OF THE BRVAS [INSERT PROJECT LAYOUT]

ANNEXURE B

BRVAS PROJECT COMMITTEE ("BRVAS PC") - TERMS OF REFERENCE

B1. INTRODUCTION

B1.1 The Parties have agreed to Implement the BRVAS in a consultative manner. The TCTA will establish the BRVAS PC with the terms of reference as set out herein.

B1.2 **Figure B1** below graphically depicts the governance structure for the BRVAS PC.

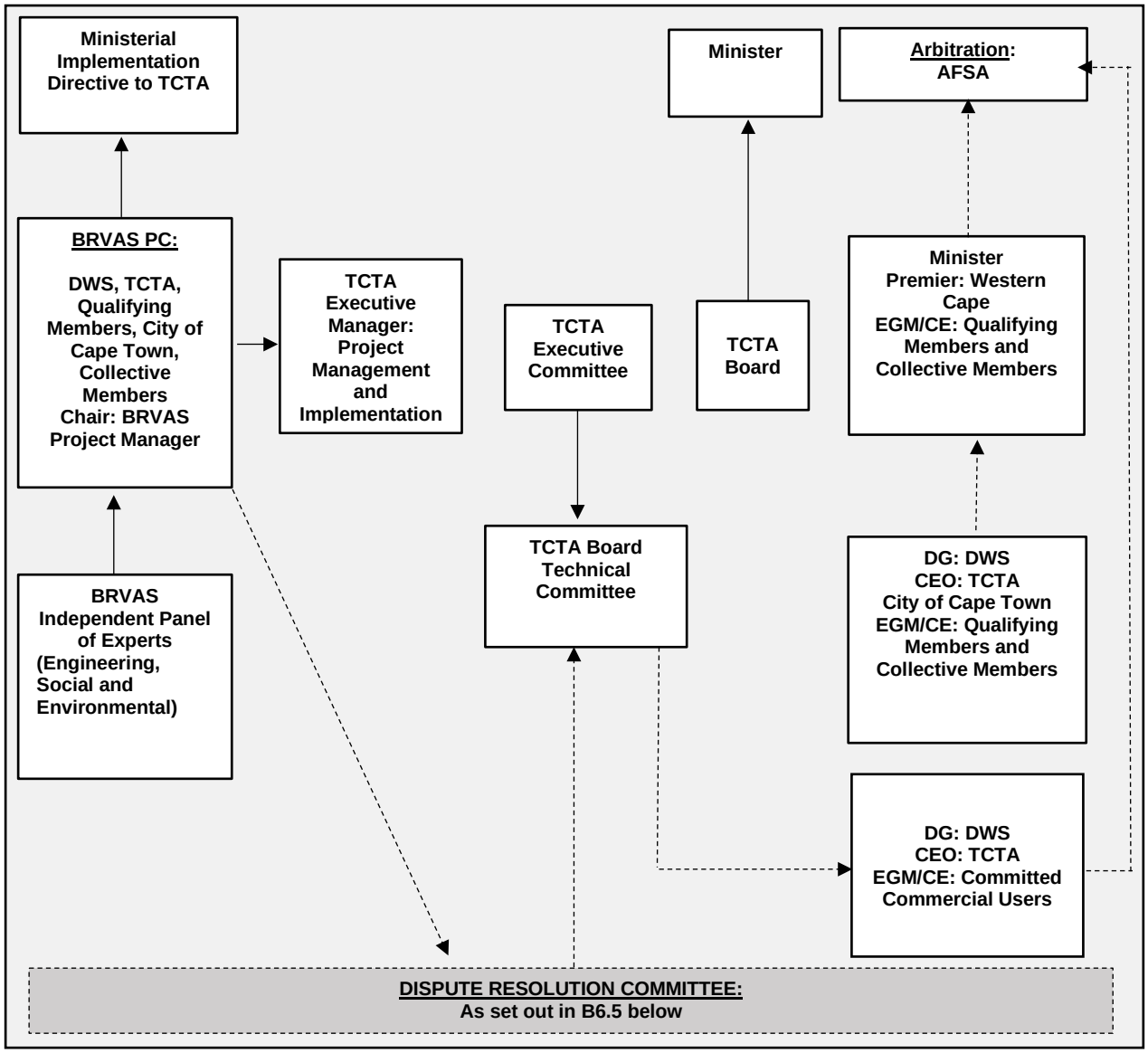


Figure B1: BRVAS Project Committee and Governance Structure

Legend and Abbreviations:

___ Reporting line

----- Dispute resolution mechanism

"CEO TCTA" means Chief Executive Officer of TCTA;

"EXCO" means the executive committee of TCTA;

"EGM" means executive general manager;

"DG" means the Director General; and

"AFSA" means the Arbitration Foundation of Southern Africa.

B2. OBJECTIVES OF THE BRVAS PC

B2.1 The Minister has issued a Directive to TCTA to undertake the Implementation of the Project in a consultative manner taking into account the interests of DWS, TCTA, Committed Commercial Users. To provide for such consultation, the Parties hereby agree that TCTA establish the BRVAS PC with the terms of reference as set out in this **Annexure B**.

B2.2 The main objectives of the BRVAS PC are the following:

B2.2.1 to act as a consultative forum using the collaborative efforts of the members as set out in **B3.2** below to reach consensus on any strategic and operational matter of the BRVAS, including but not limited to any technical, environmental, social, financial or any business matter relating to the Implementation of the BRVAS, and where required, to make recommendations on such matters to the TCTA Executive Committee or the Technical Committee, as the case may be, for consideration and approval as may be necessary; and

B2.2.2 to focus on and monitor the Implementation of the BRVAS, for as long as it would be required to conclude all relevant matters related to the Implementation of the BRVAS by the members of the BRVAS PC as set out in **B3.2** below, and agree that all relevant Implementation matters are complete.

B3. CONSTITUTION

B3.1 Establishment

The BRVAS PC will be created in terms of the above governance framework and established by the Chief Executive Officer of TCTA, which will take effect on the Signature Date.

B3.2 Membership

B3.2.1 The BRVAS PC will be constituted as a committee with the following membership:

B3.2.1.1 1 (one) main member being nominated by and representing TCTA;

B3.2.1.2 1 (one) main member being nominated by and representing DWS;

B3.2.1.3 1 (one) main member being nominated by and representing each Qualifying Member as set out in **B3.2.2** below;

B3.2.1.4 1 (one) main member being nominated by and representing all the Collective Members as set out in **B3.2.3** below; and

B3.2.2 Representation on the BRVAS PC will require a minimum of 20.0% (twenty percent) of the total Capacity Allocated. Such member/s will be regarded as the “Qualifying Member/s” of the BRVAS PC.

B3.2.3 To ensure transparency and efficiency of the BRVAS PC, Users with less than 20.0% (twenty percent) of the total Capacity Allocated will collectively be allowed to appoint 1 (one) representative for their aggregated allocation held in the BRVAS PC and the said representative shall represent all such Users collectively. These members will be collectively regarded as “Collective Members” of the BRVAS PC. The Collective Members

will be responsible to manage their affairs jointly.

B3.2.4 In addition to the main members as set out in **B3.2.1** above, alternate members shall be nominated and appointed for each main member and such alternate members shall be entitled to attend meetings together with the main member for continuity purposes, but shall only have observer status whilst the main member is present.

B3.2.5 The Chairperson of the BRVAS PC will be TCTA's Project Manager who shall be in addition to TCTA's member referred to in **B3.2.1.1** above.

B3.2.6 In the event of a main member as set out in **B3.2.1** above not being able to attend a meeting of the BRVAS PC, it shall be the responsibility of such main member to inform the secretary of the BRVAS PC in advance and arrange for the alternate member to be present during the meeting fully prepared and updated on all current issues.

B3.2.7 Members of the BRVAS PC as set out in **B3.2.1** above will serve for the duration of the BRVAS's Implementation as set out in **B3.2.2** above, unless other members are appointed in their place and stead by the relevant party.

B3.2.8 Members of the BRVAS PC as set out in **B3.2.1** above may propose the attendance of an expert/s to attend a meeting/s of the BRVAS PC, always subject to the prior written approval from the Chairperson, as and when required to provide an independent expert opinion/s with respect to the Implementation of the BRVAS. Notwithstanding the preceding provision, expert opinion may be obtained from the approved Panel of Experts on the request of the Chairperson from time to time.

B4. MEETINGS

B4.1 Frequency

Meetings will be held on a monthly basis or at such other intervals determined by the BRVAS PC as may be appropriate, at times and places determined by the Chairperson. Where necessary, the Chairperson may request comments from members by electronic mail and/or through teleconference call between the members, to avoid undue delays in the Implementation of the BRVAS.

B4.2 Procedure

The Chairperson of the BRVAS PC shall determine the procedures during meetings in line with relevant good practice.

B4.3 Quorum

The quorum for a meeting either face-to-face, or via video-, or teleconferencing shall be the Chairperson plus **3 (three)** members as set out in **B3.2.1** above, one of which must be a Committed Commercial User.

B4.4 Decision Making

The recommendations of the BRVAS PC will be carried on the consensus reached between the members as may be reasonable under the circumstances, taking into account TCTA's funding and Implementation responsibilities in respect of the BRVAS. Should any member of the BRVAS PC as set out in **B3.2.1** above (present or absent from the meeting or

consultation) not be in agreement with any recommendation made, such members may exercise their rights in terms of **B6** below. For the avoidance of doubt, a recommendation formulated during an BRVAS PC meeting where a main member or alternate member is not present, may also be referred in terms of **B6** below following the subsequent BRVAS PC meeting during which the minutes of the previous BRVAS PC meeting are approved as set out in **B4.5.3**.

B4.5 Agenda, Minutes and Reporting of the BRVAS PC

B4.5.1 A formal agenda, accompanied by the necessary supporting documentation and minutes of the previous meeting, shall be distributed to the members and invitees at least 7 (seven) calendar days prior to each BRVAS PC meeting.

B4.5.2 Formal minutes will be kept of the proceedings of the meetings by the TCTA and circulated to the members as set out in **B4.5.1** above.

B4.5.3 The minutes as set out in **B4.5.2** above will be approved by the subsequent BRVAS PC and signed by the Chairperson of the BRVAS PC. TCTA shall be responsible to keep a complete record of such approved minutes for auditing purposes.

B4.5.4 The members of BRVAS PC will have the necessary mandates or delegation of authority in order to execute the duties and responsibilities of the BRVAS PC. Recommendations by the BRVAS PC will be formally submitted and presented by the Chairperson of the BRVAS PC to the TCTA Executive Committee and/or Finance Committee, as the case may be, for approval.

B5. DUTIES AND RESPONSIBILITIES

The duties and responsibilities of the BRVAS PC are the following:

B5.1 consult with the members as set out in **B3.2.1** above and make recommendations in a consultative manner;

B5.2 review and consider the requirements of the project implementation plan where necessary;

B5.3 review and consider the requirements of the project charter where necessary;

B5.4 consult with members on activities of mutual interest in relation to the BRVAS;

B5.5 consult with members on contracting strategies to enable informed decision making by TCTA;

B5.6 act as a coordination forum with members in respect of BRVAS related matters;

B5.7 communicate the achievement of significant milestones and progress on BRVAS related matters to members;

B5.8 review and consider the BRVAS implementation progress;

B5.9 review and recommend the BRVAS budget;

B5.10 review and consider the BRVAS Implementation strategy;

B5.11 review and provide input into the TCTA's procurement strategy of the major BRVAS related contracts;

B5.12 review and recommend BRVAS related actions required based on reports from the independent panel of experts;

B5.13 review and consider key BRVAS risks, exceptions and exposures as well as mitigation measures thereto;

B5.14 at all times act in the best interests of the BRVAS in accordance with the Directive;

B5.15 review and consider alignment of the BRVAS design criteria memorandum with DWS specified guideline for technical implementation ("GTI") and recommend changes to DWS of the GTI as and when required; and

B5.16 any other relevant matter that the BRVAS PC may agree to progress the Implementation.

B6. DISPUTE RESOLUTION

B6.1 In the event that there is a dispute amongst the members as set out in **B3.2.1** above of BRVAS PC relating to Implementation activities of the BRVAS, the dispute resolution process set out in this **Annexure B** shall be applicable.

B6.2 In the event that consensus is not reached or any recommendation of the BRVAS PC is not supported amongst the members as set out in **B3.2.1** above of the BRVAS PC on any matter within its mandate, such members of the BRVAS PC shall be obliged to meet within 14 (fourteen) calendar days from the date on which such consensus was not reached and endeavour to resolve such dispute through good faith negotiations between them.

B6.3 In the event that consensus is not reached amongst the members as set out in **B3.2.1** above of the BRVAS PC during the meeting as per **B6.2** above or if the meeting envisaged in **B6.2** is not held within the relevant time period, then the Chairperson shall exercise his right within 7 (seven) calendar days thereafter to issue a decision in writing to the aforementioned members which shall be binding on the members until such time as the decision is possibly set aside in terms of **B6.5** below. Any member disagreeing with such decision taken by the Project Manager and wishing to take the matter further, shall formally declare a dispute in writing and date such declaration ("Dispute Declaration Date") and address it to the Project Manager setting out full details of the nature of the dispute, the good faith endeavours made by that member to resolve the dispute. The Chairperson shall be responsible to, within 7 (seven) calendar days of the Dispute Declaration Date, copy particulars relating to the dispute to the remaining members as set out in **B3.2.1** above. In addition, the Project Manager is obliged to refer the dispute within 7 (seven) calendar days of the Dispute Declaration Date to the Executive Manager: Project Management and Implementation of TCTA to initiate the establishment of the Dispute Resolution Committee as set out in **B6.5** below.

B6.4 The remaining member/s as set out in **B6.3** above shall have a maximum period of 14 (fourteen) calendar days from the Dispute Declaration Date referred to in **B6.3** above within which to prepare a written response thereto and submit such response to the Dispute Resolution Committee referred to in **B6.5** below for resolution, provided that in all instances the Implementation activities shall not cease whilst such dispute is under consideration. The aforesaid responses and documents shall be forwarded to the Project Manager who in turn is obliged to submit such to the Executive Manager: Project Management and

Implementation of TCTA for consideration by the Dispute Resolution Committee.

B6.5 The Dispute Resolution Committee:

B6.5.1 shall within 21 (twenty one) calendar days of the Dispute Declaration Date issue a formal agenda, accompanied by the necessary supporting documentation, to be distributed to all persons entitled to attend the Dispute Resolution Committee meeting as set out in **B6.5.3** below;

B6.5.2 shall meet within 7 (seven) calendar days after issuing a formal agenda in terms of **B6.5.1** above to deal with the dispute in question;

B6.5.3 shall comprise the Chief Executive Officer of the TCTA, the Executive Manager: Project Management and Implementation of TCTA, acting as the chairperson of the Dispute Resolution Committee, and senior representatives of the members referred to in **B3.2.1** above, who may not be the serving members on the BRVAS PC of DWS, TCTA, the Qualifying Members and Collective Members, and will use its best endeavours to resolve the dispute through good faith negotiations;

B6.5.4 may invite a member/s of the independent panel of experts or other specialist advisers as it deems appropriate, to assist in resolving the dispute including the provision of an expert report/s where necessary; and

B6.5.5 shall, subject to **B6.6** below, issue decisions that are binding on the members referred to in **B3.2.1** above, until set aside as provided for in the Agreement. In the event that the Dispute Resolution Committee fails to reach consensus within 14 (fourteen) calendar days after meeting in terms of **B6.5.2** above, such dispute shall be referred by the chairperson of the Dispute Resolution Committee to TCTA Board's Technical Committee for resolution and the relevant members referred to in **B3.2.1** above shall submit written representations for consideration within 14 (fourteen) calendar days after the dispute has been referred to TCTA Board's Finance Committee;

B6.6 Should TCTA Board's Technical Committee be unable to resolve the dispute within 14 (fourteen) calendar days, or should no meeting of the TCTA Board's Technical Committee have taken place then:

B6.6.1 where such dispute is declared by a Qualifying Member and/or a Collective Member on a matter of mutual interest and TCTA's Board's Technical Committee has been unable to resolve such dispute, then, it shall be escalated to the Director-General of DWS, the Chief Executive Officer of TCTA, the Chief Executive/Executive General Manager of each Qualifying Member / Collective Member, or the nominated senior representatives of each of them who were not part of the previous processes, for good faith negotiations to be held between them to resolve the dispute. Failing resolution within 21 (twenty one) calendar days of their meeting, such dispute shall be escalated to the Minister, the Chief Executive / Executive General Manager of each of the Qualifying Member / Collective Member for resolution between them within 30 (thirty) calendar days of referral of such dispute. Failing resolution, any member may require such disputes to be settled by arbitration, after giving

30 (thirty) calendar days written notice to the other members. The members shall agree on a single arbitrator to undertake the arbitration and failing agreement between them, on the application of any party, such arbitrator will be nominated by the Chairperson for the time being, of the Arbitration Foundation of Southern Africa ("AFSA") and will be:

B6.6.1.1 an independent professional engineer of not less than 15 (fifteen) years' appropriate experience in the event of the dispute relating to an engineering matter;

B6.6.1.2 from the ranks of retired judges or senior advocates, in the event of the dispute relating to a legal matter; and

B6.6.1.3 a registered independent chartered accountant of not less than 15 (fifteen) appropriate experience, in the event of the dispute relating to a financial matter.

B6.6.2 where such dispute is declared by a Qualifying Member and/or a Collective Member, it shall be escalated to the Director-General of DWS, the Chief Executive Officer of TCTA and the Chief Executive /Executive General Manager of the applicable User/s, or the nominated senior representatives of each of them who were not part of the previous processes, for good faith negotiations to be held between them to resolve the dispute and if the dispute is still not resolved within 30 (thirty) calendar days from referring a dispute or such shorter period as may be agreed between the members, any member may require such dispute to be settled by arbitration, after giving 30 (thirty) calendar days written notice to the other members. The members shall, within 30 (thirty) calendar days, agree on a single arbitrator to undertake the arbitration and failing agreement between them, on the application of any party, such arbitrator will be nominated by the Chairperson for the time being, of the Arbitration Foundation of Southern Africa ("AFSA") and will be:

B6.6.2.1 an independent professional engineer of not less than 15 (fifteen) years' appropriate experience in the event of the dispute relating to an engineering matter;

B6.6.2.2 from the ranks of retired judges or a senior advocate, in the event of the dispute relating to a legal matter; and

B6.6.2.3 a registered independent chartered accountant of not less than 15 (fifteen) appropriate experience, in the event of the dispute relating to a financial matter.

B6.7 In all respects the arbitration shall be conducted in accordance with the Rules of AFSA prevailing from time to time and shall be held at a venue within Pretoria in accordance with the formalities and procedures determined by the arbitrator. Unless the members agree on terms of reference and procedures for the arbitration, as soon as the arbitrator is appointed, a meeting shall forthwith be convened by the arbitrator with the members to:

B6.7.1 determine the terms of reference for the arbitration;

B6.7.2 determine the procedures for the dispute arbitration; and

B6.7.3 determine any other matters as may be necessary.

B6.8 The decision of the arbitrator/s shall be final and binding on the members and of immediate effect.

B6.9 Notwithstanding the process set out in **B6** above any member shall at all times have the right to approach any court having jurisdiction for urgent relief.

B7. CONFLICTS OF INTERESTS

B7.1 Members as set out in **B3.2.1** above may not act in any way inconsistent with the responsibilities assigned to them, the provisions of the notice of establishment of the TCTA, the PFMA (where applicable) or other applicable legislation, or use the position or privileges of or confidential information obtained for personal gain, or to improperly benefit another person. Members must disclose direct or indirect personal or private business interests that they, or their spouses, partners or close family members may have in any matter before the BRVAS PC.

B7.2 A register of declarations of interest must be kept and be tabled during each meeting. New declarations of interests must be circulated to members during the first meeting of the BRVAS PC that takes place subsequent to receipt of the declaration. If there is any conflict of interests, a member must withdraw from the proceedings of the BRVAS PC when the matter is considered.

B8. ETHICAL CONDUCT

All members of the BRVAS PC undertake to exercise the utmost good faith in their dealings with one another and to abide by ethical business practices in accordance with norms and standards accepted in the RSA.

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ANNEXURE D

BRVAS RAW WATER TARIFF CALCULATIONS BASED ON THE BRVAS SCHEME BASIS

D1. INTRODUCTION

D1.1 The objective of this Annexure is to set out the principles for determining, reviewing and calculating the BRVAS Capital Unit Charge ("BRVAS-CUC") to be charged on all Users taking water from the BRVAS scheme, in order to recover the full costs of funding and implementing BRVAS.

D1.2 Each User will pay the BRVAS-CUC calculated on the basis set out in this **Annexure D** and invoiced by DWS to the User in accordance with the Agreement and paid directly to TCTA in terms of the Deed of Assignment as set out in **Annexure E**.

D1.3 Any third party users taking water from the BRVAS will pay the BRVAS Third Party Charge calculated on the basis set out in this **Annexure D** and invoiced by DWS to the User in accordance with the Agreement, and paid directly to TCTA in terms of the Deed of Assignment.

D1.4 Apart from the BRVAS-CUC, the Users will pay to DWS all other applicable tariffs in terms of the Raw Water Pricing Strategy, *inter alia,* the O&M and B&R tariffs and all Water Use Charges.

D2. BASE FINANCIAL, ECONOMIC AND PROJECT COSTS INFORMATION USED FOR BRVAS CUC CALCULATION

D2.1 The base date for the financial information and BRVAS Project Costs used in this Annexure:

D2.1.1 will be at or near commercial close date, or the end of the financial year preceding the commercial close date;

D2.1.2 is used to calculate the indicative BRVAS-CUC; and

D2.1.3 will be reviewed and adjusted annually in accordance with the provisions of the Agreement and this **Annexure D**.

D2.2 Although the base financial, economic and BRVAS Project Costs information used to calculate the BRVAS-CUC is indicative, the BRVAS-CUC for each financial year during the Debt Repayment Period shall be based on the actual BRVAS Project Costs owing as at the end of TCTA's preceding financial year as at 31 March, and forecasts of future Project Costs for the remainder of the Debt Repayment Period.

D2.3 Financial and Economic Information

D2.3.1 The CPI and real interest rates are based on forecasts supplied to TCTA by BER. TCTA annually commissions an update on the report containing a long-term forecast of inflation and interest rates over the next 25 (twenty-five) years.

D2.3.2 The calculation of BRVAS Project Costs uses projected inflation and real interest rates based on the BER's forecast and TCTA's estimate of credit and

liquidity margins as set out in **Table D1** below.

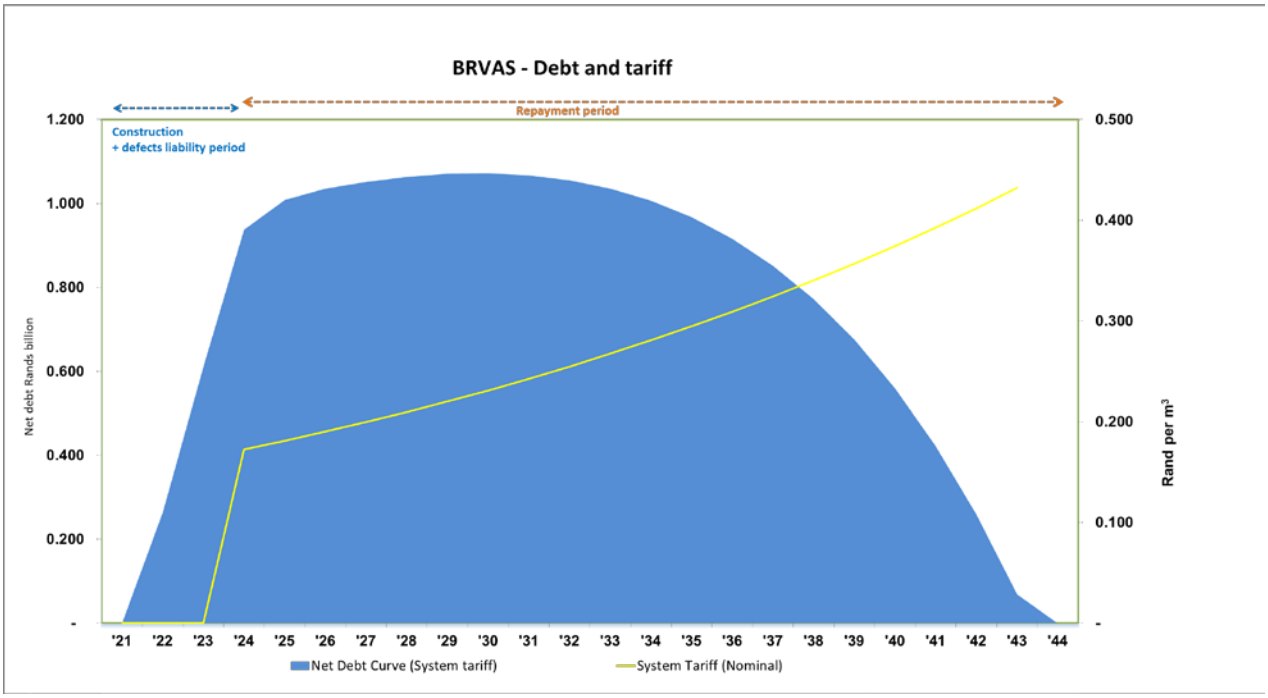
TABLE D1: Financial Assumptions

PERIOD	MARCH YEAR-ON-YEAR CPI IN %	REAL INTEREST RATE IN %	CREDIT + LIQUIDITY MARGIN IN %	ALL-IN COST OF FUNDING IN %
	Source: BER 2019	*Source: BER 2019*	*Source: TCTA estimate*	*Summation of the components*
2019-2023	4,90	4,93	3,50	13,33
2024-2028	5,00	3,80	3,50	12,30
2029-2033	5,00	3,70	3,50	12,20
2034-2038	4,90	3,60	3,50	12,00
2036-2040	4,90	3,50	3,50	11,90
2041-2045	4,90	3,50	3,50	11,90

D2.5 BRVAS Project Costs

D2.5.1 The BRVAS Project Costs including all costs incurred prior to the Agreement coming into effect shall be recovered from all the Users taking water from the BRVAS.

D2.5.3 The BRVAS Project Costs will vary depending on the actual BRVAS Funding Costs incurred, and according to TCTA's base case financial model, are anticipated to peak below R1.07 billion in 2030 and be repaid in full by 30 June 2043. An indicative cumulative debt curve is shown below:



D2.5.4 The BRVAS Project Costs will be recovered from the Users in proportion to each User's actual licenced volume for water from the BRVAS.

D2.6 Estimated BRVAS Capital Costs

The estimated BRVAS Capital Costs as at the base date and the timing thereof are set out in **Table D2,** below.

TABLE D2: Estimated annual BRVAS Capital Costs, in nominal terms in million Rand per financial year, excluding VAT

Financial year	Estimated Annual Capital Cost
2020/21	62
2021/22	248
2022/23	280
2023/24	282
2024/25	52
2025/26	9
Total	**933**

D2.7 Estimated BRVAS Funding Costs

D2.7.1 The Users will bear the BRVAS Funding Costs which will be recovered through the BRVAS-CUC and the BRVAS Third Party Charge, where applicable.

D2.7.2 Interest associated with the Debt raised by TCTA to implement the Project will be capitalised during the construction period.

D2.7.3 No capitalisation of interest will be allowed after the construction period.

D2.7.4 The Debt shall be amortised from Operational Declaration, or any extended grace period that may be granted by lenders, until the end of the Debt Repayment Period and shall be managed within TCTA's approved borrowing limits.

D2.7.5 The BRVAS-CUC will therefore be set at a level sufficient to repay the BRVAS Project Costs over the Debt Repayment Period.

D2.8 Estimated BRVAS Administration Costs

D2.8.1 The BRVAS Administration Costs during the Implementation phase will be capitalised and included in the estimated BRVAS Project Costs with effect from Operational Declaration.

D2.8.2 The BRVAS Administration Costs relating to the debt management phase will be determined, annually and applied to the outstanding amount of BRVAS-CUC until the Debt is fully repaid.

D2.8.3 TCTA will update the tariffs annually to take into account the actual BRVAS Administration Costs incurred during the Implementation of the Project. The Administration Costs during debt management phase will be apportioned amongst all TCTA's projects, including this Project.

D2.9 Debt Repayment Period

The repayment of the BRVAS Project Costs raised by TCTA to implement the Project shall be recovered from the all the Users over the Debt Repayment Period, through the BRVAS-CUC calculated in terms of this **Annexure D** and invoiced by DWS in accordance with the Agreement.

D3. REPAYMENT OF THE BRVAS PROJECT COSTS THROUGH THE BRVAS-CUC AND BRVAS THIRD PARTY CHARGE

D3.1 The BRVAS Project Costs will be recovered from all Users taking water from the BRVAS,

through the BRVAS-CUC CUC and the BRVAS Third Party Charge, where applicable, applied to licenced volume or metered water use.

D3.2 The Debt incurred by TCTA in funding the BRVAS will be serviced by it from income derived from the BRVAS-CUC and the BRVAS Third Party Charge, where applicable, i.e. the amounts owed by TCTA to its lenders will be paid through the BRVAS-CUC the BRVAS Third Party Charge to be applied by DWS on the volumes of water taken from the BRVAS as licenced to the Users, and payable by the Users to DWS who will in turn pay it to TCTA, provided that TCTA may elect to receive such payment directly from the Users in terms of the Deed of Assignment set out in **Annexure E**.

D3.3 The amounts received by TCTA from DWS or the User, as the case may be, under the BRVAS-CUC will be applied by TCTA firstly in reduction of the relevant portion of the BRVAS costs that have been pre-funded by DWS as the BRVAS is intended to be funded on an off-budget basis and then to the remaining portion of the Debt applicable to it.

D3.4 The BRVAS-CUC and NBRVAS Third Party Charge will cease to apply to the User only when the Project Costs have been repaid in full, nothing at all excepted.

D4. THE BRVAS CUC

D4.1 The BRVAS-CUC:

D4.1.1 represents the capital unit charge which shall form part of raw water tariffs to be levied by DWS on all Users taking water from the BRVAS in order to recover the costs of funding and implementing the BRVAS;

D4.1.2 shall be levied by DWS on the Users from the earlier of Operational Declaration or 1 July 2023;

D4.1.3 will be recovered from the Users on a monthly basis using this **Annexure D** and the provisions of the Agreement as the basis;

D4.1.4 will be invoiced as set out in this Agreement;

D4.1.5 will be calculated so as to recover all Debt over the Debt Repayment Period;

D4.1.6 shall be determined annually for each successive financial year and charged on Users to ensure the full repayment of Debt within the Debt Repayment Period, based on:

D4.1.6.1 the actual Project Costs incurred or to be incurred while any portion of the Debt is outstanding;

D4.1.6.2 the BRVAS financial model developed and updated from time to time by TCTA such that the aggregate of outstanding debt at the end of TCTA's previous financial year and the net present value of estimated Debt over the remainder of the Debt Repayment Period is equal to the net present value of forecast income in the form of payments to be made by User/s under the BRVAS-CUC over such period. Such determination of the BRVAS-CUC will take into account any under- or over-recovery of the Project Costs at that time, so that under all circumstances the outstanding Debt is repaid in full within the Debt Repayment Period.

D4.1.7 will be based on the licenced volume applicable to the User from the BRVAS from the points

of abstraction.

D5. BRVAS O&M TARIFF

All Users from the Project will pay the same BRVAS O&M Tariff, regardless of the Point of Supply, and will be calculated in terms of the then prevailing Pricing Strategy.

D6. BRVAS B&R TARIFF

All Users from the Project will pay the same BRVAS B&R Tariff, regardless of the Point of Supply, and will be calculated in terms of the then prevailing Pricing Strategy.

D7. GENERAL

D7.1 An independent external firm will audit the BRVAS tariff model annually to provide assurance to stakeholders that the tariffs that they are required to pay have been determined according to this Annexure D and the prevailing input assumptions, and have been accurately determined to repay the cost of the infrastructure over the debt repayment period. The costs of such auditors will form part of the BRVAS Administration Costs. Copies of such report may be made available to the Users subject to the terms and conditions contained in the Agreement between such independent external audit firm and TCTA. DWS will use its reasonable endeavours to ensure that such documents may be made available to Users on request.

D7.2 During annual tariff consultations, updated input assumptions that were included in the tariff calculation will be shared with the Users.

D7.3 DWS will be responsible for recovering all outstanding amounts due from all Users, such amounts to be applied in reduction of the BRVAS Project Costs.

ANNEXURE D1

BRVAS SCHEME TARIFF CALCULATION

D1. BRVAS-CUC Calculation

The BRVAS-CUC:

D1.1 shall be constant, in real terms for a period of, for example 20 (twenty) years from Operational Declaration, assuming annual adjustments in line with CPI for a financial year.

$$BRVAS\ CUC = \frac{D_{n-1}}{\sum_{t=n}^{T}(1+\eta)^t V_t} + \frac{\sum_{t=n}^{T} PC_t}{\sum_{t=n}^{T}(1+\eta)^t V_t}$$

where:

BRVAS CUC is the indicative capital unit charge in year *n,* growing annually at the rate *η,* required to amortise the nett outstanding debt at the beginning of the current financial year and projected future Project Costs over the remaining Debt Repayment Period,

D_{n-1} represents the sum of accruals and nett outstanding debt at the beginning of the *n*-th year (cumulative sum of all debt disbursements and capitalised interest less the cumulative sum of debt repayments, less investment and cash balances),

PC_t represents the net present value (NPV) of projected Project Costs expected to be incurred in year *t,* calculated at the project's weighted average cost of capital;

η is the expected average rate of inflation over the remaining debt repayment period,

T is the Final Debt Repayment Date, and

V_t represents the present value of the Licenced Volume from the BRVAS project in year *t*, calculated at the project's weighted average cost of capital.

D1.2 In this example, all payments due within the 20-year period need to be repaid by the water sales in the same period, so the tariff calculated will equate the cumulative present value of payments to the cumulative present value of income, therefore having a net present value (NPV) of zero.

D1.3 The BRVAS is estimated to have an incremental yield of 23 (twenty-three) million cubic metres per annum once Implemented and declared operational.

D1.4 The BRVAS-CUC payment for an individual User will thus be determined as follows:

BRVAS-CUC payment: $_{User\ x}$ ***= BRVAS-CUC * User Licenced Volume from BRVAS*** $_{User\ x.}$

D2. BRVAS-CUC REVIEW TRIGGERS

Automatic adjustments of the BRVAS-CUC and BRVAS Third Party Charge will take place in the following events:

D2.1 any changes in financial, economic and Project Costs projections from the base information described in this annexure or from previous projections of such information;

D2.2 any additional legislative requirements on charges to be levied or changes in the Pricing Strategy to be applied by DWS;

D2.3 any changes in compulsory licensing;

D2.4 the timing and cost of future schemes;

D2.5 any changes in the yield of the BRVAS project which necessitates an adjustment to such tariffs; and

D2.6 any material changes in circumstances affecting the ability to recover the Project Costs in full within the Debt Repayment Period.

D3. The estimated indicative initial BRVAS-CUC commencing on 1 July 2023, based on the base financial, economic and Project Costs information contained in this Annexure, is **R4.2690 per m^3** in June 2023 terms, excluding VAT. It will be adjusted annually thereafter as provided for in this Annexure.

D4. The BRVAS-CUC will remain in full force and effect for so long as any portion of the Debt remains outstanding, so as to enable the discharge of all of TCTA's obligations under the relevant financing agreements.

ANNEXURE E

DEED OF ASSIGNMENT

ENTERED INTO BETWEEN:

THE DEPARTMENT OF WATER AND SANITATION
("DWS")

AND

STELLENBOSCH LOCAL MUNICIPALITY
("THE USER")

AND

TRANS-CALEDON TUNNEL AUTHORITY
("TCTA")

IN RESPECT OF:
THE BERG RIVER-VOËLVLEI AUGMENTATION SCHEME
("BRVAS" / "THE PROJECT")

1. INTRODUCTION

1.1 DWS and the User have completed the negotiations in respect of the proposed water supply arrangements under the BRVAS and have either entered into a Water Supply Agreement or contemplate entering into a Water Supply Agreement, in terms of which *inter alia*, the User will take water from the BRVAS in terms of a Licence and pay *inter alia*, the BRVAS-CUC in respect of same.

1.2 DWS, the User and TCTA have agreed that in consideration of TCTA borrowing funds on an off-budget basis to fund and Implement the BRVAS, that DWS will assign its rights to receive payment of the BRVAS-CUC and the BRVAS Third Party Charge where applicable, from the User, to TCTA, and the User will accordingly make payment of the BRVAS-CUC, directly to TCTA to enable it to service the Debt.

1.3 DWS, the User and TCTA wish to record the terms and conditions of their agreement in writing as contemplated in this Deed of Assignment to regulate the relationship between them.

2. ASSIGNMENT OF RIGHTS TO REVENUE BY DWS TO TCTA

In consideration of the Debt to be incurred by TCTA, in the funding and Implementation of the BRVAS, and the revenue to be collected by DWS from the Users under the BRVAS-CUC and the BRVAS Third Party Charge where applicable, in part reduction thereof, the Parties hereby agree as follows:

2.1 DWS hereby assigns to TCTA, its right to receive payment of the BRVAS-CUC and the BRVAS Third Party Charge where applicable, directly from the User, in terms of this Deed of Assignment;

2.2 The User hereby consents to the assignment of rights by DWS as contemplated in 2.1 above;

2.3 TCTA hereby accepts the assignment of rights in its favour and undertakes to apply all such revenue received by it from the User under the BRVAS-CUC and the BRVAS Third Party Charge where applicable, firstly in reduction of the relevant portion of the BRVAS costs that have been pre-funded by DWS as the BRVAS is intended to be funded on an off-budget basis, and then in reduction of the Debt applicable to the User.

3. GENERAL

3.1 DWS undertakes to incorporate the assignment of rights contemplated herein, in all Water Supply Agreements concluded in future with the Users under the BRVAS.

3.2 For the avoidance of doubt, DWS shall continue to receive payment of the Water Use Charges, the BRVAS O&M Tariff and the BRVAS B&R Tariff, as may be applicable, directly from all Users.

3.3 It is expressly recorded that the assignment of rights contemplated herein does not affect or detract from any of DWS's remaining rights and obligations under the Agreement and the Implementation Agreement, all of which continue in full force and effect, nothing at all

excepted.

THE SIGNATORIES HEREUNDER WARRANT THEIR AUTHORITY TO SO SIGN:

THUS DONE AND SIGNED AT_____ ON THIS_____DAY OF _____20___

AS WITNESSES:

1. _____

2. _____

FOR AND ON BEHALF OF:
THE DEPARTMENT OF WATER AND SANITATION
NAME:
CAPACITY:

THUS DONE AND SIGNED AT_____ ON THIS_____DAY OF _____20____

AS WITNESSES:

1. _____

2. _____

FOR AND ON BEHALF OF:
STELLENBOSCH LOCAL MUNICIPALITY
NAME:
CAPACITY:

THUS DONE AND SIGNED AT_____ ON THIS_____DAY OF _____20___

AS WITNESSES:

1. _____

2. _____

FOR AND ON BEHALF OF:
TRANS-CALEDON TUNNEL AUTHORITY
NAME:
CAPACITY:

Annexure F

WATER SUPPLY AGREEMENT

entered into between:

THE DEPARTMENT OF WATER AND SANITATION

("DWS")

and

STELLENBOSCH LOCAL MUNICIPALITY

("THE USER")

IN RESPECT OF

THE BERG RIVER-VOËLVLEI AUGMENTATION SCHEME

("BRVAS" / "THE PROJECT")

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PART 1: INTRODUCTION

1. DEFINITIONS

In this Agreement and the annexures hereto, unless the context indicates otherwise, the words and expressions set out below shall bear the meanings assigned to them and cognate words and expressions shall have a corresponding meaning:

1.1	"Agreement"	means this agreement duly signed by the Parties and all annexures hereof;
1.2	"Assurance of Supply"	means the probability, expressed as a percentage of years, that water may be available for supply to the User in the long term from the WCWSS, as set out in **Annexure C** hereto;
1.3	"BRVAS" or "Project"	means the Berg River-Voëlvlei Augmentation Scheme;
1.4	"BRVAS Administration Costs"	means the aggregate of all costs of an administrative nature, not forming part of the BRVAS Capital Costs and the BRVAS Funding Costs, reasonably and necessarily incurred or to be incurred for or in connection with the Implementation and Debt management of the BRVAS, being all costs and fees of setting up of loan facilities, the procurement of funding, the obtaining credit ratings and all operational costs of an administrative nature including the costs of any insurances and such other post-completion costs and expenditure incurred by TCTA up to Operational Declaration, by DWS and/or TCTA, in connection with the BRVAS;
1.5	"BRVAS B&R Tariff"	means the betterment and refurbishment tariff applicable to the BRVAS as determined in terms of the Pricing Strategy and paid by each User to DWS, as set out in this Agreement and **Annexure D** hereto;
1.6	"BRVAS Capital Costs"	means the aggregate of all costs of a capital nature not forming part of the BRVAS Funding Costs and BRVAS Administration Costs, reasonably and necessarily incurred or to be incurred to Implement the BRVAS, including all design and construction related professional fees, land

	acquisition and related registration costs, and such other post-completion costs and expenditure as may be regarded by TCTA in its reasonable discretion to be costs of a capital nature;
1.7 "BRVAS Capital Unit Charge ("BRVAS-CUC")	means the capital unit charge contemplated for a Project of this nature under the Pricing Strategy, in this instance comprising the aggregate of the Project Costs over the Debt Repayment Period, to represent the relevant Debt of all Users, to be charged by DWS to each User in proportion to its licensed allocation from the BRVAS, as set out in the relevant Water Supply Agreement/s and **Annexure D** hereto;
1.8 "BRVAS Funding Costs"	means the aggregate of all costs of a funding nature, not forming part of the BRVAS Administration Costs and the BRVAS Capital Costs, being all costs relating to interest, expenses, banking charges (including breakage costs where applicable) and the like, reasonably and necessarily incurred or to be incurred in connection with the raising of capital and to maintain such capital in force, to fund the Implementation of the BRVAS;
1.9 "BRVAS O&M Tariff"	means the operations and maintenance tariff applicable to the BRVAS as determined in terms of the Pricing Strategy, to be paid by each User to DWS, as set out in this Agreement and **Annexure D** hereto;
1.10 "BRVAS Project Costs/Debt"	means the aggregate of the BRVAS Capital Costs, the BRVAS Funding Costs and the BRVAS Administration Costs, representing the debt to be repaid by the User/s to DWS in accordance with this Agreement and as set out in **Annexure D** hereto;
1.11 "BRVAS Third Party Charge	means the third party capital unit charge that will be charged by DWS to all other users, other than the Users contemplated under the BRVAS, being the City of Cape Town Metropolitan Municipality, the Bergrivier Local Municipality, the Drakenstein District Municipality, the Saldanha Bay Local Municipality, the Stellenbosch Local

	Municipality, the Swartland Local Municipality and the Lower Berg Irrigation Board;
1.12 "Bulk Water Supply Agreement/s"	means the bulk water supply agreement/s to be entered into between the User and its customers;
1.13 "Business Day"	means any day other than a Saturday, Sunday or gazetted national public holiday in the RSA;
1.14 "Construction Contracts"	means any contract/s entered into by TCTA in respect of the construction of the BRVAS infrastructure, which contracts shall be based on the terms and conditions contained in the Federation Internationale des Ingenieurs-Conseils ("FIDIC") Model Agreements;
1.15 "CPI"	means the Consumer Price Index (for all urban areas), as published by Statistics South Africa (Statistical Release P0141), or any replacement thereof, from time to time;
1.16 "Debt"	means the aggregate of the BRVAS Capital Costs, the BRVAS Funding Costs and the BRVAS Administration Costs representing the debt to be repaid by the User/s to DWS in accordance with this Agreement and as set out in **Annexure D** hereto;
1.17 "Debt Repayment Period"	means a period of 20 (twenty) years following Operational Declaration or for so long as any portion of the Debt, remains outstanding whichever is the later or, such shorter period if the Debt is repaid within the 20 (twenty) year period;
1.18 "Delegated Authority"	means anyone to whom the Minister delegates a power and/or duty vested in the Minister, pursuant to the Minister's authority to do so in terms of section 63 of the NW Act or otherwise;
1.19 "Directive"	means the directive issued by the Minister on 18 May 2017 to TCTA and, where applicable, read together with all subsequent directives issued by the Minister in respect of the Project;

1.20 "DWS"	means the Department of Water and Sanitation or any successor in title in the Government;
1.21 "Estimated CPI"	means the forecast statistics of the year-on-year CPI (headline) as published annually by the Bureau of Economic Research attached to the University of Stellenbosch ("BER") or any similar reputable institution, if statistics from BER are not available;
1.22 "Force Majeure"	means any relevant event, occurrence, circumstance or condition, excluding drought, beyond the control of the Parties which could not have been reasonably foreseen when this Agreement was entered into and which, despite the exercise of diligent efforts, could not have been prevented, limited or minimised and which results in either of the Parties not being able to fulfil its duties and obligations in terms of this Agreement;
1.23 "Funders"	means all the funders who will provide the funding for the BRVAS to TCTA;
1.24 "Government"	means the National Government of the RSA;
1.25 "Implement"	means, in relation to the Project or where applicable, any phase thereof, the entire process of planning, designing, land acquisition and registration, contract management, constructing, commissioning, project close-out, supervising and the finalisation of each of these aspects of the aforesaid processes of the BRVAS as a government waterworks in accordance with the provisions of the NW Act, and all other relevant legislation or administrative actions, and the terms "Implemented" and "Implementation" shall have corresponding meanings;
1.26 "Implementation Agreement"	means the implementation agreement to be concluded between DWS and TCTA to regulate the relationship between them in respect of the funding and implementation of the Project;

1.27 "Licence"	means the section 21(a) licence/s for water use to be granted or already granted in terms of Chapter 4 of the NW Act to each User taking water from a resource within the Project Area and conveyed through the Project;
1.28 "Minister"	means the Minister of Human Settlements, Water and Sanitation, in the Government;
1.29 "NWRS"	means the National Water Resource Strategy, as amended from time to time and published in accordance with sections 5, 6 and 7 of the NW Act;
1.30 "NW Act"	means the National Water Act 36, 1998;
1.31 "Operational Declaration"	the date on which DWS declares in writing the BRVAS to be operational, once the BRVAS is capable of performing the function for which it was designed;
1.32 "Parties"	means DWS and the User, and the term "Party", shall mean either of DWS or the User as the case may be;
1.33 "PFMA"	means the Public Finance Management Act 1, 1999;
1.34 "Pricing Strategy"	means the Pricing Strategy for Raw Water Use Charges within the framework of relevant Government policy, established by the Minister in concurrence with the Minister of Finance and published pursuant to section 56(1) of the NW Act, from time to time;
1.35 "Project" or "BRVAS"	means the Berg River-Voëlvlei Augmentation Scheme;
1.36 "Project Area"	means the project area as set out in **Annexure A** hereto;
1.37 "RSA"	means the Republic of South Africa, comprising the nine provinces identified in section 103 of the Constitution of the Republic of South Africa, 1996;
1.38 "Signature Date"	means the date of signature of this Agreement by the last signing Party hereto;

1.39 "Statutory Interest Rate"	means a rate determined from time to time by the Minister, with the concurrence of the Minister of Finance, by notice in the Government Gazette under the Prescribed Rate of Interest Act 55, 1975, as provided for in section 59(3)(a) of the NW Act which shall be charged by DWS to a water user for late payment;
1.40 "TCTA"	means the Trans-Caledon Tunnel Authority, established by Notice No. 2631 published in Government Gazette No. 10545 dated 12 December 1986, as amended by Notice No. 277 published in Government Gazette No. 21017 dated 24 March 2000, a major public entity listed in Schedule 2 of the PFMA and a water management institution in terms of the NW Act, operating in the water sector *inter alia,* in the funding and implementing of bulk raw water infrastructure development projects, as directed by the Minister from time to time;
1.41 "User"	means each user authorised to take water from the Project;
1.42 "VAT"	means value-added tax levied at the then prevailing rate in accordance with the Value-Added Tax Act 89, 1991;
1.43 "Water Use Charges"	means all charges relating to the BRVAS levied by DWS in accordance with the Pricing Strategy and/or in terms of statutory requirements, but excluding any charges provided for under the BRVAS-CUC, the BRVAS Third Party Charge, the BRVAS O&M Tariff or the BRVAS B&R Tariff;
1.44 "Water Supply Agreement/s"	means the BRVAS Water Supply Agreement/s to be concluded between DWS and each User, for the supply of bulk raw water on the terms and subject to the conditions contained therein;
1.45 "WCWSS"	means the Western Cape Water Supply System as described in **Annexure A**;

1.46 “Yield”	means the volume of water that can be abstracted annually at a specific assurance of supply.

2. INTERPRETATION

In this Agreement:

2.1 any reference to an enactment is to the relevant enactment as at the date of signature hereof, as amended or re-enacted from time to time;

2.2 if any provision in a definition is a substantive provision conferring rights or imposing obligations on any Party, notwithstanding that it is contained in the Definitions clause, effect shall be given to it as if it is a substantive provision in the body of the Agreement;

2.3 when any number of days is prescribed in this Agreement, same shall be reckoned exclusively of the first and inclusively of the last day, unless the last day falls on a Saturday, Sunday or public holiday, in which case the last day shall be the next succeeding day which is not a Saturday, Sunday or public holiday;

2.4 where figures are referred to in numerals and in words, and should there be a conflict between the two, then the words shall prevail;

2.5 words importing any one gender shall include the other gender and the singular shall include the plural and vice versa;

2.6 a reference to natural persons shall include created entities (incorporated and unincorporated) and vice versa;

2.7 expressions defined in the Definitions clause shall bear the same meanings in all annexures to this Agreement which do not themselves contain their own definitions;

2.8 where any term is defined within the context of any particular clause in this Agreement, the term so defined, unless it is clear from the clause in question that the term so defined has limited application to the relevant clause, shall bear the meaning ascribed to it for all purposes in terms of this Agreement, notwithstanding that the term has not been defined in the Definitions clause;

2.9 the headings have been inserted for convenience only and shall not be used for nor assist in nor affect its interpretation;

2.10 where any conflict arises between the provisions of the Agreement and the provisions of any annexure hereto, then the provisions of this Agreement will prevail;

2.11 where any references to any amount is made it shall mean that such amount is exclusive of VAT, unless the amount expressly includes VAT; and

2.12 the rule of construction that an agreement shall be interpreted against the Party responsible for the drafting or the preparation thereof shall not apply.

3. PREAMBLE

3.1 The WCWSS is an integrated and collectively managed system of dams, pump stations, pipelines and tunnels. In addition to servicing the City of Cape Town, the WCWSS supplies water to towns in the Overberg, West Coast and Cape Winelands District Municipalities as well as providing irrigation water for agriculture. The integrated system helps optimise the use of water resources by allowing water transfers between dams and catchment systems.

3.2 The major dams in the WCWSS, include the Theewaterskloof Dam in the Breede River catchment and the Voëlvlei, Berg River and Wemmershoek Dams in the Berg River catchment, and the Steenbras Upper and Lower Dams in the Steenbras River catchment.

3.3 The smaller dams and weirs in the WCWSS, include DWS's Kogelberg and Rockview Dams which service Eskom's Palmiet Pumped Storage Scheme and the water transfer scheme to the Upper Steenbras Dam and the Kleinplaas Dam in the Eerste River on the delivery route of the Riviersonderend-Berg River Tunnel System and Misverstand Weir on the lower Berg River.

3.4 The Western Cape Reconciliation Strategy Study identified the need for the augmentation of the WCWSS by 2019. In July 2008, DWS appointed the Western Cape Water Consultants Joint Venture to undertake pre-feasibility level investigations into six potential surface water development options. The BRVAS Project was found to be the most favourable surface water intervention option and recommended for implementation. It will involve:

3.4.1 the pumped abstraction of water in winter from the Berg River to increase the yield of the Voëlvlei Dam by approximately 23 (twenty three) million cubic metres per annum;

3.4.2 a low-level weir and pump station located at the Lorelei site on the Berg River; and

3.4.3 a 6.3 km long pipeline to deliver the water into the Voëlvlei Dam. The pipeline will be designed for reverse operation during summer so that releases can be made from the Voëlvlei Dam to the downstream users, including meeting the ecological water requirements of the estuary.

3.5 The BRVAS project is a commercially viable project to be funded and Implemented by TCTA in accordance with the provisions of the Pricing Strategy, which requires that such projects be funded off-budget using private sector funding and be repaid from revenue received from water tariffs to be paid by Users, so that the full financial cost of funding and implementing the BRVAS is recovered from all users thereof.

3.6 The Minister issued a directive to TCTA in May 2017 to fund and implement the BRVAS project on an off-budget basis and to facilitate the establishment of the institutional arrangements and the participation of Users through its governance structures whilst the BRVAS is being Implemented.

3.7 DWS and the User now wish to enter into this Agreement, to record and regulate the relationship between them, in respect of the funding, Implementation and water supply arrangements in respect of the BRVAS.

PART 2: WATER SUPPLY FROM BRVAS

4. COMMENCEMENT AND DURATION

This Agreement shall come into effect on the Signature Date and remain of full force for a period of 20 (twenty) years following the date of Operational Declaration or for as long as the Debt applicable to the User remains outstanding, provided that once the full amount of the Debt has been repaid, the User will cease to be liable for payment of the BRVAS-CUC.

5. ASSURANCE OF SUPPLY

5.1 The Assurance of Supply for the User shall be as set out in its relevant water use license.

5.2 Neither Party shall wilfully or negligently do anything to negatively influence the Assurance of Supply.

6. RESTRICTIONS TO SUPPLY

6.1 If on reasonable grounds it is believed that a water shortage exists or is imminent, restrictions may be applied on the water supply to the User and other users as may be appropriate at that time, in terms of the NW Act or any other applicable legislation.

6.2 DWS will use all reasonable endeavours to consult the User directly in the event of the likelihood of the imposition of water restrictions.

7. INTERRUPTIONS TO SUPPLY

7.1 DWS shall give the User at least 3 (three) months' written notice of any scheduled interruptions or restrictions on supplies of water from the BRVAS, for purposes of testing, renewing, examining, repairing or maintaining any part of the BRVAS infrastructure.

7.2 Should a Party become aware of any relevant event which has or may have a material adverse impact on the supply of water, then that Party shall immediately inform the other.

7.3 In cases of emergencies or unscheduled interruptions, DWS shall endeavour to give at least 12 (twelve) hours' notice to the User telephonically and/or by means of a telefax or electronic mail, subject to DWS' right in its sole discretion to interrupt water supplies or to lock the point/s of supply where necessary without prior notification. Notwithstanding that there may be circumstances where no prior notification has been given to the User of an interruption in water supply or locking of point/s of supply, DWS shall notify the User of such circumstances and the steps to be taken to restore water supply as soon as possible after such event.

7.4 The User shall provide sufficient piping and storage facilities as may be required by it, at its sole cost, to take water from the relevant point of supply, and store such water, to mitigate the effects of any interruptions in supply.

8. CONDITIONS OF SUPPLY

8.1 DWS shall supply all water in accordance with the terms and conditions of this Agreement and the relevant Licence/s to be issued to the User, and subject to such statutory

requirements as may be applicable from time to time.

8.2 Save and except for the connecting infrastructure to be installed by the User in terms of the BRVAS Operating Rules, no other water supply system, water services works, pipeline, connection, installation or other equipment shall be connected by the User, or any other party acting on its behalf, to any part of the BRVAS infrastructure, unless expressly authorized in writing by DWS to do so and subject to such terms and/or conditions as DWS may impose.

9. WATER QUALITY

9.1 DWS shall use its reasonable endeavours to monitor the quality of water supplied according to its monitoring programs, it being agreed that DWS does not and will not guarantee the quality of water supplied nor its fitness or suitability for any purpose whatsoever. DWS undertakes to provide such monitoring results to the User as and when requested to do so.

9.2 The User shall be responsible for treating all water supplied to it by DWS, to such standards as may be necessary for any usage requiring treated water.

10. MEASUREMENT OF WATER SUPPLY

10.1 DWS, its Delegated Authority and their authorised officers, employees and agents shall be entitled to unrestricted access to any component of the supply or abstraction control mechanisms, abstraction meters, control meters, point(s) of supply or any other works as may be required in the performance of their duties within the User's property or servitude area, including but not limited to the reading and checking of meters and taking of water quality samples. All such access shall be in accordance with applicable legislation.

10.2 The supply of water to the Users shall be measured by DWS in terms of the metering procedures set out in **Annexure F** hereto and such measurements shall be used by DWS to verify the quantity of water actually drawn by the Users so as to reconcile actual use against the Licenced volume allocated to the User on an annual basis, taking account of water restrictions when enforced under the NW Act.

10.3 The meter readings shall be taken by DWS on the nearest Business Day to the 20th (twentieth) day of each calendar month as provided for in **Annexure F** hereto.

10.4 The User hereby agrees and undertakes to indemnify and hold harmless each of DWS and/or any Delegated Authority against any and all claims, suits, losses, damages, which may be claimed, brought or threatened against either of them in the event of, and to the extent that, either of DWS or a Delegated Authority is unable to meet its Assurance of Supply levels to any other User/s arising as a direct result of the User taking more water, as calculated annually, than it is authorised to take.

11. INTEGRATED WATER SUPPLY PLANNING AND OTHER SYSTEM RELATED ISSUES

The Parties record that system planning or operating issues pertaining to the reduction in the yield of the WCWSS and its over-allocation, the reduced City of Cape Town allocation

from the Berg Water Project and other compulsory licence discrepancies will be addressed expeditiously.

PART 3: THE BRVAS INFRASTRUCTURE

12. THE BERG RIVER-VOËLVLEI AUGMENTATION SCHEME

The Parties acknowledge and record that:

12.1 the BRVAS involves the Implementation of the Project within the Project Area, as described in **Annexure A** hereto;

12.2 the water infrastructure of the BRVAS shall be developed, operated, utilised and managed with the objective of benefiting, directly or indirectly, all users in the BRVAS project area, in the context the WCWSS;

12.3 the Minister issued the Directive to TCTA directing it to fund and Implement the BRVAS. As part of TCTA's Implementation Program, a Project Implementation Plan and a Project Charter will be compiled after consultation with the relevant Users for approval by TCTA;

12.4 the BRVAS Project Charter will set out inter alia, the mandate, description, governance structure, scope, implementation strategies for funding, public relations, engineering, environmental, health and safety, land acquisition processes, project management, procurement, strategies that support government goals, key risks, resource plans, milestones and budget, including contingency amounts related thereto; and

12.5 the Project Implementation Plan will set out inter alia, timelines for the tender processes for pre-qualification (if required) and appointment of design engineers, approvals of designs (including optimisation measures), tender processes for pre-qualification and appointment of construction contractors, land acquisition processes, appointment of relevant panels of experts for social, business, environmental and engineering matters, commissioning dates, handover dates and water delivery dates.

13. REVIEW OF WATER AVAILABILITY FROM THE BRVAS

In terms of section 49 of the NW Act, the Minister is entitled to undertake periodic reviews of the Total Water Availability and Capacity Allocated, based on information obtained from the WCWSS Model and hydrological studies undertaken from time to time, and where necessary, adjustments to the licensed volume of water to each User may be made in terms of the NW Act, as considered appropriate by the Minister after consultation with the User.

14. ACCESS TO THE BRVAS

Both during and after the Implementation of BRVAS:

14.1 the User and its authorised officers, employees and agents may request DWS or a designated official at a Delegated Authority, for reasonable access to any component of the BRVAS and any works associated with the supply of water from the BRVAS including without being limited to, any relevant documentation; and

14.2 any request to gain access to any documentation, shall be directed by the User to DWS or

to a designated official at a Delegated Authority in writing, provided that neither DWS nor a Delegated Authority shall be obliged to disclose any document to the User which it is not obliged to disclose in terms of the Promotion of Access to Information Act, 2000.

15. OPERATIONS AND MAINTENANCE

15.1 Notwithstanding that DWS shall be responsible for the operations and maintenance of the Project according to relevant best practice, standards and guidelines in an integrated, cost effective, consultative and efficient manner, taking into consideration all relevant Users, DWS may sub-contract its operations and maintenance obligations to any third party and conclude an appropriate operations and maintenance agreement with it, to record the terms and conditions entailed in such arrangements.

15.2 The BRVAS operations and maintenance costs will be charged by DWS as the BRVAS O&M Tariff as provided for in terms of **Annexure D** and the Pricing Strategy.

16. BETTERMENTS AND REFURBISHMENTS

16.1 DWS shall be responsible for the betterment and refurbishment of the Project infrastructure or any component thereof and shall recover the costs associated with the betterment and refurbishment of the Project infrastructure, in terms of the Pricing Strategy.

16.2 The BRVAS betterment and refurbishment costs will be charged by DWS as the BRVAS B&R Tariff as provided for in terms of **Annexure D** and the Pricing Strategy.

16.3 The betterment and refurbishment costs include, in the case of:

16.3.1 betterments, any costs of any improvement to the Project's infrastructure or any component thereof, which would result in an increase in its capacity and/or functionality beyond its original standard of performance, and costs incurred to increase the yield of the Project or meet safety, statutory and/or best practice requirements; and

16.3.2 refurbishments, any costs incurred to restore the capacity and/or functionality of the Project, and/or to extend the useful economic life of the Project's infrastructure or any component thereof, arising from the potential loss of capacity or assurance of supply and/or functionality arising due to age, wear and tear, decay, inadequacy and obsolescence.

PART 4: OBLIGATIONS AND INSTITUTIONAL ARRANGEMENTS

17. OBLIGATIONS OF DWS

DWS undertakes:

17.1 to assume responsibility for the preparation of all relevant applications for obtaining all necessary environmental authorisations required to Implement the BRVAS;

17.2 to ensure the Implementation of the Project using engineering principles, philosophies, procedures and standards employed by governments and water utilities, in accordance with prevailing international standards under comparable circumstances, from time to time;

17.3 the Project shall be Implemented by TCTA in a consultative manner with the participation of all relevant stakeholders through the Project Committee as may be reasonably practicable.

17.4 to consider and where appropriate, recommend to the Minister, its approval for the grant of a Licence to the User, with due regard to the requirements of the NW Act;

17.5 to confirm Operational Declaration of the BRVAS within 60 (sixty) days of receipt of the taking-over certificate from TCTA.

18. OBLIGATIONS OF THE USER

The User undertakes:

18.1 to take up its licensed/allocated volume of water from the BRVAS;

18.2 to accept and make payment of the BRVAS-CUC, the BRVAS O&M Tariff and the BRVAS B&R Tariff set out in this Agreement and **Annexure D** hereto, and all Water Use Charges as may be charged from time to time in terms of the Pricing Strategy;

18.3 to take water from any alternative water source (where applicable) identified by the Minister in her sole discretion after consultation with the Users, in terms of the Licence issued to it;

18.4 to provide DWS with a certified copy of the relevant extract of the authorising resolution passed by its council or board of directors or chairman of a water board/water user association approving its entry into this Agreement in specific terms, and authorising the nominated signatory hereof to conclude this Agreement on behalf of the User, to evidence its authority to enter into this Agreement and be bound to the terms and conditions hereof, nothing at all excepted.

19. BRVAS INSTITUTIONAL ARRANGEMENTS

The Parties record that the following agreements will be concluded as part of the institutional and contractual arrangements under the Project:

19.1 an Implementation Agreement between the DWS and TCTA to record and regulate the funding and Implementation of the Project;

19.2 a Water Supply Agreement between DWS and each User, in terms of which DWS will supply bulk raw water from the WCWSS which shall be deemed to be supplied from the BRVAS to the User, which will take such water and pay to DWS, the BRVAS-CUC, all other applicable water tariffs and the Water Use Charges in respect thereof;

19.3 one or more Bulk Water Supply Agreements between the User and its customers; and

19.4 such other agreements as may be necessary to give effect to the Project.

PART 5: BRVAS FUNDING, BRVAS-CUC, WATER USE CHARGES, INVOICING AND PAYMENT

20. BRVAS FUNDING

20.1 DWS shall annually obtain and provide to TCTA the project preparatory funding in line with the Implementation programme determined by TCTA, as required in the Directive.

20.2 TCTA shall raise the off-budget funding for the Implementation of the BRVAS Project.

21. THE BRVAS-CUC

21.1 This Agreement makes provision for the BRVAS-CUC to be charged by DWS on all the Users taking water from the BRVAS.

21.2 The User will commence paying the BRVAS-CUC applicable to it as provided for in **Annexure D**, on Operational Declaration. Such repayments will continue for as long as any portion of the Debt of the User remains outstanding.

21.3 Adjustments to the BRVAS-CUC from time to time shall be undertaken as provided for in this Agreement, **Annexure D** hereto and the Pricing Strategy.

22. WATER USE CHARGES

22.1 DWS is entitled to levy various Water Use Charges on Users in terms of the Pricing Strategy and such charges will be deemed to include any charges, levies or costs as may be contained in relevant statutory requirements.

22.2 The Water Use Charges will be charged to the Users on a monthly basis (or annually, if and where applicable) separately from the BRVAS-CUC and will be determined in terms of the prevailing Pricing Strategy and/or other statutory requirements in force at the time and will be applicable both during and after the period of repayment of the Debt.

23. INVOICING AND PAYMENT PROCEDURES

23.1 DWS shall at the end of each month in which the meter readings are taken, in accordance with clause 10 above, send a copy tax invoice to the User. Such copy tax invoice will contain details of the date, applicable amount payable under the BRVAS-CUC, applicable amount payable for the Water Use Charges, VAT, VAT registration number, due date for payment, bank account details of DWS and such other details required in terms of applicable legislation.

23.2 DWS shall ensure that the original tax invoice is posted (or otherwise delivered) to the User by not later than the end of the month in which the meter readings are taken to ensure that the User receives the tax invoice by not later than the 15th (fifteenth) calendar day of the month following the month in which such meter readings are taken as set out in sub-clause 10.3 above. The User will make payment of the full amount of each tax invoice by the due date reflected on each tax invoice, provided that such due date shall not be less than 30 (thirty) days after the invoice date reflected on such tax invoice, into a bank account nominated in writing by DWS from time to time.

23.3 Any delay in the rendering of a tax invoice will not relieve the User of its obligation to make payment to DWS for all amounts outstanding. In the event of the User not receiving any tax invoices timeously or at all, the User undertakes to notify DWS thereof in writing by no later than 5 (five) Business Days after the 15th (fifteenth) calendar day referred to in sub-clause 23.2 above. In such event payment will be made within 30 (thirty) days after receipt

of a tax invoice from DWS, provided that where such notification has been given to DWS, it shall not be entitled to charge any interest on such late payment.

23.4 Each User will be invoiced monthly by DWS for:

23.4.1 the BRVAS-CUC calculated on the basis set out in **Annexure D** hereto;

23.4.2 any other BRVAS water tariffs such as BRVAS O&M Tariff and BRVAS B&R Tariff as applicable in terms of the Pricing Strategy; and

23.4.3 any Water Use Charges as payable in terms of the Pricing Strategy.

23.5 The User will make payment of the BRVAS-CUC as invoiced by DWS directly to TCTA as provided for in clause 24 below.

23.6 In the event of the User failing to make payment of the BRVAS-CUC, the BRVAS O&M Tariff, the BRVAS B&R Tariff or Water Use Charges in accordance with this Agreement, then in addition to all other remedies available to it in terms of the NW Act, DWS shall be entitled:

23.6.1 on notice, to suspend or withdraw a water use entitlement, provided that the User has been directed to take specific steps to rectify the failure within a specified period, in terms of section 54(3) of the NW Act and the User has had an opportunity to make representations within a reasonable period in terms of section 54(4) thereof; and/or

23.6.2 on notice, to restrict or suspend the supply of water to the User from this government waterworks until such charges together with interest in respect of the default period have been paid, provided that DWS has given the User an opportunity to make representations within a reasonable period on any proposed restrictions or suspensions in terms of section 59(4) of the NW Act; and/or

23.6.3 to charge interest at the prescribed Statutory Interest Rate on all outstanding amounts, such interest to be calculated from the due date for payment until the date that payment is actually made.

24. ASSIGNMENT OF RIGHTS TO REVENUE BY DWS TO TCTA

In consideration of the Debt to be incurred by TCTA, in the funding and Implementation of the BRVAS, and the revenue to be collected by DWS from the User under the BRVAS-CUC and the BRVAS Third Party Charge (where applicable), the Parties hereby agree as follows:

24.1 DWS will assign to TCTA, its rights to receive payment of the BRVAS-CUC and the BRVAS Third Party Charge directly from the User/s, in terms of the Deed of Assignment attached as **Annexure E** hereto;

24.2 the User hereby consents to the assignment of rights contemplated in sub-clause 24.1 above;

24.3 in consideration of the assignment of rights contemplated in this clause, TCTA shall apply all such revenue received by it from the User under the BRVAS-CUC and the BRVAS Third Party Charge, firstly in reduction of its portion of the BRVAS costs that have been pre-funded by DWS as the Project is intended to be funded on an off-budget basis, and then to

its portion of the Debt applicable to it;

24.4 DWS undertakes to incorporate the assignment of rights contemplated under this clause in all Water Supply Agreements concluded in future with the users under the BRVAS;

24.5 For the avoidance of doubt, DWS shall continue to receive payment of the BRVAS O&M Tariff, the BRVAS B&R Tariff and Water Use Charges as may be applicable, directly from the User;

24.6 the assignment of rights contemplated under this clause does not affect or detract from any of DWS' remaining rights and obligations under the Agreement, all of which continue in full force and effect, nothing at all excepted.

PART 6: LIABILITY AND BREACH

25. LIABILITY

25.1 Neither Party shall be liable nor assume liability under any circumstances whatsoever for any special, indirect or consequential loss or damages of whatsoever nature and howsoever arising whether in contract, delict or otherwise, suffered as a result of any Party's actions or omissions, arising either in terms of this Agreement or being a delictual claim or action, whether foreseen or unforeseen and/or having been reasonably foreseeable, which includes any claim, indirect, extrinsic, special, penal, exemplary or consequential loss or damage pertaining to a loss of profits, a loss of operational time, any loss of information or for claims for losses or damages based on contracts with third parties.

25.2 The liability of each Party to the other in all instances shall be limited to all direct loss or damage as may be sustained or incurred by a Party and which is directly attributable to the wilful or negligent actions and/or omissions of the other Party, its employees and agents.

25.3 DWS shall under no circumstances whatsoever be liable nor assume liability:

25.3.1 for any loss or damage of whatsoever nature and howsoever arising, suffered or claimed, to any property or injury to any person whomsoever resulting either directly or indirectly, consequentially or otherwise from any emergencies or unscheduled interruptions, including variations or deficiencies in the water supply;

25.3.2 for any loss or damage to the User arising out of any water supply system or water services works or connection or installation connected with or made to any waterworks of DWS by the User;

25.3.3 for any loss or damage of whatsoever nature and howsoever arising, suffered or claimed, to any property or injury to any person whomsoever or for the loss of production or the loss of income or profit resulting either directly or indirectly, consequentially or otherwise, from the quality of water supplied.

26. BREACH

26.1 In the event of any breach of any of the terms or conditions of this Agreement by either Party hereto, including any failure to comply with any of the material terms and/or conditions of this Agreement and/or the drawing of water by the User in excess of the Licenced annual

volumes which it is authorised to take, but excluding those material breaches specifically identified in sub-clause 26.3 below, then the aggrieved Party may either claim specific performance or cancel the Agreement, provided that:

26.2 time has been made of the essence by the aggrieved Party to the defaulting Party by the giving of written notice detailing the nature of the alleged breach by the defaulting Party and demanding that such breach be remedied within a period of 14 (fourteen) Business Days of date of such initial written notice to the defaulting Party;

26.2.1 if the defaulting Party fails to remedy such breach within the 14 (fourteen) day notice period, then the aggrieved Party shall determine a date, after expiry of such notice period, for purposes of a meeting to be held between the aggrieved Party and the defaulting Party and shall give written notice of the date and place of such meeting to be held. The purpose of such meeting shall be for the Parties to meet in good faith and discuss ways and means to remedy such breach and/or to mitigate the extent of the loss and/or damage suffered or to be suffered by the aggrieved Party and/or to identify an acceptable solution in the best interests of the Parties, without having to resort to cancellation;

26.2.2 if within 7 (seven) Business Days of the holding of the meeting, either the defaulting Party fails to remedy the breach or within such time as may be agreed during the said meeting, or if no agreement is reached between the defaulting Party and the aggrieved Party during the meeting referred to in sub-clause 26.2.1 above on the remedying of such breach, then the aggrieved Party shall give a final written notice to the defaulting Party, demanding that the breach be remedied within a further period of 14 (fourteen) Business Days of date of such written notice, failing which the aggrieved Party shall be entitled at its election, to either:

26.2.2.1 claim specific performance from the defaulting Party, with or without a claim for damages as set out in clause 25 above; or

26.2.2.2 cancel the Agreement forthwith by giving written notice to that effect to the defaulting Party, provided that where the aggrieved Party is DWS, it will not have the right to cancel the Agreement where there is a dispute pending between the Parties and the User has paid and continues to pay all charges or other amounts due and payable under this Agreement to DWS.

26.3 The following events of default shall be regarded as material breaches of contract on the part of the User and in the event of any such breach, DWS shall be entitled to cancel this Agreement by giving written notice to that effect to the User on:

26.3.1 the failure of the User to pay any amount due under the BRVAS-CUC and/or the Water Use Charges on due date and such failure is not remedied by payment of the amount due within 14 (fourteen) Business Days after date of a written notice from DWS demanding payment thereof from the User;

26.3.2 the winding up or placing under liquidation (whether provisionally or finally), or the

placing under judicial management or under administration, of the User;

26.3.3 any attempt by the User to compromise or enter into a scheme of compromise, composition or arrangement with any of its creditors.

26.4 Any cancellation of this Agreement shall be without prejudice to any right of the aggrieved Party to recover, *inter alia*, any direct loss or damage suffered, subject to clause 25 above.

27. CONSEQUENCES OF CANCELLATION

Upon cancellation of this Agreement due to a breach by the User, prior to full repayment of the BRVAS Project Costs, the User shall be obliged to:

27.1 make payment to DWS of the full amount outstanding in respect of the Debt applicable to it arising under the BRVAS-CUC, calculated as set out in **Annexure D** hereto;

27.2 make payment to DWS of all amounts outstanding in respect of the Water Use Charges applicable to it, calculated up to the date on which it ceased to take water from the BRVAS;

27.3 forthwith cease taking water from the BRVAS, until and unless all outstanding amounts have been paid in full to DWS in terms of sub-clause 27.1 and sub-clause 27.2 above (for the avoidance of doubt such water will thereafter be taken in terms of the Users' Licence); and

27.4 at its sole cost forthwith disconnect all connections, installations or other equipment owned by it and which has been connected to the BRVAS infrastructure, until and unless it has complied with sub-clauses 27.1, 27.2 and 27.3 above and the Agreement has been reinstated.

28. RISK AND INSURANCE

The Parties record that:

28.1 no Party will bear any risks which have been allocated to the other Party in terms of this Agreement and each of them shall be entitled to take out and maintain in force such insurance policies as it may deem appropriate to cover any risks to be borne by it under this Agreement;

28.2 DWS will assume the risk of loss or damage to the Project as a government waterworks, with effect from Operational Declaration, and may elect to bear such risk itself on a self-insurance basis or insure against such risk with insurers appointed by it;

28.3 the costs of any insurance policies taken out by DWS and/or TCTA before Operational Declaration will form part of the BRVAS Project Costs and the costs of any insurance policies taken out after Operational Declaration by DWS and/or TCTA will form part of the operations and maintenance costs;

28.4 the proceeds of claims made under the relevant insurance policy will be applied to repair the damage to the BRVAS infrastructure;

28.5 subject to the institutional framework applicable to the Parties from time to time, they may agree on such additional insurance requirements as may be required from time to time.

29. DISPUTE RESOLUTION

29.1 During the Implementation phase, the dispute resolution provisions set out in **Annexure B** hereto will be applicable, except for disputes relating to the interpretation of this Agreement which will be dealt with in terms of this clause. With effect from Operational Declaration, all disputes will be dealt with in terms of this clause.

29.2 The Parties shall endeavour to resolve any dispute arising out of this Agreement amicably through good faith negotiations to be held between them by senior representatives of the Parties.

29.3 In the event that the Parties are unable to resolve such dispute or difference as provided for in 29.2 above, then either Party shall be free to utilise the mechanisms set out in the Intergovernmental Relations Framework Act 13 of 2005 to facilitate settlement of the dispute and matters connected therewith, in accordance with the procedures set out thereunder.

29.4 In the event that the Parties are unable to resolve the dispute between them within 6 (six) months of a referral in terms of the Intergovernmental Relations Framework Act 13 of 2005, then either of the Parties shall be free to refer the matter to arbitration in accordance with the Rules of the Arbitration Foundation of Southern Africa ("AFSA").

29.5 The arbitration shall be conducted subject to the following provisions:

29.5.1 the arbitration shall be held in a summary manner before a single arbitrator with a view to it being completed as soon as possible;

29.5.2 the decision of the arbitrator shall be final and binding on the Parties and of immediate effect;

29.5.3 either Party shall be entitled to apply to the High Court of South Africa to make such decision an order of court;

29.5.4 the cost of the arbitration proceedings shall be borne by the Parties as determined by the arbitrator, provided that where the arbitrator's decision is silent as to costs, the Parties shall each bear their own costs;

29.5.5 nothing contained in this clause shall preclude any Party from applying to any court of competent jurisdiction for a temporary interdict or other relief of an urgent nature, pending the award of the arbitrator; and

29.5.6 throughout the period between the declaration of a dispute and the making of a final ruling by the arbitrator, none of the obligations of the Parties shall be suspended and all obligations shall continue to be discharged in accordance with their tenor, as if such arbitration proceedings had not been initiated.

29.6 Notwithstanding the termination or cancellation of this Agreement for whatsoever reason, this dispute resolution provision will survive such termination or cancellation and may be invoked by either of the Parties.

PART 7: GENERAL PROVISIONS

30. CONFIDENTIALITY

30.1 Each Party shall keep confidential and not disclose any trade secrets, confidential documentation, proprietary information, technical know-how and data, systems, methods,

commercial, financial and technical information which may be disclosed to it by the other Party to this Agreement, to any other party, other than to persons employed by them and/or authorised by them and who are required to have such information for purposes of fulfilling their respective obligations under this Agreement.

30.2 Each Party hereby acknowledges that the confidential documentation and/or information is of substantial value and each Party undertakes not to disclose any confidential information to any other party, except for the purposes contemplated under this Agreement.

30.3 The confidentiality obligations will not apply to information which:

30.3.1 is public knowledge, or becomes public knowledge at any time through no fault of the Party receiving such confidential information; or

30.3.2 is disclosed to any of the Parties by a third party with the lawful right to make such disclosure and which did not obtain such information directly or indirectly from the disclosing Party; or

30.3.3 was known to the receiving Party prior to the date of disclosure by the disclosing Party as it is able to prove through documentary material in its possession; or

30.3.4 is disclosed by the receiving Party with the consent of the disclosing Party; or

30.3.5 is required to be disclosed in terms of an order of court, law, regulation or any forum or regulatory authority (including without limitation, a stock exchange body).

30.4 The Parties record that the confidentiality obligations set out herein shall remain in force indefinitely notwithstanding termination of this Agreement.

31. DOMICILIUM CITANDI ET EXECUTANDI

31.1 The Parties choose as their *domicilia citandi et executandi* for all purposes under this Agreement, whether in respect of court process, notices or other documents or communications of whatsoever nature, the following addresses:

31.1.1 DWS: Sedibeng Building
185 Francis Baard Street
Pretoria
0002
Fax No: (012) 336-7309
e-mail:
Attention: Deputy Director-General: National Water Resource Infrastructure

31.1.2 The User:

Fax No:
e-mail:
Attention:

31.2 Any notice or communication required or permitted to be given in terms of this Agreement shall be valid and effective if reduced to writing and sent to the other Party.

31.3 Any notice to a Party:

31.3.1 sent by pre-paid registered post in a correctly addressed envelope to it at its domicilium address shall be deemed to have been received on the 5th (fifth) Business Day after posting;

31.3.2 delivered by hand to a responsible person during ordinary business hours at its domicilium address shall be deemed to have been received on the day of delivery; or

31.3.3 sent by telefax to its chosen telefax numbers as stipulated above, during normal business hours, shall be deemed to have been received on the date of dispatch.

31.4 Notwithstanding anything to the contrary herein contained, a written notice or communication actually received by a Party shall be adequate written notice or communication to it, notwithstanding that it was not sent to or delivered at its chosen *domicilium citandi et executandi*.

32. GENERAL

32.1 This agreement constitutes the whole of the Agreement between the Parties relating to the matters dealt with herein.

32.2 No prior representations, warranties, undertakings or other terms and conditions of whatever nature shall be valid and binding unless recorded herein and signed by the Parties.

32.3 No amendment or addition to, deletion from or consensual cancellation of this Agreement or any provision hereof or of any other Agreement shall be valid and binding unless recorded in writing and signed by the Parties.

32.4 Any extension of time or waiver or relaxation of any of the terms or conditions of this Agreement which either Party may grant to the other shall not prejudice such Party in respect of its rights under this Agreement nor preclude such Party thereafter from exercising its rights strictly in accordance with this Agreement. Any such extension, waiver or relaxation so given shall be construed as relating strictly to the matter for which it was given.

32.5 Nothing in this Agreement shall fetter, or be deemed to fetter, the Minister's discretion as provided for in the NW Act or any other applicable legislation, including but not limited to the grant of Licences to any parties wishing to take water from the BRVAS.

32.6 Where it is specified in this Agreement that certain matters are to be agreed between the Parties, any failure to reach agreement in respect of such matter will not affect the validity and enforceability of the remaining provisions of this Agreement.

32.7 Any provision in this Agreement which is or may become illegal, invalid or unenforceable in any jurisdiction affected by this Agreement shall, as to such jurisdiction, be ineffective to the extent of such prohibition or un-enforceability and shall be treated as *pro non scripto* and severed from this Agreement, without invalidating the remaining provisions of this Agreement which will remain of full force and effect. In such cases, the Parties undertake to negotiate with each other in good faith and shall use all reasonable endeavours to redraft

the void provisions to render such provisions enforceable.

32.8 This Agreement shall be binding on any successor in title of DWS and any successor in title of the User.

32.9 Should any functions relevant to this Agreement be assigned by DWS to a water management institution in terms of the NW Act, DWS undertakes to incorporate the relevant provisions of this Agreement in any such assignment so as to bind such institution as a successor in title.

32.10 This Agreement will at all times be governed by, interpreted and construed in accordance with the laws of the Republic of South Africa.

32.11 Each Party shall be liable for its own costs in respect of the preparation, drafting, negotiation and settling of this Agreement.

THE SIGNATORIES HEREUNDER WARRANT THEIR AUTHORITY TO SO SIGN:

THUS DONE AND SIGNED AT_____ON THIS_____DAY OF_____2021

AS WITNESSES:

1. _____

2. _____

FOR AND ON BEHALF OF:
THE DEPARTMENT OF WATER AND SANITATION
NAME:
CAPACITY:

THUS DONE AND SIGNED AT_____ ON THIS_____DAY OF _____2021

AS WITNESSES:

1. _____

2. _____

FOR AND ON BEHALF OF:
STELLENBOSCH LOCAL MUNICIPALITY
NAME:
CAPACITY:

PO Box 10335, Centurion, 0046
TCTA, Tuinhof Building, Stinkhout Wing,
265 West Avenue, Centurion
Tel: +27 12 683 1200 | Fax: +27 12 683 1361
Email: info@tcta.co.za | Website: www.tcta.co.za

Reference: BRVAS WSA

07 April 2021

Mr. Deon Louw
Stellenbosch Local Municipality
Plein Street
Stellenbosch
7600

Dear Sir

DEPARTMENT OF WATER AND SANITATION ("DWS") / STELLENBOSCH LOCAL MUNICIPALITY (THE USER): BERG RIVER-VOËLVLEI AUGMENTATION SCHEME (BRVAS) – WATER SUPPLY AGREEMENT

1. The Directive issued by the predecessor to the Minister of Human Settlements, Water and Sanitation (The Minister) to TCTA in May 2017 regarding the funding and implementation of the Berg River-Voëlvlei Augmentation Scheme (The Project) and the subsequent negotiations of the Water Supply Agreement to recover the costs of implementing the Project between DWS and the Users, refer.
2. I am pleased to forward the negotiated version of the Water Supply Agreement between your organisation and DWS following extensive consultations and negotiations of this agreement. The conclusion of this process will allow TCTA, as the implementation agent of DWS, to request borrowing limit authorisation from the Minister of Human Settlements, Water and Sanitation with the concurrence of the Minister of Finance, and to implement this project ahead of the 2025 rainy season.
3. As annexure to this letter I attach the following documents:
   3.1. A negotiated version of the Water Supply Agreement together with its annexures.
   3.2. A copy of the table showing the indicative allocations to all the Users who expressed interest in receiving water from the Project as determined by DWS.
4. The indicative allocation to your organisation as determined by an equitable process following your expression of interest in receiving water from the Project is 1.64 million m^3/a.
5. Please acknowledge receipt of this letter and its attachments and let us know when we can expect a signed copy of this agreement.

[Chairperson] Mr GT Dumas; [Deputy Chairperson] Ms MJ Ramataboe; Mr S Roopa, Mr SN Khondlo, Mr NT Baloyi, Ms LN Dlamini, Ms MM Maponya, Mr GNJ White
[Chief Executive Officer] Mr DKP Sechemane; [Company Secretary] Adv W De Witt

6. As has been communicated with you, TCTA intends to present this agreement together with a request to approach the Minister with a request for a borrowing limit that will allow it to secure the necessary funds to implement this project. The Board meeting is scheduled for the last week of April 2021.
7. It would be appreciated if we could receive your decision on the signing of this agreement by the 20th of April 2021.

I look forward to hearing from you. Please forward your response to tshilenge@tcta.co.za at your earliest convenience by no later than 20th April 2021

Yours sincerely

Percy Sechemane
Chief Executive Officer

cc: Mr Steven Arumugam – Chief Director: Infrastructure Development
Mr Livhuwani Mabuda – Chief Director: Integrated Water Resource Planning
Mr Derril Daniels – Deputy Director: Berg-Olifants Water Management Area: Berg Area
Mr. Menard Mugumo – Chief Engineer: Options Analysis

Annexures:

1. Water Supply Agreement with its annexures, and
2. Indicative allocation of water from the Project

TABLE 1: BRVAS SUMMARY CALCULATED AGAINST SYSTEM (AND REQUESTED) VOLUMES OF D/I SECTOR FROM THE WCWSS AND AGRICULTURE FIXED VOLUME ALLOCATION @ 3 Mm³

NAME OF INSTITUTION	RESPONSE RECEIVED	WCWSS ALLOCATION: 2019/20 Allocation Mm³/a & expressed as % (A)		Projection of the actual demand in % in relation to the 20Mm³ available for D/I sector from BRVAS % calculated against the total available yield (23Mm³) of BRVAS (B)		Adjustment proposed allocation based on Minimum of 15Mm³ to the City and 3Mm³ to Agriculture Sector			
						Initial Requested volumes for remainder LMs calculated against the remainder of 5Mm³		Adjusted possible allocation in Mm and expressed as % against the 23Mm³ yield	
						(C)	(D)	(E)	(F)
URBAN USERS									
		Volume	**%**	**Volume**	**%**	**Volume**	**%**	**Volume**	**%**
Bergrivier LM	✓	0.700	0.18%	0.04	*** 0.18%	0.18	1.19%	0.06	0.26%
City of Cape Town MM	✓	351.9	90.23%	18.05	*** 78.48%	N/A	N/A	15.00	65.22%
Drakenstein DM	✓	1.20	0.31%	0.06	*** 0.26%	5.00	32.94	1.64	7.13%
Saldanha Bay LM	✓	25.00	6.41%	1.28	*** 5.57%	3.00	19.76%	1.00	4.35%
Stellenbosch LM	✓	3.00	0.77%	0.15	*** 0.65%	5.00	32.94%	1.64	7.13%
Swartland LM	✓	8.20	2.10%	0.42	*** 1.82%	2.00	13.17%	0.66	2.87%
Total for D/I		**390.00**	**100%**	**20. 0 (87% of 23 Mm³)**		***15.18 projected against 5 Mm (100%)***			
IRRIGATORS									
Lower Berg IB	✓	3.0		3.0	*** 13.04%			3.0	13.04%
Total Volume Request				**23.0**	*** **100%**			**23.0**	**100%**

Volume in (A) is usage from the WCWSS and % expressed in (A) ((Volume A/390.00Mm³ x 100=%) is calculated to the total volume / usage from the system by respective Municipalities listed above (Table) only. ***Note: only applicable to water use from the Western Cape Water Supply System.

Volume in (B) is calculated by taking the %(A) of 20 Mm³ (allocation limit to Municipalities) and %(B) is calculated against the Volume of (B) against the 23Mm³ yield of the BRVAS.
Volume and % of (C) & (D) respectively are the initial requested volume and % expressed from users.
Volumes in (E): - fixed volume of 15Mm³ allocated to the City and Fixed Volume of 3 Mm³ allocated to the Agriculture sector. The remainder LMs volume in (E) were calculated by taking the % of (D) against the total of 5Mm³ that remained to be allocated outside the fixed volumes. % of (F) is calculated against the 23Mm³ yield from the BRVAS.

water & sanitation
Department:
Water and Sanitation
REPUBLIC OF SOUTH AFRICA

WESTERN CAPE PROVINCIAL OPERATIONS
Private Bag X 16, Sanlamhof, 7532 / 52 Voortrekker Road, Bellville 7530
Tel #: (021) 941 6000 Fax #: (021) 941 6077

Enquiries : D. Daniels
Tel # : (021) 941 6189
Email : danielsd@dws.gov.za
Reference : 27/2

Attention: Ms G Mettler

The Municipal Manager
Stellenbosch Local Municipality
Private Bag X17
STELLENBOSCH
7599

Dear Madam

BERG RIVER VOËLVLEI AUGMENTATION SCHEME (BRVAS): RAW WATER USE ALLOCATION AND WATER SUPPLY AGREEMENT (WSA) FINALISATION

Various engagements / consultations sessions between the Stellenbosch Local Municipality, TCTA, the Department and other interested and affected parties as well as the TCTA letter dated 7 April 2021 with supporting documentation (inclusive of a Water Supply Agreement for signature) and other most recent communique with your Municipality on the Berg River Voëlvlei Augmentation scheme (BRVAS) have reference.

The Berg River Voëlvlei Augmentation scheme (BRVAS) is part of the Western Cape Water Supply System's, that your institution is part of, planning phases to augment the system to ensure that demand for water does not exceed availability. TCTA, has been Directed through the National Minister of Water and Sanitation as an Implementing Agent for the implementation of this scheme.

A number of engagements between your Local Municipality, TCTA and the Department with regards to the conclusion and signing of the Water Supply Agreement (WSA), in line with **your confirmed water allocation of 1.64 million m^3/a,** has ensued since the initial consultation of the Berg River Voëlvlei Augmentation scheme (BRVAS). On those engagements it was made clear that the signed WSAs by all users allocated water from the project are a prerequisite to the approval by the Minister of Finance of the borrowing limit for this project. It has been communicated to all that without the borrowing limit approval TCTA cannot proceed to procure long-term finance to enable it to implement this project.

TCTA, through its CEO, forwarded the negotiated WSAs to all the users who were part of the negotiations process and who and committed to signing the agreements in April 2021. The Minister of Water and Sanitation approved the borrowing limit request and then requested to Minister of Finance to grant his concurrence in November 2021. The National Treasury has been waiting for the signed agreements since then to be able to advise the Minister of Finance accordingly. Unfortunately, your organisation is one of the users who have yet to sign the WSA even though you had committed to do so before the end of March 2022. This has huge ramifications in terms of the implementation and further delaying of this important project.

In this regard, the Department would like to request that you furnish us (the Department and TCTA), urgently and before the 23th of September 2022 with the confirmation that your organisation will take up the 1.64 million m^3/a and will provide the Department and TCTA with a signed WSA by the 30th of September 2022.

This will allow the Department and TCTA to furnish this information (WSA) to the National Treasury as discussed during our engagements and negotiations. Failure to receive the signed WSA by the 30th of September 2022 will indicate that your organisation is not interested in receiving water from the BRVAS scheme. The Department will then reallocate the water accordingly.

For more information on the content of this communication or BRVAS, feel free to contact the Department at any stage.

Yours faithfully,



PROVINCIAL HEAD: WESTERN CAPE PROVINICAL OPERATIONS
SIGNED BY: D DANIELS
DESIGNATION: DEPUTY DIRECTOR: PROTO CMA
Date: 16 September 2022

Cc:

Mr P Joubert	Stellenbosch LM	Paul.Joubert@stellenbosch.gov.za
Mr M Mugumo	DWS: WRDP	mugumom@dws.gov.za
Mr N Gosani	TCTA	ngosani@tcta.co.za
Ms A Schreuder	DWS: WCPO	schreudera@dws.gov.za
Mr B van Zyl	DWS: NWRI	vanzylb@dws.gov.za

BRVAS FINANCIAL IMPLICATION - Estimate

DIRECTORATE: INFRASTRUCTURE SERVICES
DIREKTORAAT: INFRASTRUKTUURDIENSTE

TO ▫ AAN: **K. CAROLUS**
CFO

FROM ▫ VAN: **SHANE CHANDAKA: DIRECTOR: INFRASTRUCTURE SERVICES**
PAUL JOUBERT : SNR MANAGER: WATER AND WASTEWATER SERVICES

DATE DATUM: **27 OCTOBER 2022**

RE ▫ INSAKE: **MOTIVATION TO PARTAKE IN THE BRVAS SCHEME AND AN ESTIMATE OF THE FINANCIAL IMPLICATION FOR THE BRVAS AGREEMENT OVER THE 20 YEAR CAPITAL REPAYMENT PERIOD**

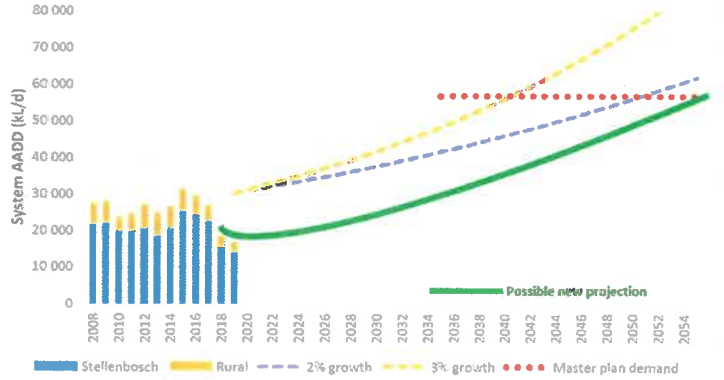
The Bulk Water Resources: Water Resilience Master Planning document dated 15 September 2021 showed that the Stellenbosch Municipality needs to develop the bulk water resources to keep in step with the anticipated growth in water demand and to be more resilient in the future within its mandate as a WSA.

