



STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref no.3/4/1/5

2023-10-25

NOTICE OF THE 17TH MEETING OF THE COUNCIL OF STELLENBOSCH MUNICIPALITY WEDNESDAY, 2023-10-25 AT 10:00

TO

The Speaker, Cllr Q Smit [Chairperson]
The Executive Mayor, Ald GMM Van Deventer
The Deputy Executive Mayor, Cllr JS Fasser
The Council Whip, Cllr P Crawley

COUNCILLORS

RA Adams	RS Nalumango
J Andrews	NR Ndalasi
Ald JC Anthony	CD Noble
ZJ Dalling	L Nkamisa
MM Danana	M Nkopane
I De Taillerfer	N Ntsunguzi
R Du Toit	N Olayi
A Ferns	WC Petersen
E Groenewald	RO Pheiffer
AJ Hanekom	WF Pietersen
RB Hendrikse	MG Rataza
P Johnson	Ald JP Seryn
J Joon	MJ Slabbert
O Jooste	SR Schäfer
X Kalipa	A Tomose
N Mananga-Gugushe	RB Van Rooyen
C Manuel	M Van Stade
EP Masimini	CA Van Wyk
NE Mcombring	E Vermeulen
XL Mdemka	J Williams
NM Mkhontwana	

Notice is hereby given in terms of Section 29, read with Section 18(2) of the *Local Government: Municipal Structures Act, 117 of 1998*, as amended, that the **17TH MEETING** of the **COUNCIL** of **STELLENBOSCH MUNICIPALITY** will be held via **MS TEAMS** on **WEDNESDAY, 25 OCTOBER 2023** at **10:00** to consider the items on the Agenda.

SPEAKER
CLLR Q SMIT

A G E N D A
17TH MEETING OF COUNCIL
OF STELLENBOSCH MUNICIPALITY
2023-10-25

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7.	CONFIRMATION OF THE MINUTES OF PREVIOUS MEETING/S
7.1	16 TH COUNCIL MEETING: 2023-08-23

The minutes of the 16th Council meeting: 2023-08-23 is attached as **APPENDIX 1.**

FOR CONFIRMATION

APPENDIX 1



STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref no.3/4/1/5

2023-08-23

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MINUTES

16TH MEETING OF THE COUNCIL OF STELLENBOSCH MUNICIPALITY

2023-08-23 AT 10:00

MINUTES
16TH MEETING OF COUNCIL
OF STELLENBOSCH MUNICIPALITY
2023-08-23

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18.	REPORT/S SUBMITTED BY THE EXECUTIVE MAYOR	
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19.	MATTERS TO BE CONSIDERED IN-COMMITTEE	
	SEE PINK DOCUMENTATION	

MINUTES

16TH MEETING OF THE COUNCIL
OF STELLENBOSCH MUNICIPALITY

2023-08-23

TO The Speaker, Cllr Q Smit [Chairperson]
The Executive Mayor, Ald GMM Van Deventer
The Deputy Executive Mayor, Cllr JS Fasser
The Council Whip, Cllr P Crawley

COUNCILLORS	RA Adams	RS Nalumango
	J Andrews	NR Ndalasi
	Ald JC Anthony	CD Noble
	ZJ Dalling	L Nkamisa
	MM Danana	M Nkopane
	I De Taillerfer	N Ntsunguzi
	R Du Toit	N Olayi
	A Ferns	RO Pheiffer
	E Groenewald	WF Pietersen
	AJ Hanekom	MG Rataza
	RB Hendrikse	Ald JP Serdyn
	J Joon	MJ Slabbert
	O Jooste	SR Schäfer
	X Kalipa	A Tomose
	N Mananga-Gugushe	RB Van Rooyen
	C Manuel	M Van Stade
	EP Masimini	CA Van Wyk
	NE Mcombring	E Vermeulen
	XL Mdemka	J Williams
	NM Mkhontwana	

OFFICIALS Municipal Manager (G Mettler)
Chief Financial Officer (K Carolus)
Director: Community and Protection Services (G Boshoff)
Director: Corporate Services (A De Beer)
Director: Planning and Economic Development (A Barnes)
Director: Infrastructure (S Chandaka)
Chief Audit Executive (F Hoosain)
Senior Administration Officer (T Samuels)

1.	OPENING AND WELCOME
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The Speaker, Cllr Q Smit, extended a warm welcome to all present in the 16th Council meeting.

2.	MAYORAL ADDRESS
	<ul style="list-style-type: none"> - Nearing the end of August, which is also known as Women's Month. Due to the taxi strike the official Women's Day celebration of the municipality was cancelled. However, on 29 August 2023, we will celebrate the Women of Stellenbosch Municipality at a special event. - On 16 August 2023, Premier Winde and Minister Reagan Allen visited Stellenbosch as part of the oversight visit to see the damage to the Kayamandi Police Station that happened during the recent taxi strike. They also conducted a roadblock because the safety of both drivers and pedestrians are important. - Stellenbosch hosted the very successful Wine Festival as part of the Stellenbosch Town 2023. This event showcases the best of Stellenbosch wines, culinary creations and atmosphere during winter. I want to thank all the stakeholders and participants who helped making this event a major success, as well as all guests that attend the event. - A reminder of the annual Mayoral Golf Day taking place on 1 September 2023. This is an important event because the funds from the golf day supports the charitable account. Raadslede, soos julle reeds in een van die items gesien het, help ons baie persone en organisasies vanuit die gemeenskap met befondsing vir verskeie doelwitte en navrae. - Vra dat ons almal as Stellenbosch inwoners ons steun gooi agter ons plaaslike sokkerspan, Stellenbosch FC, wat op die oomblik baie goed doen. Hulle volgende wedstryd is Saterdag, 26 Augustus 2023 teen Supersport United. Ons wens hulle alle sterkte toe. - Acknowledge the passing of Derrek Watts, presenter of Carte Blanche. On behalf of Stellenbosch, we express our deepest sympathy with his family. - Innige simpatie met die familie van Theuns Stofberg, wie oorlede is tydens 'n ongeluk. - Children's diseases on increase. Try not to spread diseases. Go back to the protocol of sanitizing and good hygiene to assist with the combatting of these diseases.
3.	COMMUNICATION BY THE SPEAKER

- The following items on the Agenda were withdrawn:-
 - Item 13.2 due to late submission
 - Item 13.6 referred to a combined Section 80 Committee. Further information will be distributed shortly.
- Amendments were received on the following items on the Agenda:
Item 11.6.1; 11.6.2 and 13.1
- Congratulations to the following Councillors who celebrated their birthdays during August:

Cllr N Ntsunguzi	= 8 August
Cllr O Jooste	= 11 August
Cllr M Nkopane	= 11 August
Cllr J Fasser	= 13 August

MINUTES

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2023-08-23

4.	COMMUNICATION BY THE MUNICIPAL MANAGER
	<ul style="list-style-type: none"> - August is Women's Month, and the women of the municipality will celebrate Women's Day on 29 August 2023. - The MTN8 semi-final between Stellenbosch FC and Orlando Pirates which will take place on Athlone Stadium as well as the Mayoral Golf Day in September 2023. - Congratulations to the CFO, Mr K Carolus who celebrated his 40th birthday on 21 August 2023.
5.	DISCLOSURE OF INTERESTS
	NONE
6.	APPLICATION FOR LEAVE OF ABSENCE
6.1	<p>The following applications for leave of absence were approved in terms of the Rules of Order By-law of Council