The Stellenbosch Municipality currently receives Raw Water from the Theewaterkloof Dam via an allocation of 3 million m³ per annum for treatment by the newly upgraded Paradyskloof WTP. This allocation was surpassed on multiple occasions in the pre-drought years as seen in the Table below:

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Raw Water Treated (million m³/ annum)	3.9	4.1	4.3	4.8	3.4	2.6	3.2	2.5	2.5

The recent drought had a significant effect on water demand and this effect is still present to some extent due to long lasting changes in the behaviour of the general population. This effect will however slowly wear off and further growth will push demand back to pre-drought levels and eventually far past this. The graph below could be used as an indication of the expected demand growth and will be updated with the current work being done within the Water Master Plan.

Figure SW1.2: Water demand projection for Stellenbosch system



The Stellenbosch Municipality has been warned in the past to refrain from surpassing the allocation limit set by DWS and a risk of water restrictions in the last months of the year will become greater year-on-year if the above opportunity is not pursued. The additional water that the BRVAS Scheme will bring with the increased allocation through the Theewaterskloof scheme will certainly provide water security for the increased demand.

The current cost per kL of Potable Water from CoCT (via Faure, Blackheath and Wemmershoek) is R5.73/kL. The capital cost for the first 20 years of the BRVAS Agreement is R4.269/kL Raw Water, Average Operational costs of R0.35/kL and Paradyskloof WTP treatment cost estimated at R0.98/kL.

The total cost per kL is thus R5.60 vs the cost of Potable Water from CoCT equal to R5.73. It is therefore cheaper to uptake this agreement if the Stellenbosch Municipality can offset the water currently purchased from CoCT with the increased allocation provided by the BRVAS Scheme. This uptake will also be enabled by the following Bulk Water Transfer and Storage Schemes:

- Polkadraai Reservoirs and Pipeline Phase 1 (Currently in construction)
- Polkadraai Reservoirs and Pipeline Phase 2 (Require R30 mil and WULA before implementation)
- Jamestown Reservoir and Pipeline (Tender doc complete, Construction planned to start April 2023)
- Kayamandi Reservoir and Pipeline (Tender doc ready within 4 weeks, R115mil required)
- Minor network repairs at Raithby (Planned for 2022/23)

These projects is expected to all be completed by latest 2027 and will allow the offset of the full BRVAS Agreement volume of 1.64 million m³ per annum from 2027. (16 years of the Capital Repayment Period). The table below shows how the yearly cost of the BRVAS Agreement to the Municipality changes as the Capital Projects listed above are completed:

		With BRAVAS Agreement	Without BRAVAS Agreement
Capital due	2023	R11 881 091	R4 824 391
	2024	R12 122 310	R6 589 500
	2025	R12 426 891	R6 876 000
	2026	R12 746 835	R8 022 000
	2027	R8 383 779	R8 881 500
	2028	R8 459 428	R9 397 200
	2029	R8 532 400	R9 397 200
	2030	R8 609 020	R9 397 200
	2031	R8 689 471	R9 397 200
	2032	R8 773 944	R9 397 200
	2033	R8 862 641	R9 397 200
	2034	R8 955 773	R9 397 200
	2035	R9 053 562	R9 397 200
	2036	R9 156 240	R9 397 200
	2037	R9 227 590	R9 397 200
	2038	R9 228 269	R9 397 200
	2039	R9 228 983	R9 397 200
	2040	R9 234 581	R9 397 200
	2041	R9 235 610	R9 397 200
	2042	R9 236 690	R9 397 200
	2043	R9 237 825	R9 397 200
	Total =	R201 282 931	R185 548 591
No Capital Due	2044	R2 214 000	R9 397 200
	2045	R2 214 001	R9 397 200
	2046	R2 214 003	R9 397 200
	Total =	R207 924 935	R213 740 191

The cost of the BRVAS Agreement is estimated to be R16 million more than purchasing Potable Water from CoCT over the 20 year period. This is due to the commitment for Capital Repayment of the BRVAS Agreement.

However, once the Capital portion is paid off, the cost of water through the BRVAS Scheme will be approximately R1.50/kL but the cost of CoCT water would still be in the order of R6,00/kL. The recovering of the R16million would thus occur within less than three (3) years at these rates.

The need for the BRVAS Agreement and the long term (after 23 years) cost benefit informs the recommendation by the Water Services Department to continue with the Section 33 process to enable the approval from council for this agreement.

PAUL JOUBERT **DATE:** 28/10/2022
SNR MANAGER: WATER AND WASTEWATER SERVICES

PRESHANE CHANDAKA **DATE:** 28/10/2022
DIRECTOR: INFRASTRUCTURE SERVICES

Noted
7/11/2022

BRVAS FINANCIAL IMPLICATION - Estimate

DIRECTORATE: INFRASTRUCTURE SERVICES
DIREKTORAAT: INFRASTRUKTUURDIENSTE

TO ▫ AAN: **K. CAROLUS**
CFO

FROM ▫ VAN: **SHANE CHANDAKA: DIRECTOR: INFRASTRUCTURE SERVICES**
PAUL JOUBERT : SNR MANAGER: WATER AND WASTEWATER SERVICES

DATE DATUM: **27 OCTOBER 2022**

RE ▫ INSAKE: **MOTIVATION TO PARTAKE IN THE BRVAS SCHEME AND AN ESTIMATE OF THE FINANCIAL IMPLICATION FOR THE BRVAS AGREEMENT OVER THE 20 YEAR CAPITAL REPAYMENT PERIOD**

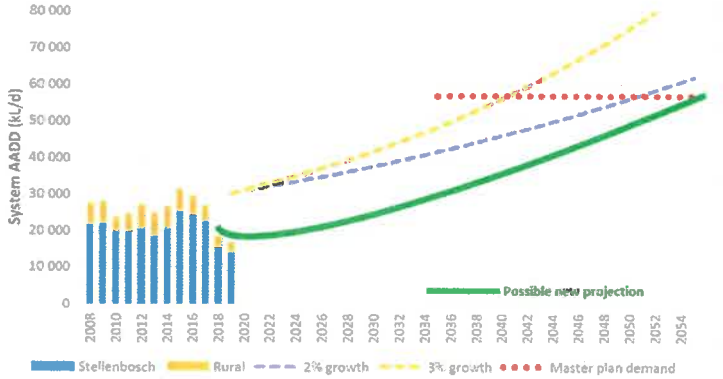
The Bulk Water Resources: Water Resilience Master Planning document dated 15 September 2021 showed that the Stellenbosch Municipality needs to develop the bulk water resources to keep in step with the anticipated growth in water demand and to be more resilient in the future within its mandate as a WSA.

The Stellenbosch Municipality currently receives Raw Water from the Theewaterkloof Dam via an allocation of 3 million m³ per annum for treatment by the newly upgraded Paradyskloof WTP. This allocation was surpassed on multiple occasions in the pre-drought years as seen in the Table below:

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Raw Water Treated (million m³/ annum)	3.9	4.1	4.3	4.8	3.4	2.6	3.2	2.5	2.5

The recent drought had a significant effect on water demand and this effect is still present to some extent due to long lasting changes in the behaviour of the general population. This effect will however slowly wear off and further growth will push demand back to pre-drought levels and eventually far past this. The graph below could be used as an indication of the expected demand growth and will be updated with the current work being done within the Water Master Plan.

Figure SW1.2: Water demand projection for Stellenbosch system



The Stellenbosch Municipality has been warned in the past to refrain from surpassing the allocation limit set by DWS and a risk of water restrictions in the last months of the year will become greater year-on-year if the above opportunity is not pursued. The additional water that the BRVAS Scheme will bring with the increased allocation through the Theewaterskloof scheme will certainly provide water security for the increased demand.

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PAUL JOUBERT **DATE:** 28/10/2022
SNR MANAGER: WATER AND WASTEWATER SERVICES

PRESHANE CHANDAKA **DATE:** 28/10/2022
DIRECTOR: INFRASTRUCTURE SERVICES

Noted
7/11/2022

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NOTICE IN TERMS OF SECTION 33 OF THE MUNICIPAL FINANCE MANAGEMENT ACT, 2003

STELLENBOSCH MUNICIPALITY / DEPARTMENT OF WATER AND SANITATION (DWS): BERGRIVER VOËLVLEI AUGMENTATION SCHEME (BRVAS) – WATER SUPPLY AGREEMENT

Notice is hereby given in terms of Section 33 of the Municipal Finance Management Act (Act 53 of 2003) that the Municipality intends to enter into a Water Supply Agreement with the Department of Water and Sanitation to obtain water from the proposed Voëlvlei Augmentation Scheme and further that the following Information Statement be made public.

INFORMATION STATEMENT:

The BRVAS will be developed by the Department of Water and Sanitation (DWS) and is aimed at augmenting the yield of the Western Cape Water Supply System (WCWSS) through the pumping of access run-off from the Berg River directly into the Voëlvlei Dam. In order for users from the WCWSS to receive an allocation from the BRVAS the DWS requires that a Water Supply Agreement (WSA) be concluded between the DWS and the water user prior to the start of the project. In terms of the WSA the water user agrees amongst others to take up its licensed allocation from the BRVAS and to make payments for the capital unit charge and the operation and maintenance costs.

The final implementation costs for the BRVAS will only be known once it has been commissioned which is estimated to be in the 2023/2024 financial year. The indicative capital unit charge is R4.269/m3 (VAT excluded) for a 20-year repayment period. The provisional allocation for Stellenbosch Municipality is 1.640 million m3/annum which equates to an annual repayment obligation of approximately R7,000,000.00.

It is required that the WSA be concluded well before the completion and the commissioning of the BRVAS. Entering into the WSA will therefore impose financial obligations on the Municipality beyond the approved 2022/23 multi-year budget.

Notice is hereby further given in terms of Section 21 of the Local Government Systems Act (Act 32 of 2000) that:

1. The local community and other interested parties are invited to submit comments or representations to the Municipality in respect of the proposed WSA. Properly motivated comments or representations in respect of the above agreement must be lodged in writing to the Municipal Manager, Plein Street, Stellenbosch, email engineering.services@stellenbosch.gov.za on or before _____ **2022**. Late submission will not be considered.

2. Copies of the draft WSA may be viewed during office hours at the office of the Infrastructure Services Directorate, 1st Floor, Ecclesia Building, Stellenbosch Municipality, 71 Plein Street, Stellenbosch. Enquiries may be directed to **Paul Joubert (021 8088209)** paul.joubert@stellenbosch.gov.za.

3. Persons who are unable to read and/or write, may submit their properly motivated comments or representations verbally at the 1st Floor, Ecclesia Building, Stellenbosch Municipality, 71 Plein Street, Stellenbosch where they will be assisted during office hours by **Paul Joubert ,** to transcribe their comments, representations or alternative offers in writing.

Adv Geraldine Mettler
MUNICIPAL MANAGER

DRAFT

7.7	**PARKS, OPEN SPACES AND ENVIRONMENT: (PC: J JOON)**

7.7.1	**STELLENBOSCH MUNICIPALITY INVASIVE ALIEN PLANT MANAGEMENT PLAN (5-YEAR REVIEW)**

Collaborator No: **738427**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2022**

1. SUBJECT: STELLENBOSCH MUNICIPALITY INVASIVE ALIEN PLANT MANAGEMENT PLAN (5-YEAR REVIEW)

2. PURPOSE

The Stellenbosch Municipality Invasive Alien Plant (IAP) Management Plan, adopted by Council in 2017, have been reviewed (5-year cycle) in consultation with the Department of Forestry, Fisheries and the Environment (**ANNEXURE 1**).

The latter document (September 2022) is herewith presented to Council for approval as Stellenbosch Municipality's 2nd generation IAP Management Plan prepared in terms of the National Environmental Management Biodiversity Act, 10 of 2004 (NEMBA).

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

As local authority and as landowner of various portions of nature areas throughout the WC024 area, Stellenbosch Municipality is required (in terms of NEMBA) to have an invasive alien monitoring, -control and -eradication plan in place. Stellenbosch Municipality responded to this requirement by adopting its first IAP Management Plan during June 2017 (Council decision included below). The latter plan required that it be reviewed and updated in accordance with the status of invasive alien plant investigation of the relevant municipal property included in the plan as well as alien clearing work undertaken.

The Stellenbosch Municipality IAP Management Plan, as contained in this item, has been finalized in collaboration with the Department of Forestry, Fisheries and the Environment.

5. RECOMMENDATION

that Council approves and adopts the Stellenbosch Municipality Invasive Alien Plant Management Plan (September 2022) as its 2nd Generation invasive alien monitoring, -control and -eradication plan prepared in terms of NEMBA.

6. DISCUSSION / CONTENTS

6.1 Background

As stated above Stellenbosch Municipality has defined obligations in terms of NEMBA, Section 76, to draw up (and maintain) an invasive alien monitoring, -control and -eradication plan for the land under its control. Such a plan must include:

(a) a list and description of any listed invasive species occurring on relevant land;

(b) a description of the parts of that land that are infested with listed invasive species;

(c) an assessment of the extent of such infestation;

(d) a status report on the efficiency of previous control and eradication measures

(e) current measures to monitor, control and eradicate such invasive species; and

(f) measurable indicators of progress and success, and indications of when the control plan is to be completed.

In terms of Section 4(2)(a) of NEMBA all municipalities are required to manage and conserve biological diversity. This includes taking steps to control and eradicate invasive alien plants in areas that they own or manage. The purpose of the attached document is to respond to this obligation and to coordinate Stellenbosch Municipality's approach in this regard in order to reduce future IAP control costs and improve the integrity of the relevant natural areas and ecosystems.

6.2 Discussion

A primary reason for the conservation of the natural environment of Stellenbosch Municipality is that it forms an integral part of the world-renowned Cape Floral Kingdom. The Cape Floral Kingdom is internationally recognised as one of the six Floral Kingdoms of the world (0,06% of the earth's surface). It is the only Floral Kingdom contained, in its entirety, within a single country. The Cape Floral Kingdom is characterised by its exceptional richness in plant species and its endemicity. More than 8 700 species are known to occur, with more than 68% of these species being confined to the Cape Floral Kingdom.

Biological invasion has become a major cause for concern worldwide. Being a result of human induced environmental change, biological invasion is not only threatening global biodiversity, but it plays a major factor in both global and local extinctions, as well as causing substantial economic and human health problems. Defined as exotic or non-endemic species, alien species become invasive by passing through a series of barriers and establish new populations in areas at a distance from their immediate area of introduction. These barriers are geographic, environmental, reproductive, dispersal, environmental. Consequently, the lack of native enemies and controlling agents enable these invasive species to out-compete native species for available resources and space while altering the surrounding natural environment. This in turn leads to unnatural successions and the displacement of many natural vegetation communities. The extent of this displacement of natural vegetation communities and thus the unnatural alteration of many native habitat's effects ecosystem services that we as humans rely on. As such, the main impacts of IAPs are summarized as follow:

a) **Reduced stream-flow -** Invaded sites have a much greater biomass and total leaf area than un-invaded sites. This results in reduced infiltration, river and stream runoff through increased water uptake and evapo-transpiration per unit area.
b) **Loss of indigenous plant species** - In the Fynbos Biome, invasion by invasive plants has resulted in the extinction of approximately 26 species, and approximately 750 plant species are currently at risk.
c) Species in riverine areas and wetlands will **accelerate bank** erosion and alter the stream flow and thereby cause increased siltation of rivers, wetlands and dams, increase the risk of flooding, loss of suitable breeding habitat for indigenous fauna in particular fish and by reducing water quality.
d) I**ncrease in frequency and intensity of fires** - Not only do invasive plant species produce a greater volume of biomass (i.e. potential fuel), but they are often taller

than indigenous plants, and thereby lead to more intense fires and greater flame lengths, than would be encountered in natural vegetation.

These impacts will have serious economic consequences which may could include:

i) Reducing the available water with the consequence that there is an increased need to build additional supply schemes, at considerable cost, reducing the total amount of water available for human use.
ii) Reduction in eco-tourism potential.
iii) Depletion of potential exploitable genetic stock of wildflowers and medicinal plants.
iv) Loss of potentially productive land.
v) Increased costs of fire protection and damage by wild fires.
vi) Erosion following fires in heavily impacted areas.
vii) Increased siltation of dams and rivers.

6.3 Financial Implications

The Stellenbosch Municipality IAP Management Plan (September 2022) has been completed internally. There is no direct financial implication should the recommendation as set out in this report be accepted. The alien clearing work prescribed in the plan has been included in the annual budget of the Section: Environmental Management (Department: Community Services).

6.4 Legal Implications

NEMBA, Section 76, states that all organs of state are required to draw up an invasive alien monitoring, -control and -eradication plan for the land under their control. The Stellenbosch Municipality IAP Management Plan has been prepared in response to this requirement.

The recommendations in this report comply with Council's policies and applicable legislation.

6.5 Staff Implications

This report has no additional staff implications to the Municipality. The prescribed work will be undertaken by the Section: Environmental Management.

6.6 Previous / Relevant Council Resolutions:

10TH COUNCIL MEETING: 2017-07-26: ITEM 7.3.2
RESOLVED (nem con)

that Council approves the Stellenbosch Municipality Invasive Alien Plants Management Plan (April 2017) as Stellenbosch Municipality's invasive alien monitoring, -control and -eradication plan prepared in terms of NEMBA.

6.7 Risk Implications

This report addresses relevant risk implications for the Municipality.

6.8 Comments from Senior Management

This Item was circulated to all directorates on 19 October 2022 for comment by 31 October 2022. The following responses were received:

6.8.1 Director: Infrastructure Services

Plan should include invasive alien vegetation clearing of all municipal properties (such as at the WWTW's, landfill, Transfer Stations etc.). Alien vegetation on all vacant municipal properties should also be attended to (Response received via e-mail on 20 October 2022).

In response, the following information was provided: Stellenbosch Municipality owns a very long list of smaller properties (such as the ones mentioned in the comment and other properties in both the rural and urban areas) throughout the WC024. The management of these properties, in terms of invasive alien plant management, remains the responsibility of the landowner whether it is included in a management plan or not. Environmental Management have put in place two year-tenders in terms of which these properties can be maintained as required. The IAP Management Plan (September 2022), however, currently focuses on those properties (with specific reference to nature areas) owned by the municipality with high conservation potential. These areas include Papegaaiberg-, Jan Marais-, and Mont Rochelle Nature Reserves, Wemmershoek wetland area, the Idas Valley Dam area, Paradyskloof nature area, Botmaskop, Louwsbos and the Purgatory Outspan area. As focus areas these properties are especially important to maintain (in terms of alien clearing) for a range of reasons, primarily the ecosystem services that is derived from them. As example these areas directly effects water yield from catchment areas to the Idas Valley Dams, the Eerste-, Franschhoek- and Eerste Rivers.

6.8.2 Director: Planning and Economic Development

Item supported. Question - Have we consulted and/or collaborated with DEA&DP / Cape Nature / DWS / Local Water Boards / surrounding Municipalities in the review of our Alien Invasive Plan? (Response received via e-mail on 20 October 2022).

In response, the following information was provided: Yes, we represent Stellenbosch Municipality on the Greater Cape Town Water Fund Operations and Data Management Working Group where we collaborate with the organisations you've mentioned, including WWF and Working on Fire, on matters pertaining to alien clearing, co-operation and funding. We presented our plan on the 10th of August this year with various recommendations received reflected in our revised plan. Sufficient funding for this obligation will always be a challenge. This is especially true for Stellenbosch Municipality mainly because the municipality is the owner of a substantial amount of land (±3 000 ha of nature areas is prioritised in the relevant invasive alien plant management plan), most of these areas are heavily invaded (given their past use for forestry purposes) and large portions of these areas are located in areas that pose topographical challenges to basic alien clearing operations. Our plan, does, however include a 3-year budget (for clearing work and firebreak maintenance) along with a section prioritising the areas for clearing work to be done over the next 5-year cycle to make sure our limited resources are most efficiently utilised.

6.8.5 Chief Financial Officer

Item supported (Response received via e-mail on 19 October 2022).

ANNEXURES

Annexure 1:

Stellenbosch Municipality Invasive Alien Plant Management Plan (September 2022)

FOR FURTHER DETAILS CONTACT:

NAME	**Schalk van der Merwe**
POSITION	**Environmental Planner**
DIRECTORATE	**Community and Protection Services**
CONTACT NUMBERS	**021 808 8679**
E-MAIL ADDRESS	**schalk.vandermerwe@stellenbosch.gov.za**
REPORT DATE	**19 October 2022**

ANNEXURE 1

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STELLENBOSCH MUNICIPALITY

ALIEN INVASIVE PLANTS MANAGEMENT PLAN

September 2022



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1. INTRODUCTION

The National Environmental Management Biodiversity Act, 10 of 2004 (NEMBA), Section 76, states that all organs of state are required to draw up an invasive and alien plant monitoring, control and eradication plan for the land under their control. Such a plan must include:

(a) a detailed list and description of any listed invasive species occurring on the relevant land;
(b) a description of the parts of that land that are infested with such listed invasive species;
(c) an assessment of the extent of such infestation;
(d) a status report on the efficiency of previous control and eradication measures
(e) the current measures to monitor, control and eradicate such invasive species; and
(f) measurable indicators of progress and success, and indications of when the control plan is to be completed.

In terms of Section 4(2)(a) of the NEMBA all municipalities are required to manage and conserve biological diversity. This includes taking steps to control and eradicate invasive alien plants (IAP) in areas that they own or manage. The purpose of this document is to respond to this obligation and to coordinate Stellenbosch Municipality's (the Municipality) approach in this regard in order to reduce future IAP control costs and improve the integrity of the natural areas and ecosystems in Stellenbosch Municipality.

Stellenbosch Municipality's 1st IAP Management Plan was developed and approved by Council in 2017. This document serves as Stellenbosch Municipality's 5-year review and update of the latter.

2. THE SIGNIFICANCE OF THE REGION & THE THREAT OF IAPs

A primary reason for the conservation of the natural environment of the Greater Stellenbosch Municipality is that it forms an integral part of the world-renowned Cape Floral Kingdom. The Cape Floral Kingdom is internationally recognised as one of the six Floral Kingdoms of the world (0,06% of the earth's surface). It is the only Floral Kingdom contained, in its entirety, within a single country (Figure 1). The Cape Floral Kingdom is characterised by its exceptional richness in plant species and its endemicity. More than 8 700 species are known to occur, with more than 68% of these species being confined to the Cape Floral Kingdom. Thus, this Floral Kingdom compares with some of the richest floras worldwide, surpassing many tropical forest regions in its floral diversity.

The enormous diversity found in the Cape Floral Kingdom is attributed to the age of this kingdom. The last Ice Age had far less of an influence on this area that it did on the Northern Hemisphere. Plant life in the Northern Hemisphere was almost wiped out while conditions in the Western Cape were altered very little. The diversity can also be attributed to the harsh conditions and infertile soil of the area which has forced plants to adapt to ensure their survival. The Cape Floral Kingdom is of immense scientific importance, both nationally and internationally. It covers only 4% of South Africa, but contains 45% of all plant species of Southern Africa. About 75% of all plants in the South African Red Data Book are found in the Cape Floral Kingdom. Of these species, 1 700 are

threatened. Many Fynbos species are extremely localized in their distribution, with sets of such localized species organized into 'centers of endemism'[1].

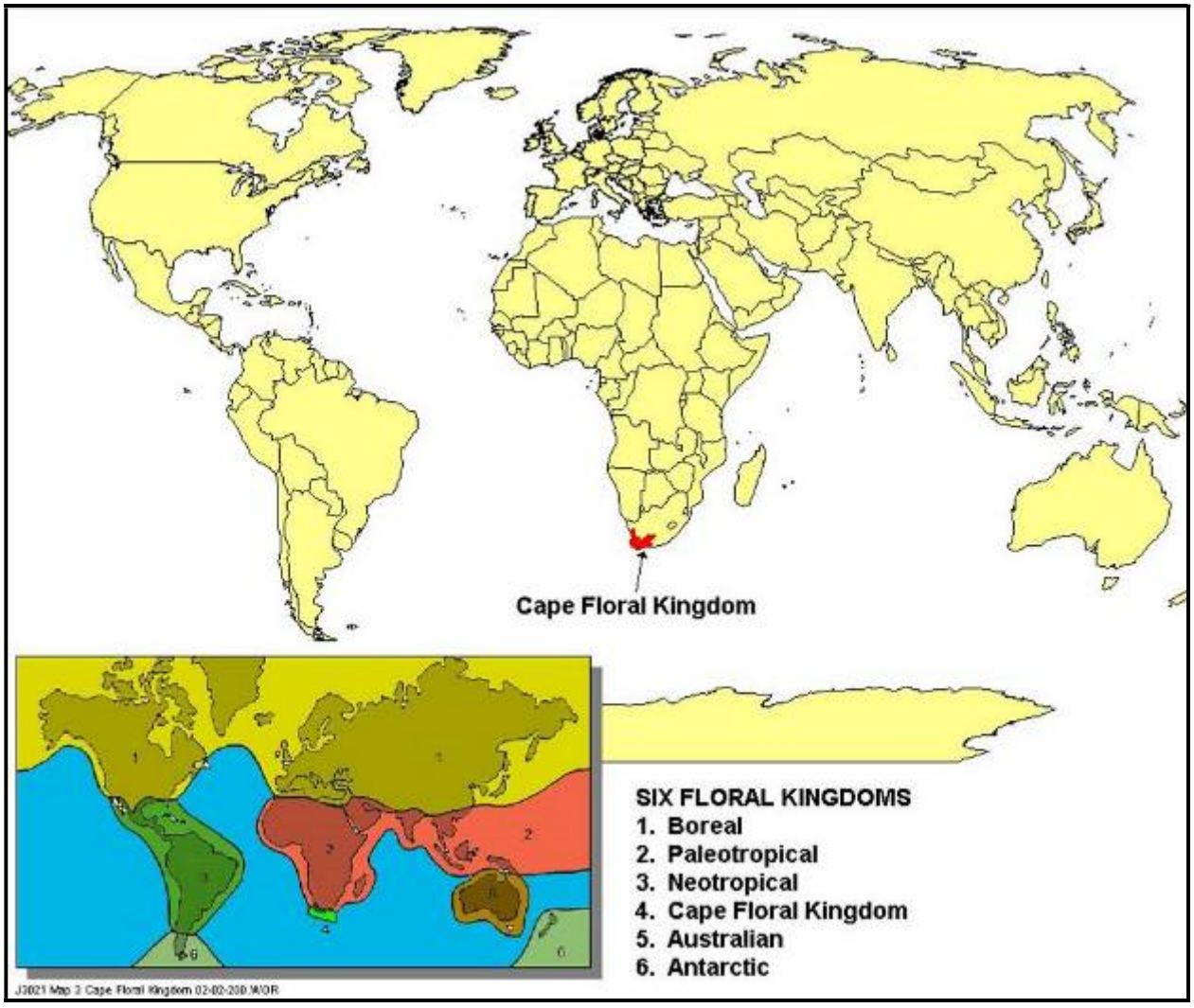


Figure 1: The Cape Floral Kingdom in International Context.

Biological invasion has become a major cause for concern worldwide. Being a result of human induced environmental change[2], biological invasion is not only threatening global biodiversity, but it plays a major factor in both global and local extinctions, as well as causing substantial economic and human health problems. Defined as exotic or non-endemic species, alien species become invasive by passing through a series of barriers and establish new populations in areas at a distance from their immediate area of introduction[3]. These barriers are geographic, environmental, reproductive, dispersal, environmental[4]. Consequently, the lack of native enemies and controlling agents enable these invasive species to out-compete native species for available

1 Low & Robelo, 1996.
2 Tsoar *et al*., 2011; Vitousek *et al*, 1997.
3 Richardson *et al*, 2000; Tsoar *et al*, 2011.
4 Richardson *et al*, 2000.

resources and space while altering the surrounding natural environment. This in turn leads to unnatural successions and the displacement of many natural vegetation communities[5]. The extent of this displacement of natural vegetation communities and thus the unnatural alteration of many native habitats has been of major concern for conservationists due to the dramatic effect they have on both native fauna and flora and, consequently, on many interactions and ecosystem structures which may have altering effects on ecosystem services that we as humans rely on[6]. As such, the main impacts of IAPs can be summarized as follow:

a) **Reduced stream-flow -** Invaded sites have a much greater biomass and total leaf area than un-invaded sites. This results in reduced infiltration, river and stream runoff through increased water uptake and evapo-transpiration per unit area. The conversion of fynbos to stands of invasive alien species may reduce water flow by up to 60%.
b) **Loss of indigenous plant species** - In the Fynbos Biome, invasion by invasive plants has resulted in the extinction of approximately 26 species, and approximately 750 plant species are currently at risk. It is predicted that the list of extinct species will grow rapidly as areas of invaded habitat increase. Probably more important is that the longer these thickets of alien invasive plants remain the greater their impact on the indigenous species. This is true because their presence prevents the germination of indigenous species and over time reduces the seed banks of available indigenous species.
c) Species in riverine areas and wetlands will **accelerate bank** erosion and alter the stream flow and thereby cause increased siltation of rivers, wetlands and dams, increase the risk of flooding, loss of suitable breeding habitat for indigenous fauna in particular fish and by reducing water quality.
d) I**ncrease in frequency and intensity of fires** - Not only do invasive plant species produce a greater volume of biomass (i.e. potential fuel), but they are often taller than indigenous plants, and thereby lead to more intense fires and greater flame lengths, than would be encountered in natural vegetation.

These impacts will have serious economic consequences which may could include:

i) Reducing the available water with the consequence that there is an increased need to build additional supply schemes, at considerable cost, reducing the total amount of water available for human use.
ii) Reduction in eco-tourism potential.
iii) Depletion of potential exploitable genetic stock of wildflowers and medicinal plants.
iv) Loss of potentially productive land.
v) Increased costs of fire protection and damage by wild fires.
vi) Erosion following fires in heavily impacted areas.
vii) Increased siltation of dams and rivers.

5 Enright, 2000; Le Maitre *et al*., 2002.
6 Le Maitre *et al*., 2002.

3. WHAT ARE INVASIVE ALIEN PLANTS

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.

Approximately 8 750 alien species have been introduced into South Africa, 161 of which are seriously invasive species, and is estimated to cover over 10 million hectares (almost 8%) of South Africa's land surface. Expectations are that the impact will double every fifteen years if they are left un-managed[7]. Known for its renowned fynbos biome, the Western Cape is the most severely invaded province, with the wetter catchments of the coastal mountain ranges and the broad coastal lowlands being the most effected regions. The invasion of AIPs within the fynbos biome has called for elevated levels alarm since the early decades of this century[8]. Invasive plant species such as the *Acasia saligna* (Port Jackson), *Acacia mearnsii* (Blackwattle) and *Pinus pinaster* (Cluster Pines) are found in the fynbos introduced to enhance the value of the Cape's resources, pines originated from Europe while the *Acacias* are originally from Australia. Although many of these species still support several industries, their negative impacts are becoming more prominent, leading to an urgent need to protect our natural resources.

IAPs 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

IAPs can significantly alter the composition, structure and functionality of ecosystems. As a result, 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. Indigenous species may be reduced in numbers / coverage, or may be lost as a result of IAP infestations, posing a threat to South Africa's natural heritage in sensitive locations.

IAP infested natural habitats suffer reduced capacity to produce ecosystem services that help support a healthy and productive living environment for people. Availability of natural products, such as medicinal plants, fodder and building materials is decreased, and disease-carrying pests such as mosquitoes and rats may be more numerous due to a reduction in natural predators with declining ecosystem functioning. The aesthetic, recreational and cultural values of the natural environment are also significantly decreased where IAPs take over. IAPs also threaten local and national water security.

7 Schonegeval 2001; Versfeld, Maitre and Chapman, 1998.
8 Macdonals *et al*. 1985.

4. LEGISLATIVE CONTEXT

4.1 CONSERVATION OF AGRICULTURAL RESOURCES ACT, 43 OF 1983

In terms of the amendments to the regulations under the Conservation of Agricultural Resources Act, 43 of 1983 (CARA), all declared aliens must be controlled. Landowners are legally responsible for the control of invasive alien plants on their property. In terms of the above act IAPs are described to one of the following categories:

- Category 1: Prohibited and must be controlled.
- Category 2: May be grown in demarcated areas provided that there is a permit in place and steps taken to prevent spread.
- Category 3: May no longer be planted. Existing plants may be retained as long as all reasonable steps are taken to prevent spread, except within the flood line of watercourses and wetlands.

4.2 NATIONAL ENVIRONMENTAL MANAGEMENT: BIODIVERSITY ACT, 10 OF 2004

The National Environmental Management: Biodiversity Act, 10 of 2004 (NEMBA), regulates all invasive organisms in South Africa. According to this act and associated regulations any species designated under Section 70 cannot be propagated, grown, bought or sold without a permit. Categories listed are:

- Category 1a: Invasive species requiring compulsory control. Any specimen of a Category 1a listed species must, by law, be eradicated.
- Category 1b: Invasive species requiring compulsory control as part of an invasive species control program. These species must be removed and destroyed.
- Category 2: Invasive species regulated by area. A demarcation permit is required to import, possess, grow, breed, move, sell, buy or accept as gift ant plants listed as Category 2 plants. No permits will be issued for Category 2 plants to exist in riparian zones.
- Category 3: Invasive species regulated by activity. An individual plant permit is required to undertake any of the following restricted activities: import, possess, grow, breed, move, sell, buy or accept as gift. No permits will be issued for Category 3 plants to exist in riparian zones.

Aliens that are regulated in terms of CARA as weeds and invader plants are exempted from NEMBA. This implies that the provisions of the CARA in respect of listed weeds and invader plants supersede those of NEMBA.

5. ALIEN MANAGEMENT PRINCIPLES

5.1 PLANNING & PREPARATIONS

Proper planning and preparations are fundamental to achieving cost-effective and successful IAP control. Once there is a formalised work plan for clearing IAPs preparation for clearing can begin. These preparations include procuring the required equipment and materials, having staff undergo the required training and ensuring that the relevant land-owners and neighbours are notified of the clearing activities before they are undertaken – if they are to be impacted on in any way.

NEM:BA – Section 75: Control and eradication of listed invasive species

(1) Control and eradication of a listed invasive species must be carried out by means of methods that are appropriate for the species concerned and the environment in which it occurs
(2) Any action taken to control and eradicate a listed invasive species must be executed with caution and in a manner that may cause the least possible harm to biodiversity and damage to the environment.
(3) The methods employed to control and eradicate a listed invasive species must also be directed at the offspring, propagating material and re-growth of such invasive species in order to prevent such species from producing offspring, forming seed, regenerating or re-establishing itself in any manner.

5.1.1 Planning

a) Species and areas have to be prioritized and cleared according to their impact on natural resources and their potential for spreading to non-invaded areas[9]. Considerations in this regard include:
   i) Aliens must be cleared in a manner that reduces the risk of cleared areas being re-invaded by other invaded areas. For example, upstream area should be cleared before downstream areas if the river transports the seeds.
   ii) A balance needs to be maintained between clearing new area and follow-up operations on previously cleared areas.
   iii) Prevention is cheaper than clearing and therefore un-invaded areas must be protected from invasion.
   iv) The economic benefits of clearing areas with high tourism, biodiversity, productivity or water yield potential are necessary to maintain the support for the continuation of the clearing project. In other words, the benefits of clearing, other than merely the cost, must be carefully considered.
   v) IAPs that pose a fire risk to houses or infrastructure should be targeted as a priority. Creating an effective “fire break” is important where woody/fire prone IAPs are located in dense stands near settlements, power lines etc.
   vi) Areas with young, less dense trees, which have smaller seed banks and a potential high rate of spread, should be targeted first. Focussing on these areas requires less

[9] Schonegevel, 2001.

resources and will prevent further invasion and the build-up of seed banks. Dense mature stands should be left for last, as they most probably won't increase in density or pose a greater threat than they are at the moment.

b) The ability and resources available for follow up operations should determine the size and location of the initial clearing operation.

c) Invasive trees located away from any structures or roads can be ring-barked, poisoned and left standing rather than felled.

d) To avoid the threat of soil erosion when clearing dense infestations of IAPs on steeper slopes, work should progress horizontally along the contours. IAPs should be cut in bands of approximately 3m in width along the slope contour; the cut material should then be rolled back so that it forms a "frill" along the band. This will help slow down water run-off. A 2m swath of uncut material should be left before starting on the next 3m wide band. As the cut bands start to re-vegetate, work on the uncut bands can begin.

e) On gentle gradients, clearing should start from the outside of a work block and move inwards towards the centre, to assist in containing potentially invasive plant material and seeds within a confined area.

f) Disposal of the cut IAP material needs to be carefully considered. Options may include: burning on site (this comes with serious risks that need to be managed, also, burning of some types of IAPs stimulates seed release or rapid seed germination), chipping and composting (this is not appropriate if the plant material contains seeds), use of the woody biomass for charcoal manufacture or transportation of the material to a garden refuse or landfill site for disposal. Whatever disposal method is selected must meet all legal requirements and must not create risk for local residents and infrastructure.

g) Identify the clearing methods that are best for the specific project site and target species, as well as associated field equipment and personal protective equipment (PPE) required.

h) Identify the required herbicides for IAPs if chemical control is to be used. Only herbicides registered for use on the target species may be used.

i) Identify training needs for project workers and supervisors based on the nature of the area to be cleared, the target IAPs and identified clearing methods. This may include IAP identification, safety training for use of specialised equipment such as chainsaws, specialised training for working in difficult or sensitive terrain.

5.1.2 Preparations

a) If there are neighbours to the area (where IAP clearing will take place) that may be negatively affected by noise, road- and pathway closures, or herbicide spraying associated with the clearing activities, they should be notified prior to the work starting.

b) Herbicides, equipment and PPE should be procured and be on site before the work starts.

c) A safe storage area for the herbicides must be established which is bunded to contain any leaking containers. Herbicide storage areas must be secured to ensure that children and animals cannot access the chemicals, and that the chances of theft are minimised.

d) A site camp may be set up to accommodate vehicles bringing workers onto the site, herbicide and equipment storage areas, ablutions and changing areas for workers. The site camp must be located outside of sensitive natural areas, must not restrict access routes or

points for local residents and businesses, and must not damage private property or community gardens. If the site camp is on private property, the land-owner must have given permission for use of this area.

e) All necessary staff and worker training must be completed prior to the clearing activities being started.

5.2 BUDGETING

AIP control is expensive. General items to be budgeted for include the following:

a) Labour
b) Equipment / tools
c) Herbicides
d) PPEs
e) Fuel

It should also be established to what extent follow-up action will be required so that provision in this regard can be made. If follow-up work is structured and done correctly the overall management costs should decline. If follow-up work is not done correctly, the initial investment in clearing is often lost. The latter must be avoided.

Always do sufficient research into the types of weeds present. Large gum trees will require significantly more resources to clear than a few bugweed plants. As such, a survey to determine species density and distribution, together with a table that assigns approximate costs to clearing each type of IAP present, is essential. If specialised IAP clearing contractors are to be used, be sure to compare quotations and qualifications / experience. If a team is not qualified or experienced, it is unlikely that they will implement effective IAP control.

5.3 CONTROL METHODS

5.3.1 Mechanical Control

Mechanical control involves the physical destruction or total removal of plants. Mechanical methods are generally appropriate for sparse infestations and for species that do not coppice after cutting. They include:

5.3.1.1 Hand Pulling

Hand pulling is the removal of plants by hand, ensuring that the root is also removed. Hand pulling is only recommended when an area is sparsely invaded, has a high rainfall (the soil should ideally be damp or soft), warm temperatures, sandy soils and the plants are small enough to be pulled out successfully with the roots intact. Hand pulling does create soil disturbance, but if the area is sparsely invaded such disturbances are unlikely to be ecologically damaging.

5.3.1.2 Manual removal using hand tools

Manual removal using hand tools such as cane knives, tree loppers and slashers can be used to remove IAPs. The use of hand tools is probably the most widely adopted and often the most effective of all the methods. This method is labour intensive creating numerous jobs. Methods of cutting the plants include:

Ring-barking: Useful for killing large trees. A cane knife or axe is used to remove the tree's bark and cambium, in a horizontal band about 30cm wide (about 50cm from the ground). Herbicide, if used, should be applied immediately after ring-barking on the cut area.

Cut-stumping: Plants with a stem/ trunk diameter larger than 10mm can be cut as low to the ground as possible with a saw or cane knife. Herbicide, if used, should be applied to the cut surface immediately after cutting.

Slashing: The seed stalks/branches of annuals (plants that die each year after they set seed) can be slashed with a cane knife, mattock, bill hook or slasher before the seeds have matured. This is an effective method significantly reducing the presence of viable seeds that will germinate in the new season. Costs are generally low for controlling annuals in this way, as no herbicide is required.

Strip-barking: With the use of a cane knife or axe, the bark of large trees can be stripped completely, from waist height down to the base of the trunk. Herbicide, if used, should be applied to the stripped surface immediately after strip-barking. This is an effective but time-consuming method.

Frilling: Small trees can be frilled by cutting an angled groove into the bark and cambium, right the way around the tree trunk. This can be achieved with either a cane knife or axe, depending on how hard the bark and cambium layers of the tree are. Herbicide is then applied into the groove, which kills the tree as it seeps into the cambium tissue. This is the preferred method of killing small trees, as it is usually much quicker and therefore more cost-effective than ring-barking or strip-barking.

Advantages	**Disadvantages**
Effective method in areas with low infestations	Not an effective method for dense infestations, as the cost of clearing is extremely high, with little or no impact
High job creation	Time consuming – may be slower to complete than other forms of control
No contamination of water with herbicides as these are applied directly to the tree	If no herbicides are used then the manual control techniques must be very well executed to ensure success

5.3.1.3 Manual removal using mechanised tools

A variety of mechanised tools can be used for IAP clearing. They include:

Brush-cutter: Heavy duty motorised brush-cutters that are usually powered by a small two-stroke engine are popular for controlling low-growing thickets of IAPs. Importantly, a suitable blade must be fitted to the brush-cutter. For example, fitting a steel blade will allow for cutting of thicker stems. Herbicide application to the cut stems should follow immediately after cutting.

Chainsaw: A chainsaw is ideal for felling large trees and can be used to cut logs and branches into shorter lengths. Common target species for felling include large specimens of Syringa, Pine, Gum and Wattle. Training for chainsaw operators is essential. Operators need to understand the techniques of felling, i.e. ensuring that the tree falls in the desired direction. Each operator must also understand and be able to apply the necessary safety precautions during the felling process. Understanding the effective use and operation of the chainsaw itself is critical. The operator should also have the means and knowledge to undertake any required onsite servicing of the motor and sharpening of the chain.

Advantages	**Disadvantages**
Dense stands of IAPs can be cleared	The cost of the equipment, fuel and servicing – although this may be balanced by reduced labour costs
May be possible to clear very large areas of IAPs faster than without mechanised tools	Requires specialised training and more safety equipment than non-mechanised methods
	Possible pollution caused by oil

5.3.2 Chemical Control

Chemical control of IAPs involves the use of herbicides (plant poison) to kill targeted plants. Managers and herbicide operators must have a basic understanding of how herbicides function, as this will guide the correct selection of herbicides for different purposes and plants. The use of inappropriate herbicides and the incorrect use of the appropriate herbicides are wasteful and expensive practices. They often do more harm than good. This is especially problematic when working in close proximity to watercourses. Some herbicides can quickly contaminate fresh water systems and/or be transported downstream where they may remain active in the ecosystem. This is especially the case for herbicides with a high soil residual effect, i.e. herbicides that remain active after contact with soil.

Herbicides are classified as either selective or non-selective. Selective herbicides are usually specific to a particular group of plants, e.g. those specified for use on broad leaf plants will be effective on most broad leaf plants, but should not kill narrow leaved species such as grasses. Non-selective herbicides can kill any plant they come into contact with, and are therefore not suitable for use in areas where indigenous plants are present.

The contractor needs to have a valid Pest Control Operators Licence (limited weeds controller) according to the "Fertilizers Farm Feeds, Agricultural Remedies and Stock Remedies Act", Act No. 36 of 1947. This is regulated by the Department of Agriculture, Forestry and Fisheries.

According to Government Notice No. 13424 dated 26 July 1992, it is an offence to "acquire, dispose, sell or use an agricultural or stock remedy for a purpose or in a manner other than that specified on the label on a container thereof or on such a container".

5.3.2.1 Chemical Application Training

Protective gear must be used at all times and applicable guidelines for mixing and storing of herbicides must be adhered to. Herbicide applicators should have completed a certified training course. Herbicide applicators need to understand the implications of splash and drift. When a plant is sprayed with herbicide it is almost certain that excess herbicide will leave the target area. This might not be problematic in areas of high-density infestations (excess herbicide will either drift or drip onto other target IAPs), it is, however, problematic when there are many non-target species close by. The misting effect, where tiny droplets drift via a breeze to non-target species, often occurs when using high velocity nozzles. Ideally, low velocity and high-volume nozzles should be used for drenching, while high velocity / low volume nozzles should be used for misting.

5.3.2.2 Chemical Application Techniques

Chemical application techniques include foliar (leaf) application, stem applications (basal stem, total frill, stem injection) and stump applications (cut stump, total stump, scrape and paint):

Foliar spraying: This method uses a knapsack sprayer to spray IAPs below 1 metre in height. Leaves are sprayed to the point of run-off. Correct training and certification is essential before a team member uses this method. Foliar spraying is generally regarded as a cheaper method than cut stump treatment, because fewer people are required to treat larger areas. It does, however, require large amounts of clean water (for mixing with herbicides), and therefore only practical where water is available.

Handheld spraying: Handheld spraying is a means to apply herbicide after cut stumping, ring-barking, frilling and strip-barking. The most common and convenient handheld sprayer has a 1.5 litre capacity and a nozzle that can be set to achieve the correct spray width. Handheld sprayers are cheap, and application of herbicide is accurate.

Aerial spraying: Application of herbicides from a fixed wing craft or helicopter is primarily used for spraying very high densities IAPs present in areas that might otherwise be difficult to reach or control. The results are good, but aerial spraying is expensive and selectivity is impossible. Careful consideration of the herbicide type and mix

are essential, given the risks of contaminating water and the impacts to fish and other aquatic biodiversity as well as impacts on human health.

Advantages	Disadvantages
Achieve results over a short period (within 6 weeks of application)	Herbicides are expensive.
Large areas can be treated quickly	The use of herbicides may contaminate sites used for drinking water, for washing and for fishing, and can therefore threaten human and animal health
Complements mechanical control methods, increasing the effectiveness of IAP control activities	May kill non-target plants or species
	Specialised training and certification is required for use of herbicides

5.3.2.3 How to choose the correct herbicide

Choose the most appropriate herbicide by considering the following:

Active ingredient: Each herbicide has a chemical compound or active ingredient that makes it effective. Herbicides sold under different brand names may have the same active ingredient. It is critical that a herbicide with the correct active ingredient is selected. The concentration of the active ingredient can also differ from one product to the next. As such, the mixing ratios may differ. It is critical that the recommended mixing ratios are adhered to and the guideline document and label supplied with the product should always be consulted prior to calibration.

Residual effect: The residual effect is the length of time that a herbicide will remain active once in the soil. Some herbicides denature immediately on contact with soil, while others can remain active in the soil for up to two years. The shorter the residual effect of an herbicide, the less likely it is that non-target species will be killed.

Dye: Dye is often mixed with herbicides to ensure a clear visual indication of which plants have been treated and which have not. This allows workers to see where they have applied the herbicide. Some herbicides contain a pre-mixed dye that eliminates the need for on-site mixing of dye. If a dye must be added, ensure that it is of good quality and that it is chemically compatible with the active ingredient and adjuvant. The use of different colour dyes for different herbicides is a useful approach. It makes it very easy for workers to differentiate which herbicide to apply to which plants where such a distinction is required (e.g. red dye can be selected for herbicide used to treat Lantana, and blue for Blue Gum, etc.).

Registered herbicides: A large variety of herbicides and their supporting products such as dyes, wetting agents, etc. are available on the market, which have been registered for a range of IAPs. Beware of cheap imports that do not carry a South African registration number.

Recommended adjuvants: Some herbicides require the use of a "wetter", or adjuvant, to be effective. Always check if a product has a recommended adjuvant or if an adjuvant must be added for targeting specific IAPs. Herbicides applied to leaves by foliar application often require a specific adjuvant, as do those applied to trees with very waxy stems.

5.3.2.4 Choosing the correct 'carrier'

Either water or diesel can be used as a "carrier" for certain herbicides. However, water is the preferred carrier, because diesel is expensive and can have negative impacts on the environment. There is also often a risk of diesel theft. Diesel should never be used for foliar applications due to its very negative impact on the environment. Diesel should only be used in direct application to stems and run-off is to be minimised. In general:

- Only use herbicides that are registered for use on the specific species to be treated.
- Spray plants during the active growing period. When leaf colour starts to turn for winter it is too late to apply herbicides.
- Spray plants before the seeds are produced.
- Avoid using herbicides on drought-stressed or diseased plants or in extremely hot or cold conditions.
- Herbicide should not be applied during wet conditions, before or after rain. If it rains after application, it is important to monitor the effect as one may need to re-apply.
- Carefully read and understand the instructions on the label prior to initiating chemical control.
- Always store herbicides in the original container and in secure storage areas out of reach of children and animals.
- All persons must wear the required PPE when working with herbicides.
- Avoid skin contact with herbicides and avoid breathing in the vapour.
- Herbicide should always be applied immediately after the selected mechanical control method. Once the stem has dried it will not absorb the herbicide.
- Keep herbicide in the shade at the work site to keep it cool.
- To avoid spills, keep herbicide containers on a waterproof tarpaulin, or inside a big plastic bucket. When mixing herbicides, ensure that you use a funnel to avoid spilling.
- Containers containing mixed herbicide should be clearly marked (e.g. 'glyphosate mix'). Likewise, containers filled with water to be used for mixing herbicide should also be clearly marked to ensure that people do not drink from them.
- Always use a measuring jug to measure the correct quantity required.
- Keep the herbicide away from food.

5.3.3 Biological Control

IAPs thrive and spread in an exponential manner partly due to the lack of natural enemies (e.g. browsers or pathogens) that might occur in their land of origin. Biological control, or bio-control, is the introduction of these natural enemies to remove the plants' competitive advantage and

reduce population vigour to a level comparable to that of the natural vegetation. These natural enemies are termed 'biological control agents' and most include insects, mites and micro-organisms such as fungi or bacteria. Biological control agents usually attack specific parts of the plant. They can either attack the reproductive organs directly, e.g. on the parent plant (flower buds, flowers, or fruit), or the seeds after they have dropped. The 'stress' caused by a bio-control agent may kill a plant outright, or it might impact on the plant's reproductive capacity. In certain instances, the reproductive capacity is reduced to zero and the population is thus effectively sterilized. All of these outcomes will help to reduce rates of spread of the species.

Advantages	Disadvantages
Most environmentally friendly and most sustainable of all IAP control methods	Generally slow, especially initially
Usually does not require high or long-term maintenance	Low levels of infestation, with occasional outbreaks, will remain a feature of systems under biological control
Relatively low-cost implication over the long term	Any use of chemicals around biocontrol agent colonies may adversely affect the potency of this control method
	Cannot be used where the biocontrol agent would threaten commercial populations of the target species that may exist nearby.

5.4 FOLLOW-UP AND REHABILITATION

There will always be some measure of regeneration of the cleared IAPs after the initial clearing work has been done. Proper follow-up work is essential and should be conducted regularly. If follow-up clearing is not done, the progress made in the initial clearing exercise may be lost within a few years as the IAPs become re-established. Research has shown that if follow-up IAP clearing is executed properly and consistently the costs and time expended on each consecutive follow-up reduces drastically. The "maintenance" stage can then be reached, where regular monitoring will be required for any seedlings that may have germinated. Where dense stands of IAPs have been cleared the re-establishment of indigenous vegetation needs to be supported to help reduce the re-emergence of IAP species and to reduce the risk of soil erosion where the soil surface is poorly vegetated.

In most soils the seeds from the plants of the former natural habitat that occupied the area prior to IAP infestation still survive. So, natural regeneration without the need for planting may be possible in many cases. However, if natural regeneration is not likely owing to the length of time that IAP infestation has been in place, or if the soil has been disturbed so that the natural seed stocks are destroyed, planting / seeding is required. When planting for restoration purposes, it is not always easy to continue to access these areas to water / maintain the plants. It is thus important to use only plants that have been properly hardened off from the nursery production system to minimize the loss of plants. For complex restoration projects (for example involving the stabilization of major erosion areas and wetland rehabilitation projects involving the construction of weirs) it is necessary to contract the services of a specialist environmental rehabilitation professional to provide a plan and guidance on implementation.

In terms of follow-up cleared areas should be monitored regularly for emergent seedlings and remove these (hand pulling or chemical control). Maintenance work should be done in late summer when seedlings can be seen amongst the other plants and follow-up work undertaken on a 3 to 6 monthly basis, depending on the rate of re-growth. All areas of exposed soil should immediately be protected by placing packed brush on the slope, or creating erosion control barriers using branches, sticks or logs placed horizontally across the slope at 1m intervals (the steeper the slope the closer the barriers should be placed to each other).

If the soil remains relatively undisturbed and the area has some indigenous vegetation left intact the natural regeneration processes of the indigenous vegetation on the site should be managed. This involves regular follow-ups to remove emergent IAPs and protecting the area from other forms of disturbance while the vegetation re-establishes naturally.

If required, indigenous vegetation can be planted on the cleared areas. Plants used for rehabilitation purposes must be sourced from within 50km of the rehabilitation site to ensure that the genetic composition of the introduced plants is not significantly different from that of naturally occurring indigenous plants in and around the rehabilitation area.

5.5 MONITORING

In order to assess the impact of the clearing activities, follow-ups and rehabilitation efforts, monitoring must be undertaken. Photographic records must be kept of areas to be cleared prior to work starting and at regular intervals during the initial clearing activities. Similarly, photographic records should be kept of the area from immediately before follow-up clearing activities, and after. Rehabilitation processes / efforts must also be recorded. Records must be kept of daily operations, e.g. area/location cleared, number of labour units and amount of herbicide used. This will assist with planning as each site will require work, once or twice a year, for a number of years and of evaluating the costs against the benefits of the work.

6. SAFETY STANDARDS & GUIDELINES

Safety is of the utmost importance when dealing with IAP control. Staff often work in remote areas and with potentially dangerous tools and chemicals. The proper safety training and equipment is required.

6.1 HERBICIDE SAFETY

The herbicide storeroom needs to comply with national Occupational Health and Safety standards, as well as the municipal Scheduled Trade and Occupational Bylaws. Section ‘H’ in the bylaw is triggered if there is *herbicide manufacture, bulk blending, storage and commercial usage of herbicides*. Contractors who trigger these requirements will therefore need to be in possession of a permit for these purposes and will need to produce evidence to the municipality that they have satisfied all the requirements of the bylaw (municipal staff managing clearing operations need to meet these requirements). In general:

- A herbicide storeroom should have adequate ventilation, thus allowing fresh air to circulate within.
- Clean water needs to be available in close proximity to the storeroom.
- The floor must be non-porous. This is important so that when the floor is cleaned (which needs to be done on a regular basis) no residue of herbicides remain.
- Place herbicide containers on wooden pallets to increase ventilation and make mopping up after spillages easier.
- 'No Smoking' and 'No Fire' signs should be posted on the door of the storeroom as well as a sign stating that it is chemical store and who the responsible person is for the store.
- Keep the storeroom locked.
- A spill kit needs to be kept in the storeroom to mop up any spill. The spill kit must contain a bucket with sand and a spade. The sand is to be placed on the spill to absorb the liquid. Once the sand has absorbed the spill it is to be collected and disposed of where it cannot contaminate the environment. It is preferable to keep contaminated sand in a bucket and dispose of it at a certified chemical recycling plant.
- Obtain the Material Safety Data Sheet from the supplier of the herbicide and ensure that you are familiar with the product before using it. Keep the Material Safety Data Sheet in the storeroom in case of an emergency.
- Always store herbicides in the original labelled container to avoid confusion with other products. Do not store other products in the store, such as protective clothing, food, etc. as they may become contaminated.
- All empty herbicide containers, or herbicides that have reached their expiry date, need to be safely disposed of. This must be done at a registered chemical recycling company. It is important that all empty containers are spiked before disposal. This ensures that they cannot later be used for carrying drinking water, food, etc.

6.2 PERSONAL PROTECTIVE EQUIPMENT

The use of PPEs by staff controlling IAPs in the field is required by law. The PPE specifications differ for the different types of control. Mechanised control includes the use of a chainsaws and brush-cutters and will therefore require slightly different PPE from someone using manual control.

Table 1: PPE required for manual control.

Item	Specifications
Overall	100% Cotton, two-piece overalls are the best for absorbing perspiration, they last longer and are cooler. However, various cotton / polyester blends are available and suitable.
Rubber gloves	Standard rubber gloves for fieldwork are sufficient.
Leather gloves	Standard wrist length leather gloves are appropriate.
Safety boots	Investing in a good quality safety boot might save you in the long run. Gumboots or standard safety boots, which support the ankles, are acceptable. Steel toecaps are recommended for workers working with hand tools or with large trees.
Hat – (hardhat/ wide brim hat)	If working with large trees, on steep gradients or if any other safety risks may be present, then wearing a hardhat is advisable. Alternatively, a wide brim hat can be used to protect the worker from the sun.

Safety glasses	Large, clear safety glasses, which allow air to pass through, are acceptable.
Face mask	A face mask which covers the nose and mouth is essential when mixing herbicides and for foliar spraying.

Table 2: PPE required for mechanised control.

Item	**Specifications**
Chainsaw safety pants	Standard safety chainsaw and long pants that provide protection against the chainsaw.
Leather gloves	Standard wrist length, leather gloves.
Safety boots with steel cap	Steel toecaps are essential for safety of the workers. Safety boots, not gumboots, are to be worn as they provide support around the ankle.
Hardhat	A hardhat with a visor and earmuffs are necessary for all mechanised control.
Safety glasses	Chainsaw safety glasses provide total cover around the eye area, thus preventing wood chips, stones, etc. entering.
Raincoat	A standard two-piece raincoat. However, it is better not to use mechanised control when it is raining.

6.3 HEALTH AND SAFETY REPRESENTATIVES AND FIRST AIDERS

For every 20 people employed, one person needs to be trained as a first aider and a separate person as a health and safety representative. Appointments need to be made in writing and the person needs to clearly understand his / her responsibilities before signing. Persons appointed can be one of the workers, with these appointments bearing additional responsibilities. It is advisable to train an extra person as people can resign or be absent which leaves no first aider in the field.

7. STELLENBOSCH MUNICIPALITY

7.1 CONTEXT

Stellenbosch Municipality constitutes a geographical area of approximately 830km² and forms part of the Cape Winelands District Municipality of the Western Cape Province of South Africa (refer to Figure 2). The Municipality adjoins the Cape Metropolitan Area to the west and the Breede Valley, Drakenstein and Theewaterskloof Municipalities to the east, south and north respectively.

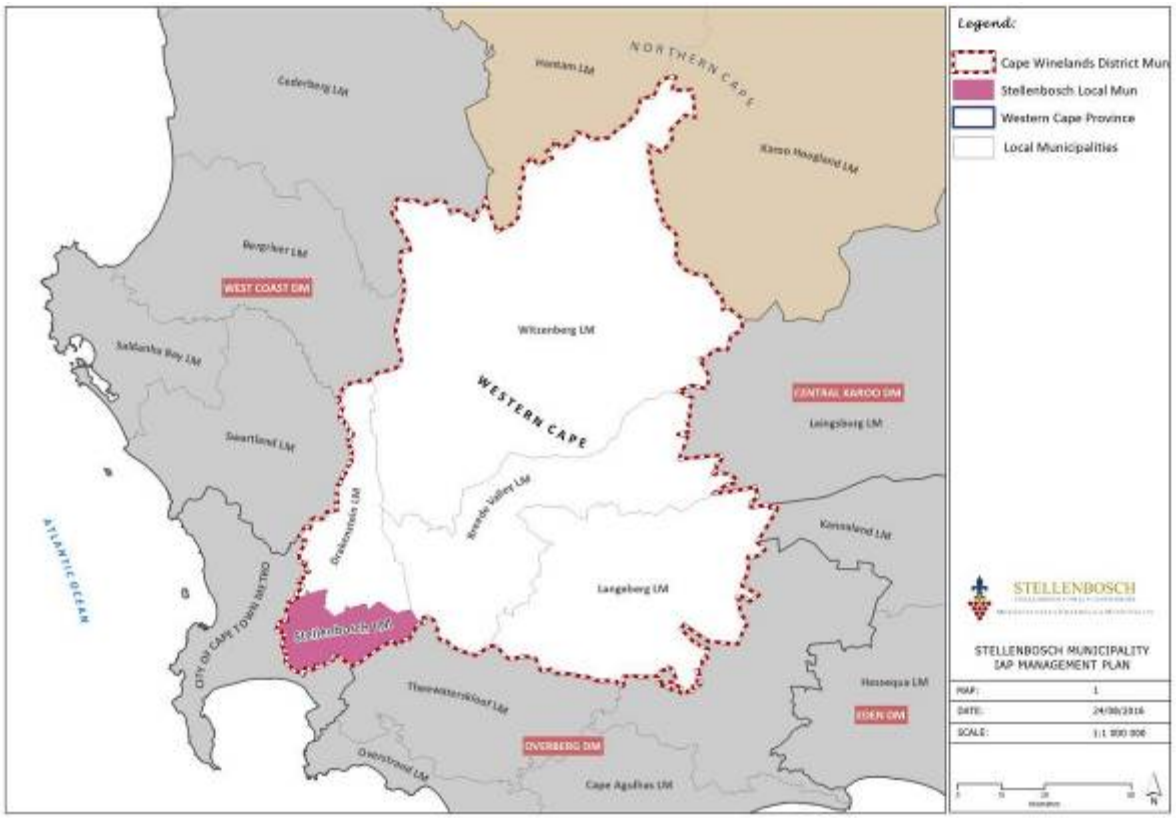


Figure 2: Location and context of Stellenbosch Municipality.

The Municipality is located in the heart of the Cape Winelands, which is dominated by agricultural land of historic and aesthetic value, and globally-important natural habitats. The Municipality is bounded to the east and south by the Drakenstein-, Wemmershoek- and Limietberg mountain ranges. The Hottentots Holland range (i.e. Stellenbosch, Jonkershoek and Simonsberg Mountains) and the Bottelary Hills are in the immediate vicinity of the town of Stellenbosch.

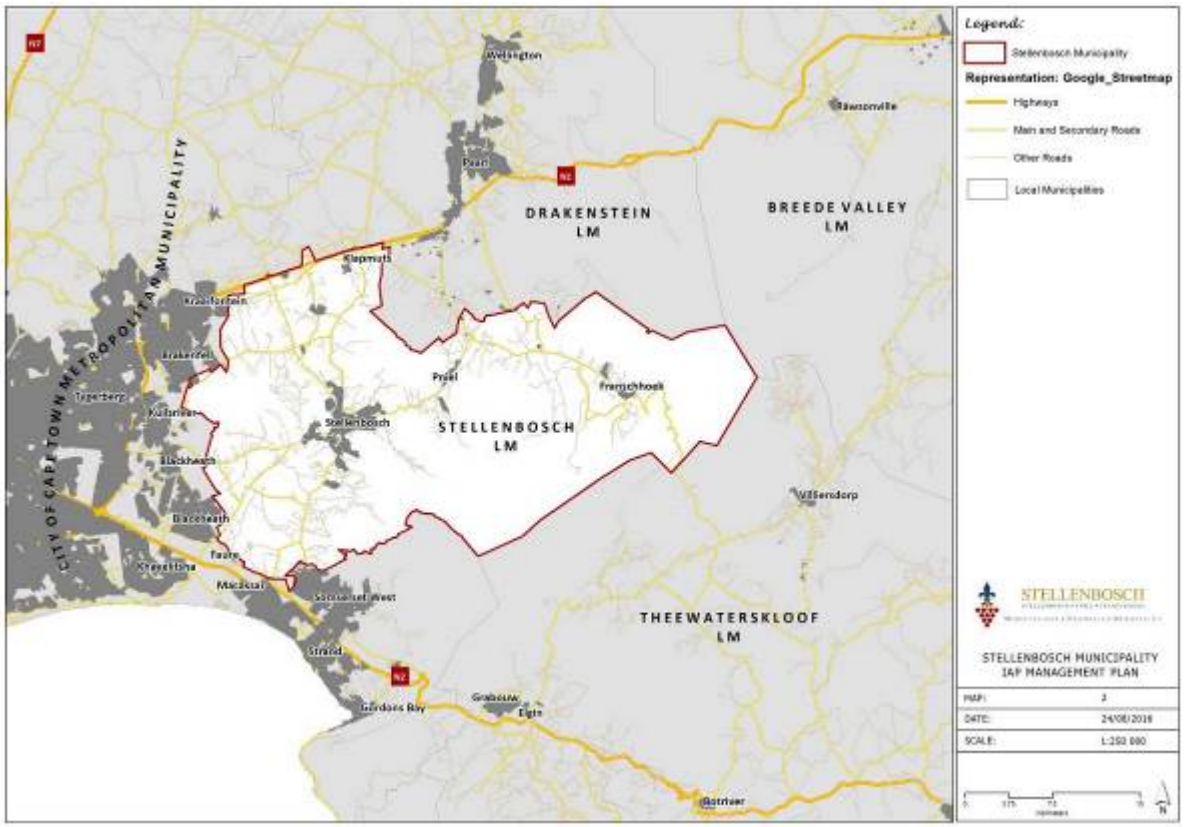


Figure 3: Local context of the Stellenbosch Municipality.

7.2 MUNICIPAL LAND FORMING PART OF THIS PLAN

Stellenbosch Municipality owns several properties with high conservation potential (Figure 4). These properties, that are the focus of this document, include:

Table 3: Properties included in the Stellenbosch Municipality IAP Management Plan.

Name	Farm Number	Area (ha)
Papegaaiberg Nature Reserve	175/5	138
	175/33	
	181	
	183	
Stellenboschberg	368/2	360
	369 (portion of)	
	366 (portion of)	
Idas Valley Dam Area	135/1	333
	135/2	
	119/4	
	119/7	
	119/8	
	169/1	
	171/RE	
	170/RE	
	165/1	

Botmaskop	3363 (portion of)	160
	119 (portion of)	
	119/7	
	333 (portion of)	
	328/12	
Louwsbos Plantation	502 (portion of)	58
Jan Marais Nature Reserve	2149	25
Mont Rochelle Nature Reserve	23	1 629
Wemmershoek Wetland Area	1024/1	40
Purgatory Outspan	1135/1	122

Culcattabos, that formed part of the previous Stellenbosch Municipality AIP Management Plan, no longer feature in this plan as this property will be developed for cemetery use.

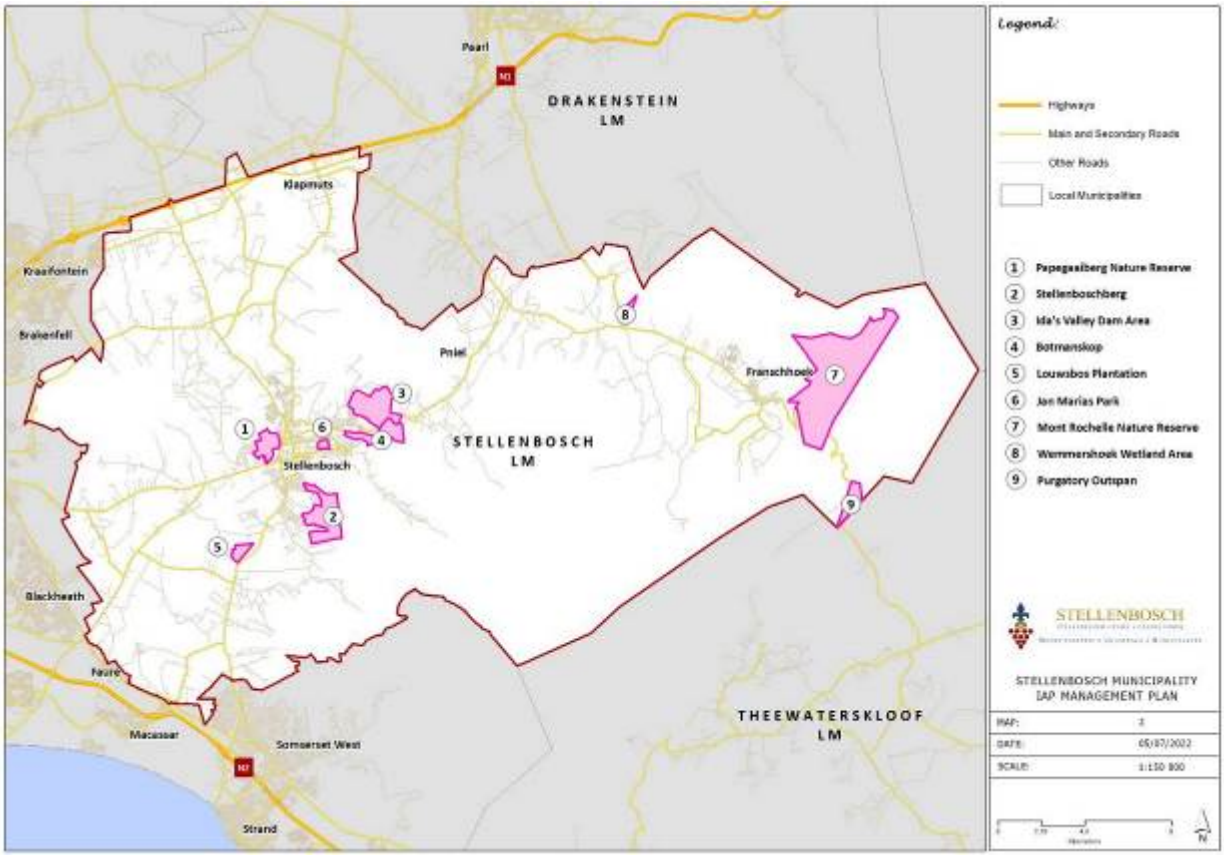


Figure 4: Stellenbosch Municipality properties that are the subject of this plan.

8. ALIEN INVASIVE PLANT SPECIES OF STELLENBOSCH MUNICIPALITY

There are several exotic plant species within the Stellenbosch region that has a negative effect on the indigenous fynbos biodiversity and ecosystems. The main invasive species are summarized in the table below. Each species has individual as well as collective negative environmental impact which effects the health and stability of the indigenous ecosystems in which they are found. If controlling methods of these invasive species are not implemented, continues invasive effects within indigenous areas may cause a loss of biodiversity with severe consequences on ecosystem health and -services.

Table 4: Description and impact of IAP occurring in Stellenbosch Municipality (Bromilow, 2010 / Striton, 1978).

Species Name	Category	Description	Environmental Impact
Scientific: *Acacia implexa* **Common**: Screw-pod wattle Lightwood Hickory wattle **Family**: Fabaceae	CARA Cat 1 NEMBA Cat 1a	Erect tree up to 15m tall, single-stemmed or divided near ground level into 2 or 3 main stems. Leaves dark green, narrowly elliptic and sickle shaped, 7-20 cm long and 6-25 mm wide, much narrowed at the base. Bi-pinnate leaves may persist on young plants. Bark rough and greyish. Flowers arranged in globular heads, creamy to pale yellow, flowering from December to March. Pods narrow, coiled and twisted to 25 cm long, 4-7 mm wide. Seeds are dark brown, longitudinal, fleshy tissue growing from the point of attachment of a seed.	• Fast growing • Invades agricultural land, planted forests and disturbed areas • Highly invasive if not controlled
Scientific: *Acacia mearnsii* **Common**: Black Wattle **Family**: Fabaceae	CARA Cat 2 NEMBA Cat 2	An evergreen tree growing 5-10m high, black wattle has dark olive-green finely hairy leaves. Pale yellow or cream spherical flowers in large fragrant sprays blooming from August to September. Fruits are dark brown, finely haired pods. Black wattle has invaded grasslands, competing with and reducing indigenous species, and reducing grazing land for wild and domestic animals.	• Decreases diversity of ground living invertebrates • Decreases stream flow • Destabilizations of stream banks • Can increase erosion, but also used for land stabilization
Scientific: *Acacia melanoxylon* **Common**: Australian Blackwood **Family**: Fabaceae	CARA Cat 2	An erect, evergreen, unarmed tree from 10 to 35 m in height, with a clean bole and dance crown. The bark is rough, fibrous and usually light grey-brown. The slightly curved, 6-12 cm long phyllodes (flattened-leaf-stalk) have 3-7 prominent longitudinal veins. A few feathery compound leaves are often present at the apex of phyllodes. The flowers are creamy white occurring in rounded inflorescences and are produced at the ends of branches or in the axils of phyllodes. Flowering usually occurs from August to September. Seeds are small, black and surrounded by a dull reddish seed-stalk.	• Fast growth rate • Major invader of forests, fynbos shrubland and grasslands • Transform native communities by replacing native non-tree vegetation

Species Name	Category	Description	Environmental Impact
Scientific: *Acacia pygnantha* **Common**: Golden Wattle **Family**: Fabaceae	CARA Cat 1 NEMBA Cat 1b	Slender, evergreen tree 4-8m high with drooping branches and dull green, leathery, distinctly curved leaves. Bright yellow, spherical flower heads in large sprays from August to September. Brown and almost straight pods.	• Competes with and replaces indigenous species • Invades coastal and mountain fynbos, rivers and roadsides
Scientific: *Acacia saligna* **Common**: Port Jackson **Family**: Fabaceae	CARA Cat 2 NEMBA Cat 1b	An evergreen tree, growing 3-7m high, with blue-green turning bright green leaves. Bright yellow, globe-shaped flowers bloom from August to November. Brown pods with hardened, whitish margins.	• Increases biomass • Changes nutrient chemistry in lowland fynbos • Changes seed dispersal dynamics • Changes size and distribution of fuel • Decreases moisture content resulting in change in fire regime • Attrition of seed banks of native plants in dense stands over time
Scientific: *Eucalyptus grandis* **Common**: Saligna gum **Family**: Myrtaceae	CARA Cat 2	A tall, evergreen tree with a shaft-like trunk 25-55m high with smooth bark except for the part of the trunk up to 4m from the ground. The bark peels in long, thin strips to expose a powdery, white, grey-white or blue-grey surface. Dark green leaves which are glossy above and paler below. Cream flowers appear from April to August. Brown fruit capsules with a bluish-grey powdery surface. This tree invades forest clearings, plantations, watercourses and roadsides.	• Reduces stream flow • Affects soil erosion to a variable degree • Competes with and replaces indigenous species
Scientific: *Paraserianthus lophantha* **Common**: Stink Bean **Family**: Fabaceae	CARA Cat 1 NEMBA Cat 1b	A fine bi-pinnate leaved evergreen shrub or tree growing 4-6m high, somewhat resembles the large-leafed black wattle (*Acacia mearnsii).* The dark green leaves are paler below, up to 300 mm or longer and golden-hairy. Cream-coloured flowers appear in dense, bottlebrush-like heads from June-August followed by brown compressed seedpods with raised edges. The seeds emit a nauseating odour when crushed and this tree is poisonous. It invades forest margins, riverbanks, moist slopes in fynbos and wooded kloofs.	• Competes with and replaces indigenous species • Reduce stream flow
Scientific: *Pinus pinea* **Common**:	NEMBA Cat 3	A coniferous tree 12-30m high, forming an umbrella-shaped crown with dense foliage at maturity. The trunk is straight, often forking with reddish-brown bark and deeply cracked into plates. Light green leaf needles in	• Out-competes native trees • Dense stands

Species Name	Category	Description	Environmental Impact
Umbrella Pine, Stone Pine **Family**: Pinaceae		bundles of two. Nut-brown, woody cones 10-15cm long. It invades grasslands and mountain fynbos.	limit options for fire management • Decreases stream flow
Scientific: *Pinus pinaster* **Common**: Cluster Pine **Family**: Pinaceae	CARA Cat 2 NEMBA Cat 2	A coniferous tree 8-15m high, conical when young, becoming cylindrical with a tall, bare trunk when older. Reddish-brown bark, which is deeply cracked into plates. Dull grey-green leaf needles in bundles of two. Cones initially purple, turning light brown 9-18cm long. This pine invades mountains and lowland fynbos.	• Out-competes and replaces indigenous trees • Dense stands limit options for fire management • Decreases stream flow • Reduces grazing
Scientific: *Pittosprum undulatum* **Common**: Australian chessewood **Family**: Pittosporaceae	CARA Cat 1 NEMBA Cat 1b	Evergreen shrub or broadly conical tree up to 12m high. Dark green, shiny leavers tapering at both ends and usually wavy margins at the end of the branches. Fragrant white flowers in terminal clusters from August to September. Showy, orange turning brown capsules.	• Competes with and replaces indigenous species • Indigenous birds might neglect the dispersal of indigenous plants due to their preference for the fruits of this alien species
Scientific: *Populus canescens* **Common**: Gray Poplar **Family**: Salicaceae	CARA Cat 2 NEMBA Cat 2	It is a medium-sized deciduous tree, growing to heights of up to 16-27 m (rarely more), with a trunk up to 2 m diameter and a broad rounded crown. The bark is smooth and greenish-white to greyish-white. The leaves are 4-15 cm long, five-lobed, with a thick covering of white scurfy down on both sides but thicker underneath. The flowers are catkins up to 8 cm long, produced in early spring. The female catkins lengthen to 8–10 cm after pollination, with several green seed capsules, maturing in late spring to early summer. It also propagates by means of root suckers growing from the lateral roots, often as far as 20-30 m from the trunk, to form extensive clonal colonies	• Form dense and uniform stands along riverbanks and in vleis. • Can spread into surrounding veld
Scientific: *Robinia pseudoacacia* **Common**: Black Locust **Family**: Fabaceae	CARA Cat 2 NEMBA Cat 1b	A deciduous tree up to 12m high, exceptionally 25m, with an oval or rounded crown and bark that is dark brown and deeply furrowed. It suckers freely and often forms thickets. Young stems and branchlets have short spines. Small, bright green leaves above and paler beneath which become yellow in autumn. White, fragrant flowers in drooping spray from September to November. Reddish-brown pods. The seeds, leaves and inner bark are poisonous seeds.	• Competes with and replaces indigenous species • Dense stands can cover vast areas • Can reduce and restrict water access to animals • Poisonous to human and domestic livestock

Species Name	Category	Description	Environmental Impact
Scientific: *Rubus fruticosus* **Common**: European Blackberry **Family**: Rosaceae	CARA Cat 2 NEMBA Cat 2	Thorny shrub to 2m high with strongly arching stems that root at the growing point of the shoot. Green leaves, sometimes grey-downy beneath. White or pink flowers with petals that is much longer than the sepals, appearing from September to January. The flowerheads are prickly. The edible fruits are red turning black.	• Hybridizes with native *Rubus* species • Competes with and replaces indigenous woody and grassland species • Dense stands are impenetrable and restrict access to forestry plantations • Restrict access to grazing and water by domestic and wild animals

Table 5: Summary of the IAP plant species within the relevant sites of Stellenbosch Municipality.

Species	Papegaaiberg NR	Stellenbosch-berg	Ida's Valley Dam Area	Botmaskop	Louwsbos Plantation	Jan Marais NR	Mont Rochelle NR	Wemmersh.	Purgatory
Acacia implexa	X	X	X	X					
Acacia mearnsii		X	X	X			X		
Acacia melanoxylon		X	X	X			X		
Acacia pygnantha		X	X	X					
Acacia saligna	X	X	X		X				
Eucalyptus globulus	X	X	X	X			X		
Hakea Sericea		X							
Paraserianthus lophantha									
Pinus pinea	X	X	X	X	X		X	X	
Pittosprum undulatum									
Populus canescens									
Robinia pseudoacacia									
Rubus fruticosus									

9. MANAGING ALIEN INVASIVE PLANT SPECIES IN STELLENBOSCH MUNICIPALITY

There have been many attempts to control the spread of invasive alien plant species since the 1940's, though success has been diminutive due to the easily spreading nature of these species. More recently studies have been researching the spread and effects of invasive species, though up until 1985 little has been written on the controlling aspects[10]. During more recent years many studies have been focused on prioritizing invasive species for their control and management[11].

Many management plans are at fault due to their focus on reducing the density of invasive species rather than the causing disturbance that leads to their establishment[12]. By only focussing on reducing the density of invasion species, and not the underlying causing disturbance, many of these plans lead to the control and management of one species, only to have another establish in the disturbed area[13]. Managing invasive species should thus firstly focus on managing for the ecosystem and the disturbance that caused their establishment in order to prevent further establishment of invasive species. Managing for the disturbance to ensure an increased ecologically and environmentally aware management plan should include ecosystem management, integrated environmental management and watershed management[14]. Though the general aim for invasive alien plant management is to clear and manage area by area, certain factors (such as the species present, terrain, availability of resources) may cause controlling efforts to be limiting and thus lead to an attempt for species controlling instead. An integrated controlling strategy is therefor required. An integrated controlling strategy involves the integration of control for management area ("block") in which more than one alien species may be encountered and the integration of mechanical-, chemical- and biological control of given species.

As described in more detail in the remainder of this document, during the last 5-year period, most of the areas listed under Section 7.2 above, or prioritised portions thereof. have undergone alien clearing efforts. These efforts have been documented to set new priorities, in line with those factors listed under Section 5.1.1 for the next 5-year period.

9.1 ALIEN INVASIVE PLANTS IN STELLENBOSCH MUNICIPALITY

The following sections were taken directly from the Management Plan for Alien Invasive Plants on Municipal Land in Stellenbosch Municipality[15], as contained in the Stellenbosch Municipality Invasive Alien Plant Management Plan (2017). The information has been updated as a result of the work done between the compilation of the above plan and this, the 2022, management plan. Actual implementation, however, will require verification and the degree of representation thereof as part of the planning of operations as described in Section 5.5.1 above.

10 Macdonals *et al*. 1985
11 Van Wilgen *et al*. 2007; van Wilgen *et al*. 2012
12 Edwards, 1998
13 Edward 1998; Allen and Starr, 1982; Allen and Hoekastra, 1992; Denny, 1992.
14 Edward 1998; Margerum and Born, 1995
15 Lizelle Koen, 2013

In the Management Plan for Alien Invasive Plants on Municipal Land in Stellenbosch Municipality[16] a general ecological description along with the current alien infestation was compiled for each site listed in Section 7.2 above. This was done to determine the best control strategy for the removal of invasive alien plants within each site. Within each site the densities of each invasive alien plant species was determined (see Table 5)[17] and recorded onto a generated map of each site. The table below has been simplified and the densities rounded off to facilitate mapping and classification. The table can also be used to convert between the different density measures e.g. from plants per ha and canopy diameter to density per ha.

Table 6: Guideline density conservation table for use in mapping aliens by species and size class.

	Size class	Tall shrubs	Medium trees	Tall trees
Rare				
Individuals are known to occur in the area, but are few and far between				
Occasional (>10 canopy diameters apart; <2% cover)				
Density (plant/ha)	Seedlings	<1100	<400	<400
	Young	<100	<40	<25
	adult	<40	<25	<10
Very scattered (6-10 canopy diameters apart; 2-3% cover)				
Density (plant/ha)	Seedlings	<3000	<1000	<1000
	Young	<250	<120	<75
	adult	<120	<75	<30
Scattered (3-6 canopy diameters apart; 3-5% cover)				
Density (plant/ha)	Seedlings	<10000	<3600	<3600
	Young	<900	<400	<220
	adult	<250	<150	<100
Medium (1-3 canopy diameters apart; 5-25% cover)				
Density (plant/ha)	Seedlings	1000-55000	3600-20000	3600-20000
	Young	900-5000	400-2100	220-1200
	adult	250-2200	150-1200	100-500
Dense (0.1-1 canopy diameters apart; 25-27%)				
Density (plant/ha)	Seedlings	55-350000	20-120000	20-120000
	Young	5000-30000	2200-14000	1200-7600
	adult	2200-14000	1200-7600	500-2000
Closed (<0.2 diameters apart; 75% cover)				
Density (plant/ha)	Seedlings	>3500000	>120000	>120000
	Young	>30000	>14000	>7600
	adult	>14000	>7600	>2000

For riparian strips: 10m wide = 0.1 ha per 100 m, 20 m wide = 0.1 ha per 50 m

9.2 ALIEN CLEARING WORK CONDUCTED

During the validity period of the previous Stellenbosch Municipality IAP Management Plan, especially during the financial years of 2020/21 and 2021/2022, extensive alien clearing work was conducted on a number of properties listed under Section 7.2 above. A total area of ±500ha

16 Lizelle Koen, 2013

17 Le Maitre and Versfeld, 1994

received attention during this time (Table 7). The mapping of these areas are included in the sections below.

Table 7: Areas cleared during the previous 2020/21 and 2021/2022 financial year.

	Blocks	Type / Implementer	Area cleared (ha)
Papegaaiberg Nature Reserve	3	Focus on acacia implexa / SANBI	13.4
Stellenboschberg	39	General / Stellenbosch Mun. and contractor	238.5
Idas Valley Dam Area	19	General / Contractor	84.1
Botmaskop	5	General / Stellenbosch Mun. and contractor	54.4
Louwsbos Plantation	13	General / Contractor	61.2
Raithby	11	General / Contractor	29.8
Wemmershoek Wetland Area	1	General / Stellenbosch Mun. and contractor	14.1
		Total	495.5

9.3 PRIORITIZING SITES FOR CLEARING STRATEGIES

The limitations of financial and labour resources prevent the simultaneous implementation of integrated controlling strategies within all invaded areas. Prioritizing of areas and invasive alien species is an important process when planning controlling strategies[18]. Factors to be recognized when prioritizing areas and IAPs for the implementation of integrated controlling strategies include the potential for maintaining control of priority areas, the relative cost effectiveness of embarking on a control programme, the role of visitor perception of the alien problem, the effect of alien plant species on water yield, and the identification of the source of invasion.

Le Maitre *et al*. (2002) also added that areas with high recreation value, indigenous biodiversity, low-density invasion (cover of less than 25%) and recent fire occurrence should have a high priority allocation. He also suggested that the identification of invasive alien species present is not as important as environmental characteristics of the area in which the site occurs. Another factor, which is important to consider is that of potential water release from removing invasive alien species. This is especially important within areas such as Stellenbosch where water availability becomes scarce during dryer seasons.

During the validity period of this Stellenbosch Municipality IAP Management Plan the listed municipal areas are prioritised as follows:

1. Ida's Valley Dam Area: The Ida's Valley Dam Area has a high functional value in the form of water supply to Stellenbosch. The removal of the IAPs from the area will aid in the increase of water availability. Extensive alien clearing was also done in the area during the past two years. Follow-up work should be implemented in these areas.
2. Papegaaiberg NR: Papegaaiberg NR contains highly endangered vegetation types. The NR did not receive a lot of attention during the past few years and must now be prioritized.

[18] Macdonald *et al*. 1985

3.	Mont Rochelle NR:	Mont Rochelle NR consist of a large area of intact undisturbed fynbos. It is of high recreational value visited by more than 13 000 tourists yearly. The NR did not receive a lot of attention during the past few years and must now be prioritized.
4.	Stellenboschberg:	Though this site is transformed, clearing efforts (change of land use from forestry) has led to disturbed areas which need to be continuously monitored and cleared to prevent the establishment of new populations of IAPs. The recreation value of the site is high due to its close proximity to residential areas. Because the above areas are located in close proximity to residential areas the threat of spread of wildfires through these areas. Extensive alien clearing was also done in the area during the past two years. Follow-up work should be implemented in these areas.
5.	Wemmershoek WA:	Wemmershoek Wetland Area contains highly endangered vegetation types.
6.	Louwsbos Plantation:	Louwsbos Plantation is located in close proximity to a residential area with the threat of wildfires spreading through the area. Extensive alien clearing was also done in the area during the past two years. Follow-up work should be implemented in these areas.
7.	Botmaskop:	Botmaskop has high recreational value, although it has been transformed for plantation. The upper portions of the area are of high biodiversity value. Extensive alien clearing was also done in the area during the past two years. Follow-up work should be implemented in these areas.
8.	Jan Marais NR:	Jan Marais NR is, in general, clear of IAPs. A section of the NR was burned during the April 2022. This section should be monitored for the accordance of any IAPs.

Purgatory Outspan is regarded as clear of IAPs and was not included in the prioritization list.

Importantly, in order to fully comply to the provisions of NEMBA, Stellenbosch Municipality will be applying for the relevant permits were listed species occur on its properties and such species will not be removed during the validity period of this management plan.

10. MANAGING ALIEN INVASIVE PLANT SPECIES ON A SITE SPECIFIC SCALE

10.1 PAPEGAAIBERG NATURE RESERVE

10.1.1 Location

Papegaaiberg is located within the town of Stellenbosch (Figure 5). Papegaaiberg Nature Reserve (NR) is bordered in the west by the Onder-Papegaaiberg residential area and the farm Middelvlei (Figure 6). Kayamandi forms the northern boundary while the industrial areas of Plankenbrug, the Bergkelder, Bosman's Crossing and Oudemolen collectively form the eastern boundary of the NR. The Stellenbosch cemetery and Oude Libertas borders the NR to the south. Papegaaiberg NR is approximately 140ha in size and rises gradually from all sides towards its highest point located more or less in the centre of the NR at approximately 159m above sea level. The area has been declared a NR in terms of Section 23 of the National Environmental Management: Protected Areas Act, 57 of 2003, in 2016.

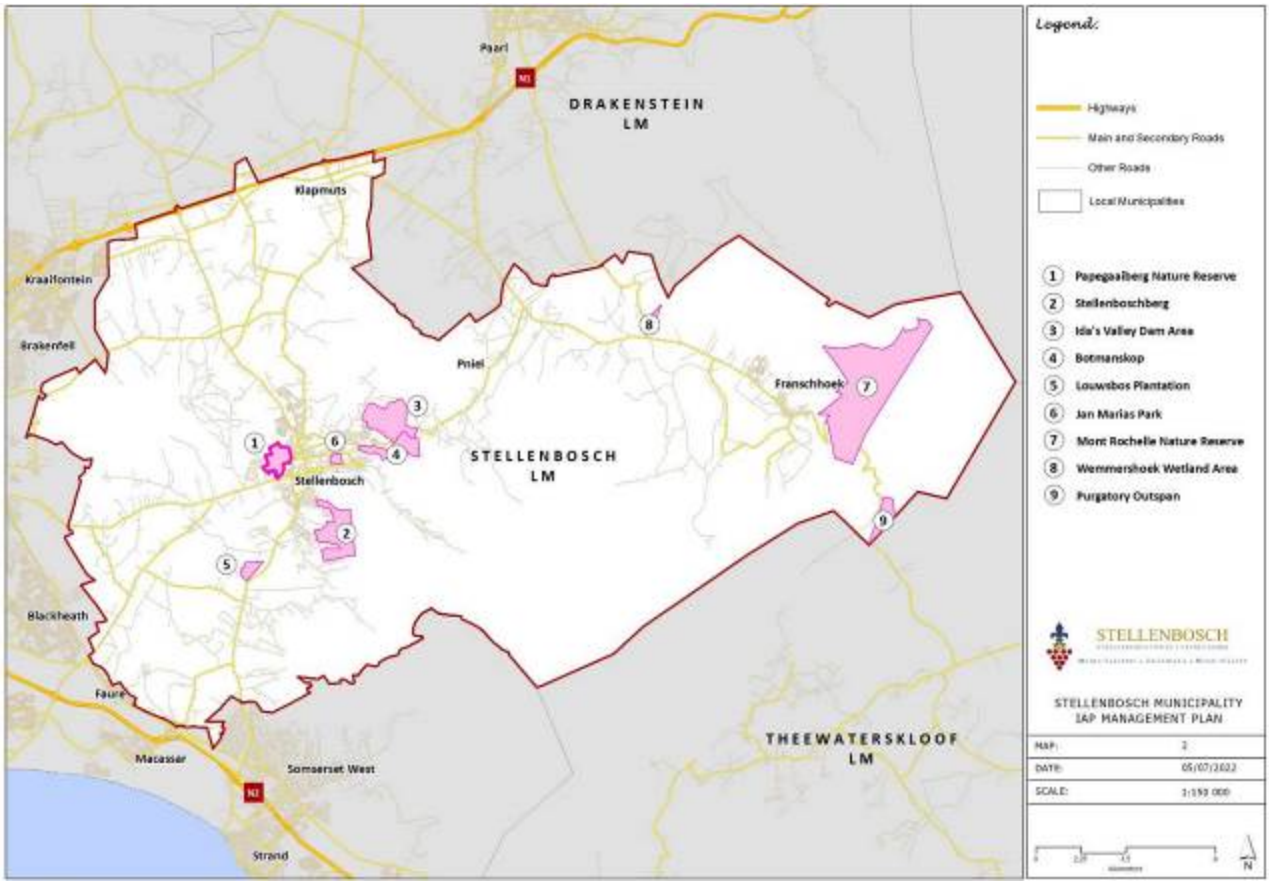


Figure 5: Papegaaiberg Nature Reserve.

Papegaaiberg NR is of high biodiversity importance, as explained in the sections below, with a high risk of erosion given the topography of the site.

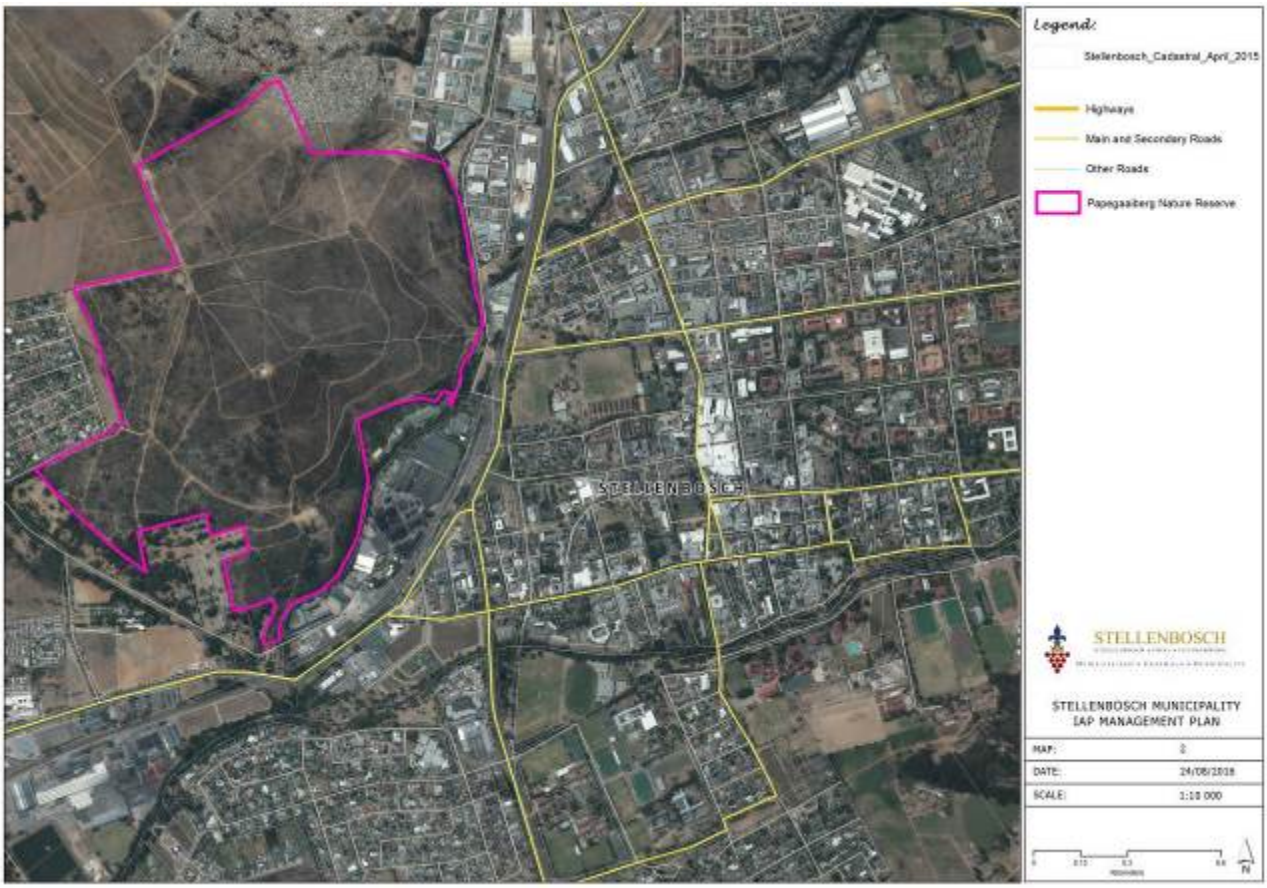


Figure 6: Local context of Papegaaiberg Nature Reserve.

10.1.2 Soil

The soil of Papegaaiberg is well-drained dark alluvial to clay soils with a low to medium base status.

10.1.3 Hydrology

Papegaaiberg forms part of quarternary catchment[19] No. G22G and G22H. There are two rivers that flow adjacent to the foot of Papegaaiberg, namely Krom River and Plankenbrug River. The Plankenbrug River joins the Eerste River south of Papegaaiberg. The Plankenbrug River is especially polluted and modified.

10.1.4 Vegetation

Remnants of almost extinct Renosterveld vegetation types, Swartland Shale Renosterveld and Swartland Granite Renosterveld, are found on Papegaaiberg, making it significantly important in

[19] Catchment (or catchment area) is defined as the entire land area from which water flows into a river; catchments can be divided into smaller 'sub-catchments' which are usually the area which drains a tributary to the main river or a part of the main river.

terms of its conservation status. Both species are critically endangered vegetation types. It has been estimated that as little as 10% of the area in which Swartland Renosterveld occurs is left undisturbed or intact. This is mainly due to its high fertility quality that it has been transformed for agricultural reasons. Only approximately 20% of the areas where Swartland Granite Renosterveld occurs remains undisturbed.

10.1.5 Current Alien Invasive Plant Infestation

Invasive alien plants located within Papegaaiberg NR include *Acacia implexa, Acacia saligna, Acacia mearnsii*, *Pinus pinea* and *Eucalyptus grobulus*. Of these *Acacia saligna* and *Acacia mearnsii* has the highest densities. Though invasion density on Papegaaiberg itself is less than 50%, there is a high invasion density at the foot of the mountain. This has largely been addressed with recent alien clearing work that has focused on the southern slopes of Papegaaiberg (Figure 7). The western slope of Papegaaiberg contains both *Acacia saligna* and *Acacia mearsnii*. *Eucalyptus grobulus* is mostly contained along the southern slope. *E. grobulus* also occurs on the previously burnt western slope. *P. pinea* densities are relatively low, with several large pine trees located along the foot of Papegaaiberg.

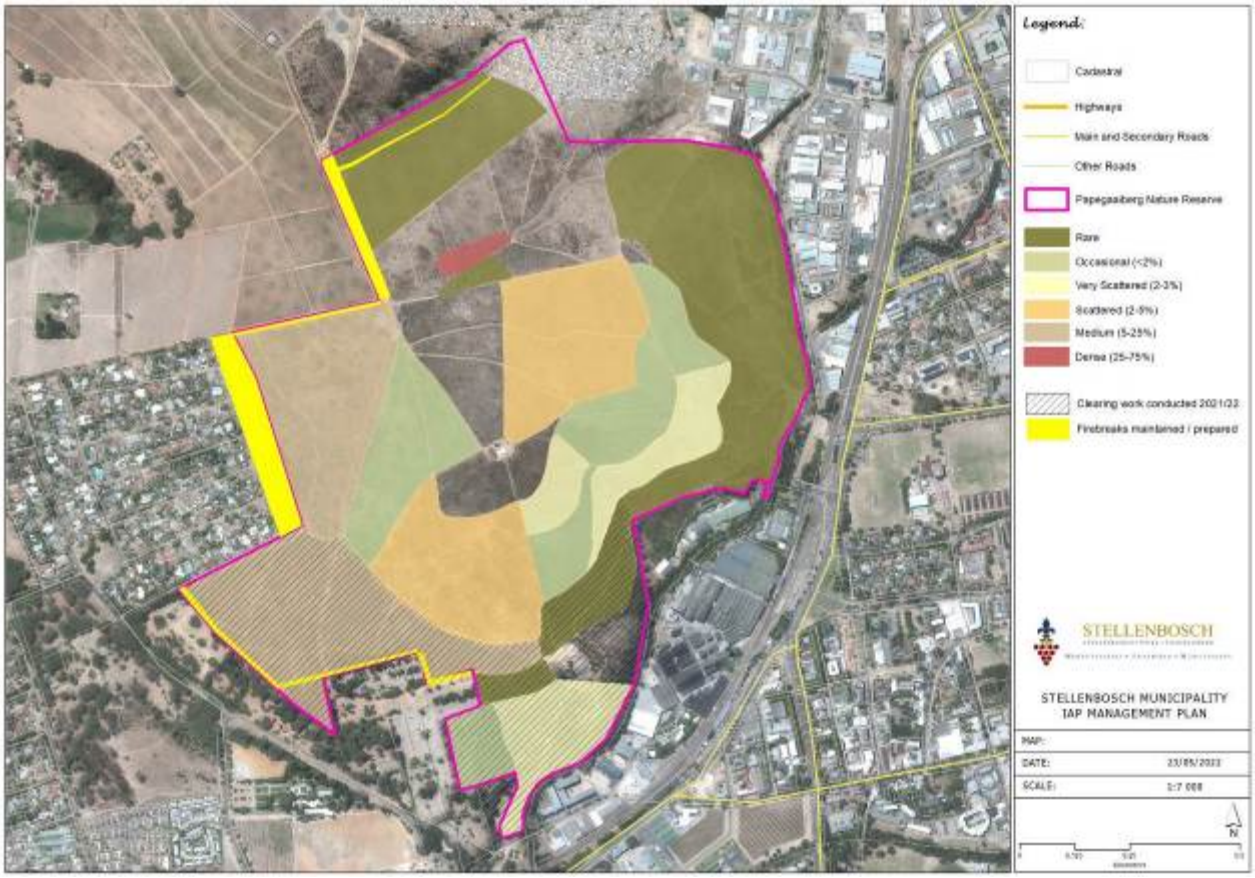


Figure 7: Alien invasive plant density (%) on Papegaaiberg Nature Reserve.

10.1.6 Clearing Methods

The high conservation significance of the Renosterveld within the Papegaaiberg NR makes the removal of IAPs a high priority. The NR did not receive a lot of attention during the past few years and the whole of the site must now be prioritized. Given the topography of the site erosion control measures must be put in place following any clearing work conducted. Clearing strategies should initiate at the top of the slope and continue downwards. Strategies for clearing IAPs should be a combination of mechanical and chemical methods (Table 7, Section 11). All species should be removed mechanically by uprooting young plants and tree felling of larger trees followed by the application of chemical herbicides to the cut surface to prevent resprouting. Biomass accumulated from clearing work should be chipped and/or burned (subject to a burn-permit acquired).

10.1.7 Zonation as an aid to the management of invasive alien plant species

The zonation map included as Figure 8 is to aid clearing IAPs on Papegaaiberg NR. Roads on the property were used for zone boundaries. The property is divided into 5 large zones (A-E) and divided into smaller zones to assist clearing strategies. To prevent spread of alien invasive plants down the slope into cleared areas during clearing and follow-up efforts, clearing and maintenance should start at the summit of Papegaaiberg marked as zone A. When zones A1-A5 are cleared, continue downward to zones B, followed by C. Zones E1-E3 should be cleared last.

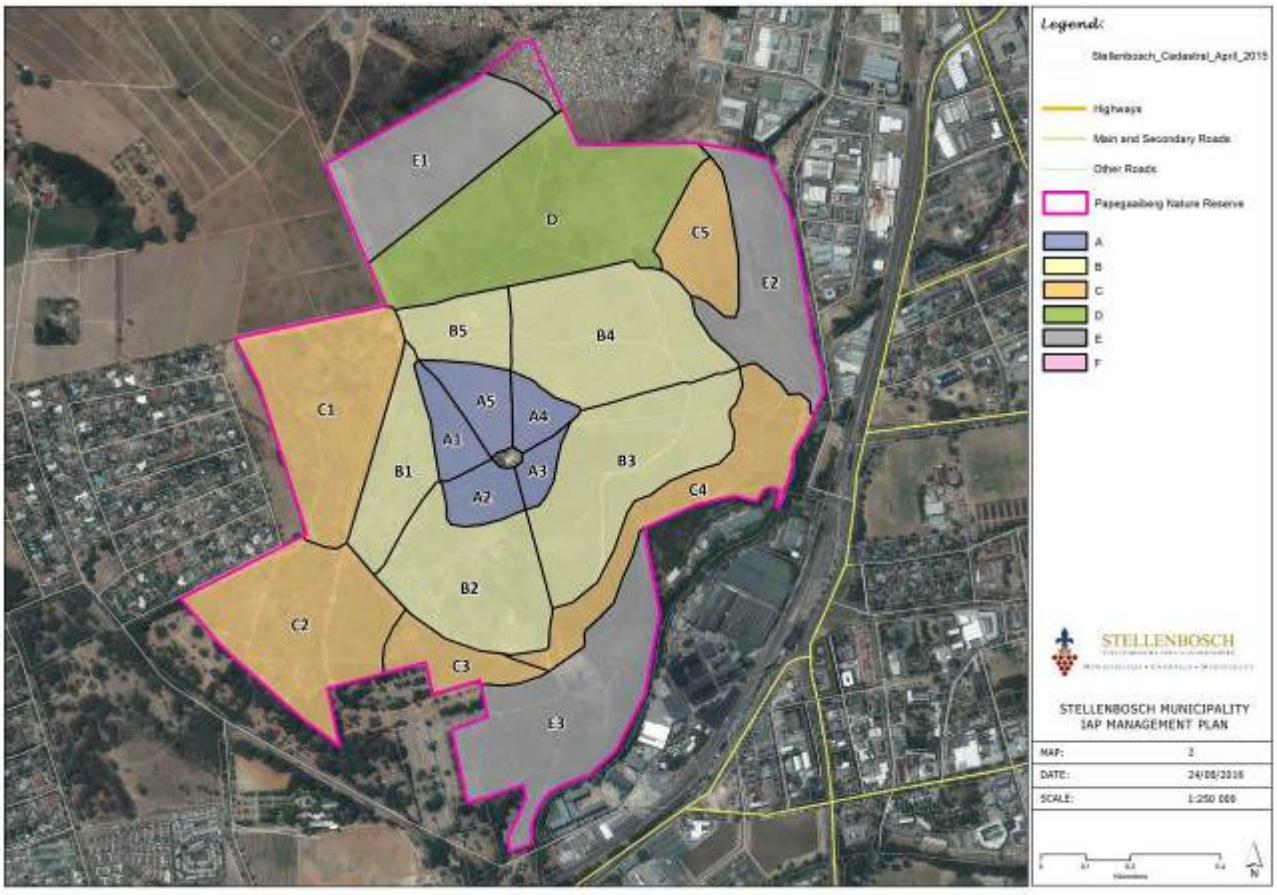


Figure 8: Zonation of Papegaaiberg as an aid for IAPs clearing.

10.2 STELLENBOSCHBERG (including the areas of Paradyskloof and Brandwacht)

10.2.1 Location

The area is located on the south-eastern edge of the town of Stellenbosch (Figure 9). It is bordered by University of Stellenbosch owned farmland and nature areas to the north, Stellenbosch Mountain to the east and privately-owned farm land to the south. To the west the area is bordered by the Paradyskloof- and Brandwacht neighbourhoods of Stellenbosch town and land used for farming purposes (Figure 10). The area is approximately 360ha in size. The relevant property is municipal owned land and zoned for agricultural purposes.

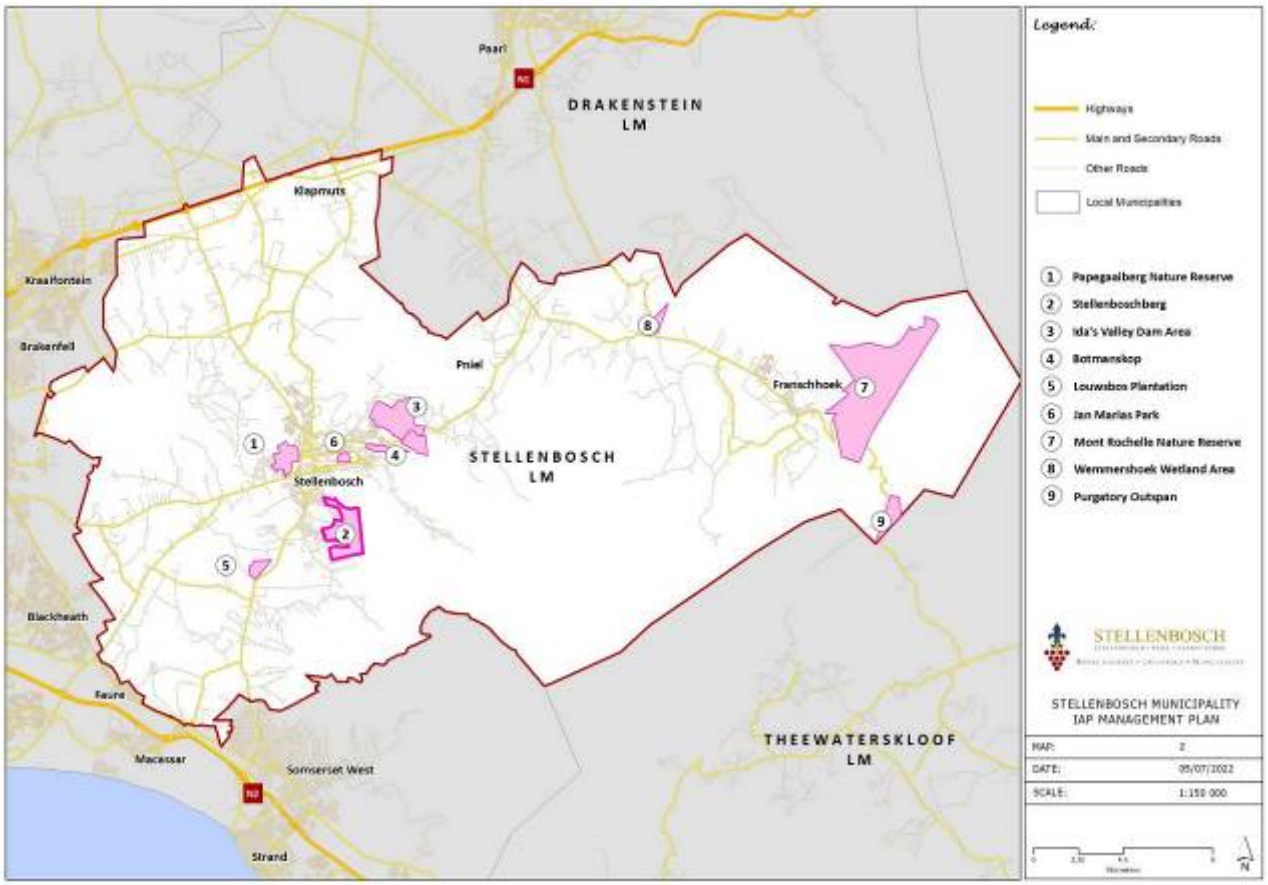


Figure 9: Stellenboschberg.

The eastern, mountainous, portion of the area has always been kept in a natural state with the western lower-lying areas used for forestry at some point in the past. Most of the timber have, however, been harvest with an approximately 40 ha portion of pine forest that still remain.

Stellenboschberg is of high biodiversity importance, as explained in the sections below, with a high risk of erosion given the topography of the site. Due to its proximity to residential areas it also presents a fire risk.

10.2.2 Soil

The soil of the property is red and a yellow soil which is freely drained, structure-less and has a low to medium base status.

10.2.3 Hydrology

The sites borders the Hottentots-Holland mountain catchment area, which is a quaternary catchment and play an important role in the water resources of the broader area.

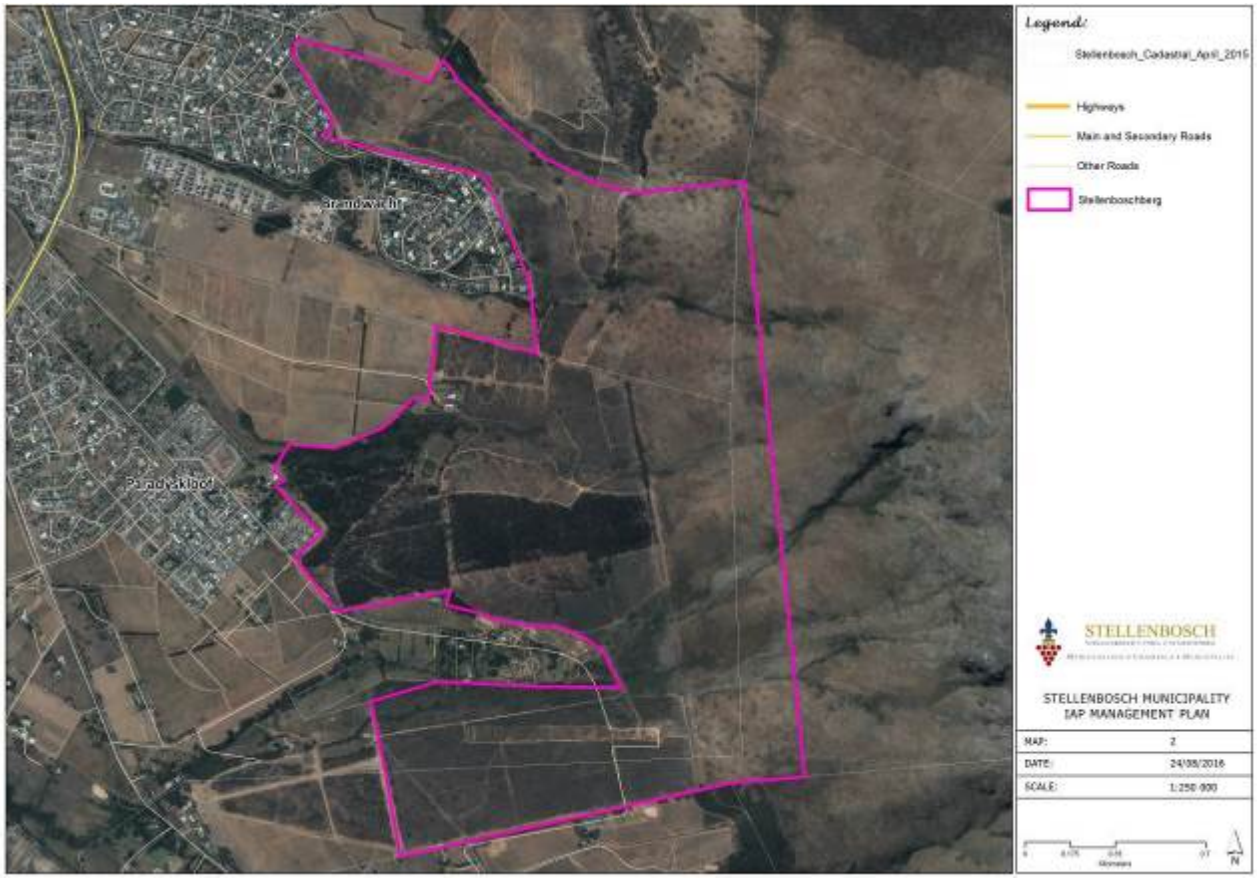


Figure 10: Local context of Stellenboschberg.

10.2.4 Vegetation

The vegetation type of the site is Cape Wineland Shale Fynbos and is a vulnerable terrestrial ecosystem. Cape Wineland Shale Fynbos soil is naturally poor in nutrients, moist and slightly acidic. Mostly found in lower mountain slopes and high, rolling plains in the Western Cape, the biodiversity of the Cape Wineland Shale Fynbos is incredibly high, comprising of a diversity of protea, erica, geophyte and daisy species as well as some endemic species.

10.2.5 Current Alien Invasive Plant Infestation

The site, in general, has been heavily invaded (Figure 11), mainly due to past disturbances and use. The Brandwacht area contains some *Acacia saligna*, *Acacia mearnsii* and *Eucalypus grobulus*.

The remainder of the site have been transformed into a pine plantation during past years. Approximately 40ha of this plantation remains today. *Pinus pinea* is the main invading species in this area (Figure 11). New pine seedlings sprout from the seed bank when vacant space becomes available after harvesting or clearing activities. Within the disturbed areas opportunistic recruitment of other invasive species, such as *Acacia saligna* and *Acacia mearnsii*, occurs. Though their infestation is less severe than that of *Pinus pinea*, it is important to consider the fast spreading nature of the latter species. The remainder of the Paradyskloof area contains *Eucalyptus grobulus*, *Acacia implexa, Acacia melanoxolyn, Acacia mearnsii, Acacia saligna* and *Acacia pygnantha,* of which *Acace saligna* and *Acacia mearnsii* infestation is the most severe. The reoccurrence of some hakea above the windbreak-line have also recently been oibserved.

Most of the site have had a round of clearance work during 2021/22 (Figure 11) and all the existing firebreaks were maintained.

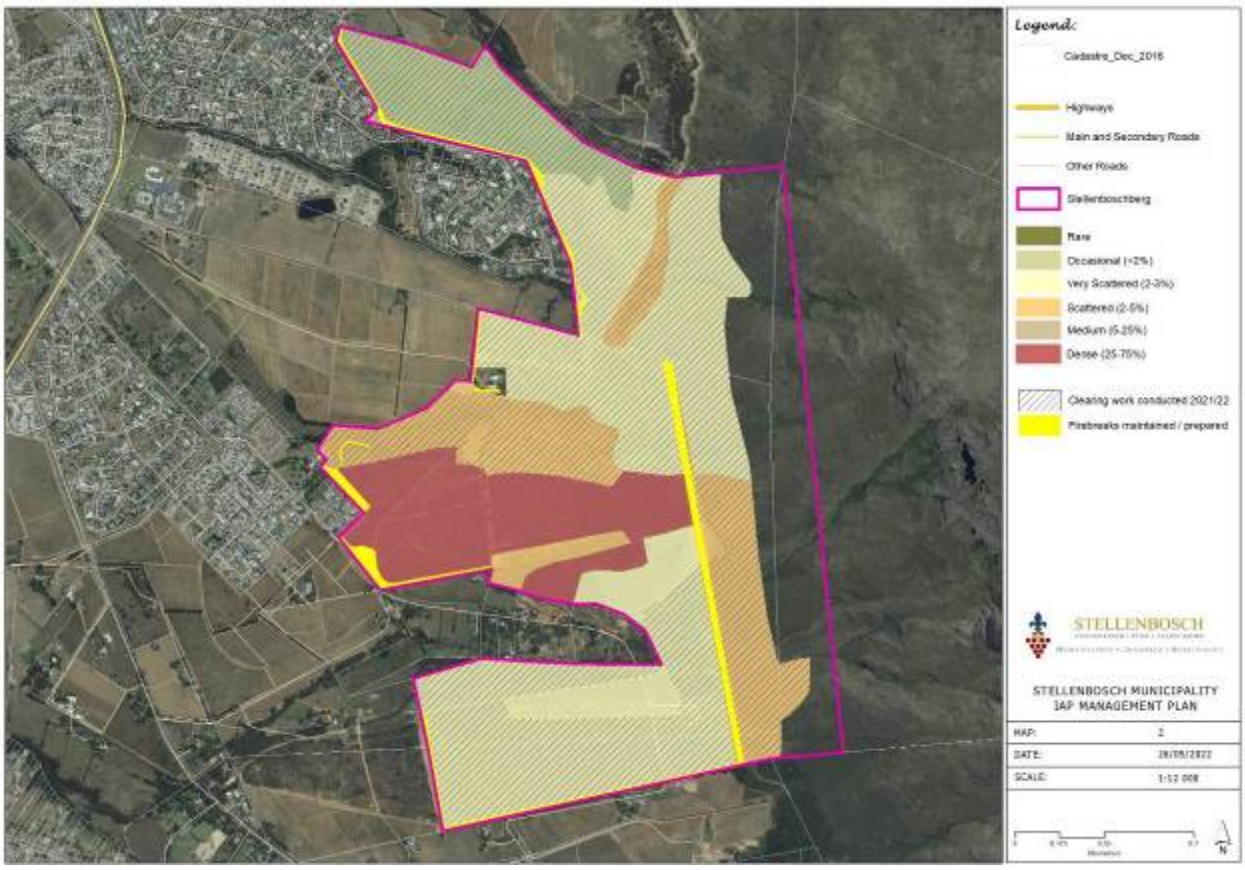


Figure 11: Alien invasive plant density (%) on Stellenboschberg.

10.2.6 Clearing Methods

Follow-up clearing, following the recent efforts on the relevant site is crucial. The whole site is rich in native biodiversity. To reduce the threat of biodiversity loss remaining invasive alien plants should be removed. Clearing- and follow-up strategies should start on the upper slope of the area and continue downwards with the necessary measures put in place to prevent soil erosion. Removal strategies for clearing IAPs from the site should be a combination of mechanical and chemical methods (Table 7, Section 11). All species should be removed mechanically by uprooting young plants and tree felling of larger trees, followed by the application of chemical herbicides to the cut surface to prevent resprouting. 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 amounts. Follow ups and monitoring should occur annually and remaining or re-established IAPs should be removed when located. Biomass accumulated from clearing work should be chipped and/or burned (subject to a burn-permit acquired).

10.2.7 Zonation as an aid to the management of invasive alien plant species

A zonation map (Figure 12) was constructed as an aid for clearing alien invasive plants in Brandwacht, Stellenboschberg and Paradyskloof. The property boundaries and internal service road was used as zone boundaries. The property is divided into 4 large zones (A-D). Clearing operations should start from the highest points within zones A, B and D and proceed downhill.

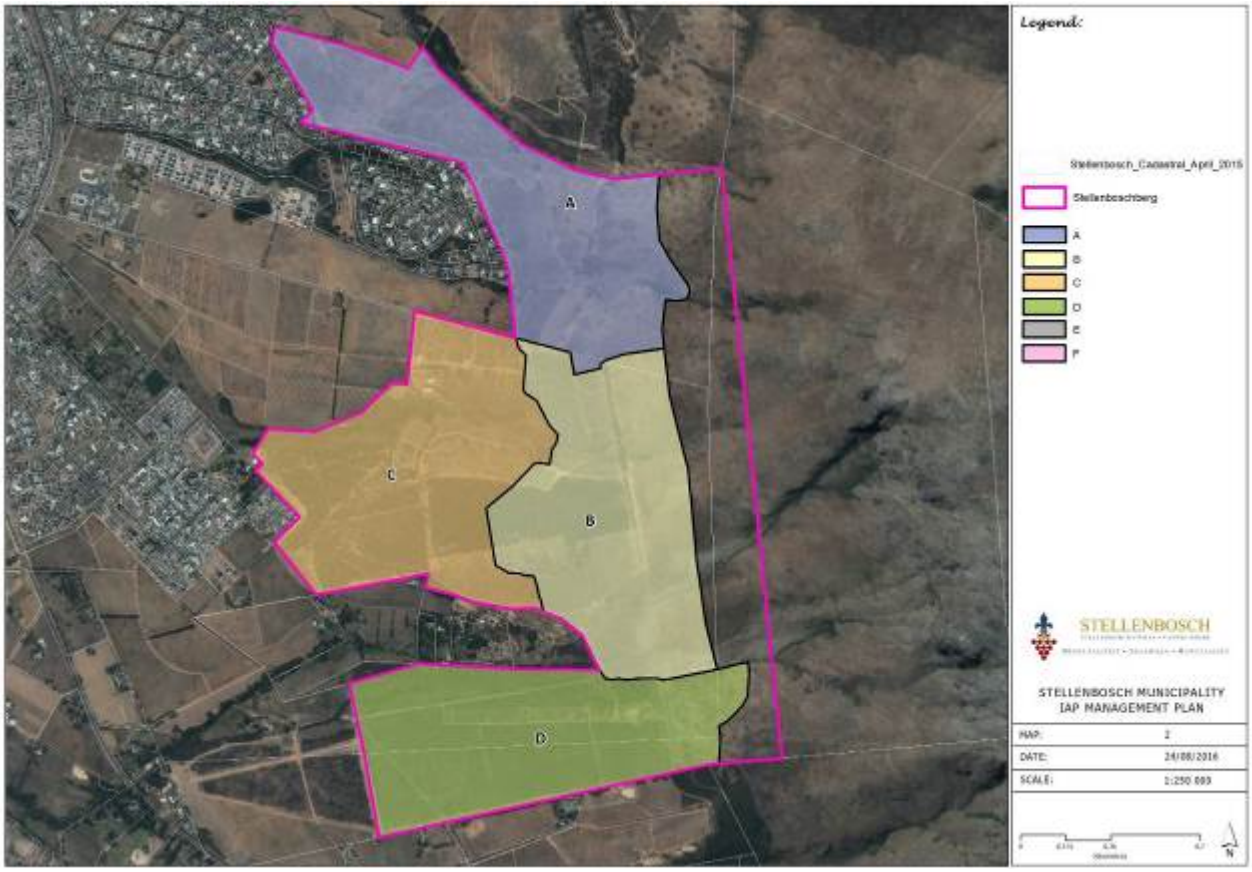


Figure 12: Zonation of Stellenboschberg as an aid for alien invasive plant clearing

10.3 IDA'S VALLEY DAM AREA

10.3.1 Location

Ida's Valley Dam Area is situated on the edge of the town of Stellenbosch, above the Helshoogte pass across from Botmaskop. Ida's Valley residential area borders the area on its southern boundary, while the western-, northern and eastern boundary is bordered by privately owned land (Figure 14). The area is more or less 333ha in size and contains infrastructure that is the main potable water supply for Stellenbosch town.

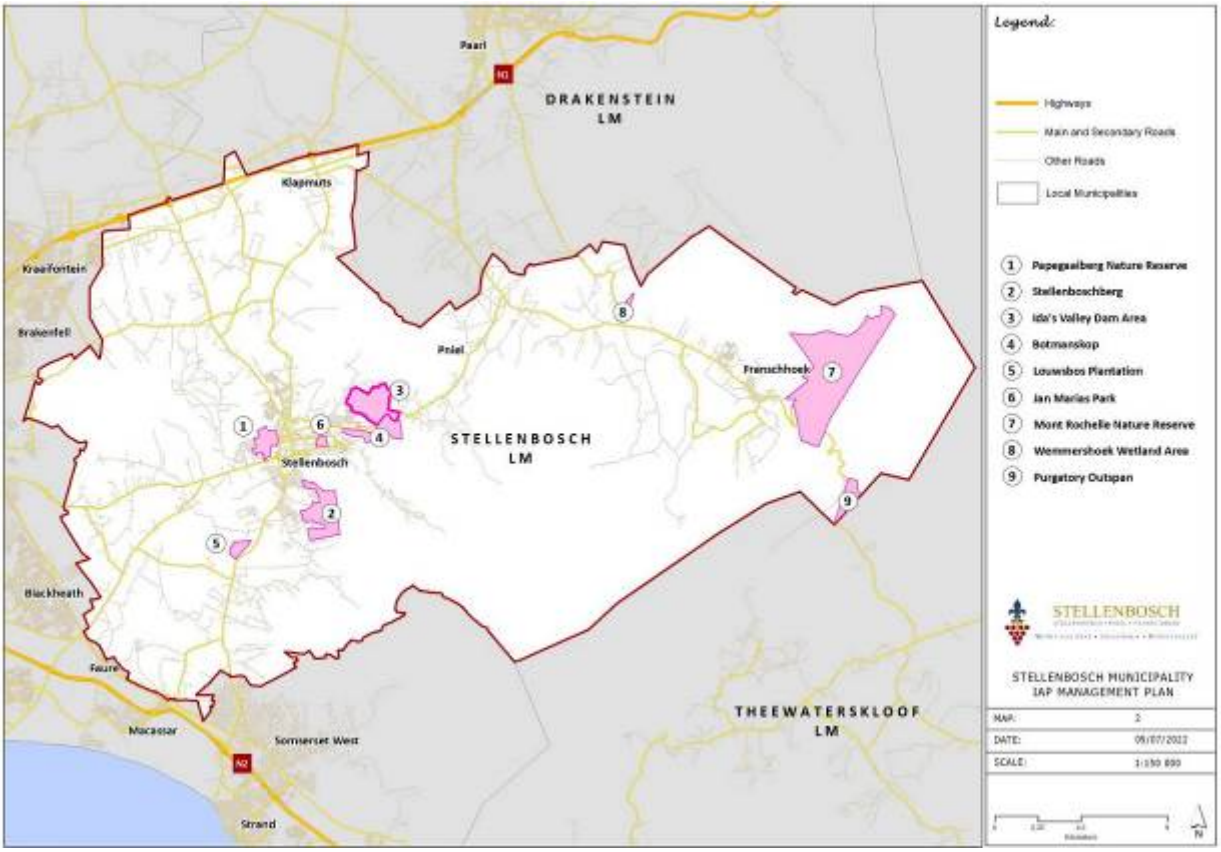


Figure 13: Ida's Valley Dam Area.

The Idas Valley Dam Area represents a functional value, in terms of the infrastructure it contains, and therefor a water security risk. Due to its proximity to residential areas and farms it also presents a fire risk.

10.3.2 Soil

The soil of the Ida's Valley Dam Area is red and yellow soils with low-medium status that is freely drained and structure-less.

10.3.3 Hydrology

The Ida's Valley Dam Area is located in a quarternary catchment draining from Simonsberg and the Hottentots Holland Mountain Catchment Area. Although the catchment functions of the planning area may seem insignificant, it is important to note that the latter forms part of an integrated group of ecosystems that collectively determine the health of the total catchment[20]. The Krom River arises in the Simonsberg Mountains approximately 9 km north east of Stellenbosch. The river feeds the Ida's Valley Dam. The river flows through forestry and agricultural areas before entering Ida's Valley. The value of the river as a habitat for indigenous flora and fauna has been substantially altered and compromised due to the growth of IAPs.

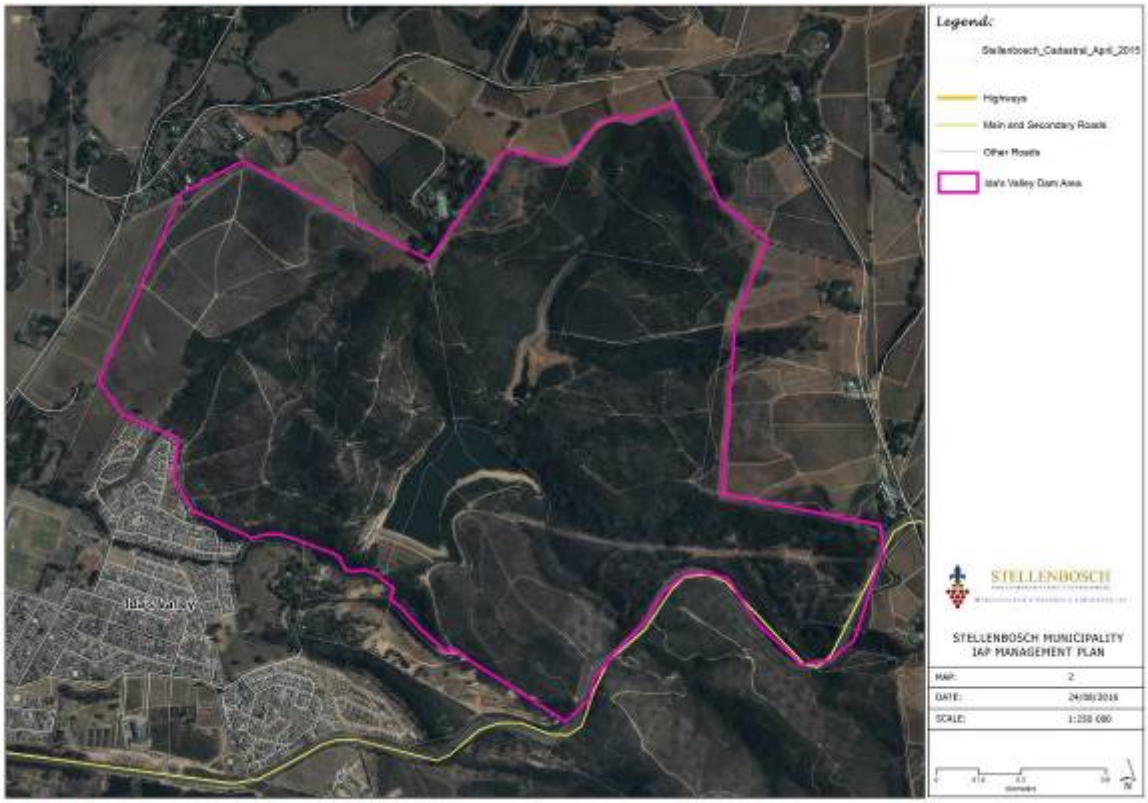


Figure 14: Local context of Ida's Valley Dam Area.

10.3.4 Vegetation

The area consists of two vegetation types, namely Boland Granite Fynbos and Cape Wineland Shale Fynbos. Both are vulnerable vegetation types. Boland granite fynbos has 56 Red Data plant species and 23 endemic plant species. There are approximately 62% remaining natural areas, of which 14% is protected in the Hawequas-, Hottentots Holland- and Paarl Mountain Nature Reserve. The Cape Wineland Shale Fynbos comprises of a diversity of Protea, Erica, geophyte and daisy species as well as some endemic species.

[20] Catchment (or catchment area) is defined as the entire land area from which water flows into a river; catchments can be divided into smaller 'sub-catchments' which are usually the area which drains a tributary to the main river or a part of the main river.

10.3.5 Current Alien Invasive Plant Infestation

Over 80% of the Ida's Valley Dam Area's land surface is either infested with- or has been transformed by IAPs (Figure 15). The most widespread IAP species of Ida's Valley Dam Area are *Pinus pinea* and *Eucalytpus globulus*. Both species occur in large, dense stands, which cover over 50% of the sites land surface. Other invasive alien plant species such as *Acacia implexa, Acacia melanoxylon* and *Acacia pygnantha* also occur in the Ida's Valley Dam Area. Approximately 90ha (Figure 15) of the area have been cleared during 2021/22.

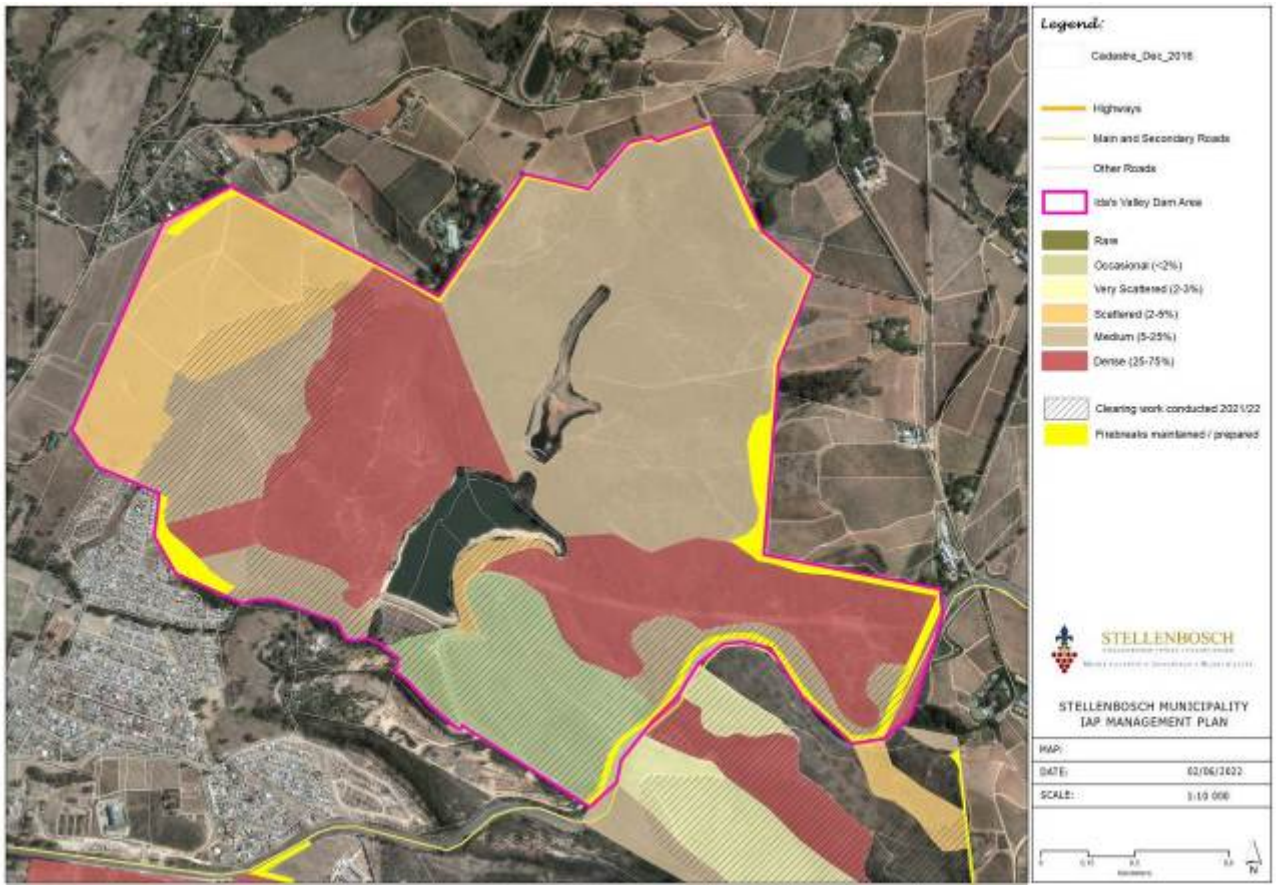


Figure 15: Alien invasive plant density (%) on Ida's Valley Dam Area.

10.3.6 Clearing Methods

Follow-up clearing, following the recent efforts of clearing the Ida's Valley Dam Area, is crucial. The remainder of the area, with specific reference to the eastern (valley section), not recently cleared should receive attention during the validity period of this management plan.

Given the topography of the Ida's Valley Dam Area erosion control measures must be put in place following any such work conducted. Clearing strategies should initiate at the top of the slope / or valley walls, and continue downwards. Strategies for clearing IAPs should be a combination of mechanical and chemical methods (Table 7, Section 11). All species should be removed mechanically by uprooting young plants and tree felling of larger trees followed by the application

of chemical herbicides to the cut surface to prevent resprouting. Follow ups and monitoring should occur annually and remaining or re-established invasive species should be removed when located. Biomass accumulated from clearing work should be chipped and/or burned (subject to a burn-permit acquired).

10.3.7 Zonation as an aid to the management of invasive alien plant species

A zonation map (Figure 16) was constructed as an aid for clearing alien invasive plants on the Ida's Valley Area. Roads on the property were used for zone boundaries. The property is divided into 6 large zones (A-E) and each larger zone is further divided into smaller zones.

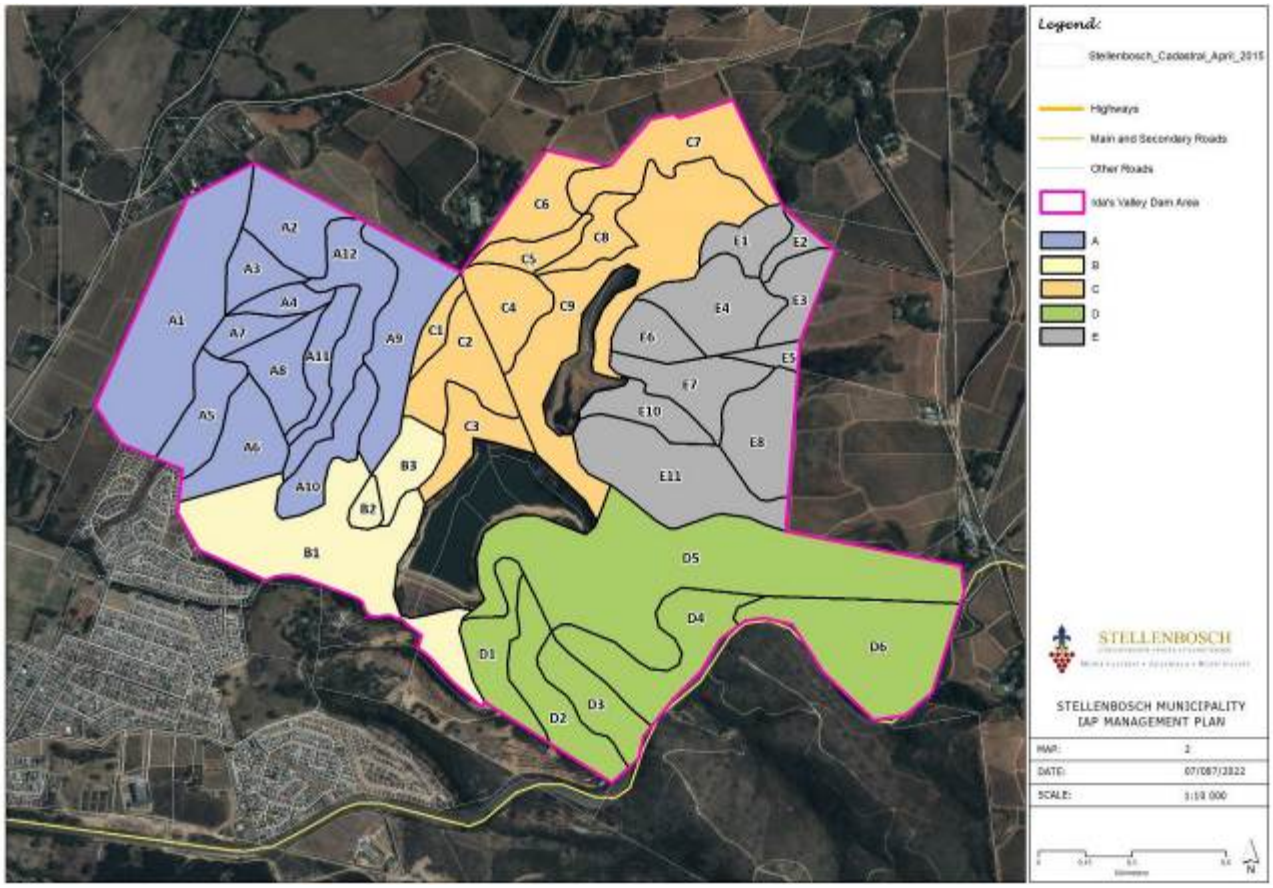


Figure 16: Zonation of Ida's Valley Dam Area as an aid for alien invasive plant clearing.

Clearing should start within zones C and E (these zones are at the highest point within the Ida's Valley Dam Area) and continue in all four directions towards the boundaries of these zones. When zones C and E are cleared, clearing within zone D. Once zone D is cleared, clearing should start at the highest points within B and continue to the boundary of the zone after which clearing will continue into zone A. Once clearing of both sites has been concluded, follow-up and monitoring strategies should occur annually following the same strategy.

10.4 BOTMASKOP

10.4.1 Location

Botmaskop is situated above the town of Stellenbosch (see Figure 17) south of the Helshoogte pas. The area is bordered by Rozendal residential area on the western boundary, while the Plumbago Cottage property borders the site on the southern boundary. The northern and eastern boundaries are adjacent to private farmlands. The Helshoogte pass forms the northern boundary, across from the Ida's Valley Dam Area. Botmaskop reaches a height of approximately 300m. Most of the area was previously used as pine and bluegum plantation with a size of approximately 160ha. The site is located at the base of the Jonkershoek mountain range and gradually rises from the southern boundary to the northern boundary.

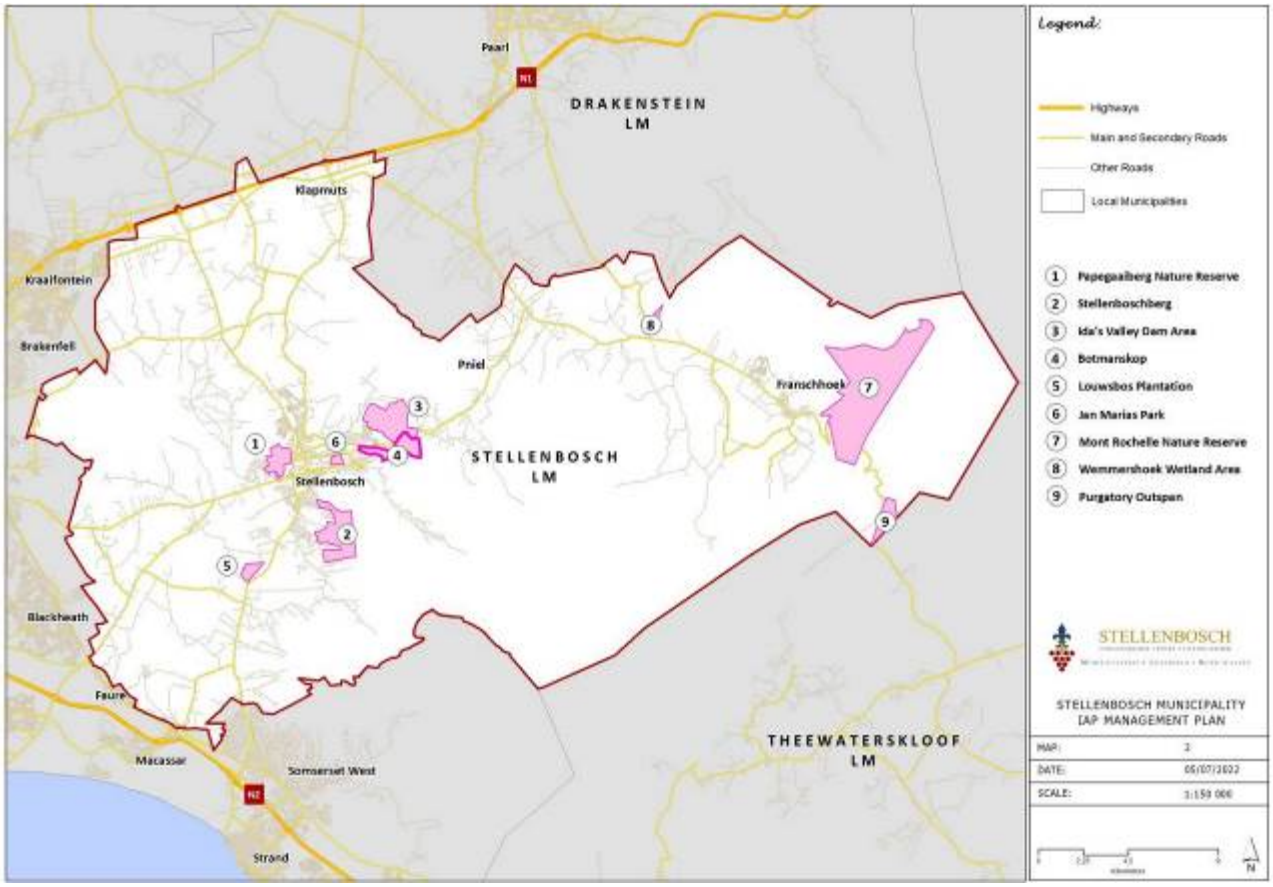


Figure 17: Botmaskop.

Even though the site has been heavily transformed during the past sections of Botmaskop is of high biodiversity importance. It also has high risk of erosion given the topography.

10.4.2 Soil

The soil of Botmaskop is red and yellow with low-medium base status and rock with limited soils that is freely drained, structure-less soils and has a non-soil land class.

10.4.3 Hydrology

Botmaskop is situated on the edge of the catchment described in the Ida's Valley Dam Area section above.

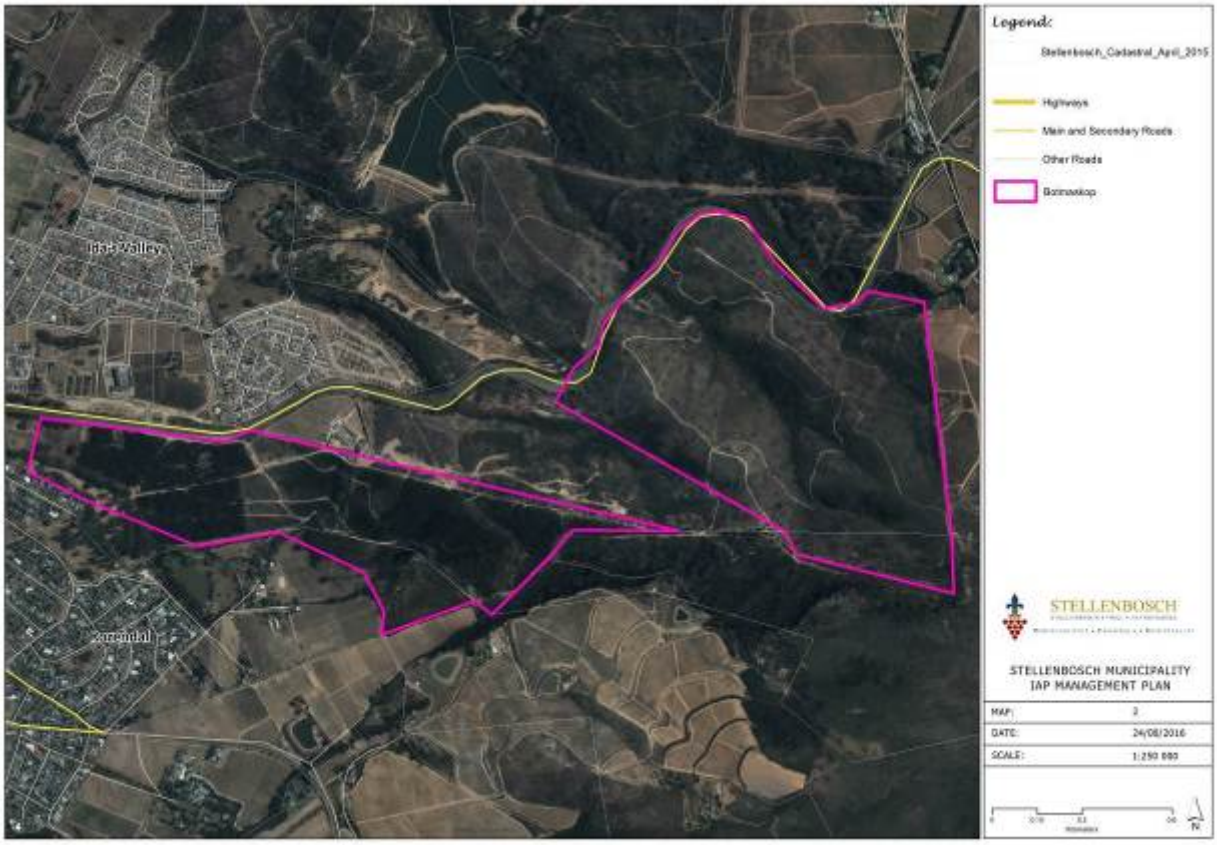


Figure 18: Local context of Botmaskop.

10.4.4 Vegetation

Botmaskop consists of two vegetation types, namely Boland Granite Fynbos and Cape Wineland Shale Fynbos. Both are vulnerable vegetation types.

10.4.5 Current Alien Invasive Plant Infestation

The original vegetation of Botmaskop has been completely transformed due to the use of the area for *Pinus pinea* and *Eucalyptus grobulus* plantation purposes (Figure 19). The transformation and introduction of pine trees onto the site, for extensive pine production intended for industrial use, has led to the complete infestation of the area by these species. Other invasive alien species such as *Acacia implexa, Acacia melanoxylon, Acacia mearnsii* and *Acacia pygnantha* is also located within the site. Invasion densities within the site increase within valleys and near water resources where conditions are most favourable. The less invaded areas, on the lower plains of the site, are natural Fynbos vegetation.

Recent clearing work in this site, covering a total area of ±95ha, have been focussed on the eastern most, higher lying sections (Figure 19).

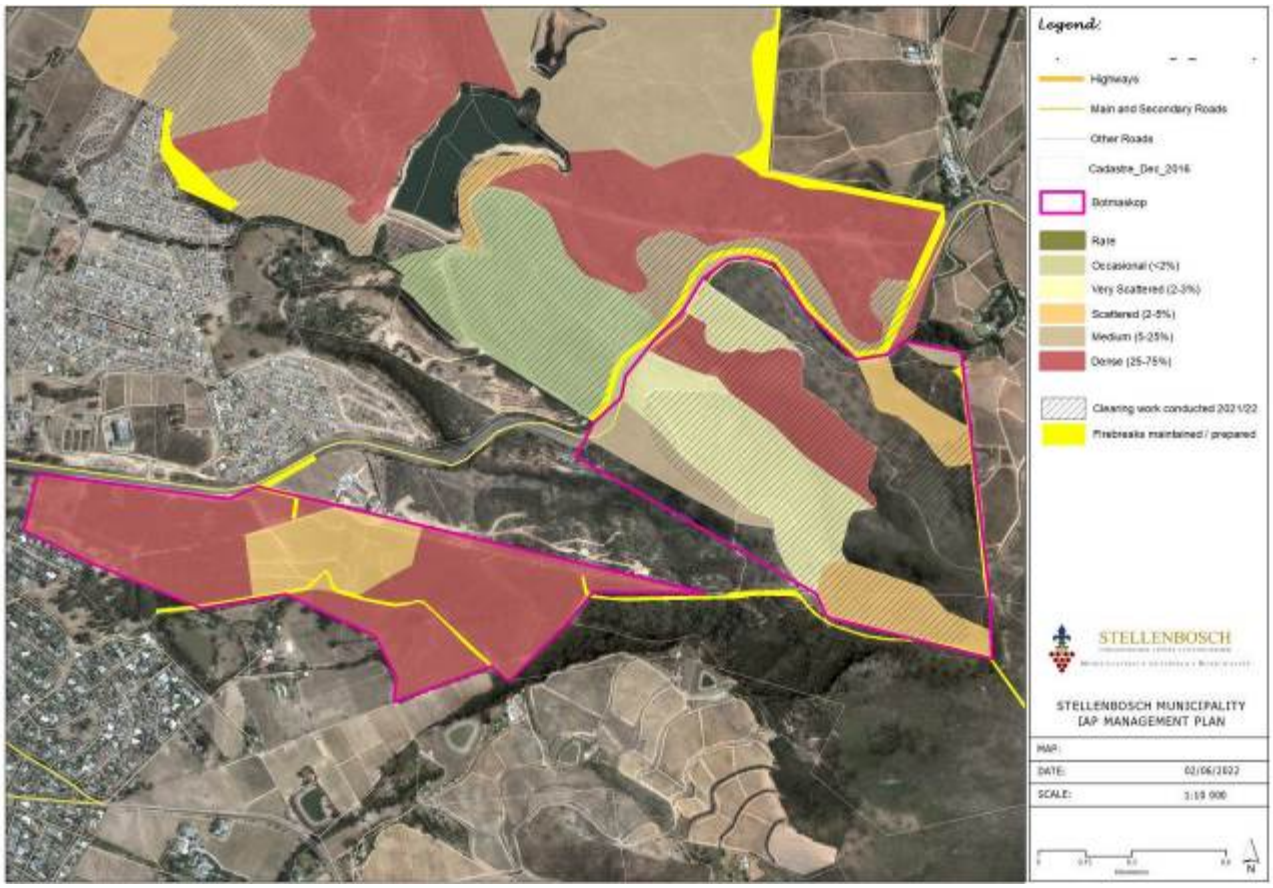


Figure 19: Alien invasive plant density (%) on Botmaskop.

10.4.6 Clearing Methods

Follow-up clearing, following the recent efforts of clearing the upper slopes of Botmaskop, is crucial. The remainder of the area, with specific reference to the drainage areas, not recently cleared should receive attention during the validity period of this management plan.

Given the topography of the area erosion control measures must be put in place following any such work conducted. Clearing strategies should initiate at the top of the slope / or valley walls, and continue downwards. Strategies for clearing IAPs should be a combination of mechanical and chemical methods (Table 7, Section 11). All species should be removed mechanically by uprooting young plants and tree felling of larger trees followed by the application of chemical herbicides to the cut surface to prevent resprouting. Follow ups and monitoring should occur annually and remaining or re-established invasive species should be removed when located. Biomass accumulated from clearing work should be chipped and/or burned (subject to a burn-permit acquired).

10.4.7 Zonation as an aid to the management of invasive alien plant species

A zonation map (Figure 20) was constructed as an aid for clearing alien invasive plants on Botmaskop. Roads on the property were used for zone boundaries. The eastern site is divided 5 large zones (A-E) and the western site into 6 large zones (A-F) and each larger zone further divided into smaller zones.

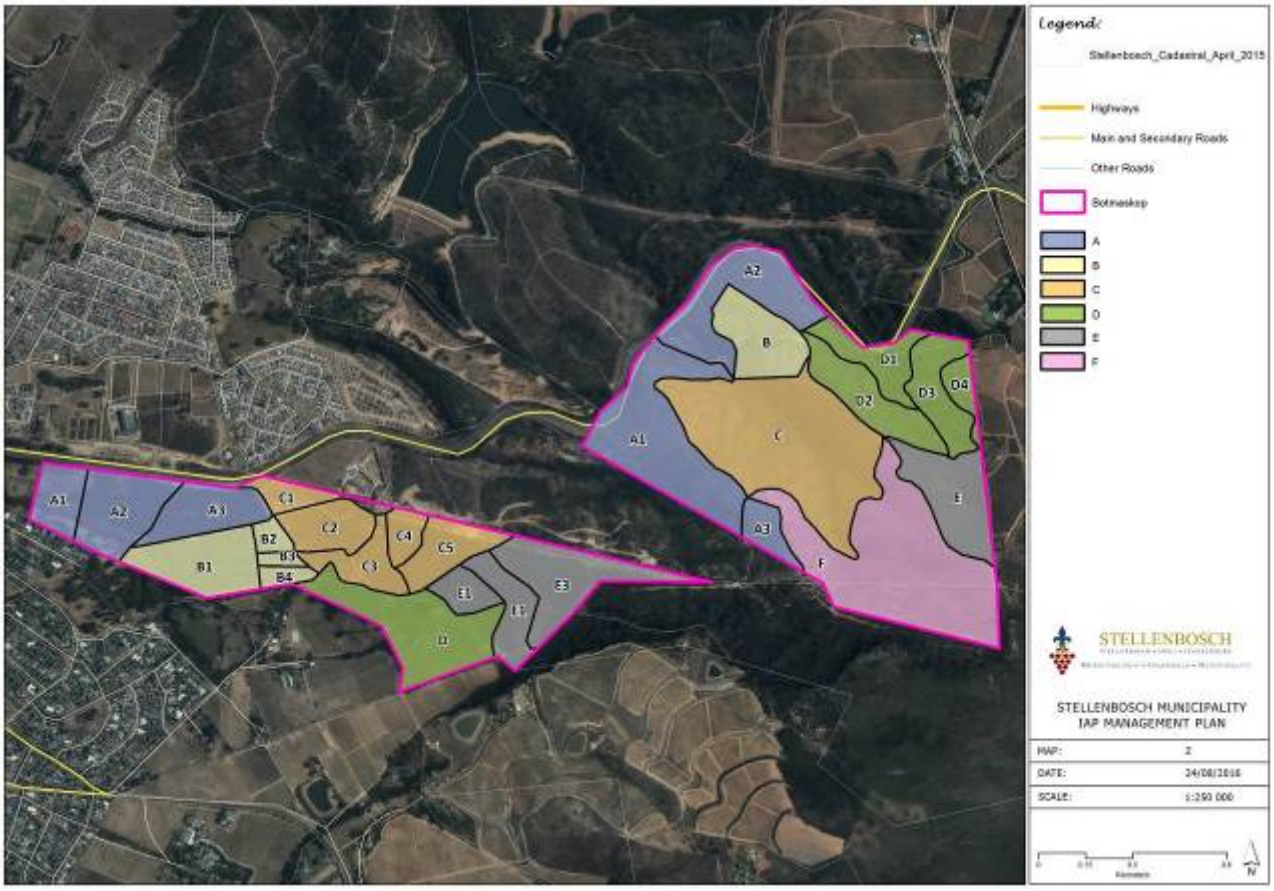


Figure 20: Zonation of Botmaskop as an aid for alien invasive plant clearing

Clearing should start at on the highest point and continue downward in both northern and southern directions to the adjacent zones. Once clearing of both sites has been concluded, follow-up and monitoring strategies should occur annually following the same strategy.

10.5 LOUWSBOS PLANTATION

10.5.1 Location

Louwsbos Plantation is located along the R44 road between Stellenbosch and Somerset West. The western boundary is bordered by the Stellenbosch Flying Club and several farms. On the southern boundary the property is bordered by a water storage dam and greenhouse agricultural property. De Zalze borders the property to the north. Louwsbos Plantation is a stone pine plantation and is approximately 58ha in size. Due to its proximity to a residential area Louwsbos Plantation presents a fire risk.

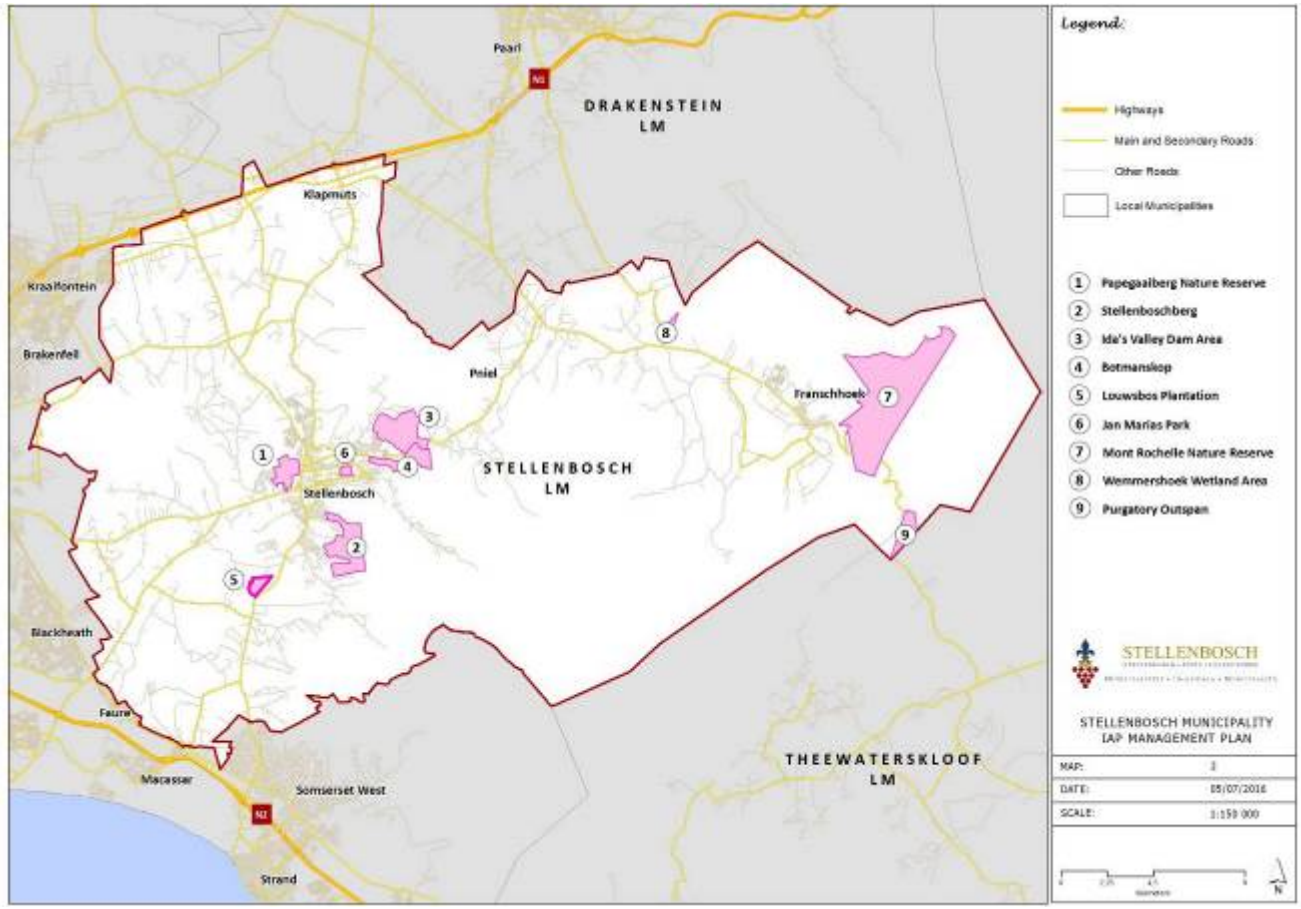


Figure 21: Louwsbos Plantation.

10.5.2 Soil

The soil is imperfectly drained soil which is shallow with a plinthic horizon. It is a marked clay accumulation which is strongly structured and is a non-reddish colour.

10.5.3 Hydrology

Though there are no rivers flowing through the property.



Figure 22: Local context of Louwsbos Plantation.

10.5.4 Vegetation

The Swartland Granite Renosterveld vegetation type of Louwbos Plantation is an almost extinct vegetation type. Approximately 85% of all Swartland Granite Renosterbos has been transformed to agricultural and urbanization activities. Of the 15% remaining natural area, less that 1% is actively protected. The vegetation type contains about 127 Red Data plant species and 27 endemic plant species. The near extinct status of this vegetation type makes the conservation and rehabilitation efforts of its remaining remnants of high conservation importance (SANBI 2009).

10.5.5 Current Alien Invasive Plant Infestation

The natural vegetation originally occurring in Louwbos Plantation has been transformed due to the use of the property for forestry purposes. The transformation and introduction of pine trees into the site has led to the infestation of invasive alien plants.

The Pinus species *Pinus pinea* is the main invading species in Louwbos Plantation and have occupied more than 75% of the sites land surface. Most of these trees have been removed by the latest clearing efforts. The above infestation has, however, lead to the existence of a pine seed bank. New seedlings sprout from the seed bank when vacant space becomes available. As stated

above the whole of the site has undergone a clearing operation during 2021/22 (Figure 23). Follow-up to this work will now be critical.

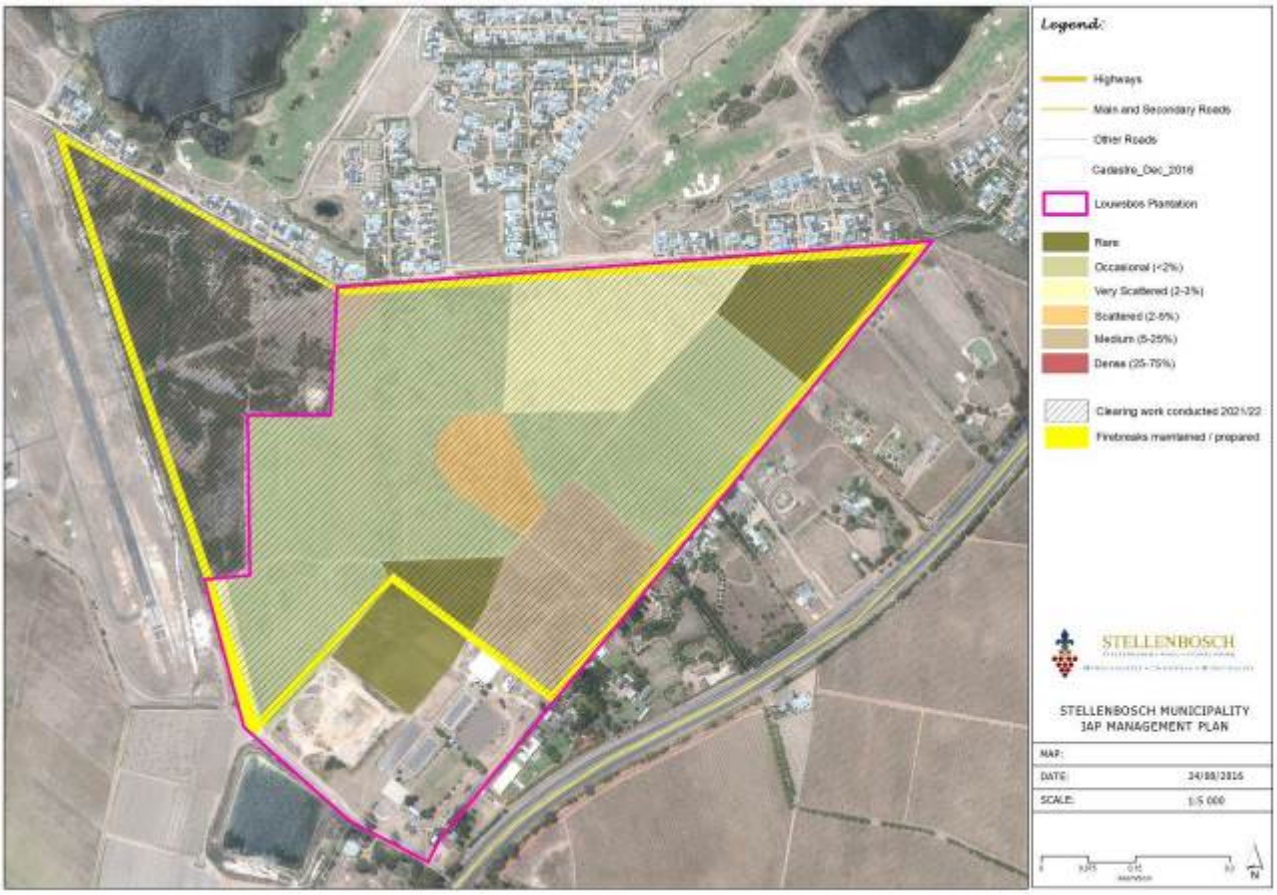


Figure 23: Alien invasive plant density (%) of Louwsbos Plantation.

10.5.6 Clearing Methods

As stated above follow-up clearing, following the recent efforts of clearing Louwsbos Plantation of IAPs is crucial. Strategies for follow-up should be a combination of mechanical and chemical methods (Table 7, Section 11). Both P. *pinea* and *A. saligna* have resprouting characteristic and herbicides should be applied to the cut surface. Each species has its own corresponding herbicide requirements to prevent resprouting activities and should be applied soon after tree felling (see Table 7, Section 11). Biomass accumulated from clearing work should be chipped and/or burned (subject to a burn-permit acquired).

10.5.7 Zonation as an aid to the management of invasive alien plant species

A zonation map (Figure 24) was constructed as an aid for clearing alien invasive plants on the Louwbos Plantation siet. Roads on the property were used as zone boundaries. The property is divided into 6 large zones (A-F) and each larger zone is further divided into smaller zones. Clearing of alien invasive plants in Louwsbos Plantation should start at the western boundary of zone A1 and move in a north eastern direction towards A2. Continue to clear zones A2 to A4. When Zone A

is cleared, continue onto zones B1 and C1, then D1 and finally E1 and F1 and finish clearing in zone F3. Repeat this working cycle when conducting monitoring and removal of re-establish alien species.

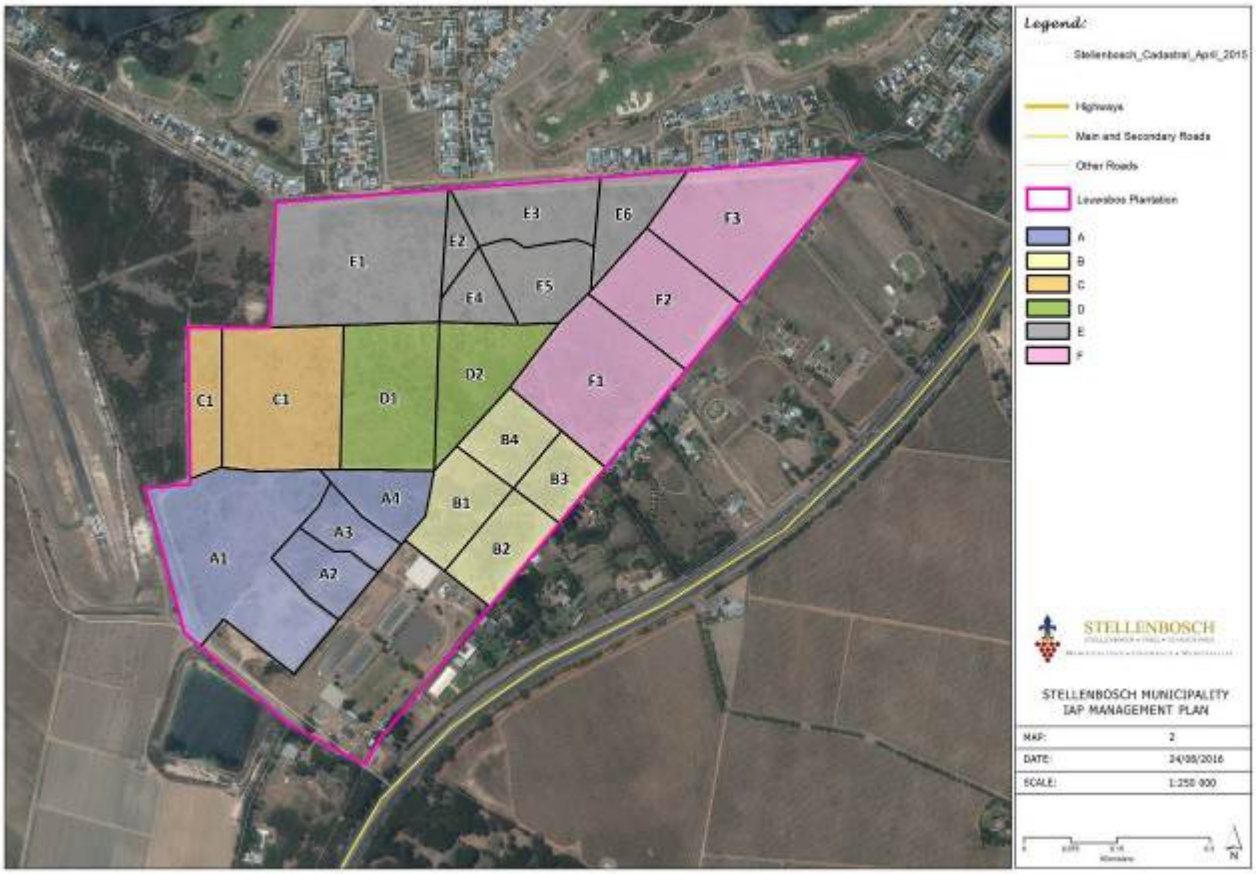


Figure 24: Zonation of Louwsbos Plantation as an aid for alien invasive plant clearing

10.6 JAN MARAIS NATURE RESERVE

10.6.1 Location

Jan Marais Nature Reserve is situated within the town of Stellenbosch and covers an area of about 25ha. There are private residential properties adjacent the reserve's northern, western and southern boundaries. Along the eastern border, separated by a road, is Stellenbosch School. The terrain is relatively flat and open to the public during the day. Jan Marais NR is of high biodiversity importance, as explained in the sections below. Due to its location within town it also presents a fire risk.

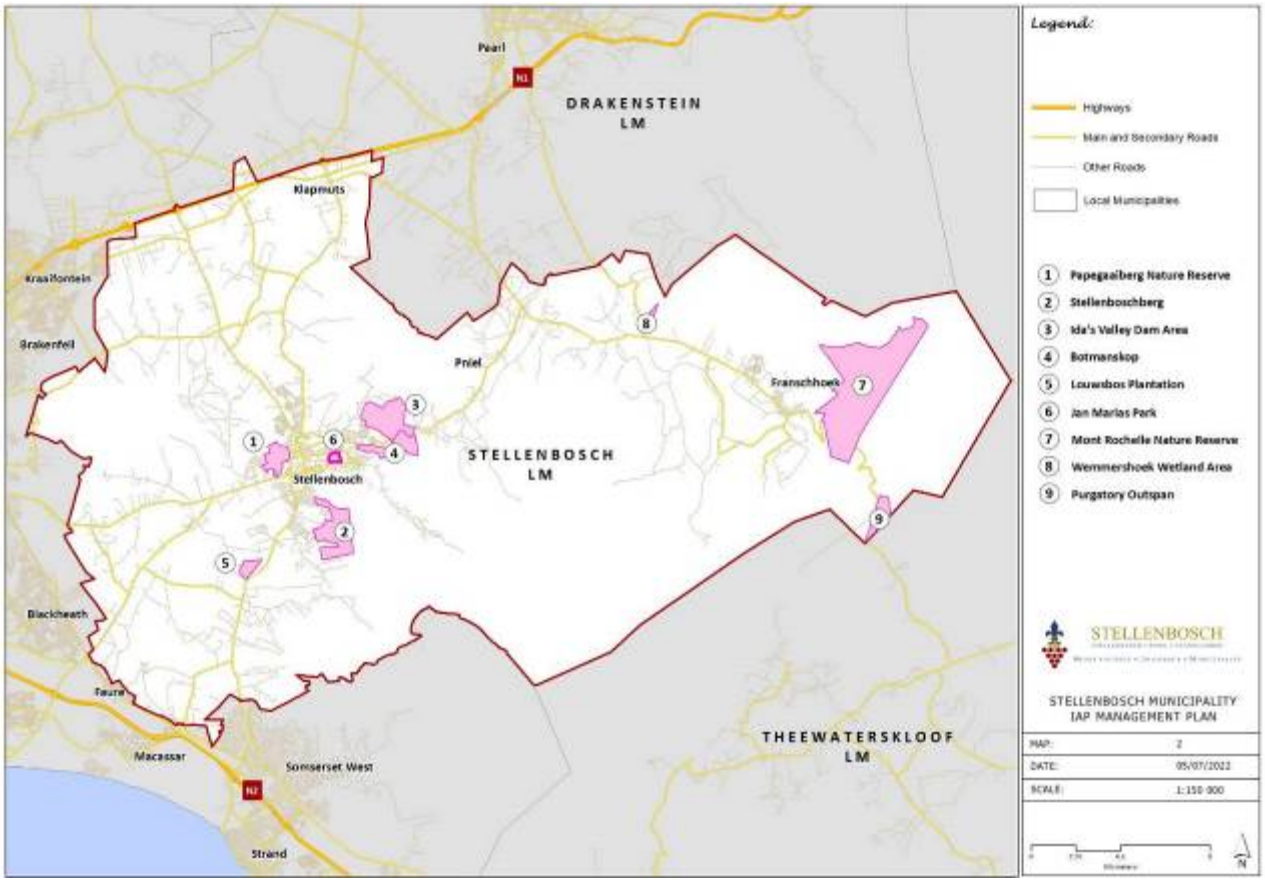


Figure 25: Jan Marais Nature Reserve.

10.6.2 Soil

The soil is imperfectly drained sandy soil and is mostly comprised of rock with limited soil.

10.6.3 Hydrology

There are no rivers that flow through the reserve, though there is a wetland. This wetland is an important habitat for many species such as dragon and damselflies.

10.6.4 Vegetation

The reserve is a formal land based protected area with Boland Granite Fynbos vegetation type, which is highly threatened due to extensive farming activities and thus falls within the vulnerable terrestrial ecosystem. Boland granite fynbos has 56 Red Data plant species and 23 endemic plant species. There are approximately 62% remaining natural areas, of which 14% is protected in the Hawequas, Hottentots Holland and Paarl Mountain Nature Reserve.

10.6.5 Current Alien Invasive Plant Infestation

There are no major infestations of alien invasive plants within Jan Marais Nature Reserve with the exception of several large *Eucalyptus grobulus* and large *Pinus pinea* trees along the northern border of the reserve. Continuous monitoring regularly occurs to ensure no regrowth of any invasive species.

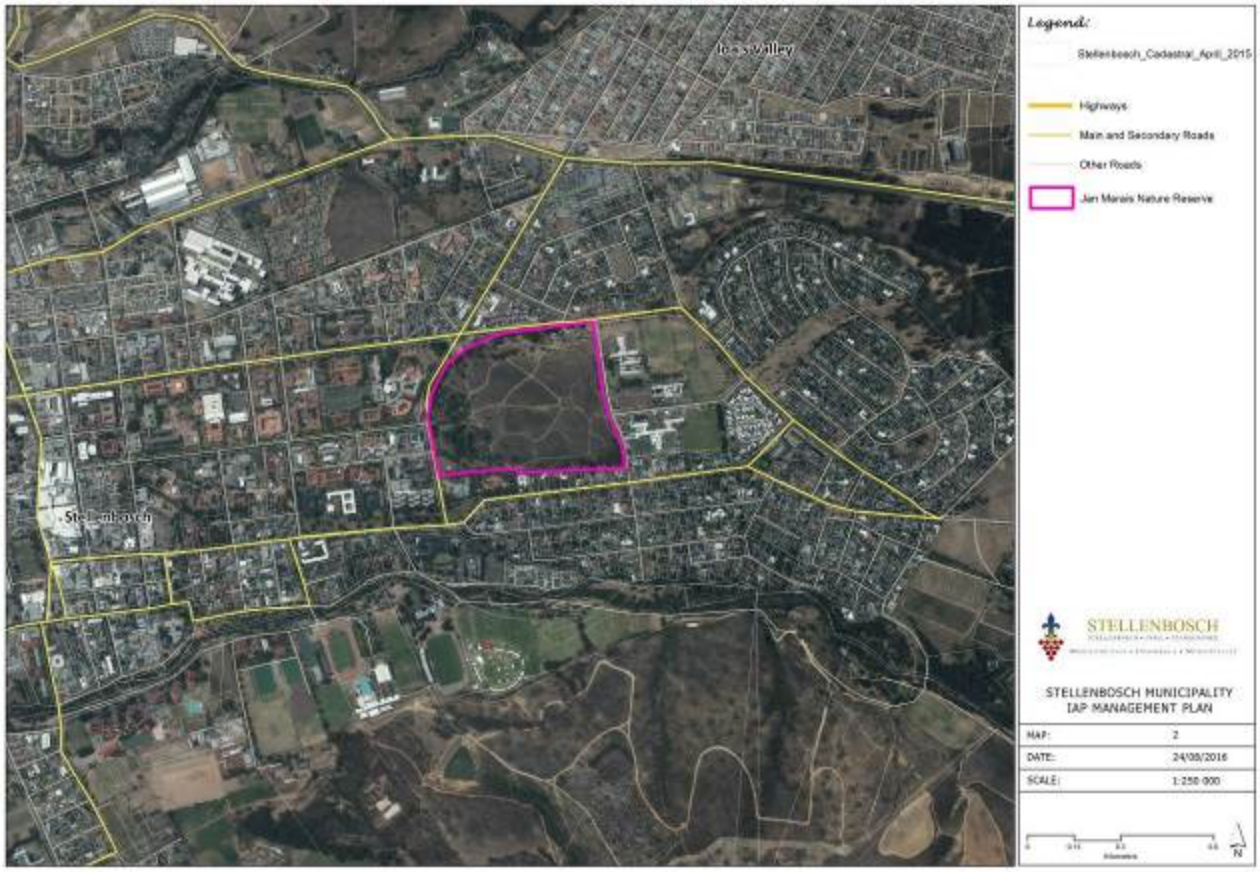


Figure 26: Jan Marais Nature Reserve.

10.6.6 Clearing Methods

Jan Marais Nature Reserve is by al standards cleared of alien invasive species, though continuous monitoring for possible establishment of invasive species should occur regularly. If an alien invasive plant is found within the reserve it should be removed (by uprooting it) and disposed of

away from the reserve. During April 2022 a controlled ecological burn within a two management blocks, with a total area of ±4ha, was executed (Photograph 1 and 2). These blocks, especially, should be monitored for any occurrence of IAPs.



Photograph 1: Law Enforcement Drone footage captured a day before the burn 20 April 2022.



Photograph 2: Law Enforcement Drone footage captured a day after the burn 22 April 2022.

10.7 MONT ROCHELLE NATURE RESERVE

10.7.1 Location

Mont Rochelle Nature Reserve occurs on the edge of Franschoek town, on the slope of the Franschoek Mountain Range. Mont Rochelle Nature Reserve is approximately 1 630ha in size. Mont Rochelle NR is of high biodiversity importance, as explained in the sections below, with a high risk of erosion given the topography of the site.

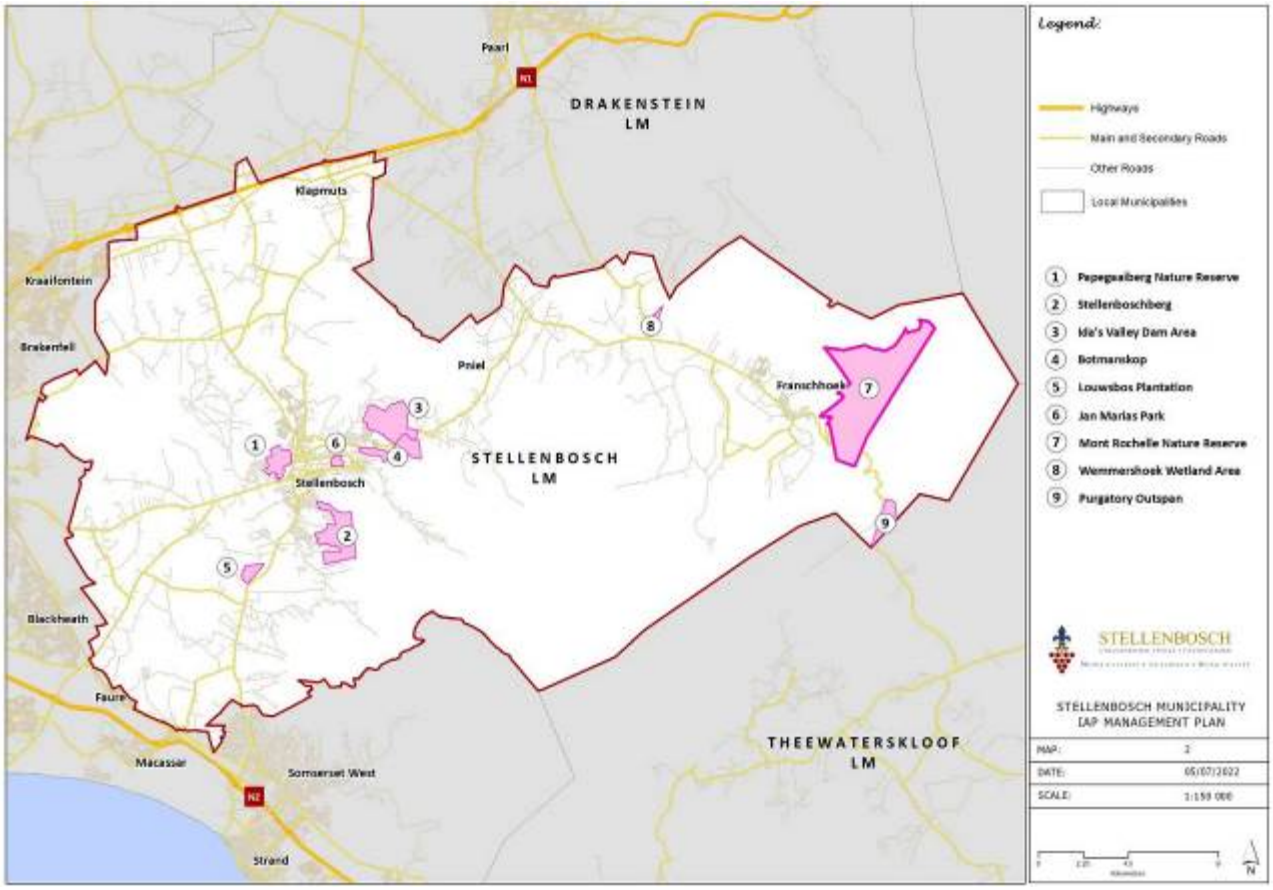


Figure 27: Mont Rochelle Nature Reserve.

10.7.2 Soil

The soil type is rock with minimum development soils that is usually shallow on hard, weathered rock and is with/without intermediate diverse soils. It has a non-soil land class with structure less and poorly drained soils. Lime is rare or absent in the landscape.

10.7.3 Hydrology

Du Toits River flows adjacent to the reserve. The Franshoek River originates from within the area.

10.7.4 Vegetation

The Boland granite fynbos and Kogelberg sandstone fynbos vegetation types found in Mont Rochelle Nature Reserve are of significant conservation importance. Boland granite fynbos has 56 Red Data plant species and 23 endemic plant species. There are approximately 62% remaining natural areas, of which 14% is protected in the Hawequas, Hottentots Holland and Paarl Mountain Nature Reserve. Kogelberg sandtone vegetation is well protected with a remaining 88% in existence of which approximately 58% is actively protected in the Hottentots Holland and Groenlandberg Nature Reserve. There are 99 Red Data plant species located within the Kogelberg sandstone fynbos with 176 endemic plant species (SANBI 2009).

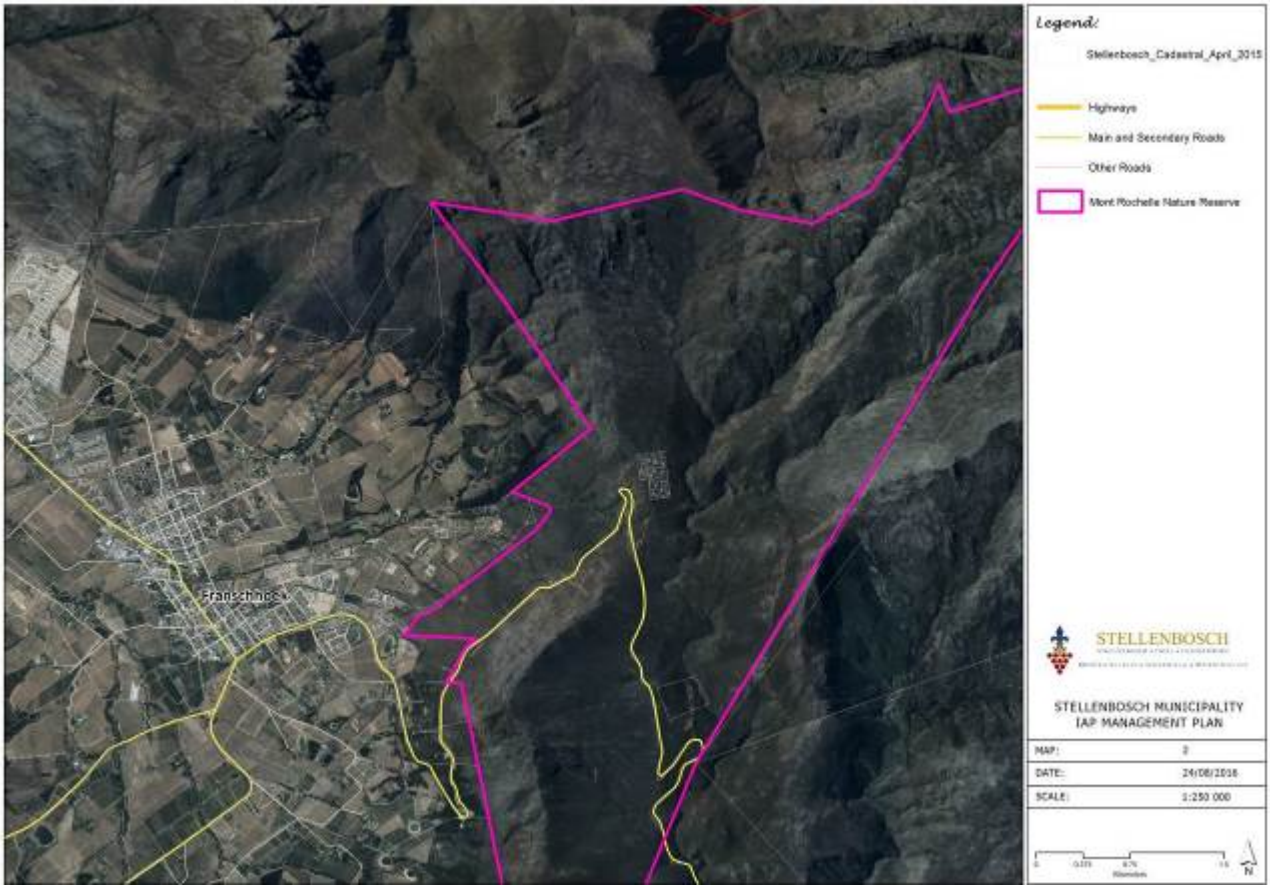


Figure 28: Local context of Mont Rochelle Nature Reserve.

10.7.5 Current Alien Invasive Plant Infestation

There are no major infestations of alien invasive plants within Mont Rochelle Nature Reserve. The presence of *Pinus* species, *Eucalyptus* species, *Acacia Mearnsii* and *Acacia melanoxylon* is classified as exceedingly rare and was thus not recorded. Continuous monitoring, however, should transpire regularly to ensure no regrowth of any invasive species occurs. If a species sprouts it is removed almost immediately and destroyed.

10.7.6 Clearing Methods

The NR did not receive a lot of attention during the past few years and the whole of the site must now be prioritized. Isolated pine clusters, located within the NR, has potential to spread and needs to be monitored and where possible removed. Given the topography of the site erosion control measures must be put in place following any clearing work conducted. Clearing strategies should initiate at the top of the slope and continue downwards. Strategies for clearing IAPs should be a combination of mechanical and chemical methods (Table 7, Section 11). All species should be removed mechanically by uprooting young plants and tree felling of larger trees followed by the application of chemical herbicides to the cut surface to prevent resprouting. Biomass accumulated from clearing work should be chipped.

10.8 WEMMERSHOEK WETLAND AREA

10.8.1 Location

Wemmershoek Wetland Area is located at the intersection of the R45 and the R301 at Wemmershoek on the way to Franschhoek town. The whole of the property is approximately 40ha in size sloping towards the Franschhoek River with a wetland at the lowest point. Wemmershoek Wetland Area is of high biodiversity importance and, being a wetland, presents a water security risk if not maintained.

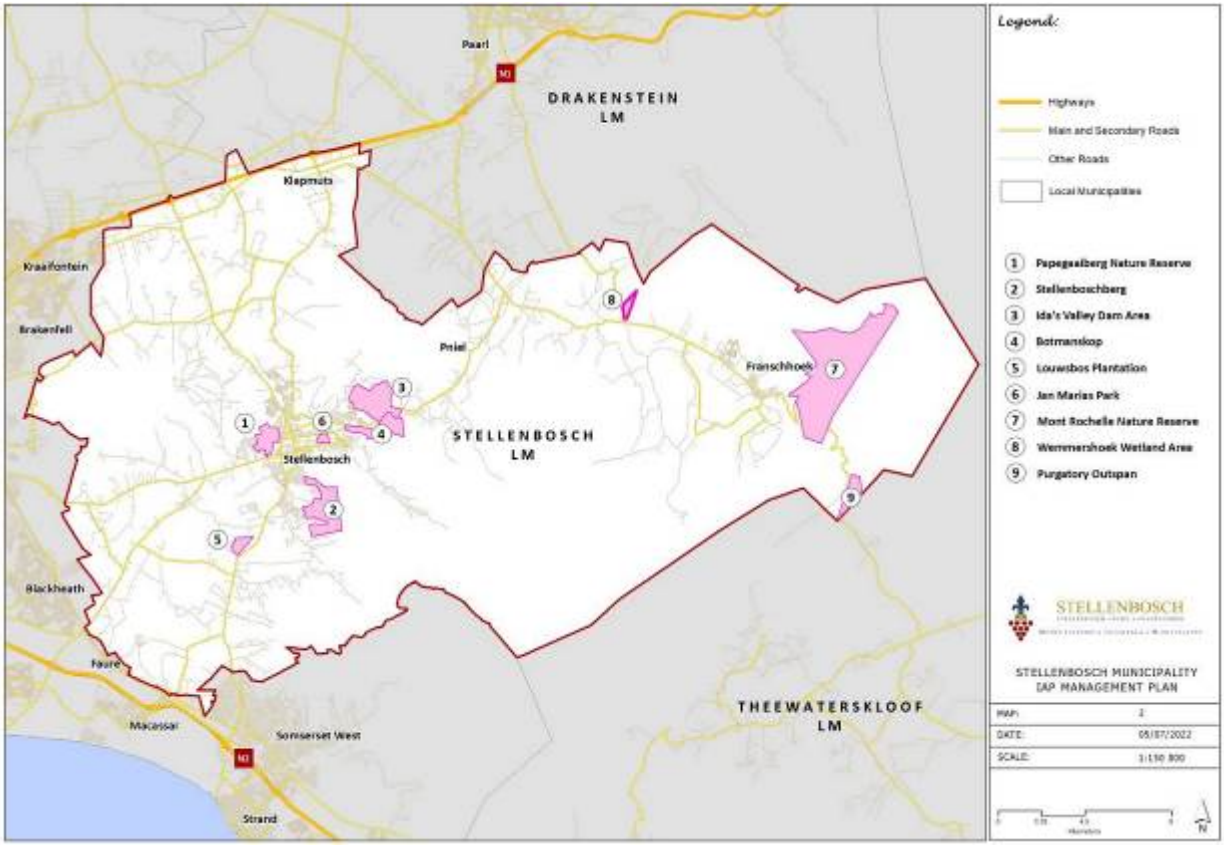


Figure 29: Wemmershoek Wetland Area.

10.8.2 Vegetation

Although the property has no formal protection status, a recent survey listed various Red Data plant species, especially in the vicinity of the wetland.

10.8.3 Current Alien Invasive Plant Infestation

There are no major infestations of alien invasive plants within the Wemmershoek wetland area. Continuous monitoring, however, should transpire regularly to ensure no regrowth of any invasive species occurs. If a species sprouts it should be removed immediately and destroyed.



Figure 30: Wemmershoek Wetland Area.

10.8.6 Clearing Methods

Wemmershoek wetland area is by all standards cleared of alien invasive species. Continuous monitoring for possible establishment of invasive species should occur regularly. If an alien invasive plant is found within the area it should be removed (by pulling the plant out). Biomass accumulated from clearing work should be chipped.

10.9 PURGATORY OUTSPAN

10.9.1 Location

Purgatory Outspan is located on the Theewaterskloof Dam's side of the Franschhoek Pass (see Figure 53 below). It is located at the foot of the pass on the municipal boundary and consists of an area of approximately 120ha. The site is of high biodiversity importance.

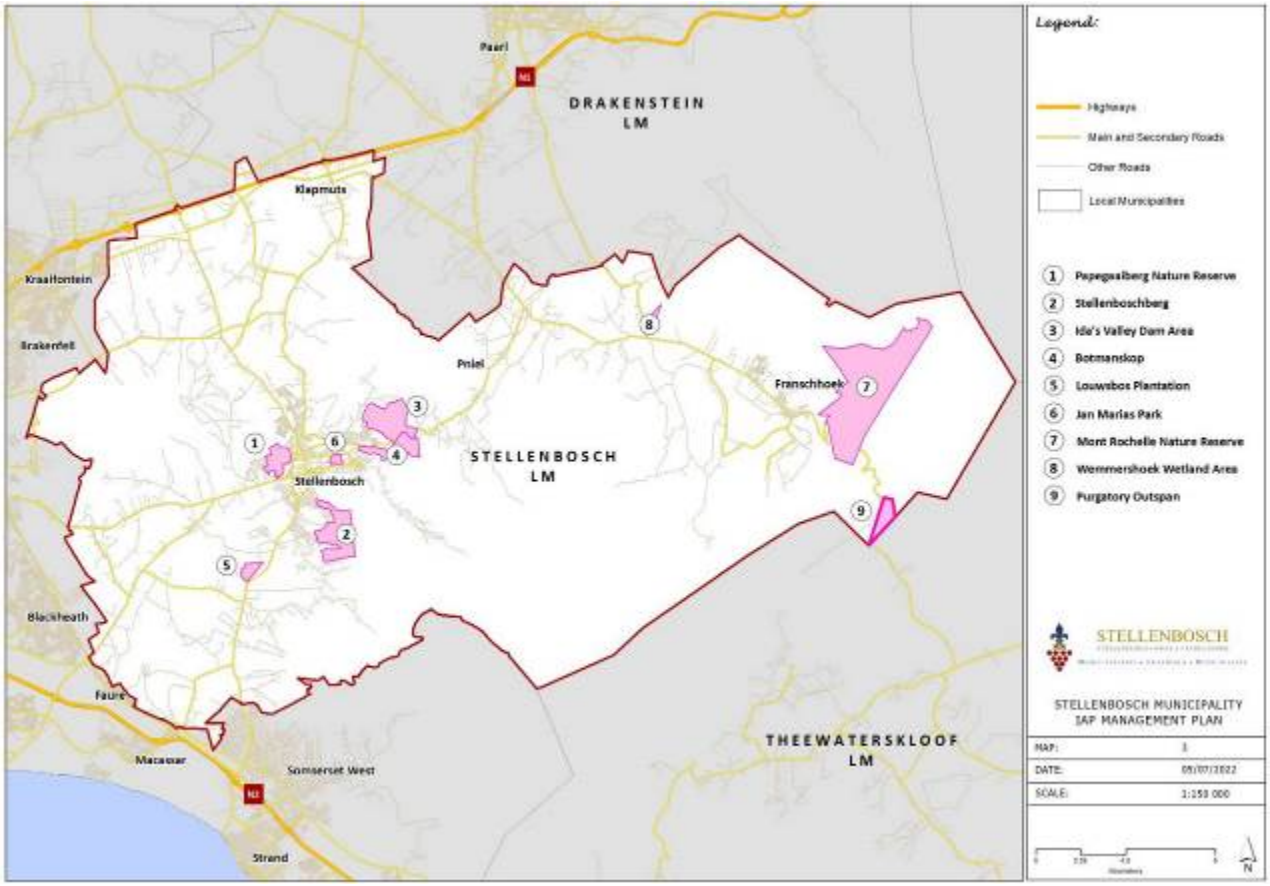


Figure 31: Purgatory Outspan.

10.9.2 Hydrology

Purgatory Outspan is located in a drainage area feeding the Theewaterskloof Dam.

10.9.3 Vegetation

The Boland granite fynbos and Kogelberg sandstone fynbos vegetation types found in the Purgatory Outspan area are of significant conservation importance. Boland granite fynbos has 56 Red Data plant species and 23 endemic plant species. There are approximately 62% remaining natural areas, of which 14% is protected in the Hawequas, Hottentots Holland and Paarl Mountain Nature Reserve. The 38% area lost has been transformed into vine orchids.

Kogelberg sandtone vegetation is well protected with a remaining 88% of which approximately 58% is actively protected in the Hottentots Holland and Groenlandberg nature Reserve as well as the Kogelberg Biosphere Reserve. There are 99 Red Data plant species located within the Kogelberg sandstone fynbos, and has 176 endemic plant species (SANBI 2009).

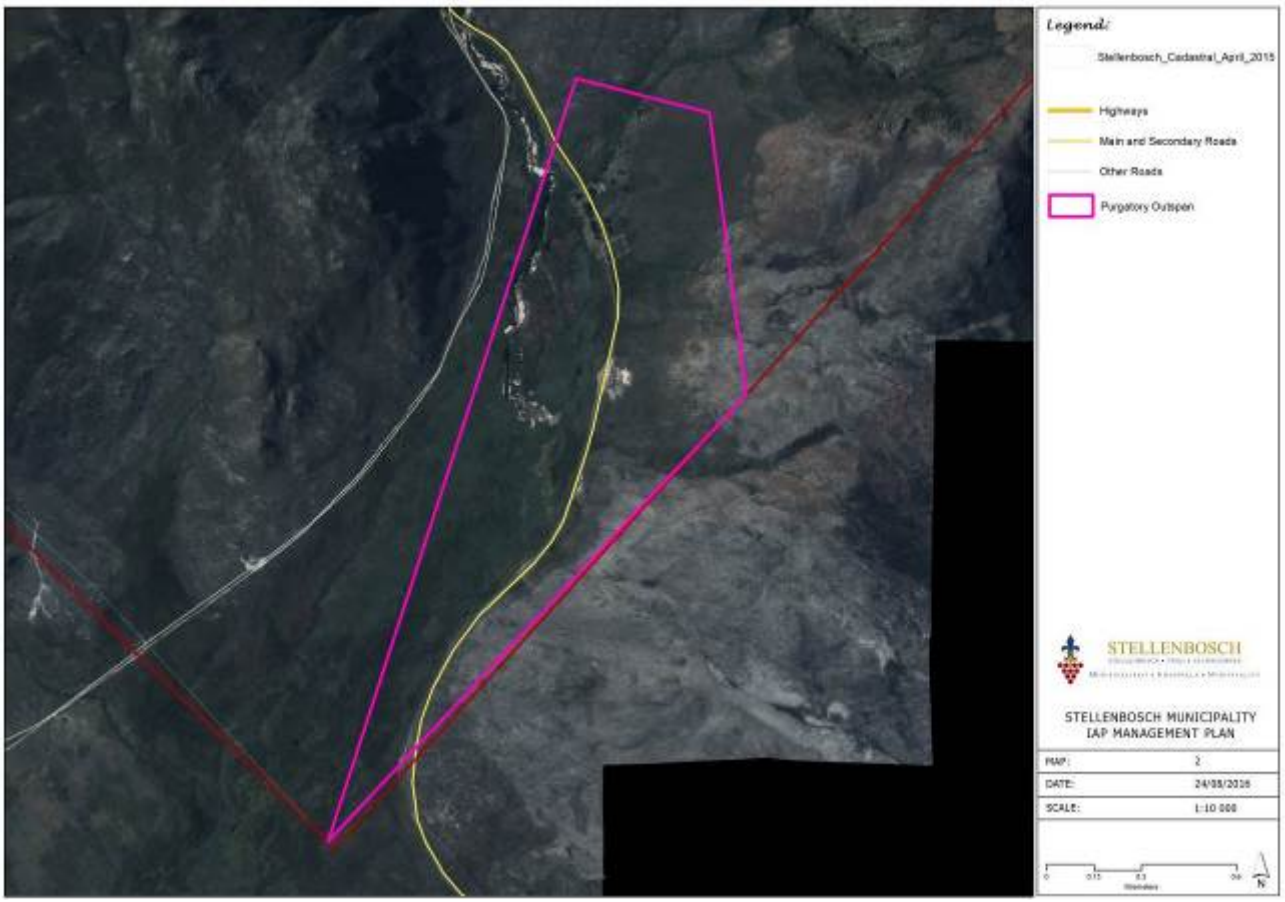


Figure 32: Local context of Purgatory Outspan.

10.9.4 Current Alien Invasive Plant Infestation

There are no major infestations of alien invasive plants within the Purgatory Outspan area. Continuous monitoring, however, should transpire regularly to ensure no regrowth of any invasive species occurs. If a species sprouts it is removed almost immediately and destroyed.

10.9.5 Clearing Methods

The Purgatory Outspan area is by all standards cleared of alien invasive species. Monitoring for possible establishment of invasive species should occur regularly. If an alien invasive plant is found on the property it should be removed by pulling the plant out. Biomass accumulated from clearing work should be chipped.

11. BUDGET

Over the next three years about R11 mil (Table 8) is budgeted for for the clearing of alien plant species from the properties listed in this management plan. This includes work required to maintain firebreaks.

Table 8: Three-year budget for alien clearing.

Financial Year	Amount
2022/23	R3 640 000
2023/24	R3 785 600
2024/25	R3 937 024
Total	**R11 362 624**

This budget is prioritized according to the prioritization list under Section 9.3 above and areas cleared during 2021/22.

12. STRATEGIES FOR CLEARING

Table 9: Control methods of alien invasive plant species occurring in the Stellenbosch Municipal Area[21].

Species	Plant Invasion Impact	Control methods	Control Caution
Acacia implexa (Screw-pod wattle)	Screw-pod wattle is a fast-growing tree and invades agricultural land, planted forests and disturbed areas.	**Mechanical:** Uproot young plants. Uproot and sever below junction of roots. Tree felling. **Chemical:** No registered herbicide for this species.	No registered chemical for this species, thus mechanical removal of this species should be executed with caution.
Acacia mearnsii (Black Wattle)	Black wattle forms dense impenetrable 'jungle thickets' that supresses indigenous vegetation. Reduces water flow when occurring along watercourses.	**Mechanical:** Uproot and sever below junction of roots. Tree felling. **Chemical:** Trees severed above ground should be treated with herbicides, such as 2,4,5-T in diesel oil. Glyphosphate can be used to control seedlings and saplings. • CHOPPER (L3444), HATCHET (L7409). Use 1 l/10 l water. Apply to freshly cut stumps. Apply at least 10 ml per 100 mm of stump diameter. • ACCESS 240 LS (L4920), BROWSER (L7357). Use 150 ml + 50 ml Actipron Super or BP Crop	Do not fell or burn without immediate follow up with herbicides due to rapid resprouting.

[21] Bromiow 2010; Striton 1978; Anon 2005

Species	Plant Invasion Impact	Control methods	Control Caution
		Oil/10 ml water. Apply to the cut surface of low-cut stumps within 3 hours of felling. • LUMBERJACK 360 SL (L7295), TIMBREL 360 SL (L4917). Use 300 ml + 50 ml Acrtipron Super or BP Crop Oil/10l water. Apply to the cut surface of low-cut stumps within 3 hours of felling.	
Acacia melanoxylon (Blackwood)	Grows best in moist and cool situations and is most common in forests, on forest margins and along streams. It competes with indigenous forest and riverine woodland trees. It thrives in shaded areas. This species also spreads vegetatively by suckers from its long surface roots.	**Mechanical:** Uproot young plants. Uproot and sever below junction of roots. Tree felling. **Chemical:** Trees severed above ground should be treated with herbicides. • CONFRONT 360 SL (L7314). Use 400 ml + 50 ml Actipron Super/10 l water. Apply to cut surface of low-cut stumps within 3 hours of felling. • TIMBREL 360 SL (4917). Use 600 ml + 50 ml Acrtipron Super/10l water. Apply to the cut surface of low-cut stumps within 3 hours of felling. **Biological:** Use as a long-term programme. Release of seed feeding weevil (*Melanterius maculatus*): attacks seeds of Black Wattle and reduces seed bank.	The wood and ornamental products of this species is highly used. This may cause it to be continuously planted for harvesting reasons. Thus, management of plantation of the species in highly important to prevent possible escape and establishment outside plantation borders.
Acacia saligna (Port Jackson)	Confined to coastal plains with mean annual rainfall of >250 mm. It is able to establish in dry areas as well as in the wetter areas, and the spread is affected by soil moisture, altitude and seed dispersal agents (mainly man and water).	**Mechanical:** Uproot young plants. Uproot and sever below junction of roots. Tree felling. **Chemical:** Trees severed above ground should be treated with herbicides. • CONFRONT 360 SL (L7314). Use 250 ml + 50 ml Actipron Super/10 l water. Apply to cut surface of low-cut stumps within 3 hours of felling. • LUMBERJACK 360 SL (L7295), TIMBREL 360 SL (L4917). Use 300 ml + 50 ml Acrtipron Super or BP Crop Oil/10l water. Apply to the cut surface of low-cut stumps within 3 hours of felling.	Port Jacksons reproduce rapidly after fire occurrences. Apply herbicides almost immediately after severing due to rapid resprouting. Port Jackson will rapidly spread to disturbed areas, thus continuous monitoring of disturbed areas are important.

Species	Plant Invasion Impact	Control methods	Control Caution
Acacia pygnantha (Golden Wattle)	Less widely distributed and invasive compared to other wattles. Introduced as stabilizing agent. Replaces indigenous vegetation.	**Mechanical:** Uproot young plants. Uproot and sever below junction of roots. Tree felling. **Chemical:** Trees severed above ground should be treated with herbicides. • MOLOPO 500 SC (L5854) (Soil treatment). Use 1,5 l/2,25l water. Apply on the soil at the base of the target plant before or during rainy season. For seedlings use 2 ml /plant; for trees up to 1 m use 2 x 2 ml /tree; for trees 1-2 m use 3-4 x 2 ml /tree; for each additional metre above 2 m use 2 x 2 ml (maximum of 16 ml) • MOLOPO 800 SC (L7043) (Soil treatment). Use 937 g/3,752 l water. Apply on the soil at the base of the target plant. For seedlings use 2 ml /plant; for trees up to 1 m use 2 x 2 ml /tree; for trees 1-2 m use 3-4 x 2 ml /tree; for each additional metre above 2 m use 2 x 2 ml (maximum of 8 doses)	This species requires a combination of mechanical, chemical and cultural techniques when removed.
Eucalyptus grandis (Saligna gum)	Eucalyptus species use a large amount of water, thus reducing stream flow and lowering water supply. Eucalyptus species are able to outcompete indigenous species, threatening local biodiversity.	**Mechanical:** Uproot young plants. Uproot and sever below junction of roots. Tree felling. Seedlings can be removed by hand and are also susceptible to fire. **Chemical:** Trees severed above ground should be treated with herbicides. • ROUNDUP MAX (L6790). Use 265 g/10 l water. Apply to cut surface of low-cut stumps within 3 hours of felling. • LUMBERJACK 360 SL (L7295), TIMBREL 360 SL (L4917). Use 300 ml + 50 ml Acrtipron Super or BP Crop Oil/10l water. Apply to the cut surface of low-cut stumps within 3 hours of felling.	Apply herbicides almost immediately after severing due to rapid resprouting.
Paraserianthus lophantha	This species forms monospecific stands and has altered the landscape in many areas where it occurs.	**Mechanical:** Uproot young plants. Uproot and sever below junction of roots. Tree felling. **Chemical:** This species does not	Seedfeeding bio-control agents have not been affective. Long-term follow-ups are needed to remove this species.

Species	Plant Invasion Impact	Control methods	Control Caution
		resprout from burnt or cut stems and does not require herbiced application.	
Pinus pinea (Stone Pine)	This species easily establishes in cool moist areas where they transform the landscape and reduce the carrying capacity of the area as well as increase fire risk.	**Mechanical:** Uprooting young plants (especially in moist soil). Uproot and sever below junction of roots. Tree felling. **Chemical:** Trees severed above ground should be treated with herbicides. • ROUNDUP MAX (L6790). Use 265g/10 l water. Apply to cut surface of low-cut stumps within 3 hours of felling. For seedlings use 2 ml /plant; for trees up to 1 m use 2 x 2 ml /tree; for trees 1-2 m use 3-4 x 2 ml /tree; for each additional metre above 2 m use 2 x 2 ml (maximum of 16 ml) • MOLOPO 800 SC (L7043) (Soil treatment). Use 937g/3,752 l water. Apply on the soil at the base of the target plant. For seedlings use 2 ml /plant; for trees up to 1 m use 2 x 2 ml /tree; for trees 1-2 m use 3-4 x 2 ml /tree; for each additional metre above 2 m use 2 x 2 ml (maximum of 8 doses)	Accumulation of fuel load increases the danger of fire.
Pinus pinaster (Cluster Pine)	Seedlings germinate easily and establish in cool, moist soil. Pine trees reduce carrying capacity of invaded areas such as mountain and lowland fynbos, and thus threaten native biodiversity.	**Mechanical:** Uproot young plants. Uproot and sever below junction of roots. Tree felling. Burn approximately 12 to 24 months after clearing to eliminate seedlings. **Chemical:** Trees severed above ground should be treated with herbicides. • ROUNDUP MAX (L6790). Use 265g/10 l water. Apply to cut surface of low-cut stumps within 3 hours of felling. For seedlings use 2 ml /plant; for trees up to 1 m use 2 x 2 ml /tree; for trees 1-2 m use 3-4 x 2 ml /tree; for each additional metre above 2 m use 2 x 2 ml (maximum of 16 ml) • MOLOPO 800 SC (L7043) (Soil treatment). Use 937g/3,752 l water. Apply on the soil at the	Accumulation of fuel load increases the danger of fire.

Species	Plant Invasion Impact	Control methods	Control Caution
		base of the target plant. For seedlings use 2 ml /plant; for trees up to 1 m use 2 x 2 ml /tree; for trees 1-2 m use 3-4 x 2 ml /tree; for each additional metre above 2 m use 2 x 2 ml (maximum of 8 doses)	
Pittosprum undulatum	This species has a fast growth rate and shades out many other plants. Its ability to adapt to higher nutrient soils enables it to out-compete indigenous species. Its seeds are favoured by birds which may, in turn, neglect the seed of indigenous species causing a reduction in seed dispersal.	**Mechanical:** Uproot young plants. Uproot and sever below junction of roots. Tree felling. **Chemical:** There is no registered herbicide for this species.	No registered chemical for this species, thus mechanical removal of this species should be executed with caution.
Populus canescens	These trees are found throughout the country on riverbanks and in vleis, where they form dense and uniform stands. They can spread into surrounding veld.	**Mechanical:** Uproot young plants. Uproot and sever below junction of roots. Tree felling. **Chemical:** Trees severed above ground should be treated with herbicides. • CHOPPER (L3444), HATCHET (L7409). Use 500 ml/10 l water. Apply to the cut surface of low-cut stumps. Apply at least 10 ml per 100 mm of stump diameter. • ACCESS 240 SL (L4920), BROWSER (L7357). Use 200 ml + Actipron Super or BP Crop Oil//10 l water. Apply to the cut surface of low-cut stumps within 3 hours of felling. • LUMBERJACK 360 SL (L7295), TIMBREL 360 SL (L4917). Use 600 ml + 50 ml Acrtipron Super or BP Crop Oil/10l water. Apply to the cut surface of low-cut stumps within 3 hours of felling.	This species is difficult to control mechanically as they are able to coppice when cut and regenerates vigorously from root suckers. Herbicides should thus be used when controlling this species.
Robinia pseudoacacia (Black locust)	This species is found on riverbacks and alongside roads. The seeds, inner bark and shoots are poisonous. The flowers compete	**Mechanical:** any attempts to cut down this tree will stimulate sucker production from roots and stumps. Mechanical control is thus non-optional. **Chemical:** This trees species does not	This species is able to resprout even several years after it appears to be killed. Thus, annual monitoring and follow up treatments are important.

Species	Plant Invasion Impact	Control methods	Control Caution
	with native species for pollinators. Dense clonal clusters replace other indigenous vegetation.	respond well to herbicides, though systematic application products are available. • CONFRONT 360 SL (L7314). Use 200ml + 50ml Actipron Super/10l water. Apply as full cover spray to actively growing plants. Plants too high should be slashed and regrowth sprayed. • PLENUM 160 ME (L7702). Use 150ml + 50ml Actipron Super/10l water. Apply as full cover spray to actively growing plants.	
Rubus fruticosus (European Blackberry)	It forms dense stands and the thorny bushes are impenetrable, which restrict the movement of humans and animals.	**Mechanical:** cultivation/removal of the rhizome. **Chemical:** Specialized herbicides are used due to underground runners and are mostly affective in autumn because the sap transports the chemical to the roots. • ROUNDUP MAX (L6790). Use 80g/10l water with knapsack sprayed over 100g/10l water with mist-blower. Apply as full cover. • ROUNDUP TURBO (L7166). Use 240ml/10l water with knapsack sprayed and 320 ml /10l water with mist-blower. • MAMBA MAX 480 SL (L7714). Use 220ml/10l water with knapsack sprayed and 300 ml /10l water with mist-blower. • KILO WSG (L7431). Use 300ml/10l water with knapsack sprayed or 400 ml /10l water with mist-blower. Apply as full cover spray to actively growing plants. Slash growth in winter and apply when new growth is more than 0,5 m high.	Underground runners make this species difficult to eradicate. Specialised herbicides should be used when controlling the species. Herbicides should be applied during autumn when downward sap movement can transport the herbicide to the roots.

13. AUDITING

Control and eradication work performed in terms of this plan must be audited annually. The environment audit to be undertaken is a methodical examination of each site's status in terms of its IAP infestation and to determine the success or impact of the control and eradication measures undertaken.

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, current results, and recommended improvement goals. The audit report will also indicate failures or deficiencies and recommendations for corrective actions.

Table 10: Environmental Indicators for auditing purposes[22].

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 BD09 – Disturbance regimes: flood and drought
Resource Value	BD11 – Contribution to job creation: eradication of alien species
Natural Heritage Resources	NH01 – Status of natural heritage resources NH02 – Investment into natural heritage resources NH03 – Visitors to natural heritage resources
LAND USE	
Land Use	LU01 – Land cover LU02 – Land productivity vs potential
Land Condition	LU03 – Soil loss LU04 – Land degradation

[22] Environmental Indicators for National State of the Environment Reporting, DEAT, 2002

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7.7.2	**STELLENBOSCH MUNICIPALITY: AIR QUALITY MANAGEMENT PLAN (5-YEAR REVIEW)**

Collaborator No: **738428**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2022**

1. SUBJECT: STELLENBOSCH MUNICIPALITY: AIR QUALITY MANAGEMENT PLAN (5-YEAR REVIEW)

2. PURPOSE

The Stellenbosch Municipality: Air Quality Management Plan (October 2018) has been reviewed in terms Section 15 (1) of the National Environmental Management: Air Quality Act, 39 of 2004.

The Stellenbosch Municipality: Air Quality Management Plan (September 2022) (**ANNEXURE A**) has been finalized in collaboration with the Cape Winelands District Municipality Air Quality Officer and the Department of Environmental Affairs and Development Planning's Directorate: Air Quality Management. The latter document is herewith presented to Council for approval as Stellenbosch Municipality's 3rd Generation Air Quality Management Plan.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Section 15 (1) of the National Environmental Management: Air Quality Act, 39 of 2004, places an obligation on Municipalities to develop Air Quality Management Plans (AQMPs) to manage air quality in their regions. Stellenbosch Municipality's 1st Generation AQMP dates back to 2013. This document was reviewed and the updated document adopted by Council in 2018. The Stellenbosch Municipality: AQMP (September 2022) (Annexure A) serves as Stellenbosch Municipality's 3rd Generation AQMP, 5-year review and update of the latter. The Stellenbosch Municipality: AQMP (September 2022) is based on the above (2013 and 2018) plans and is informed by the updated Western Cape AQMP (2021) and the Cape Winelands District Municipality AQMP (2018).

The Stellenbosch Municipality: AQMP, as contained in this item, has been finalized in collaboration with the Cape Winelands District Municipality Air Quality Officer and the Department of Environmental Affairs and Development Planning's Directorate: Air Quality Management.

5. RECOMMENDATION

that Council approves and adopts the Stellenbosch Municipality: Air Quality Management Plan (September 2022) as its 3rd Generation Air Quality Management Plan.

6. DISCUSSION / CONTENTS

6.1 Background

As stated above Stellenbosch Municipality has defined obligations with regards to air pollution control as contained in the National Environmental Management: Air Quality Act, 39 of 2004, to:

a) Compile an AQMP
b) Designate an AQO
c) Report on the implementation of the AQMP

Stellenbosch Municipality complies with all of the above. The Air Quality Management Plan (2018) of Stellenbosch Municipality has now been reviewed in line with the AQMPs of Provincial Government (2021) and the Cape Winelands District Municipality (2018).

6.2 Discussion

The Stellenbosch Municipality AQMP (2013 [reviewed in 2018]) and Air Quality By-Law (adopted by Council in August 2018) has been prepared to give effect to the right contained in Section 24 of the Constitution of the Republic of South Africa, 1996, by controlling air pollution within the area of the municipality's jurisdiction as well as to ensure that air pollution is avoided, or where it cannot be altogether avoided, minimized and remedied.

It is important that the Municipality review and update its AQMP to evaluate its performance as it pertains to air quality management and to remain relevant. This review and update is done on a 5-year cycle as the provincial government- and district municipality management plans are updated

6.3 Financial Implications

The Stellenbosch Municipality: Air Quality Management Plan (September 2022) has been completed internally. There is no direct financial implication should the recommendation as set out in this report be accepted. Actions contained in the Stellenbosch Municipality AQMP are included in the existing budget of the Section: Environmental Management.

6.4 Legal Implications

Stellenbosch Municipality has defined obligations for air quality management as contained in the National Environmental Management: Air Quality Act, 39 of 2004, to:

d) Compile an Air Quality Management Plan (AQMP)
e) Designate an Air Quality Officer (AQO)
f) Report on the implementation of the AQMP

In terms of the Constitution of the Republic of South Africa, 1996, Section 156, a municipality has executive authority in respect of, and has the right to administer -

i. local government matters listed in Part B of Schedule 4 and Part B of Schedule 5; and
ii. any other matter assigned to it by national or provincial legislation.

Schedule 4, Part B, referred to above include air pollution.

The recommendations in this report comply with Council's policies and applicable legislation.

6.5 Staff Implications

This report has no additional staff implications to the Municipality. The appointed Air Quality- / Noise Control Officer will be responsible for the implementation of the Stellenbosch Municipality: Air Quality Management Plan (September 2022).

6.6 Previous / Relevant Council Resolutions:

34th Meeting of the Council of Stellenbosch Municipality (2015/05/27), Item 8.5.

RESOLVED (nem con)

(a) that the draft AQMP be approved by Council, in principle, and that same be advertised for public comment;

(b) that the municipality designate the incumbent of the position of Environmental Planner as Air Quality Officer; and

(c) that the designated Air Quality Officer be tasked with annual reporting in terms of NEMAQA.

Effect was given to the Council resolution dated 2015-05-27, Item 8.5, and the AQMP was advertised on 29 May 2015 with closing date 29 June 2015. No comments were received.

3rd Meeting of the Council of Stellenbosch Municipality (2016/10/26), Item 7.3.1.

RESOLVED (majority vote)

(a) that Council designates the incumbent of the position Air Quality Control Officer (post 2.4.4.1) as Air Quality Officer in terms of the National Environmental Management: Air Quality Act, 39 of 2004, and

(b) that Council designates the incumbent of the position of Air Quality Control Officer (post 2.4.4.1) as Noise Control Officer in terms of the Western Cape Noise Control Regulations, P.N. 200/2013.

23RD Meeting of the Council of Stellenbosch Municipality (2019/01/23), Item 7.6.2

RESOLVED (majority vote with abstentions)

(a) that Council approves and adopts the Stellenbosch Municipality: Air Quality Management Plan (October 2018) as it's 2nd Generation Air Quality Management Plan.

6.7 Risk Implications

This report addresses relevant risk implications for the Municipality.

6.8 Comments from Senior Management

This Item was circulated to all directorates on 17 October 2022 for comment by 28 October 2022. The following responses were received:

6.8.1 Director: Infrastructure Services

Senior Manager: Waste Management - *No goals have been identified to minimize vehicular emissions, a short to medium plan could be to reduce the emissions from the Municipal fleet; no reference has been made to the Landfill Air Quality Report in the plan, and no reference has been made to the UNFCCC Paris Agreement 2015 and the how the Municipality will achieve these goals* (Response received via e-mail on 21 October 2022).

In response, the relevant Air Quality Impact Assessment, prepared by EScience Associates [Pty] Ltd, during 2021, was sourced and applicable information incorporated into the AQMP.

6.8.2 Director: Corporate Services

(Response received via e-mail on 17 October 2022). Proposals as to technical corrections in the item. These proposals were accepted and corrected.

ANNEXURES

Annexure A:

Stellenbosch Municipality: Air Quality Management Plan (September 2022)

FOR FURTHER DETAILS CONTACT:

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POSITION	**Environmental Planner**
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REPORT DATE	**17 October 2022**

ANNEXURE A

STELLENBOSCH MUNICIPALITY

AIR QUALITY MANAGEMENT PLAN

September 2022

STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

This document is a 2nd revision and update of the document

Air Quality Management Plan for the Stellenbosch Municipality

Report No uMN013-2013

(2013)

compiled by

uMoya-NILU

STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

ACRONYMS

The following terms, abbreviations and acronyms have been used, or are referred to in this document.

AEL	Atmospheric Emission License
AFIS	Advanced Fire Information System
AQMP	Air Quality Management Plan
AQO	Air Quality Officer
CE	Controlled Emitter
Criteria pollutant	Common air pollutants for which national ambient air quality standards or guidelines have been set.
CH_4	Methane
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CWDM	Cape Winelands District Municipality
DFFE	Department of Environment, Forestry and Fisheries
DEA	National Department of Environmental Affairs
DEA&DP	Department of Environmental Affairs and Development Planning
Emission	The direct or indirect release of substances, vibrations, heat or noise from individual or diffuse sources in an installation into the air, water or land.
EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
EMI	Environmental Management Inspector
GHG	Greenhouse gas
GN	Government Notice
HC	Hydrocarbons

H_2S	Hydrogen Sulphide
IDP	Integrated Development Plan
mg/m^3	Milligrams per cubic meter
MSA	Municipal Systems Act, 32 of 2000
NAAQS	National Ambient Air Quality Standards
NAEIS	National Atmospheric Emissions Inventory System
NEMA	National Environmental Management Act, 107 of 1998
NEMAQA	National Environmental Management Air Quality Act, 39 of 2004
NO	Nitrogen Oxide
N_2O	Nitrous Oxide
NO_2	Nitrogen Dioxide
NMVOC	Non-methane volatile organic compounds
NO_x	Oxides of nitrogen ($NO_X = NO + NO_2$)
O_3	Ozone
PM	Particulate matter
PM_{10}	Particulate matter with a diameter less than 10 microns
$PM_{2.5}$	Particulate matter with a diameter less than 2.5 microns
POPs	Persistent organic pollutants, organic compounds that are resistant to environmental degradation through chemical, biological, and photolytic processes.
PGWC	Provincial Government of the Western Cape
SAAQIS	South African Air Quality Information System
SO_2	Sulphur Dioxide
SEMA	Specific Environmental Management Act

µg/m³	Micrograms per cubic meter
Toxic air pollutants	Hazardous air pollutants known to cause serious health problems.
TSP	Total suspended particulates, all sizes of particles suspended within the air smaller than 100 µm.
VOC	Volatile organic compounds
WHO	World Health Organisation

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1. INTRODUCTION

Section 15 (1) of the National Environmental Management: Air Quality Act (39 of 2004), places an obligation on Municipalities to develop Air Quality Management Plans (AQMPs) to manage air quality in their regions. Stellenbosch Municipality's 1st Generation AQMP was developed and approved in 2013. This document serves as Stellenbosch Municipality's 2nd 5-year review and update of its AQMP. The 3nd Generation Stellenbosch Municipality AQMP is based on the above (2013 and 2018) plans and is informed by the updated Western Cape AQMP and the Cape Winelands District Municipality AQMP.

2. CONTEXT OF THE STELLENBOSCH MUNICIPALITY AQMP

The Stellenbosch Municipality AQMP was prepared taking into consideration the national-, provincial and local context of air quality management. The various plans, frameworks and policies applicable are summarized below:

2.1 NATIONAL LEVEL

2.1.1 National Environmental Management: Air Quality Act (39 of 2004)

The National Environmental Management: Air Quality Act, 39 of 2004 (NEM:AQA), is a Specific Environmental Management Act published under the National Environmental Management Act, 107 of 1998. Its purpose, among other, is to protect the environment by providing reasonable measures for the prevention of air pollution and to provide for national norms and standards regulating air quality monitoring, management and control by all spheres of government.

The promulgation of NEM:AQA aims to uphold Section 24 of the South African Constitution which enshrines everyone's right to an environment that is not harmful to their health and wellbeing and to have the environment protected through reasonable legislative and other measures that prevent pollution and ecological degradation.

2.1.2 National Framework for Air Quality Management in South Africa (2007, Revised 2012)

In terms of Section 7 of NEM:AQA, the National Department of Environmental Affairs developed the National Framework for Air Quality Management to ensure the efficient and effective implementation of the NEM: AQA throughout the country. The purpose of the National Framework is to achieve the objectives of NEM:AQA. As such the National Framework provides a medium- to long-term plan of the practical implementation of NEM:AQA.

2.1.3 Regulations and / or Guidelines Gazetted under NEM:AQA

Table 1 contains the various regulations and guidelines published under NEM:AQA.

Table 1: Gazetted Regulations and Guidelines

LEGISLATION	COMMENCEMENT DATE
National Ambient Air Quality Standards	24 December 2009 (GN 1210 of GG No. 32816)
List of Activities which Result in Atmospheric Emissions which have or may have a Significant Detrimental Effect on the Environment, including Health, Social Conditions, Economic Conditions, Ecological Conditions or Cultural Heritage	01 April 2010 (GN 248 of GG No. 33064)
National Ambient Air Quality Standard for Particulate Matter with Aerodynamic Diameter less than 2.5 micron metres (PM2.5)	29 June 2012 (GN 486 of GG No. 35463)
National Dust Control Regulations	01 November 2013 (GN 827 of GG No.36974)
Declaration of a small boiler as a controlled emitter and establishment of emission standards	01 November 2013 (GN 831 of GG No. 36973)
Regulations Prescribing the Format of the Atmospheric Impact Report	11 October 2013 (GN 747 of No. 36904)
Amendments to Regulations Prescribing the Format of the Atmospheric Impact Report	02 April 2015 (GN R284 of No. 38633)
National Atmospheric Emission Reporting Regulations	02 April 2015 (GN 283 of GG No. 38633)
Amendments to the List of Activities which Result in Atmospheric Emissions which have or may have a Significant Detrimental Effect on the Environment, including Health, Social Conditions, Economic Conditions, Ecological Conditions or Cultural Heritage	12 June 2015 (GN 551 of GG No. 38863)
Declaration of Small-scale Char and Small-scale Charcoal Plants as Controlled Emitters and Establishment of Emission Standards	18 September 2015 (GN 602 of GG No. 39220)
Regulations Prescribing the Atmospheric Emission Licence Processing Fee	11 March 2016 (GN 250 of GG No. 39805)
Air Quality Offsets Guideline	18 March 2016 (GN 333 of GG No. 39833)
Regulations for the Procedure and Criteria to be followed in the Determination of an Administrative Fine in terms of section 22A of the Act	20 July 2017 (GN 698 of GG No 40994)

2.2 PROVINCIAL LEVEL

The 3rd Generation provincial AQMP, dated 2021, has been completed with a vision of *clean and healthy air for all in the Western Cape*. The goals, on the road of achieving this vision, as included in the above plan are:

Goal 1: Ensure effective and consistent air quality management, linked to climate change response
- Strengthen and build capacity in air quality management and compliance and enforcement
- Promote cooperation amongst all spheres of government, business, industry and civil society
- Develop institutional mechanisms to improve air quality and climate change response
- Develop, implement and maintain air quality management systems
- Ensure adequate funding for the implementation of air quality management by municipalities

Goal 2: Continually engage with stakeholders to raise awareness with respect to air quality management and climate change response
- Develop comprehensive education and communication mechanisms, strategies and programmes with respect to air quality management and climate change response

Goal 3: Ensure effective and consistent compliance monitoring and enforcement
- Improve air quality compliance monitoring and enforcement
- Promote continuous improvement in respect of industry air quality compliance
- Develop and implement air quality regulatory processes

Goal 4: Support air quality and climate change response programmes, including promoting and facilitating the reduction of greenhouse gas emissions
- Reduce greenhouse gas emissions in line with national and international requirements

2.3 LOCAL LEVEL

The Cape Winelands District Municipality's 2nd Generation AQMP (2018) contains the following goals:

Goal 1: Efficient Air Quality Management
- Ensure effective and consistent air quality management
- Develop and implement an effective emissions licensing system
- Develop, implement and maintain an air quality management system
- Establish an annual AQMP review system
- Establish an emission reduction strategy

Goal 2: Promote communication in relation to air quality management
- Establish an air quality forum in order to ensure proper communication between local and provincial government, business and industry as well as interested and affected parties

Goal 3: Compliance monitoring
- Establish a compliance monitoring system within the CWDM
- Ensure continuous compliance with AEL conditions

Goal 4: Support climate change protection programs

3. STELLENBOSCH MUNICIPALITY AND ITS ENVIRONMENT

Stellenbosch Municipality (the Municipality) forms part of the Cape Winelands District Municipality of the Western Cape Province of South Africa (refer to Figures 1 and 2). The Municipality, with a geographical area of approximately 830 km², adjoins the Cape Metropolitan Area to the west and the Breede Valley-, Drakenstein- and Theewaterskloof Municipalities to the east, north and south respectively. Stellenbosch Municipality consists of 14 interconnected urban nodes of which Stellenbosch, Pniel, Franschhoek and Klapmuts are the largest settlements.

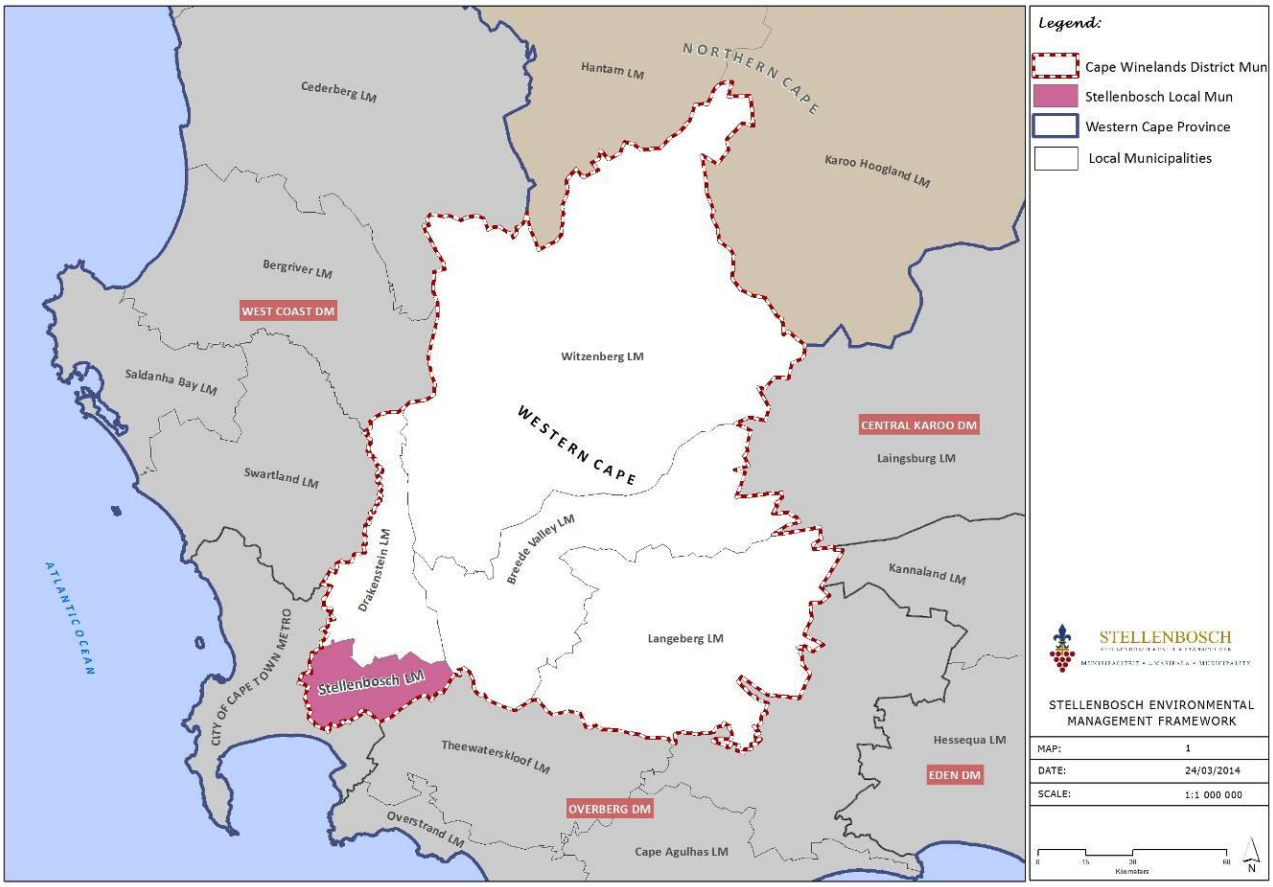


Figure 1: Location and context of Stellenbosch Municipality.

An area's air quality is largely affected by the area's geography, topography, climate, meteorology and the socio-economic realities. The section below describes the characteristics of Stellenbosch Municipality as well as the most prominent emission sources.

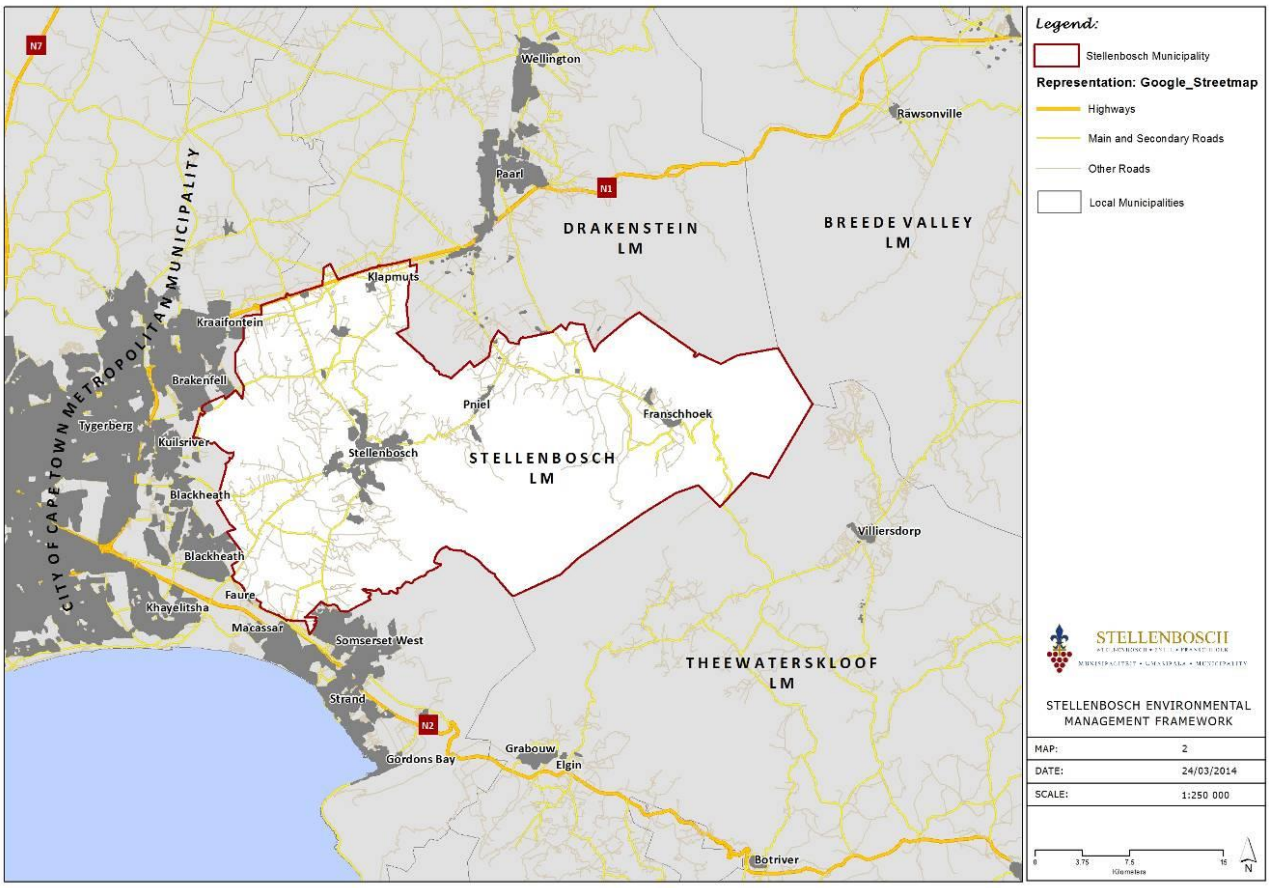


Figure 2: Local context of Stellenbosch Municipality.

3.1 TOPOGRAPHY AND LAND USE

The Municipality is bounded to the east and south by the Drakenstein-, Wemmershoek- and Limietberg mountain ranges. The Hottentots Holland range (i.e. Stellenbosch-, Jonkershoek- and Simonsberg- Mountains) and the Bottelary Hills are in the immediate vicinity of the town of Stellenbosch (Figure 3).

The permanently irrigated agricultural activities are generally located in the western areas of the Municipality as well as the Dwars River Valley (Kylemore and Pniel) and Franschhoek areas (Figure 4). Wine grapes and peaches are the biggest contributors to agricultural land use. Natural veld is generally located along the mountain ranges of the Stellenbosch, Jonkershoek, Simonsberg and Groot and Klein Drakenstein mountains.

3.2 CLIMATE AND METEOROLOGY

Stellenbosch Municipality has a Mediterranean climate, characterised by warm, dry summers and cold, wet winters. The Municipality receives approximately 80% of its annual rainfall in the winter months typically as cyclonic rain from cold fronts, and 20% during its summer months. Summers are generally hot with temperatures averaging between 25° and 30°C.

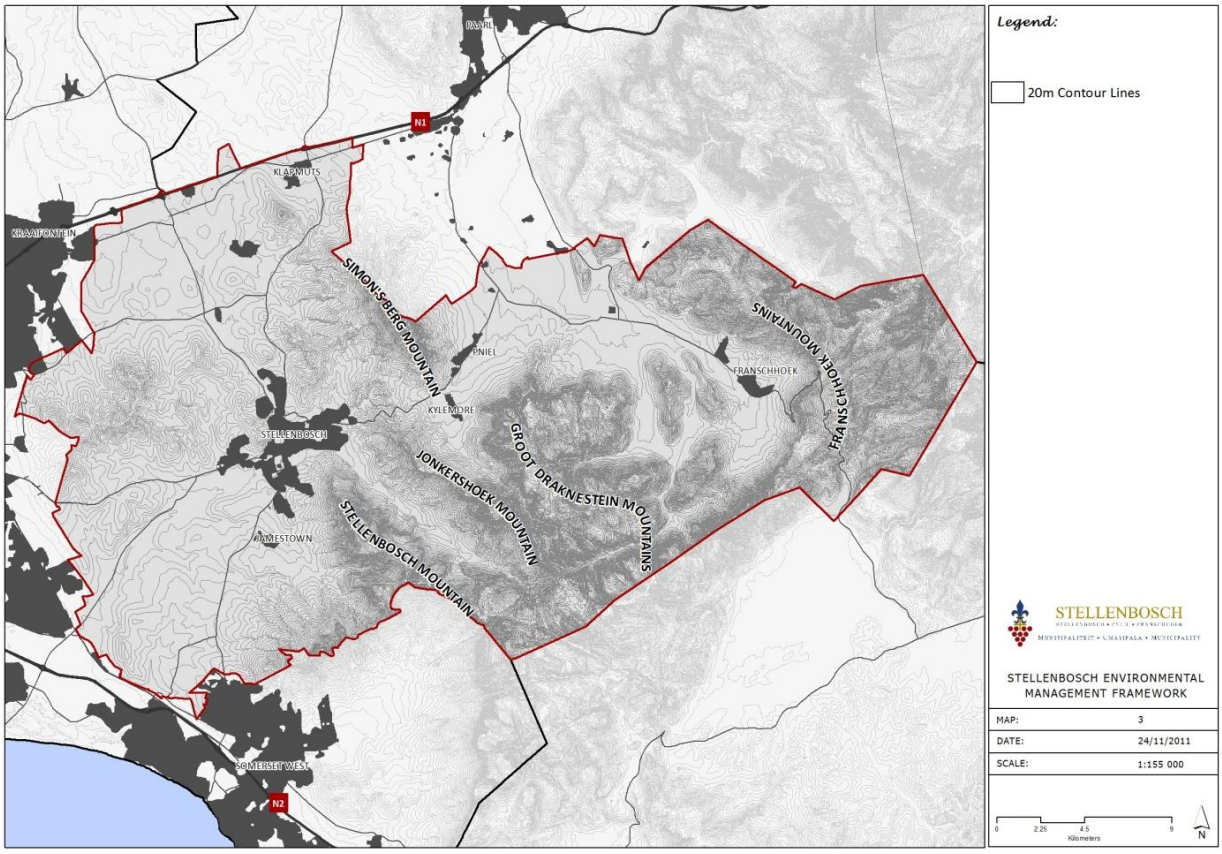


Figure 3: Topography of Stellenbosch Municipality.

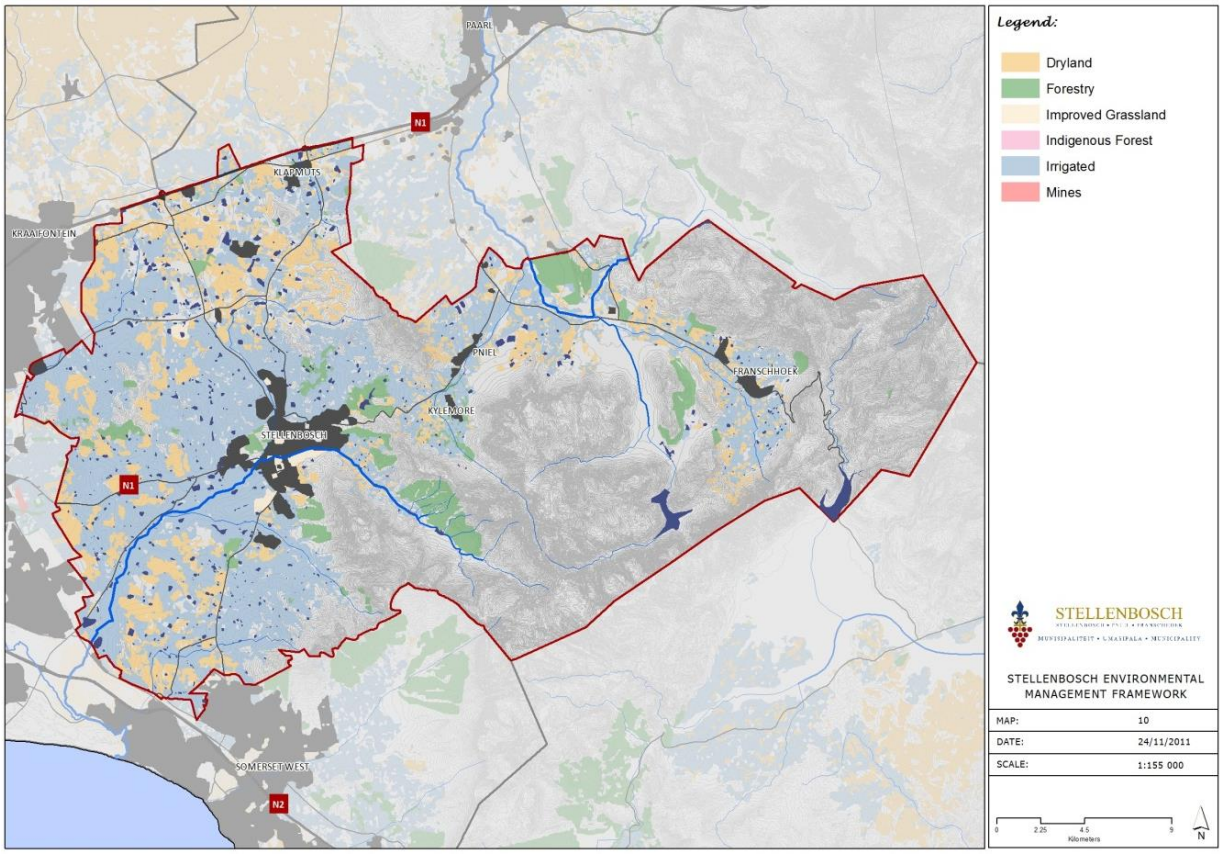


Figure 4: Land use of Stellenbosch Municipality.

Heat waves lasting a few days occur reasonably frequently in summer. The southern part of the Municipality is on average 0.5°C cooler that the northern part. Winter temperatures are usually mild. Occasional cold snaps accompanied by snowfalls on the higher mountain peaks are an annual winter occurrence. Rainfall across the Municipality varies from 200 mm to 3 000 mm per year, in the higher peaks of the Groot Drakenstein mountain range, decreasing to the west away from the influence of the mountains.

The *Status Quo report on the climate change in the Western Cape* (June 2005)[1] states that the future climate of the Western Cape is likely to be warmer and drier than at present, according to a number of current model projections. In support of these projections, recent temperature trends reveal appreciable warming in the Western Cape over the past three decades. Rainfall trends are not as clearly identifiable. A future that is warmer, and possibly drier, will encompass a range of consequences that will affect the economy, the livelihoods of people and the ecological integrity of the region.

Wind speed and direction in the Stellenbosch Municipality may be inferred from measurements in Cape Town and Paarl. The wind measured in Cape Town is more representative of the western parts of the Municipality than elsewhere and wind measured at Paarl will apply mostly to the eastern parts of the Municipality. Figure 5 shows wind roses for Paarl and Cape Town for the period 1998 to 2008. Each wind rose depicts the frequency (as a percentage) of occurrence of hourly wind speed in six wind speed classes in the 16 cardinal wind directions. Wind direction being from where the wind blows, e.g. south-easterly winds blow from the southeast to the northwest. The frequency of very light and calm winds (< 0.5 m/s) is shown in the centre of the windrose with the wind speed classes colour coded in Figure 5. Each arch represents a 5% frequency of occurrence.

The wind in Cape Town and over the western parts of the Stellenbosch Municipality is generally stronger than at Paarl and the eastern parts of the Municipality where the mountainous topography offers protection from the strong coastal winds. At Paarl more than 38% of winds are very light or calm (< 0.5 m/s) and more than 50% of winds are between 0.5 and 3.5 m/s. These winds will mostly be topographical induced, given the mountainous nature of the area. Winds prevail mostly from two sectors, from the south to west-southwest and northwest to north. On rare occasions the wind reaches 8 m/s, possibly when strong synoptic-scale conditions affect the south-western Cape Province.

Light winds (<0.5 m/s) are very rare in Cape Town, occurring only 3.8% of the time. The prevailing winds occur in the sector south-southeast to south-southwest and reach speeds in excess of 10.8 m/s. These mostly occur in summer when the Atlantic Ocean high pressure system is located across the southern parts of the country. In winter the north-westerly winds prevail as a result of frontal systems and also reach more than 10.8 m/s at times.

[1] Department of Environmental Affairs and Development Planning (DEA&DP) 2005: *A Status Quo, vulnerability and adaptation assessment of the physical and socio-economic effects of climate change in the Western Cape.* CSIR Environmentek: Stellenbosch. Report No. ENV-S-C 2005-073

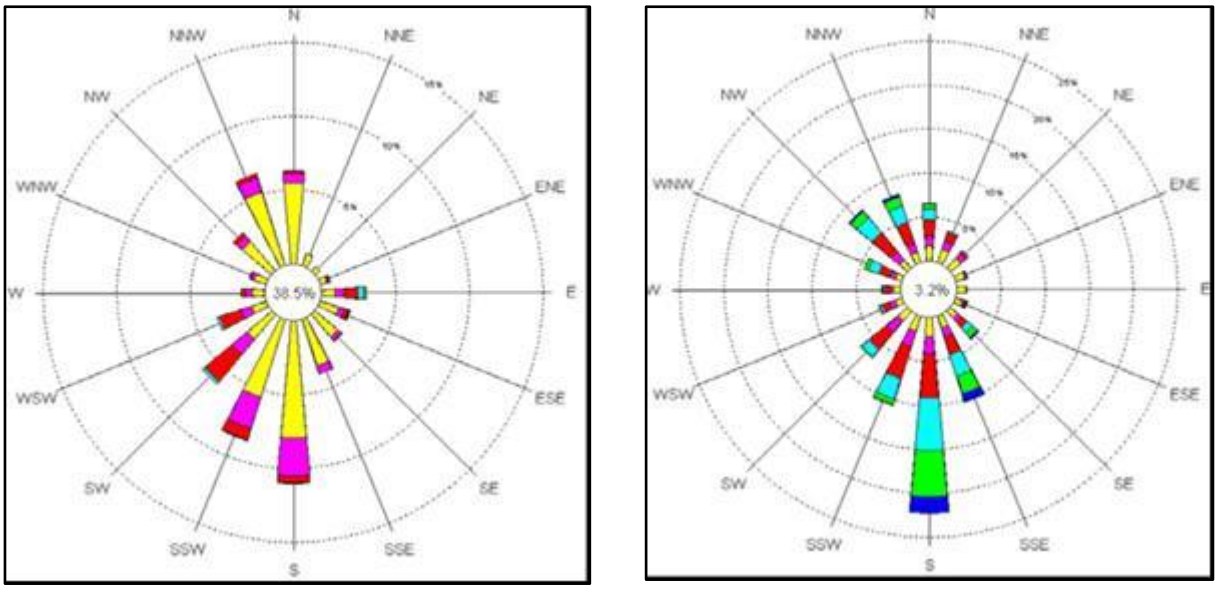


Figure 5: Annual wind roses for Paarl (left) and Cape Town (right) for the period 1998 to 2008 (Stellenbosch Municipality, 2010). The wind speed classes in m/s are shown below

The air pollution dispersion potential of an area refers to the ability of atmospheric processes, or meteorological mechanisms, to disperse and remove pollutants from the atmosphere. Dispersion comprises both vertical and horizontal components of motion. The vertical component is defined by the stability of the atmosphere and the depth of the surface mixing layer. The horizontal dispersion of pollution in the boundary layer is primarily a function of the wind field and atmospheric stability. The wind speed determines the rate of downwind transport and wind direction and the variability in wind direction determines the general path of pollutant. Atmospheric stability, or instability, determines the ability of the atmosphere to mix and dilute pollutants. Stability is a function of solar radiation (thermal turbulence) and wind speed and surface roughness which induce mechanical turbulence. The dispersion potential of an area, therefore experiences diurnal and seasonal changes. By day with stronger insulation (in coming solar radiation) and stronger winds the dispersion potential is generally more efficient through vertical dilution and horizontal dispersion. The dispersion potential is generally better on summer days than winter days. At night as the surface temperature inversion develops the lowest layer of the atmosphere becomes more and more stable, reaching a maximum at sunrise. As a result, the dispersion potential typically becomes less efficient during the night and the poorest conditions generally occur at sunrise. Thermal turbulence disappears when the sun sets, and mechanical turbulence decreases as the wind speeds drops at night. Pollutants tend to accumulate near the point of release under these conditions, particularly if these are released close to ground level. The dispersion potential is generally poorer on winter nights than summer nights.

Stellenbosch Municipality's dispersion potential is expected to be reactively good all year round as a result of warm daytime temperatures and a relatively high frequency of moderate winds, particularly over the western and south western parts. Dispersion will however be better on summer days than winter days because the thermal mixing is stronger and the night-time temperature inversions are weaker and shorter lived in summer. At night the dispersion potential is poorer and there is a tendency for pollutants to accumulate in the lowest layer of the

atmosphere. This effect is more pronounced in the winter when the surface temperature inversions are stronger and exist for longer than in summer. Dispersion is also expected to be more efficient over the flatter western parts of the municipality where winds are stronger than the east where mountains and valleys moderate the thermal and mechanical mixing.

3.3 SOCIO-ECONOMIC CONTEXT

Stellenbosch Municipality has a population of 186 274 people, 52 374 households (Stellenbosch IDP, 2020). In terms of population composition, the economically active (15-64 years) make up the majority at 72.3%, with the elderly (65+ years) and children (0-14 years) making up the remainder of the population at 4.9% and 22.8% of the population respectively. As such, the population of Stellenbosch Municipality is relatively youthful. Of the total population 52,2% are coloured, 28,1% are black African, and 18,5% white. Of those aged 20 years and older, 6,2% have completed primary school, 35% have some secondary education, 25,2% have completed matric, and 17,3% have some form of higher education, while 3,1% of those aged 20 years and older have no form of schooling. The larger concentrations of people are located around the urban settlements of Stellenbosch, Franschhoek, Klapmuts and Kylemore.

The provincial treasury estimates that Stellenbosch Municipality has 28.3% people in rural areas and 71.7% of its population in the urban centres (Stellenbosch Municipality, 2010). The majority of the of the Municipality's population is urbanised which means that a significant amount of livelihoods are derived from urban activities. Wages tend to be higher in urban settlements than rural areas. However, the population of Stellenbosch Municipality is relatively poor (Stellenbosch Municipality, 2010). The majority of households earn less than R 3 500 per month. Higher income households are found in and around the Stellenbosch Town and the eastern parts of Franschhoek. The northern and western parts contain a higher concentration of low income earners. There are also a lot of university students who fall under the no income category.

The region's economic potential centres largely on agricultural activities, heritage and tourism ventures. These are sectors that rely heavily on environmental services. There are strong linkages from Stellenbosch Municipality's agricultural sector to its manufacturing, wholesale, trade and accommodation, and financial services sectors, particularly with agri-tourism. The wine industry, followed by vegetable products, both strongly linked to the agricultural sector, are the district municipality's largest export products. According to Provincial Treasury (2006) the Stellenbosch Municipality finance and business services sector, mining, government, community, social and personal services, manufacturing and construction make the largest contributions to the CWDM economy.

In 2018, electricity was the main source of energy for lighting purposes (used by 90.9% of households) followed by candles and paraffin.

3.4 ATMOSPHERIC EMISSIONS

The main categories of atmospheric emissions that occur in the Stellenbosch Municipality are from the following sources.

3.4.1 Industrial and manufacturing emissions

Atmospheric emissions from industrial and manufacturing processes are typically associated with the combustion of fuel for heat or steam generation. These fuels may be coal, wood, heavy fuel oil (HFO), diesel or gas. In Stellenbosch Municipality there's 1 industry (Cabrico Bricks) with a fuel burning device that require an Atmospheric Emission License (AEL) in terms of NEM:AQA. The AEL authority is a District Municipal function and is the responsibility of the CWDM. The boilers at the remaining facilities is regulated by Stellenbosch Municipality as fuel burning appliances if they have a design capacity of less than 10 MW heat input (DEA, 2012).

The pollutants that are emitted from fuel burning devices depend primarily on the fuel and could include SO_2, NO_X, CO, particulates and VOCs. The quantity of pollutants emitted depends on the fuel consumption, the combustion device and the efficiency of installed air pollution abatement equipment.

3.4.2 Motor vehicles

Air pollution from motor vehicles arise from the by-products of the combustion process (emitted via the exhaust system) and from evaporation of the fuel itself from the fuel tank. Particulate matter (PM) is also emitted from brake, tyre and road wear. Key pollutants that are emitted from motor vehicles are Nitrogen oxides (NO_X), carbon monoxide (CO), particulate matter (PM_{10}, $PM_{2.5}$), sulphur dioxide (SO_2), hydrocarbons (HC) (represented by NMVOC) and lead (Pb). Emissions of carbon dioxide (CO_2), a greenhouse gas (GHG), also occurs.

3.4.3 Residential fuel burning

The majority of households in Stellenbosch Municipality use electricity for cooking, heating and lighting purposes with some use of gas, parrafin, wood and other energy sources. As such, energy use in the Municipality is not strongly associated with air pollution as electricity, gas and paraffin are clean sources of energy. However, there are some households, particularly in the informal settlements that do not have access to electricity where wood, paraffin and alternative fuels are used. Wood burning is associated with several consequences for indoor and ambient air quality and for human health. Smoke resulting from incomplete combustion of wood contains many chemical substances that are harmful such as hazardous air pollutants (HAPs), fine particle pollution (ash), and volatile organic compounds (VOC).

3.4.4 Electricity Generation

Whilst energy use in the Municipality is not strongly associated with air pollution, the generation of electricity by industries, bussinesses, households in residential neighbourhoods as well as on farms, have led to numerous noise- and air quality complaints submitted to the AQO by the public. Loadshedding implemented by ESKOM has become more regular and implemented over longer

periods in recent years. More and more business are having to rely on own back-up generators to continue trading during power outages. The installation or use of generators on these premises as well as residence is now a frequent occurance.

3.4.5 Agricultural emissions

Emissions from agricultural activities are most often associated with greenhouse gas emissions such as nitrous oxide (N_2O) from soil management and N_2O and methane (CH_4) from livestock and livestock management. Vegetation and crop residue burning results in the emission of CO, NO_X and particulates. Pesticide usage is very often necessary to maintain both agricultural productivity as well as human health. The drift of spray and dust from pesticide applications can expose people, wildlife, and the environment to pesticide residues that can cause health and environmental effects and property damage.

3.4.5.1 Biomass burning

Biomass burning is an important source of atmospheric emissions. Uncontrolled and controlled burning of natural vegetation, agricultural residue and waste are the main types of biomass burning that occur in Stellenbosch Municipality. Agricultural burning in Stellenbosch is a seasonal practice and is done under specific guidelines and when a permit from the local Fire Department is issued.

Fires can emit large volumes of particulate matter, ranging from coarse smuts that deposit on surfaces and are a nuisance, to fine inhalable particulate matter (PM_{10}). Gases emitted include CO, NO_X and VOCs. Biomass burning emissions can be estimated using fire data or burnt area estimates and emission factors for the vegetation type. Active fires are detected using data from the moderate resolution image spectro-radiometer (MODIS) sensor on NASA's Aqua and Terra satellites received by South African National Space Agency (SANSA, Hartebeeshoek) and CSIR Meraka Institute (Pretoria). The Advanced Fire information System (AFIS) determines the size and location of active fires, which may be used as a proxy for area burnt. In turn, the area burnt and the location may be used to estimate the type and amount of vegetation burnt. Emissions of particulates and gases are estimated using emission factors.

3.4.5.2 Pesticide use

South Africa uses large amounts of pesticides. Each crop type is susceptible to a unique host of pests that in-turn require a unique mixture of pesticides. Wine and fruit dominate as major agricultural export products for South Africa (Quinn et al, 2011). The Western Cape, including Stellenbosch Municipality, is one of the major growing regions for these products and as such pesticide usage occurs.

Pesticides are categorised into four main substituent chemicals namely herbicides, fungicides, insecticides and bactericides. The three main forms of pesticides are liquids (usually mixed with water and then sprayed), solids (usually in the form of pastes, pellets, dust and powder and may be applied directly as solids) and gases.

Pesticide drift refers to the unintentional diffusion of pesticides and associated potential negative effects of pesticide application. These effects include off-target contamination due to spray drift as well as runoff from plants and soil. It occurs when pesticides suspended in the air as particles are carried by wind to other areas, potentially contaminating them.

Pesticides enter human bodies through four pathways. Exposure can occur through the skin, through oral ingestion, through the eyes or through inhalation (Quinn et al, 2011). Pesticide exposure can cause a variety of adverse health effects, ranging from simple irritation of the skin and eyes to more severe conditions such as those affecting the nervous system, mimicking hormones causing reproductive problems, and also causing cancer (US-EPA, 2012). Strong evidence also exists for other negative outcomes from pesticide exposure including neurological, birth defects, foetal death (Sanborn, 2007) and neurodevelopmental disorder (Jurewicz, 2008).

The airborne nature of spray drift from the application of pesticides implies an air quality issue. Spray drift is, however, not addressed in the NEM:AQA. Pesticide use is regulated under the Fertilizer Farm Feeds Agriculture and Remedy's Act (36 of 1947), regulated and administrated by Department Agriculture, Forestry and Fisheries (DFFE). The statutory obligation in terms of the National Environmental Management Act, 107 of 1998, and the registration and prescription for the application of agrichemicals is legislated and administrated by DFFE. DFFE register all fertilisers, farm feeds, and agricultural remedies, stock remedies, sterilising plants and pest control operators, regulate or prohibit the importation, sale, acquisition, disposal or use of all fertilizers, farm feeds, agricultural remedies and stock remedies. The objectives of the Pesticide Management Policy for South Africa (DFFE, 2010) are, amongst others, to improve the legislative framework to improve protection against health and environmental risks posed, and to encourage the development and use of alternative products and techniques and to reduce the dependence of chemical protection of plants. To facilitate improvements that are aimed at ensuring that pesticides are produced, used and disposed of throughout their full life-cycle in ways those pose no significant adverse effects on health and the environment.

3.4.5.3 Chicken broilers and piggeries

A typical air quality issue associated with these facilities is odour. In addition the use of fuels such as diesel, HFO and coal for heating results in the emission of pollutants of combustion such as SO_2, NOx and particulate matter.

3.4.6 Waste management

3.4.6.1 Landfill

The management of general waste in Stellenbosch Municipality involves the collection and disposal at a landfill site. Approximately 96 ton/day, 980 ton/week, 4 243 ton/month and 50 960 ton/annum of general waste is being managed by the Municipality. More than 70% of the Municipal residents have their waste removed by the Municipality (IDP, 2018). While a landfill has the potential to impact on many aspects of the environment, the main risks to human health are likely to be a consequence of airborne emissions (Richardson et al, 2010). Gaseous emissions from landfill sites are both a public nuisance as well as a potential health hazard. The presence of a landfill impacts on air quality through three major pathways, odours, dust and gaseous pollutants.

Emissions from general waste landfill sites occur as landfill gas, which consists mostly of methane and CO_2 and particulates from waste handling and vehicle movement on the landfill site and wind entrained dust. Incidental waste burning are localised sources of air pollution. The pollutants will depend on the type of waste being burnt and may include particulates, CO, NO_X, VOC and toxic pollutants if waste including plastics are burnt.

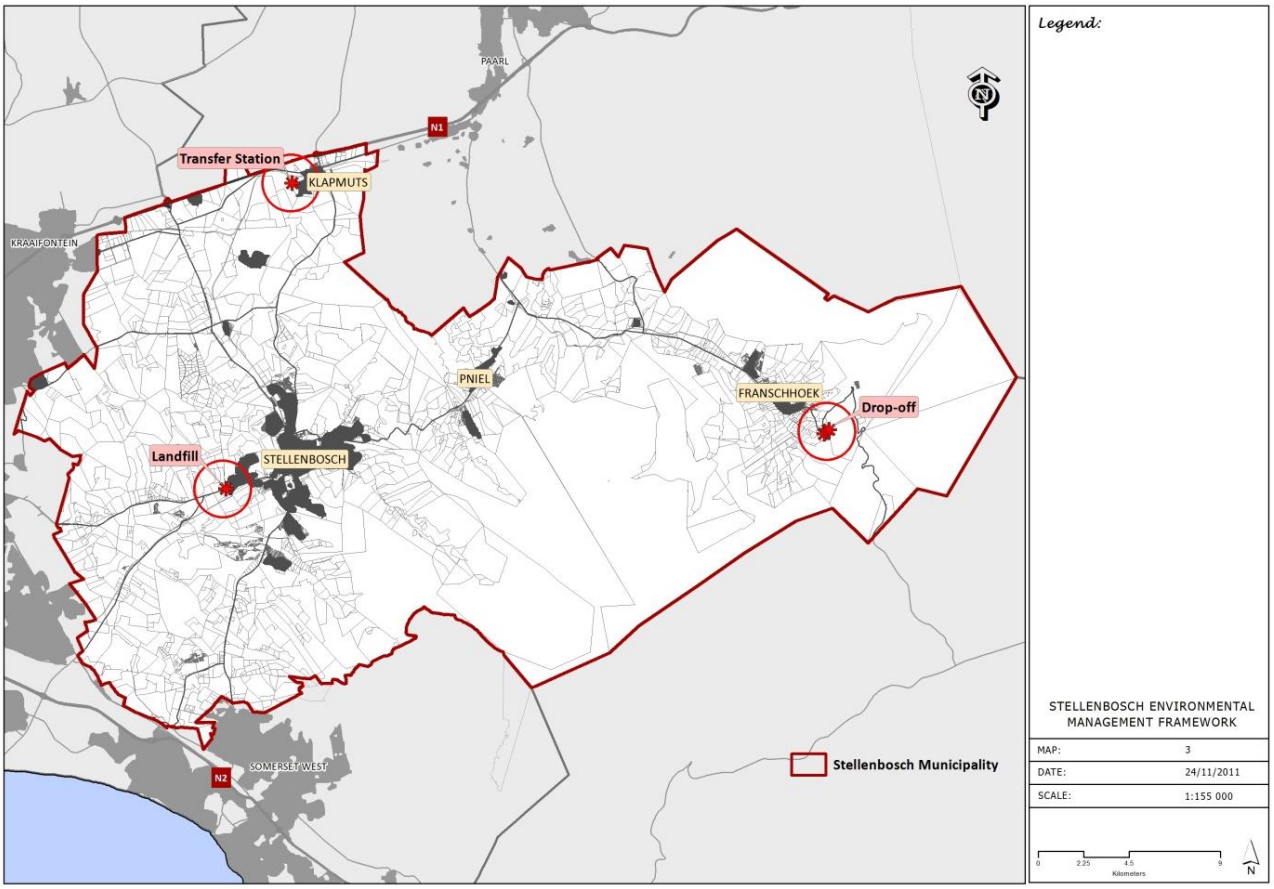


Figure 6: Solid waste disposal sites

An Air Quality Impact Assessment was conducted during 2021 (EScience Associates [Pty] Ltd) as part of an application for a waste management license variation for planned expansions of the Devon Valley landfill operations in Stellenbosch. The proposed height extension will allow the site in its entirety to reach 130m above mean sea level. A fourth cell, in addition to the existing three, is also planned. This assessment was undertaken to determine the impact of fugitive particulate emissions from vehicular entrainment on unpaved roads on the ambient air quality as prescribed by NEM:AQA, the impact of emissions from the landfill on the surrounding area, the impact of the emissions from the proposed vents in the landfill on the surrounding area and to use such information to inform a Waste Management Licence variation application to increase the maximum allowable height of the site to 130 mamsl. Based on the ambient air quality impact assessment results, in conjunction with the recommended management measures, the study anticipates that the impact of the proposed activities will be within the ambient air quality standards considered, with the exception of benzene. In cognisance of the potential exceedance of the national ambient air quality standards for benzene, it is recommended that passive monitoring be undertaken at the boundary of the landfill, and at the adjacent Stellenbosch Animal Welfare Society property at the nearest receptor to the landfill. At the time of the is assessment the

municipality has commenced with passive sampling for BTEX (benzene, toluene, ethylbenzene, and xylene) and other compounds based on the molecular diffusion of gases. It was recommended that the predicted concentrations versus actual monitoring results be reviewed in comparison to predicted emissions. In cognisance of the conservative approach taken in the Air Quality Impact Assessment, it is anticipated that the actual monitoring results will be lower than the predicted results. Should the measured data confirm the prediction of eventual exceedance of the national ambient air quality standards then it is recommended that the applicant consider capture and thermal destruction of the landfill gas. Alternatively, the would need to engage with the AQO and the waste management licensing authority to determine whether deposition may continue on the basis of a detailed health risk assessment. This is taking in account that the exceedances are not expected until year 8 at the soonest, depending on the rate of deposition.

3.4.6.2 Wastewater treatment

There are five municipal waste water treatment plants in Stellenbosch Municipality. Air pollutants associated with wastewater treatment works include hydrogen sulphide (H_2S), mercaptans and ammonia. Volatile organic compounds (VOCs) form by the volatilization of organic compounds in the treatment process, often found in industrial waste. Wastewater treatment works are also sources of greenhouse gases, CO_2, CH_4 and N_2O. CO_2 production is associated with the anaerobic treatment process through the breakdown of organic matter in the activated sludge.

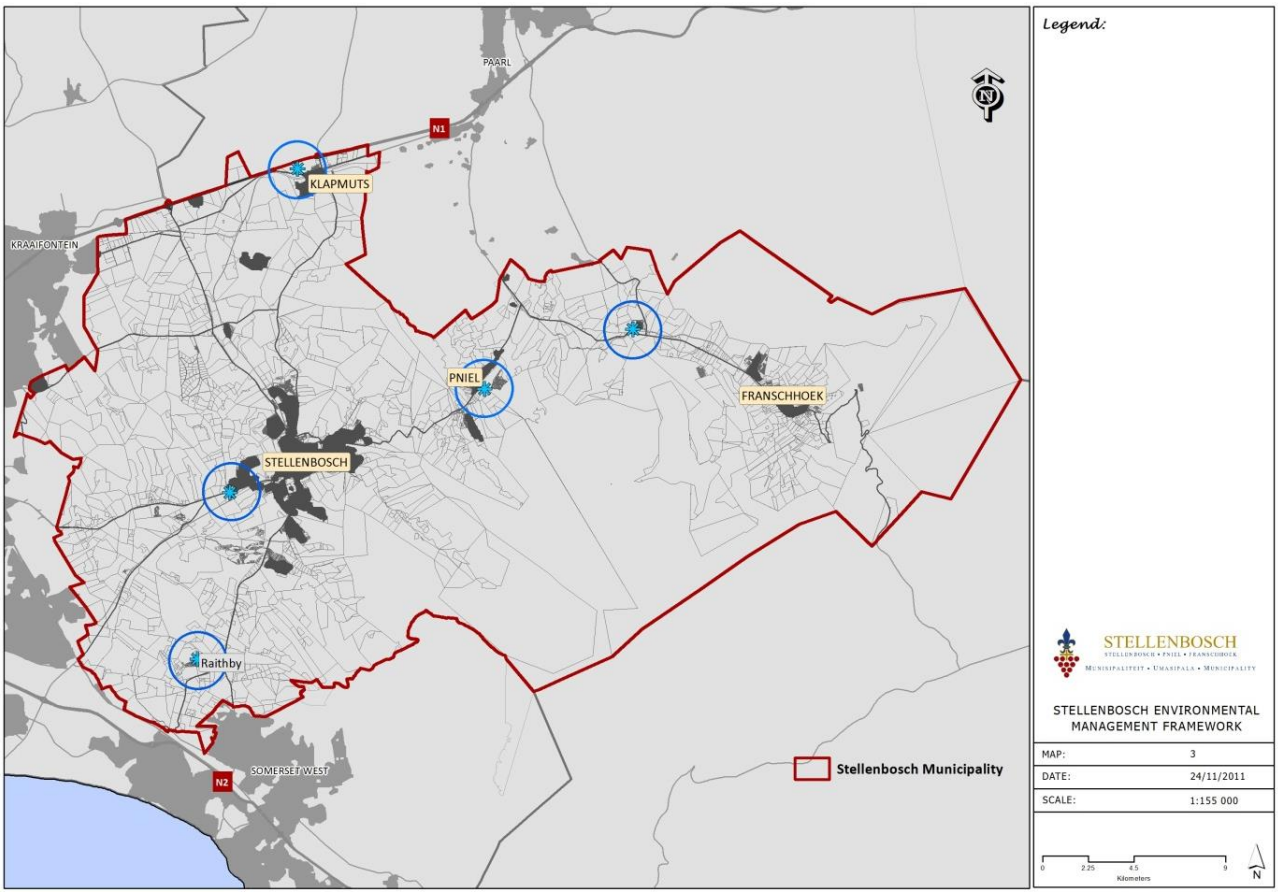


Figure 7: Waste water treatment works

Wastewater as well as its sludge components can produce CH_4 if it degrades anaerobically. The extent of CH_4 production depends primarily on the quantity of degradable organic material in the wastewater, the temperature, and the type of treatment system. The rate of CH_4 production increases with increasing temperature. This is especially important in uncontrolled systems and in warm climates. N_2O is associated with the degradation of nitrogen components in the wastewater, e.g., urea, nitrate and protein.

3.4.7 Wildfires

Wildfires occur seasonally in Stellenbosch Municipality. Uncontrolled fires can emit large volumes of particulate matter, ranging from coarse smuts that deposit on surfaces and are a nuisance, to fine inhalable particulate matter (PM_{10}). Gases emitted include CO, NO_X and VOCs.

3.4.8 Transboundary pollution

Transboundary pollution is regarded as pollutants being released in an area and transported by wind across a political boundary into another area. Stellenbosch Municipality is affected by the brown haze which forms over Cape Town during the winter months, largely attributed to motor vehicle emissions extends northwards on occasions and affects air quality over the southern parts of the Stellenbosch Municipality. In addition, emissions from the burning of crop residue in adjacent municipalities may affect air quality in Stellenbosch Municipality.

4. CRITERIA AIR POLLUTANTS AND AMBIENT STANDARDS

4.1 AMBIENT AIR QUALITY STANDARDS

Health-based ambient air quality standards have been established for criteria (or common) pollutants and one toxic air pollutant in South Africa (DEA, 2009 and 2012). The national ambient air quality standard consists of a limit value and a permitted frequency of exceedance. The limit value is a fixed concentration level aimed at reducing the harmful effects of a pollutant. The permitted frequency of exceedance represents the tolerated exceedance of the limit value and accounts for high concentrations as a result of process upsets and meteorological variation. Compliance with the ambient standard therefore implies that ambient concentrations are below the limit value and the frequency of exceedance does not exceed the permitted tolerance. Being health-based, these standards imply that the ambient concentrations less than the standard do not pose a health risk, while concentrations above the standard may pose a health risk.

Table 2: National Ambient Air Quality Standards (DEA, 2009 and 2012).

Pollutants	Averaging period	Limit value µg/m³	Frequency of exceedance	Compliance date
SO_2	10 min	500	526	-
	1-hour	350	88	-
	24-hour	125	4	-
	Annual	50	0	-
NO_2	1-hour	200	88	-
	Annual	40	0	-
CO	1-hour	30 000	88	-

	8-hour mean	10 000	11	-
Pb	Annual	0.5	0	
PM_{10}	24-hour	120	4	-
	24-hour	75	4	1 Jan 2015
	Annual	50	0	-
	Annual	40	0	1 Jan 2015
$PM_{2.5}$	24-hour	65	0	-
		40	0	1 Jan 2016–31 Dec 2029
		25	0	1 Jan 2030
	Annual	25	0	-
		20	0	1 Jan 2016–31 Dec 2029
		15	0	1 Jan 2030
Benzene	Annual	10	0	-
		5	0	1 Jan 2015

The criteria pollutants for which ambient standards have been set are sulphur dioxide (SO_2), nitrogen dioxide (NO_2), carbon monoxide (CO), ozone (O_3), lead (Pb), and inhalable particulate matter (PM_{10} and $PM_{2.5}$). Benzene (C_6H_6) is a toxic pollutant for which ambient standards have been set. The ambient standards are listed in Table 2.

4.2 AIR POLLUTANTS AND THEIR EFFECTS

4.2.1 Sulphur dioxide

The major source of SO_2 is the combustion of fossil fuels such coal, oil and diesel which contain sulphur. On inhalation, most SO_2 only penetrates as far as the nose and throat as it is readily soluble in the moist lining of the upper respiratory system, with minimal amounts reaching the lungs, unless the person is breathing heavily, breathing only through the mouth, or if the concentration of SO_2 is high. The acute response to SO_2 is rapid, within 10 minutes in people suffering from asthma (WHO, 2005). SO_2 reacts with cell moisture in the respiratory system to form sulphuric acid. This can lead to impaired cell function and effects such as coughing, broncho-constriction, exacerbation of asthma and reduced lung function. Effects such as a reduction in lung function, an increase in airway resistance, wheezing and shortness of breath, are enhanced by exercise that increases the volume of air inspired, as it allows SO_2 to penetrate further into the respiratory tract (WHO, 1999). SO_2 has the potential to form sulphurous acid or slowly form sulphuric acid in the atmosphere via oxidation by the hydroxyl radical. The sulphuric acid may then dissolve in water droplets and fall as precipitation.

According to an Ambient Air Quality Screening Study conducted by DEA&DP (2006) there are no significant sources of SO_2 in the Stellenbosch Municipality.

4.2.2 Nitrogen dioxide

Nitrogen dioxide (NO_2) is formed simultaneously in combustion processes and other high temperature operations such as metallurgical furnaces, blast furnaces, and internal combustion engines. The route of exposure to NO_2 is inhalation and the seriousness of the effects depends more on the concentration than the length of exposure. The site of deposition for NO_2 is the distal lung, as NO_2 does not readily dissolve in the moist upper respiratory system, it reacts with

moisture in the fluids of the lower respiratory tract to form nitrous and nitric acids (WHO, 1997). About 80 to 90% of inhaled nitrogen dioxide is absorbed through the lungs (CCINFO, 1998). NO_2 present in the blood as the nitrite ion oxidises unsaturated membrane lipids and proteins, which results in the loss of cell permeability control. NO_2 causes decrements in lung function, particularly increased airway resistance. People with chronic respiratory problems and people who work or exercise outside will be more at risk to NO_2 exposure. In the atmosphere, NO_2 reacts with water vapour to produce nitric acid. This acidic pollution can be transported over long distances by wind and deposited as acid rain, causing the acidification of soils, lakes, and streams, accelerated corrosion of buildings and monuments and damages paintwork. NO_2 is also a major source of secondary fine particulate pollution which decreases visibility, and contributes to surface ozone formation through its reaction with VOCs in the presence of sunlight.

According to an Ambient Air Quality Screening Study conducted by DEA&DP (2006) the highest average NO_2 concentration of 33 $\mu g/m^3$ was measured at the du Toit Street site in Stellenbosch town, which is attributed to the influence of traffic. Being 80% of the annual ambient NO_2 standard at this site during the monitoring campaign, suggests that traffic emissions may present a risk to air quality in Stellenbosch during peak times or during times of poor air dispersion. At the other monitoring sites, the NO_2 concentrations were low compared to the ambient air quality standards.

4.2.3 Carbon monoxide

Carbon monoxide (CO) is a product of the incomplete combustion of fossil fuels. It is predominantly formed in internal combustion engines of motor vehicles, but the combustion of any carbon-based material can release CO. Chemical reactions in the atmosphere may also lead to the formation of CO by the oxidation of other carbon-based gases such as methane. Decomposition of organic material within soils can also result in the release of CO. When inhaled, CO enters the blood stream by crossing the alveolar, capillary and placental membranes. In the bloodstream approximately 80-90% of absorbed CO binds with haemoglobin to form carboxyhaemoglobin. The haemoglobin affinity for CO is approximately 200-250 times higher than that of oxygen. Carboxyhaemoglobin reduces the oxygen carrying capacity of the blood and reduces the release of oxygen from haemoglobin, which leads to tissue hypoxia. This may lead to neurological effects and sometimes severe neurological effects that may include impaired coordination, vision problems, reduced vigilance and cognitive ability, reduced manual dexterity, and difficulty in performing complex tasks (WHO, 1999).

4.2.4 Ozone

A colourless gas which carries a harsh odour, ozone occurs naturally in the lower stratosphere as the ozone layer. This layer protects the earth from shortwave ultraviolet radiation. Near the earth's surface, ozone is a secondary pollutant and a major constituent of photochemical smog. The formation of ozone is dependent on the availability of NOx, hydrocarbons and sunlight. Thus, ozone may not be related directly to any source. Rather it may be associated with the sources of its precursor gases (NOx and hydrocarbons). Ozone may also reach the lower troposphere from the stratosphere, mostly associated with deep frontal systems or with deep convective storms. Ozone is a very reactive gas and a strong oxidant, associated with a number of health effects.

These include respiratory system effects such as coughing, aggravation of asthma and reduced lung function

According to an Ambient Air Quality Screening Study conducted by DEA&DP (2006) the O_3 concentrations in the Stellenbosch Municipality are relatively low compared with concentrations measured in the City of Cape Town. The 8-hour average ozone concentrations measured at the CWDM offices show some seasonal variation with summer concentrations higher than in winter. The national ambient air quality standard permits 11 exceedances per annum. In summer average 8-hour ozone concentrations repeatedly exceed the standard at the CWDM office.

4.2.5 Lead

Lead (Pb) is a metal that occurs naturally in small amounts in the earth's crust. It is used in the production of some types of batteries, ammunition, metal products (such as solder and pipes) ceramic glazes and paint. Chemicals containing lead, such as tetraethyl lead and tetramethyl lead are used as gasoline additives. In the atmosphere, lead exists primarily in the particulate form and is removed from air by wet and dry deposition. Nearly all environmental exposure to lead is to inorganic compounds. Exposure to Pb may be through inhalation of contaminated air and ingestion of contaminated food, water and soil. Hand-mouth contact is the main route of exposure for children. Lead can accumulate in plants and animals. The half-life of lead in human blood (it affects haemoglobin synthesis in the blood) is 28 to 36 days, but lead accumulates in the bones and teeth where it can stay for decades and be released again. Children absorb more and excrete less of the absorbed lead than adults.

4.2.6 Particulate matter

Particulate matter is a broad term used to describe the fine particles found in the atmosphere, including soil dust, dirt, soot, smoke, pollen, ash, aerosols and liquid droplets. The most distinguishing characteristic of PM is the particle size and the chemical composition. Particle size has the greatest influence on the behaviour of PM in the atmosphere with smaller particles tending to have longer residence times than larger ones. PM is categorised, according to particle size, into TSP, PM_{10} and $PM_{2.5}$.

Total suspended particulates (TSP) consist of all sizes of particles suspended within the air smaller than 100 micrometres (µm). TSP is useful for understanding nuisance effects of PM, e.g. settling on houses, deposition on and discolouration of buildings, and reduction in visibility.

PM_{10} describes all particulate matter in the atmosphere with a diameter equal to or less than 10 µm. Sometimes referred to simply as coarse particles, they are generally emitted from motor vehicles (primarily those using diesel engines), factory and utility smokestacks, construction sites, tilled fields, unpaved roads, stone crushing, and burning of wood. Natural sources include sea spray, windblown dust and volcanoes. Coarse particles tend to have relatively short residence times as they settle out rapidly and PM_{10} is generally found relatively close to the source except in strong winds.

$PM_{2.5}$ describes all particulate matter in the atmosphere with a diameter equal or less than 2.5 µm. They are often called fine particles, and are mostly related to combustion (motor vehicles,

smelting, incinerators), rather than mechanical processes as is the case with PM_{10}. $PM_{2.5}$ may be suspended in the atmosphere for long periods and can be transported over large distances. Fine particles can form in the atmosphere during the gas phase, when gas molecules aggregate or cluster together without the aid of an existing surface to form a new particle, or from reactions of gases to form vapours that nucleate to form particles.

Particulate matter may contain both organic and inorganic pollutants. The extent to which particulates are considered harmful depends on their chemical composition and size, e.g. particulates emitted from diesel vehicle exhausts mainly contain unburned fuel oil and hydrocarbons that are known to be carcinogenic. Very fine particulates pose the greatest health risk as they can penetrate deep into the lung, as opposed to larger particles that may be filtered out through the airways' natural mechanisms.

In normal nasal breathing, particles larger than 10 µm are typically removed from the air stream as it passes through the nose and upper respiratory airways, and particles between 3 µm and 10 µm are deposited on the mucociliary escalator in the upper airways. Only particles in the range of 1 µm to 2 µm penetrate deeper where deposition in the alveoli of the lung can occur (WHO, 2003). Coarse particles (PM_{10} to $PM_{2.5}$) can accumulate in the respiratory system and aggravate health problems such as asthma. $PM_{2.5}$, which can penetrate deeply into the lungs, are more likely to contribute to the health effects (e.g. premature mortality and hospital admissions) than coarse particles (WHO, 2003).
The area most likely to be affected by seasonal burning and other agricultural activities will be the western parts of the Stellenbosch Municipality boarding on the West Coast District Municipality where fields are prepared for winter crops. Furthermore, the Cape Town Brown Haze 2 study (Piketh *et al*, 2004) demonstrated the influence of emissions from motor vehicles, domestic fuel burning and industry in the City of Cape Town on neighbouring municipalities to the north. Air quality in the southern parts of the Stellenbosch Municipality south of the Stellenbosch Mountain and the western parts, in particular PM_{10} and ozone concentrations, may be affected by the Cape Town Brown Haze in winter.

According to an Ambient Air Quality Screening Study conducted by DEA&DP (2006) the average 24-hour PM_{10} and $PM_{2.5}$ concentrations are generally below the current ambient air quality standards.

4.2.7 Benzene

Benzene is a natural component of crude oil, petrol, diesel and other liquid fuels and is emitted when these fuels are combusted. Diesel exhaust emissions therefore contain benzene. After exposure to benzene, several factors determine whether harmful health effects will occur, as well as the type and severity of such health effects. These factors include the amount of benzene to which an individual is exposed and the length of time of the exposure. For example, brief exposure (5–10 minutes) to very high levels of benzene (14000 – 28000 µg/m^3) can result in death (ATSDR, 2007). Lower levels (980 - 4200µg/m^3) can cause drowsiness, dizziness, rapid heart rate, headaches, tremors, confusion, and unconsciousness. In most cases, people will stop feeling these effects when they are no longer exposed and begin to breathe fresh air. Inhalation of benzene for long periods may result in harmful effects in the tissues that form blood cells, especially the bone marrow. These effects can disrupt normal blood production and cause a decrease in important

blood components. Excessive exposure to benzene can be harmful to the immune system, increasing the chance for infection. Both the International Agency for Cancer Research and the US-EPA have determined that benzene is carcinogenic to humans as long-term exposure to benzene can cause leukaemia, a cancer of the blood-forming organs.

According to an Ambient Air Quality Screening Study conducted by DEA&DP (2006) the average benzene concentrations in Stellenbosch may be attributed to fuel handing and motor vehicle tailpipe emissions. These concentrations were however low at during the time of measurement compared to the national ambient air quality standard. As may be expected the highest concentration, albeit low, occurs at the du Toit Street site where traffic volumes are higher.

4.2.8 Persistent Organic pollutants

Persistent organic pollutants (POPs) are organic compounds that are resistant to environmental degradation through chemical, biological, and photolytic processes. Because of this, they are capable of long-range transport, bio-accumulation in human and animal tissue, bio-magnification in food chains, and to have potentially significant impacts on human health and the environment. Many POPs are used as pesticides. Pesticides are substances or mixture of substances intended for preventing, destroying, repelling or mitigating pests. The most common use of pesticides is the protection of crops, or agricultural products from damaging influences such as weeds, diseases or insects. Target pests can include insects, plant pathogens, weeds and microbes. Although there are human benefits to the use of pesticides, some also have drawbacks, such as potential toxicity to humans and other animals. According to the Stockholm Convention on Persistent Organic Pollutants, 9 of the 12 most dangerous and persistent organic chemicals are pesticides. Farmers follow specific methods to get export certification, therefore the spraying of pesticides is mostly controlled.

5. AIR QUALITY CONTROL IN STELLENBOSCH MUNICIPALITY

5.1 CAPACITY

In terms of NEM:AQA local authorities must:

i. Designate a municipal Air Quality Control Officer (AQO) from its administration.
ii. Develop an AQMP for inclusion in its Integrated Development Plan (IDP) in accordance with Chapter 5 of the Municipal Systems Act.
iii. Prepare an annual report including progress regarding the implementation of the AQMP and compliance with the plan.

Since the adoption of the 1st Generation AQMP for Stellenbosch Municipality the AQMP has been included in the IDP and an AQO has been appointed and designated. This official submits annual reports to the AQO at CWDM on progress with the implementation of the AQMP and compliance thereto. In addition, an Air Quality By-Law (2018) has been adopted by Council. The designated AQO is also Stellenbosch Municipality's Noise Control Officer, responding to complaints submitted in terms of the Provincial Noise Control Regulations.

5.2 ROLES AND RESPONSIBILITIES

As stated above, Stellenbosch Municipality has got defined air quality control responsibilities. The air quality management function in Stellenbosch Municipality has been assigned to the Department: Community and Protection Services. The designated AQO is responsible for the functions listed in Figure 8 below.

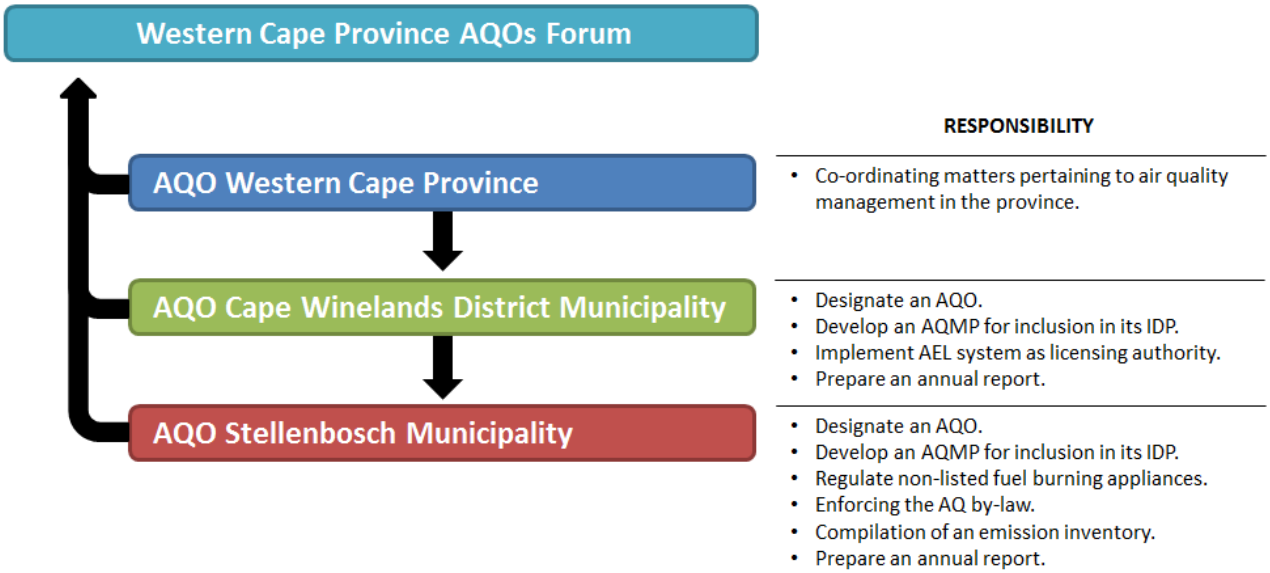


Figure 8: Hierarchy of air quality management in Stellenbosch Municipality

Stellenbosch Municipality's AQO works closely with that of the CWDM in the management of air quality in the area, reporting on the implementation of the AQMP, assists the Department of Environmental Affairs & Development Planning and CWDM on AEL compliance inspections and attends quarterly provincial AQO forum.

5.3 REVIEW OF THE STELLENBOSCH AIR QUALITY MANAGEMENT PLAN 2018

Stellenbosch Municipality developed an AQMP in 2013, reviewed in 2018. These plans were strategic documents that assist the Municipality to set and achieve air quality management goals in a structured, co-ordinated and measured manner. The section below assesses Stellenbosch Municipality's actions in the implementation of the 2018 AQMP.

Goal 1: Air quality governance meets requirements to effectively implement the AQMP	
Objective	**Activities [Assessment / Status]**
1. Sufficient capacity and competence exists to perform the Air Quality Management (AQM) function.	Identify capacity and competency needs. [Completed]
	Appoint and designate appropriate person for AQO. [Completed]

	Appoint additional personnel as identified in needs analysis. [Need identified and post created on micro-structure. Post, however, not funded]
	Train incumbent and new personnel to meet identified competence needs. [Completed - further training to be identified]
2. The AQMP included in the IDP.	Prepare AQ input for inclusion in the IDP. [Completed for current IDP cycle, to be repeated at each IDP cycle]
3. A regulatory framework exists in the Municipality for AQM.	Develop air quality by-law [Completed - the Stellenbosch Municipality Air Quality Control By-Law was approved by Council August 2018, a review of the above by-law was submitted to Council during 2021]
4. Internal relationships with regards to AQM are defined and strengthened.	Promote AQM across all divisions in the SM, emphasising integration. [Ongoing - Continual awareness created in the drafting of policy and assessment of development applications]
5. Intergovernmental relationship for AQM is defined and strengthened.	Define roles and responsibilities for AQM in SM. [Completed - Intergovernmental relationships are clearly defined]
	Report annually, according to reporting template. [Complete annually]
	Air Quality should inform all development and planning decisions. [Ongoing - Continual awareness created in the drafting of policy and assessment of development / licensing applications]
6. Encourage institutional awareness and understanding of air quality in the Municipality.	Air Quality should inform all development and planning decisions. [Ongoing - Continual awareness created in the drafting of policy and assessment of development / licensing applications]

Goal 2: Reduce atmospheric emissions of harmful pollutants	
Objective	**Activities [Status / Timeframe]**
1. Emissions from waste burning are reduced.	Introduce awareness programmes and public education of waste minimisation and recycling initiatives.

	[Ongoing – in partnership with the SM: Solid Waste Department]
	Promote efficient service delivery in order to reduce waste burning. [Ongoing – in partnership with the SM: Solid Waste Department]
	Enforcement of the by-law. [Ongoing]
2. Emissions from agricultural burning are reduced.	Introduce awareness programmes on the effects of agricultural burning on air quality. [Undertaken in partnership with the local Fire Department and Fire Protection Association]
	Enforcement of the by-law. [Ongoing]
3. Spray-drift is reduced.	Encourage optimal application methods for safe and sustainable pesticide use. [Ongoing – Through the handling of complaints in conjunction with CWDM]
	Enforcement of the by-law. [Ongoing – By-Law reviewed during 2021]

Goal 3: Systems and tools are established to effectively implement the AQMP	
Objective	**Activities [Status / Timeframe]**
1. An Air Quality Management System exists in Stellenbosch Municipality including an emission inventory, ambient air quality monitoring and reporting.	Develop a comprehensive emissions inventory. [Ongoing - Sources of emission are captured on the municipal GIS, Register attached as Annexure 1]
	Acquire monitoring equipment, identify sites and install equipment. [Equipment acquired as requirements are identified, monitoring done to complement that undertaken by PGWC, handheld equipment acquired during 2020/21]
	Establish complaints register for air quality and advise stakeholders on complaints recording and follow-up. [Ongoing - Complaint register continually improved, maintained and reported on]
	Develop an integrated information system for air quality data including emissions, ambient data and complaints.

	[Data captured on the municipal GIS]
	Prepare annual report on progress with AQMP implementation and state of air quality including emissions and ambient data and complaints. [Completed annually]
	Develop procedure to register fuel burning devices according to by-law. Procedure to register fuel burning devices is developed. [Ongoing – Continually updated, see Annexure 1]
2. Stakeholders participate in AQ management	Report quarterly to the Air Quality Officer's Forum on AQ status and progress with AQMP implementation. [Quarterly]
	Attend and input/comment to development planning (e.g. EIA, SDF, SEMF). [Ongoing – Done on a continual basis by the AQO and Environmental Planner]

6. AIR QUALITY MANAGEMENT PLAN FOR STELLENBOSCH MUNICIPALITY

6.1 VISION

The vision for the Stellenbosch Municipality AQMP is:

Air in the Stellenbosch Municipality is clean and healthy.

6.2 GOALS

The four goals for the Stellenbosch Municipality AQMP, as it appeared in the 2018 document, were retained. The goals are:

Goal 1: *Air quality governance meets requirements to effectively implement the AQMP*

This goal addresses the regulatory framework and the institutional capacity required in the Stellenbosch Municipality to carry out the air quality function. This links directly to the goal in AQMP for the Western Cape to 'Ensure effective and consistent air quality management' and the goal in the CWDM AQMP of 'Effective air quality management'.

Goal 2: *Reduce atmospheric emissions of harmful pollutants*

This goal aims to manage activities that impact on air quality to reduce the emissions of harmful pollutants and associated impacts on human health and well-being. This links directly to the Provincial AQMP goal to 'Ensure effective and consistent compliance monitoring and enforcement' and 'To ensure that health-based air quality standards are attained and continually met'. It also

links to the CWDM AQMP goal of 'Effective air quality management' through an 'Emission reduction strategy'.

Goal 3: *Systems and tools are established to effectively implement the AQMP*

This goal refers to the systems and tools required for effective AQMP implementation, the cornerstone of which is an Air Quality Management System. The development of an AQMS links directly to the Provincial AQMP goal 'To ensure effective and consistent air quality management' through the development of AQM systems. It also links to the CWDM AQMP goal to develop and AQMS. An AmediQMS is the fundamental unit towards the management of air quality in an area, incorporating the necessary technical elements that provide information on the status of air quality (DEA&DP, 2010).

Goal 4: *Climate Change*

This goal aims to improve the understanding of the impact that climate change is likely to have on the municipality and to implement measures to mitigate such impact.

6.3 Implementation plan

The timeframes defined for the implementation of the AQMP are:

- Immediate -First 3 months of AQMP adoption
- Short term -First 12 months of AQMP adoption
- Medium term -2 to 3 years
- Long term -Year 4 and 5

Goal 1: Air quality governance meets requirements to effectively implement the AQMP			
No.	**Objective**	**Activities**	**Timeframe**
1.1	Ensure sufficient capacity and competence exists to perform the Air Quality Management (AQM) function.	Refresher training provided to AQO to meet identified competence needs.	Medium term
1.2		Prepare AQ input for inclusion in the IDP.	Immediate
1.3	A regulatory framework exists in the Municipality for AQM.	Promote AQM across all divisions in the SM, emphasising integration.	Long term
1.4	Internal relationships with regards to AQM are defined and strengthened.	Define roles and responsibilities for AQM in SM.	Medium term
1.5	Intergovernmental relationship for AQM is defined and strengthened.	Report annually, according to reporting template.	Short term
1.6		Attend the provincial AQO forum.	Short term

1.7	Encourage institutional awareness and understanding of air quality in the Municipality.	Air Quality should inform all development and planning decisions.	Long term

Goal 2: Reduce atmospheric emissions of harmful pollutants			
No.	**Objective**	**Activities**	**Timeframe**
2.1	Emissions from waste burning are reduced.	Introduce awareness programmes and public education of waste minimisation and recycling initiatives.	Long term
2.2		Promote efficient service delivery in order to reduce waste burning.	Long term
2.3		Enforcement of the by-law.	Immediate
2.4	Emissions from agricultural burning are reduced.	Introduce awareness programmes on the effects of agricultural burning on air quality.	Long term
2.5		Investigate and promote alternate but equally effective agricultural practices.	Long term
2.6	Spray-drift is reduced.	Encourage optimal application methods for safe and sustainable pesticide use.	Medium term
2.7		Build awareness amongst broader stakeholders on pesticide use.	Long term

Goal 3: Systems and tools are established to effectively implement the AQMP			
No.	**Objective**	**Activities**	**Timeframe**
3.1	An Air Quality Management System exists in Stellenbosch Municipality including an emission inventory, ambient air quality monitoring and reporting.	Continually update emissions inventory.	Medium term
3.2		Finalise complaints register.	Short term
3.3		Finalise an integrated information system for air quality data including emissions, ambient data and complaints.	Medium term
3.4		Prepare annual report on progress with AQMP implementation and state of air quality including emissions and ambient data and complaints.	Immediate
3.5		Develop procedure to register fuel burning	Short term

		devices according to by-law.	
3.6	Stakeholders participate in AQ management	Participate and provide input / comment on development planning (e.g. EIA, SDF, SEMF).	Immediate
3.7	Dust management	Respond and attend to odour and dust complaints.	Immediate
3.8	Noise pollution management	Respond and attend to noise complaints.	Immediate

Goal 4: Climate change			
No.	**Objective**	**Activities**	**Timeframe**
4.1	Develop an understanding of Stellenbosch Municipality's vulnerability to climate change.	Conduct a risk assessment to understand the impact that climate change is likely to have on Stellenbosch Municipality.	Long term

6.4 REVIEW

This plan is reviewed on a 5 year basis to determine the success of the AQMP implementation, shortcomings and strengths evident in implementation. This provides the opportunity to adjust the AQMP or parts of the AQMP if the desired outcome is not being achieved.

Annual reviews are also conducted as part of reporting submitted to the CWDM AQO as required in terms of Section 17 of the NEM:AQA.

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Annexure 1: Stellenbosch Municipality Fuel Burning Equipment Register

Trade Name	Premises	Generator Type	Generator Capacity (KVA)	Fuel Type	Application date	Zoning
Private	Paradyskloof, Stellenbosch	Permanently Installed Generator	17 KVA/13.6 KWA	Diesel	17/12/2019	Residential
Private	Welgevonden, Stellenbosch	Mobile Generator	230 V Mobile generator	2-Stroke	24/04/2019	Residential
Kwik Spar Paul Roos	Kriggeville, Stellenbosch	Permanently Installed Generator	500 KWA	Diesel	24/04/2019	Commercial
BP Atlantic	Old Paarl Road, Klapmuts	Permanently Installed Generator		Diesel	24/04/2019	Commercial
Elephant & Barrel Pub	Village Centre, Franschoek	Mobile Generator	5 KVA	Petrol	20/05/2019	Commercial
French Connection	Village Centre, Franschoek	Permanently Installed Generator	180 KWA	Diesel	20/05/2019	Commercial
Le Petit Manoir Guesthouse	Street, Franschoek	Mobile Generator	5 KVA Mobile generator	Petrol	20/05/2019	Commercial
Kymric Hall	Wilhelmina Street, Franschoek	Permanently Installed Generator	450 KWV	Diesel	20/05/2019	Commercial
Private	Welgevonden, Stellenbosch	Light Weight Portable Generator	3 KVA Mobile generator	Petrol	16/05/2019	Residential
Protea Hotel Dorpshuis & Spa	Dorp Street, Stellenbosch	Permanently Installed Generator	160 KWA	Diesel	25/02/2020	Commercial
BP Service Station	Andringa Street, Stellenbosch	Permanently Installed Generator	300 KWA	Diesel	04/05/2021	General Business
Absa Stellenbosch	Plein Street, Stellenbosch	Permanently Installed Generator	500 KWA	Diesel	04/05/2021	General Business
Netbank Franschoek	Huguenot Road, Franschoek	Permanently Installed Generator	100 KWA	Diesel	26/05/2022	General Business
Stellenbrau Brewery (Pty) Ltd)	Vredenburg Road, Stellenbosch	Small Boiler	10 D LPG Liquid & Vapour Installation	LPG Gas	26/05/2021	Industrial
The Vineyard Office Accommodation	Pappagaaiberg, Stellenbosch	Permanently Installed Generator	1500 RPM	Diesel	25/05/2021	Industrial
University of Stellenbosch Admin B Building	University of Stellenbosch	Small Boiler	Ivar 345, 276 litres hot water boiler	Diesel	25/05/2021	Educational
Rhodes Food Group Holdings Ltd.	Groot Drakenstein, Paarl	Small Boiler	14 Ton Boiler, John Thompson Africa, Serial no. 71381	Coal Fired Boiler	06/09/2021	Industrial
Rhodes Food Group Holdings Ltd.	Groot Drakenstein, Paarl	Small Boiler	14 Ton Boiler, John Thompson Africa, Serial no. 71380	Coal Fired Boiler	06/09/2021	Industrial

Rhodes Food Group Holdings Ltd.	Groot Drakenstein, Paarl	Small Boiler	8 Ton Boiler, John Thompson Africa, Serial no. 72772	Coal Fired Boiler	06/09/2021	Industrial
Rhodes Food Group Holdings Ltd.	Groot Drakenstein, Paarl	Small Boiler	4 Ton Boiler, John Thompson Africa, Serial no. R1032	Coal Fired Boiler	06/09/2021	Industrial
Rhodes Food Group Holdings Ltd.	Groot Drakenstein, Paarl	Permanently Installed Generator	1200 KWA, Cat 3512 generator. Serial no.1KZ03909	Diesel	06/09/2021	Industrial
Rhodes Food Group Holdings Ltd.	Groot Drakenstein, Paarl	Permanently Installed Generator	450 KWA, Perkins Generator, Serial no. FGB061266U7556M	Diesel	06/09/2021	Industrial
Rhodes Food Group Holdings Ltd.	Groot Drakenstein, Paarl	Permanently Installed Generator	800 KWA, Perkins Generator, Serial no. DGDF002S12649E	Diesel	06/09/2021	Industrial
Rhodes Food Group Holdings Ltd.	Groot Drakenstein, Paarl	Permanently Installed Generator	400 KWA, Scania Generator, Serial no. 7029229	Diesel	06/09/2021	Industrial
Rhodes Food Group Holdings Ltd.	Groot Drakenstein, Paarl	Permanently Installed Generator	400 KWA, Scania Generator, Serial no. 7188952	Diesel	06/09/2021	Industrial
Rhodes Food Group Holdings Ltd.	Groot Drakenstein, Paarl	Permanently Installed Generator	650 KWA, Scania Generator, Serial no. 1979646	Diesel	06/09/2021	Industrial
Rhodes Food Group Holdings Ltd.	Groot Drakenstein, Paarl	Permanently Installed Generator	180 KWA, Volvo TAD Generator, Serial no. 5310444847	Diesel	06/09/2021	Industrial
Rhodes Food Group Holdings Ltd.	Groot Drakenstein, Paarl	Permanently Installed Generator	650 KWA, Volvo Penta Generator, Serial no.2016029860	Diesel	06/09/2021	Industrial
Eikestad Mall Stellenbosch	Andringa Street, Stellenbosch	Permanently Installed Generator	160 KWA, Zest Dutch generator, serial no. 6P17A001637	Diesel	20/01/2022	General Business
Eikestad Mall Stellenbosch	Andringa Street, Stellenbosch	Permanently Installed Generator	250 KWA John Deere generator, Serial no. RG6081H93667	Diesel	20/01/2022	General Business
Eikestad Mall Stellenbosch	Andringa Street, Stellenbosch	Permanently Installed Generator	300 KWA John Deere generator, Serial no.	Diesel	20/01/2022	General Business

			6981360308			
Eikestad Mall Stellenbosch	Andringa Street, Stellenbosch	Permanently Installed Generator	450 KWA John Deere generator, Serial no. RG6125H063691	Diesel	20/01/2022	General Business
Eikestad Mall Stellenbosch	Andringa Street, Stellenbosch	Permanently Installed Generator	450 KWA FTP Iveco generator, Serial no. MGM11539	Diesel	20/01/2022	General Business
Eikestad Mall Stellenbosch	Andringa Street, Stellenbosch	Permanently Installed Generator	500 KWA Enginco generator, Serial no. MGM11541202393	Diesel	20/01/2022	General Business
Eikestad Mall Stellenbosch	Andringa Street, Stellenbosch	Permanently Installed Generator	500 KWA FPR Iveco generator, Serial no. 2023930	Diesel	20/01/2022	General Business
Eikestad Mall Stellenbosch	Andringa Street, Stellenbosch	Permanently Installed Generator	750 KWA Perkins generator, Serial no. 2177938	Diesel	20/01/2022	General Business
Bossa Stellenbosch	Paradyskloof, Stellenbosch	Permanently Installed Generator	Wood fired Pizza Oven	Wood fired, 3000 pieces of wood p/m	15/02/2022	General Business
Col` Cacchio Stellenbosch	Plein Street, Stellenbosch	Permanently Installed Generator	Wood Pizza Oven	Wood fired, 2000 pieces of wood p/m	15/02/2022	General Business
Col` Cacchio Franschoek	Huguenot Street, Franschoek	Permanently Installed Generator	Wood fired Pizza Oven	2000 pieces of wood p/m	16/02/2022	General Business
Monalisa Restaurant	Plein Street, Stellenbosch	Permanently Installed Generator	Wood fired Pizza Oven	2000 pieces of wood p/m	15/02/2022	General Business
Bronze Editions (Pty) Ltd	Koelenhof, Stellenbosch	Permanently Installed, Silent pack generator	50 KWA Deutz generator, Serial no. 70175890	Diesel	20/01/2022	General Business
Oude Werf Hotel	Church Street, Stellenbosch	Permanently Installed Generator	250 KWA LC32C generator, Serial no. K1684A6488	Diesel	20/01/2022	General Business
Fantastic Food Court	Bird Street, Stellenbosch	Permanently Installed Generator	100 KWA Key Power generator, Serial no. K1684A6468	Diesel	20/01/2022	General Business
The Hussar Grill Stellenbosch	Plein Street, Stellenbosch	Permanently Installed Generator	308 KWA New Way Power generator, Serial no. CD 4045CO699	Diesel	20/03/2022	General Business

Jaguar and Land Rover, Stellenbosch	Andringa Street, Stellenbosch	Permanently Installed Generator	100 KWA GKC generator, Serial no. 15050051	Diesel	09/07/2022	General Business
Welgevonden Retief Residence	Welgevonden, Stellenbosch	Permanently Installed	Wood fired Pizza Oven	2000 pieces of wood p/m	14/05/2022	Agriculture
Smith and Associates	Noordwal-Wes Street, Stellenbosch	Permanently Installed Generator	55 KWA, FAW Generator, Serial no. 21040040 S019	Diesel	09/06/2022	General Business
Protea Hotel Franschoek	Huguenot Street, Franschoek	Permanently Installed Generator	50 KWA Deutz generator, Serial no. 70175895	Diesel	05/05/2020	General Business

7.8	**PLANNING :(PC: CLLR C VAN WYK (MS)**

7.8.1	**APPROVAL OF THE CORE FESTIVE PERIOD AND ARRANGEMENTS FOR THE PROCESSING OF LAND USE AND BUILDING PLAN APPLICATIONS AND ASSOCIATED PUBLIC PARTICIPATION**

Collaborator No: **738311**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2022**

1. SUBJECT: APPROVAL OF THE CORE FESTIVE PERIOD AND ARRANGEMENTS FOR THE PROCESSING OF LAND USE AND BUILDING PLAN APPLICATIONS AND ASSOCIATED PUBLIC PARTICIPATION

2. PURPOSE

Is to seek approval for arrangements for the processing and associated public participation pertaining to land use planning and building plan applications over the festive period.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Land use and building development applications are subject to prescribed legislative timeframes and associated public participation processes. During the festive season most families undertake extended holiday breaks away from home, which presents a challenge when most staff is also on holiday breaks and during which notices are not received by potential interested and affected parties on land use applications. For this purpose, it has become a practice to determine a core festive period during which public participation is not permitted or, alternatively, that such periods are disregarded with the extension of notice periods, and that such core festive period is also not taken into account in the prescribed timeframes for the processing for such applications. It is consequently proposed to adopt these arrangements to ensure ongoing compliance with legislative prescripts on timeframes as well as fair administrative processes regarding public participation for any potential interested and affected parties.

5. RECOMMENDATION

that the core festive period determined as 15 December 2022 to 9 January 2023 **BE APPROVED** for the purpose:

(a) That no serving or publishing of land use and land development application notices be undertaken during the determined core festive period.

(b) That the determined core festive period is not taken into account for purposes of calculating the number of days for public participation and/ or the processing of land use and building development applications, and that any such periods affected be accordingly extended.

(c) That any new land use and building plan applications submitted during the determined core festive period will not be administratively processed and that this period will also not be taken into account for the purpose of calculating any of the

legislative prescribed timeframes for the processing of land use and building plan applications.

(d) That no appeal period can commence which will be affected by the core festive period and that no notifications of decisions on land use applications will be communicated after 1 December 2022, and only be communicated from 9 January 2023.

6. DISCUSSION / CONTENTS

6.1 Background

Sections 45 and 46 of the Stellenbosch Municipal Land Use Planning Bylaw, 2015 regulates the manner in which public notices must be given and served. In terms of Section 47(h) the period which must be allowed for the submission of comments on an application may not be less than 30 days for interested and affected parties, and in terms of Section 51(2) an organ of state must submit its comments within 60 days of receipt of the notice.

Most families break for the festive season and many depart on extensive out of town holidays during the festive period. It is consequently probable that an interested and affected party to a land use planning application may not in a position to either receive such notice or deal with same and provide inputs timeously if the advertisement period falls within the core festive period.

For the purpose of fair administrative action, it is deemed reasonable and justifiable in the circumstances for a directive by the Department of Development Management that the core period during the festive holiday period must not be taken into account for the purpose of calculating the number of days for the public consultation processes.

6.2 Discussion

It is thus proposed that no serving or publishing of notices be undertaken in the core festive season to be determined as 15 December 2022 to 9 January 2023. Alternatively, any notices which are published or served prior to this core period, and will consequently run into this period, must be extended accordingly to disregard the stated festive period from the required minimum number of days for the submission of such comments.

Due to the new electronic means to submit land use and building plan applications, such submissions can also continue during the festive season and during which most staff will also be on extended vacation breaks. There will consequently not be adequate staff capacity, and during some periods, no staff, to deal with these applications and the processing of invoices and payment receipts. Due to the prescribed legislative timeframes, it will have a detrimental effect on compliance to these timeframes and performance standards.

Although the TPAMS and BPAMS portal will remain open for the loading of land use and building plan applications, these submissions will not be processed with the issuing of invoices to effect payment during the core festive season. Any submission of applications during the core festive season will consequently only be regarded as being submitted on 9 January 2023.

For this purpose, a notice will be placed on the electronic systems to submit land use and building plan applications (TPAMS & BPAMS) to notify the applicant that no administrative processing of the applications will take place during the core festive period.

The core festive period between 15 December 2022 and 9 January 2023 will also not be taken into account for the purpose of calculating any of the legislative prescribed timeframes for the processing of land use and building plan applications.

A person whose rights are affected by a decision of an authorised employee or the Tribunal in terms of Section 79 of Stellenbosch Municipal Land Use Planning Bylaw, 2015 may appeal within 21 days of notification of the decision. Accordingly, no appeal period can commence which will be affected by the core festive period of 15 December 2022 to 9 January 2023. No notifications of decision will therefore be communicated after 1 December 2022 and will only be communicated from 9 January 2023.

The above arrangements will be published on the Planning Portal of the Municipal Website and communicated to listed consultants.

6.3 Financial Implications

No financial implications

6.4 Legal Implications

Recommendation to ensure ongoing compliance with legislative prescripts on timeframes as well as fair administrative processes regarding public participation for any potential interested and affected parties.

6.5 Staff Implications

No staff implications

6.6 Previous / Relevant Council Resolutions:

None

6.7 Risk Implications

Recommendation to avert any possible claim for unfair administrative action and judicial review with time delays on development applications.

6.8 Comments from Senior Management:

6.8.1 Municipal Manager

Recommendation supported.

FOR FURTHER DETAILS CONTACT:

NAME	Stiaan Carstens
POSITION	Senior Manager: Development Management
DIRECTORATE	Planning and Economic Development
CONTACT NUMBERS	021 808 8674
E-MAIL ADDRESS	Stiaan.carstens@stellenbosch.gov.za
REPORT DATE	7 November 2022

7.8.2	APPOINTMENT OF ADDITIONAL BUILDING CONTROL OFFICERS

Collaborator No: **738321**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2022**

1. SUBJECT: APPOINTMENT OF ADDITIONAL BUILDING CONTROL OFFICERS

2. PURPOSE

Is to request to Council to appoint additional officials in the employ of the Municipality as Building Control Officers (BCO's) in order to complement the existing appointed BCO's to enhance service delivery.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

A Local Authority is required to appoint a Building Control Officer (BCO) to perform the prescribed duties in terms of the National Building Regulations and Buildings Standards Act, 1977 (Act 103 of 1977), hereafter referred to as "the Act". The designation and appointment of a BCO in accordance with the Act

is a requirement of the Act, which qualified person is permitted to make recommendation to the authorised decision maker to decide on a building plan application. The purpose of this Item is to request to Council to appoint additional officials in the employ of the Municipality as BCO's in terms of the Act in order to complement the existing appointed BCO's to enhance service delivery.

5. RECOMMENDATION

The appointment of the following suitably qualified officials in the employment of the Stellenbosch Municipality as Building Control Officers in terms of such designation in Section 5 of the National Building Regulations and Buildings Standards Act, 1977 (Act 103 of 1977), **BE APPROVED:**

(a) Me. Liezel Poulten
(b) Mr. Aubrey Langeveldt

6. DISCUSSION / CONTENTS

6.1 Background

A Local Authority is required to appoint a Building Control Officer (BCO) to perform the prescribed duties in terms of the National Building Regulations and Buildings Standards Act, 1977 (Act 103 of 1977), hereafter referred to as "the Act".

The Act stipulates in Section 5 (Appointment of Building Control Officer by Local Authority) as follows:

"(1) Subject to the provisions of subsection (3) a local authority shall appoint a person as building control officer in order to exercise and perform the powers, duties or activities granted or assigned to a building control officer by or under this Act.

(2) Any person not having the qualifications prescribed by national building regulation in respect of a building control officer shall not without the approval in writing of the Minister be appointed as building control officer in terms of subsection (1)."

The Act, in Section 6, stipulates the functions of a Building Control Officer as follows:

"(1) A building control officer shall-

(a) make recommendations to the local authority in question, regarding any plans, specifications, documents and information submitted to such local authority in accordance with section 4(3);

(b) ensure that any instruction given in terms of this Act by the local authority in question be carried out;

(c) inspect the erection of a building, and any activities or matters connected therewith, in respect of which approval referred to in section 4(1) was granted;

(d) report to the local authority in question, regarding non-compliance with any condition on which approval referred to in section 4(1) was granted."

6.2 Discussion

The designation and appointment of a BCO in accordance with the Act

is not the same and should not be confused with the even-named designation on the organogram for such functionary, even though the appointed functionary in such post designation will be the primary official to perform the prescribed duties of the BCO.

The main purpose of an appointed BCO in terms of the Act, is to perform the duty of making a recommendation on a building plan application to the authorised decision maker to decide on the subject application. Such BCO, as designated in the Act, must be a suitably qualified person to perform such duties.

Even though the Municipality did appoint a functionary in a post with the designation of a BCO in accordance with the approved organogram, and which performs the duties of a BCO, this person also needed to be appointed by Council as a BCO as designated in the Act.

It does however happen that this official (in the position of the BCO post) will not be on duty from time to time due to leave of absence, and in which case a person needs to be appointed in the acting position to fulfil the duties of a BCO. Such person must then also be appointed by Council as a BCO in accordance with the Act.

Due to the high workload from time to time, the intervention is made that the Manager Building Development Management assist the BCO by fulfilling such duties together with BCO and make recommendations on building plan applications directly to the Senior Manager Development Manager, to decide on building plan applications.

It is accordingly prudent that, for the purpose of effective service delivery, to appoint, in terms of such designation in the Act, several BCO's to perform the duties of a BCO's if so required. There is also no limitation on the number of appointed BCO's in terms of the Act, so long as they meet the qualifications requirements as stipulated in the Act.

Me Liezel Poulton was appointed as the Manager: Building Development Management on 1 November 2022. Me Poulton holds an Architectural Droughting Diploma from the Academy of Droughting Johannesburg, obtained in 1995. She is accordingly suitably qualified in terms of the requirements of the Act to be appointed as a BCO. Her qualification is attached as **APPENDIX "1"".**

Mr. Aubrey Langeveldt was appointed as a Senior Building Inspector on 1 November 2019. Mr. Langeveldt holds a National Diploma in Architectural Technology from the Cape Peninsula University of Technology, obtained in 2013. He is accordingly suitably qualified in terms of the requirements of the Act to be appointed as a BCO. His qualification is attached as **APPENDIX "2".**

It is accordingly proposed that both Me. Poulton and Mr. Langeveldt be appointed as alternative Building Control Officers for Stellenbosch Municipality to act in such role and perform such duties of a BCO if so, required in terms of absence of staff or service delivery requirements.

6.3 Financial Implications

There will be no financial implications for the appointment of additional Building Control Officers as contemplated in terms of Section 5 of the National Building Regulations and Buildings Standards Act, 1977 (Act 103 of 1977).

6.4 Legal Implications

The appointment of a Building Control Officer in terms of Section 5 of the National Building Regulations and Buildings Standards Act, 1977 (Act 103 of 1977) is a statutory requirement to fulfill the prescribed duties of such official and will ensure that the Municipality can fulfill its statutory duties.

6.5 Staff Implications

There will be no implication on any staff with the appointment of additional Building Control Officers as contemplated in terms of Section 5 of the National Building Regulations and Buildings Standards Act, 1977 (Act 103 of 1977).

6.6 Previous / Relevant Council Resolutions:

Previous similar Council resolutions to appoint officials in the capacity to serve as a Building Control Officer as designated in terms of Section 5 of the National Building Regulations and Buildings Standards Act, 1977 (Act 103 of 1977).

6.7 Risk Implications

The appointment of additional officials to fulfil the functions of a Building Control Officer will avent the risk and ensure that the municipality fulfil its duties in accordance with the provisions of the Act as well as ensure that there are no undue delays for effective service delivery.

6.8 Comments from Senior Management:

6.8.1 Municipal Manager

Item supported

ANNEXURES

Appendix 1: Me L. Poulton – Diploma in Architectural Draughting.

Appendix 2: Mr. A. Langeveldt - National Diploma in Architectural Technology

FOR FURTHER DETAILS CONTACT:

NAME	Stiaan Carstens
POSITION	Senior Manager: Development Management
DIRECTORATE	Planning and Economic Development
CONTACT NUMBERS	021 808 8674
E-MAIL ADDRESS	Stiaan.carstens@stellenbosch.gov.za
REPORT DATE	7 November 2022

APPENDIX 1

Academy of Draughting

Johannesburg South Africa

ACADEMY OF DRAUGHTING

This is to Certify that

Liezel Charmaine Poulton

has completed the prescribed course of study in

Architectural *Draughting*

Diploma

In Witness Whereof, We have affixed
our signatures and the seal

on December 1995

President

Educational Director

APPENDIX 2

Cape Peninsula
University of Technology

STELLENBOSCH
STATION COMMANDER
SERVICE

THE
NATIONAL DIPLOMA

ARCHITECTURAL TECHNOLOGY

is awarded to

AUBREY LYLE LANGEVELDT

student number

209020512

with effect from

01 DECEMBER 2013

Registrar

Vice-Chancellor

2 173 801

7.8.3	**APPROVAL OF THE DELEGATIONS OF THE POLICY FOR THE NAMING AND RENAMING OF STREETS, PUBLIC PLACES, NATURAL AREAS, ARTEFACTS AND COUNCIL-OWNED BUILDINGS AND FACILITIES**

Collaborator No: **738334**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2022**

1. SUBJECT: APPROVAL OF THE DELEGATIONS OF THE POLICY FOR THE NAMING AND RENAMING OF STREETS, PUBLIC PLACES, NATURAL AREAS, ARTEFACTS AND COUNCIL-OWNED BUILDINGS AND FACILITIES

2. PURPOSE

To request Council to adopt the delegations of the Policy on Naming and Renaming of Streets, Public Places, Natural Areas, Artefacts and Council-owned Buildings and Facilities for Stellenbosch Municipality.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The subject policy was approved by Council on 27 July 2022. The associated and required delegations to implement the subject policy did not accompany the item for approval, and the purpose of this item is the rectify the matter and obtain approval for the required delegations in order to effectively implement the subject policy.

The policy sets out the responsibilities of the relevant parties involved in the process of naming and renaming of streets, public places, natural areas, artefacts and council-owned buildings and facilities, as well as the numbering of streets. It provides criteria to guide how these names or numbers are allocated and approved and rules for effective administrative and decision-making procedures.

Under Section 59: Delegations of the Municipal Systems Act, Council is to approve the delegation of powers in terms of this policy to key officials and incorporate these into the System of Delegations. The proposed delegations are included in **ANNEXURE 1**.

5. RECOMMENDATION

that the Delegations for the Policy on Naming and Renaming of Streets, Public Places, Natural Areas, Artefacts and Council-owned Buildings and Facilities for Stellenbosch Municipality (WC024) attached as **ANNEXURE 1** and to be attached to the System of Delegations, **BE APPROVED**.

6. DISCUSSION / CONTENTS

6.1 Background

Council adopted the Policy on Naming and Renaming of Streets, Public Places, Natural Areas, Artefacts and Council-owned Buildings and Facilities for Stellenbosch Municipality following a public participation process on 27 July 2022. See Annexure 2.

In order to implement the Policy, the function to make decisions in terms of the Policy needs to be assigned to an official in accordance with the applicable delegation of powers as approved by Council.

6.2 Discussion

Proposals for the naming, numbering and renumbering of public and private streets in developments or subdivisions are included in land use applications submitted to the Development Management Department in terms of the Stellenbosch Municipal Land Use Planning Bylaw. The Development Management Department will evaluate the proposed street names and numbering against the criteria and rules contained in this Policy. If, the street names and numbering conform to the criteria and rules contained in the Policy, the delegated functionary can approve the names and numbering.

The definition in the Policy reads as follows: *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*.

6.3 Financial Implications

There are no financial implications.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation.

6.5 Staff Implications

This report has no additional staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions

6th Council Meeting: 2022-07-27: Item 11.8.2

Resolved:

That the policy on **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 Sections 11(3)(a) and (m) of the Local government Municipal Systems Amendments Act 32 of 2000.

6.7 Risk Implications

This report has no risk implications for the Municipality.

6.8 Comments from Senior Management

6.8.1 ***Municipal Manager:***

Item supported

ANNEXURES

ANNEXURE 1: Delegations
ANNEXURE 2: Policy on NAMING AND RENAMING OF STREETS, PUBLIC PLACES, NATURAL AREAS, ARTEFACTS AND COUNCIL-OWNED BUILDINGS AND FACILITIES for Stellenbosch Municipality (WC024)

FOR FURTHER DETAILS CONTACT:

NAME	Stiaan Carstens
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DIRECTORATE	Planning and Economic Development
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REPORT DATE	07 November 2022

ANNEXURE 1

ANNEXURE 1

DELEGATIONS

ITEM NUMBER	LEGISLATIVE MANDATE	DESCRIPTION OF POWER OR FUNCTION	RESPONSIBILITY /DELEGATED FROM	DELEGATED TO	SUB-DELEGATED TO	CONDITIONS / LIMITATIONS/ INSTRUCTIONS TO ASSIST
NRS 1	Section 10.8 (a) – Naming and Renaming of Streets, public places, natural areas, artefacts and council-owned buildings and facilities Policy	If, the street names and numbering conform to the criteria and rules contained in this, Policy approve the names and numbering	Delegated Functionary	Senior Manager: Development Management	Manager: Land Use Management	
NRS 2	Section 10.8 (b) – Naming and Renaming of Streets, public places, natural areas, artefacts and council-owned buildings and facilities Policy	If, the street names and numbering conform to the criteria and rules contained in this, Policy in the case of a municipal housing project, inform the Integrated Human Settlements Department of its suitablility.	Delegated Functionary	Senior Manager: Development Management		

ANNEXURE 2

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

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 27/07/2022

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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:

a) the completion of the registration of ownership in new subdivisions;
b) the provision of municipal services;
c) the billing for rates and municipal services used;
d) the provision of emergency services;
e) postal delivery;
f) policing;
g) data integrity; and
h) to ensure that property owners can be contacted for public participation
i) 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:

a) names create a 'sense of place';
b) names are place markers and focal points through symbolism, association and remembrance;
c) names are the beginnings and ends of journeys or destinations;
d) names have powerful positive or negative meanings for people; and
e) 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 (CI)	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 (CI) and Place (Place)
Drive (Dr)	Rylaan (RIn)	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:

a) approve the names and numbering; or
b) 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:

a) inform the applicant thereof; or
b) 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:

a) the Director: Planning and Economic Development can make a decision; or
b) 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) Toponomy (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 paragraph 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°.

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°.

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°) or on the Western side, if the cul-de-sac is running in a South/North direction (i.e., >45°).

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.).

7.9	**LOCAL ECONOMIC DEVELOPMENT AND TOURISM:(PC: CLLR R DE TOIT (MS)**

7.9.1	**PERMISSION TO ALLOW FOR MOBILE UNITS TO TRADE AT PRE-DETERMINED SITES WITHIN THE WC024 AREA**

Collaborator No: **737594**
IDP KPA Ref No: **Valley of Opportunity**
Meeting Date: **16 November 2022**

1. SUBJECT: PERMISSION TO ALLOW FOR MOBILE UNITS TO TRADE AT PRE-DETERMINED SITES WITHIN THE WC024 AREA

2. PURPOSE

To provide Council with the pertinent facts to approve the pilot project to permit mobile trading on predetermined sites for food trucks & coffee carts, etc. for a period of one (1) year, or until such time the draft Informal Trading Bylaw is adopted by Council.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Council to approve the request to allow the Department: Development Planning to pilot informal trading in the form of mobile trading within pre- determined areas, as stipulated within the draft Informal Trading By-law.

5. RECOMMENDATIONS

(a) that Council approves the request of the Directorate: Planning & Economic Development for the pilot period of one (1) year in order to issue permits to informal traders using mobile units to trade within pre-determined areas in accordance with the terms and conditions as set out under 6.2 of this report;

(b) that Council approve that such mobile informal trading also be allowed on the premises of the Stellenbosch Municipality's Traffic Department (Stellenbosch), Jan Marais Park, or any other identified municipal property, with approval from the user Department of such property; and

(c) that the Section: Economic Development & Tourism in consultation with the Director: Community & Safety Services and Directorate: infrastructure Services allocate such trading bays and areas within the premises of the Traffic Department (Stellenbosch) or on any other pre-determined areas.

6. DISCUSSION / CONTENTS

6.1 Background

The Department have received numerous requests from the public to trade using light delivery vehicles or moveable kiosk(s) specially designed for informal trading purposes, e.g. food trucks, food trailers and coffee carts, etc.

The requests emanated from mobile traders, who specifically sought to get approval to trade on municipal properties, where large crowds were formed as a result of social distancing experienced during the COVID-19 lockdown period. These properties included, but was not limited to the municipal traffic department in Stellenbosch, and the Home Affairs offices. Similar requests were received from potential mobile traders who wished to trade near the university and specifically at the hours of the day, when the eateries, coffee shops, etc were closed.

On 16 June 2021, the report requesting Council to consider the pilot project served before the Executive Mayoral Committee ("MAYCO") with the following recommendations:

"(a) that Council approves the request of the Directorate Planning & Economic Development to issue permits to informal traders using mobile units to trade within pre-determined areas in accordance with the terms and conditions as temporary set out under 6.2 of this report;

(b) that Council approves that such mobile informal trading also be allowed on the premises of the Stellenbosch Municipality's Traffic Department (Stellenbosch);

(c) that the Section: Economic Development & Tourism in consultation with the Director: Community & Safety Services allocate such trading bays and areas within the premises of the Traffic Department (Stellenbosch) or on any other pre-determined areas mentioned in recommendation 5(a) above; and

(d) that Council approves the continued issuing of temporary informal trading permits within the areas identified within the draft Informal Trading By-law in Franschhoek / Groendal during the COVID-19 lockdown levels as prescribed in terms of the National Disaster Management Act, 2002."

MAYCO at its meeting resolved as follows:

a) That this matter be referred back to the Administration for refinement.
b) That the public be awarded the opportunity to comment.

On 21 April 2022, notices were placed in the Eikestadnuus and Paarl Post to request for public comment "*to permit informal trading related to mobile trucks / kiosks within predetermined areas within the Stellenbosch Municipality*" for a period of 30 days. Copy of notification is attached as **APPENDIX 1**. One (1) letter of support for the initiative was received during the advertising period from the owner of Big Bay Beach Brew Speciality Coffee Roaster, copy attached as **APPENDIX 2**.

6.2 Discussion

Although the initial proposal included allowing additional informal trading spaces in Franschhoek / Groendal that was aimed at providing such trading areas during the COVID-19 lockdown levels, which lockdown regulations imposed by the National Disaster were lifted during the end of 2021.

It is therefore the proposal that the above proposal be dealt with as part of the process for adopting the draft Informal Trading Bylaw, which process will be concluded within the next 6 – 8 months, depending on the inputs received during the Public Participation Process.

The Department has however been inundated with enquiries and requests for mobile trading, and therefore the Department is proposing that the pilot project to allow such mobile trading be supported for a period not exceeding one (1) year or until such time as the draft Informal Trading Bylaw is adopted, whichever occurs first. The Department will

continually monitor and evaluate the pilot and provide monthly reports to the Directors Meeting.

The polit project for mobile trading and potential traders must therefore preferably be residents within the Stellenbosch Municipal Area and will be required to provide photographs or maps to indicate the exact location of the spaces and areas they intend using to ensure that the proposed site meets the criteria as set out below.

6.2.1 The following restrictions will be applied when considering the approval of permits:

a) It must not obstructs access to fire hydrants or other municipal services.
b) It must not obstructs access to any entrance to or exit from buildings.
c) It must not prevent pedestrians from using, or substantially obstructs them in their use of a sidewalk.
d) It must not causes obstruction on a roadway.
e) It must not limit access to parking or loading bays or facilities for vehicular traffic.
f) Mobile trading must not be allowed on the half of a public road contiguous to a building used for residential purposes if the owner, occupier or person in control of the building objects thereto.
g) Mobile trading must not obstruct access to street furniture, bus passenger benches or shelters, queuing lines, refuse disposal or other facilities intended for the use of the general public.
h) It must not obstruct the visibility of display windows in business premises.
i) If the products or services provided by the mobile trader is in direct competition with establish businesses in the immediate vicinity of the site of intended trade it must not be permitted.
j) It must not obstruct road traffic signs or makings, vehicles parked alongside such sites, ATM machines, the view of CCTV cameras and pedestrian access to arcades and malls.

6.2.2 General Conditions that will apply for all applications are as follow:

1) May not create a nuisance to other persons;
2) May not damage or deface any public road, public place or other municipal property;
3) May not stay overnight at the place of such business site;
4) May not make an open fire at the trading area;
5) Must remove refuse form the site;
6) May not fail or refuse to move after having been requested to do so by authorised employees or agents of the municipality;
7) Must display permit;
8) Permission for safe usage of electricity and water, if and when applicable.

6.3 Financial Implications

There are no financial applications that relate to the operations of the pilot mobile trading, should the recommendations as set out in the report be accepted. It will however generate revenue from the permits for such mobile trading.

6.4 Legal Implications

There are no legal implications, and all food trucks, coffee trailer, etc used for mobile trading must be duly inspected at the Cape Winelands: Health Department, the Municipal Fire Department, and proof must be provided that such truck or vehicle is registered and roadworthy prior to the issuing of a business license and mobile trading permit.

6.5 Staff Implications

The issuing of the permits is a function that will be performed by the Section: Economic Development & Tourism, and in order to ensure that the permits are issued timeously, the Department will request that the Directorate: Corporate Services urgently advertise and assist with the filling of the funded vacant posts. The Department will in the interim make arrangements to ensure that the pilot be implemented and duly monitored as best reasonably possible.

6.6 Previous / Relevant Council Resolutions:

MAYCO meeting: 2021-06-15: Item 7.7.1 resolved

a) that this matter be referred back to the Administration for refinement;

b) that the public be awarded the opportunity to comment.

6.7 Risk Implications

There is current no inherent risk for the implementation of the pilot project.

RECOMMENDATIONS FROM LOCAL ECONOMIC DEVELOPMENT AND TOURISM COMMITTEE TO THE EXECUTIVE MAYOR: 2022-09-06: ITEM 7.1.1

(a) that Council approves the request of the Directorate: Planning & Economic Development for the pilot period of one (1) year in order to issue permits to informal traders using mobile units to trade within pre-determined areas in accordance with the terms and conditions as set out under 6.2 of this report;

(b) that Council approve that such mobile informal trading also be allowed on the premises of the Stellenbosch Municipality`s Traffic Department (Stellenbosch), Jan Marais Park, or any other identified municipal property, with approval from the user Department of such property; and

(c) that the Section: Economic Development & Tourism in consultation with the Director: Community & Safety Services and Directorate: Infrastructure Services allocate such trading bays and areas within the premises of the Traffic Department (Stellenbosch) or on any other pre-determined areas.

FOR FURTHER DETAILS CONTACT:

NAME	Carmen Saville
POSITION	Economic Development Officer
DIRECTORATE	Planning & Economic Development
CONTACT NUMBERS	021 808 8151
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REPORT DATE	29 August 2022

APPENDIX 1

Skoolhoof tree ná 30 jaar by JJ Rhode af

Angelo Julies
angelo.julies@media24.com

Ná 30 jaar aan die helm van JJ Rhode Primêr in Elsenburg buite Stellenbosch, is dit tyd vir Edward Adams (58) om te groet en 'n bietjie rustiger te raak.

Adams tree aan die einde van die maand weens gesondheidsredes ná 36 jaar uit die onderwys.

Dié boorling van Franschhoek sê hy het as jongman op die Elsenburg verlief geraak. "My pa was 'n priester en het gereeld in Elsenburg kom bearbei. As jong seun het ek baie saam met hom hierheen gekom; dis toe ek op die gebied en sy mense verlief geraak het. Die mooi akkerlane as jy by die plek inkom en die mooi skoonheid van die natuur het my getref. Ek het altyd geweet ek wil in hierdie gemeenskap werk," onthou Adams.

Hy vertel hy het sy onderwysloopbaan by 'n skool in Kaapstad begin, en later in Piketberg voortgesit. Hy het in 1986 by JJ Rhode Primêr aangesluit.

"Ek het as Afrikaans-onderwyser hier begin en ses jaar later het ek vir die pos as skoolhoof aansoek gedoen. Ek was hier toe die skool van 'n private skool na 'n staatskool oorgeskakel het. Ek was destyds deel van die onderhandelingsproses. Dit was interessante en ongelooflike tye hier," onthou Adams.

Hy sê as skoolhoof in 'n gemeenskap soos Elsenburg moet jy baie hoede drae. "Dit is die klein dingetjies wat ek vir hierdie gemeenskap gedoen het, soos iemand se pensioenvorms help invul, raad gee vir iemand, getuigskrifte skryf vir oudleerders en net in die gemeenskap betrokke wees, wat my laat besef het die gemeenskap het my nodig."

Adams sê hy gaan veral die kinders baie mis. "Ek gaan die kinders sonder twyfel die meeste mis, want hulle was die rede hoekom ek elke dag opgestaan het en skool toe gekom het – of dit nou 'n goeie of slegte dag is, het my passie vir hulle dit altyd die moeite werd gemaak om skool toe te kom," voeg hy by.

Hy sê die gemeenskap sal hom altyd na aan die hart lê. "Elsenburg sal altyd vir my spesiaal wees en ek gaan steeds in die gemeenskap betrokke wees."



Edward Adams tree ná 30 jaar as skoolhoof van JJ Rhode Primêr uit die onderwys. Foto: Angelo Julies



Agter is Carli Vermaak, Sasha Schlemmer, Hilde de Beer, Anika Laurens, Enamari Goldie, Saskia Rohwer, Sebastian Smit en Wildene Felton. In die middel is Marina van Niekerk, Nina Odendaal, Anné Lesch, Tayla Wedderspoon en Jacalyn Joubert. Voor is James Janse van Rensburg.

Leerders glad met die tong by gala

Angelo Julies

Die Hoërskool Stellenbosch het Dinsdag 19 April sy Toastmasters-gala-aand gehou waar leerders uitmuntende toesprake gelewer het.

Die Stellenbosse Toastmasters-klub het vroeër 'n jeugleierskapskursus aangebied.

"Die doel van Toastmasters is om doeltreffende kommunikasie te bevorder. Dit was 'n besondere aand met net die regte atmosfeer.

"Die leerders het uitmuntende toesprake gelewer en elke Toastmaster het sy/haar uitstekend van hul taak gekwyt," sê Elleen de Beer, kommunikasiebeampte by die hoërskool.

"Die doel was om die gehoor te inspireer en daardie doel is beslis bereik. Die beste sprekers van die aand is ook aangewys."

Enamari Goldie is as wenner aangewys nadat sy die gehoor geïnspireer het om elke sekonde van hul lewe die moeite werd te maak.

Sy het drie waardevolle wenke gegee en dit is om eerstens aan jou eie uurglas te werk deur jou drome na te jaag, om tyd met familie deur te bring en laastens 'n verskil te maak in die omgewing waar jy geplaas is.

Haar toespraaktitel was "Uurglas van die lewe".

Marina van Niekerk het die tweede plek behaal deur die gehoor te motiveer om meer te glimlag.

Sy het beklemtoon dat jou gedagtes verantwoordelik is vir alles in jou lewe en dat dit belangrik is om jou gedagtes te verander sodat jy jou lewe kan verander.

Die derde plek het gegaan aan Carli Vermaak met haar toespraak, *Be the best that you can be*. Sy het die gehoor aan die volgende herinner: "*Once you've identified the person you want to be, you can plan how to become the best version of yourself.*"

"Ons is trots op hierdie 13 graad 11-leerders wat die kursus suksesvol voltooi het deur doeltreffende kommunikasie te bevorder."

Dramaweb a platform for creatives

Youths wishing to hone their acting skills and stand a chance of winning prizes valued at R50 000 can still enter the third online KKNK Dramaweb SA competition.

According to founder and organiser Ira Blanckenberg, the competition aims to build on all aspects of acting, and to develop and create a nurturing environment for growth in which participants can experience the wonder of the stage, each other, and hone their talents in front of an online audience.

Learners can participate by entering video recordings for the competition in one or more of the following categories: prose, poems, monologues, mime and choral speaking. Learners will participate against their peers countrywide. Feedback will be sent to each participant for every item by professional actors working in the industry.

The prizes, to a total value of R50 000, include two paid-for voice contracts from BiB, gift vouchers, gift bags and branded products from PNA; i-Glide hoverboards from Exclusive Brands Online, gift hampers and "unboxing" YouTube video opportunities from Yokico, gift vouchers from Bargain Books, gift vouchers from N1 City Mall, make-up gift hampers from Revlon, Volkano bluetooth speakers from Dischem, gift vouchers from Wimpy Cape Gate, gift hampers from Clippa Sales and gift vouchers from Vida e caffè.

Applications for KKNK Dramaweb SA close on Saturday 30 April and the entry fee is R170 per item. Video recordings of participants can be uploaded to www.dramawebsa.co.za until Tuesday 10 May.

Participation can be in Afrikaans or English, and own material may be chosen for all items. The finals for Afrikaans items will be on Saturday 18 June and for English items on Sunday 19 June. Both finals will be live-streamed.

For more info visit Dramaweb SA on www.kknk.co.za/dramaweb-sa/, or contact Daventia Kennedy on 044 203 8600 or info@dramawebsa.co.za. For advice and support, contact Blanckenberg on ira@dramawebsa.co.za.

Twee plaaslike skole vir A's vereer



Die twee Stellenbosch-skoolhoofde Wilna van Heerden (HMS Bloemhof) en Helmien Slabber (Rhenish GHS) is trots op hulle skole se prestasies.

Die agtste Nasionale Onderwys-uitnemendheidsprysuitdeling is op 7 April by 'n glansgeleentheid in Durban aangebied waar die minister van basiese onderwys die drie bespresterende kwintiel 5-skole aangewys het (kwintiel 5-skole is skole wat die meeste toegang tot hulpbronne het en al drie dié skole is in die Wes-Kaap).

In die eerste plek is Westerford High School, Rhenish Girls' High School is tweede en die Hoër Meisieskool Bloemhof derde.

Die twee plaaslike skole is trots om deur die departement vereer te word – nie net omdat hulle buurskole is nie, maar omdat hulle 'n gees van uitsonderlikheid, respek en integriteit as grondslag deel.

Rhenish het 'n gemiddelde van 4,27 A's per kandidaat in 2021 se nasionale eksamen behaal terwyl Bloemhof 4,09 behaal het.

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

Municipal Notice: 45/2022

REQUEST FOR PUBLIC COMMENT TO PERMIT INFORMAL TRADING RELATED TO MOBILE TRUCKS / KIOSKS WITHIN PREDETERMINED AREAS WITHIN THE STELLENBOSCH MUNICIPALITY

Notice is hereby given that Stellenbosch Municipality is considering the proposal to permit the informal trading for mobile traders in the form of food trucks, coffee carts, etc. within the Stellenbosch Municipal Area. The proposed pilot also includes permitting informal trading at predetermined sites within the Groendal / Franschhoek Area. The proposed pilot initiative, if approved by Council, will be allowed until the draft Stellenbosch Municipality Informal Trading Bylaw is adopted by the Stellenbosch Municipality.

Written comment in respect of permitting the proposed pilot is hereby invited and such comments, must be submitted to the following officials, on or before 22 May 2022:
Carmen.Saville@stellenbosch.gov.za or Sharon.Pedro@stellenbosch.gov.za

Please note that no late comments will be considered and that all comments must be submitted in writing.

Should you have any enquiries, please direct such enquiries to the email address listed above.

GARALDINE METTLER
MUNICIPAL MANAGER
Notice No: 45/2022

Munisipale Kennisgewing : 45/2022

VERSOEK VIR PUBLIEKE KOMMENTAAR RAKENDE INFORMELE HANDEL VERWANTE AAN MOBIELE KOSKARRETJIES/ KIOSKS BINNE VOORAF-BEPAALDE GEBIEDE BINNE DIE STELLENBOSCH MUNISIPALE AREA

Kennis word hiermee gegee dat Stellenbosch Munisipaliteit die voorstel oorweeg om die Informele Handelsbeleid vir Mobiele Handelaars toe te laat in die vorm van kos en koffiekarretjies, ens., in die Stellenbosch area, asook binne die voorafbepaalde terreine in die Groendal/ Franschhoek area. Die voorgestelde loodsinisiatief, sal toegelaat word totdat die konsep deur die Raad goedgekeur word of totdat die Stellenbosch Munisipaliteit Informele Handelsverordening deur die Stellenbosch Munisipaliteit aanvaar is.

Skriftelike kommentaar ten opsigte van die toelating van die voorgestelde loodsinisiatief word hiermee uitgenooi en sodanige kommentaar moet voor of op 22 Mei 2022 by die volgende amptenare ingedien word:
Carmen.Saville@stellenbosch.gov.za of Sharon.Pedro@stellenbosch.gov.za

Neem asseblief kennis dat geen laat kommentaar oorweeg sal word nie en dat alle kommentaar skriftelik ingedien moet word.

Indien u enige navrae het, rig asseblief sulke navrae aan die e-posadresse soos hierbo gelys.

GARALDINE METTLER
MUNISIPALE BESTUURDER
Kennisgewing No.: 45/2022

APPENDIX 2

Permitting mobile traders to operate across the winelands
Comment from Daniela Toth owner of Big Bay Beach Brew Specialty Coffee Roaster & mobile coffee trailer owner
21/05/2022

Since lockdown we have seen a rise in outdoor activities, conscious consumerism, mobile lifestyle, and requirement of food & beverages on the go (not just any food – tasty, healthy, nutritional, good quality food & beverages) therefore the Food Truck model has become quite a rage.

Food Trucks play a role in economic development in our regions because it is a more accessible opportunity for small and local artisan food and beverage providers to grow their businesses without having to fork out a lot of cash to rent a space that is probably already competing with bigger brands.

Local food and beverage trucks are also more likely to support other local businesses such as buying ingredients and produce from local farms to make their food/beverage offering. For example I would much rather support a local bakery to compliment my coffee offering.

Not only do Coffee trucks bring a unique experience to local consumers and tourists, it also creates jobs for our local community. For example, A passionate barista living in the wine lands would have to drive through/ move to Cape Town to really grow their coffee career. Having local coffee trucks that offer the specialty coffee experience gives them the opportunity to work in a coffee community that is on their doorstep.

The Cape Winelands is one of the most beautiful routes with some of the most beautiful wine farms. Most wine farms specialize in wine tasting and do not always offer food/coffee. Therefore offering mobile food trucks to be strategically placed along the route will give consumers the opportunity to enjoy a bite to eat while enjoying the wine farm scenery and compliment wine farms that only specialise in wine making.

Food trucks are not an eye sore, unlike having to build a building that is restricted and looks like a mall. The idea of food trucks is to provide special, unique experiences in different locations not to re-invent a mall type experience of fast food.

As a food truck owner I need the support of the municipality to make safe trading bays available for my business to operate and to strategically place other food trucks so that as a food truck community we work together with our product offerings and not against each other. We already understand the restaurant industry is incredibly competitive and that is why we as food & beverage truck owners have gone this route.

In Short "Why Food trucks?"

1. Job creation
2. More specialized product offer at a better quality
3. Small business support and growth

4. Mobile, therefore not required to put build a building along a route that is naturally beautiful
5. Food trucks are a safer and healthier alternative to street food
6. Eco-friendly
7. Community conscious
8. Unique experience
9. Tourist attraction
10. Offer cyclists and runners and hikers along the route the opportunity to enjoy a quick coffee/food

Here is a link to my coffee trailer and website if you would like to see more information about my coffee trailer. I have strategically built this trailer to serve the coffee drinker on the go from anywhere.
https://bigbaybeachbrew.co.za
https://bigbaybeachbrew.co.za/coffee-trailer/

If you would like to get in touch with me you are welcome to contact me 0722890032 / daniela@bigbaybeachbrew.co.za

Look forward to hearing from you.
Daniela Toth

Craig Alexander

From: Carmen Saville
Sent: Monday, 29 August 2022 14:08
To: Craig Alexander
Cc: Lesley van Gensen
Subject: FW: [EX] Re: MOBILE TRADING PILOT PROGRAMME
Attachments: Permitting mobile traders to operate across the winelands big bay beach brew.pdf

Good day Mr Alexander,

Herewith the details as per your request.

Kind regards
Carmen Saville
Local Economic Development Officer
LED & Tourism
Planning & Economic Development

T: +27 21 808 8151 | F: +27 886 7323
127 Dorp Street, Stellenbosch, 7600 /
P O Box 17, Stellenbosch, 7599
www.stellenbosch.gov.za

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

From: daniela@bigbaybeachbrew.co.za <daniela@bigbaybeachbrew.co.za>
Sent: Saturday, 21 May 2022 12:05
To: Carmen Saville <Carmen.Saville@stellenbosch.gov.za>
Subject: [EX] Re: MOBILE TRADING PILOT PROGRAMME

Hello Carmen,

Kindly see my comments attached.

Have a great weekend!



Daniela Toth

M: +27(0)72 289 0032
E: daniela@bigbaybeachbrew.co.za
W: www.bigbaybeachbrew.co.za
IG: @bigbaybeachbrew
FB: @bigbaybeachbrew

On 19 May 2022, 11:07 +0200, Carmen Saville <Carmen.Saville@stellenbosch.gov.za>, wrote:

Good day Daniëla,

Our earlier telecon serves as reference.

Please see the ad as attached pertaining to the Municipal Pilot Project, open public comment to permit mobile kiosks, coffee carts, etc.

Should you have any queries; please do not hesitate to contact me.

Kind regards

Carmen Saville

Local Economic Development Officer

LED & Tourism

Planning & Economic Development

T: +27 21 808 8151 | F: +27 886 7323

127 Dorp Street, Stellenbosch, 7600 /

P O Box 17, Stellenbosch, 7599

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About Stellenbosch Municipality
Our mission is to deliver cost-effective services that will provide the most enabling environment for civil and corporate citizens.
Our head office is at Town House Complex, Plein Street, Stellenbosch, 7600, South Africa.
For more information about Stellenbosch Municipality, please call +2721-808-8111, or visit www.stellenbosch.gov.za

Disclaimer:
The information contained in this communication from carmen.saville@stellenbosch.gov.za sent at 2022-05-19 11:06:00 is confidential and may be legally privileged. It is intended solely for use by daniela@bigbaybeachbrew.co.za and others authorized to receive it. If you are not daniela@bigbaybeachbrew.co.za you are hereby notified that any disclosure, copying, distribution or taking action in reliance of the contents of this information is strictly prohibited and may be unlawful. Powered by IOCO

From: Lesley van Gensen <Lesley.vanGensen@stellenbosch.gov.za>
Sent: Tuesday, 03 May 2022 15:56
To: Stuart Grobbelaar <Stuart.Grobbelaar@stellenbosch.gov.za>
Cc: Sharon Pedro <Sharon.Pedro@stellenbosch.gov.za>; Carmen Saville <Carmen.Saville@stellenbosch.gov.za>
Subject: FW: Eikestadnuus: PDF ADS

Dear Stuart

Can you kindly post these advertisement to the Municipal Website and the Social Medial Platforms.

Kind regards

Lesley

From: Fran van Niekerk <fran.vniekerk@eikestadnuus.com>
Sent: Tuesday, 03 May 2022 15:50
To: Lesley van Gensen <Lesley.vanGensen@stellenbosch.gov.za>

Cc: Sharon Pedro <Sharon.Pedro@stellenbosch.gov.za>
Subject: [EX] Eikestadnuus: PDF ADS

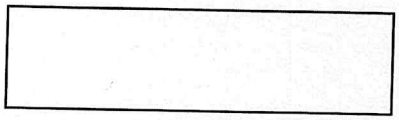
Hi Lesley,

Please find attached the PDF ads to use on your website.

Kind regards,

Fran van Niekerk

072 0951477



APPENDIX 3

AGENDA **LOCAL ECONOMIC DEVELOPMENT & TOURISM COMMITTEE MEETING** **2022-09-06**

1.	**OPENING AND WELCOME**

2.	**COMMUNICATION BY THE CHAIRPERSON**

3.	**DISCLOSURE OF INTEREST**

4.	**APPLICATION FOR LEAVE OF ABSENCE**

5.	**CONFIRMATION OF MINUTES**

6.	**REPORT/S BY THE DIRECTOR: ECONOMIC DEVELOPMENT AND PLANNING SERVICES RE OUTSTANDING RESOLUTIONS TAKEN AT PREVIOUS MEETINGS**

NONE

7.	REPORTS FROM OFFICIALS: LOCAL ECONOMIC DEVELOPMENT

7.1	NON-DELEGATED MATTERS

7.1.1	PERMISSION TO ALLOW FOR MOBILE UNITS TO TRADE AT PRE-DETERMINED SITES WITHIN THE WC024 AREA

Collaborator No:
IDP KPA Ref No: Valley of Opportunity

Meeting Date: **06 September 2022**

1. SUBJECT: PERMISSION TO ALLOW FOR MOBILE UNITS TO TRADE AT PRE- DETERMINED SITES WITHIN THE WC024 AREA

2 PURPOSE

The purpose of this report is to provide Council with the pertinent facts to approve the pilot project to permit mobile trading on predetermined sites for food trucks & coffee carts, etc. for a period of one (1) year, or until such time the draft Informal Trading Bylaw is adopted by Council.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Council to approve the request to allow the Department: Development Planning to pilot informal trading in the form of mobile trading within pre- determined areas, as stipulated within the draft Informal Trading Bylaw.

5. RECOMMENDATIONS

a) That Council approves the request of the Directorate: Planning & Economic Development for the pilot period of one (1) year in order to issue permits to informal traders using mobile units to trade within pre-determined areas in accordance with the terms and conditions as set out under 6.2 of this report;

b) That Council approve that such mobile informal trading also be allowed on the premises of the Stellenbosch Municipality's Traffic Department (Stellenbosch), Jan Marais Park, or any other identified municipal property, with approval from the user Department of such property;

c) That the Section: Economic Development & Tourism in consultation with the Director: Community & Safety Services and Directorate: infrastructure Services allocate such trading bays and areas within the premises of the Traffic Department (Stellenbosch) or on any other pre-determined areas;

6. DISCUSSION / CONTENTS

6.1. Background

The Department have received numerous requests from the public to trade using light delivery vehicles or moveable kiosk(s) specially designed for informal trading purposes, e.g. food trucks, food trailers and coffee carts, etc.

The requests emanated from mobile traders, who specifically sought to get approval to trade on municipal properties, where a large crowds were formed as a result of social distancing experienced during the COVID-19 lockdown period. These properties included, but was not limited to the municipal traffic department in Stellenbosch, and the Home Affairs offices. Similar requests were received from potential mobile traders who wished to trade near the university and specifically at the hours of the day, when the eateries, coffee shops, etc were closed.

On 16 June 2021, the report requesting Council to consider the pilot project served before the Executive Mayoral Committee ("MAYCO") with the following recommendations:

"(a) that Council approves the request of the Directorate Planning & Economic Development to issue permits to informal traders using mobile units to trade within pre-determined areas in accordance with the terms and conditions as temporary set out under 6.2 of this report;

(b) that Council approves that such mobile informal trading also be allowed on the premises of the Stellenbosch Municipality's Traffic Department (Stellenbosch);

(c) that the Section: Economic Development & Tourism in consultation with the Director: Community & Safety Services allocate such trading bays and areas within the premises of the Traffic Department (Stellenbosch) or on any other pre-determined areas mentioned in recommendation 5(a) above; and

(d) that Council approves the continued issuing of temporary informal trading permits within the areas identified within the draft Informal Trading By-law in Franschhoek / Groendal during the COVID-19 lockdown levels as prescribed in terms of the National Disaster Management Act, 2002."

MAYCO at its meeting resolved as follows:

a) That this matter be referred back to the Administration for refinement.
b) That the public be awarded the opportunity to comment.

On 21 April 2022, notices were placed in the Eikestadnuus and Paarl Post to request for public comment "*to permit informal trading related to mobile trucks / kiosks within predetermined areas within the Stellenbosch Municipality*" for a period of 30 days. Copy of notification is attached as **Appendix 1**. One (1) letter of support for the initiative was received during the advertising period from the owner of Big Bay Beach Brew Speciality Coffee Roaster, copy attached as **Appendix 2**.

6.2 **Discussion**

Although the initial proposal included allowing additional informal trading spaces in Franschhoek / Groendal that was aimed at providing such trading areas during the COVID-19 lockdown levels, which lockdown regulations imposed by the National Disaster were lifted during the end of 2021.

It is therefore the proposal that the above proposal be dealt with as part of the process for adopting the draft Informal Trading Bylaw, which process will be concluded within the next 6 – 8 months, depending on the inputs received during the Public Participation Process.

The Department has however been inundated with enquiries and requests for mobile trading, and therefore the Department is proposing that the pilot project to allow such mobile trading be supported for a period not exceeding one (1) year or until such time as the draft Informal Trading Bylaw is adopted, whichever occurs first. The Department will continually monitor and evaluate the pilot and provide monthly reports to the Directors Meeting.

The polit project for mobile trading and potential traders must therefore preferably be residents within the Stellenbosch Municipal Area and will be required to provide photographs or maps to indicate the exact location of the spaces and areas they intend using to ensure that the proposed site meets the criteria as set out below.

6.2.1 The following restrictions will be applied when considering the approval of permits:

a) It must not obstructs access to fire hydrants or other municipal services.
b) It must not obstructs access to any entrance to or exit from buildings.
c) It must not prevent pedestrians from using, or substantially obstructs them in their use of a sidewalk.
d) It must not causes obstruction on a roadway.
e) It must not limit access to parking or loading bays or facilities for vehicular traffic.

f) Mobile trading must not be allowed on the half of a public road contiguous to a building used for residential purposes if the owner, occupier or person in control of the building objects thereto.
g) Mobile trading must not obstruct access to street furniture, bus passenger benches or shelters, queuing lines, refuse disposal or other facilities intended for the use of the general public.
h) It must not obstruct the visibility of display windows in business premises.
i) If the products or services provided by the mobile trader is in direct competition with establish businesses in the immediate vicinity of the site of intended trade it must not be permitted.
j) It must not obstruct road traffic signs or makings, vehicles parked alongside such sites, ATM machines, the view of CCTV cameras and pedestrian access to arcades and malls.

6.2.2 General Conditions that will apply for all applications are as follow:

1) May not create a nuisance to other persons;
2) May not damage or deface any public road, public place or other municipal property;
3) May not stay overnight at the place of such business site;
4) May not make an open fire at the trading area;
5) Must remove refuse form the site;
6) May not fail or refuse to move after having been requested to do so by authorised employees or agents of the municipality;
7) Must display permit;
8) Permission for safe usage of electricity and water, if and when applicable.

6.3 Financial Implications

There are no financial applications that relate to the operations of the pilot mobile trading, should the recommendations as set out in the report be accepted. It will however generate revenue from the permits for such mobile trading.

6.4 Legal Implications

There are no legal implications, and all food trucks, coffee trailer, etc used for mobile trading must be duly inspected at the Cape Winelands: Health Department, the Municipal Fire Department, and proof must be provide that such truck or vehicle is registered and roadworthy prior to the issuing of a business license and mobile trading permit.

6.5 Staff Implications

The issuing of the permits is a function that will be performed by the Section: Economic Development & Tourism, and in order to ensure that the permits are issued timeously, the Department will request that the Directorate: Corporate Services urgently advertise and assist with the filling of the funded vacant posts. The Department will in the interim make arrangements to ensure that the pilot be implemented and duly monitored as best reasonably possible.

6.6 Previous / Relevant Council Resolutions:

MAYCO meeting: 2021-06-15: Item 7.7.1 resolved

a) that this matter be referred back to the Administration for refinement.

b) that the public be awarded the opportunity to comment.

6.7 Risk Implications

There are current no inherent risk for the implementation of the pilot project.

FOR FURTHER DETAILS CONTACT:

NAME	Carmen Saville
POSITION	Economic Development Officer
DIRECTORATE	Planning & Economic Development
CONTACT NUMBERS	021 808 8151
E-MAIL ADDRESS	Carmen.Saville@stellenbosch.gov.za
REPORT DATE	29 August 2022

7.10	**RURAL MANAGEMENT: (PC: CLLR J WILLIAMS)**

NONE

7.11	**MUNICIPAL MANAGER**

7.11.1	**COMMUNITY INPUTS AND SUBMISSIONS RECEIVED DURING THE PUBLIC PARTICIPATION PROCESSES IN SEPTEMBER AND OCTOBER 2022**

Collaborator No: **738035**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 November 2022**

1. SUBJECT: COMMUNITY INPUTS AND SUBMISSIONS RECEIVED DURING THE PUBLIC PARTICIPATION PROCESSES IN SEPTEMBER AND OCTOBER 2022

2. PURPOSE

To table to Council for notification:

(a) The community inputs and submissions made during the public participation period in September 2022 on the 1st Review on the 5th Generation IDP 2022 – 2027 and budget for the 2023/24 financial year, attached as **ANNEXURE A.**

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

Each municipality is legally required to embark on a public participation process to solicit community inputs in preparation for the review of the IDP and budget for the next financial year.

The public participation process for the 1st Review of the 5th Generation IDP 2022 – 2027 was held during 07 – 28 September 2022. A sector engagement was also held on 06 October 2022.

All the inputs received were submitted to the relevant ward councillors to workshop the inputs with their respective ward committees and to review (if so required) their ward priorities for the 2023/24 financial year in line with the inputs received.

In addition, the inputs were also submitted to the various directorates to consider the same in their respective strategies, plans and master plans.

5. RECOMMENDATIONS

(a) that Council **takes note** of the community inputs received during the September and October 2022 public participation process, attached as **ANNEXURE A;**

(b) that Council **takes note** that the ward councillor will, in consultation with the ward committee, review the ward priorities of the respective ward; and

(c) that Council **takes note** that the [re]prioritised ward priorities and community inputs will be considered by the municipality for implementation in the 2023/24 and or outer financial years.

6. DISCUSSION

6.1 Background

Public participation enables the public to have meaningful input into the municipality's decision-making process. According to Section 16 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–

a. encourage, and create conditions for, the local community to participate in the affairs of the municipality.

The local community has the right and the duty to participate in municipal affairs and decision-making through public participation mechanisms and processes to improve service delivery. The public participation process that the municipality embarked on during September and October 2022 for community needs analysis is captured in Section 17 of the MSA, which states that:

Section 17:

"(2) A municipality must establish appropriate mechanisms, processes and procedures to enable the local community to participate in the affairs of the municipality,

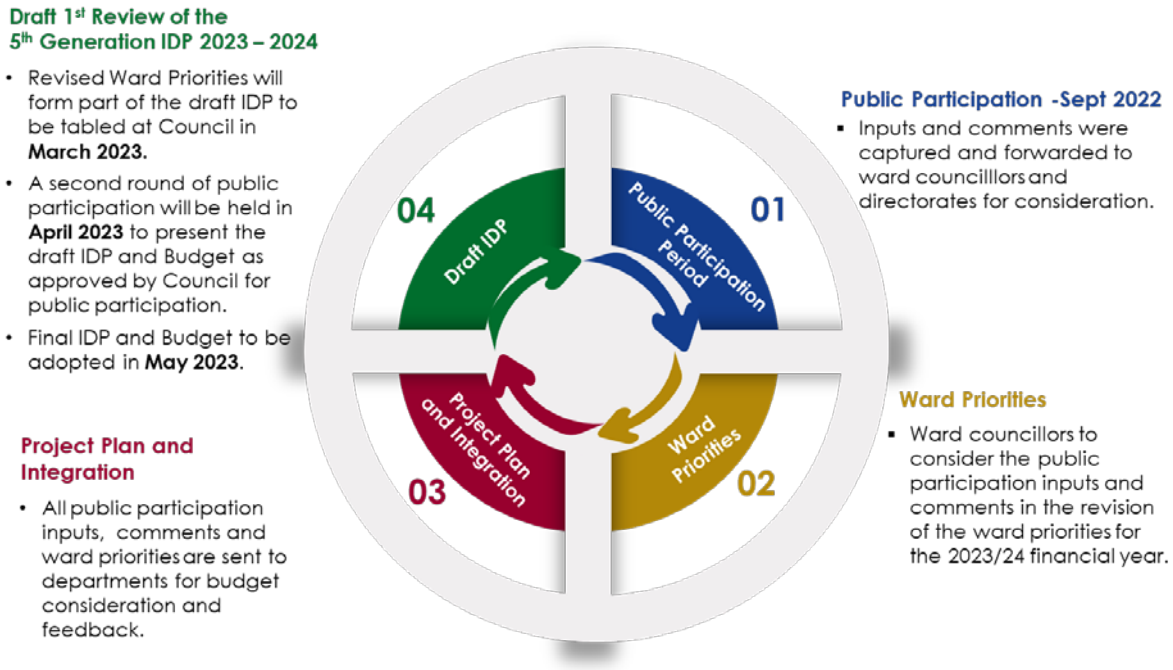
The public participation period was conducted from 07 – 28 September 2022 to receive community inputs and submissions for consideration in the 1st Review of the 5th Generation IDP 2022 – 2027. A Sector Engagement was also convened on 06 October 2022 where sector organisations had the opportunity to submit verbal inputs.

The below diagram illustrates how the municipality will process the inputs received during September and October 2022 until May 2023 when the final 1st Review of the 5th Generation IDP 2022 – 2027 will be submitted to the Council for consideration and adoption.

Figure 1: 1st Review of the 5th Generation IDP 2022 – 2027 inputs timeline



Figure 2: Process flow of how the September and October IDP inputs will be processed



6.2 Financial Implications

There are no financial implications beyond that which was approved in the 2022/23 MTREF Budget.

6.3 Legal Implications

Section 16(1) of the MSA states that:

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–

a. encourage, and create conditions for, the local community to participate in the affairs of the municipality, including in—
    i. the preparation. implementation and review of its integrated development plan in terms of Chapter 5;
    ii. the establishment, implementation and review of its performance management system in terms of Chapter 6:
    iii. the monitoring and review of its performance, including the outcomes and impact of such performance:
    iv. the preparation of its budget; and
    v. strategic decisions relating to the provision of municipal services in terms of Chapter 8;
b. contribute to building the capacity of—
    i. the local community to enable it to participate in the affairs of the municipality; and
    ii. councillors and staff to foster community participation; and
c. use its resources, and annually allocate funds in its budget, as may be appropriate for implementing paragraphs (a) and (b).

Section 17(2) of the MSA further specifies that:

A municipality must establish appropriate mechanisms, processes and procedures to enable the local community to participate in the affairs of the municipality, and must for this purpose provide for -

(a) the receipt, processing and consideration of petitions and complaints lodged by members of the local community;
(b) notification and public comment procedures, when appropriate;
(c) public meetings and hearings by the municipal council and other political structures and political office bearers of the municipality, when appropriate;
(d) consultative sessions with locally recognised community organisations and, where appropriate, traditional authorities; and
(e) report back to the local community.

6.4 Staff Implications

This report has no additional staff implications for the municipality.

6.5 Risk Implication

This report has no direct risk implications for the municipality.

6.6 Previous / Relevant Council Resolutions

None.

6.7 Comments from Senior Management

6.7.1 Director: Community and Protection Services
Supported

6.7.2 Chief Financial Officer
Supported

6.7.3 Director: Infrastructure Services
Supported

6.7.4 Director: Corporate Services
Supported

6.7.5 Director: Planning and Economic Development
Supported

6.7.6 Comments from the Municipal Manager
Supported

ANNEXURES

Annexure A: September and October 2022 public participation community inputs

FOR FURTHER DETAILS CONTACT:

NAME	Geraldine Mettler
POSITION	Municipal Manager
DIRECTORATE	Office of the Municipal Manager
CONTACT NUMBERS	021 – 808 8025
E-MAIL ADDRESS	Geraldine.Mettler@stellenbosch.gov.za
REPORT DATE	03 November 2022

ANNEXURE A

1st Review of the 5th Generation Integrated Development Plan 2022 - 2027: Public Participation Comments and Inputs: 7 - 28 September 2022

Ward	Ref no	Source	Ward Councillor	Surname of the respondent	Priority Ranking (1-5)	Community Need/ Ward Priority	Description of ward issue (Author: community member/ stakeholder)	Project Identification *(Project Name)*	Departmental Response (be specific on information and time lines)	Linkage to Directorate	Department	Section	Responsible Portfolio Councillor	Responsible Senior Manager/ Manager	Government Competency (National / Provincial / District / Municipal)
1		WhatsApp	Reginald Pheiffer	n/a	n/a	Roads and Transport Services	The road names in the Mooiwater new section need to be visible	Visibility of street names in the new section in Mooiwater, Franschhoek		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
1		WhatsApp	Reginald Pheiffer	n/a	n/a	Land	We are in need of ground / land to build a church as we have been waiting for 10 years. At times we do not have a hall because there is another function taking place there. Please assist us.	Identification of land for churches in Franschhoek		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
1		Citizen App	Reginald Pheiffer	Kilian	n/a	Road Safety	Side walks, pavements, bicycle lanes, zebra crossings and speed calming measures, appropriate warning signage and maintenance on the road marks.	The construction of side walks, pavements, bicycle lanes, zebra crossing, warning signage and maintenance on the road marks.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
1		Citizen App	Reginald Pheiffer	Elder	4	Road and Transport Infrastructure	Construction of a parking lot in front of Franschhoek Bowls Club	Construction of a parking area in front of the Franschhoek Bowls Club.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
1		Citizen App	Reginald Pheiffer	Elder	4	Road and Transport Infrastructure	Tarring of road to Le Lude next to the bowls club	Tarring of the road that leads to Le Lude next to the bowling club		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
1		Citizen App	Reginald Pheiffer	Kilian	3	Road Safety	Pedestrians are at risk as no law nor policing in order.	Increase the visibility of law enforcement and policing in Franschhoek		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
1		Written Submission	Reginald Pheiffer	Ndamase	5	Sport and Culture	Sport fields must accommodate football/soccer in Mooiwater, Groendal and Langrag	Accommodation of football/soccer on the sports field in Mooiwater, Groendal and Langrug		Directorate: Infrastructure Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
1		Citizen App	Reginald Pheiffer	n/a	n/a	Sport and Culture	Fencing of the bowls club in Franschhoek	Installation of fencing on the bowls club in Franschhoek		Directorate: Infrastructure Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
1		Written Submission	Reginald Pheiffer	Ndamase	5	Social services	Request for more visits of field social workers to assist struggling families in Mooiwater.	Increase social worker visits to families in Mooiwater		Directorate: Infrastructure Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Provincial
1		Written Submission	Reginald Pheiffer	Ndamase	4	Parks	Request for a play park in Langrag for children.	Construction of a playpark in Langrug		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
1		Written Submission	Reginald Pheiffer	Ndamase	5	School	Request for building of a school in Langrag/Mooiwater.	Construction of a school in Langrug / Mooiwater		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Provincial
1		Written Submission	Reginald Pheiffer	Mnqayi	1	Land for churches	Municipality must provide land to build churches in Franschhoek, Kleinmooiwater.	Availability of land for churches in Franschhoek / Klein Mooiwater		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
1		Written Submission	Reginald Pheiffer	September	n/a	Housing	Municipality must provide houses for people of Riverside.	Provision of housing to residents of Riverside		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
1		Written Submission	Reginald Pheiffer	von Hoesslin	1	Waste Management	Municipality to clean street	Cleaning of streets in Franschhoek		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
1		Written Submission	Reginald Pheiffer	von Hoesslin	1	Waste Management	Increase collection of waste and introduce recycling.	Increasing the collection of waste in Franschhoek		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
1		Written Submission	Reginald Pheiffer	von Hoesslin	1	Waste Management	Introduce recycling.	Establishment of a recycling collection point in Franschhoek		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
1		Have your say	Reginald Pheiffer	Dietrich	n/a	Water and Sanitation	We are currently living in terrible circumstances and we immediately need help regarding toilets and water	Provision of toilets and waterpipes to residents in Franschhoek / Mooiwater		Directorate: Infrastructure Services	Infrastructure Planning, Development and Implementation Services	Project Management Unit	Cllr Zelda Dalling	Mary Francis	Local
1		Have your say	Reginald Pheiffer	Allies	2	Housing	Our roof is leaking and our windows are broken	Repair of leaking roof and replacement of broken windows in Franschhoek / Mooiwater		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
1		Have your say	Reginald Pheiffer	van Schalkwyk	1	Housing	Renovating of the bangalows. The planks and floors are broken	Repair of banglow planks and floors in Franschhoek / Mooiwater		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local

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1		Have your say	Reginald Pheiffer	van Schalkwyk	1	Water and Sanitation	We are in need of toilets and water. We have to do our business outside.	Provision of toilets and waterpipes to residents in Franschhoek / Mooiwater		Directorate: Infrastructure Services	Infrastructure Planning, Development and Implementation Services	Project Management Unit	Cllr Zelda Dalling	Mary Francis	Local
1		Have your say	Reginald Pheiffer	van Schalkwyk	1	Job Opportunities	The unemployment is high	Creation of job opportunities for the residents of Franschhoek		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
1		Have your say	Reginald Pheiffer	van Schalkwyk	1	Housing	We do not have ground for housing	Identification of land for housing development in Franschhoek		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
1		Have your say	Reginald Pheiffer	van Schalkwyk	5	Youth Unemployment	If we as youth and unemployed people must wait for the database to choose our name, what must we do in the mean time. Our Youth really wants to work, but we are forced to sit at home.	Creation of job opportunities for the residents of Franschhoek		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
1		Have your say	Reginald Pheiffer	Cloete	5	Sport Facilities	The sport facilities are in bad conditions. Are there any other ground available in Franschhoek for sport facilities?	Identification of land for an additional sport facility		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
1		Have your say	Reginald Pheiffer	Hendricks	5	Land	Please identify ground for a church	Identification of land for churches in Franschhoek / Klein Mooiwater		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
1		Have your say	Reginald Pheiffer	Alexander Juries	n/a	Housing	Please replace the asbestos roofs of the RDP houses.	Replacement of asbestos roofs of the RDP houses		Directorate: Infrastructure Services	Infrastructure Planning, Development and Implementation Services	Project Management Unit	Cllr Zelda Dalling	Mary Francis	Local
1		Have your say	Reginald Pheiffer	Alexander Juries	n/a	Housing	The names of the new housing in Mooiwater should be visible as there isn't any street names yet.	Visibility of street names in the new section in Mooiwater, Franschhoek		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
1		Minutes	Reginald Pheiffer	Jafta	n/a	Housing	Request for housing in Groendal, Mooiwater, No: 48	Provision of housing opportunities for residents in Mooiwater		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
1		Minutes	Reginald Pheiffer	Jafta	n/a	Access to land for housing	Identification of land for housing in Groendal and Mooiwater	Identification of land for housing in Groendal and Mooiwater		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
1		Minutes	Reginald Pheiffer	Jafta	n/a	Local Economic Development	Job creation for residents of Groendal and Mooiwater are not being employed.	Creation of job opportunities for the residents of Franschhoek		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
1		Minutes	Reginald Pheiffer	van Hoesslin	n/a	Environmental management	Ward priorities: It is mentioned that there is support requested for the management of the Mount Rochelle Nature Reserve. What is meant by this request?	Support required for the management of the Mount Rochelle Nature Reserve	The request for managing of Mount Rochelle nature reserve is a priority that was identified by the ward. The department will investigate what the request was and the detail thereof.	Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
1		Minutes	Reginald Pheiffer	Jafthas	n/a	Sport	Request for municipality to give enough attention to the maintenance of the surface of the sport field.	Maintenance of the sport field in Franschhoek	The Municipality is requesting the assistance of the Sport Council because the municipality is having challenges with the over use of sport fields. Therefore when moving from one season to another season there is no time to prepare the sport fields for the next season. This will be discussed with the Sport Council. It is correct, there is a lot of clubs and not all can be accommodated on the two fields.	Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
1		Minutes	Reginald Pheiffer	Jafthas	n/a	Sport	Request: for one of the ward priorities to be the establishment of a soccer field in Groendal.	Establishment of soccer field in Franschhoek		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
1		Minutes	Reginald Pheiffer	Cloete	n/a	Sport	Request: For the upgrading of the lights on the sport field in Groendal and the Groendal Club house.	Upgrading of the lights on the sport field in Groendal and the Groendal Club house.	Lights and Clubhouse: In the previous agreement / MOU the Sport Councils has been declared responsible for the maintenance of the inside of the buildings. With the signing of the new agreements, it will become the responsibility of the Municipality. Not sure whether the Groendal Sport Council has signed the new agreement.	Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
1		Minutes	Reginald Pheiffer	Cloete	n/a	Sport	Request: The identification of land for a soccer field.	Identification of land for a soccer field in Franschhoek	Shortage of Sport field: agree that there is a shortage of sport fields.	Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
1		Minutes	Reginald Pheiffer	Cloete	n/a	Local Economic Development	Job creation: No working opportunities are coming to Franschhoek.	Creation of job opportunities for the residents of Franschhoek		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local

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1		Minutes	Reginald Pheiffer	van Hoesslin	n/a	Local Economic Development	Ward priorities: One of the ward priorities indicates that "restaurants in the historic area to be restricted". This is a strange request being a business owner. It can be restricted on points of law such as health etc., but restricting the number of restaurants is conflicting.	Request to change the wording of the ward priority for Ward 1 regarding restaurants in the historic area of Franschhoek		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
1		Minutes	Reginald Pheiffer	Hendricks	n/a	Land for churches	Land for churches: There is a need for the identification of land for churches in the Franschhoek area.	Identification of land for churches in Franschhoek	Need to follow up on the availability of land for churches in the Franschhoek area. Will provide feedback.	Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
1		Minutes	Reginald Pheiffer	Constable	n/a	Roads	Request municipality to assist disabled people in Franschhoek with sidewalks and pathways.	Complete the construction of the sidewalks started on the north side of the river in Franschhoek / Mooiwater for use of disabled people walking to the clinic	The municipality started on the north side of the river to restructure the sidewalk. The municipality will expand, but the funds available is not adequate to implement everything at once. The department is busy doing assessments on where sidewalks will be implemented and will definitely add this request to the list for an assessment to be done. The department might be in a position in the 2023/24 financial year to implement this request.	Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
1		Minutes	Reginald Pheiffer	Sefeke	n/a	Safety and Security	Ward priority: There is a request to increase law enforcement. Was this implemented?	Appointment of additional law enforcement officers in Franschhoek	There is no permanent vacancies to be filled. The department was fortunate enough to register a project with EPWP and have managed to increase deployment during the hours of 06:00 in the morning until 22:00 with peace officers. There is four additional peace officers per shift being deployed within Franschhoek	Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
1		Minutes	Reginald Pheiffer	Sefeke	n/a	Art and culture	Request for community and municipality to work together to create arts and culture programmes in Franschhoek and making a venue available for such programmes.	Implementation of arts and culture programmes in Franschhoek		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
1		email	Reginald Pheiffer	DJ Malherbe	n/a	Roads	This area is located next to a residential area and all the neighbouring property owners have demanded that no taxi rank/facility is to be situated in this neighbourhood. The construction of a Franschhoek Taxi Rank across the Franschhoek Wine Tram Terminal (PRASA Property) should offer ample parking space for taxis and will be a viable alternative to this ward priority.	**Proposal:** Optimising existing parking by formalising this area ensuring an additional 16 parking bays (±32 parking bays in total) for passenger vehicles only.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
1		email	Reginald Pheiffer	DJ Malherbe	n/a	Roads	Erf 1538 (old tennis courts): This development should be viewed with the other two proposals (below), which will have an immediate and severe negative effect on the value of adjacent properties, conflicting with municipal policy that states, "structures … not be unsightly or objectionable … [or] derogate from the value of adjoining or neighbouring properties."	**Proposal:** **Option 1:** Attractive retirement complex with ample parking (in basement and on Dirkie Uys Str ±30 parking bays). Together with Franschhoek Hospice and the Fleur de Lis old age home this will provide a harmonious care-hub for the town. Presentations in this regard were made in the past by Prof Isak Rust for the NGK and ACVV, and by Dr Kotie Kruger and Dawid Malherbe for the ATKV Sake. **Option 2:** Landscaped parking area for passenger vehicles (±30 parking bays). Strictly NO taxis, NO delivery trucks, NO busses, and NO public amenities.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
1		email	Reginald Pheiffer	DJ Malherbe	n/a	Roads	For more than a century, people who frequented or visited Franschhoek by car, could park opposite, near or next to their preferred destination in the main street. Removing the existing parking bays on the western side of Huguenot Street will have a deleterious effect on the touristic and residential appeal of Franschhoek. This proposed change will endanger Franschhoek's ambience and character by drastically increasing (and channelling) the traffic into the quiet neighbourhoods.	**Proposal:** Keep parking as is. The narrow main street is a natural traffic pacifier, ensuring thoroughfare traffic drive slowly and safely through town.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local

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1		Email	Reginald Pheiffer	DJ Malherbe	n/a	Roads	Removing the existing parking bays in Church Street (to create a public amenity area and new focal point for the village) are ill-advised and will also have a deleterious effect on the touristic and residential appeal of Franschhoek. This will furthermore drastically increase the traffic in the quiet neighbourhoods, forcing vehicles to use, amongst others, Dirkie Uys Str and to park on Erf 1538. Bringing herewith neighbourhood-unfriendly transportation such as taxis, delivery trucks, and busses into the area; putting at risk the safety of scholars, residents, and elderly pedestrians, not to mention the accompanying menace of littering, loitering and noise pollution.	**Proposal:** Retain the status quo and existing parking but add an additional 10 diagonal parking bays next to informal traders (±50 parking bays in total).		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
2		Have your say	Wilhelmina Petersen	Dowe	1	Housing	Housing for backyarders. Geelhout Laan 33, Bosbou	Provision of housing opportunities for backyard dwellers in Geelhout Laan number 33 in Bosbou, Franschhoek		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
2		Have your say	Wilhelmina Petersen	Baardman	2	Library	Please build a library	Building of a Library in Ward 2		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Provincial
2		Have your say	Wilhelmina Petersen	Davids	n/a	Community Development	Building of a learning centre	Building of a learning centre in Ward 2		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Provincial
2		Have your say	Wilhelmina Petersen	Davids	n/a	Housing	Housing for backyarders	Provision of housing opportunities for backyard dwellers in La Motte / Groendal		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
2		Have your say	Wilhelmina Petersen	Williams	1	Housing	In need of houses	Provision of housing opportunities for the residents of Franschhoek		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
2		Have your say	Wilhelmina Petersen	Williams	2	Electrical Services	Provision of electricity	Installation of electricity for residents of Franschhoek / Groendal		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
2		Have your say	Wilhelmina Petersen	Williams	3	Library	Library needs internet connection	Installation of internet connection in the Groendal Library		Directorate: Corporate Services	Information and Communication Technology	ICT Infrastructure	Cllr Lwando Nkamisa	Regan Mooideen	Local
2		Have your say	Wilhelmina Petersen	Depola	n/a	Housing	Please build more houses. Kershout Laan 34. Bousbou, La Motte	Provision of housing opportunities for the residents of Kershout Laan, 34 in La Motte		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
2		Have your say	Wilhelmina Petersen	Duthie	1	Housing	Bosbou is too small to accommodate all the residents in the area	Provision of alternative housing opportunities outside of Bosbou - Bosbou cannot accommodate all the residents		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
2		Have your say	Wilhelmina Petersen	Duthie	2	Safety and Security	The Bosbou area should be made safer for the children of the area.	Implementation of safety programmes for the children in Bosbou		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
2		Have your say	Wilhelmina Petersen	Pearce	1	Electrical Services	The municipality should take over the electricity from Eskom, and make it their responsibility to provide electricity to the town	The Municipality should take over of provision of electricity in Franschhoek from Eskom.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
2		Have your say	Wilhelmina Petersen	Pearce	2	Electrical Services	The electrical boxes are open and people remove locs and play with the switches. The boxes need fencing	Installation of fencing around electrical / sub station boxes in Groendal / Langrug / Mooiwater / La Motte		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
2		Have your say	Wilhelmina Petersen	Atshipara	1	Housing Administration	The people are struggling to get title deeds	Handover of title deeds in La Motte / Groendal / Mooiwater		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing administration	Jeremy Fasser	Rotanda Godlo	Local
2		Have your say	Wilhelmina Petersen	Atshipara	2	Parks	The park needs benches	Installation of park benches in La Motte / Mooiwater / Groendal		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
2		Citizen App	Wilhelmina Petersen	Khwela	n/a	Land for Housing	Land for housing as we reside in shacks that have been here for more than 28 years. Housing is nr 1 priority	Provision of housing opportunities for residents in Mooiwater / Groendal / La Motte		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
2		Written Submission	Wilhelmina Petersen	Pearce	1	Parks	Municipality to provide equipment for the park next to the clinic in Groendal, Stiebenel Street.	Installation of playpark equipment in the park next to the clinic in Stiebeul Street, Groendal		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local

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2		Written Submission	Wilhelmina Petersen	Pearce	1	Parks	Municipality to construct water park for children in the park next to clinic in Groendal.	Construction of a waterpark next the clinic in Groendal		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
2		Written Submission	Wilhelmina Petersen	Pearce	2	Electricity	People of Langrug are struggling to get electricity due to closing of poles and roads.	Installation of electrical connections in Langrug		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
3		Citizen App	Charles Manuel	Meyer	5	Wifi	Limited home connectivity. Please provide fibre options.	Installation of fibre in Groendal		Directorate: Corporate Services	Information and Communication Technology	ICT Infrastructure	Cllr Lwando Nkamisa	Regan Mooideen	Local
3		Citizen App	Charles Manuel	Wyngaard	n/a	Sport, Arts and Culture	Lanquedoc Sports field needs a Fence urgently	Installation of fencing on the Lanquedoc Sport field		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
3		Citizen App	Charles Manuel	Meyer	4	Parks	Update community park	Upgrade the community park in Wemmershoek		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
4		WhatsApp	Ralphton Adams	n/a	n/a	Electrical Services	Street and we do not have electricity from to 3	Installation of electricity connections in Kylemore / Pniël		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
4		WhatsApp	Ralphton Adams	Stubbs	n/a	Roads and Transport Services	Main road Johannesdal, Pniel	?		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
4		WhatsApp	Ralphton Adams	n/a	n/a	Roads and Transport Services	Johannesdal in need of speed bumps	Construction of speedhumps in Johannesdal		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
4		WhatsApp	Ralphton Adams	n/a	n/a	CCTV Cameras	Any possibility of cameras in Johannesdal regarding crime	Installation of CCVT cameras in Johannesdal		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
4		Citizen App	Ralphton Adams	Cyster	5	Area Cleaning	Our streets, pavements and private plots needs urgent attention.	Cleaning of street pavements and private erves		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
4		Citizen App	Ralphton Adams	Myburgh	5	Electricity	The current electrical system was inherited from Drakenstein and has not been maintained properly. Although in the budget to be replaced over 3 years, we have so many problems apart from loadshedding; power stays off longer then loadshedding hours, boxes and wires burn, cable theft etc. This needs to be higher prioritized and upgraded quicker to cancel out the challenges.	Upgrade of the Pniël Electrical Network		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
4		Citizen App	Ralphton Adams	Stubbs	n/a	Electricity	Urgent attention	Upgrade of the Pniël Electrical Network		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
4		Citizen App	Ralphton Adams	Stubbs	n/a	Sport, Arts and Culture	Sport field upgrade and upgrade petanque field, upgrade of sport facilities	Upgrade of the sport field and facilities in Pniël		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
4		Citizen App	Ralphton Adams	Stubbs	n/a	Sport, Arts and Culture	Sportground parking area tarred.	Tarring of the Pniël Sportgrounds parking area		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
4		Citizen App	Ralphton Adams	Cyster	n/a	Access to Housing	Middle class land development. Not RDP	Identification of land for GAP housing opportunities in Pniël / Kylemore		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
4		Citizen App	Ralphton Adams	Williams	n/a	Road and Transport Infrastructure	We, in Pniël, have a need for parking. We have some Big Trucks, and we really require some parking space as the community complaint when the Trucks is parked on the sidewalk or open space. We cannot find for parking.	Identification of suitable space for the parking of trucks in Pniël		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
4		Citizen App	Ralphton Adams	Solomons	n/a	Access to Housing	Houses are a big need in Kylemore for the last 22 years. Kylemore did not received any houses. All the other suburbs are getting looked after but we really don't see that in Kylemore	Provision of housing opportunities for the residents of Kylemore		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local

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4		Citizen App	Ralphton Adams	Phillips	n/a	Electricity	I would like to know why we as residents of Pniël get so little electricity for the amount money we pay? It is really a disgrace.	Electricity tariffs are too expensive		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
4		Citizen App	Ralphton Adams	Cyster	n/a	Land for Housing	More than 26 years ago plots were available to buy why ??	Provision of housing opportunities in Ward 4		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
4		Citizen App	Ralphton Adams	Myburgh	5	Area Cleaning	Streets are not cleaned often enough. When one side of town is clean, the other needs cleaning again. White walls on sides of main road needs regular painting; ert holders need to be reminded to keep their erwen clean (especially vacant erwen). Look at proper storm water drainage.	Cleaning of streets and sidewalks		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
4		Citizen App	Ralphton Adams	Myburgh	5	Area Cleaning	Roads needs sidewalks; gravel from non-paved sidewalks land in roads;	Construction of sidewalks and upgrade of gravel sidewalks		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
4		Citizen App	Ralphton Adams	Myburgh	5	Area Cleaning	Need to appoint locals to keep town clean.	Cleaning of town through the appointment of the EWPW project.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
4		Citizen App	Ralphton Adams	Stubbs	5	Access to Housing	In need of Housing development and services for the people born and bred in the valley that inherited from forefathers as gentrification is becoming reality.	Provision of housing opportunities for the residents of the Dwarsriver Valley		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Cllr Jeremy Fasser	Lester van Stavel	Local
4		Citizen App	Ralphton Adams	Cyster	4	Sanitation Services	Low end of East End Single (Pniël) has a sewerage problem for more then 20 year. We have raised the issue multiple times over the years. Our manholes overflow and the children is playing in the sewerage.	Upgrade of the sewerage system in the lower end of East End Single (Pniël)		Directorate: Infrastructure Services	Water and Wastewater Services	Waste Water Services	Cllr Zelda Dalling	Paul Joubert	Local
4		Citizen App	Ralphton Adams	Williams	5	Access to Housing	We as a community is compressed as we need space to expand. Can you please, in the upcoming years, make a deal with Anglo American or Boschendal for land to build houses? Our community is suffocating as we are not able to expand.	Identification of land for houses in collaboration with Anglo American and Boschendal		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Cllr Jeremy Fasser	Lester van Stavel	Local
4		Citizen App	Ralphton Adams	Solomons	5	Street and Area Lighting	Most of the streetlights in our scheme is dead for more than a year now ..for us to life in such a dark town is very dangerous cause this is not a quiet town anymore. The crime rate is also picking up and the darkness of this streets even affect you in identifying the perpetrator attacking you .	Installation of streetlights in Kylemore (scheme area)		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
4		Citizen App	Ralphton Adams	Phillips	5	Area Cleaning	It is time that our areas should be taken care of. Cleaning of sidewalks should be done. Open plots should be cleaned.	Cleaning of sidewalks and open space in Kylemore / Pniël		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
4		Citizen App	Ralphton Adams	Phillips	5	Are Beautification	Plant more trees. Plant more flowers and more seating areas	Beautification of open spaces with planting of trees and providing seating areas in Kylemore / Pniël		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
4		Email	Ralphton Adams	Adams	n/a	Infrastructure	Combine Lumley Avenue with Met Morgenster road (Road 12, 59 m) gravel road in Pniël.	Construction to link Lumley Avenue with Met Morgenster road (Road 12, 59 m) gravel road in Pniël		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
4		Email	Ralphton Adams	Adams	n/a	Infrastructure	Upgrade of Entrance road from the R310 to Swart Street in Kylemore.	Upgrade of the entrance road from R310 to Swart Street in Kylemore		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
4		Email	Ralphton Adams	Adams	n/a	Infrastructure	Municipality to contract robots or circle at the intersection of R310 and Swart Street in Kylemore.	Installation of traffic lights or construction of a circle at the intersection of R310 and Swart Street in Kylemore		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local

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4		Email	Ralphton Adams	Adams	n/a	Infrastructure	Municipality to replace old infrastructure waterpipes and sewerage pipes in Kylemore.	Replacement of old infrastructure waterpipes and sewerage pipes in Kylemore		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
4		Email	Ralphton Adams	Adams	n/a	Infrastructure	Municipality to construct sidewalks on streets in Kylemore	Construction of sidewalks in Kylemore		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
4		Email	Ralphton Adams	Adams	n/a	Infrastructure	Upgrade entrance road of Kylemore from R310 to Swart Street with possibility of a circle.	Upgrade of the entrance road from R310 to Swart Street in Kylemore / Construction of a traffic calming circle at he entrance road from R310 to Swart Street in Kylemore		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
4		Email	Ralphton Adams	Adams	n/a	Infrastructure	Beautification of entrance of Kylemore on the R310.	Beautification of the entrance of Kylemore on the R310		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
4		Email	Ralphton Adams	Adams	n/a	Infrastructure	Replace sewerage pipeline in East End Crescent in Pniël.	Replacement of the sewerage pipeline in East End Cresent in Pniël		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
4		Email	Ralphton Adams	Adams	n/a	Infrastructure	Replace old waterpipes in Pniël town.	Replacement of old waterpipes in Pniël		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
4		Email	Ralphton Adams	Adams	n/a	Infrastructure	Construct sidewalks on roads in neighbourhood in Pniel.	Construction of sidewalks in Pniël		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
4		Email	Ralphton Adams	Adams	n/a	Sports	Construct drive through ticket office on sport field in Pniël.	Building of a drive - through ticket office on the Pniël Sportsground		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
4		Email	Ralphton Adams	Adams	n/a	Infrastructure	Provide street lights on R310 in Kylemore and Pniël.	Installation of streetlights on the R310 in Kylemore and Pniël		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
4		Email	Ralphton Adams	Adams	n/a	Electricity	Provide lights for the section between Kylemore side and Johannesdal.	Installation of streetlights between the sections of Kylemore and Johannesdal		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
4		Email	Ralphton Adams	Adams	n/a	Local Economic Development	Provide Hub for entrepreneurs working from home	Building of a Entrepreneurial Hub for people working from home in Ward 4		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
4		Minutes	Ralphton Adams	n/a	n/a	Roads	There was budgeted for the Lanquedoc Access Road. What does this entail and by when will this start and finish?	Upgrade of the Lanquedoc Access Road	The project entails the widening of the Access Road to a two lain road, as well as the upgrading of the condition of the road and the building of sidewalks. We have obtained environmental approvals, the procurement of a contractor will be done during 2023 and the project will start in 2024.	Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
4		Minutes	Ralphton Adams	de Wet	n/a	Housing	Request for Kylemore to be considered in Housing Development funding in 2022/2023 financial year.	Provision of housing opportunities for the residents of Kylemore	We have employed a contractor to check that the land is appointed to the municipality from the Department of Public Works. We have to apply at Provincial Government for necessary funding. The funds have been approved from Provincial Government and it has been communicated through the Housing Pipeline. The start of the project and phases will be communicated in the start of the next financial year through the Municipal Budget. The first thing to do is to get the rights of the land and there has been made funds available for this.	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
4		Minutes	Ralphton Adams	Williams	n/a	IDP	The IDP Public Participation meeting / presentation is really bad. How does the municipality expect us as the community to participate in projects that involves our well-being?	Improve the public participation feedback during IDP meetings	The comment will be given through to the IDP Department so that we can again look at our presentations and public participation methods	Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
4		Minutes	Ralphton Adams	Fourie	n/a	Housing development	Erf 64: There is no housing development funding for Lanquedoc nor Kylemore. National Government gives money to Municipalities, now we would want to know what happens to those funds?	Provision of housing opportunities for the residents of Kylemore	Every housing project is implemented according to a budget. This is communicated in the Municipal Budget document. In the budget it is stated what money came from Provincial Government for housing and what was the contribution from the municipality. Annually, Auditors come from Provincial Government and from the Audit General's office to look at the municipalities budget if it has been appointed correctly.	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local

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4		Minutes	Ralphton Adams	Mr. September	n/a	Youth development	Request municipality to make learners and driving lessons part of Matriculants yearly program to uplift the youth	Incorporate the learners and driving lessons as part of the matriculant curriculum	We take notice of your suggestion. At the moment it is difficult as we have to budget for the entire WCO24, which does not allow us to move from school to school. Therefore, we advertise it for anyone to apply and participate in the program. We'll reassess the program and see if we can't implement the project in a more affective way.	Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Provincial
4		Minutes	Ralphton Adams	Mr. September	n/a	Spatial Development Framework	Request for municipality to rezone areas for business parks and recreational areas.	Rezoning of areas for business parks and recreational areas in WCO24	In 2019, the Municipal Spatial Development Framework has been approved. According to the framework, projects have been identified, and the Klapmuts and Kayamandi Corridor is the main priority that the municipality is focussing on. Funds have been made available for the following 3 years to go look for developments in farm and rural communities. In the 2022/2023 Financial year, the municipality is looking specifically in the Dwars-Rivier Valley. The plan is to work with the community and for social service delivery and economic developments. The municipality is in the process of setting up the tender documentation.	Directorate: Planning and Economic Development	Development Planning	Spatial Planning	Cllr Carli van Wyk	Craig Alexander	Local
4		Minutes	Ralphton Adams	Williams	n/a	Roads	Request municipality to ensure roads and sidewalks are paved in Kylemore	Paving of roads and sidewalks in Kylemore	There is a process to apply for the building of speedhumps. You can get more information through your ward councillor or administrator to make contact with the municipality's infrastructure department for the process	Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
4		Minutes	Ralphton Adams	Williams	n/a	Roads	Building of speedhumps in Kylemore.	Construction of speedhumps in Kylemore	There is a process to apply for the building of speedhumps. You can get more information through your ward councillor or administrator to make contact with the municipality's infrastructure department for the process	Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
4		Minutes	Ralphton Adams	Fourie	n/a	Area Cleaning	Request for municipality to clean streets in Kylemore	Cleaning of streets in Kylemore		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
4		Minutes	Ralphton Adams	Fourie	n/a	Roads	Municipality to build speedhumps and sidewalks in Kylemore.	Construction of speedhumps and sidewalks in Kylemore		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
4		Minutes	Ralphton Adams	n/a	n/a	Roads	Kylemore's entrance is really ugly and needs a lot of improvements.	Upgrade of the Kylemore entrance road		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
4		Minutes	Ralphton Adams	n/a	n/a	Housing	Regarding the Meerlust housing project, at what stage is the project and when will it be done?	Provision of housing opportunities for the residents of Meerlust	3 weeks ago the Department of Public Works came to the Municipality regarding the handing over of the Meerlust Project. The project is still in its developing phases, and regular meetings will be held regarding the handing over of the land and there is a lot issues regarding getting rights to the land.	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
4		Minutes	Ralphton Adams	Smit	n/a	Sport	Electricity rate at the Kylemore Rugby Club is outrageous. Why is there only one security at the rugby field during night? There is also no lighting at the field.	Installation of prepaid electricity meters at the Kylemore Sport field / Rugby field	Prepaid meters at the field: The Municipality will be giving all its sport facilities prepaid meters. There has been budgeted for the project and the municipality is in the process of implementing the project. The Municipality is in the process of signing usage contracts with each sport body regarding electricity usage that will make them independent to eventually afford electricity and to support them financially to the point where electricity is not such an big issue. The project will be rolling out in the next 2-3 months.	Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
4		Minutes	Ralphton Adams	Smit	n/a	Environmental management	Municipality to plant trees, especially on the mountains. This can stop the damage caused by the wind.	Planting of trees on the mountain areas of Kylemore to prevent damage caused by the wind		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
4		Minutes	Ralphton Adams	Smit	n/a	Roads	Municipality to construct sidewalks for kids to walk to the new primary school in Kylemore. There is also a lot of traffic on these roads and this is very dangerous for the kids.	Construction of a sidewalk / footpath in the direction of the new primary school in Kylemore		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
5		WhatsApp	Roy van Rooyen	van Rooyen	n/a	CCTV Cameras	Security Cameras to the entrance of the Ridge	Installation of CCTV cameras at The Ridge entrance in Ida's Valley		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local

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5		WhatsApp	Roy van Rooyen	van Rooyen	n/a	Property Management	Fencing between Mcoy Street and Hillside Village	Installation of fencing between Mcoy Street and Hillside Village		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
5		WhatsApp	Roy van Rooyen	van Rooyen	n/a	Property Management	Fencing next to Lindida Drive and the open space at the end of the Lindida Drive, Lindida Ida's Valley	Installation of fencing next Lindida Drive and the open space at the end of Lindida Drive in Ida's Valley		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
5		WhatsApp	Roy van Rooyen	Heneke	1	Safety and Security	Safety Trailer for Ward 5	Provision of a mobile safety trailer for the neighbourhood watch in ward 5 (Ida's Valley)		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
5		WhatsApp	Roy van Rooyen	Heneke	1	Safety and Security	Training applicable to NHW Structures	Facilitate Neighbourhood Watch training for Ida's Valley		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
5		WhatsApp	Roy van Rooyen	Heneke	1	Parks	Clear view fence with gates for park in Johnson Street Ward 5	Installation of a clear view fence with gates for the park in Johnson Street, Ida's Valley		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
5		Email	Roy van Rooyen	Mcombring	n/a	Electricity	Streetlights on Helshoogte Road behind the houses in The Ridge in the direction of Pniël	Installation of streetlights on the Helshoogte Rd behind the houses in The Ridge in the direction of Pniël		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
5		Email	Roy van Rooyen	Mcombring	n/a	Infrastructure	Please solve the water problems caused by the Storm Water Pipe under Helshoogte Road where the water flows in the direction of 57, 59, 61 and 63 Maroela Cresent in The Ridge. Site inspections been conducted by the officials of Stellenbosch Municipality and Cape Winelands District officials, and this is where it stops.	Replacement/ Upgrade the stormwater pipe under the Helshoogte Road in the direction of 57, 59, 61 and 63 Maroela Cresent in The Ridge		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
5		Email	Roy van Rooyen	Kietzmann	n/a	Safety and Security	Request for the municipality to address the nose and safety interruptions caused by Basothos initiation ceremonies in the Ida's Valley Conservancy.	Addressing the noise and safety interruptions caused by Basothos initiation ceremonies in the Ida's Valley Conservancy		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
5		Email	Roy van Rooyen	Kietzmann	n/a	Housing development	The recent 166 houses built at the edge of the Ida's Valley Conservancy went ahead without the Municipality making any meaningful effort to engage the surrounding communities.	Conduct public participation with the community on new housing developments		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing Development	Cllr Jeremy Fasser	Lester van Stavel	Local
5		Email	Roy van Rooyen	Kietzmann	n/a	Environmental Management	The regrettable cutting down of an old and enormous oak tree to make space for a garage on a new properties in Ida's Valley Conservancy	Comment.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Email	Roy van Rooyen	Kietzmann	n/a	Housing	There is uncertainty with regard to potential additional developments bordering the conservancy with a distinct lack of effort to interact with surrounding communities	Conduct public participation with the community on new housing developments		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
5		Email	Roy van Rooyen	Kietzmann	n/a	Waste Management	With easier access via new and cleaned up roads dumping is a major and growing problem. It seems that Ida's Valley Conservancy access is too easy.	Prevention of illegal dumping in Ida's Valley and Ida's Valley Conservancy area		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
5		Email	Roy van Rooyen	Kietzmann	n/a	Environmental Management	With easier access via new and cleaned up road dumping is a major and growing problem. It seems that Ida's Valley Conservancy access is too easy.	Prevention of illegal dumping in Ida's Valley and Ida's Valley Conservancy area		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Email	Roy van Rooyen	Kietzmann	n/a	Environmental Management	Illegal felling leaves trails of rubbish and untreated tree stumps so the alien tree problem gets worse.	Stopping of illegal felling that leaves trails of rubbish and untreated tree stumps in the Ida's Valley Conservancy area		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local

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5		Email	Roy van Rooyen	Kietzmann	n/a	Safety and Security	We respectfully request that the Municipality add additional regular law enforcement to patrol the Ida's Valley Conservancy and up the Rustenberg road to the Hydro.	Appointment of additional law enforcement officers to patrol the Ida's Valley Conservancy and in the direction of Rustenburg Road to Hydro		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
5		Citizen App	Roy van Rooyen	Herandien	5	Land for Housing	Take care of the youth housing jobs	Provision of housing opportunities for the residents of Ida's Valley (Ward 5)		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
5		Citizen App	Roy van Rooyen	Herandien	5	Job Opportunities	Take care of the youth housing jobs	Creating job opportunities for the Youth		Directorate: Planning and Economic Development	Development Planning	Spatial Planning	Cllr Carli van Wyk	Craig Alexander	Local
5		Citizen App	Roy van Rooyen	Hendrikse	5	Environmental management	We don't want the Basothos in the nature area. We as walkers cannot walk there as this is Ida's Valley walking area, that is used for recreational purposes	Prohibit cultural ceremonies in the Ida's Valley Nature Reserve		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Joseph Joon	Albert van der Merwe	Local
5		Citizen App	Roy van Rooyen	Timmey	5	Environmental management	The Basothos should not be allowed in our nature area. The nature area should be used for recreational purposes.	Prohibit cultural ceremonies in the Ida's Valley Nature Reserve		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Citizen App	Roy van Rooyen	Theunissen	5	Safety and Security	Drug abuse are so high and that leads to a very high crime rate	Implementation of safety programmes to address the high crime rate and drug abuse		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
5		Citizen App	Roy van Rooyen	Jacques Steyn	4	Environmental Management and Protection	The use of the Nature Reserve for initiation ceremonies on the doorstep of residents in Ida's Valley should not be allowed, without a proper and transparent participation process and Q & A. The initiation events in 2021 whereby the Nature Reserve was closed off for the public, without any signage or notification, and lives being threatened if entering is all the responsibility of the municipality. The use and abuse of alcohol whilst the initiation ceremony is on going, and the health and safety issues with regards to sanitary facilities and the making of large fires is common sense and the municipality does not have the will to manage this effectively. The ongoing littering and trash being found in this beautiful area still shows that the effective use of the area for recreational facilities is not high on the priority list of the municipality. A positive, recreational space (park run) where money can be raised will be an effective way of positively mobilising the local community around a common purpose. The market place at the entrance of Ida's Valley could be used as permit and payment collection to use the trails. already being looked	Prohibit cultural ceremonies in the Ida's Valley Nature Reserve		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Citizen App	Roy van Rooyen	Hendrikse	5	Environmental Management and Protection	The nature area should not be used for an initiation school. So please, we don't want the Basothos to come here this year. Let's use the space for recreational purposes and as a tourism hub. Let's empower an organization like Ida's Valley Community Trails and the community to benefit from this open space.	Prohibit cultural ceremonies in the Ida's Valley Nature Reserve		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Citizen App	Roy van Rooyen	Herandien	5	Environmental management	To look after our land the trail walking at Ida's Valley dam	Development of the Ida's Valley trail walking in the Ida's Valley Nature Reserve		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Joseph Joon	Albert van der Merwe	Local
5		Citizen App	Roy van Rooyen	Timmey	5	Local Economic Development	Market place must be converted into a trail centre, so that we can drink coffee and walk or rent bicycles etc	Redevelopment of the Ida's Valley Market into a Trail Centre (renting of bicycles and tea / coffee station)		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
5		Citizen App	Roy van Rooyen	Theunissen	1	Land for Housing	The people who live in yards have to pay a lot for renting and the circumstances for kids are not good.	Provision of housing opportunities for the residents of Ida's Valley (Ward 5)		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local

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5		Citizen App	Roy van Rooyen	Steyn	5	Waste Management	Trash and litter is an ongoing issue.	Prevention of illegal dumping in Ida's Valley		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
5		Citizen App	Roy van Rooyen	Hendrikse	4	Local Economic Development	Let's activate the market place as the tourism hub/starting point for Ida's Valley. People can rent bicycles, sell koeksisters, coffees and local tour guides can take to wine farms in Ida's Valley. The space can also be used as event venues, like a fan park for the soccer and rugby world cup and away games of Stellenbosch FC	Redevelopment of the Ida's Valley Market into tourism hub/starting point/ fan park during the soccer and rugby world cup and away games of Stellenbosch FC		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
5		Written Submission	Roy van Rooyen	Peker	1	Roads	Municipality to paint red lines on the road in Packham Street for safety	Painting of red lines on the road in Packham Street		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
5		Written Submission	Roy van Rooyen	Peker	1	Roads	Municipality to construct pavement by the upper part of Packham street over to the four waystop.	Construct pavements on the upper part of Packham Street over the four waystop		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
5		Written Submission	Benjamin van Rooyen	Peker	1	Parks	Municipality to remove swings and the wheel on the park by Talang Street.	Removing of the swings and wheel on the park by Talang Street in Ida's Valley		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
5		Email	Roy van Rooyen	Ratcliffe	n/a	Safety and Security	Request for the municipality to address the noise and safety interruptions caused by Basothos initiation ceremonies in the Ida's Valley Conservancy.	Addressing the noise and safety interruptions caused by Basothos initiation ceremonies in the Ida's Valley Conservancy		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
5		Email	Roy van Rooyen	Ratcliffe	n/a	Housing development	The recent 166 houses built at the edge of the Ida's Valley Conservancy went ahead without the Municipality making any meaningful effort to engage the surrounding communities.	Conduct public participation with the community on new housing developments		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing Development	Cllr Jeremy Fasser	Lester van Stavel	Local
5		Email	Roy van Rooyen	Ratcliffe	n/a	Environmental Management	The regrettable cutting down of an old and enormous oak tree to make space for a garage on a new properties in Ida's Valley Conservancy	Comment.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Email	Roy van Rooyen	Ratcliffe	n/a	Housing	There is uncertainty with regard to potential additional developments bordering the conservancy with a distinct lack of effort to interact with surrounding communities	Conduct public participation with the community on new housing developments		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
5		Email	Roy van Rooyen	Ratcliffe	n/a	Environmental Management	With easier access via new and cleaned up roads, dumping is a major and growing problem. It seems that Ida's Valley Conservancy access is too easy.	Prevention of illegal dumping in Ida's Valley (Ward 5)		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Email	Roy van Rooyen	Ratcliffe	n/a	Environmental Management	Illegal felling leaves trails of rubbish and untreated tree stumps so the alien tree problem gets worse.	Prevention of illegal felling that leaves trails of rubbish and untreated tree stumps in the Ida's Valley Conservancy area		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Email	Roy van Rooyen	Ratcliffe	n/a	Safety and Security	We respectfully request that the Municipality add additional regular law enforcement to patrol the Ida's Valley Conservancy and up the Rustenberg road to the Hydro.	Appointment of additional law enforcement officers to patrol the Ida's Valley Conservancy and in the direction of Rustenburg Road to Hydro		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
5		Email	Roy van Rooyen	Westdyk	n/a	Safety and Security	Request for the municipality to address the noise and safety interruptions caused by Basothos initiation ceremonies in the Ida's Valley Conservancy.	Addressing the noise and safety interruptions caused by Basothos initiation ceremonies in the Ida's Valley Conservancy		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
5		Email	Roy van Rooyen	Westdyk	n/a	Environmental Management	The recent 166 houses built at the edge of the Ida's Valley Conservancy went ahead without the Municipality making any meaningful effort to engage the surrounding communities.	Conduct public participation with the community on new housing developments		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local

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5		Email	Roy van Rooyen	Westdyk	n/a	Environmental Management	The regrettable cutting down of an old and enormous oak tree to make space for a garage on a new properties in Ida's Valley Conservancy	Comment.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Email	Roy van Rooyen	Westdyk	n/a	Housing	There is uncertainty with regard to potential additional developments bordering the conservancy with a distinct lack of effort to interact with surrounding communities	Conduct public participation with the community on new housing developments		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
5		Email	Roy van Rooyen	Westdyk	n/a	Environmental Management	With easier access via new and cleaned up roads dumping is a major and growing problem. It seems that Ida's Valley Conservancy access is too easy.	Prevention of illegal dumping in Ida's Valley (Ward 5)		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Email	Roy van Rooyen	Westdyk	n/a	Environmental Management	Illegal felling leaves trails of rubbish and untreated tree stumps so the alien tree problem gets worse.	Prevention of illegal felling that leaves trails of rubbish and untreated tree stumps in the Ida's Valley Conservancy area		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Email	Roy van Rooyen	Westdyk	n/a	Safety and Security	We respectfully request that the Municipality add additional regular law enforcement to patrol the Ida's Valley Conservancy and up the Rustenberg road to the Hydro.	Appointment of additional law enforcement officers to patrol the Ida's Valley Conservancy and in the direction of Rustenburg Road to Hydro		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
5		Email	Roy van Rooyen	Townsend	n/a	Safety and Security	Request for the municipality to address the noise and safety interruptions caused by Basothos initiation ceremonies in the Ida's Valley Conservancy.	Addressing the noise and safety interruptions caused by Basothos initiation ceremonies in the Ida's Valley Conservancy		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
5		Email	Roy van Rooyen	Townsend	n/a	Environmental Management	The recent 166 houses built at the edge of the Ida's Valley Conservancy went ahead without the Municipality making any meaningful effort to engage the surrounding communities.	Conduct public participation with the community on new housing developments		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Email	Roy van Rooyen	Townsend	n/a	Environmental Management	The regrettable cutting down of an old and enormous oak tree to make space for a garage on a new properties in Ida's Valley Conservancy	Comment.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Email	Roy van Rooyen	Townsend	n/a	Housing	There is uncertainty with regard to potential additional developments bordering the conservancy with a distinct lack of effort to interact with surrounding communities	Conduct public participation with the community on new housing developments		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
5		Email	Roy van Rooyen	Townsend	n/a	Environmental Management	With easier access via new and cleaned up roads dumping is a major and growing problem. It seems that Ida's Valley Conservancy access is too easy.	Prevention of illegal dumping in Ida's Valley (Ward 5)		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Email	Roy van Rooyen	Townsend	n/a	Environmental Management	Illegal felling leaves trails of rubbish and untreated tree stumps so the alien tree problem gets worse.	Prevention of illegal felling that leaves trails of rubbish and untreated tree stumps in the Ida's Valley Conservancy area		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Have your say	Roy van Rooyen	Coetzee	1	Waste Management	Who's priority is it to remove garbage from the sidewalks? When we want to build on ground it is said that it is municipal ground. Nowhere is containers that we can throw our garbage. (The Ridge Area)	Cleaning of sidewalks in The Ridge area		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
5		Have your say	Roy van Rooyen	Coetzee	2	Parks	The parks are always closed when we want to use it.	Relook at the opening times of parks in Ida's Valley (ward 5)		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
4		Email	Ralphton Adams	Adams	n/a	Local Economic Development	Provide space for production for working purposes.	Identification of space for businesses in Kylemore		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local

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5		Minutes	Roy van Rooyen	Hendrikse	n/a	Housing	Housing Project near Lindida 166 Gap houses to be build: Regarding the nature area at the back of the houses, is there more land going to be used intervening the nature area, because there is a huge problem for the residents, especially Rustenburg	Confirmation whether an environmental study was conducted with the housing development of the 166 GAP houses near Lindida	When the project were initiated, there were environmental study and processes done on where the project start and where does it stop. The Municipality consulted with the community and there were very strong views, therefore there is an agreement with the municipality that a fence will be put up that will serve as the buffer for the development. Trees will also be put up that the fence isn't visible and a lot of stuff has been put in place to ensure that the municipality stick to the environmental requirements. The municipality has done a lot to ensure that the project adheres to the environmental requirements.	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
5		Minutes	Roy van Rooyen	Hendrikse	n/a	Environmental management	Dumping in the nature reserve, please give a solution to stop dumping in the nature reserve by fencing.	Implement prevention measures for the illegal dumping in the Ida's Valley Nature Conservation area		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Minutes	Roy van Rooyen	Smit	n/a	Electricity	Regarding the people that was evicted to Jamestown, currently other people invaded their Wendy houses. The people were promised electricity.	Provision of electricity to the community members living in the Wendy houses that were previously owned by the residents who have moved to the Jamestown housing development		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
5		Minutes	Roy van Rooyen	Smit	n/a	water and sanitation	Regarding the people that were evicted to Jamestown, currently other people invaded their Wendy houses. The people were promised construction of toilets	Provision of toilet facilities to the community members living in the Wendy houses that were previously owned by the residents who have moved to the Jamestown housing development		Directorate: Infrastructure Services	Infrastructure Planning, Development and Implementation Services	Project Management Unit	Cllr Zelda Dalling	Mary Francis	Local
5		Minutes	Roy van Rooyen	Smit	n/a	Elderly	Granting aid for the elderly: is there an amount that the people should pay in (R1900) extra, is this to book their spot and what is it for because families do not have that money?	Allocating funding for pensioners in Old Age Homes to cover accommodation cost		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Provincial
5		Minutes	Roy van Rooyen	Smit	n/a	Electricity	Cleaning and Fencing of electrical boxes at Bloekom and Stone Street	Cleaning and the installation of fencing around the electrical box / sub station in Bloekom and Stone Street, Ida's Valley	A tree has been removed. The municipality got notice yesterday that the tender has been approved for the fencing, and we will be in the process to look at the fencing of the substation. The municipality is in the process of fencing the electrical box.	Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
5		Minutes	Roy van Rooyen	Smit	n/a	Roads	Paving in Stone Street, stopped at the corner of Adendorf Street and Bloekom Street. Stone Street was not completed	Complete the paving of Stone Street in Ida's Valley	We are in process of conducting visual assessment and Stone Street is noted.	Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
5		Minutes	Roy van Rooyen	Benting	n/a	Sport	We realised that the Ida's Valley Sport Fields have been ran under Ward 6. Is there any possibility for share responsibility from both wards?	Request for shared responsibility of the Sport field in Ida's Valley between wards 5 and 6		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Minutes	Roy van Rooyen	Hendrikse	n/a	Environmental management	Can we get an answer on the Basutus that come here every December and January to have initiation in our area (Jonkershoek Nature Reserve) then the nature reserve is closed for our residents for recreational purposes	Request feedback on the initiation that is conducted in the Jonkershoek / Ida's Valley Nature Reserve	The municipality is taking consideration of the inputs from the community. It is still being discussed. The municipality will definitely come back to the community once a final decision has been made.	Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
5		Minutes	Roy van Rooyen	Smit	n/a	Electricity	The living standards in Jonkershoek is not up to standard. Electricity and lack of toilets are a big concern.	Provision of electrical connections for the residents in Jonkershoek		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
5		Minutes	Roy van Rooyen	Smit	n/a	Electricity	The living standards in Jonkershoek is not up to standard. Electricity and lack of toilets are a big concern.	Provision of toilet facilities for the residents of Jonkershoek		Directorate: Infrastructure Services	Infrastructure Planning, Development and Implementation Services	Project Management Unit	Cllr Zelda Dalling	Mary Francis	Local
5		Minutes	Roy van Rooyen	Smit	n/a	Education	Transport is also a problem for kids traveling for educational classes in Cloetesville. We need support regarding studies and transport.	Provision of transport for youth to attend educational classes / training opportunities in other areas within WCO24		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local

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6		Email	Nateshia Mcombring	Mcombring	1	Safety and Security	Installation of Close Circuit Camera on Old Helshoogte Park in Old Helshoogte Road	Installation of a CCTV camera on Old Helshoogte Park in Old Helshoogte Road		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
6		Email	Nateshia Mcombring	Mcombring	1	Safety and Security	Installation of an LPR Camera at the Main Road 5 (Traffic lights on the corner of Helshoogte Road and R44)	Installation of an LPR Camera at the Main Road 5 (Traffic lights on the corner of Helshoogte Road and R44)		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
6		Email	Nateshia Mcombring	Mcombring	1	Safety and Security	New camera installation on the corner of Rustenburg Road and Sonnebloem Street	Installation of a CCTV Camera on the corner of Rustenburg Road and Sonnebloem Street		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
6		Email	Nateshia Mcombring	Mcombring	1	Safety and Security	Use of building at the Community Market as a Satellite Police Station	Redevelopment of the Ida's Valley Community Market into a Satellite Police Station		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
6		Email	Nateshia Mcombring	Mcombring	1	Safety and Security	Cleaning and fencing (Clearview or Beta fence) of all Electricity Boxes in the ward	Cleaning and installation of fencing of electrical boxes / sub - stations in Ida's Valley (Ward 6)		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
6		Email	Nateshia Mcombring	Mcombring	1	Safety and Security	Fencing of the miniature substation between Old Helshoogte Road and Helshoogte Road	Installation of fencing around the miniature substation between Old Helshoogte Road and Helshoogte Road		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
6		Email	Nateshia Mcombring	Mcombring	1	Safety and Security	Streetlights on Helshoogte Road opposite Beltana in the direction of The Ridge to address the cable theft and other criminal activities in the area behind the houses in that area	Installation of streetlights on Helshoogte Road opposite Beltana in the direction of The Ridge		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
6		Email	Nateshia Mcombring	Mcombring	1	Safety and Security	More visibility and regular patrols of the Police and Law Enforcement officials in all roads, the Sport Ground, and farms in the area. If the budget allows using neighbourhood watches and give them a stipend.	Appointment of additional law enforcement officers to patrol Ida's Valley, Sportsground and farm areas		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
6		Email	Nateshia Mcombring	Mcombring	2	Infrastructure	Construction of pavements or sidewalks for Hahn Street, Moffat Street, Erasmussmith Street, Baker Street, Desch Street, Botmanskop Road, Dahlia Street and Speler Street	Construct sidewalks / pavements in Hahn Street, Moffat Street, Erasmussmith Street, Baker Street, Desch Street, Botmanskop Road, Dahlia Street and Speler Street		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
6		Email	Nateshia Mcombring	Mcombring	2	Infrastructure	Upgrading and resealing of roads and potholes as required in the ward	Upgrading and resealing of roads and potholes as required in Ida's Valley (ward 6)		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
6		Email	Nateshia Mcombring	Mcombring	2	Parks	More regular basis cutting of the grass on the parks and on all pavements in Ward 6. As well as on Helshoogte Road and R44. Not only the 6 weeks cycle as currently implemented for the Main Roads	Regular cutting of the grass on all parks in Ida's Valley , Helshoogte Road and R44		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
6		Email	Nateshia Mcombring	Mcombring	2	Infrastructure	Request traffic lights on the turn-off from Kromme Rhee Road in the direction of Koelenhoff and turn-off from Elsenburg (near Kanonkop)	Installation of traffic lights on the turn-off from Kromme Rhee Road in the direction of Koelenhoff and turn-off from Elsenburg (near Kanonkop)		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
6		Email	Nateshia Mcombring	Mcombring	2	Infrastructure	Pedestrian crossing between Nietvoorbij and Timberlea Farm (Blue Jay) on the R44	Construct a pedestrian crossing between Nietvoorbij and Timerlea Farm		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
6		Email	Nateshia Mcombring	Mcombring	2	Infrastructure	Pedestrian crossing between Remhoogte and Lavinir on the R44	Construct a pedestrian crossing between Remhoogte and Lavinir on the R44		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
6		Email	Nateshia Mcombring	Mcombring	2	Infrastructure	Pedestrian Traffic light on Helshoogte Road near Spar in the direction of Stellenbosch Primary and High School	Installation of a Pedestrian Traffic light on Helshoogte Road near Spar in the direction of Stellenbosch Primary and High School		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
6		Email	Nateshia Mcombring	Mcombring	2	Infrastructure	Replacement of current outdated sewerage pumps in Luckhoff Street and Baker Street. As well in other areas in the ward as needed	Upgrading of current outdated sewerage pumps in Luckhoff Street and Baker Street. As well in other areas in the ward as needed.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local

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6		Email	Nateshia Mcombring	Mcombring	2	Infrastructure	Tar of public parking next to the Public Library and Ward Office	Construction of public parking next to the Public Library and Ward Office		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
6		Email	Nateshia Mcombring	Mcombring	3	LED Planning	Request waterproof covers for the Community Market to allow residents to use the facility as a hall and through all weather conditions.	Installation of waterproof covers for the Community Market to allow residents to use the facility as a hall and through all weather conditions.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
6		Email	Nateshia Mcombring	Mcombring	3	LED Planning	Support and funding for Tourism/Running/Cycling/Walking	Provision of support and funding for Tourism/Running/Cycling/Walking		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
6		Email	Nateshia Mcombring	Mcombring	3	LED Planning	Support and funding for Skills Development (Arts and Crafts), Reading and other Soft Skills Programs, etc.	Provision of support and funding for Skills Development (Arts and Crafts), Reading and other Soft Skills Programs, etc.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
6		Email	Nateshia Mcombring	Mcombring	4	Recreation and Sport	Replacement of the vibracrete wall with a solid wall on the Sport Grounds	Upgrading of the vibracrete wall with a solid wall on the Sport Grounds		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
6		Email	Nateshia Mcombring	Mcombring	4	Recreation and Sport	Upgrade of the lights on the Rugby Fields	Upgrading of the lights on the Rugby Fields in Ida's Valley		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
6		Email	Nateshia Mcombring	Mcombring	4	Recreation and Sport	Upgrade of the cricket Fields	Upgrading of the cricket Fields in Ida's Valley		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
6		Email	Nateshia Mcombring	Mcombring	4	Recreation and Sport	Upgrade seating on the stadium with recycling chairs or wooden panels	Upgrading seating on the stadium with recycling chairs or wooden panels in Ida's Valley.		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
6		Email	Nateshia Mcombring	Mcombring	4	Recreation and Sport	Upgrade of BMX Track and the purchase of BMX Bicycles	Upgrading of BMX Track and the purchase of BMX Bicycles in Ida's Valley.		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
6		Email	Nateshia Mcombring	Mcombring	4	Recreation and Sport	5 giant rubberized Chessboards Sets (size of board 30,5 cm; squares 24x24 boards) for the 4 schools in the ward and 1 for the Public Library to use for skills development and recreational purposes	Provision of 5 giant rubberized Chessboards Sets (size of board 30,5 cm; squares 24x24 boards) for the 4 schools in the ward and 1 for the Public Library to use for skills development and recreational purposes		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
6		Email	Nateshia Mcombring	Mcombring	5	Elderly	Conduct a need and cost analysis for a Frail Care Centre in WCO24	Conducting a need and cost analysis for a Frail Care Centre in WCO24		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	
6		Citizen App	Nateshia Mcombring	Joubert	5	Safety and Security	Law enforcement is not trained properly and not doing their work in accordance with bylaws	Training of Law enforcement officers to properly do their work in accordance with bylaws		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
6		Citizen App	Nateshia Mcombring	Joubert	5	Water Services	Water tariffs is purely a money making scam	Explaining water tariffs		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
6		Written Submission	Nateshia Mcombring	Isaacs	n/a	Elderly	Municipality to build a frail care centre for elderly people in Ida's Valley.	Building of frail care in Ida's Valley.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	
6		Written Submission	Nateshia Mcombring	Dauds	n/a	Elderly	Municipality to build a frail care centre for elderly people in Ida's Valley.	Building of frail care in Ida's Valley.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	
6		Written Submission	Nateshia Mcombring	Davids	n/a	Elderly	Municipality to build a frail care centre for elderly people in Ida's Valley.	Building of frail care in Ida's Valley.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	
6		Written Submission	Nateshia Mcombring	September	n/a	Elderly	Municipality to build a frail care centre for elderly people in Ida's Valley.	Building of frail care in Ida's Valley.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	
6		Written Submission	Nateshia Mcombring	Slade	n/a	Elderly	Municipality to build a frail care centre for elderly people in Ida's Valley.	Building of frail care in Ida's Valley.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	
6		Written Submission	Nateshia Mcombring	Thorpe	n/a	Elderly	Municipality to build a frail care centre for elderly people in Ida's Valley.	Building of frail care in Ida's Valley.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	
6		Written Submission	Nateshia Mcombring	Sinners	n/a	Elderly	Municipality to build a frail care centre for elderly people in Ida's Valley.	Building of frail care in Ida's Valley.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	
6		Written Submission	Nateshia Mcombring	Bloems	n/a	Elderly	Municipality to build a frail care centre for elderly people in Ida's Valley.	Building of frail care in Ida's Valley.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	

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6		Written Submission	Nateshia Mcombring	Slode	n/a	Elderly	Municipality to build a frail care centre for elderly people in Ida's Valley.	Building of frail care in Ida's Valley.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	
6		Written Submission	Nateshia Mcombring	Wenn	n/a	Elderly	Municipality to build a frail care centre for elderly people in Ida's Valley.	Building of frail care in Ida's Valley.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	
6		Written Submission	Nateshia Mcombring	Isaacs	n/a	Elderly	Municipality to build a frail care centre for elderly people in Ida's Valley.	Building of frail care in Ida's Valley.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	
6		Written Submission	Nateshia Mcombring	Hendricks	4	Waste Management	Increase Bins outside the premises of Ida's Valley library in Sonneblom street to decrease pollution.	Placement of bins outside the premises of Ida's Valley library in Sonneblon street.		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
6		Written Submission	Nateshia Mcombring	Hendricks	4	Roads	Municipality to construct pavement and warning signs outside premises of Ida's Valley library in Sonneblom Street.	Construct pavement and warning signs outside premises of Ida's Valley library in Sonneblom Street.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
6		Written Submission	Nateshia Mcombring	Hendricks	4	Area Cleaning	Municipality must clean Bloekom Avenue Streets better.	Cleaning of Bloekom Avenue Streets better.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
6		Written Submission	Nateshia Mcombring	Hendricks	5	Roads	Municipality must construct footbridge in Helshoogte Road for people to utilise when going to the shops instead of highway.	Construct footbridge in Helshoogte road.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
6		Written Submission	Nateshia Mcombring	Luiters	1	Parks	Municipality to fence all around the Sonnebloem park next to highway.	Fencing of Sonnebloem park.		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
6		Written Submission	Nateshia Mcombring	Luiters	2	Roads	Municipality to build speedbumps in Sonnebloem Street next to the park	Construct speedbumps in Sonnebloem Street next to the park		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
6		Written Submission	Nateshia Mcombring	Luiters	3	Parks	Municipality to provide more bins for park and open space around Sonnebloem Street.	Provide more bins for park and open space around Sonnebloem Street.		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
6		Written Submission	Nateshia Mcombring	Patel	n/a	Safety and Security	Municipality to provide mobile container for Bloekom Street NHW.	Provide mobile container for Bloekom Street NHW.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
6		Have your say	Nateshia Mcombring	Mcombring	n/a	Roads and Transport Services	The entrance at the clinic has potholes. It urgently needs to be filled and paved	Upgrading of the clinic entrance with tar and pavement in Ida's Valley.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
6		Have your say	Nateshia Mcombring	Mcombring	n/a	Sport Facilities	Scrape more often the entrance of the sport fields	Upgrade entrance of the sport fields in Ida's Valley.		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
6		Minutes	Nateshia Mcombring	Carstens	n/a	safety and security	Make the satellite police station a permanent police station	Make the satellite police station a permanent police station		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Provincial
6		Minutes	Nateshia Mcombring	Carstens	n/a	Multipurpose centre	Request for multipurpose centre on the sport fields. This will benefit both ward 5 and 6.	Building of a multipurpose centre on the sport fields in Ida's Valley.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Provincial
6		Minutes	Nateshia Mcombring	Carstens	n/a	Tenders	Our people need Tender vacancies and jobs. We want to be part of our own projects and be able to manage our own projects.	Give Tenders to people of Stellenbosch.		Chief Financial Officer	Financial Management Services	Supply chain management	Cllr Peter Johnson	Dalleel Jacobs	Local
6		Minutes	Nateshia Mcombring	Carstens	n/a	environmental management	Ida's Valley Nature Reserve: Year after year there is a disaster management plan for the dam	Upgrading of the dam in Ida's Valley Nature reserve.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
6		Minutes	Nateshia Mcombring	Minies	n/a	Sport	Over use of the Ida's Valley Sportground. We haven't been approached by the Sport and Recreational portfolio members. The Ida's Valley Sport Council is at the position to maintain their own fields regarding planning, but not funds. Where does the statement of the over use of the Ida's Valley Sport Ground originate?	Explain the meaning of over use of Ida's Valley sportground.	Mr van der Merwe will investigate the origin of the statement and provide clarity to the community.	Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
6		Minutes	Nateshia Mcombring	Gordon	n/a	Water services	Water pipes and sewage pipes should be replaced, especially in Bakker Street, where sewage is flooding into people's houses.	Upgrading and replacing water pipes and sewage pipes in Bakker Street.	The Municipality has a pipe replacement program which identifies which sewage pipes need to be replaced. The Municipality will look at which pipes need to be replaced.	Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local

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7		Have your say	Annemarie Ferns	Maffat	n/a	Roads and Transport Services	The uneven paving in front of the Townhall is hazardous and causes accidents. Senior citizens tend to fall on the uneven paving	Upgrading of the uneven paving in front of the Townhall.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
7		Citizen App	Annemarie Ferns	Brynard	5	Water Services	I would like to be treated fairly concerning municipal reading of water usage. It happens that you have an invisible leak and is only alerted to it when you receive a water bill 2 months later! Why not alarm when a resident living alone with no municipal irrigation and no swimming pool suddenly has usage amounting to R60 000!	Review of municipal reading of water usage in ward 7.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
7		Citizen App	Annemarie Ferns	Gantz	n/a	Water Services	Above inflation scale of the water tariffs is unreasonable and should be reconsidered.	Review of municipal reading of water usage in ward 7.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
7		Citizen App	Annemarie Ferns	Van lamp	n/a	Water Services	Above inflation scale of the water tariffs is unreasonable and should be reconsidered.	Review of municipal reading of water usage in ward 7.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
7		Citizen App	Annemarie Ferns	Van Heerden	n/a	WATE RATES	I am not happy with the outrageous cost of water	Review of municipal reading of water usage in ward 7.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
7		Citizen App	Annemarie Ferns	Anita Van Niekerk	n/a	Water Services	Above inflation scale of the water tariffs is unreasonable and should be reconsidered.	Review of municipal reading of water usage in ward 7.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
7		Citizen App	Annemarie Ferns	Naude	n/a	Water Rates	The extremely high water rates when more than a certain amount is used. I have a pool that is covered, but I sometimes have to fill it up during the summer. This is becoming unaffordable expensive due to the high water costs.	Review of municipal reading of water usage in ward 7.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
7		Citizen App	Annemarie Ferns	Boezaart	n/a	Water Rates	The sliding scale at which water tariffs are charged is completely out of proportion to inflation since 2015. We also get constant misreading and misestimations on our bills. I have had 3 months where my water usage was 0 (zero) according to my water bill, only to shoot up to 50kl the month afterwards.	Review of municipal reading of water usage in ward 7.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
7		Citizen App	Annemarie Ferns	Viljoen	n/a	Safety and Security	Safety remains a priority for most Stellenboschers. We moved from a house in Union Park to a smaller house in a ghetto.	Appointment of additional law enforcement officers to patrol ward 7.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
7		Citizen App	Annemarie Ferns	Lombaard	n/a	Water Rates	Water tariffs are too high, it increased with the drought and never went down, increase much higher than inflation, inconsistency in water meter readings, no feedback from municipality on requests for assistance	Review of municipal reading of water usage in ward 7.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
7		Citizen App	Annemarie Ferns	Brynard	3	Traffic Law Enforcement	Traffic around schools for ordinary citizens is really troublesome. Parents double park and block roads and slow down the already congested traffic. More assistance and law enforcement here, please.	Appointment of additional law enforcement officers to assist with traffic calming in ward 7 by schools.		Directorate: Community and Protection Services	Protection Services	Traffic Services	Cllr Rikus Badenhorst	Charl Kitching	Local
7		Citizen App	Annemarie Ferns	Brynard	3	Water Services	It would be much better to encourage the person to find and repair the leak, and simply charge the wasted water a realistic rate.	Review of municipal reading of water usage in ward 7.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
7		Citizen App	Annemarie Ferns	Gantz	5	Road Safety	Road safety concerns around the schools and nearby parks. More efficient service required when planning for safety measures.	Construct safety measure on the road in ward 7 by the schools and nearby parks.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
7		Citizen App	Annemarie Ferns	Van lamp	5	Water Rates	The price of water is too high if you use a higher amount of water. It would seem that this is due to the ridiculous increases in the higher use category since 2015	Review of municipal reading of water usage in ward 7.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local

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7		Citizen App	Annemarie Ferns	Van Heerden	5	Water Rates	The unexceptional water price increase for water	Review of municipal reading of water usage in ward 7.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
7		Citizen App	Annemarie Ferns	Boezaart	5	Safety and Security	Although, apparently, approved a while ago, there is still no evidence of the traffic calming measures that are supposed to be implemented in Martinsson Street. Our kids need to cross that street daily, and people drive very fast down that road, often failing to stop at the pedestrian crossing even when the light is red.	Appointment of additional law enforcement officers to assist with traffic calming in Martinsson street.		Directorate: Community and Protection Services	Protection Services	Traffic Services	Cllr Rikus Badenhorst	Charl Kitching	Local
8		Citizen App	Carli van Wyk	Erik Loubser	5	Road and Transport Infrastructure	Traffic in our ward is a mess, especially due to the single lane bridge crossing of the Eerste River at Coetzenburg Athletics stadium. The back-ups caused fan out into a much bigger area, up to the CBD and Piet Retief streets. We urgently need a second bridge over the river. The current bridge, if it is considered of heritage value, can be retained as is. There are many more traffic issues in our beloved town, with many solutions on the table but no appetite from the municipality to implement. Examples are: (1) Make Piet Retief a one-way out of town, and Koch street a one-way in, with the Park street park operating on the principles of a huge traffic circle. This will smoothen the traffic around and past the schools, and also can solve the school's pick-up parking problems. All at minimal cost. (2) On a larger scale, the Eastern Link road. This has been on the cards for many years, every time scuttled by a minority of NIMBY "knorpotte". There is no other viable solution for the bigger internal traffic problems of Stellenbosch. The road can terminate at the Eerste River, against Suidwal	Construction of second bridge over the river.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
10		Citizen App	Rozette du Toit	Gaffley	n/a	Safety and Security	Crime continues unabated. Students get robbed at a daily basis at the open public space opposite AF Louw with no law enforcement visible. Would like to be briefed what the law enforcement duties are. Do they only serve the already privileged areas? The unprofessional manner in how you as a tax payer are assisted at these offices are appalling to say the least.	Briefing to public the duties of law enforcement and the appointment of more visible law enforcement in the areas where crime is high in the ward.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
10		Citizen App	Rozette du Toit	Gaffley	n/a	Local Economic Development	Very little skill or no development for coloured youth. Create a space or environment where these youngsters can develop a trade or skill .	Provide youth skills development programme in ward 10.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
11		WhatsApp	Johanna Serdyn	n/a	n/a	Roads and Transport Services	Can the potholes please be filled on R44, middle of the road, where you cross to/from Doornbosch Agricultural Hall	Repair potholes on R44, middle of the road, where you cross to/from Doornbosch Agricultural Hall		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
11		WhatsApp	Johanna Serdyn	n/a	n/a	Electrical Services	Street lights in Nagtegaal Street, Onder-Papegaaiberg have been burning all day and everyday since Monday. The Street light in front of Nagtegaal street is not working - day or night	Repair street lights in Nagtegaal street, Onder-Papegaaiberg and in front of Nagtegaal street.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
11		Citizen App	Johannie Serdyn	Liebenberg	5	Safety and Security	We have people from the illegal squatter camp walking through the nature reserve into our neighbourhood, raising safety for our property and children. They gain entry through the cemetery, which is also disrespectful.	Appointment of additional law enforcement officers to assist with patrolling in ward 11.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local

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11		Citizen App	Johannie Serdyn	Kruger	5	Safety and Security	Repair and finishing of the enclosure of the nature reserve. Illegal hunting and illegal structures in the reserve should be removed. Because the electric fence is not working and never finished, criminal elements cuts the fence and has am easy escape route via the reserve. Cameras, monitored by Law Enforcement will be and added bonus	Repair and finishing of the enclosure of the nature reserve, and install cameras.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Joseph Joon	Albert van der Merwe	Local
11		Citizen App	Johannie Serdyn	Vermeulen	5	Roads	NMT: Thanks for foot and cycle paths. What will municipality do to ensure safe bicycle parking in town?	Ensuring safety on the foot and cycle paths in the nature reserve, and creating safe bicycle parking in town.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
11		Citizen App	Johannie Serdyn	Liebenberg	n/a	Safety and Security	We have people from the illegal squatter camp walking through the nature reserve into our neighbourhood, raising safety concerns for our property and children. They gain entry through the cemetery, which is also disrespectful.	Appointment of additional law enforcement officers to assist with patrolling in ward 11.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
11		Citizen App	Johannie Serdyn	Abelse	n/a	Land for Housing	I would like land available for the farm workers and coloured people residing in Devon Valley	Identification of land for housing for the farm workers and coloured people in Devon Valley		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
11		Citizen App	Johannie Serdyn	Liebenberg	5	Environmental Management and Protection	Nature reserve is inaccessible to us. Nature reserve is being plundered. They are hunting illegally and lighting fires. No one can run, walk or cycle there for obvious safety reasons.	Repair and finishing of the enclosure of the nature reserve, and install cameras.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
11		Citizen App	Johannie Serdyn	Kruger	5	Roads	Closure of Nagtegaal Street due to high volume and speeding	Closing of Nagtegaal Street		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
11		Citizen App	Johannie Serdyn	Abelse	5	Street and Area Lighting	Lights along the road in Devon Valley	Installation of lights along the road in Devon Valley		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
11		Minutes	Johannie Serdyn	n/a	n/a	Financial Services	Request for the details of ward budget	Details on ward budget made available to Ward.	The budget is on the website, if resident have an issue to access it can, they contact Monique Steyl. The budget will be communicated to the ward councillor, the capital budget with details of wards and all other projects allocation.	Chief Financial Officer	Financial Management Services	Budget Office	Cllr Peter Johnson	Monique Steyl	Local
12		Have your say	Ayanda Tomose	Mbanry	1	Waste Management	We do not have a dumping site	Construction of a dumping site in ward 12 (Kayamandi)		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
12		Have your say	Ayanda Tomose	Mbanry	2	Job Opportunities	The people of the community do not have work.	Creating of job opportunities for the community of ward 12 (Kayamandi)		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
12		Have your say	Ayanda Tomose	Jongiranesa	1	Area Cleaning	Cleaning of the streets, by employing people of our area to clean it and create job opportunities	Cleaning of the streets by employing people of the ward in ward 12.		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
12		Have your say	Ayanda Tomose	Jongiranesa	2	Area Cleaning	Cleaning of the streets, by employing people of our area to clean it and create job opportunities	Cleaning of the streets by employing people of the ward in ward 12.		Directorate: Community and Protection Services	Community Development	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
12		WhatsApp	Ayanda Tomose	n/a	n/a	Roads and Transport Services	We need roads	Construction of roads in ward 12.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
12		WhatsApp	Ayanda Tomose	n/a	n/a	Water and Sanitation	We need toilets	Construction of toilets in ward 12.		Directorate: Infrastructure Services	Infrastructure Planning, Development and Implementation Services	Project Management Unit	Cllr Zelda Dalling	Mary Francis	Local
12		WhatsApp	Ayanda Tomose	n/a	n/a	Electrical Services	First Priority of Ward 12, Enkanini in particular is electrification. We need time a frame and we also need roads and toilets but the first priority is electrification. Thank you	Complete electricity installation project in Enkanini (Ward 12)		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
12		Have your say	Ayanda Tomose	Jongiranesa	3	Roads and Transport Services	Please give feedback on the blockages of drains	Feedback about blockage of drains		Directorate: Infrastructure Services	Water and Wastewater Services	Water and Wastewater Network operation	Cllr Zelda Dalling	Paul Joubert	Local

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12		WhatsApp	Ayanda Tomose	n/a	1	IDP/PMS/PP	Good evening, I must say I'm very disappointed with the way Municipality is doing things , firstly there's no COVID, now why is the IDP meeting online? We were expecting all the officials in front of us so we can address our issues face-to-face, now we didn't get the answers we were looking for and Municipality is singing one song all these years. We are living in unhygienic circumstance with no electricity and now the project is being dragged out longer. The people of Nkanini need electricity ASAP. We can't live like this it's unfair and we need a time frame for the implementation of electricity. We need the exact dates, secondly, people are not working, they are being told about the Database where some people are working repeatedly, so this database is not working for us at all thank you	Conduct physical public participation		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
12		WhatsApp	Ayanda Tomose	n/a	2	Electrical Services	We are living in unhygienic circumstance with no electricity and now the project is being dragged out longer. The people of Nkanini need electricity ASAP. We can't live like this it's unfair and we need a time frame for the implementation of electricity. We need the exact dates	Complete electricity installation project in Enkanini.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
12		WhatsApp	Ayanda Tomose	n/a	3	Job Opportunities	People are not working, they are being told about the Database where some people are working repeatedly, so this database is not working for us at all thank you	Provide job opportunities to people of ward 12.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
12		Have your say	Ayanda Tomose	Cynthia	1	Water and Sanitation	We need toilets in our area. We only have a few toilets and Enkanini is a big area. Enkanini Section A	Construction of more toilets in Enkanini.		Directorate: Infrastructure Services	Infrastructure Planning, Development and Implementation Services	Project Management Unit	Cllr Zelda Dalling	Mary Francis	Local
12		Citizen App	Ayanda Tomose	Mette	n/a	Area Cleaning	Dumping caused through Trolley people alongside Eerste Rivier. Crime in area. Taxis lawlessness. No response from municipal staff. Sewage problems. Illegal squatters at signal hut , dumping at George Blake Avenue.	Improve waste management and waste collection along Eerste Rivier and George Blake Avenue.		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
12		Citizen App	Ayanda Tomose	Mette	5	Roads	Brandwacht farm development, Eastern link road plans going through our neighbourhood.	Review the Eastern link road plans		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
12		Written Submission	Ayanda Tomose	Bala	n/a	Safety and Security	Request container for NHW.	Provide a container for NHW in ward 12		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
12		Written Submission	Ayanda Tomose	Bala	n/a	Water Park	Request for Water park in Kayamandi.	Construction of water park in Kayamandi.		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
12		Written Submission	Ayanda Tomose	Bala	n/a	Access to land	Request land to start food gardening	Identification of land for food garden in ward 12.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
12		Written Submission	Ayanda Tomose	Mdatyana	n/a	Access to land	Request land to start food gardening	Identification of land for food garden in ward 12.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
12		Written Submission	Ayanda Tomose	Mdatyana	n/a	Beauty spar	Request for beauty Spar which will attract tourist	Establishment of a Beauty Spar		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
12		Written Submission	Ayanda Tomose	Nomngana	5	Electricity	Request for electrification of Azania.	Installation of electricity in Azania		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
12		Written Submission	Ayanda Tomose	Nomngana	5	Roads	Request for tar road in Azania	Construction of tar roads in Azania.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local

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12		Written Submission	Ayanda Tomose	Nomngana	5	Sanitation Services	Request for construction of enough public toilets in Azania	Request for construction of enough public toilets in Azania		Directorate: Infrastructure Services	Infrastructure Planning, Development and Implementation Services	Project Management Unit	Cllr Zelda Dalling	Mary Francis	Local
12		Written Submission	Ayanda Tomose	Notsukila	n/a	Electricity	Request for electricity	Installation of electricity in ward 12.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
12		Written Submission	Ayanda Tomose	Notsukila	n/a	Housing	Request for housing in Kayamandi	Identification of land for housing in Kayamandi.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
12		Written Submission	Ayanda Tomose	Notsukila	n/a	Local Economic Development	Request for land to start businesses.	Identification of land for businesses in Kayamandi.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
12		Written Submission	Ayanda Tomose	Goqweni	n/a	Local Economic Development	Request for Art and Craft centre for small businesses.	Construction of Art and Craft centre for small businesses.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
12		Written Submission	Ayanda Tomose	Goqweni	n/a	Safety and Security	Request for Neighbourhood Watch and container to operate in Thubelitsha	Providing container for NHW in Thubelitsha.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
12		Written Submission	Ayanda Tomose	Goqweni	n/a	Access to land	Request for land to start food gardening in Thubelitsha.	Identification of land for food garden in Thubelitsha.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
12		Written Submission	Ayanda Tomose	Maqhubela	n/a	Library	Request for wall in the library to portray history and heritage of Kayamandi.	Construction of heritage wall in Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
12		Written Submission	Ayanda Tomose	Maqhubela	n/a	Local Economic Development	Municipality to use Corridor to provide training and business development programs for youth.	Utilisation of Kayamandi Corridor for trainings and business programmes.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
12		Written Submission	Ayanda Tomose	Maqhubela	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
12		Written Submission	Ayanda Tomose	Maqhubela	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
12		Written Submission	Ayanda Tomose	Nonkelela	n/a	Access to Housing	Request for housing for the community of Kayamandi.	Building of houses in Kayamandi		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
12		Written Submission	Ayanda Tomose	Xanya	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
12		Written Submission	Ayanda Tomose	Xanya	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
12		Written Submission	Ayanda Tomose	Xanya	n/a	Library	Request for wall in the library to portray history and heritage of Kayamandi.	Construction of heritage wall in Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
12		Written Submission	Ayanda Tomose	Xanya	n/a	Local Economic Development	Municipality to use Corridor to providing training and business development programs for youth.	Utilisation of Kayamandi Corridor for trainings and business programmes.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
12		Written Submission	Ayanda Tomose	Gwelo	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
12		Written Submission	Ayanda Tomose	Gwelo	n/a	Library	Request for wall in the library to portray history and heritage of Kayamandi.	Construction of heritage wall in Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
12		Written Submission	Ayanda Tomose	Gwelo	n/a	Local Economic Development	Municipality to use Corridor to providing training and business development programs for youth.	Construction of heritage wall in Kayamandi library.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
12		Written Submission	Ayanda Tomose	Gwelo	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
12		Written Submission	Ayanda Tomose	Gwele	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local

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12		Written Submission	Ayanda Tomose	Gwele	n/a	Library	Request for wall in the library to portray history and heritage of Kayamandi.	Construction of heritage wall in Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
12		Written Submission	Ayanda Tomose	Gwele	n/a	Local Economic Development	Municipality to use Corridor to provide training and business development programs for youth.	Utilisation of Kayamandi Corridor for trainings and business programmes.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
12		Written Submission	Ayanda Tomose	Gwele	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
12		Written Submission	Ayanda Tomose	Mhamha	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
12		Written Submission	Ayanda Tomose	Mhamha	n/a	Library	Request for wall in the library to portray history and heritage of Kayamandi.	Construction of heritage wall in Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
12		Written Submission	Ayanda Tomose	Mhamha	n/a	Local Economic Development	Municipality to use Corridor to provide training and business development programs for youth.	Utilisation of Kayamandi Corridor for trainings and business programmes.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
12		Written Submission	Ayanda Tomose	Mhamha	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
12		Written Submission	Ayanda Tomose	Rotya	5	Disabled people	Municipality to provide free transport for disabled people.	Provision of transport for disabled people in Kayamandi.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Provincial
12		Written Submission	Ayanda Tomose	Booysen	5	Disabled people	Municipality to provide skills programmes such as gardening for disabled people.	Provision of skills programmes for disabled people in Kayamandi		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
12		Written Submission	Ayanda Tomose	Qoaka	5	Disabled people	Municipality to provide Homebase workers to collect medication for disabled people from the clinics and hospitals.	Provision of Homebase workers to collect medication disabled people in Kayamandi.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Provincial
12		Written Submission	Ayanda Tomose	Mzoboshe	5	Disabled people	Municipality must provide hall for free to the community for disabled programmes.	Provision Of Makupula Hall for free for disabled programmes.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Provincial
12		Have your say	Ayanda Tomose	Myataza	n/a	Safety and Security	Safety containers for law enforcement / NWH to operate from	Provide container for NWH to operate in ward 12.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
12		Have your say	Ayanda Tomose	Myataza	n/a	Waste Management	Start a recycling project in Kayamandi	Establishment of recycling project in Kayamandi.		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
12		Have your say	Ayanda Tomose	Myataza	n/a	Food Security	Creating a community garden	Establishment of community garden in ward 12.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
12		Minutes	Ayanda Tomose	Ndamase	n/a	IDP	Request for municipality to fulfil promises made during public participation meetings.	Ensure inputs get delivered by different departments		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
12		Minutes	Ayanda Tomose	Ndamase	n/a	IDP	Request for councillors to consult with ward committee when establishing ward priorities.	Councillor consult with community when establishing ward priorities		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
12		Minutes	Ayanda Tomose	Nomvisiswano	n/a	Housing	The community request houses, especially for elderly and disabled people, the bridge and swimming pools can therefore follow after providing houses.	Building of houses for elderly and disabled people in Kayamandi	**Kayamandi Town Development:** Currently the municipality is busy with development application for Kayamandi town centre development. It is on the well advanced stage, professional team of Service providers has been appointed to undertake planning of the town centre. The consultant is busy with preparing urban design and service provider is busy preparing land use application which will be submitted to council. Varoius public participations will be conducted. **Northern extension:** Mega project 5000 -6000 housing opportunity for mixed use, such as low and medium income needs. Professional team has been appointed and all studies have been completed. Service provider is busy preparing the draft land use application for submission in council. And this is broadly communicated with various stakeholders and community. Various public participations with internal departments are conducted.	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
12		Minutes	Ayanda Tomose	Jica	n/a	Electricity	Request for municipality to complete electricity installation project in Enkanini	Completion of electricity installation project in Enkanini		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local

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12		Minutes	Ayanda Tomose	Jica	n/a	Roads	Request for municipality to fix damaged roads due to not being up to standard in Enkanini.	Repair damaged roads in Enkanini	Gravel roads complaint has been noted and will be discussed with the senior manager for proper planning	Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
12		Minutes	Ayanda Tomose	Grace	n/a	Electricity	Request for municipality to complete electricity installation project in Enkanini	Completion of electricity installation project in Enkanini		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
12		Minutes	Ayanda Tomose	Grace	n/a	IDP	The community request physical IDP Public participation meetings	Conducting of physical IDP Public participation meetings.		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
12		Minutes	Ayanda Tomose	n/a	n/a	IDP	The community request physical IDP Public participation meetings	Conducting of physical IDP Public participation meetings.		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
12		Minutes	Ayanda Tomose	n/a	n/a	Housing	Request for housing development in Kayamandi	Building of houses in Kayamandi		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
12		Minutes	Ayanda Tomose	n/a	n/a	Clinic	Request for clinic in Kayamandi	Building of clinic in Kayamandi		Directorate: Corporate Services	Properties Management and Municipal Building	Properties Management & Municipal Building	Cllr Lwando Nkamisa	Annalene De Beer	Provincial
12		Minutes	Ayanda Tomose	n/a	n/a	safety and security	Request for a police station in Kayamandi.	Building of police station in Kayamandi		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Provincial
12		Minutes	Ayanda Tomose	n/a	n/a	water and sanitation	Flushable Toilets in Azania must be constructed as they were promised.	Construction of flushable toilets in Azania.		Directorate: Infrastructure Services	Infrastructure Planning, Development and Implementation Services	Project Management Unit	Cllr Zelda Dalling	Mary Francis	Local
12		Minutes	Ayanda Tomose	n/a	n/a	Electricity	Request for municipality to complete electricity installation project in Enkanini	Completion of electricity installation project in Enkanini		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
13		Have your say	Mary Nkopane	Juara	2	Community Development	Open a WhatsApp group to educate / inform people			Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Have your say	Mary Nkopane	Juara	3	Wifi	Please install fibre	Installation of fibre ward 13.		Directorate: Corporate Services	Information and Communication Technology	ICT Infrastructure	Cllr Lwando Nkamisa	Regan Mooideen	Local
13		Have your say	Mary Nkopane	Juara	1	Electrical Services	Install solar panels because load shedding is annoying	Installation of solar panels in ward 13.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
13		Have your say	Mary Nkopane	n/a	1	Housing	In need of development of housing	Development of houses in Kayamandi.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
13		Have your say	Mary Nkopane	Mishakazana	n/a	Housing	I want a house, it has been 45 years, I haven't received any RDP houses yet.	Development of houses in Kayamandi.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
13		Have your say	Mary Nkopane	Bhayibhile	n/a	Infrastructure services	Request for municipality to clean and fix damaged drains.	Repair and cleaning of damaged drains in ward 13.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
13		Have your say	Mary Nkopane	Bhayibhile	n/a	Housing	Request for the municipality to build houses for people staying in Kayamandi Hostels.	Building of houses for Kayamandi Hostels residents.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
13		Have your say	Mary Nkopane	Bhayibhile	n/a	Safety and Security	Municipality must get rid of long standing old cars in Kayamandi as criminal activities take place in these cars.	Remove old cars in Kayamandi.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
13		Have your say	Mary Nkopane	Dangisa	n/a	Housing	We would like to have update on how far is the Town centre development project. The housing development currently caters for disabled and old people only, when other people will be considered.	Updates on Kayamandi Town Centre development.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
13		Citizen App	Mary Nkopane	Rataza	n/a	Access to Housing	Upgrading of the Hostels.	Upgrading of the Hostels in Kayamandi		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
13		Citizen App	Mary Nkopane	Rataza	5	Local Economic Development	Permits should be made available to do business and rezoning some of the residential houses to businesses.	Rezoning and provide permits for businesses in Kayamandi		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
13		Written Submission	Mary Nkopane	Matiwane	5	Safety and Security	Request for cameras to be fixed in ward 13	Installation of cameras in ward 13		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
13		Written Submission	Mary Nkopane	Matiwane	5	Parks	Request for park in ward 13	Construction of park in ward 13.		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local

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13		Written Submission	Mary Nkopane	Matiwane	5	Safety and Security	Request for Neighbourhood Watch in ward 13.	Establishment and training of NHW in ward 13.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
13		Written Submission	Mary Nkopane	n/a	n/a	Safety and Security	Request for Neighbourhood Watch and container in ward 13	Establishment and training of NHW in ward 13.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
13		Written Submission	Mary Nkopane	n/a	n/a	Local Economic Development	Request for Arts and Craft centre for small businesses.	Establishment of arts and culture centre for small businesses.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
13		Written Submission	Mary Nkopane	Dyulo	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Dyulo	n/a	Hall	Request for upgrading of Kayamandi/Makhuphula hall with facilities such as projectors.	Upgrading of Makhuphula hall.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
13		Written Submission	Mary Nkopane	Dyulo	n/a	Multi purpose centre	Request for multi-purpose centre at Kuyasa for youth projects.	Construction of multi-purpose centre at Kuyasa.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Provincial
13		Written Submission	Mary Nkopane	Dyulo	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Menqe	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Menqe	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Menqe	n/a	Library	Request for wall in the library to portray history and heritage of Kayamandi.	Construction of heritage wall in Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building	Properties Management & Municipal Building	Cllr Lwando Nkamisa	Annalene De Beer	Local
13		Written Submission	Mary Nkopane	Menqe	n/a	Local Economic Development	Municipality to use Corridor to provide training and business development programs for youth.	Utilisation of Kayamandi Corridor for training and business programmes.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
13		Written Submission	Mary Nkopane	Ketse	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Ketse	n/a	Hall	Request for upgrading of Kayamandi/Makhuphula hall with facilities such as projectors.	Upgrading of Makhuphula hall.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
13		Written Submission	Mary Nkopane	Ketse	n/a	Multi purpose centre	Request for multi-purpose centre at Kuyasa for youth projects.	Construction of multi-purpose centre at Kuyasa.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Provincial
13		Written Submission	Mary Nkopane	Ketse	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Conradie	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Conradie	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Conradie	n/a	Library	Request for wall in the library to portray history and heritage of Kayamandi.	Construction of heritage wall in Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building	Properties Management & Municipal Building	Cllr Lwando Nkamisa	Annalene De Beer	Local
13		Written Submission	Ayanda Tomose	Xanya	n/a	Local Economic Development	Municipality to use Corridor to provide training and business development programs for youth.	Utilisation of Kayamandi Corridor for trainings and business programmes.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
13		Written Submission	Mary Nkopane	Rola	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Rola	n/a	Library	Request for wall in the library to portray history and heritage of Kayamandi.	Construction of heritage wall in Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building	Properties Management & Municipal Building	Cllr Lwando Nkamisa	Annalene De Beer	Local

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13		Written Submission	Mary Nkopane	Rola	n/a	Local Economic Development	Municipality to use Corridor to provide training and business development programs for youth.	Utilisation of Kayamandi Corridor for trainings and business programmes.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
13		Written Submission	Mary Nkopane	Rola	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Pasiso	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Pasiso	n/a	Library	Request for wall in the library to portray history and heritage of Kayamandi.	Construction of heritage wall in Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
13		Written Submission	Mary Nkopane	Pasiso	n/a	Local Economic Development	Municipality to use Corridor to provide training and business development programs for youth.	Utilisation of Kayamandi Corridor for training and business programmes.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
13		Written Submission	Mary Nkopane	Pasiso	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Samuels	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Samuels	n/a	Library	Request for wall in the library to portray history and heritage of Kayamandi.	Construction of heritage wall in Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
13		Written Submission	Mary Nkopane	Samuels	n/a	Local Economic Development	Municipality to use Corridor to provide training and business development programs for youth.	Utilisation of Kayamandi Corridor for trainings and business programmes.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
13		Written Submission	Mary Nkopane	Samuels	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Mpete	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Mpete	n/a	Library	Request for wall in the library to portray history and heritage of Kayamandi.	Construction of heritage wall in Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
13		Written Submission	Mary Nkopane	Mpete	n/a	Local Economic Development	Municipality to use Corridor to provide training and business development programs for youth.	Utilisation of Kayamandi Corridor for trainings and business programmes.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
13		Written Submission	Mary Nkopane	Mpete	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Mgijima	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Mgijima	n/a	Library	Request for wall in the library to portray history and heritage of Kayamandi.	Construction of heritage wall in Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
13		Written Submission	Mary Nkopane	Mgijima	n/a	Local Economic Development	Municipality to use Corridor to provide training and business development programs for youth.	Utilisation of Kayamandi Corridor for trainings and business programmes.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
13		Written Submission	Mary Nkopane	Mgijima	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Tyeni	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Tyeni	n/a	Library	Request for wall in the library to portray history and heritage of Kayamandi.	Construction of heritage wall in Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
13		Written Submission	Mary Nkopane	Tyeni	n/a	Local Economic Development	Municipality to use Corridor to provide training and business development programs for youth.	Utilisation of Kayamandi Corridor for trainings and business programmes.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local

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13		Written Submission	Mary Nkopane	Tyeni	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Mavumba	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Mavumba	n/a	Library	Request for wall in the library to portray history and heritage of Kayamandi.	Construction of heritage wall in Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
13		Written Submission	Mary Nkopane	Mavumba	n/a	Local Economic Development	Municipality to use Corridor to provide training and business development programs for youth.	Utilisation of Kayamandi Corridor for trainings and business programmes.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
13		Written Submission	Mary Nkopane	Mavumba	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Qumzana	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Qumzana	n/a	Library	Request for wall in the library to portray history and heritage of Kayamandi.	Construction of heritage wall in Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
13		Written Submission	Mary Nkopane	Qumzana	n/a	Local Economic Development	Municipality to use Corridor to provide training and business development programs for youth.	Utilisation of Kayamandi Corridor for trainings and business programmes.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
13		Written Submission	Mary Nkopane	Qumzana	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Mbangashe	n/a	Women and Elderly development	Request for wellness centre for youth, women and elderly to exercise in Sizamile Creche.	Establishment of wellness centre for youth, women and elderly at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Mbangashe	n/a	Library	Request for wall in the library to portray history and heritage of Kayamandi.	Construction of heritage wall in Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
13		Written Submission	Mary Nkopane	Mbangashe	n/a	Local Economic Development	Municipality to use Corridor to provide training and business development programs for youth.	Utilisation of Kayamandi Corridor for trainings and business programmes.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
13		Written Submission	Mary Nkopane	Mbangashe	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Nyalasa	n/a	Access to land	Request for land to start food gardening.	Identification of land for food gardening in ward 13.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Nyalasa	n/a	Youth development	Request for a radio studio for youth to do broadcasting.	Construction of radio studio for youth in Kayamandi.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Nyalasa	n/a	Multi purpose centre	Request for multi-purpose centre at Kuyasa for youth projects.	Construction of multi-purpose centre in Kayamandi.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Provincial
13		Written Submission	Mary Nkopane	Nyalasa	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Philips	n/a	Access to land	Request for land to start food gardening.	Identification of land for food gardening in ward 13.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Philips	n/a	Youth development	Request for a radio studio for youth to do broadcasting.	Construction of radio studio for youth in Kayamandi.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Philips	n/a	Multi purpose centre	Request for multi-purpose centre at Kuyasa for youth projects.	Construct multi-purpose centre in Kuyasa.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Provincial

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13		Written Submission	Mary Nkopane	Philips	n/a	Arts centre	Request for arts and culture projects at Sizamile creche.	Establishment of arts and culture project at Sizamile creche.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Written Submission	Mary Nkopane	Makupula	5	Housing	Request for housing for backyarders of Maithandane Street	Building of houses for backyarders of Masithandane Street.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
13		Written Submission	Mary Nkopane	Makupula	5	Swimming pool	Request for the construction of swimming pool in Kayamandi.	Construction of swimming pool in Kayamandi.		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
13		Written Submission	Mary Nkopane	Makupula	5	Parks	Request for park for kids to play.	Construction of play park for kids in ward 13.		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
13		Written Submission	Mary Nkopane	Makupula	5	Land for churches	Request for land to build churches.	Identification of land to build churches in Kayamandi.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
13		Written Submission	Mary Nkopane	Makupula	5	Library	Request fo the expansion of the current library because it is too small for Kayamandi.	Expansion of Kayamandi library.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Provincial
13		Written Submission	Mary Nkopane	Makupula	5	Clinic	Request for additional clinic in Kayamandi because the population is growing.	Construction of an additional clinic in Kayamandi.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Provincial
13		Have your say	Mary Nkopane	Myaterze	n/a	Safety and Security	Safety containers for law enforcement / NWH to operate from	Provision of safety container for NHW in ward 13.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
13		Have your say	Mary Nkopane	Myaterze	n/a	Arts centre	Arts and craft centre	Construction of arts and craft centre in Kayamandi		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
13		Have your say	Mary Nkopane	Myaterze	n/a	Heritage	Municipality to construct Heritage Wall	Construct heritage wall in Kayamandi Library.		Directorate: Planning and Economic Development	Development management	Building Development Management	Cllr Carli van Wyk	Stiaan Carstens	Local
13		Minutes	Mary Nkopane	Mahlubandile	n/a	Disabled people	The municipality must consider disabled people in the budget to provide transport for the disable people in order to be able to travel to clinics and hospitals to collect their medication.	Provision of transport for disabled people in Kayamandi.	The transport for disabled does not fall with LED. Craig Alexander will engage with department of Social Development to find out if the requested service is rendered.	Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Provincial
13		Minutes	Mary Nkopane	n/a	n/a	IDP	The community request physical IDP Public participation meetings	Conduct physical IDP Public participation meetings.		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
13		Minutes	Mary Nkopane	n/a	n/a	Parks	The building of the park project must not be stopped because of vandalism but municipality needs to attend to the root cause of the vandalism.	Construction of play park in ward 13.		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
13		Minutes	Mary Nkopane	n/a	n/a	Local Economic Development	Municipality work database is not working, there is nepotism. The municipality is better establish work task team instead of database.	Establishment of working team to replace unemployment database.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
13		Minutes	Mary Nkopane	n/a	n/a	Safety and Security	The ward 13 started their Neighbourhood Watch, they need to be supported and other areas in Kayamandi must have Neighbourhood watch.	Provide support to ward 13 NHW.	If there is a need for establishment of Neighbourhood watch, councillor can be contacted to forward the request email to Mr Kitching. The municipality assist communities with establishing Neighbourhood watch, registration, training and provide equipment.	Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
13		Minutes	Mary Nkopane	n/a	n/a	Electricity	Bigshow does not belong to ward 13 but ward 14 therefore there are no floodlights for ward 13.	Installation of floodlights in ward 13.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
13		Minutes	Mary Nkopane	n/a	n/a	IDP	What are the achievable for the whole Kayamandi in the 4th Generation IDP?	Provide feedback on Kayamandi achievable in the 4th Generation IDP.		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
13		Minutes	Mary Nkopane	n/a	n/a	Housing	Human settlement needs to answer where is the 12 million that was given for starting off the development of the Town centre?	Housing department must give feedback on budget allocated to them		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
13		Minutes	Mary Nkopane	n/a	n/a	safety and security	There is crime in Kayamandi, are the cameras in Kayamandi still working?	Check if cameras in Kayamandi is still operational		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
13		Minutes	Mary Nkopane	Bayibile	n/a	safety and security	Request for a dedicated Law enforcement that will monitor cameras in Kayamandi in order to identify crime on time.	Appointment of law enforcement officers to monitor Kayamandi cameras.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
14		Have your say	Maxwell Danana	Beni	n/a	Housing	Houses is needed for backyarders and children still staying with parents	Building of houses for backyarders in ward 14.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local

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14		Have your say	Maxwell Danana	Taylor	n/a	Electrical Services	I have been without electricity. I am a 72 year old backyarder and I must still live in such circumstances. My daughter is also sick and I have to take care of her with my pension.	Installation of electricity		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
14		Have your say	Maxwell Danana	Taylor	n/a	Water and Sanitation	I have been without water since. I am a 72 year old backyarder and I must still live in such circumstances. My daughter is also sick and I have to take care of her with my pension.	Installation of water.		Directorate: Infrastructure Services	Infrastructure Planning, Development and Implementation Services	Project Management Unit	Cllr Zelda Dalling	Mary Francis	Local
14		Have your say	Maxwell Danana	Nodada	n/a	Access to land	We are in need of land, not houses	Identification of land for housing.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
14		Have your say	Maxwell Danana	n/a	n/a	Hall	When is the municipality going to open the closed hall in Strongyard as the community uses the hall for funerals and other activities.	Opening of Strongyard hall.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
14		Have your say	Maxwell Danana	n/a	n/a	Hall	The Strongyard community request the municipality to open the closed hall in Strongyard.	Opening of Strongyard hall.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
14		Have your say	Maxwell Danana	Mbaqa	n/a	Parks	We request municipality to utilise the open space in Zone I for children play park, they have to travel to Thubelitsha for play park	Construction of play park in Zone I.		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
14		Have your say	Maxwell Danana	Mbaqa	n/a	Hall	We request the municipality to upgrade Kayamandi/Makhuphula community hall	Upgrading of Makhuphula hall.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
14		Have your say	Maxwell Danana	Mbaqa	n/a	Roads	We request the municipality to construct pedestrian crossings or pavement in Luyolo street	Construction of pedestrian crossings or pavement in Luyolo Street.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
14		Have your say	Maxwell Danana	Mbaqa	n/a	Housing	We request the municipality to build houses for backyarders in Ezintenteni	Building of houses for backyarders of Ezintenteni.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
14		Have your say	Maxwell Danana	Bangaza	n/a	Housing	We request the municipality to build houses for Zone I, since it was established in 1989 there is no housing development	Build houses for Zone I.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
14		Minutes	Maxwell Danana	n/a	n/a	Swimming pool	Kayamandi community was willing to contribute in the construction of a pool in Kayamandi but the municipality refused.	Construction of a swimming pool		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
14		Minutes	Maxwell Danana	n/a	n/a	Access to land for housing	Request for land to build houses.	Identification of land for housing development.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
14		Minutes	Maxwell Danana	n/a	n/a	IDP	Request for Physical IDP Public participation meetings with all senior managers and professional developments present.	Conduct physical IDP Public participation meetings.		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
14		Minutes	Maxwell Danana	n/a	n/a	Housing	The municipality must utilise the serviced land in Zone I to build flats.	Utilise serviced land in Zone I for flats.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
14		Minutes	Maxwell Danana	n/a	n/a	Community Hall	Kayamandi hall must be upgraded like Cloetesville, it does not even have windows.	Upgrading of Kayamandi hall.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
14		Minutes	Maxwell Danana	n/a	n/a	Roads	Road at Luyolo Street is busy, pedestrian or pavement must be constructed to ensure community safety.	Construction of pavement or pedestrian crossings at Luyolo Street.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
14		Minutes	Maxwell Danana	n/a	n/a	Housing	Municipality must build houses for Kayamandi community.	Build Houses in Kayamandi.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
15		Have your say	Elliot Masiminini	Winnie	1	Community Development	At our Ward, we have to go to Paarl for social workers. There is no social workers in our ward	Appointment of social workers for ward 15.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
15		Have your say	Elliot Masiminini	Bixa	n/a	Safety and Security	Safety forums are not formulated in Kayamandi. Why is it like this? Why is it reported as if we as Kayamandi Residents have these forums? Please assist as Safety is rifling in Kayamandi	Establishment of NHW or safety forum in ward 15 in Kayamandi.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
15		Have your say	Elliot Masiminini	n/a	n/a	Housing	Request for housing for backyarders in Ezintenteni.	Build houses for backyarders of Ezintenteni.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
15		Written Submission	Phakamisa Masimini	Ndamase	n/a	Safety and Security	Request container for NHW.	Provide container for NWH to operate in ward 15.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local

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15		Written Submission	Phakamisa Masimini	Ndamase	n/a	Local Economic Development	Request the municipality to support small businesses.	Provide support to small businesses in Kayamandi.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
15		Written Submission	Phakamisa Masimini	Phongo	n/a	Safety and Security	Request container for NHW.	Provide container for NWH to operate in ward 15.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
15		Written Submission	Phakamisa Masimini	Phongo	n/a	Access to land	Request land to start food gardening	Identification of land for food garden in ward 15.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
15		Written Submission	Phakamisa Masimini	Mangele	3	Safety and Security	Request for neighbourhood Watch and container to operate in Forest Drive.	Provide container for NWH to operate in Forest Drive.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
15		Written Submission	Phakamisa Masimini	Mangele	2	Local Economic Development	Request for Art and Craft centre for small businesses in Forest Drive.	Establishment of arts and craft centre for small businesses in Forest Drive.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
15		Written Submission	Phakamisa Masimini	Mangele	3	Parks	Request for play park in Forest Drive	Construction of play park in Forest Drive.		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
15		Minutes	Phakamisa Masimini	Ngwexana	n/a	IDP meeting venue	Request the municipality to use other venues for IDP meeting not Kayamandi hall it is not properly ventilated.	Implementation of physical IDP Public participation meetings.		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
15		Minutes	Phakamisa Masimini	Ngwexana	n/a	Financial Services	Request municipality to be transparent when it comes to budget projects.			Chief Financial Officer	Financial Management Services	Budget Office	Cllr Peter Johnson	Monique Steyl	Local
15		Minutes	Phakamisa Masimini	Ngwexana	n/a	Parks	Request Municipality to build park for kids in ward 15.	Construction of play park in ward 15	In terms of the park there was a park for the area and it was vandalised, currently there is no budget for a new park in the area.	Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
15		Minutes	Phakamisa Masimini	Nokukhanya	n/a	Safety and Security	Request municipality to build police station in Kayamandi.	Building of police station in Kayamandi	The police station is not a municipal mandate but a provincial government mandate, therefore municipality cannot build police station.	Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Provincial
15		Minutes	Phakamisa Masimini	Nokukhanya	n/a	Clinic	Request for municipality to build a second clinic in Kayamandi.	Construction of second clinic in Kayamandi.	Clinic and day hospital is a provincial department mandate, the municipality can only identify land for the construction of the clinic.	Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Provincial
15		Minutes	Phakamisa Masimini	Nokukhanya	n/a	Swimming pool	Request for municipality to construct a swimming pool in Kayamandi.	Construction of swimming pool in Kayamandi.		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
15		Minutes	Phakamisa Masimini	Ndamase	n/a	Housing	Request for municipality to utilise the identified land for housing development before it is illegally occupied.	Implementation of housing development project on the identified land in Kayamandi.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
15		Minutes	Phakamisa Masimini	Ndamase	n/a	Swimming pool	Request for municipality to construct swimming pool in Kayamandi.	Construct swimming pool in Kayamandi.		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
15		Minutes	Phakamisa Masimini	Ndamase	n/a	IDP	Request for municipality to fulfil its promises made during IDP public participation meetings.	Build houses at the identified land in Kayamthei.		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
16		Have your say	Elsabe Vermeulen	Muller	1	Environmental Management	Rats are coming from the scrapyards. Major health issue	Cleaning and stopping of scrapyards in Cloetesville		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Zelda Dalling	Clayton Hendricks	Local
16		Have your say	Elsabe Vermeulen	Daniels	n/a	Housing	I am a backyarder and rent is expensive	Build houses for residents of Cloetesville.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing Development	Cllr Jeremy Fasser	Lester van Stavel	Local
16		Have your say	Elsabe Vermeulen	Daniels	n/a	Work Opportunities	Work opportunities for the old and young	Provide work opportunities for people in Cloestesville.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
16		Have your say	Elsabe Vermeulen	Olivier	n/a	Electrical Services	Remove and move the light pole at 6 Hercules Street and lightpole.	Remove and moving of light pole at 6 Hercules street.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
16		Have your say	Elsabe Vermeulen	Waaman	n/a	Environmental Management	Remove the scrapyard, because there are rats running around	Cleaning and stopping of scrapyards in Cloetesville		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
16		Have your say	Elsabe Vermeulen	Waaman	n/a	Roads and Transport Services	Installation of speedbumps (21 Madeliefie Street, Tenantville)	Construction of speedbumps at 21 Madeliefie Street, Tenantville.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
16		Have your say	Elsabe Vermeulen	Ras	n/a	Electrical Services	Positioning of streetlight for better visibility at night	Installation of streetlights in Cloetesville.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
16		Have your say	Elsabe Vermeulen	Ras	n/a	Work Opportunities	Create shopping complex that will provide work opportunities	Construction of shopping complex and work opportunities.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
16		Have your say	Elsabe Vermeulen	Charles	n/a	Roads and Storm Water	The drains are blocked (17 Madeliefie Street)	Repair blocked drains at 17 Madeliefie Street		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
16		Have your say	Elsabe Vermeulen	Charles	n/a	Environmental Management	We have a rat problem due to the scrapyard	Cleaning and stopping of scrapyards in Cloetesville		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
16		Have your say	Elsabe Vermeulen	Charles	n/a	Roads and Storm Water	The rainwater is running through the houses and streets from the scrapyard	Improve drainage systems in Cloetesville		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local

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16		Have your say	Elsabe Vermeulen	Andrews	n/a	Environmental Management	Back of my house (41 Madelifie Street), where the railway is need to be cleaned Regularly. It is very messy and unhygienic. Rats, mice and other insects run around in it. The grass grows very high and it attracts animals, snakes etc.	Cleaning and cutting of grass by 41 Madelifie Street.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
16		Have your say	Elsabe Vermeulen	Andrews	n/a	Environmental Management	Burning of copper: My washing always smell like burnt copper. It has a negative effect on our health)	Stopping of copper burning in Cloetesville.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
16		Have your say	Elsabe Vermeulen	n/a	n/a	Roads and Transport Services	Speedbumps should be constructed in Noble Street	Construction of speedbumps in Noble Street		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
16		Have your say	Elsabe Vermeulen	n/a	n/a	Traffic Law Enforcement	A LPR Camera should be installed in Noble Street or near the park	Installation of LPR Camera in Noble Street or near the park		Directorate: Community and Protection Services	Protection Services	Traffic Services	Cllr Rikus Badenhorst	Charl Kitching	Local
16		Have your say	Elsabe Vermeulen	n/a	n/a	Environmental Management	Removal of the Scrapyard in Tennentville	Cleaning and stopping of scrapyards in Tennantville		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
16		Have your say	Elsabe Vermeulen	n/a	n/a	Safety and Security	Remove Slabtown. There are more young people than old people staying there, and these young people are busy with the wrong activities. This devalues our houses.	Removing of Slabtown in Cloetesville.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
16		Have your say	Elsabe Vermeulen	n/a	n/a	Safety and Security	People consume alcohol on the park. This is a negative image for our children, because this influence their behaviour. The people in Madeliefie Street 55 swears loud and does not care about the people around them and their dogs are out of control.	Prohibition of alcohol consumption in parks		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
16		Have your say	Elsabe Vermeulen	Juluis	n/a	Safety and Security	Slabtown: Too much vandalism and stealing of cables are taking place under the bridge. We do not want Slabtown residents here anymore. They make too much noise	Removing of Slabtown in Cloetesville.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
16		Have your say	Elsabe Vermeulen	Juluis	n/a	Environmental Management	The scrapyard is also a problem. We want the municipality to clean next to the railway. It is a problem and a place for dumping and too much criminal activities are taking place there.	Cleaning and stopping of scrapyards in Cloetesville		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
16		Have your say	Elsabe Vermeulen	Juluis	n/a	Roads and Transport Services	We also want the road in front of Madeliefie Street to be tarred	Construction of a tarred road in front of Madeliefie Street		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
16		Have your say	Elsabe Vermeulen	Dinks	1	Law Enforcement	The park has no law enforcement in the area	Appointment of Law enforcement officers for the park in Cloetesville.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
16		Have your say	Elsabe Vermeulen	Dinks	2	Housing	How is the housing list progressing, because the farmers want us off of their farms and we need houses?	Building of Houses for farmworkers and farm dwellers in Cloetesville.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
16		Have your say	Elsabe Vermeulen	Dinks	3	Sport, Arts and Culture	Our children have no sport facilities in the area for after hours activities.	Construction of sport facilities in Cloetesville.		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
16		Have your say	Elsabe Vermeulen	Dinks	4	Area Cleaning	The scrapyard should be removed.	Cleaning and stopping of scrapyards in Cloetesville		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
16		Have your say	Elsabe Vermeulen	Dinks	5	Financial Services	Why must we pay so much taxes?			Chief Financial Officer	Financial Management Services	Budget Office	Cllr Peter Johnson	Monique Steyl	Local
16		Have your say	Elsabe Vermeulen	Khey	1	Law Enforcement	The park has no law enforcement in the area	Appointment of Law enforcement officers for the park in Cloetesville.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
16		Have your say	Elsabe Vermeulen	Khey	2	Housing	How is the housing list progressing, because the farmers want us off of their farms and we need houses.	Building of Houses for farmworkers and farm dwellers in Cloetesville.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
16		Have your say	Elsabe Vermeulen	Khey	3	Sport, Arts and Culture	Our children have no sport facilities in the area for after hours activities.	Construction of sport facilities in Cloetesville.		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
16		Have your say	Elsabe Vermeulen	Khey	4	Area Cleaning	The scrapyard should be removed.	Cleaning and stopping of scrapyards in Cloetesville		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
16		Have your say	Elsabe Vermeulen	Khey	5	Financial Services	Why must we pay so much taxes?			Chief Financial Officer	Financial Management Services	Budget Office	Cllr Peter Johnson	Monique Steyl	Local
16		Have your say	Elsabe Vermeulen	Johannes	1	Sport, Arts and Culture	Why is the tennis courts being upgraded when the community asked for a mini soccer field and netball courts?	Construction of a mini soccer field and netball courts in Cloetesville		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
16		Have your say	Elsabe Vermeulen	Johannes	2	Safety and Security	Safety of the train track from / of Crombie Street	Implementation of safety measures for the train track by Crombie Street		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local

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16		Have your say	Elsabe Vermeulen	Khey	1	IDP/PMS/PP	The IDP Participation meeting should be there for the community to give their inputs and not the other way around. The citizens should be able to show the municipality what they are going through.	Conduct physical IDP Public participation meetings.		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
16		Citizen App	Elsabe Vermeulen	Lodewyk	n/a	Roads	The Usave shopping complex in Cloetesville is still not wheelchair accessible. They said in the previous IDP that they are going to make a wheelchair friendly ramp. and please : INCLUDE PEOPLE WITH DISABILITIES IN THE IMPLEMENTATION OF PROJECTS OR DISCUSSIONS THAT AFFECT US.	Construction of wheelchair ramp at Usave shopping complex in Cloetesville.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
16		Citizen App	Elsabe Vermeulen	Steenkamp	n/a	Access to Housing	Hi I have family of 5, me, my husband and 3 children (6yrs-18yrs). It's very difficult living in 4square shack which is 4m each side. I would appreciate it if there could be a way for a house please? I wouldn't mind paying please? Just consider building houses for backyard people please?	Building of houses for Cloetesville community.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
16		Citizen App	Elsabe Vermeulen	Lodewyk	5	Local Economic Development	There is still not enough people with disabilities employed by the municipality. What happened to THE ROLE OF THE OFFICE OF THE MUNICIPAL MANAGER ,stated in the Universal access policy. 3.2.1. Implement agreed performance management targets related to Universal Access on annual basis with all directors. 3.2.2 Include target of 2% disabled persons employed in performance	Provide more employment opportunities to disabled people.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
16		Citizen App	Elsabe Vermeulen	Steenkamp	5	Water services	My guess is that the lower rates of the scale may have been subsidised, so the wasted water offsets against the third rate and not the highest.			Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
16		Have your say	Elsabe Vermeulen	Booysen	4	Roads and Transport Services	Africa and Arnold Streets have deep potholes that aren't paved.	Construction of tar pavement and repair of potholes in Africa and Arnold Streets.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
16		Have your say	Elsabe Vermeulen	Booysen	n/a	Environmental Management	Cleaning of the dead-end-streets, especially Cornelson Street.	Cleaning of the dead-end-streets and Cornelson Street.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
16		Minutes	elsabe Vermeulen	Daniels	n/a	Housing Administration	Upgrading of the pink flats	Upgrading of the pink flats in Cloetesville	The Municipality does not have a budget in this financial year. The Municipality upgraded in the previous financial year. Tenants can come with their maintenance issues to the municipality	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing administration	Jeremy Fasser	Rotanda Godlo	Local
16		Minutes	elsabe Vermeulen	Daniels	n/a	Roads	Upgrading of side walks	Upgrading of side walks in Cloetesville.	What is the name of the side walks?	Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
16		Minutes	elsabe Vermeulen	Daniels	n/a	Electricity	Street lights (burning day and night)	Repair streetlights in Cloetesville.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
16		Minutes	elsabe Vermeulen	Seals	n/a	Housing	Request for housing developments in Cloetesville	Provide houses for Cloetesville residents.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
16		Minutes	elsabe Vermeulen	n/a	n/a	Waste management	Request for more wheelie bins serves 12 units at the flats	Provide more wheelie bins in 12 units at the flats in Cloetesville.	Every month distributed wheelie bins have been stolen. A Skip has been placed there, once it is full, it got emptied.	Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
16		Minutes	elsabe Vermeulen	Williams	n/a	Housing Administration	Replace/upgrading asbes roofs (Jacaranda streets etc)	Replace/upgrading asbestose roofs in Jacaranda streets etc		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing administration	Jeremy Fasser	Rotanda Godlo	Local
16		Minutes	elsabe Vermeulen	Williams	n/a	Grant in aid	Grant in Aid – criteria is too high	Review Grant in Aid criteria.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
17		Have your say	Peter Johnson	Muller	3	Area Cleaning	People are burning copper cables that is dirtying our washed clothes and causes people to get sick	Stopping of burning of copper cables in Cloetesville		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Muller	5	Parks	The recreational parks are not looked after.	Looking after recreational parks.		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Cupido	1	Parks	Painting of the wall at No.33 of Stellita Park	Painting of the wall at No.33 of Stellita Park		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Pietersen	1	Parks	Stellita Park: The wall at the steps should be replaced	Replace Stellita Park wall by The Steps.		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Pietersen	2	Parks	The gates at Stellita Park should be fixed	Repair and maintenance of gates at Stellita Park		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local

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17		Have your say	Peter Johnson	Pietersen	3	Waste Management	The removal of garbage at the gate of Stellita Park	Removing of garbage at the gate of Stellita Park		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
17		Have your say	Peter Johnson	Jooste	1	Parks	Upgrading and maintenance of the walls and gates at Stellita Park	Upgrading and maintenance of the walls and gates at Stellita Park		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Jooste	1	Waste Management	Cleaning of the streams in Stellita Park	Cleaning of the streams in Stellita Park		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
17		Have your say	Peter Johnson	Jooste	2	Electrical Services	More lights are needed at Stellita Park	Installation of more lights at Stellita Park		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Have your say	Peter Johnson	Jooste	3	Waste Management	Cleaning of the Stellita park	Cleaning of the Stellita park		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
17		Have your say	Peter Johnson	Michaels	1	Parks	In need of a play park for the kids (Stellita Park)	Construction of play park for the kids in Stellita Park.		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Michaels	2	Electrical Services	Stellita Park: Installation of lights at the first and second steps at Stellita Park.	Installation of lights at the first and second steps at Stellita Park.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Have your say	Peter Johnson	n/a	1	Roads and Transport Services	Paving of roads at Stellita Park	Paving of roads at Stellita Park		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
17		Have your say	Peter Johnson	n/a	1	Electrical Services	Installation of lights at no.17 of Stellita Park	Installation of lights at no.17 of Stellita Park		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Have your say	Peter Johnson	Smith	1	Electrical Services	Install more lights at Stellita Park	Installation of more lights at Stellita Park		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Have your say	Peter Johnson	Smith	2	Waste Management	Install more garbage bins at Stellita Park	Installation of more garbage bins at Stellita Park		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
17		Have your say	Peter Johnson	Smith	3	Roads and Transport Services	Paving of roads at Stellita Park	Paving of roads at Stellita Park		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
17		Have your say	Peter Johnson	Philander	1	Safety and Security	People play loud music at night time at Stellita Park	Stopping of loud music during night time at Stellita Park		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
17		Have your say	Peter Johnson	Patience	1	Waste Management	Cleaning of the gutters at Stellita Park	Cleaning of the gutters at Stellita Park		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
17		Have your say	Peter Johnson	Patience	2	Parks	Upgrading of the steps at Stellita Park	Upgrading of the steps at Stellita Park		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Patience	3	Electrical Services	Install more lights at Stellita Park	Installation of more lights at Stellita Park		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Have your say	Peter Johnson	Meyer	1	Electrical Services	Install more lights at Stellita Park	Installation of more lights at Stellita Park		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Have your say	Peter Johnson	Meyer	2	Waste Management	Cleaning of the gutters at Stellita Park	Cleaning of the gutters at Stellita Park		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
17		Have your say	Peter Johnson	Meyer	3	Safety and Security	Stray dogs must be picked up in Stellita Park	Collecting of stray dogs in Stellita Park		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
17		Have your say	Peter Johnson	Philander	1	Electrical Services	Removal of electrical boxes in Stellita Park	Removal of electrical boxes in Stellita Park		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Have your say	Peter Johnson	Philander	2	Safety and Security	Dogs are making a noise at night in Stellita Park	Stopping of dog noise at night in Stellita Park		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
17		Have your say	Peter Johnson	Philander	3	Electrical Services	Install more lights at Stellita Park	Installation of more lights at Stellita Park		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Have your say	Peter Johnson	Februarie	1	Electrical Services	Moving of electrical boxes in Stellita Park	Removing of electrical boxes in Stellita Park		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Have your say	Peter Johnson	Februarie	2	Waste Management	Cleaning of Stellita Park	Cleaning of Stellita Park		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
17		Have your say	Peter Johnson	Februarie	3	Parks	Play park for kids	Construction of play park for kids in ward 17		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Februarie	4	Parks	Upgrade the Stellita Park entrance	Upgrading of Stellita Park entrance		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	van der Rheede	1	Waste Management	Cleaning of the church in Stellita Park	Cleaning of the church in Stellita Park		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
17		Have your say	Peter Johnson	van der Rheede	2	Parks	Upgrading of the steps at Stellita Park	Upgrading of the steps at Stellita Park		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	van der Rheede	3	Parks	Upgrading and fixing of gates at Stellita Park	Upgrading and fixing of gates at Stellita Park		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	van der Rheede	4	Electrical Services	Stellita Park is in need of more lights	Installation of more lights in Stellita Park.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Have your say	Peter Johnson	Piere	1	Parks	Every house should get a key to the Stellita Park	Provide Stellita park key to each household in ward 17.		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Patience	1	Parks	Upgrading of the wall at the steps of Stellita Park	Upgrading of the wall at the steps of Stellita Park		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Patience	2	Roads and Transport Services	Paving the road at the entrance of Stellita Park	Paving the road at the entrance of Stellita Park		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
17		Have your say	Peter Johnson	Patience	3	Parks	Children should not get scold at for playing in the park			Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local

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17		Have your say	Peter Johnson	Hendricks	1	Parks	The children need more play parks in Stellita Park	Construction of more play parks in Stellita Park		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Hendricks	2	Storm Water	Cleaning and unblocking of the drains in Stellita Park	Cleaning and unblocking of the drains in Stellita Park		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
17		Have your say	Peter Johnson	Banids	1	Safety and Security	Installation of electrical fences in Stallita Park	Installation of electrical fences in Stallita Park		Directorate: Community and Protection Services	Community Services	Open spaces, Parks and Cemeteries	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Smith	1	Electrical Services	Installation of streetlights in Stallita Park	Installation of streetlights in Stallita Park		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Have your say	Peter Johnson	Smith	2	Environmental Management	Cleaning of roads in Stallita Park	Cleaning of roads in Stallita Park		Directorate: Community and Protection Services	Community Services	Open spaces, Parks and Cemeteries	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Smith	3	Parks	Fixing of the front gate of Stallita Park	Repairing and maintenance of the front gate of Stallita Park		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Smith	4	Sport, Arts and Culture	Upgrading and beautifying the Stallita Park Sign	Upgrading and beautifying the Stallita Park Sign		Directorate: Community and Protection Services	Community Services	Open spaces, Parks and Cemeteries	Cllr Ralphton Adams	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Smith	5	Waste Management	Installation of waste bins at the steps of Stallita Park	Installation of waste bins at the steps of Stallita Park		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
17		Have your say	Peter Johnson	Desilwer	n/a	Electrical Services	Remove electrical box from my premises	Removing of electrical box from my premises in ward 17		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Have your say	Peter Johnson	Desilwer	n/a	Electrical Services	Install a light pole in front of my house	Installation of light pole in ward 17		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Have your say	Peter Johnson	Desilwer	n/a	Electrical Services	In need of lighting in Gabriel Street	Installation of lighting in Gabriel Street		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Have your say	Peter Johnson	Adonis	n/a	Safety and Security	Fixing of the security's gate in Stellita park	Repair and maintenance of the security's gate in Stellita Park.		Directorate: Community and Protection Services	Community Services	Open spaces, Parks and Cemeteries	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Adonis	n/a	Environmental Management	The field behind the houses' grass should be cut and the gutters should be opened up	Cutting of grass of the field behind houses and cleaning of gutters in ward 17		Directorate: Community and Protection Services	Community Services	Open spaces, Parks and Cemeteries	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Adonis	n/a	Housing Administration	The gutters are not being looked after and cleaned in pink flats	Cleaning of gutters in ward in pink flats		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing administration	Jeremy Fasser	Rotanda Godlo	Local
17		Have your say	Peter Johnson	Adonis	n/a	Electrical Services	The lighting at the security's gate in pink flats is not good enough	Improving of lighting at the security's gate in pink flats		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Have your say	Peter Johnson	Adonis	n/a	Parks	In need of a play park for the kids (Stellita Park)	Construction of play park for the kids in Stellita Park.		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
17		Have your say	Peter Johnson	Smith	1	Roads and Transport Services	Paving of roads at Stellita Park	Paving of roads at Stellita Park		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
17		Have your say	Peter Johnson	Smith	2	Electrical Services	More lights are needed at Stellita Park	Installation of more lights at Stellita Park		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Have your say	Peter Johnson	Muller	3	Area Cleaning	People are burning copper cables that is dirtying our washed clothes and causes people to get sick	Stop burning of copper cabled in ward 17.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
17		Citizen App	Peter Johnson	Hartogj	n/a	Land for Housing	Housing for people in the area living in squatter camps and backyards	Provide houses for Cloetesville residents.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
17		Citizen App	Peter Johnson	Dicks	n/a	Water Services	The increase in water prices is not inline with inflation, seems like the municipality is trying to make money from a basic service.	Review of municipal reading of water usage in ward 17.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
17		Citizen App	Peter Johnson	Benting	n/a	Local Economic Development	The public sector is not adequately addressing its issues at root level, resulting in the challenges recurring year after year. When applying for food permit to operate a stall, you are instructed that Open fires is not allowed but when you go to certain markets there is indeed people making use of open fires. Are Rules and Regulations only applicable to certain people?	Provide food permits to operate stall in Cloetesville.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
17		Citizen App	Peter Johnson	Hartogj	1	Water Services	This will satisfy many people and show residents that the Municipality cares."			Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
17		Citizen App	Peter Johnson	Dicks	5	traffic lights	Can we work on getting all traffic lights in and around Stellenbosch onto a separate grid that is not dependent on ESKOM	Taking over of all traffic lights from ESKOM in Cloetesville.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local

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17		Citizen App	Peter Johnson	Benting	5	Road and Transport Infrastructure	Not sure if this is correct platform to raise this concern. Who is responsible for horrible state of the area outside USave in Cloetesville? In Winter its one big mess as the area isn't even paved. There is not even a Ramp, though lots of elderly people is visiting the Store. On top of it, on the staircase there is a whole lot of bricks missing as well. An accident is bound to happen as its not safe going down those stairs at all. And nobody cares.	Construction of pavement and ramp at Usave in Cloetesville.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
17		Minutes	Peter Johnson	Rubain	n/a	Water services	Water ditches in Stellita Park	Closing of water ditches in Stellita park		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
17		Minutes	Peter Johnson	n/a	n/a	Roads	Upgrading of Parking at the schools	Upgrading of Parking at the schools in Cloetesville.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
17		Minutes	Peter Johnson	Adonis	n/a	sport	Construction of Tennis courts in Cloetesville.	Construction of Tennis courts in Cloetesville.		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
17		Minutes	Peter Johnson	Sauls	n/a	Electricity	Upgrading of Rhode Street flights	Upgrading of Rhode Street flights		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
17		Minutes	Peter Johnson	n/a	n/a	Water services	Upgrade old Water pipes	Upgrading of old Water pipes in Cloetesville.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
18		Email	JC Anthony	Jason	1	IDP/PMS/PP	The IDP public participation were not properly advertised as well as conducted and as a result, only a maximum of 10 people attended the online IDP meeting and the rest were all officials of Stellenbosch Municipality	Improve advertising of IDP Public participation meetings.		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
18		Email	JC Anthony	Jason	2	IDP/PMS/PP	No loud hailing were done in our ward pertaining to the online IDP meeting which took place on the 21st of April 2022, irrespective of the fact that it was scheduled to take place online. It was however on a short notice advertised and therefore can been seen as an unreasonable and unfair process	Improve advertising of IDP Public participation meetings.		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
18		Email	JC Anthony	Jason	3	IDP/PMS/PP	The online IDP meeting was scheduled to take place at 18:00 and therefor the time (18:00) was too early for most of the residents of Klapmuts because a lot of people were still working or were either on their way from work to home.	Schedule IDP Public Participation meetings later the afternoon.		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
18		Email	JC Anthony	Jason	4	IDP/PMS/PP	Most of the people in the community could not participate or attend the meeting because it was online and they have limited or no resources and data to participate in the public process. The Stellenbosch municipality therefore was obligated to put other alternatives in place in order for an efficient, effective and fair IDP public participation process.	Conduct physical IDP Public participation meetings.		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
18		Email	JC Anthony	Jason	5	IDP/PMS/PP	Our previous IDP meeting was held in the Multi-Purpose Centre, Klapmuts under the Disaster Management regulations and now during the time that the Disaster Management regulations were terminated by the President of our country yet we as the community of Klapmuts couldn't receive full and accurate services to exercise our rights to fully participate in IDP process as per the norm in our community hall. Why not? And this while the majority of our people are poor backyarders, or living in informal settlements and many lost their employments during the Covid-19 pandemic.	Conduct physical IDP Public participation meetings.		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
18		Have your say	JC Anthony	n/a	n/a	IDP/PMS/PP	Must make more physical IDP meetings and not online meetings	Conduct physical IDP Public participation meetings.		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local

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18		Have your say	JC Anthony	Danze	1	Housing	We are tired of being put out of houses / shacks and ward. Every time we are kicked out of our house but we are paying for the housing	Provide housing opportunities for residents of Klapmuts.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
18		Have your say	JC Anthony	Danze	2	Electrical Services	Every time my power is switched off, but I buy R300 worth of electricity. The plug is pulled out and I am tired of this.			Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
18		Have your say	JC Anthony	Moses	1	Housing	Building of houses with electricity	Building of houses in Klapmuts		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
18		Have your say	JC Anthony	Williams	n/a	Electricity	Building of houses with electricity	Installation of electricity in Klapmuts		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
18		Have your say	JC Anthony	Plaatjies	n/a	Housing	My roof is leaking. I am 70 years old and I have never received a house	Provide house for the 70 year old in Klapmuts		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
18		Have your say	JC Anthony	Johannes	n/a	Electrical Services	The streetlights at Bell Str have been off for 3 months	Repairing and maintenance of streetlights at Bell Street		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
18		Have your say	JC Anthony	Daniels	n/a	Access to land	We need ground for the building and usage of a Church	Identification of land to build churches in Klapmuts.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
18		Have your say	JC Anthony	Japhta	n/a	Community Development	I have been running a soup kitchen for 4 years, the municipality does not even contribute and I have a NPO number, but when people from outside come distribute food to our community, Facebook is full of pictures from the municipality. Please help us with planting of vegetables for our soup kitchen.	Establishment of vegetable gardens in ward 18.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
18		Have your say	JC Anthony	Japhta	n/a	Burial Ground	We need a graveyard in Klapmuts, because we have to go to Koelenberg for burials.	Identification of land for graveyard in Klapmuts.		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
18		Have your say	JC Anthony	Japhta	n/a	Job Opportunities	Please give our people and youth work.	Creating job opportunities for people and youth in ward 18.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
18		Have your say	JC Anthony	Evtents	n/a	Sport, Arts and Culture	We only have one sport field	Construction of sport field in ward 18, Klapmuts.		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
18		Have your say	JC Anthony	Evtents	n/a	Burial Ground	Klapmuts is in need of a graveyard	Identification of land for graveyard in Klapmuts.		Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
18		Have your say	JC Anthony	Bongiswa	n/a	Electrical Services	We need electricity for the houses.	Installation of electricity in Klapmuts.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
18		Have your say	JC Anthony	Bongiswa	n/a	Water and Sanitation	We need toilets for the houses.	Construction of houses with toilets in Klapmuts		Directorate: Infrastructure Services	Infrastructure Planning, Development and Implementation Services	Project Management Unit	Cllr Zelda Dalling	Mary Francis	Local
18		Have your say	JC Anthony	Guduza	n/a	Electrical Services	Request for municipality to install electricity.	Installation of electricity in Klapmuts.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
18		Minutes	JC Anthony	Daniels	n/a	Land for church	Land to be identified for churches in Klapmuts.	Identification of land for churches in Klapmuts.	In terms of the zoning, certain plots in that area must be zoned for churches. There has been a request for the plots to be advertised for a call for proposals for people to place bids on that plots to see how many of the religious community can be accommodated. This process will probably be dealt with early next year.	Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
18		Minutes	JC Anthony	Markus	n/a	Local Economic Development	Relocation of animals in Klapmuts: the progress on the identification of land for the small farmers and the relocation of the animals? Currently the land in use is very small.	Identification of land for the small farmers and the relocation of the animals in Klapmuts.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local

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18		Minutes	JC Anthony	Moses	n/a	housing	Housing development in La Rochelle: When will the housing development of La Rochelle be implemented.	Implementation of housing development in La Rochelle	There are three ways for the implementation of a housing project. Firstly, development rights should be in place, to start with a housing project. The development rights for La Rochelle will be in place by 30 June 2022. During the process for the development rights, applications is submitted for the installation of infrastructure and thereafter for the top structures. Currently, the Provincial Department of Human Settlements decided on the top structures and if there will be any top structures. It cannot be definitely confirm whether there will be top structures, but can mention that the Provincial department will make funds available on their budget for the installation of services. It should be noted that there is a very rigid process when selecting beneficiaries for housing projects. The guidelines are set in place by National Government.	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
18		Minutes	JC Anthony	Moses	n/a	Roads	Construction of speedhumps: Speedhumps to be installed in Klapmuts.	Construction of speedhumps in Klapmuts.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
18		Minutes	JC Anthony	Moses	n/a	safety and security	Installation of CCTV cameras: That CCTV cameras to be installed in Klapmuts.	Installation of CCTV cameras in Klapmuts.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
18		Minutes	JC Anthony	Jacobs	n/a	Land for farming	Relocation of pig farm: When will the temporary pig farms be moved to other premises. The current premises was only a Temporary arrangement and it is 10 years already.	Identification of land for the small farmers and the relocation of the animals in Klapmuts.	Pig farm: Negotiations have been going on for a very long time for the moving of the animals to another area. The process to identify other land, is not a easy process, because suitable land for the specific type of farming need to be identified. The Municipality will see whether the discussion that happened before can continue to determine where the animals can be moved to.	Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
18		Minutes	JC Anthony	Jacobs	n/a	Cemetery	Klapmuts is in need of a Graveyard.	Identification of land for graveyard in Klapmuts.	A new cemetery is planned along the R304, the road past Kayamandi. A regional cemetery is planned. All process, rezoning and approvals have been completed. The Municipality can start with the construction of the cemetery. Hopefully the construction of the cemetery can start in this financial year.	Directorate: Community and Protection Services	Community Services	Parks and Open Spaces	Cllr Joseph Joon	Albert van der Merwe	Local
18		Minutes	JC Anthony	Jacobs	n/a	Local Economic Development	Job opportunities should be created for the youth in Klapmuts.	Create job opportunities for youth of Klapmuts.	Youth that is seeking skill development opportunities and jobs should register themselves on the job seekers database.	Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
18		Minutes	JC Anthony	Jacobs	n/a	Housing	When will attention be given to the backyard dwellers of Klapmuts for housing opportunities.	Provide houses for backyarders in Klapmuts.	The Department: Human Settlements is busy looking for land in and around Klapmuts that can be bought to address the housing need in Klapmuts. A report will be tabled to Senior Management at the end of October 2022. A progress report will be provided at the next IDP meeting to inform the community in which direction the municipality will be moving	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
18		Minutes	JC Anthony	Lenoard	n/a	safety and security	Fire brigade Hosepipe: the possibility to provide the community with a hosepipe to assist during fires.	Provide fire brigade hosepipe to Klapmuts residents.	The Municipality cannot allow that the fire hydrants are used by the community. It should be used by trained fire experts. There is a satellite fire station in Klapmuts.	Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
18		Minutes	JC Anthony	Lenoard	n/a	safety and security	No support is given by the police with the theft of cables in Klapmuts. Request for law enforcement to assist to combat the theft of cables.	Appointment of Law enforcement officer for Klapmuts area.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
18		Minutes	JC Anthony	Lenoard	n/a	Housing	Upgrading of La Rochelle and Mandela City	Upgrading of La Rochelle and Mandela City	Where the formal upgrading of Mandela City would have taken place, people invaded that area during the COVID Pandemic that created a stoppage of formal development taking place. The Municipality collectively, with the community, will revisit the entire Mandela City and the process following that	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
18		Minutes	JC Anthony	n/a	n/a	Financial services	Why is there no budget allocation for Mandela City in Klapmuts?	Allocation of budget for Mandela City in Klapmuts.		Chief Financial Officer	Financial Management Services	Budget Office	Cllr Peter Johnson	Monique Steyl	Local
18		Minutes	JC Anthony	n/a	n/a	Housing	Upgrading of Mandela City: the upgrading project was not completed by the Municipality.	Completion of upgrading project in Mandela City.	The departments of the Municipality is compiling a response to the questions of Mandela City and feedback will be provided to the ward councillor	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
18		Minutes	JC Anthony	n/a	n/a	Waste management	Solid waste: the houses that were in Mandela City (Klamputs) does not have waste refuse bins.	Installation of waste refuse bins in the houses in Mandela City (Klamputs).		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
18		Minutes	JC Anthony	Madodo	n/a	Electricity	Request for the installation of streetlights in the Pinotaae area.	Installation of streetlights in the Pinotage area.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
18		Minutes	JC Anthony	Madodo	n/a	Youth facilities	Facilities and programmes to be made available for the youth in Klapmuts.	Construction of facilities and programmes for the youth in Klapmuts.	The community must remember that there should be a zoning. A playpark or recreational area can only established if it is zoned correct.	Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local

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18		Minutes	JC Anthony	Madodo	n/a	Community garden	A community food garden to be established for the community of Klapmuts. Land should be identified for the food aarden.	Identification of land and establishment of food garden Klapmuts.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
18		Minutes	JC Anthony	Smit	n/a	Housing	Ms Smit and her children have been evicted. Ms Smit is requesting assistance for alternative accommodation.	Provide house for Mr Smith in Klapmuts.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
18		Minutes	JC Anthony	n/a	n/a	Land for religion place	Religion Places: Applications for assistance has been done since 2019 and no feedback has been provided to the Klapmuts Islam Society.	Identification of land for religion places in Klapmuts		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
19		Minutes	James Williams	Andrews	n/a	Housing	Evictions: People are being evicted by the Department: Public Works.	Build houses for ward 19.	In the presentation it was mentioned that it is a difficult and complex process that the municipality is dealing with. The two main reasons are that the land belongs to Department: Public Works and there needs to be a commitment and process how to deal with it.	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
19		Minutes	James Williams	Andrews	n/a	Housing Administration	Progress report on ownership for Elsenburg houses: Feedback on the progress of ownership for the residents of Elsenburg?	Provide progress report on ownership for Elsenburg houses	Secondly, the Elsenburg/ Vaaldraai area falls outside the urban edge of the municipality. It was mentioned in the presentation that the municipality is in the process of re-advertising for a service provider for assistance with a localised development plan to see how to deal with these communities. The one in Vaaldraai / Elsenburg and Elsies river and other areas.	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing administration	Jeremy Fasser	Rotanda Godlo	Local
19		Minutes	James Williams	Kowani	n/a	Youth and sport development:	Youth and sport development for the youth in Elsenburg.	Identification of land for sport facilities in Elsenburg.		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
19		Minutes	James Williams	Kowani	n/a	Housing administration	Housing ownership for residents in Elsenburg: For feedback on the progress of ownership for the residents of Elsenburg?	Provide progress on feedback of housing ownership for the residents of Elsenburg?		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing administration	Jeremy Fasser	Rotanda Godlo	Local
19		Minutes	James Williams	Kowani	n/a	housing	Request for a meeting with Department of Public Works: the request is also for Department: Public Works to meet with the unions regarding the lease agreements. The residents would like to give their inputs into the lease agreement	Organise meeting with Department of Public Works and unions regarding the lease agreements in ward 19.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
19		Minutes	James Williams	Breda	n/a	local Economic Development	Unemployment – is a concern among young people on Vaaldraai.	Provide job opportunities for young people of Vaaldraai.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
19		Minutes	James Williams	Breda	n/a	safety and security	Safety is becoming out of control in Vaarldraai which the neighbourhood don't have any control over.	Establishment of NHW in Vaarldraai.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
19		Minutes	James Williams	Andrews	n/a	Housing	What plans will be put in place for the rural areas?	Provide houses for rural areas of ward 19.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
19		Minutes	James Williams	Andrews	n/a	Farmworkers	How can the district municipality assist with the living conditions in which farmworkers are living in?	Implementation of programmes to deal with living conditions of farmworkers in ward 19.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	District
19		Minutes	James Williams	Andrews	n/a	Farmworkers	Request: For the hosting of a farmworkers summit of the municipal Stellenbosch area?	Implementation of farmworkers summit in Stellenbosch area.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
20		Citizen App	Joseph Joon	James	5	Safety and Security	Cameras Watson Way	Installation of cameras in Watson Way		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
20		Citizen App	Joseph Joon	Hendricks	5	Safety and Security	More Streetlights	Installation of more streetlights in ward 20		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
20		Citizen App	Joseph Joon	Steenkamp	n/a	Safety and Security	Cameras Watson Way	Installation of cameras in Watson Way		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
20		Citizen App	Joseph Joon	Steenkamp	n/a	Safety and Security	More Streetlights	Installation of more streetlights in ward 20		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
20		Citizen App	Joseph Joon	Matthys	5	Safety and Security	Cameras Watson Way	Installation of cameras in Watson Way		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
20		Citizen App	Joseph Joon	Matthys	5	Safety and Security	More Streetlights	Installation of more street lights in ward 20		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local

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20		Citizen App	Joseph Joon	Steenkamp	n/a	Safety and Security	Cameras Watson Way	Installation of cameras in Watson Way		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
20		Citizen App	Joseph Joon	James	5	Sport, Arts and Culture	Tennis Courts (Park) Rolbal (Bowling) Volley Ball Court	Construction of sport grounds and facilities in ward 20.		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
20		Have your say	Joseph Joon	Phillips	n/a	Housing	I have been waiting 12 years for a house	Construction of houses for ward 20.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
20		Have your say	Joseph Joon	Martin	n/a	Housing	Longlands housing project is producing not enough houses for the community. The people in Vlottenburg are also waiting for houses	Building of houses for Vlottenburg community.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
20		Have your say	Joseph Joon	Martin	n/a	Job Opportunities	The unemployment rate in Vlottenburg is very high	Provide employment opportunities for Vlottenburg people.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
20		Minutes	Joseph Joon	Essu	n/a	Sport	Sportgrounds is a need and land has been identified. What ground has been identified?	Identification of land and construction of sportground in ward Vlottenburg.	The municipality is still in the process of identifying available ground in the Vlottenburg Area for sportgrounds. The Municipality has not identified ground yet because municipal ground is very rare in the Vlottenburg area. At the moment the municipality hasn't been successful.	Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
20		Minutes	Joseph Joon	Essu	n/a	Sport	The municipality claims there is not municipal land for sport facilities in Vlottenburg. What happened to the land that was in Vlottenburg?	Identification of land and construction of sportground in ward Vlottenburg.	At the central point of Vlottenburg, there is no municipal land available. There are farms, but it is a long process to get the land from Landbou, and this is more on the edge of the Urban Area of Vlottenburg.	Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
20		Minutes	Joseph Joon	Brink	n/a	Roads	Nothing is said about the road crossing here in Vlottenburg where children is in danger. The answer that we get is that it is Provincial Government's road.	Construction of pedestrian crossings on the road crossing in Vlottenburg.	The municipality is currently busy with a study with the realigning of the road and once the road has been realigned, then only the road across at BP can be formulated and built. The municipality will then be able to put a traffic robot with pedestrian crossings.	Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Provincial
20		Minutes	Joseph Joon	Brink	n/a	Water services	Who is the contractor for the water services in Vlottenburg and by when will they start with the project in Beidenpowell Drive?	Implementation of bulk water scheme project in Beidenpowell Drive.	There is a bulk water scheme project in the Vlottenburg and Polkedraai and the municipality has commenced in September. The contractor is JBZ Construction.	Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
20		Minutes	Joseph Joon	Fortuin	n/a	Electricity	Request for lighting on the Stellenkloof Road and the Bridge Crossing at the Stellenbosch Crossing.	Installation of lights in Stellenkloof Road and the Bridge Crossing at the Stellenbosch Crossing.	The lighting is in process and the municipality has taken over the project from Provincial Government. The municipality is working with Eskom and Stellenbosch Municipality is responsible for the maintenance of the lights. It is a long process because it is Provincial Government's road.	Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
20		Minutes	Joseph Joon	Brink	n/a	Local Economic Development	Only 3 people have been employed through the EPWP project in Vlottenburg. We request municipality to consider people of ward 20 when vacancies open up.	Creating job opportunities for people in ward 20	The LED unit is only responsible for the Coordination of the EPWP Database. The recruitment and appointment lies by the different departments. These jobs can be skilled and unskilled people. The municipality does take note of the provincial project that took place in ward 20 and the ward wasn't included in the project. The municipality was initially involved when the projects started but when the municipality found out that the ward wasn't included, Stellenbosch Municipality did include the ward.	Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
21		Citizen App	Rikus Badenhorst	van Staden	5	Road and Transport Infrastructure	NMT or footpaths connecting the R44 and offices areas in Techno Park	Construction of NMT or footpaths connecting the R44 and offices areas in Techno Park		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
21		Citizen App	Rikus Badenhorst	Knoetze	5	Road and Transport Infrastructure	The wards for Technopark is Priority 1: NMT or footpaths connecting the R44 and offices areas in Technopark.	Construction of NMT or footpaths connecting the R44 and offices areas in Techno Park		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
21		Citizen App	Rikus Badenhorst	Streicher	5	Road and Transport Infrastructure	Western Link to proposed Western By-pass, as was undertaken by the municipality when Capitec HQ was developed.			Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
21		Citizen App	Rikus Badenhorst	Loubser	4	Road and Transport Infrastructure	NMT or footpaths connecting the R44 and offices areas in Technopark.	Construction of NMT or footpaths connecting the R44 and offices areas in Techno Park		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
21		Citizen App	Reginald Pheiffer	ELDER	4	Sport, Arts and Culture	Installation of a clear view fence and motorized gate at the Franschhoek Bowls Club. (Similar to fencing at Fabriek Street Waste Drop-off site)	Installation of a clear view fence and motorized gate at the Franschhoek Bowls Club. (Similar to fencing at Fabriek Street Waste Drop-off site)		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local

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21		Citizen App	Rikus Badenhorst	Fassler	5	Road and Transport Infrastructure	NMT route and footpaths	Construction of NMT or footpaths connecting the R44 and offices areas in Techno Park		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
21		Citizen App	Rikus Badenhorst	Stander	5	Road and Transport Infrastructure	NMT or footpaths connecting R44 and offices in Techno Park. Currently workers walk in the road to get around, which is of a safety concern.	Construction of NMT or footpaths connecting the R44 and offices areas in Techno Park		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
21		Citizen App	Rikus Badenhorst	Bester	5	Road and Transport Infrastructure	Footpaths in Technopark	Construction footpaths in Techno Park		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
20		Citizen App	Joseph Joon	Steenkamp	n/a	Safety and Security	More Street Lights	Installation of more street lights in ward 20.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
21		Citizen App	Rikus Badenhorst	Fassler	5	Safety and Security	Way too many break-ins	Appointment of law enforcement officers to patrol in ward 21 and establishment of NHW.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	Nieuwoudt	5	Safety and Security	Limiting non-residential access to residential areas, as well as reduction of loitering.	Appointment of law enforcement officers to patrol in ward 21 and establishment of NHW.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	Nieuwoudt	5	Safety and Security	Limiting non-residential access to residential areas.	Appointment of law enforcement officers to patrol in ward 21 and establishment of NHW.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	Schreuder	4	Safety and Security	There has been several incidents where things were stolen, break in, etc. It would be good to see some police visibility once in a while.	Increase police patrols/visibility in ward 21.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	Hodgson-Nel	4	Safety and Security	We have numerous break-ins due to low cost housing developments behind Jamestown. It has gotten out of hand.	Increase police and law enforcement patrols/visibility in Jamestown..		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	Hector	5	Safety and Security	Irresponsible individuals roaming the streets and break-ins make it unsafe for the youth and heritage of Jamestown	Increase police and law enforcement patrols/visibility in Jamestown..		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	Wolfaardt	5	Road and Transport Infrastructure	Extension of non-motorized walkways in Technopark. Pedestrians have to walk in the streets currently which are busy at times and dangerous. We have prepared and submitted a phased approach to expand the NMT routes in Technopark for the benefit mainly of pedestrians making use of public transport but also circulation between the various offices and facilities in the Park.	Construction of non-motorized walkways in Technopark.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
21		Citizen App	Rikus Badenhorst	Reynolds	5	Road and Transport Infrastructure	High speed on Schuilplaats Road	Construction of traffic calming measures on Schuilplaats Road		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
21		Citizen App	Rikus Badenhorst	Reynolds	5	safety and security	High speed on Schuilplaats road; high volume traffic flow; heavy vehicle traffic	Implementation of traffic calming measures on Schuilplaats road		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	September	4	Safety and Security	Too many break-ins are happening in Jamestown. Street lights work sometimes and need more law enforcement visibility, especially during load shedding and at night.	Increase police and law enforcement patrols/visibility in Jamestown..		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	February	5	Heritage	Jamestown's HISTORICAL, AGRICULTURAL PLOTS MUST BE REMOVED From the "URBAN EDGE"! JAMESTOWNER families who inherited these plots from our parents, forefathers can clearly feel the unjust pressure of Extreme High Rates and tax due to Extreme Valuations. Middle & Lower income families, otherwise not be able to afford properties. Old Families and newer Agricultural owners, buying because of Unique Rural characteristics, Agricultural potential are totally against the insensitive Gated developments. Recent concerns by Agricultural owners to Re-Valuate back to Agricultural proof our strong will to stand up and fight for our HERITAGE.	Removal of Jamestown's Historical and agricultural plots from the urban edge.		Directorate: Planning and Economic Development	Development Planning	Spatial Planning	Cllr Carli van Wyk	Craig Alexander	Local

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21		Citizen App	Rikus Badenhorst	Haugh	n/a	Land for Housing	Stop destroying Stellenbosch with endless development. Paradyskloof will become as dense as Welgevonden and under construction for the next 20 yrs. The development will continue until the market is saturated and collapses. Municipality and Developers walk away with pockets full of cash while the homeowners, the taxpayers pay for these mistakes. STOP!			Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
21		Citizen App	Rikus Badenhorst	Phelp	n/a	Safety and Security	The need for active and visible policing in Stellenbosch - especially during load shedding times at night.	Increase police and law enforcement patrols/visibility in Stellenbosch.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	Phelp	n/a	Safety and Security	Load shedding times at night. Some towns have solar powered streetlights - why not Stellenbosch ?	Installation of solar panels in Stellenbosch for streetlights.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
21		Citizen App	Rikus Badenhorst	Fourie	n/a	Water Services	The water pricing sliding scale is not realistic. Unrealistic increases between usage tiers.	Review of municipal reading of water usage in ward 21.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
21		Citizen App	Rikus Badenhorst	Agenbach	n/a	Water Services	Water bills	Review of municipal reading of water usage in ward 21.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
21		Citizen App	Rikus Badenhorst	Cloete	n/a	Road and Transport Infrastructure	Unrealistic plans for roads Consultants used by municipality out of touch with needs of people and negative impact of some of the new road development plans	Review of road plans of the Stellenbosch municipality.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
21		Citizen App	Rikus Badenhorst	Van Tonder	n/a	Sport, Arts and Culture	Sportsgrounds of the entire Stellenbosch is the worst in the country	Upgrading of sportsground in Jamestown.		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
21		Citizen App	Rikus Badenhorst	JF Van Breda	n/a	Water Services	Water accounts	Review of municipal reading of water usage in ward 21.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
21		Citizen App	Rikus Badenhorst	Agenbach	n/a	Water Services	Die water glyskaal asook die water verhoging	Review of municipal reading of water usage in ward 21.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
21		Citizen App	Rikus Badenhorst	van der Merwe	n/a	Local Economic Development	It is very difficult to do business development/get any approval for business development in Stellenbosch and the surroundings if you do not bribe municipal officials. Some individuals with money get away with murder while the average man in the street only gets "NO".	Approval of business development applications in Stellenbosch.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
21		Citizen App	Rikus Badenhorst	van der Merwe	n/a	Water Services	Cost of water; how is it calculated? How does the sliding scale pricing work?	Provide details of how water usage is calculated.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
21		Citizen App	Rikus Badenhorst	Boonzaier	n/a	Environmental Management and Protection	Deep concern over the developments taking place and possibility of eastern link road			Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
21		Citizen App	Rikus Badenhorst	Keen	n/a	Safety and Security	Save for our Neighbourhood Watch, any evidence of the enforcement of safety and security in Jamestown is non-existent. Non-existent at a national level, non-existent at a provincial level. Non-existent at a municipal level. The majority of crime in Jamestown emanates from the newer settlements south of Jamestown on the Somerset West side. Much vandalism at the schools which serve as a buffer between the Jamestown community and the newer settlements. Consideration should be given to a permanent law enforcement presence in Jamestown	Establishment and support of NHW in Jamestown		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	Neethling	n/a	Access to Housing	Information required on phase 4 of proposed development on Stellenrust property	Provide information on phase 4 proposed development on Stellenrust property		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
21		Citizen App	Rikus Badenhorst	DE WET	n/a	Safety and Security	Visible policing and functional law enforcement	Increase police and law enforcement patrols/visibility in ward 21.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local

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21		Citizen App	Rikus Badenhorst	Jansen	n/a	Safety and Security	Require Safe and Secure environment for the residents and a peaceful residential area for children to grow up and prosper!!	Increase police and law enforcement patrols/visibility in ward 21.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	Smith	n/a	Water services	Water sliding scale and price increases	Review of municipal reading of water usage in ward 21.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
21		Citizen App	Rikus Badenhorst	Swart	n/a	Safety and Security	Give us safe spaces in our community.	Increase police and law enforcement patrols/visibility in ward 21.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	de Kock	n/a	Environmental Management and Protection	The absolutely unique nature and farmland around Paradyskloof should be protected against further development at all cost.	Protection of nature and farmland around Paradyskloof against further development.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
21		Citizen App	Rikus Badenhorst	du Toit	n/a	Water Services	Water sliding scale, water price increase above inflation and fines for water users who apply normal water use for years and then experience a one-off problem. This also applies to increased electricity rates during the winter months. Not everyone in town is wealthy.	Review of municipal reading of water usage in ward 21.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
21		Citizen App	Rikus Badenhorst	Van Niekerk	n/a	Environmental Management and Protection	New developments are impacting all Stellenbosch and farms. Our environment is suffering as well as infrastructure.	Protection of environment and farm around Stellenbosch against new developments.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
21		Citizen App	Rikus Badenhorst	Van Wyk	n/a	Water Services	"How does she explain the rationale behind the sliding scale according to which one consumer is assessed R7.35 for ‚Äòn kiloliter of water (first 6 kilolitres/month), and his neighbour who has garden that needs to be irrigated has to pay R116.29 for ‚Äòn kilolitre paid (>70 kilolitres)	Provide details of how water usage is calculated.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
21		Citizen App	Rikus Badenhorst	September	n/a	Water Services	Give us that price, then we'll talk about usury again, or not. Or does she want to tell me that her council approved the water rates without knowing the production costs per kilolitre? Did she or any councillor question this when they approved the water rates?"	Review of municipal reading of water usage in ward 21.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
21		Citizen App	Rikus Badenhorst	Chrisben John February	n/a	Heritage	Jamestown have a very sensitive HISTORICAL, AGRICULTURAL and CULTURAL HERITAGE. Having our Agricultural plots inside the "Urban Edge" put our unique Rural character under severe pressure of being replaced by a Concrete Jungle. The Highest Risk is that the long standing JAMESTOWN families who inherited these plots from our parents, they from their forefathers, etc. can clearly feel the unjust pressure of Extreme High Rates and tax, amongst others due to Extreme High Valuations as a direct result of GENTRIFICATION (mostly Middle income families, who would otherwise not be able to afford these plots). These old Families together with newer Agricultural plot owners who specifically bought their plots because of the Unique Rural characteristics are totally against the insensitive Gated and High Density developments. The recent fight and requests by the Combined Agricultural property owners as well as individual requests to Re-Valuate our properties back to Agricultural can be seen as proof of our strong will to stand up and fight to keep our Agricultural lands. We furthermore are concerned by the new stage 2 to 4 Mountainview	Removal of Jamestown's Historical, agricultural and cultural heritage plots from the urban edge.		Directorate: Planning and Economic Development	Development Planning	Spatial Planning	Cllr Carli van Wyk	Craig Alexander	Local
21		Citizen App	Rikus Badenhorst	Kleinsmith	n/a	Safety and Security	At least one law enforcement officer on duty with transportation in every neighbourhood 24/7	Increase police and law enforcement patrols/visibility in ward 21.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local

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21		Citizen App	Rikus Badenhorst	Gideons	n/a	Safety and Security	There is no safety, and no security. Constant break-ins and the municipality continues to add more informal settlements without the corrected ratio of policing or law enforcement. We are living in constant fear and having sleepless nights. Armed security, high walls and fences are the norm but wasn't expected in this town. Criminals get caught then are released within days of capture. These are known criminals but they almost always return to terrorise the community.	Increase police and law enforcement patrols/visibility in ward 21.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	Swartz	n/a	Safety and Security	Protection of homes and people out and about.	Increase police and law enforcement patrols/visibility in ward 21.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Provincial
21		Citizen App	Rikus Badenhorst	Maarman	n/a	Access to Housing	Phase two of the housing project: when will it start and what is the budget for book year 2022/2023? Our people really need formal housing and the need is bigger than we think.	Provide detailed information on phase 2 housing development project in Jamestown.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
21		Citizen App	Rikus Badenhorst	Van de Rheede	n/a	Access to Housing	Phase 2 housing project.	Provide detailed information on phase 2 housing development project in Jamestown.		Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
21		Citizen App	Rikus Badenhorst	Knoetze	5	Environmental management	Repair of the dams and improving green open areas in Technopark	Repair of the dams and improving green open areas in Technopark		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Joseph Joon	Albert van der Merwe	Local
21		Citizen App	Rikus Badenhorst	Fassler	5	environmental management	Green open areas landscaped for everyone to use. No development in green area	Protection of green open areas landscape against development.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Joseph Joon	Albert van der Merwe	Local
21		Citizen App	Rikus Badenhorst	Stander	4	Area Cleaning	Cleaning, cutting of grass in municipal areas of Techno park as well as repairs to the dams.	Cleaning and cutting of grass in Techno park and repair to the dams.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
21		Citizen App	Rikus Badenhorst	Bester	5	Environmental Management and Protection	Repair the dams in the green area	Repair the dams in the green area in Techno park.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
21		Citizen App	Rikus Badenhorst	Fassler	5	Environmental Management and Protection	Large river plots should not have been changed to residential areas	Protection of green open areas landscape against development.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
21		Citizen App	Rikus Badenhorst	Nieuwoudt	4	Traffic Law Enforcement	Limiting large vehicle traffic in Schuilplaats, as well as speed reduction.	Implementation of traffic calming measures in Schuilplaats.		Directorate: Community and Protection Services	Protection Services	Traffic Services	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	Schreuder	3	Heritage	It would be lovely to commemorate the history of Jamestown and it's people.	Commemoration of the history of Jamestown		Directorate: Planning and Economic Development	Development management	Building Development Management	Cllr Carli van Wyk	Stiaan Carstens	Local
21		Citizen App	Rikus Badenhorst	Hector	5	Heritage	Preserve the heritage, foster social inclusion, intercultural dialogue and encourages mutual respect and creating new narratives and meaning, take ownership of our areas, where respect for one another and ensuring each other's general well-being becomes everyone's priority. Let's make it our business to guarantee each other's safety	Implementation and preservation of the heritage, foster social inclusion, intercultural dialogue in ward 21.		Directorate: Planning and Economic Development	Development management	Building Development Management	Cllr Carli van Wyk	Stiaan Carstens	Local
21		Citizen App	Rikus Badenhorst	Hodgson-Nel	4	Local Economic Development	People need work and an income to be able to sustain themselves	Provide job opportunities for people in ward 21.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
21		Citizen App	Rikus Badenhorst	Wolfaardt	4	Environmental Management and Protection	Improvement of the landscaped areas in Technopark which were previously developed as dams but are no longer maintained and have fell into neglect. The SRA would like to repurpose these areas with the cooperation and input from the Municipality into areas where the thousands of people working in Technopark can enjoy these open spaces. Input can be in terms of provision of trees or contributing to irrigation of planted areas. Current cost for using part of the existing and irrigation system and replacing the Municipal infrastructure (where this is no longer operable) amounts to R430 000.	Improvement of the landscaped areas and maintenance of dams in Technopark.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local

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21		Citizen App	Rikus Badenhorst	September	3	Road and Transport Infrastructure	Taxi / bus stops needed and dedicated parking with shelter for commuters	Construction of Taxi / bus stops and dedicated parking with shelter for commuters		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
21		Citizen App	Rikus Badenhorst	February	5	Food Security	Our Agricultural plots plays a significant role with regards to Current & Future FOOD SECURITY in an Mostly Middle to significant number of Lower to Zero income Community. Small scale farming should therefore be encouraged by Municipality, instead of Insensitive Development projects.	Identification of land and Establishment of food gardening in ward 21.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Local
21		Citizen App	Rikus Badenhorst	Haugh	5	Land for Housing	Stop destroying Stellenbosch with endless development. Paradyskloof will become as dense as Welgevonden and under construction for the next 20 yrs. The development will continue until the market is saturated and collapses. Municipality and Developers walk away with pockets full of cash while the homeowners, the taxpayers pay for these mistakes. STOP!			Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
21		Citizen App	Rikus Badenhorst	Phelp	5	Water Services	The price of water is very high - surely it can be lower ?	Review of municipal reading of water usage in ward 21.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
21		Citizen App	Rikus Badenhorst	Cloete	5	Water Services	Water rates. Feedback from municipality not truthful. Water unaffordable - municipality out of depth to manage this. Very dissatisfied residents ignored. Our councillor seen only every 4 years - no support	Review of municipal reading of water usage in ward 21.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
21		Citizen App	Rikus Badenhorst	Van Breda	5	Safety and Security	To many people in aria to collect garbage out of garbage bins . Unsafe for women walking on own in mornings.	Increase police and law enforcement patrols/visibility in ward 21.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	Agenbach	5	safety and security	Too many developments like all the myspace places with heavy road traffic on the R44 through Stellenbosch.	Implementation of heavy traffic calming measures on the R44 through Stellenbosch.		Directorate: Community and Protection Services	Protection Services	Traffic Services	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	van der Merwe	5	Water Services	Why is water so expensive in Stellenbosch? Do not tell us "you are rich so you can afford it"! How do you calculate ALL the rates on your sliding scale?	Review of municipal reading of water usage in ward 21.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
21		Citizen App	Rikus Badenhorst	van der Merwe	4	Electricity services	The municipality makes it nearly impossible to provide electricity to the grid from private households. Look at your policy and make it easier to provide power back to your grid. I don't expect to be paid for electricity I supply. I want to make a contribution! You can sell my free electricity to another household.	Implementation of policy review to make it easier to provide power back to the grid.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
21		Citizen App	Rikus Badenhorst	Boonzaier	5	Road and Transport Infrastructure	Do NOT want eastern link road	Close Eastern link road		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
21		Citizen App	Rikus Badenhorst	Keen	5	Heritage	Very simply: Gentrification and the destruction of any sense of community & history, identity & belonging. These things need attention. There is no evidence of any interest by the municipality on this topic in any of the former disadvantaged communities such as Jamestown, Raithby, Johannesdal, Pniël, etc. Compare this to the attention that Stellenbosch Central receives.	Protection of community history, identity and belongings in disadvantaged communities such as Jamestown, Raithby, Johannesdal and Pniël.		Directorate: Planning and Economic Development	Development management	Building Development Management	Cllr Carli van Wyk	Stiaan Carstens	Local
21		Citizen App	Rikus Badenhorst	Neethling	4	Road and Transport Infrastructure	Results of feasibility studies for traffic problems in and out Jamestown	Provide feedback on the results of feasibility studies for traffic problems in and out Jamestown.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
21		Citizen App	Rikus Badenhorst	DE WET	5	Road Safety	Road safety concerns with illegal taxi parking and Taxi U-TURNS + passengers crossing the intersection of the R44 and WEBERSVALLEI road opposite the Zalze Winelands Golf Estate.	Implementation of road safety rules / measures on the intersection of R44 and Webersvallei road opposite Zalze Winelands Golf Estate.		Directorate: Community and Protection Services	Protection Services	Traffic Services	Cllr Rikus Badenhorst	Charl Kitching	Local

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21		Citizen App	Rikus Badenhorst	Jansen	5	Environmental Management and Protection	The residents and visitors appreciate and enjoy our natural, beautiful environment, we have the responsibility to ensure this for the future	Protection of natural environment in ward 21.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
21		Citizen App	Rikus Badenhorst	Swart	5	Heritage	Do not allow the destruction of Stellenbosch's unique ambience with unscrupulous developments. Do not convert more farmland into housing developments.	Stop converting more farmland into housing developments.		Directorate: Planning and Economic Development	Development management	Building Development Management	Cllr Carli van Wyk	Stiaan Carstens	Local
21		Citizen App	Rikus Badenhorst	de Kock	5	Heritage	The heritage and character of the community must be preserved.	Preservation of heritage and character of the community in ward 21		Directorate: Planning and Economic Development	Development management	Building Development Management	Cllr Carli van Wyk	Stiaan Carstens	Local
21		Citizen App	Rikus Badenhorst	du Toit	3	Safety and Security	Too many cars, for the current village infrastructure, too little parking in the village. Taxis driving in yellow stripes and through red lights (too little legislation here)	Implementation of road rules in ward 21.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	Van Niekerk	5	Water Services	Exorbitant water tariffs and municipal fees much higher than inflation rates.	Review of municipal reading of water usage in ward 21.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
21		Citizen App	Rikus Badenhorst	Dawn Van Wyk	5	Water Services	The second issue is the price increase of water since 2015, which is far above inflation.	Review of municipal reading of water usage in ward 21.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
21		Citizen App	Rikus Badenhorst	September	4	Financial Services	Rates of taxes is very high			Chief Financial Officer	Financial Management Services	Budget Office	Cllr Peter Johnson	Monique Steyl	Local
21		Citizen App	Rikus Badenhorst	February	5	Sport, Arts and Culture	I feel that Stellenbosch Municipality should be cautious with regards to over development of Housing scheme and also set aside significant spaces for Arts, Culture and Sport facility. More pressure and sources should be set aside to support our Sports, Arts and Culture.	Identification of land for a significant spaces for Arts, Culture and Sport facilities in ward 21		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
21		Citizen App	Rikus Badenhorst	Kleinsmith	5	Sport, Arts and Culture	Above mentioned built up a society. It creates opportunities for young people to expand their lives.			Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
21		Citizen App	Rikus Badenhorst	Gideons	5	Waste Management	The amount of litter floating around the in the streets of Jamestown are shocking. There aren't , enough bins and not enough education given to children about littering. We are constantly picking up litter from our streets every single day. If there was another section I would mention the lack of enough speed bumps as there are cars with no regards to speed limits and the municipality doesn't care.	Installation of enough waste bins in Jamestown streets.		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
21		Citizen App	Rikus Badenhorst	Swartz	4	Safety and Security	Traffic to school and work needs alleviation	Implementation of heavy traffic calming measures in ward 21.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Citizen App	Rikus Badenhorst	Maarman	4	Safety and Security	Crime has taken over our community what is the municipalities plan with crime for the new project coming up. How will the issue be managed.	Increase police and law enforcement patrols/visibility in ward 21. Establishment of NHW.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
21		Minutes	Rikus Badenhorst	n/a	n/a	Roads	Bicycle Roads from Paradyskloof till the Engin Road	Construction of Bicycle Roads from Paradyskloof till the Engin Road	The municipality is already starting with designing designs and concepts for the road from Paradyskloof till Dorp Street. Stellenbosch Municipality is looking at upgrading the road immediately and not in phases. Because the road is paved it makes it difficult to build Bicycle lanes.	Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
21		Minutes	Rikus Badenhorst	Poghie	n/a	Land for housing	Request for land to build houses.	Identification of land for housing in ward 21.	It remains a massive struggle. There is farms but only a small area is available for the municipality can build on. The municipality works according to a housing pipeline, and a large piece of land is hard to get for housing. The municipality does have projects in other wards, but the municipality knows that residents want to remain in their ward. The Municipality is looking at the bigger housing, and the municipality is looking at 6000+ houses for the entire Stellenbosch Area.	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local

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Ward	Ref no	Source	Ward Councillor	Surname of the respondent	Priority Ranking (1-5)	Community Need/ Ward Priority	Description of ward issue (Author: community member/ stakeholder)	Project Identification *(Project Name)*	Departmental Response (be specific on information and time lines)	Linkage to Directorate	Department	Section	Responsible Portfolio Councillor	Responsible Senior Manager/ Manager	Government Competency (National / Provincial / District / Municipal)
21		Minutes	Rikus Badenhorst	Kotze	n/a	Housing	Housing is the biggest priority for Jamestown. People want to know what is the Housing Pipeline and how it work.	Building of houses for Jamestown community and explain how housing pipeline processes.	30 August 2022, the municipality had a public meeting in Jamestown regarding these issues. There are 400 possible housing opportunities for residents of Jamestown. In South Africa, to get a free house the household must get an income between R0-R3500. The municipality gets funding from the national government for these houses therefore Stellenbosch Municipality is very restricted to who Stellenbosch Municipality gives these houses	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
21		Minutes	Rikus Badenhorst	Kotze	n/a	water and sanitation	Upgrade the sewage pipeline so that the sewage does not get blocked and come up to the surface. This is a big issue especially in front of the Jamestown Sport Fields.	Upgrading of the sewage pipeline in front of the Jamestown Sport Fields.	The project was part of the Housing pipeline project. The Municipality will report this issue to the operational team and the issue will be resolved as soon as possible because it is a health and safety hazard.	Directorate: Infrastructure Services	Infrastructure Planning, Development and Implementation Services	Project Management Unit	Cllr Zelda Dalling	Mary Francis	Local
21		Minutes	Rikus Badenhorst	Kotze	n/a	Roads	Request for sidewalks and taxi rank in Jamestown.	Construction of sidewalks and taxi rank in Jamestown.	The municipality does look at the entire Jamestown. Stellenbosch Municipality will build more sidewalks in Jamestown. The municipality is busy with the Jamestown South Network.	Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
21		Minutes	Rikus Badenhorst	Irvan	n/a	Housing	Who did the funding of the Housing Project, because according to me Blaauwklippen did the funding, now where did the municipality build houses and where were the funds used?		The houses were done through the funding of Provincial Government. Upgrading of houses took place through the law case again Blaauwklippen. Between 5-6% of the 600 houses were funded by the municipality.	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
21		Minutes	Rikus Badenhorst	Gordon	n/a	Housing	400 houses are being build, will the people staying in backyards be receiving the houses and who will be put in the houses?		This is housing opportunity. Land will be serviced and different types of houses will be built, for middle and lower income houses. People must ensure that they update their information through the different platforms or at the department.	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
22		Have your say	Ester Groenewald	Koch	n/a	Electrical Services	When is the municipality going to make it easier to feed solar power back into the grid? At the moment most residential installers actively discourage it because of the corts involved and the uncertainty as to whether one will in term of additional charges applicable. These area's charges should be scrapped, and the cort of the replacement meter should also be free.	Implementation of policy review to make it easier to feed solar power back to the grid in ward 22.		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
22		Citizen App	Esther Groenewald	PJ Jager	5	Water Services	Water consumption sliding scale amounts to usury !!	Review of municipal reading of water usage in ward 22.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
22		Citizen App	Esther Groenewald	Roberts	n/a	Water Services	Reduction in punitive water pricing scales.	Reduction in punitive water pricing scales.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
22		Citizen App	Esther Groenewald	Cronje	n/a	Water Services	Exorbitant accounts for 3 months then suddenly back to normal or below. No feedback from Municipality after queries	Provide feedback on accounts queries.		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
22		Citizen App	Esther Groenewald	Oosthuysen	n/a	Tariffs	Different tariffs on different dates			Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
22		Citizen App	Esther Groenewald	Du Plessis	n/a	Water Rates	Our water structures are just too high. It is for times of drought. The rates border on usury since 2015 after we moved into the Orchard. Total disgrace.	Reduction in punitive water pricing scales in Orchard		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
22		Citizen App	Esther Groenewald	Maherry	n/a	Water Rates	Our water structures are just too high. It is for times of drought. The rates border on usury since 2015 after we moved into the Orchard. Total disgrace.	Reduction in punitive water pricing scales in Orchard		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
22		Citizen App	Esther Groenewald	Kruger	n/a	Water Rates	The water scales are not functional. It seems to be used to make money instead of providing a service. The increases on water tariffs is not linked to CPI increases or anything that makes sense apart from trying to make money at the cost of tax payers and local residents.	Reduction in punitive water pricing scales in ward 22		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
22		Citizen App	Esther Groenewald	Ferreira	n/a	Water Rates	Our sky high water bills and the credit on water leaks. Plot size should determine the water price scale	Reduction in punitive water pricing scales in ward 22		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local

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22		Citizen App	Esther Groenewald	MAree	n/a	Water Rates	There is a huge discrepancy between the charges of water for people using less than 10kl and more than 10kl. The municipality needs correct this.	Reduction in punitive water pricing scales in ward 22		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
22		Citizen App	Esther Groenewald	Spence	n/a	Safety and Security	Municipal law enforcement needs to be more willing and able to be involved in keeping our area safe than they are at the moment. Calling LE for help results in delays and unwillingness to get involved in "difficult" situations.	Increase visibility of law enforcement in ward 22.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
22		Citizen App	Esther Groenewald	Buys	n/a	Tariffs	Electricity tariffs are high.	Reduction in punitive electricity pricing scales in ward 22		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
22		Citizen App	Esther Groenewald	Buys	n/a	Tariffs	Water tariffs are high.	Reduction in punitive water pricing scales in ward 22		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
22		Citizen App	Esther Groenewald	Mulder	n/a	Water Rates	If I assume that water is not sold at the lowest rate at a loss, the big question is: what is the average production cost for a kiloliter of tap water for the Stellenbosch Municipality? This includes the purchase cost of bulk water, its purification and distribution, repayment of loans for capital expenditure for water purification, and maintenance of the system? This price must be known, or how else do the Municipal officials calculate the minimum selling price of water?	Reduction in punitive water pricing scales in ward 22		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
22		Citizen App	Esther Groenewald	PJ Jager	5	Water Rates	Water tariffs increase since 2015 unaffordable for normal household with garden. Adjust and reverse tariff since 2015	Reduction in punitive water pricing scales in ward 22		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
22		Citizen App	Esther Groenewald	Roberts	4	Traffic Law Enforcement	Moving violations are the bane of our ward. Taxis using our ward as a speed track and using Die Boord as a way to bypass congestion. We want the taxis to be banned from entering Die Boord	Implementation road rules on taxi drivers in Die Boord roads.		Directorate: Community and Protection Services	Protection Services	Traffic Services	Cllr Rikus Badenhorst	Charl Kitching	Local
22		Citizen App	Esther Groenewald	Nieuwoudt	5	Water Rates	"Where residents do not normally have excessive water consumption, they are assessed astronomical amounts when a leak occurs. The current water rates are punitive, but the residents who can afford the water are not affected by it. However, when a normal salary earner ' has a leak, the person is basically fined for it by getting an unpayable bill.	Reduction in punitive water pricing scales in ward 22		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
22		Citizen App	Esther Groenewald	Oosthuysen	5	Water Rates	Abnormal High Rates	Reduction in punitive water pricing scales in ward 22		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
22		Citizen App	Esther Groenewald	Du Plessis	5	Waste Management	You can feel free to clean up after the garbage trucks have left the areas. Drummers need attention.	Cleaning of drummers after refuse collection in ward 22.		Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
22		Citizen App	Esther Groenewald	Maherry	n/a	Environmental Management and Protection	"I am opposed to the new development and the road that will be taken to Brandwacht. This will make the traffic in Dalsig / Brandwacht impossible to handle. My quiet area will then be covered with vehicles and spoil the enjoyment of my area. I bought in this area 3 years back specifically because it was quiet and would only accommodate a certain amount of traffic"	Decline development rights in Brandwacht and Dalsig		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
22		Citizen App	Esther Groenewald	Kr\°ger	5	Safety and Security	We have an influx of non residents hanging around, begging, sleeping in our parks and generally making the residential area unsafe to walk around or to have children be outside alone.	Increase visibility/patrols of law enforcement officers in ward 22		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
22		Citizen App	Esther Groenewald	Ferreira	5	Environmental Management and Protection	Development of Brandwacht and den Berg should not be permitted	Decline development rights in Brandwacht and Berg		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local

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22		Citizen App	Esther Groenewald	MAree	5	Water Rates	The increase of water tariffs, yearly from 2015 has been way above the inflation rate. Why?	Reduction in punitive water pricing scales in ward 22		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
22		Citizen App	Esther Groenewald	Spence	5	Local Economic Development	Related to local economic development: too much unregulated economic activity is taking place in this area zoned as residential. Unregistered businesses are popping up on every street, e.g. Airbnb's, catering, professional business services, building services. With no on-site parking, so there is parking congestion in streets and delivery trucks causing pollution and making the suburb resemble an industrial area. Municipality seems unable to keep control of every Jannie and Sannie from running a business from their residence.	Decline or proper review of business applications in ward 22.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
22		Citizen App	Esther Groenewald	Buys	5	Area Cleaning	The parks and green areas in our neighbourhood need to be maintained and streets need to be cleaned	Upgrading and maintenance of parks and gree areas in ward 22.		Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
22		Citizen App	Esther Groenewald	Mulder	4	Safety and Security	We have lots of pedestrian traffic in the ward. Some of it is persons loitering. Since there are a large portion of under 18 demographic in the ward, safety should be paramount.	Implementation of community safety measures in ward 22.		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
22		Minutes	Esther Groenewald	n/a	n/a	Water Services	Request for water pipes replacement and plans in ward 22.	Replacement of water pipes in ward 22.	Water pipe replacement, the municipality is yearly running pipe replacement programs. This is a continuous process as the municipality all knows, this is an old down and most of our pipes are old asbestos cement pipes. For example, last year Stellenbosch Municipality spent close to R6 million on water pipe replacements and also in the excess of four million on sewer pipe replacements. The municipality does understand that it might need to relook at the municipality's priorities to increase water pipe replacement. The municipality has a pipe replacement program which is a bit outdated at the moment. And this will be updated with the update of the master plan this year so that the pipe replacement plan would most likely be updated in the next four to six months. The consultant is working on it at the moment. The master plan will only be in a draft version by the end of this financial year, but early next financial year will be finalized and then we will update master plans as going forward. So an emergency base the municipality is trying to limit emergency repairs and by focusing the municipality's pipe replacement plan on where the pipes are breaking the most at the moment, the municipality is slightly less accurate due to the outdated pipe replacement plan. But that will soon be updated and also looking at pressure management. Stellenbosch Municipality is spending close to R2,000,000 a year on water conservation in demand management, which also falls within the pressure management area of field.	Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
22		Minutes	Esther Groenewald	n/a	n/a	Electricity	Municipal Energy plan should encourage residents to install solar systems with law costs.	Reduce cost of solar system installation in Stellenbosch.	It depends on the type of installation that you are having. So for the typical residents, it would be single phase that are about R5000. Or if it is about meter amutate, it will be in the vicinity of R11 000 and R12,000 thinks that those details can be shared with the consumer at the time of application. At this point in time, the municipality is conducting the Energy Master Plan. The municipality will conduct a study in terms of where the municipality is at, as the municipality and where it is going in terms of the alternative energies installation. The importance of the study is to feed into the municipality's cost of supply which will assist to determine those costs.	Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
22		Minutes	Esther Groenewald	n/a	n/a	Roads	R44 next to Renish Primary School the pedestrian path got a number of broken pavings and weed growing which can trip one out.	Repair and maintenance of pedestrian path in R44 to the Renish Primary School.	Regarding the R44, the municipality is busy with assessments on that side and in next year 2023, the municipality will be implementing some repairs on the sidewalk.	Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local

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22		Minutes	Esther Groenewald	n/a	n/a	Roads	Request municipality to remove waste materials and rocks that were left during construction of cycle path by van Raider Street next to the schools Renish Primary and High School.	Removal of waste materials and rocks by van Raider Street next to the schools; Renish Primary and High School.	With regard to the clean up on van Raider Street that should be scheduled anytime soon, but the municipality will escalate that as a priority and get that cleaned as early as next week.	Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
22		Minutes	Esther Groenewald	n/a	n/a	Spatial Development Framework	IDP may introduce amendments to the SDF for the town, how will this possibility be handled and by whom and what kind of public participation, because it hasn't been mentioned this evening?		The amendment of the municipal Spatial Development Framework has been advertised in the local newspapers and it runs concurrently with this process for the review of the municipal IDP closing date. The closing date for comment and to register as a stakeholder through the system in process closes on the 30th of September 2022.	Directorate: Planning and Economic Development	Development Planning	Spatial Planning	Cllr Carli van Wyk	Craig Alexander	Local
22		Minutes	Esther Groenewald	n/a	n/a	Waste Management	Municipality to partner with informal collector to improve recycling programme and reduce dirt caused by informal collectors.	Implementation of partnership with informal collector to improve recycling programme.	With regards to the waste, because it's not only something that is within Stellenbosch, it's throughout the Western Cape and the country, and this has been realized by the National Government as well as the Provincial. The National Waste Management Strategy has been identified as a need to incorporate the ways into our formal waste collection system and pilots have been done by the CSR on how to incorporate these ways because into the system and the municipality is definitely looking at the lessons that it can learn from the pilot project and Stellenbosch Municipality also identified that the municipality should look at compiling a strategy of how it can incorporate these informal collectors. It is a good idea to partner with the homeless as they will be in the system in many years to come.	Directorate: Infrastructure Services	Waste Management	Waste Minimisation and Disposal	Cllr Zelda Dalling	Clayton Hendricks	Local
22		Minutes	Esther Groenewald	n/a	n/a	Safety and Security	Municipality to attend to frequent reckless driving by the schools along the R44	Enforcement of road rules in R44 by the schools.	There is one set of rules in terms of the national Rd traffic department and enforcement takes place frequently as possible. Unfortunately, it's just not the only area in where reckless driving happens, the amount of stuff need to service the whole of Stellenbosch. So, the municipality does focus on interventions, specifically in that area.	Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
22		Minutes	Esther Groenewald	n/a	n/a	Environmental management	Request the municipality to have a holistic integrated strategy of environmental management in the IDP.	Introduce environmental management chapter or section in the IDP.	Valuable input on an integrated approach and to ensure that there is sustainable development and that it is a more sustainable environment. I think the municipality actually does a lot of things and it is looking at changing it's strategies, for instance, Stellenbosch Municipality has to deal with building. All the directorates and the IDP needs to have a section in the chapter dedicated to sustainable environment.	Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
23		Email	Lwando Nkamisa	van Wyk	n/a	Infrastructure	Create a safe dedicated and protected NMT corridor from Kayamandi to Central Stellenbosch; with focus on safe and protected intersections; as well as safe crossings for pedestrians	Construction of NMT from Kayamandi to Central Stellenbosch, and pedestrian crossings.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
16 & 17		Minutes	n/a	n/a	n/a	Roads	Fencing between William and Fontein Streets	Fencing between William and Fontein Streets.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
16 & 17		Minutes	n/a	n/a	n/a	Water services	Upgrading of waterpipes in Stellita Park	Upgrading of waterpipes in Stellita Park		Directorate: Infrastructure Services	Water and Wastewater Services	Water Treatment	Cllr Zelda Dalling	Paul Joubert	Local
16 & 17		Minutes	n/a	n/a	n/a	safety and security	CCTV Cameras: in the Steps (Silvia Street) request for a camera	Installation of CCTV Cameras: Silvia Street		Directorate: Community and Protection Services	Protection Services	Law Enforcement and Events Management	Cllr Rikus Badenhorst	Charl Kitching	Local
16 & 17		Minutes	n/a	n/a	n/a	Housing Administration	Fumigation at flats	Fumigation at flats	CWDM has a health department to do an assessment and start with a roll out plan	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing administration	Jeremy Fasser	Rotanda Godlo	District
16 & 17		Minutes	n/a	n/a	n/a	sport	Sport field: tare at and around the sport field	Construction of tar at and around the sport field		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
16 & 17		Minutes	n/a	n/a	n/a	Electricity	Lights around the sportsfield	Installation of lights around the sportsfield		Directorate: Infrastructure Services	Electrical Services	Operations and Maintenance	Cllr Zelda Dalling	Nombulelo Zwane	Local
16 & 17		Minutes	n/a	n/a	n/a	sport	Fencing around the sport field	Fencing around the sport field		Directorate: Community and Protection Services	Community Services	Recreation, Sport Grounds and Halls	Cllr Ralphton Adams	Albert van der Merwe	Local
16 & 17		Minutes	n/a	n/a	n/a	Housing	Erf 7001- Soekmekaar housing	Building of houses in Erf 7001 - Soekmekaar	Medium to upper gap housing has been planned for this area. R500 000 to R1.2mil. Consultant has been appointed. Implementation in 2024.	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing development	Jeremy Fasser	Lester van Stavel	Local
16 & 17		Minutes	n/a	n/a	n/a	school	Upgrade of Cloetesville High School (close the school and move to Soekmekaar)	Upgrading of Cloetesville High School (close the school and move to Soekmekaar)	National Government function, not a municipal function	Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Provincial
16 & 17		Minutes	n/a	n/a	n/a	Housing Administration	Municipal housing – transfer	Transferring of Municipal houses in Cloetesville.	Transfer of houses is free of charge to the first beneficiary	Directorate: Planning and Economic Development	Integrated Human Settlements	Housing administration	Jeremy Fasser	Rotanda Godlo	Local

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16 & 17		Minutes	n/a	n/a	n/a	Multipurpose centre	Request for Multipurpose centre	Construction of multipurpose centre in Cloetesville.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Provincial
16 & 17		Minutes	n/a	n/a	n/a	Roads	Upgrading of Side walks – Jacaranda Street	Upgrading of Side walks – Jacaranda Street		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local
16 & 17		Minutes	n/a	n/a	n/a	Property management	Fencing of flats	Fencing of flats in Cloetesville		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
5 &6		Email	n/a	Holtman	n/a	Health	Request for sitting/waiting area while on queue for old people in Ida Valley Clinic.	Construction of waiting area in Ida Valley Clinic.		Directorate: Community and Protection Services	Community Development	Community Development	Cllr Ralphton Adams	Michelle Aalbers	Provincial
7, 11, 21, 22 & 6		Minutes	n/a	Eggers	n/a	Environmental management	Municipality to account about the Environmental management contract with department of Environmental Affairs that was terminated in October 2019 and the forfeited funds and the costs of Mr Loen Lawrence labour court case.		It is a legal matter that is ongoing and in terms of the grant that is referring to, the Municipal Manager didn't cancel, but the department took it back because of the allegations of wrong doing that was going on. So it wasn't cancelled by the municipality. It was taken back by the department and the consequences of legal action that has followed from that.	Directorate: Community and Protection Services	Community Services	Environmental Management	Cllr Ralphton Adams	Albert van der Merwe	Local
WCO24		Email	n/a	van der Merwe	1	Access to land	Farmer Support: Lease agreement for use of commonage land (e.g. Terms of the lease, roles and responsibilities of each party, preference for individual agreements, and need for linger leases.) In 2018, two land parcels were identified and advertised for emerging farmers. Process to be finalised. Through the Municipal Agricultural Land Policy, the municipality aims to identify and allocate an additional 10 parcels of land for emerging farmers	Approval of lease agreement for use of commonage land by emerging farmers.		Directorate: Corporate Services	Properties Management and Municipal Building Maintenance	Properties Management & Municipal Building Maintenance	Cllr Lwando Nkamisa	Annalene De Beer	Local
WCO24		Email	n/a	van der Merwe	2	Access to land	Market Access: Infrastructural development that supports agriculture development value chain and market access. Through the Municipal Agricultural Land Policy, the municipality aims to identify and allocate an additional 10 parcels of land for emerging farmers. Ensuring vibrant, equitable and sustainable rural communities with for security for all.	Implementation of infrastructural development that supports agricultural development value chain and market access.		Directorate: Planning and Economic Development	Development Planning	Local Economic Development and Tourism	Cllr Rozette du Toit	Craig Alexander	Local
WCO24		Email	n/a	Pelser	n/a	IDP/PMS/PP	Revisions of the IDP and SDF are matters of fundamental importance to sustainable development of Stellenbosch and environs and should not be rushed. Public participation process should be extended as September and October in the busy months for parents.	Revisions of the IDP and SDF are matters of fundamental importance to sustainable development. Public participation process should be extended as September and October in the busy months for parents.		Office of the Municipal Manager	IDP/PMS/PP	IDP/PP	Gesie van Deventer	Gurswin Cain	Local
1		Email	Reginald Pheiffer	DJ Malherbe	n/a	Roads	The traffic problems in Dirkie Uys Str and Akademie Str are escalating. Although these concerns are well documented and communicated to the municipality, no action has been taken, apart from erecting the "no vehicles above 3.5 tonnes" signage. One of the major issues is that traffic services is not doing point duty in these streets and there is a total lack of policing these streets. Akademie Str is also dangerous because many vehicles drive against the flow of the one-way street section. Many are speeding and not stopping at the stop streets. Drivers are also ignoring traffic rules when dropping of (or picking up) school children.	**Proposal:** Increased visible policing of the critical areas and times, e.g., at stop streets, drop off zones for school children. Adding a raised pedestrian crossing in Akademie Street (near Hospice House), will help to slow down the traffic. Adding a 4-stop on the corner of Oaklodge Str and Akademie Str will help to slow down the traffic in Akademie Str. The two speed bumps across from Fleur de Lis is ineffective and are not slowing traffic down – they should be raised. More signage is necessary for Akademie Str. Many children and pedestrians are using the street and because of, amongst others, the school traffic, signage such as "children ahead", "no hooting", "lookout for pedestrians" should be mandatory for this street. After the resurfacing of Akademie Str, the yellow/red lines indicating non-parking areas, have not been repainted – it should urgently be repainted.		Directorate: Infrastructure Services	Roads, Transport and Storm Water (RTS)	Roads and Storm Water	Cllr Zelda Dalling	Johan Fullard	Local

Friends of Stellenbosch Mountain (FSM)



Chairperson: HC Eggers
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Follow-Up and Questions on the period 2017–2022 (Fourth Review of the Stellenbosch IDP) and Input for the impending Fifth Review of the Stellenbosch IDP

2022-01-12

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1 Background

1.1. Stellenbosch Municipality ("SM") held an "IDP Public Sector Engagement" on Tuesday 11 January 2022 ("IDP-PSE"). The earlier process plan, which had planned IDP submissions for November 2021, had been withdrawn in view of covid and the local government elections. The said public sector engagement, held just one day before the deadline for written submissions on 12 January, made it almost impossible to collect all the necessary data and evidence.

1.2. With the end of the five-year IDP cycle, coupled also to the MSDF and CITP, it is helpful to recall some of the problems, issues and questions which arose in this period and remain unresolved. There will be multiple reference to the so-called *Section Environmental Management of Stellenbosch Municipality* ("SEM") which is that part of Stellenbosch Municipality which is responsible for, and is supposed to physically manage, the nature areas under the control of SM. It is common knowledge that the SEM has not functioned well in the past few years.

1.3. This submission is only a summary of existing questions and issues and is therefore brief and without details.

1.4. Only title pages are included to limit the length of this document. The full documents are already in the possession of Stellenbosch Municipality. Most of them are also available on the FSM website at `fsmountain.org`.

1.5. In view of FSM's focus on Stellenbosch nature areas, transport and governance, the issues and questions raised here are limited to these issues.

2 The period 2017–2021 (4th generation IDP): questions regarding governance and municipal nature areas

2.1. On the so-called **Comprehensive Integrated Transport Plan** "Update" of 2021:

FSM submitted detailed criticism on the major deficiencies and weaknesses of the so-called "CITP" "Update" as tabled and approved by Council at the meeting of April 2021; see Appendix A for a copy of the title page.

QUESTIONS:

(a) The discrepancies pointed out in the CITP "Update" budget amount to hundreds of millions of Rands and this "Update" is furthermore not compliant with either the MFMA or transport legislation and regulations. How and when will SM rectify these egregious errors in its budgeting processes?

(b) The FSM comments pointed out that the budget calculations were highly skewed by comparing full-cost amounts for public transport and NMT on the one hand to mere planning costs for road infrastructure on the other hand. In all cases, the "Update" proposed that more than 90 percent of spending be directed to motorcar- and road-related projects. Will these major discrepancies be corrected?

(c) Is Council aware of the fact that it approved a noncompliant and probably unlawful CITP in April 2021?

(d) Will those responsible for these errors held to account?

(e) In answer to a question posed at the IDP Public Sector Engagement, it was stated by a SM representative that the "CITP" "Update" would not be withdrawn but would await a completely new recompiled CITP in the next five-year cycle. If the so-called "CITP" "Update" is not withdrawn in the coming months, does this imply that SM will be strategising and implementing on the basis of a noncompliant major planning document?

(f) Council has unambiguously committed to the advancement of the Adam Tas Corridor (ATC) project, and the ATC project must necessarily form the centrepiece of any transport and road construction strategy. How will SM integrate the ATC into the currently approved "CITP" given that the latter is unlawful and makes little mention of the ATC?

2.2. Regarding the status of **human resources within the Section Environmental Management (SEM)** within SM: At the IDP Public Sector Engagement on 11 January, it was stated in answer to a question that "all funded posts" are filled or are about to be filled. See Appendix B for a copy of the relevant organogram as approved by Council in 2017.

QUESTIONS:

(a) Which of the permanent staff posts shown in the first (upper) part of the SEM organogram are currently filled?

(b) Which permanent posts in the SEM are currently unfunded?

(c) Which funded permanent posts in the SEM are currently unfilled?

(d) Which of the permanent staff posts shown in the second (lower) part of the SEM organogram in the "Subsection Environmental Management Implementation" ("Implementation") are currently filled?

(e) Which permanent posts in the Implementation subsection are currently unfunded?

(f) Which funded permanent posts in the Implementation subsection are currently unfilled?

(g) Which permanent or temporary staff in the Implementation subsection are currently suspended and/or being investigated for any misdemeanour, whether in terms of municipal disciplinary processes, and/or CCMA processes and/or a higher court of law?

(h) Which permanent municipal employees in which municipal department and section are responsible for law enforcement duties in municipal nature areas?

(i) Which permanent municipal employees in which municipal department and section are responsible for training and supervision of temporary/contract municipal employees working in municipal nature areas?

2.3. On the **Termination of the 2019 NRM Contract and Tender BSM7/19**

Appendices C and D below as well as a PAJA request were all the direct result of the termination in October 2019, by the Stellenbosch Municipal Manager, of a 2019 NRM grant of R14.26 million from the national DFFE.

Kindly note that the questions below pertain to the EXISTENCE, not the CONTENT, of any judicial processes. The sub judice rule does not apply to disclosure of the existence per se of such processes.

QUESTIONS:

(a) Which, if any, primary internal discplinary processes, ie resulting directly from or associated with the alleged irregularites of the said 2019 NRM Contract and/or tender, have been conducted by SM in the past three years?

(b) What is the status of each of such processes?

(c) Which, if any, legal action or actions have resulted from the said terminations, either in a higher court of law or within the ambit of the CCMA?

(d) Which, if any, secondary internal disciplinary processes or external CCMA processes have been initiated in consequence or connected to any of the above?

(e) What are the cumulative costs of the abovementioned legal processes over the period 2019 to the present?

(f) Are there plans or intentions to pursue any of the above in future, even if they have not yet been initiated?

(g) With regard to the termination of the NRM contract, FSM submitted a Promotion of Access to Information Act (PAIA) request to SM in August 2020 with a follow-up in November 2020; see Appendix D. SM has not replied to date. Why not?

2.4. **Allegation of Fruitless and Wasteful Expenditure: so-called "biomass removal" in Paradyskloof Nature Area (2021)** (see Appendix E):

QUESTIONS:

(a) The relevant documentation alleging Fruitless and Wasteful Expenditure of more than R300,000 was submitted both electronically and by physical deposition at the offices of the Municipal Manager on 29 November 2021. No acknowledgement of receipt was received. Why not?

(b) At the IDP Public Sector Engagement meeting on 11 January, it was stated that SM would reply to the allegations forthwith. When can such reply be expected?

2.5. **Alleged Historical Financial Misconduct (2019):** Item 12.1.4 of the Council meeting of 12 June 2020 details the suspension and investigation of a SM official for alleged violation of Supply Chain Management policy, see Appendix F.

QUESTIONS:

(a) Has the investigation been concluded?

(b) If not, why is it taking so long and when will it be concluded?

(c) If the investigation has been concluded: has the suspension of the official been lifted, or has the relevant official been punished?

2.6. **Alleged Current Financial Misconduct (Logging Operations 2020-2021):** As indicated in Appendix G, FSM has strong reasons to suspect that the logging operations carried out between October 2020 and March 2021 violated municipal and national SCM policy and regulations and that SM has in consequence incurred substantial financial losses. The answers provided by SM as per Appendix H are unsatisfactory and will be dealt with in the near future.

QUESTIONS:

(a) Are the same suspension and investigation processes being followed with regard to these logging SCM violations as with the historical 2019 case?

(b) Does SM continue to maintain that the SCM process followed in these logging operations, involving possible financial irregularites ranging between R800,000 and R2,000,000, should not be investigated further, even while purported financial irregularities of around R116,000 mentioned in the 2019 Council Item (see Appendix F) are being pursued? SM may not apply double standards; the same policy, regulations and rules apply in all cases.

3 Some issues for the upcoming 5th generation IDP

3.1. **Urban edge and Heritage Inventory**

The comments submitted by FSM in April 2021 on the Jamestown urban edge and the Heritage Inventory remain as valid and relevant as when they were first submitted; see Appendix I. The issue has become far more burning ever since property developer *Blaauwklippen Agricultural Estates* appealed against a refusal by the Municipal Planning Tribunal, supported by the

municipal Department of Planning. As appeal authority, the Stellenbosch Mayor overruled the MPT and permitted the development to go ahead; see Appendix K.

A noncommital answer re Jamestown urban edge and heritage was provided by the MM to the April 2021 FSM comments and questions (see Appendix J) on 25 June 2021, before the said appeal decision was made by the Mayor on 13 July 2021 but after the appeal hearing.

> *In terms of the current Municipal Spatial Development Framework (mSDF) the "water erven" are included within the urban edge with the caveat that it be retained as a special character area due to its significance as a cultural and historic resource, that is to be retained.* [...] *The Heritage Inventory specifically dealt with the sensitivity of these agricultural properties and is another tool to manage development. Properties located within the urban edge is not automatically earmarked for urban development and one needs to read the mSDF to understand what is envisaged for the properties concerned.* [...] *Should the appeal, however, be successful based on the fact that the properties are located within the urban edge the revision of the urban edge will certainly be contemplated and can strengthen the future preservation of the properties and provide clear guidance to land owners and developers alike. However, the appeal will be of great significance as to the appetite of Council to preserve the erven as a unit.*

QUESTIONS:

(a) Will the new MSDF respect the said cultural and historical significance of the Jamestown water erven?

(b) When will the Heritage Inventory (and its earlier phases) be tabled for consideration by Council?

(c) Will the detailed recommendations of the Heritage Inventory be included in the 5th generation IDP and MSDF?

(d) Will the views of the Mayor, who is the appeal authority but not qualified as town planner, but who overruled the views of the MPT and the SM Department of Planning, prevail when it comes to the compilation of the new urban edge and MSDF? Or will the principles espoused in SPLUMA, the current MSDF, the Heritage Inventory, the MPT and the Department of Planning prevail?

(e) In other words: Will, in the upcoming 5th generation years, MSDF specifications and urban edge decisions be based on principle and knowledge of experts or only on the views of the appeal authority?

(f) The same questions of principle versus personal views will apply, of course, not only in Jamestown but also in, for example, Farm Libertas, consideration of the road network (eg Western Bypass) and innumerable other cases.

3.2. Funding of environmental needs and operations

As set out above, SM has been exceptionally sloppy and profligate with taxpayers' money when it comes to procurement, Supply Chain Management and especially road construction. Yet whenever environmental projects and needs are brought up, the mantra is wheeled out that funds are limited.

FSM requested in March 2021 that the national Department of Forestry, Fisheries and the Environment (DFFE) investigate Stellenbosch Municipality for violations of the Biodiversity Act, especially its duty of care with respect to clearing of alien invasive plants; see Appendix C. That process will start on 19 January 2021, in one week's time.

In anticipation of an investigation by DFFE, SM in 2021 suddenly in 2021 increased its allocation to alien clearing tenders to more than R11 million. That, too, shows that budget allocations for environmental needs are quite possible.

QUESTIONS:

(a) Will the Stellenbosch Environmental Management Framework (SEMF) and all the resulting sectoral plans (eg local Environmental Management Plans, Alien Clearing Plans, permanent posts etc) be properly funded at last?

(b) FSM formally requests details of operational budget allocations as pertain to the funding both of operations of the SEM Implementation subsection and the funding of alien clearing tenders for the financial years 2019/2020, 2020/2021, 2021/2022 and 2022/2023.

A FSM criticism of the CITP and RMP, 14 June 2021



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Comments on the draft
August 2019 Roads Master Plan (RMP)
June 2020 Comprehensive Integrated Transport Plan ("CITP")
December 2020 NMT Master Plan (NMTMP)
as respectively approved for comment or accepted at the
Stellenbosch Municipality Council Meeting of 2021-04-28

2021-06-14

BY EMAIL to engineering.services@stellenbosch.gov.za

AND TO the SMF (Stellenbosch Sustainable Mobility Forum) email list

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CONFIDENTIAL

STELLENBOSCH LOCAL MUNICIPALITY
PROPOSED MICRO STRUCTURE - 21 SEP 2017

RECOMMENDED BY MUNICIPAL MANAGER

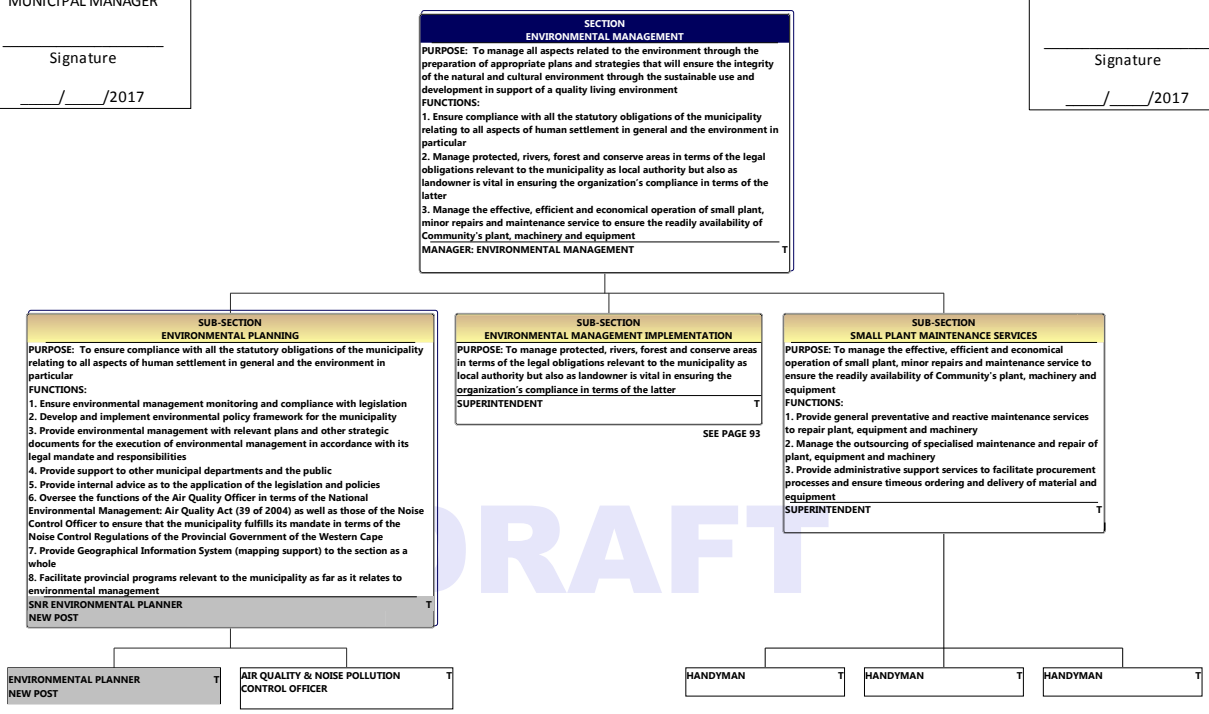
Signature

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APPROVED BY COUNCIL

Signature

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DRAFT

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CONFIDENTIAL

STELLENBOSCH LOCAL MUNICIPALITY
PROPOSED MICRO STRUCTURE - 21 SEP 2017

RECOMMENDED BY MUNICIPAL MANAGER

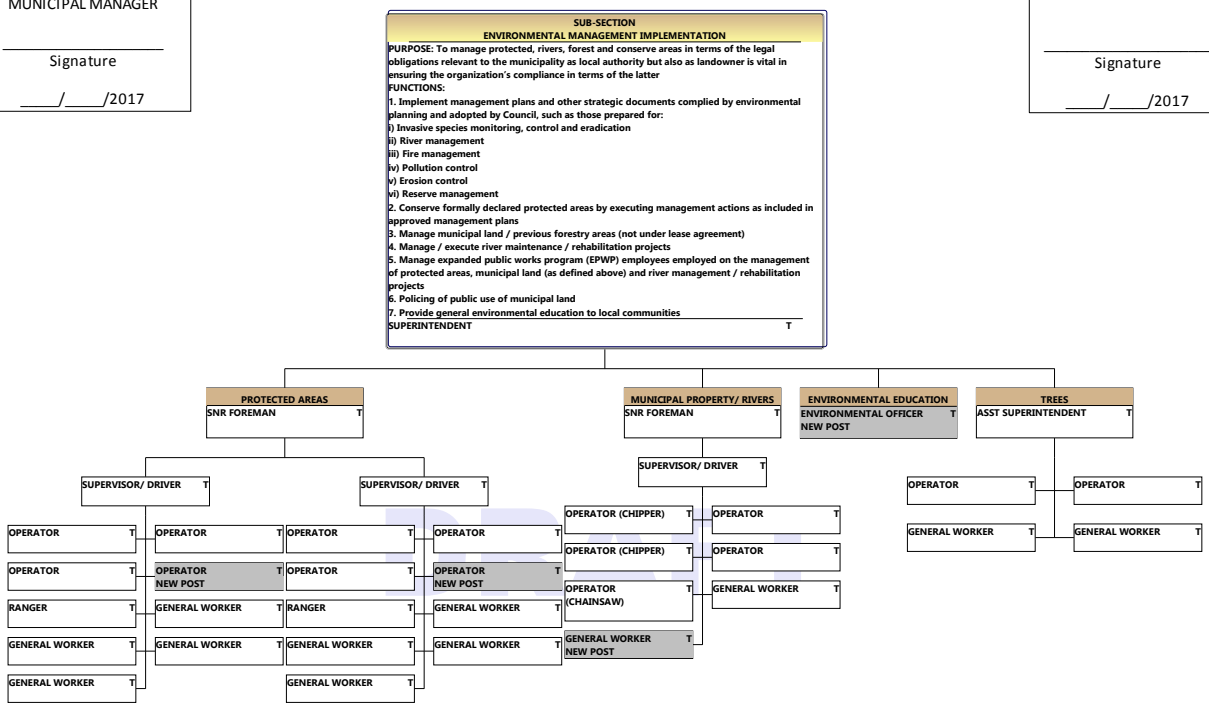
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APPROVED BY COUNCIL

Signature

_____/_____/2017



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C FSM Request for Directive to DFFE, March 2021

A FSM Cover Letter



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Request to issue a NEMBA Directive

BY HAND and BY EMAIL[1] to
`BMbuli@environment.gov.za` and `CMarais@environment.gov.za`

The Honourable Minister and
The Director: Natural Resource Management
Department of Environment, Forestry and Fisheries

18 March 2021

Honourable Minister Creecy, dear Dr Marais,

1 Introduction and overview

1.1 As chairperson of Friends of Stellenbosch Mountain ("FSM") and mandated by the FSM Management Committee, I hereby request that the Department of Environment, Forestry and Fisheries ("DEFF") issue a directive in terms of Section 73(3) of the National Environmental Management Act: Biodiversity Act of 2004 ("NEMBA").

1.2 The completed request form as prescribed by the Alien and Invasive Species Regulations (the "Request") is hereby submitted by FSM as per Section 74(1) of NEMBA. The present cover letter and the appendices below motivate the Request in detail.

1.3 The Request is that a NEMBA Section 73(3) directive be served on Stellenbosch Municipality ("SM"). The Request pertains not to one but to **many land units**, namely all nature areas owned and/or controlled by Stellenbosch Municipality. The relevant land units are set out in more detail in Paragraph 4 and Appendix B below. Land units controlled by national government, Cape Nature, private nature reserves, conservancies and any other private land units are not included in the Request.

1.4 Due to their cardinal roles in ecosystem health, we request that the directive include also those sections of **rivers** controlled by SM which are not already implicitly included in the land units listed in Appendix B.

1.5 In agreement with the 2019 NRM Grant award (see Paragraph 2), which included funds for **firebreaks and erosion control**, the directive should preferably encompass both alien clearing as well as erosion control and fire prevention and alleviation measures.

[1] cc: Mr C. Liebenberg, DEFF Corporate Support, `CELiebenberg@environment.gov.za`
Mr Stiaan Kotze: DEFF Control Biodiversity Officer, `SKotze@environment.gov.za`

D Request for Information refused by SM, November 2020

FRIENDS OF STELLENBOSCH MOUNTAIN

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Secretary: JZ Turnbull
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Municipality = Munisipaliteit
Stellenbosch
13 NOV 2020
Office of the Municipal Manager
Kantoor van die Munisipale Bestuurder

PAIA deemed refusal of request: NRM Contract

BY HAND AND EMAIL

To the Municipal Manager
Stellenbosch Municipality

2020-11-12

Dear Advocate Mettler,

1. On 2020-08-26, FSM had submitted, by email to Stellenbosch Municipality ("SM"), a *Request for Access to Record of Public Body* in terms of the Promotion of Access to Information Act (PAIA) and a similar request to Department of Environment, Forestry and Fisheries ("DEFF"). A S26(1)(a) notice of extension by 30 days was received from SM on 2020-09-25. However, when the second 30-day period lapsed on 2020-10-24, SM had still not provided any records or commented in any way on the failure to do so. Earlier on 2020-10-21, DEFF had provided nine records to FSM.
2. FSM hereby records that (a) SM did not provide any requested records to FSM as per the PAIA request dated 2020-08-25 within the statutory time limits, and (b) that, even while the documents refered to in items 1(a) to 1(f) of the 2020-10-24 FSM Request were provided independently by DEFF, the additional requested items as per item 1(g) of the PAIA request were not provided by SM. Item 1(g) of the FSM request reads: *1(g) A complete record of any agendas, minutes and pertinent supporting documents (whether classified secret or not) of one or more meetings held by the Stellenbosch Municipality Council and/or Mayoral Committee and/or the municipal Portfolio Committee on Parks, Open Spaces and the Environment on the topic of the NRM Contract.*
3. FSM therefore records that the 2010-10-24 PAIA request in general and Item 1(g) in particular must be deemed as refused by SM in terms of Section 28 of PAIA.

Yours respectfully,

Hans C Eggers
Chairperson: Friends of Stellenbosch Mountain

E Fruitless and Wasteful Expenditure

FRIENDS OF STELLENBOSCH MOUNTAIN

Chairperson: HC Eggers
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Municipality - Munisipaliteit
Stellenbosch

29 NOV 2021

Office of the Municipal Manager
Kantoor van die Munisipale Bestuurder

Allegation of Fruitless and Wasteful Expenditure incurred during purported "biomass removal"

To the Municipal Manager
Stellenbosch Municipality

BY HAND AND EMAIL

2021-11-29

Dear Municipal Manager,

1. Attached please find a report compiled by myself on behalf of Friends of Stellenbosch Mountain ("FSM") on the activities pertaining to so-called "biomass removal" on Farm 369, Stellenbosch, between 29 September and 19 November 2021 ("the Activity") as well as copies of emails dated 7, 25 and 27 October and 12 November.
2. In our opinion, the expenditure associated with this Activity exactly matches the definition of Fruitless and Wasteful Expenditure ("FWE") of section 1 of the Municipal Finance Management Act (Act No. 56 of 2003, "MFMA"), being *expenditure that was made in vain and would have been avoided had reasonable care been exercised.*
3. The Activity and associated expenditure in our opinion therefore constitutes Financial Misconduct in terms of section 171(3) of the MFMA.
4. In terms of MFMA Circular 68 of 2019 *fruitless and wasteful expenditure can arise in any circumstance and is not dependent on non-compliance with any legislation.*
5. We do not have access to the municipal financial accounting system and can only estimate the amount of FWE. We conservatively estimate the FWE to amount to not less than R319,000 for the six-week engagement of the contractor's excavator and truck; the actual amount of FWE will have to be determined in the course of the investigation. This amount is to be compared to an estimated cost of less than R20,000 which use of a chipper would have incurred for accomplishing the same task and with much smaller environmental impact, or of other cheap alternatives.
6. In terms of section 171(4) of the MFMA, a municipality must investigate this allegation and, if the investigation warrants such a step, institute disciplinary proceedings against those responsible. In terms of regulation 5(1) of the Financial Misconduct Procedures of the *Municipal Regulations on Financial Misconduct Procedures and Criminal Proceedings* of 2014 ("MRFMPCP"), the matter must be referred to a disciplinary board within seven days of receiving this allegation.
7. It is possible that the expenditure involved in the Activity itself, or negligence in the ensuing investigation, constitutes or may later constitute an Offence in terms of section 173 of the MFMA, Chapter 8 of the MFMA or as defined by the MRFMPCP.
8. We note that the SM Consequence Management Policy of 2019 espouses a zero-tolerance approach to MFMA non-compliance.

F June 2020 Council item on suspended official

12.1.4	**CONSIDERATION OF IRREGULAR EXPENDITURE INCURRED RELATING TO ALIEN VEGETATION CLEARING SERVICES THAT WERE RENDERED BY IMPENTHANA PROJECTS AND MAINTENANCE CC**

Collaborator No:
IDP KPA Ref No: **Good governance**
Meeting Date: **12 June 2020**

1. SUBJECT: CONSIDERATION OF IRREGULAR EXPENDITURE INCURRED RELATING TO ALIEN VEGETATION CLEARING SERVICES THAT WERE RENDERED BY IMPENTHANA PROJECTS AND MAINTENANCE CC

2. PURPOSE

To obtain Council's approval regarding the irregular expenditure incurred for investigation by MPAC and to be recommended to and consideration by Council to write-off the expenditure in terms of the MFMA Section 32 (2).

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Services were rendered by Impenthana Projects and Maintenance CC, to Stellenbosch Municipality to the value of R116 400-13. The contractor was utilised for clearing alien vegetation on the NRM Project.

5. RECOMMENDATION

FOR CONSIDERATION

6. DISCUSSION

Alien vegetation clearing services were rendered by Impenthana Projects and Maintenance CC, to Stellenbosch Municipality from 19 August 2019 to the 28 August 2019 to value of R116 400-13. The services were rendered at Botmaskop Plantation over the aforementioned period (See **ANNEXURE A**).

Impenthana Projects and Maintenance CC was an appointed contractor on the Rates Tender BSM 7/19 who was instructed to do work for the NRM Project without an official order. The contractor was informed to commence clearing of alien vegetation at Botmaskop Plantation by Mrs Beverly September who was a contracted EPWP Administration worker. This instruction was given to her by Mr Leon Lourens. This instruction was given without the contractor receiving an official green order. Furthermore, the official responsible, Mr Leon Lourens, Superintendent: Environmental Management Implementation is currently suspended.

If the investigation confirms that the work was done by the contractor under false pretense and deliberate intent, then the official who instructed his subordinate to instruct the contractor to commence work, without a valid order number will be held liable for the services rendered for the amount of R116 400-13. A ratification was submitted to the relevant departments for approval (See **ANNEXURE B).**

7. FINANCIAL IMPLICATIONS

The contractor has provided evidence (supporting documents) of costs incurred for that work which was done without an official green order. The financial loss amounts R116 400-13. The official responsible can be held accountable for the expenditure.

8. LEGAL IMPLICATIONS

The recommendation in this report comply with Council's policies and all applicable legislation: MFMA Section 32(2).

8.1 Goods/services identified on this invoice was received;

8.2 As per the attached order, all goods and services are allocated to the specified budget vote;

8.3 Adequate funds are available on the Budget Vote.

9. COMMENTS

9.1 Manager: Supply Chain Management

Official did not have delegation to appoint the service provider. Awarding of the contract was not in terms of Supply Chain Management prescripts and is thus an irregular expenditure.

9.2 Chief Financial Officer: Financial Services

The expenditure is irregular and must be reported to MPAC for further investigation. However, the service provider is on the approved panel for BSM 7/19 and the department confirmed that the service/ goods was received and that sufficient funds are available in their budget. I recommend that the service provider be paid for the service/ goods received and that the matter be reported to MPAC.

9.3 Municipal Manager

Proper procurement process was not followed by the official hence expenditure is regarded as irregular. Notwithstanding the above the service was rendered and satisfactory and contract was paid. Consequence management was instituted, and the process is currently on-going. Control measurements where put in place to prevent reoccurrence by proper signing off by supervisors.

MPAC MEETING: 2020-06-04: ITEM 5.4

MPAC took note of the circumstances as described in the report, and accepted the verbal explanation as given by the Administration.

RECOMMENDATIONS FROM MPAC TO COUNCIL: 2020-06-04: ITEM 5.4

(a) that Council certifies the expenditure to the amount of R 116 400.13 (VAT inclusive) for services rendered by Impenthana Projects and Maintenance CC as irrecoverable and that it be written off; and

(b) that Council writes off the irregular expenditure as irrecoverable in terms of the MFMA Section 32 (2).

ANNEXURES

Annexure A: Invoices

Annexure B: Ratification

ITEM 12.1.4

1

CHECK BEFORE SUBMISSION	YES	NO
REGISTERED ON SCM DATABASE If answer is NO follow the next step: - Register on SCM Database - Creditors form (SAMRAS)		
LETTER - SOLE SUPPLIER if applicable		
ORIGINAL VALID TAX CERTIFICATE		
QUOTE/INVOICE ATTACHED		
BUDGET (SAMRAS)		
CASHFLOW		
SIGNATURES		

MEMORANDUM

COMMUNITY SERVICES DEPARMENT

To / Aan	:	**MUNICIPAL MANAGER**
From / Van	:	**TAMMY LEIBRANDT**
Job Title / Postitel	:	**MANAGER: ENVIRONMENTAL MANAGEMENT**
Date / Datum	:	**11 OCTOBER 2019**
Re / Insake	:	**RATIFICATION: CLEARING OF ALIEN VEGETATION TO THE VALUE OF R 116 400-13**

1. PURPOSE

To obtain approval in terms of Supply Chain Management Policy, 4.36.1(b) to ratify any minor breaches of the procurement processes.

2. BACKGROUND

In terms of regulation 36 of the SCM Regulations, the accounting officer is responsible for deciding whether a particular breach of procurement processes is minor or material.

Services were rendered by Impenthana Projects and Maintenance CC, to Stellenbosch Municipality to the value of R116 400-13.The contractor was appointed by the Municipality to do clearing of alien vegetation against the Rates Tender BSM7/19.

Impenthana Projects and Maintenance CC, was instructed to do work for the NRM Project without an official order. The contractor was informed to start working (clearing of alien vegetation) at Botmaskop Plantation. Furthermore, the contractor was instructed by a EPWP contract worker; Mrs Beverly September who was instructed by Mr Leon Lourens. This instruction was given without the contractor receiving an official green order. Furthermore, the official responsible Mr Leon Lourens, Superintendent: Environmental Management Implementation is currently suspended, pending an investigation.

In exercising this discretion the accounting officer must be guided by:

a) The specific nature of the breach: is it simply technical in nature, not impacting in any significant way on the essential fairness, equity, transparency, competitiveness or cost effectiveness of the procurement process?

Comment: The question cannot be answered pending an investigation.

3. DISCUSSION

b) The circumstance surrounding the breach: are the circumstances justifiable or, at least, excusable?

Comment: Evidence was provided by the contractor and supporting documentation has been provided by Mrs Beverly September.

c) The intent of those responsible for the breach: were they acting in good faith?

Comment: At this stage the question cannot be answered as the official is suspended. The Department is currently underway with a disciplinary case against Mr Leon Lourens.

4. FINANCIAL IMPLICATIONS

d) The financial implication as a result of the breach: what was the extent of the loss or benefit?

Comment: The contractor has provided substantial evidence (supporting documents) of costs incurred for that work that was done without an official green order. The financial loss amounts R116 400-13. The official responsible can be held accountable for the expenditure.

5. RECOMMENDATION

5.1 If the investigation confirms that the work was done by the contractor under false pretense and deliberate intent, then the official that instructed his subordinate to inform the contractor to commence work will be held liable for the services rendered without a valid order number for the amount of R116 400-13.

Tammy Leibrandt
MANAGER: ENVIRONMENTAL MANAGEMENT

Albert van der Merwe
SENIOR MANAGER: COMMUNITY SERVICES

Noted any further comments:

Albert van der Merwe
ACTING DIRECTOR: COMMUNITY & PROTECTION SERVICES

Ratification: IMPENTHANA PROJECTS AND MAINTENANCE CC: CLEARING OF ALIEN VEGETATION

Noted any further comments:

Dalleel Jacobs
MANAGER: SUPPLY CHAIN MANAGEMENT

Date: 5/11/2019

Noted any further comments:

Official did not have Delegation to appoint service provider. Awarding of the contract was not in terms of SCM prescripts and as thus irregular.

Kevin Carolus
CHIEF FINANCIAL OFFICER

Date:

Noted any further comments:

Geraldine Mettler
MUNICIPAL MANAGER

Approved

Date:

Ratification: IMPENTHANA PROJECTS AND MAINTENANCE CC: CLEARING OF ALIEN VEGETATION

G Logging operations: Questions asked, 13 July 2021

HC Eggers
Member of the Ward 21 Committee
Stellenbosch Municipality

13 July 2021

Dear Councillor Badenhorst,

after a long pause, I can finally return to the questions arising from the logging activity in Paradyskloof pine plantation between October 2020 and March 2021. While my comments and questions refer to Paradyskloof plantation, they also apply to the equivalent Botmaskop plantation logging which happened during the same time by the same external service provider, Toncu (Pty) Ltd under the same contract.

1. A quick reminder as to the timeline: There is a long email trail starting in August 2020, continuing to emails about the wind-blown pinetrees on 2 October 2020, an email on 29 October 2020 and again on 7 March 2021 about the logging of pinetrees which were NOT blown over but cut off anyway. This led to us discussing the matter briefly in the Ward 21 Committee meeting of 6 April 2021 (see our minutes and the transcript), following which I sent you an email with specific questions on 6 April. I am leaving out the emails of 6-9 April and just quote the original explanation of Ms T Leibrandt of approximately 11 or 12 April 2021. It reads:

   ```
   From: Tammy Leibrandt
   To: Albert van der Merwe <Albert.vanderMerwe@stellenbosch.gov.za>
   Subject: [EX] Logging in Paradyskloof pine plantation

   Good day Albert,

   This process was a Transparent Process with the guidance of SCM.
   This work was advertised as a Quotation for the Sales of Timber as per SCM
   procedures.

   The contractor appointed was TONCU PTY (LTD).

   The contractor was appointed to remove dead and dangerous trees at
   Paradyskloof Plantation and Botmaskop Plantation

   The funds generated from this project was paid into the municipality's bank
   account. Attached is the summary of funds paid into the municipality's
   account.

   The project is completed and biomass will be removed as soon the hired truck
   is delivered. It is important to note that the section Environmental
   Implementation does not have a truck to collect biomass from the areas.

   Kind regards,
   Tammy Leibrandt
   Manager: Environmental Management
   Directorate: Community and Protection Services
   ```

2. Also attached to those emails of 12 April 2021 were the spreadsheet of payments made and a PDF file called "SPECIFICATIONS.pdf" which constitute a "RFQ" (Request For Quotation) which I have therefore renamed as 201008-paradyskloof-logging-rfq.pdf. A copy of that RFQ/FQ document appears at the end of this email.

H Logging operations: Unsatisfactory answers, 8 October 2021

1

RESPOND ON PROF HE EGGERS LETTER, DATED 13 JULY 2021

(paragraph 6)
Question 1

The FQ provided only has a handwritten \Toncu (Pty) Ltd)" on the last page, plus what looks like the signature of the director of Toncu, Elton Makovere. MSCMP paragraph 17(1)(a) requires that quotations must be obtained from at least three different providers. ***What are the details of the other service providers and their quotations?***

Answer

The attendance register attached shows service providers that attended the site meeting.

(paragraph 7)

Question 2

MSCMP paragraph 17(1)(c) states that, if it is not possible to obtain at least three quotations, the reasons must be recorded and approved by the CFO. ***Was this done, and what were the reasons given?***

Answer

The department approached SCM and had to urgently advertise on the website. Any further delays could result in potential loss in revenue for the municipality for (disposing of) the trees that fell due to the RUK WINDS.

The SCM regulation 40 was the only SCM process used at that time because the trees had already fallen flat and the municipality could have lost revenue, the longer it took to appoint a service provider to remove the trees. This particular regulation does not stipulate a process of reporting and threshold.

SCM Reg 40(2)(b)(11)

NB…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 or municipal entity;

8 service providers attended the site meeting and 2 then gave a quotation to provide the service. This was an income received by the municipality and not an expense.

I IDP FSM Urban Edge 210426-fsm-comments-idp-cp

FRIENDS OF STELLENBOSCH MOUNTAIN

Chairperson: HC Eggers
076–785–3514 eggers@sun.ac.za

P.O. Box 3218, 7602 Matieland
11 Grandiceps Rd, 7600 Stellenbosch

Public Benefit Organisation No. 930049434
http://www.physics.sun.ac.za/~eggers/fsm/

Further comments on the Fourth Review of the Stellenbosch 2017–2022 IDP Draft Version March 2021

26 April 2021

Oral comments have already been provided by FSM chairperson HC Eggers in the course of the IDP Stakeholder Engagement of 23 April. The written comments below are supplementary and/or amplifications and/or reactions to the oral engagements.

1. The section entitled *Contents and Revisions* on Page xi is meaningless since it simply states that all sections have changed. It would help if important changes are actually set out here.

2. **Urban Edge reversion on the north side of Jamestown**

2.1. FSM and others have previously questioned the drawing of the urban edge along the northern edge of the so-called "water erven" or "tuinerwe" on the northern edge of Jamestown. The matter became acute in the past year with the application for development into a gated estate of Portions 52, 53, 54 and 71 of Farm 510, which constitute four of those tuinerwe land units. Not surprisingly, the applicant reinforced his application by correctly stating the these land units were inside the urban edge as of the 2019 Municipal Spatial Development Framework (MSDF).

2.2. The Stellenbosch Municipality Department of Planning has, however, stated strongly and correctly that Jamestown tuinerven should not be developed due to their high heritage status and other town planning considerations. The Municipal Planning Tribunal agreed with this assessment, and while the developer's appeal decision is still pending, the position of the municipal administration and MPT has been made clear enough.

2.3. If there is such unanimity on the status of the tuinerven, the logical next step is to align the urban edge maps with this assessment. FSM therefore suggests that **the Urban Edge should be returned to its pre-2010 alignment to run along the edge of Webersvallei Road. All the cadastral units between Webersvallei Road and the Blaauwklippen River which lie east of La Clemence should be excluded from the urban edge.**

3. **Clarification of status of Heritage Inventory and related documents**

The same Farm 510/52 development application highlighted the fact that the status of the Heritage Inventory and the corresponding Conservation Management Plan needs to be clarified both in the IDP and the MSDF. At the moment, there is only the general declaration *Respect and grow our cultural heritage* in Section 4.13.3 and Page 69 of the draft IDP. The specifics of the Heritage Inventory and Management Plan should appear in the IDP and MSDF just

J IDP Response 210625-mm-to-fsm-idp-response-cp

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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

Enquiries: Shireen De Visser 021 808 8035/8129

Stellenbosch Municipality
Office of the Municipal Manager
71 Plein Street
Stellenbosch
7600

25 June 2021

Friends of Stellenbosch Mountain
11 Grandiceps Road
Stellenbosch
P.O. Box 3218
7602
Matieland

Dear Professor Eggers,

RE: RESPONSE TO FRIENDS OF STELLENBOSCH MOUNTAIN ON THE FOURTH REVIEW OF THE STELLENBOSCH 2017-2022 INTEGRATED DEVELOPMENT PLAN (IDP)

1. Purpose

To respond to the written submission, which was addressed to Stellenbosch Municipality.

2. Urban edge reversion on the north side of Jamestown

The proposal is to exclude the "water erven" to the north of Weber's Valley Road from the urban edge. In terms of the current Municipal Spatial Development Framework (*m*SDF) the "water erven" are included within the urban edge with the caveat that it be retained as a special character area due to its significance as a cultural and historic resource, that is to be retained. An urban edge is only one of many tools to guide new development and / or restrict urban sprawl. The Heritage Inventory specifically dealt with the sensitivity of these agricultural properties and is another tool to manage development. Properties located within the urban edge is not automatically earmarked for urban development and one needs to read the *m*SDF to understand what is envisaged for the properties concerned.

From the recent application for development of one of the "water erven" it is clear that the development community does not understand this fact and views anything within the urban edge as land that can be developed. At present there is an appeal pending against the refusal by the Municipal Planning Tribunal (MPT). Should the appeal be turned down, the precedent for including the "water erven" in the urban edge albeit not for development, will be guiding the determination of the future urban edge.

Should the appeal, however, be successful based on the fact that the properties are located within the urban edge the revision of the urban edge will certainly be contemplated and can

K Blaauwklippen Appeal Decision, 13 July 2021

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NOTICE OF DECISION OF APPEAL AUTHORITY

APPEAL LODGED IN TERMS OF SECTION 79(2) OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW (2015) AGAINST THE APPLICATION FOR CONSOLIDATION, SUBDIVISION, REZONING, DEPARTURE ESTABLISHMENT OF HOME OWNERS ASSOCIATION, APPROVAL OF DEVELOPMENT NAME, APPROVAL OF SITE DEVELOPMENT PLAN, ALLOCATION OF STREET NAMES, APPROVAL OF THE ARCHITECTURAL AND LANDSCAPING GUIDELINES: PORTION 52, 53, 54 AND 71 OF FARMS NO. 510, STELLENBOSCH (LU/8567)

DECISION OF APPEAL AUTHORITY:
The Appeal Authority hereby, in terms of Section 81(7) of the Stellenbosch Municipal Land Use Planning By-law 2015:

Tick the appropriate box:

CONFIRM		**VARY**		**REVOKE**	**X**

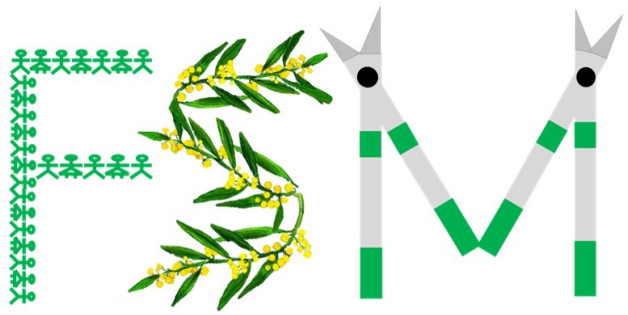
THE DECISION OF THE MUNICIPAL PLANNING TRIBUNAL, ON THE 12TH OF DECEMBER 2021, TO REFUSE IN TERMS OF SECTION 60 OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW DATED 20 OCTOBER 2015, THE APPLICATION FOR CONSOLIDATION, SUBDIVISION, REZONING, DEPARTURE ESTABLISHMENT OF HOME OWNERS ASSOCIATION, APPROVAL OF DEVELOPMENT NAME, APPROVAL OF SITE DEVELOPMENT PLAN, ALLOCATION OF STREET NAMES, APPROVAL OF THE ARCHITECTURAL AND LANDSCAPING GUIDELINES: PORTION 52, 53, 54 AND 71 OF FARMS NO. 510, STELLENBOSCH (LU/8567)

1. The abovementioned appeal refers.

2. The Municipal Planning Tribunal, on the 12th of December 2020, **Refused**, in terms of Section 60 of the Stellenbosch Municipal Land Use Planning By-law, promulgated by Notice no 354/2015 dated 20 October 2015, the application for a Group Housing Estate(See **ANNEXURE 1**).

3. The application was approved subject to a number of conditions imposed in terms of Section 66 of the Stellenbosch Municipality Land Use Planning By-Law (2015).

4. Mr. Justin Truter from Werksmans Attorneys lodged an appeal on behalf of Blaauwklippen Agricultural Estates in terms of Section 79(2) of the By-Law, with the



Chairperson: H Koekemoer
hanneskoekemoer@proton.me

Secretary: HC Eggers
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Public Benefit Organisation No. 930049434
fsmountain.org

Follow-Up on FSM January 2022 IDP questions

22 September 2022

1. **Resubmission of our 12 January 2022 questions**

   On 12 January 2022, Friends of Stellenbosch Mountain (FSM) submitted in writing a set of questions as part of the IDP process. These questions were never answered, even though they relate to millions of Rands of possible loss to Stellenbosch and its taxpayers. Stellenbosch Municipality (SM) is accountable to the public for its actions and budget spending. FSM hereby resubmits the January 2022 document and requests that the January questions be addressed properly and in full. We submit additional questions as set out below.

2. **Court case 9140/2021: Deon Garden & Construction vs Municipality**

   Appendix A, taken from the Stellenbosch Municipality 2020/2021 Annual Financial Statements shows that Deon Garden & Construction cc ("DGC", owned by Mr Deon Klaassen) is claiming more than R4.3 million Rand from Stellenbosch Municipality in his Cape High Court case 9140/2021. Appendix B contains a newspaper article which provides some background on this case.

   This court case is closely related to the 2019/2020 termination of a NRM grant worth more than R14 million given by the national Department of the Environment, Forestry and Fisheries (DFFE) to Stellenbosch Municipality. SM unilaterally terminated this grant contract and thereby forfeited R14 million which would have supported nature work and hundreds of poor EPWP workers. On 22 September 2020, SM also unilaterally terminated three-year contracts with 13 local service providers who had already started work in 2019 under Tender BSM7/19, among them Deon Garden & Construction.

   FSM has been asking questions about the NRM grant and Tender BSM7/19 for more than two years but no answers were provided.

   Questions:

   2.1 When will Court Case 9140/2021 come to trial?

   2.2 How much in total have the other 12 service providers been paid for work done in 2019 under Tender BSM7/19?

   2.3 SM claims that it terminated the NRM and DGC contracts because (SM claims) DGC charged rates per worker and expenses which were not allowed under the contract. However, Annexure A of the Memorandum of Agreement between DFFE and SM, as signed by Municipal Manager Mettler on 6 February 2019, contains detailed tables of employment costs laid down by DFFE itself.

Did Deon Garden & Construction or any other BSM7/19 service provider charge or use rates or costs different from those laid down by this Annexure A and agreed to in writing by the Municipal Manager?

2.4 **How much has Stellenbosch Municipality spent in total from 2019 until now on tenders BSM 102/20, BSM 65/22 and any other tenders related to invasive species, funded by the Stellenbosch Taxpayer?**

3. **Leon Lourens Labour Court case**

Appendix C is also taken from the Stellenbosch Municipality 2020/2021 Annual Financial Statements. It shows that the disciplinary case against municipal employee as referred to in the agenda of the Council meeting of 12 June 2020 has subsequently been changed into a Labour Court case. See also Appendix F in the January 2022 FSM IDP submission.

Questions:

3.1 It appears that Mr Leon Lourens has not been dismissed but continues to be on the municipal payroll with full salary and benefits. **How much, in total, has SM paid to Mr Lourens in salaries and benefits since his suspension in 2019?**

3.2 **When will the purported Labour Court case come to trial?**

4. **Cost to taxpayer so far**

The table below contains some well-established figures like the R14,426,500 NRM grant provided by DFFE, but there is considerable uncertainty regarding other amounts.

Question:

Could the MFMA Accounting Officer (the Municipal Manager) please correct or fill in the following estimates of costs and/or losses which have accrued to Stellenbosch Municipality due to the above issues?

Description	**Possible cost to taxpayer**	
Termination by Stellenbosch Municipality of the NRM 2019 grant contract	R14,426,500	
Leon Lourens suspension on full pay and benefits since 2019	R1,200,000	??
Costs incurred for the Leon Lourens disciplinary process		??
Costs incurred so far for the Leon Lourens Labour Court case		??
Legal costs and damages sought by Deon Garden & Construction	R4,374,192	??
Ad hoc payments to the other 12 service providers for work done in 2019 under Tender BSM 7/19	R500,000	??
Tender BSM 102/20	R2,000,000	??
Tender BSM 32/22 Tender BSM 33/22 Tender BSM 65/22		?? ?? ??
Possible total costs	**R22,500,000 or more?**	??

A Klaassen court case in 2020/2021 Annual General Report ("DEON GARDEN & CONSTRUCTION")

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2021

Notes to the Annual Financial Statements

Figures in Rand

66. Contingent liabilities (continued)

STELLENBOSCH MUNICIPALITY / LEELYN MANAGEMENT CC	400,000	-
Opinion and institution of Monetary claim against Leelyn Management CC for alleged parking revenue collected on behalf of the Municipality which was not paid over by Leelyn Management CC to the Municipality.		
STELLENBOSCH MUNICIPALITY / CHOISY –LE-ROI OWNERS (PTY) LTD	200,000	-
Review application instituted by the owner of Erf 13500 Technopark, Stellenbosch against the appeal judgment of the Executive Mayor.The Municipality served and filed notice of opposition against the application. Rule 53 record was subsequently filed at court. Choisy-le-Roi supplemented their application and the Municipality served and filed its answering affidavit. A court date needs to be obtained to argue the matter.		
DEON GARDEN & CONSTRUCTION CC / STELLENBOSCH MUNICIPALITY	200,000	-
Monetary claim in the amount of R4 374 192.67 including interest at a rate of 7.75% per annum for alleged damages suffered by Deon Garden & Construction CC. The Municipality defended the claim instituted and is in the process of finalising its plea in the matter.		
SECURITEM (PTY) LTD/ STELLENBOSCH MUNICIPALITY	200,000	-
Securitem instituted legal action against the Municipality to pay VAT on top of their tender price. The Municipality is of the view that VAT was included in the tender price submitted by SECURITEM and opposed the application.		
STELLENBOSCH MUN / MOFFAT & OTHERS	100,000	-
Eviction application against the Moffat family who illegally occupy the Eikestad Hall. The Municipality provided temporary accommodation to the Moffat family pursuant to the Moffat family wendy house being destroyed by a fire. The intension was that the Moffat family should occupy the Eikestad Hall temporarily and to relocate to Mountain View. The Municipality provided emergency accommodation at Mountain View, Jamestown, but the Moffat family refused to relocate. The Moffat's was given notice to vacate the Eikestad Hall and eviction proceedings is being instituted. The draft affidavit to institute eviction proceedings is being circulated for comment.		
STELLENBOSCH MUNICIPALITY/ABSA	9,000,000	-
The municipality is in a dispute with ABSA bank in relation to the fleet vehicle expenditure as controled by ABSA.		
SHAHIEDA JACOBS / STELLENBOSCH MUNICIPALITY	200,000	-
Shahieda Jacobs instituted legal proceedings against Stellenbosch Municipality and a municipal official for alleged sexual harassment and unfair discrimination in the Labour Court. The Municipality filed its Statement of Response to the Plaintiff's Statement of Claim. The Special Plea on Shahieda's new Statement of Claim will be determine on 29 July 2020 on the papers before the Judge.		

B IOL newsreport on the Klaassen court case, February 2022

https://www.iol.co.za/capetimes/news/

Contractor hauls Stellies council to court

By Nicola Daniels

2 February 2022

CAPE TOWN - A local black contractor has taken the Stellenbosch Municipality to court for “abruptly” ending a three-year contract he and 12 other contractors were awarded, a month after they had already started working.

The contractor, Deon Klaasens, from Deon Garden and Construction feels he and others were prejudiced against as they were all contractors of colour and the municipality’s reasons for ending the contract were allegedly unsubstantiated.

Klaasens filed a civil claim against the municipality in the Western Cape High Court for damages amounting to more than R4 million.

The municipality maintains Klaasens was paid what he was owed.

According to court documents the municipality appointed Klaasen’s company to clear invasive alien vegetation from an area within the municipal boundaries from May 30, 2019 until June 30, 2021.

However, according to Klaasens’ lawyer, Mohau Romeo Tsusi the work was only distributed around August or September 2020, and then on or about September 21, 2020, “in breach of the contract, the (Stellenbosch Municipality) unilaterally terminated the contract on the purported basis that the Defendant has no funds”.

“The correct procedure to set aside their own contract or review their decision is through a court process, especially if it is already awarded because it is an administrative decision,” Tsusi said.

“There was a contract and 13 contractors were appointed including our client, based on that there was a budget taken out. Then the contract was abruptly cancelled. I don’t know how they came to that decision or what led to them cancelling but all clients lost out benefiting from that tender, contractors were waiting for work, empowerment and all of a sudden the work was gone, some even had to shut down business as a result.

“The municipality said they did not have funds but within about a three or six month period the same tender was reissued without any explanation. My client again applied for the second tender but was unsuccessful.”

Klaasen added when he enquired with the funders [Department of Forestry, Fisheries and the Environment (DFFE)] they confirmed they did not pull out, but it was the municipality’s decision because of an internal issue.

“The sad part is it was not our fault but we had to suffer, I mean we were expecting to work for three years, it was devastating. We had to buy equipment, train staff as required for the tender, we lost big time and the worst is that everyone can’t afford to take legal action against the municipality so where does that leave them?” he asked.

According to the municipality’s plea, the tender was dependent on funding from the DFFE in terms of a service provider agreement between the parties.

“On or about 29 May 2020 the service provider agreement was cancelled and the National Resources Management Project was terminated; as a result of the withdrawal of the funding by the (DFFE), the defendant was entitled to cancel the contract with the plaintiff,” court papers read.

They also alleged Klaasen charged rates per worker in excess of what the contract allowed and tools and transport which were not allowed under the contract.

The municipality would not respond to further questions around why the contract was cancelled or allegations of discrimination.

“Mr Klaasen was paid all he was due for work done on the tender. As this matter is sub judice, we cannot discuss the merits of this case,” Stellenbosch Municipality spokesperson, Stuart Grobbelaar said.

The DFFE on Wednesday told the Cape Times that the cancellation of the contract was initiated by the municipality.

DFFE spokesperson Albi Modise said: “On October 8, 2019, the department received a letter from Stellenbosch Municipality to cancel the contract. Based on the implications of the withdrawal, particularly on the employment of EPWP participants and controlling the spread of invasive alien plants in the Stellenbosch area, the Department met with the Municipal Management and her team including their CFO. Unfortunately, the MM made it clear that as municipality they could not continue to implement the projects.”

He said that the resolutions of the meeting included reconciliation of funds and that the balance of the funding must be paid to the Department’s account.

A trial date for the matter is still to be determined.

Cape Times

C Lourens case in the 2020/2021 Annual General Report

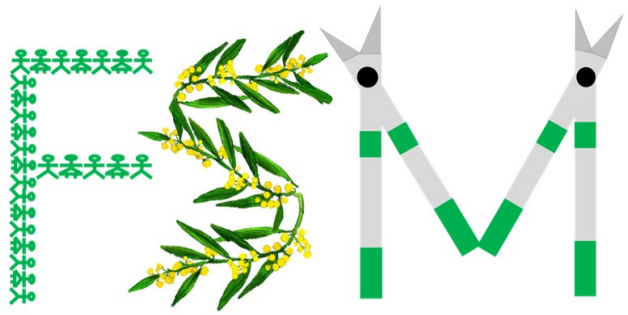
Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2021

Notes to the Annual Financial Statements

Figures in Rand

66. Contingent liabilities (continued)		
Independent Schools Association of Southern Africa / Ethekwini Municipality / Stellenbosch Municipality &Others	250,000	250,000
This matter involves an application on behalf of the Municipality to be joined as co-applicant together with eThekwini Municipality in an application for the review and setting aside of the Amended Municipal Property Rates Regulations promulgated on 12 March 2010. The Municipality has been joined successfully as co-applicant.		
This matter involves an application on behalf of the Municipality to be joined as co-applicant together with eThekwini Municipality in an application for the review and setting aside of the Amended Municipal Property Rates Regulations promulgated on 12 March 2010. The Municipality has been joined successfully as co-applicant.		
De Zalze Golf Club / Valuation Appeal Board for Stellenbosch Municipality	400,000	500,000
De Zalze Golf Club applied to have the Valuation Appeal Board for the Stellenbosch Municipality's decision dated 5 September 2018 to place a value of R26 500 000.00 on the leasehold rights in respect of remainder Erf 296 De Zalze reviewed and set aside and to replace the decision with an order valuing the property at R1 000.00 alternatively R4 900 000.00. In the alternative, and in the event that the Court is not prepared to grant the relief sought indicated above, remitting the matter to the Valuation Appeal Board and directing it, within a reasonable period and in accordance with the Court's directions, to make a fresh decision as to the value of the property. De Zalze Golf Club also applied that the Valuation Appeal Board and Stellenbosch Municipality pay De Zalze's costs jointly and severally, including the costs of two counsel (save that costs are only sought against Stellenbosch Municipality in the event of it opposing the application). The matter was heard on 13 August 2020 and judgment has been reserved.This matter does not involve any amounts claimed.		
Stellenbosch Municipality / LJ Turnkey Investments (Pty) Ltd	250,000	250,000
The owner of Portion 9 of Farm 100 Stellenbosch ("the Property") applied for a declaratory order that the zoning of the Property is general residential and allows them to utilise the Property for student accommodation.The Municipality opposed the declaratory order and filed its answering affidavit. The Municipality is in the process of instituting a counter-application for, amongst others, a declaratory order regarding the zoning of the Property and interdictory relief regarding the utilisation of the Property for student and/or any other rental accommodation in contravention of the Municipality's Zoning Scheme By-law. This matter does not involve any amounts claimed .		
Anonymous Employee/Stellenbosch Municipality	300,000	-
Review application instituted by Stellenbosch Municipality setting aside the Arbitration Award made under WCP121702 under the South African Local Government Bargaining Council to pay her compensation for additional work done.		
STELLENBOSCH MUNICIPALITY / FORMER EMPLOYEE	200,000	-
Review Application instituted in the Labour Court against the disciplinary sanction of the chairperson in the disciplinary hearing of Leon Lourens. Leon Lourens was found guilty on three charges, which involves dishonesty but was not dismissed by the chairperson. The Municipality has served and filed its founding affidavit to have the ruling of the chairperson set aside and replace for a dismissal. The Municipality is in the process of transcribing the recordings of the hearing whereafter Leon Lourens will provide its answering affidavit in the matter.		



Chairperson: H Koekemoer
hanneskoekemoer@proton.me

Secretary: HC Eggers
076-785-3514 heggers@pm.me

P.O. Box 3218, 7602 Matieland
11 Grandiceps Rd, 7600 Stellenbosch

Public Benefit Organisation No. 930049434
fsmountain.org

Comments on IDP meeting of 2022-09-22 in Town Hall

29 September 2022

On behalf of FSM, Prof HC Eggers attended the IDP meeting held at the Town Hall on 22 September 2022 and submitted FSM's formal comments and questions in paper form to the IDP staff in attendance there. FSM questions submitted on 12 January 2022 from the previous IDP round were never answered and were also resubmitted in paper form on 22 September 2022. We here present further comments based on the Town Hall meeting.

1 The Town Hall meeting was not proper public participation

1.1 The IDP meeting of 22 September was billed as the official IDP public participation meeting for Wards 7, 8, 9, 10, 11, 22, and 23. It was among the worst ever held in this venue. Only low-ranking municipal staff were present in the Town Hall itself, while an unknown number of senior municipal officials and councillors gathered separately in the Council Chambers. Only one councillor was physically present in Town Hall.

1.2 The separation into two venues was unnecessary and a serious hindrance to public participation. Covid restrictions are long gone, and it would have been technically easy to have officials, councillors and the public all in Town Hall. The public had no insight into what was going on behind closed doors in Council Chambers; it was not even clear who was in attendance there. This separation into two separate venues can be interpreted as disdain of the town council and administration towards the public. That is unacceptable.

1.3 The IDP "presentation" consisted of more than an hour of reading off, word for word, a few simplistic slides and the Ward Priorities which are in any case available and can easily be obtained and reviewed separately. Only minimal information on major projects and issues was provided. The "presentation" was so boring that many people left.

1.4 While the so-called "presentation" took more than an hour with minimal value to the public, questions and debate were strictly controlled and limited to two minutes per submission. This IDP meeting therefore did not give proper time and opportunity for genuine public participation while wasting a lot of time on unnecessary reading of slides.

2 Submission and re-submission of FSM IDP comments and questions

2.1 This submission of 29 September 2022 is accompanied by the two previous submissions. At the IDP meeting of 22 September, FSM submitted in paper form detailed comments and questions on matters related to municipal financial management of nature areas and related court cases (Deon Garden & Construction vs Stellenbosch Municipality, Leon Lourens Labour Court case); they are also submitted electronically today. The earlier FSM submission dated 12 January 2022 is also hereby re-submitted for answering since there has been no response from the municipal administration so far.

2.2 Councillors, Mayco and the Mayor should be demanding answers from the municipal administration with regard to **the 2019 NRM contract and its termination**, the **court case 9140/2021** and the **Leon Lourens disciplinary and Labour Court cases**, as set out by FSM in the submissions of 12 January and 22 September and many related previous communications since 2019.

2.3 The IDP itself makes clear that Stellenbosch Municipality has bound itself to **Clean, accountable and responsive local government**; see for example Table 43 and Mayoral Outcome 1 in the March 2022 IDP draft.

3 Incorrect statements made on the 2019 NRM contract termination

3.1 In response to the FSM questions and statements regarding the 2019 NRM contract and grant of R14,426 million (see Items 2 and 4 of the FSM 2022-09-22 submission) and related matters, the relevant official claimed at the IDP meeting of 22 September that **the termination of this contract was initiated by the national Department of the Environment, Forestry and Fisheries (DFFE)** or DEA, as it was known at the time.

3.2 **That claim by the municipal official is untrue.** As explained below, **the contract was terminated on initiative and urging by Stellenbosch Municipality (SM), not by DFFE.**

3.3 Appendix A below contains a copy of minutes of a meeting held on 25 October 2019 between the Municipal Manager and DFFE, which clearly indicate that SM asked for termination, not DFFE. Items 1 and 4 of those minutes make clear that the termination was the result of Stellenbosch Municipality "issuing a termination letter to cancel the NRM Project with immediate effect" (Item 1), while in Item 4 the DFFE official Mr Ngcobo "accepted the termination letter".

3.4 The minutes shown in Appendix A are also remarkable because items 2 and 3 have been deleted. *What was there to hide which the public is not allowed to know about this meeting?*

3.5 **Stellenbosch Municipality has from the start been very secretive, uncooperative and misleading with regard to this termination of the NRM contract and the reasons for it.**

On 26 August submitted a formal PAIA request to SM, but SM did not provide the information requested, even after requesting an extension of 30 days (see Appendix B). SM did not respond to FSM's correspondence shown in Appendix C.

3.6 The crucial (but redacted) minutes of 25 October 2019 plus the full 2019 NRM contract and appendices were provided by DFFE to FSM; see Appendix D. DFFE has been transparent and accountable, but Stellenbosch Municipality has been secretive and unaccountable.

3.7 Stellenbosch Municipality is also accountable to the public in its Duty of Care with respect to the nature areas owned and/or controlled by it; see eg NEMBA Section 73 and Article 24 of the SA Constitution. Municipal nature areas management is at its worst in over twenty years. Stellenbosch Municipality is been failing badly to comply with this accountability and duty of care even while wasting scarce human resources and money amounting to an estimated R20 million or more.

3.8 Municipal officials are accountable to the Municipal Manager, and the municipal administration is accountable to Council. It is the duty of all Councillors, including the ward councillors and ward committees of Wards 7, 8, 9, 10, 11, 22, and 23 to take up the matter raised by FSM and to get to the bottom of these incorrect statements and all the secrecy.

A Minutes of termination meeting of 2019-10-25

MINUTES OF NRM MEETING
COMMUNITY SERVICES DEPARTMENT
FRIDAY, 25 OCTOBER 2019

OFFICIAL	JOB TITLE
Mrs Geraldine Mettler	Municipal Manager
Mr Gary Boshoff	Director: Community and Protection Services
Mr Kevin Carolus	Director: Chief Financial Officer
Mrs Tammy Leibrandt	Superintendent: Urban Forestry
Mr Nceba Ngcobo	DEFF- Director
Mr Colin Sharp	DEFF- Project Manager
Mrs Aadiela Moerat	DEFF- Area Manager
Mr Wessel Wentzel	DEFF-NRM

	CONCERN/ISSUE	COMMENT/S FROM DEPARTMENT
1.	NRM Project Closure Discussion	• Stellenbosch Municipality submitted a termination letter to cancel the NRM Project with immediate effect on the 8 October 2019. • Department of Environmental Affairs (DEA) acknowledged receipt of the termination letter. • It must be noted the Working for Water concept no longer exists but the has been replaced by NRM
2.		

Item 1 shows that the 2019 NRM contract was terminated on the initiative of Stellenbosch Municipality. The statements made at the IDP meeting of 2022-09-22 are therefore incorrect. This termination resulted in loss of R14,426 million in grant money to Stellenbosch and its nature areas. WHY was the contract terminated?

Item 2 of these minutes was deleted. Who deleted it? What was so sensitive and/or important about the contract termination that required this deletion before release to FSM and the public?

MINUTES OF NRM MEETING
COMMUNITY SERVICES DEPARTMENT
FRIDAY, 25 OCTOBER 2019

3.		Item 3 was also deleted. What was so important or sensitive that the right of the public to access to information held by the state (Article 32 of the SA Constitution) was violated? What is being hidden from the public?
4.	Way forward	• Mr Ngocobo stated that he understands the reasons why the Stellenbosch Municipality terminated the NRM contract and accepts the termination letter. He also stated that the NRM Project is difficult to implement at

MINUTES OF NRM MEETING
COMMUNITY SERVICES DEPARTMENT
FRIDAY, 25 OCTOBER 2019

		municipalities because all municipalities are governed by the MFMA that dictates who municipalities must function in terms of processes and procedures. • Aadiela mentioned that DEA is looking at a new NRM model that will be at aimed specifically at municipalities and aligned with the MFMA.

Geraldine Mettler
Municipal Manager

01 | 11 | 2019
Date

The Municipal Manager has signed these minutes. The municipal administration is well aware that the NRM contract was terminated by the Municipality.

B Municipality requests extension for FSM PAIA application

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

23 September 2020

Our Ref: MC Williams
Tel: (021) 808 8991

For Attention: Prof Hans Eggers

Email: eggers@sun.ac.za

Stellenbosch Municipality received the FSM PAIA request and even asked for extension, as shown here. There never was any reply.

Dear Sir

NOTICE IN TERMS OF SECTION 26(1)(a) OF THE PROMOTION OF ACCESS TO INFORMATION ACT 2 OF 2000

KINDLY TAKE NOTICE that your request for access to information in terms of the Promotion of Access to Information Act 2 of 2000 (hereinafter referred to as "the Act"), as submitted by you, has been extended for a further period of 30 days:

NO.	REASON FOR EXTENSION OF PEROID
1.	The request is for a large number of records or requires a search through a large number of records and compliance with the original period would unreasonably interfere with the activities of the public body concerned; and Consultation among two divisions of the public body is necessary or desirable to decide upon the request that cannot reasonably be completed within the original period.

KINDLY TAKE FURTHER NOTICE that you are entitled to submit an internal appeal or lodge an application to a Court as the case may be, against the extension of the original period for a further 30 days. In the event that you wish to lodge an internal appeal, kindly ensure that this is delivered to the Information Officer within 60 (sixty) days of the date hereof in the prescribed form (Form B, Annexure B to the Regulations to the Act). A copy of the prescribed form is available upon request from the Information Officer.

SIGNED AND DATED AT STELLENBOSCH ON THIS THE 23RD DAY OF SEPTEMBER 2020.

MC WILLIAMS
INFORMATION OFFICER

C Stellenbosch Municipality refused to provide the requested documents

After the two-month period for a PAIA reply expired, FSM sent this letter to the municipal manager. Again there was no reply.

FRIENDS OF STELLENBOSCH MOUNTAIN

Chairperson: HC Eggers
076–785–3514 eggers@sun.ac.za

Secretary: JZ Turnbull
082–382–4367 jzt1710@gmail.com

P.O. Box 3218, 7602 Matieland
11 Grandiceps Rd, 7600 Stellenbosch

Public Benefit Organisation No. 930049434
http://www.physics.sun.ac.za/~eggers/fsm/

Municipality = Munisipaliteit Stellenbosch
13 NOV 2020
Office of the Municipal Manager
Kantoor van die Munisipale Bestuurder

PAIA deemed refusal of request: NRM Contract

BY HAND AND EMAIL

To the Municipal Manager
Stellenbosch Municipality

2020-11-12

Dear Advocate Mettler,

1. On 2020-08-26, FSM had submitted, by email to Stellenbosch Municipality ("SM"), a *Request for Access to Record of Public Body* in terms of the Promotion of Access to Information Act (PAIA) and a similar request to Department of Environment, Forestry and Fisheries ("DEFF"). A S26(1)(a) notice of extension by 30 days was received from SM on 2020-09-25. However, when the second 30-day period lapsed on 2020-10-24, SM had still not provided any records or commented in any way on the failure to do so. Earlier on 2020-10-21, DEFF had provided nine records to FSM.
2. FSM hereby records that (a) SM did not provide any requested records to FSM as per the PAIA request dated 2020-08-25 within the statutory time limits, and (b) that, even while the documents refered to in items 1(a) to 1(f) of the 2020-10-24 FSM Request were provided independently by DEFF, the additional requested items as per item 1(g) of the PAIA request were not provided by SM. Item 1(g) of the FSM request reads: *1(g) A complete record of any agendas, minutes and pertinent supporting documents (whether classified secret or not) of one or more meetings held by the Stellenbosch Municipality Council and/or Mayoral Committee and/or the municipal Portfolio Committee on Parks, Open Spaces and the Environment on the topic of the NRM Contract.*
3. FSM therefore records that the 2010-10-24 PAIA request in general and Item 1(g) in particular must be deemed as refused by SM in terms of Section 28 of PAIA.

Yours respectfully,

Hans C Eggers
Chairperson: Friends of Stellenbosch Mountain

D NRM contract provided to FSM by DFFE, 19 October 2020

environment, forestry & fisheries
Department: Environment, Forestry and Fisheries
REPUBLIC OF SOUTH AFRICA

14 Loop Street, Cape Town, 8001 Tel: 021 441 2749

Ref. PAIA 196922
Enquiries: Mr Nceba Ngcobo
Tel: 0834512125 Email: Nngcobo@environment.gov.za

Mr Hans Eggers
Friends of Stellenbosch

Via Email: eggers@sun.ac.za

By contrast, the national Department of Environment, Forestry and Fisheries was transparent and helpful. The FSM PAIA request was granted, but the minutes of 25 October 2019 were partially deleted.

Dear Sir

REQUEST FOR INFORMATION IN TERMS OF THE PROMOTION OF ACCESS TO INFORMATION ACT 2 OF 2000 (PAIA): STELLENBOSCH MUNICIPALITY

1. Your request for access to information in terms of the Promotion of Access to Information Act, 2000 (Act No. 2 of 2000) ("PAIA"), dated 26 August 2020 and for which payment was received on 26 August 2020 refers.

2. You have requested access to copies of the following documentation:

1(a) A PDF copy of the initialised and signed Natural Resources Management Memorandum of Agreement concluded in the first part of 2019 between the Department of Environmental Affairs (DEFF) and the Municipality of Stellenbosch (the \NRM Contract").
1(b) A PDF copy of each and every Annexure of the NRM Contract.
1(c) A PDF copy of each and every Addendum of the NRM Contract, as and when such were concluded.
1(d) A PDF copy of each of the agendas and minutes of any one or more meetings, held between March 2019 and August 2020, between authorised representatives of DEFF and the Municipality pertaining to any variation or termination of the NRM Contract.
1(e) A complete record of any funds transferred by DEFF to Stellenbosch Municipality since the conclusion of the NRM Contract.

1(f) A complete record of any funds repaid by Stellenbosch Municipality to DEFF and/or of any remaining liabilities of Stellenbosch Municipality pertaining to any purported variation or termination of the NRM Contract.

3 Upon due consideration of your request for information and taking into account the relevant provisions of the PAIA, I have decided to grant you **full access** to the information as per paragraph 2 above and as outlined in your request form.

4. The access fee for the information will be calculated at 60 cents per A4 size page, R40 per compact disk and R15 per hour for each hour of search and preparation of the information, where applicable. On payment of the access fee, copies of the records requested may be collected on prior appointment at 14 Loop Street, Cape Town or emailed to your email account as indicated. The Office of the Chief Director: Natural Resource Management Programmes will contact you when the records are available.

5. Should you wish to appeal against the form of access granted, you are referred to sections 74 and 75 of PAIA, which allows you to lodge an internal appeal together with the prescribed fee, in the prescribed form to the Information Officer of the Department within sixty (60) days. The subject and reasons for the internal appeal must be clearly indicated.

6. A second copy of your appeal should simultaneously be lodged with the Director: Appeals and Legal Review, Mr Mokete Rakgogo at MRakgogo@environment.gov.za.

Yours sincerely

NAME: DR CHRISTO MARAIS
DEPUTY DIRECTOR-GENERAL (ACTING)
BRANCH: ENVIRONMENTAL PROGRAMMES
DEPUTY INFORMATION OFFICER
DATE: 19 October 2020

Andre Pelser

From: Andre Pelser
To: idp
Cc: Geraldine Mettler; Mayor (Gesie Van Deventer); Esther Groenewald
Subject: [EX] Extension of public particpation perion for IDP/SDF inputs
Date: Monday, 26 September 2022 09:36:17
Importance: High

Good morning,

The timing of the TV 3 application for the rezoning of the agricultural section of Brandwacht farm 1049 - which requires the amendment of the SDF - to coincide with the IDP public participation process is deliberate, and mischievous.

Revisions of the IDP and SDF are matters of fundamental importance to sustainable development of Stellenbosch and environs and should not be rushed. September is exam time and also includes a public holiday, parents are occupied with their chidrens' studies and preparations for very important record exams and cannot be expected to pay due attention to the IDP, SDF and related TV3 aplication for rezoning and development of the remainder of Brandwacht Farm 1049 during this time.

Concerned residents that will be affected by the proposed development have requested an extension of the public participation process from Mr. Heys, the TV 3 person that gave notice. He has informed the individuals that have done this that they have been given permission by the municipality to submit their comments/objections by the 23rd of October - an extension of almost a month. This is a ridiculous situation - individuals are informed that they have more time to submit an input, but those that have not written to Mr. Heys are bound by the 2nd of October deadline.

Surely all interested and affected residents in Stellenbosch have till the 23rd of October and not have to ask Mr. Herys to ask the municipality for extension of the deadline?

I think the municipality should reconsider its decision to delegate the notice of public participation processes and application for rezoning and development to developers and their agent and resume responsiblity for such - there have been too many instances of attemptsby developers and their agents to escape public surveiilance and inputs.

I look forward to your urgent response.

Kind regards,

André Pelser
082 453 7760

Cllr R Adams

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PUBLIC COMMENT: DRAFT 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027 AND DRAFT BUDGET 2022 / 2023

Name	Surname	Date	Ward	Town/area	Ward Cllr.	Contact details (cell/Email)
RALPH TON	ADAMS	28/9/2022	4	KYLEMORE/PNIEL	R. ADAMS	0734465411

Area / Address Area / Adres	List the ward priority/ need Lys wykprioriteit /behoefte	Describe the ward priority /need Beskryf wykprioriteit / behoefte
KYLEMORE/PNIEL	INFRASTRUCTURE	- STREETLIGHTS ON R310. - PROVIDE LIGHTS FOR THE SECTION BETWEEN KYLEMORE SIDE AND JOHANNESDAL. (± 1 KM)
KYLEMORE/PNIEL	INFRASTRUCTURE	- HUB FOR ENTREPRENEURS WORKING FROM HOME. - NEED OF SPACE FOR PRODUCTION (WORKING) PURPOSES.

Submit at ward office in Pniel/Mun. offices.

Handig in by wykskantoor in Pniel/Mun.kantore.

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PUBLIC COMMENT: DRAFT 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027 AND DRAFT BUDGET 2022 / 2023

Name	Surname	Date	Ward	Town/area	Ward Cllr.	Contact details (cell/Email)
RALPH TOM	ADAMS	19.9.2022	4	KYLEMORE	R. ADAMS	073 446 5411

Area / Address Area / Adres	List the ward priority/ need Lys wykprioriteit /behoefte	Describe the ward priority /need Beskryf wykprioriteit / behoefte
KYLEMORE	- Infra structure	- Upgrade :- Entrance ROAD of Kylemore from R310 to Swart Street. - Possibility of a circle.
KYLEMORE	- Infrastructure.	- Beautification of Entrance of Kylemore on the R310.

Submit at ward office in Pniel/Mun. offices.

Handig in by wykskantoor in Pniel/Mun.kantore.

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PUBLIC COMMENT: DRAFT 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027 AND DRAFT BUDGET 2022 / 2023

Name	Surname	Date	Ward	Town/area	Ward Cllr.	Contact details (cell/Email)
RALPHTON	ADAMS	19.9.2022	4	PNIEL/KYLEMORE	R. ADAMS	073 44 654 11

Area / Address Area / Adres	List the ward priority/ need Lys wykprioriteit /behoefte	Describe the ward priority /need Beskryf wykprioriteit / behoefte
KYLEMORE	- Infrastructure	- Replacing of old infrastructure - Waterpipes. - Sewerage pipes.
KYLEMORE	- Infrastructure	- Sidewalks on many of our streets in Kylemore

Submit at ward office in Pniel/Mun. offices.

Handig in by wykskantoor in Pniel/Mun.kantore.

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PUBLIC COMMENT: DRAFT 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027 AND DRAFT BUDGET 2022 / 2023

Name	Surname	Date	Ward	Town/area	Ward Cllr.	Contact details (cell/Email)
RALPHTON	ADAMS	19. 9. 2022	4	PNIEL	R. ADAMS	073 44 654 11.

Area / Address Area / Adres	List the ward priority/ need Lys wykprioriteit /behoefte	Describe the ward priority /need Beskryf wykprioriteit / behoefte
PNIEL	- Infrastructure	- Replace Sewerage pipeline in East End Crescent.
PNIEL	- Infrastructure	- Replace old water pipes in Town.

Submit at ward office in Pniel/Mun. offices.

Handig in by wykskantoor in Pniel/Mun.kantore.

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PUBLIC COMMENT: DRAFT 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027 AND DRAFT BUDGET 2022 / 2023

Name	Surname	Date	Ward	Town/area	Ward Cllr.	Contact details (cell/Email)
RALPHTON	ADAMS	19.9.2022	4	PNIEL	R. ADAMS	073 44 654 11

Area / Address Area / Adres	List the ward priority/ need Lys wykprioriteit /behoefte	Describe the ward priority /need Beskryf wykprioriteit / behoefte
PNIEL	INFRASTRUCTURE	- SIDEWALKS ON ROADS IN NEIGHBOURHOOD.
PNIEL	INFRASTRUCTURE	- DRIVE THROUGH TICKET OFFICE. ON SPORT FIELD.

Submit at ward office in Pniel/Mun. offices.

Handig in by wykskantoor in Pniel/Mun.kantore.

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PUBLIC COMMENT: DRAFT 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027 AND DRAFT BUDGET 2022 / 2023

Name	Surname	Date	Ward	Town/area	Ward Cllr.	Contact details (cell/Email)

Area / Address Area / Adres	List the ward priority/ need Lys wykprioriteit /behoefte	Describe the ward priority /need Beskryf wykprioriteit / behoefte
Kylemore	- Infrastructure	- Upgrade of Entrance Road from the R310 to Swart Street.
Kylemore	- Infrastructure - Safety	- Robots or Circle at the intersection of R310 and Swart Street.

Submit at ward office in Pniel/Mun. offices.

Handig in by wykskantoor in Pniel/Mun.kantore.

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PUBLIC COMMENT: DRAFT 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027 AND DRAFT BUDGET 2022 / 2023

Name	Surname	Date	Ward	Town/area	Ward Cllr.	Contact details (cell/Email)
RALPHTON	ADAMS	19.9.2022	4	PNIEL	R. ADAMS	073 44 654 11

Area / Address Area / Adres	List the ward priority/ need Lys wykprioriteit /behoefte	Describe the ward priority /need Beskryf wykprioriteit / behoefte
PNIEL	INFRASTRUCTURE	- VERBIND LUMLEY AVE. MET MORGENSTER ROAD (ROAD 12,59m) [GRAVEL ROAD]

Submit at ward office in Pniel/Mun. offices.

Handig in by wykskantoor in Pniel/Mun.kantore.

Robin & Danélle Kietzmann

From: Danélle Kietzmann
To: idp; Roy van Rooyen
Subject: [EX] Stellenbosch Municipality IDP Feedback
Date: Wednesday, 28 September 2022 11:22:17

Dear Sir, Dear Madam,

We are members of the Idas Valley Community group and Rustenberg Community groups. Following on from the recent Stellenbosch Municipality IDP public participation meeting for Ward 5 on the 20th of September, we would like to place our community concerns on record:

1) The Basothos initiation ceremonies in the Idas Valley Conservancy is an intrusion on the surrounding communities, impacting safety, noise at night and security. It interrupts the building momentum of the development of the exciting new conservancy tourism programs. The perception in the community is that unilateral decisions were taken by the Municipality without due regard for local communities.
2) Dog fighting. There has been an increased number of reported dog fights in the woods in the conservancy. Our communities who use the trails for walking and cycling have also noticed a large increase in stray dogs in these areas.
3) The recent 166 houses built at the edge of the Idas Valley Conservancy:
    a. The perception in our community is that this went ahead without the Municipality making any meaningful effort to engage the surrounding communities.
    b. The regrettable cutting down of an old and enormous oak tree to make space for a garage on a new property.
    c. Further, there is uncertainty with regard to potential additional developments bordering the conservancy with a distinct lack of effort to interact with surrounding communities.
4) Dumping and illegal felling of trees.
    a. With easier access via new and cleaned up roads dumping is a major and growing problem. It seems that Idas Valley Conservancy access is too easy.
    b. Illegal felling leaves trails of rubbish and untreated tree stumps so the alien tree problem gets worse.
5) Law enforcement. We respectfully request that the Municipality add additional regular law enforcement to patrol the Idas Valley Conservancy and up the Rustenberg road to the Hydro.

Thank you for your attention
Kind regards,

Robin & Danélle Kietzmann
Undosa Cottage
Rustenberg Road
Idas Valley
082 4579 450

Kind regards,

Danélle Kietzmann

DJ Malherbe Family Trust

3 La Rochelle Str (Erf 427)
FRANSCHHOEK
7690

20 September 2022

Stellenbosch Municipal Manager
PO Box 17
STELLENBOSCH
7599

Dear Ms. Mettler,

Re: Comments: Draft Fifth Generation IDP 2022 – 2027 (Ward 1)

Please find herewith again my written objection, as submitted on 8 April 2022, to the following proposals as tabled under section 8.6.1. Ward Priorities: Ward 1 (pp. 229-230). My comments and proposals in the green columns should be read together with the Notice of Objection of 24 February 2022 and the Minutes of the Meeting with Ward Councillor of 24 February 2022, as were previously presented (by hand and email) to the mayor and yourself.

IDP Ref No	Ward Priority	Priority Ranking (1-5)	Description of Ward Priority	Linkage to Directorate	Linkage to Department	Comment	Proposal
TBC	Infrastructure Services	2	Establishment of parking area at the back of Franschhoek Town Hall / Franschhoek Municipal Offices for use of Taxis during the day and public after operating hours	Infrastructure Services	Roads, Transport and Storm Water (RTS)	This area is located next to a residential area and all the neighbouring property owners have demanded that no taxi rank/facility is to be situated in this neighbourhood. The construction of a Franschhoek Taxi Rank across the Franschhoek Wine Tram Terminal (PRASA Property) should offer ample parking space for taxis and will be a viable alternative to this ward priority. (Refer to Notice of Objection and Minutes of Meeting with Ward Councillor, 24 February 2022.)	Optimising existing parking by formalising this area ensuring an additional 16 parking bays (±32 parking bays in total) for passenger vehicles only.
TBC	Infrastructure Services	2	Upgrading of the Municipal Parking area on the corner of Dirkie Uys- and La Rochelle Street	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Erf 1538 (old tennis courts): This development should be viewed with the other two proposals (below), which will have an immediate and severe negative effect on the value of adjacent properties, conflicting with municipal policy that states, “structures … not be unsightly or objectionable … [or] derogate from the value of adjoining or neighbouring properties.” (Refer to Notice of Objection and Minutes of Meeting with Ward Councillor, 24 February 2022.)	Option 1: Attractive retirement complex with ample parking (in basement and on Dirkie Uys Str ±30 parking bays). Together with Franschhoek Hospice and the Fleur de Lis old age home this will provide a harmonious care-hub for the town. Presentations in this regard were made in the past by Prof Isak Rust for the NGK and ACVV, and by Dr Kotie Kruger and Dawid Malherbe for the ATKV Sake. Option 2: Landscaped parking area for passenger vehicles (±30 parking bays). Strictly NO taxis, NO delivery trucks, NO busses, and NO public amenities.

TBC	Infrastructure Services	2	Removal of the parking bays on the west side of Huguenot Street between Berg and De La Rey Street and widening the sidewalks	Infrastructure Services	Roads, Transport and Storm Water (RTS)	For more than a century, people who frequented or visited Franschhoek by car, could park opposite, near or next to their preferred destination in the main street. Removing the existing parking bays on the western side of Huguenot Street will have a deleterious effect on the touristic and residential appeal of Franschhoek. This proposed change will endanger Franschhoek's ambience and character by drastically increasing (and channelling) the traffic into the quiet neighbourhoods. (Refer to Notice of Objection and Minutes of Meeting with Ward Councillor, 24 February 2022.)	Keep parking as is. The narrow main street is a natural traffic pacifier, ensuring thoroughfare traffic drive slowly and safely through town.
TBC	Infrastructure Services	2	Closure of the southeast side of Church Street and conversion of the existing road into a public amenity area	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Removing the existing parking bays in Church Street (to create a public amenity area and new focal point for the village) are ill-advised and will also have a deleterious effect on the touristic and residential appeal of Franschhoek. This will furthermore drastically increase the traffic in the quiet neighbourhoods, forcing vehicles to use, amongst others, Dirkie Uys Str and to park on Erf 1538. Bringing herewith neighbourhood-unfriendly transportation such as taxis, delivery trucks, and busses into the area; putting at risk the safety of scholars, residents, and elderly pedestrians, not to mention the accompanying menace of littering, loitering and noise pollution. (Refer to Notice of Objection and Minutes of Meeting with Ward Councillor, 24 February 2022.)	Retain the status quo and existing parking but add an additional 10 diagonal parking bays next to informal traders (±50 parking bays in total).
TBC	Infrastructure Services	2	Traffic calming measures and resurfacing of Reservoir Street	Infrastructure Services	Roads, Transport and Storm Water (RTS)	The traffic problems in Dirkie Uys Str and Akademie Str are escalating. Although these concerns are well documented and communicated to the municipality, no action has been taken, apart from erecting the "no vehicles above 3.5 tonnes" signage. One of the major issues is that traffic services is not doing point duty in these streets and there is a total lack of policing these streets. Akademie Str is also dangerous because many vehicles drive against the flow of the one-way	Increased visible policing of the critical areas and times, e.g., at stop streets, drop off zones for school children. Adding a raised pedestrian crossing in Akademie Street (near Hospice House), will help to slow down the traffic. Adding a 4-stop on the corner of Oaklodge Str and Akademie Str will help to slow down the traffic in Akademie Str. The two speed bumps across from Fleur de Lis is ineffective and are not

						street section. Many are speeding and not stopping at the stop streets. Drivers are also ignoring traffic rules when dropping of (or picking up) school children. (Refer to Minutes of Meeting with Ward Councillor, 24 February 2022.)	slowing traffic down – they should be raised. More signage is necessary for Akademie Str. Many children and pedestrians are using the street and because of, amongst others, the school traffic, signage such as “children ahead”, “no hooting”, “lookout for pedestrians” should be mandatory for this street. After the resurfacing of Akademie Str, the yellow/red lines indicating non-parking areas, have not been repainted – it should urgently be repainted.

Please acknowledge receipt of this letter of objection and register the DJ Malherbe Family Trust, Erf 427, as a stakeholder and affected party to this draft IDP proposal.

Yours truly,



DJ Malherbe
On behalf of the DJ Malherbe Family Trust

Luke van Wyk

From: Luke van Wyk
To: idp
Subject: [EX] Ward 23 IDP comment
Date: Tuesday, 20 September 2022 11:25:21

Good day,

I would like to comment on the IDP priorities for Ward 23's priorities and what should be amended.

The NMT points (i.e., : Create a safe dedicated and protected NMT corridor from Kayamandi to Central Stellenbosch ; With focus on safe and protected intersections ; As well as safe crossings for pedestrians) under Safety and Security should be made their own priority namely 'NMT infrastructure'. The points under Ward Based Planning should be combined and put into the Planning and Economic Development point. This leaves priority three open for the new 'NMT infrastructure' topic to be put in. This leaves the priorities as follows: Safety and Security; Community Development; NMT infrastructure; Planning and Economic development; and Environmental Management.

All the same points are included but this is a more logical structuring and does not allow NMT to be 'lost' in the Safety and Security priority as it currently stands.

Kind regards,
Luke

Cllr N Mcombring

From: Nateshia Mcombring
To: idp
Subject: 1st Review of the 5th Generation IDP 2022-2027 (Ward 5)
Date: Tuesday, 27 September 2022 17:29:58
Attachments: image001.png

Good day

Request the following for Ward 5:

1. Streetlights on Helshoogte Road behind the houses in The Ridge in the direction of Pneil
2. Please solve the water problems cause by the Storm Water Pipe under Helshoogte Road where the water flows in the direction of 57, 59, 61 and 63 Maroela Cresent in The Ridge. Site inspections been conducted by the officials of Stellenbosch Municipality and Wineland District officials, and this is where it stops. Many promises been made but nothing happens for more than 11 years

Kind regards,Vriendelike Groete
Cllr. Nateshia Mcombring
Councillor: Ward 6
Corporate Services

T: +27 21 808 8150 Ward Office
C: +27 0725395257
Email:
Nateshia.Mcombring@stellenbosch.gov.za
Plein Street, Stellenbosch, 7600
www.stellenbosch.gov.za

Safety and Security

- Installation of Close Circuit Camera on Old Helshoogte Park in Old Helshoogte Road
- Installation of an LPR Camera at the Main Road 5 (Traffic lights on the corner of Helshoogte Road and R44)
- New camara installation on the corner of Rustenburg Road and Sonnebloem Street
- Use of building at the Community Market as a Satellite Police Station
- Cleaning and fencing (Clearview of Betafence) of all Electricity Boxes in the ward
- Fencing of the miniature substation between Old Helshoogte Road and Helshoogte Road
- Streetlights on Helshoogte Road opposite Beltana in the direction of The Ridge to address the cable theft and other criminal activities in the area behind the houses in that area
- More visibility and regular patrols of the Police and Law Enforcement officials in all roads, the Sport Ground, and farms in the area. If the budget allows using neighbourhood watches and give them a stipend.

Infrastructure

- Construct of pavements or sidewalks for Hahn Street, Moffat Street, Erasmussmith Street, Baker Street, Desch Street, Botmanskop Road, Dahlia Street and Speler Street
- Upgrading and resealing of roads and potholes as required in the ward
- More regular basis cutting of the grass on the parks and on all pavements in Ward 6. As well as on Helshoogte Road and R44. Not only the 6 weeks cycle as currently implemented for the Main Roads
- Request traffic lights on the turn-off from Kromme Rhee Road in the direction of Koelenhoff and turn-off from Elsenburg (near Kanonkop)
- Pedestrian crossing between Nietvoorbij and Timberlea Farm (Blue Jay) on the R44
- Pedestrian crossing between Remhoogte and Lavinir on the R44
- Pedestrian Traffic light on Helshoogte Road near Spar in the direction of Stellenbosch Primary and High School
- Replacement of current outdated sewerage pumps in Luckhoff Street and Baker Street. As well in other areas in the ward as needed
- Tar of public parking next to the Public Library and Ward Office

LED Planning

- Request waterproof covers for the Community Market to allow residents to use the facility as a hall and through all weather conditions.
- Support and funding for Tourism/Running/Cycling/Walking
- Support and funding for Skills Development (Arts and Crafts), Reading and other Soft Skills Programs, ect.

Recreation and Sport

- Replacement of the vibracrete wall with a solid wall on the Sport Grounds
- Upgrade of the lights on the Rugby Fields
- Upgrade of the cricket Fields
- Upgrade seating on the stadium with recycling chairs or wooden panels
- Upgrade of BMX Track and the purchase of BMX Bicycles
- 5 giant rubberized Chessboards Sets (size of board 30,5 cm; squares 24x24 boards) for the 4 schools in the ward and 1 for the Public Library to use for skills development and recreational purposes

Human Settlements

- Conduct a need and cost analysis for a Frail Care Centre in WCO23

Mrs & Mrs Mike Ratcliffe

Stellenbosch Municipality IDP Feedback
Councilor Roy Van Rooyen
Municipal Manager Geraldine Mettler
idp@stellenbosch.gov.za
roy.vanrooyen@stellenbosch.gov.za

September 22, 2022

Dear Sir, Dear Madam,

We are members of the Idas Valley Community group and Rustenberg Community groups. Following on from the recent Stellenbosch Municipality IDP public participation meeting for Ward 5 on the 20th of September, we would like to place our community concerns on record:

1) The *Basothos* initiation ceremonies in the Idas Valley Conservancy is an intrusion on the surrounding communities, impacting safety, noise at night and security. It interrupts the building momentum of the development of the exciting new conservancy tourism programs. The perception in the community is that unilateral decisions were taken by the Municipality without due regard for local communities.
2) Dog fighting. There has been an increased number of reported dog fights in the woods in the conservancy. Our communities who use the trails for walking and cycling have also noticed a large increase in stray dogs in these areas.
3) The recent 166 houses built at the edge of the Idas Valley Conservancy:
    a. The perception in our community is that this went ahead without Municipality making any meaningful effort to engage the surrounding communities.
    b. The regrettable cutting down of an old and enormous oak tree to make space for a garage on a new property.
    c. Further, there is uncertainty with regards to potential additional developments bordering the conservancy with a distinct lack of effort to interact with surrounding communities.
4) Dumping and illegal felling of trees.
    a. With easier access via new and cleaned up roads dumping is a major and growing problem. It seems that Idas Valley Conservancy access is too easy.
    b. Illegal felling leaves trails of rubbish and untreated tree stumps so the alien tree problem gets worse.
5) Law enforcement. We respectfully request that Municipality add additional regular law enforcement to patrol the Idas Valley Conservancy and up the Rustenberg road to the Hydro.

Thank you for your attention
Kind regards,

Mrs & Mrs Mike Ratcliffe
Little Wedge, Rustenberg Road
0834091377
pip@vilafonte.com

Stephanie Westdyk

From: Steff Wes
To: idp; Roy van Rooyen
Subject: [EX] IDP feedback
Date: Wednesday, 28 September 2022 11:05:01

Stellenbosch Municipality IDP Feedback
Councilor Roy Van Rooyen
Municipal Manager Geraldine Mettler
idp@stellenbosch.gov.za
roy.vanrooyen@stellenbosch.gov.za

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Thank you for your attention.

Kind regards

Stephanie Westdyk
084 444 8884

Mr and Mrs Trevor Townsend

Stellenbosch Municipality IDP Feedback
Councilor Roy Van Rooyen
Municipal Manager Geraldine Mettler
idp@stellenbosch.gov.za
roy.vanrooyen@stellenbosch.gov.za

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Thank you for your attention
Kind regards,

Mr and Mrs Trevor Townsend

Cranford, Rustenberg Road

Ida's Valley

0833253235

townsendt75@gmail.com

8.	**REPORTS SUBMITTED BY THE EXECUTIVE MAYOR**

NONE

9.	**URGENT MATTERS**

10.	**MATTERS TO BE CONSIDERED IN-COMMITTEE**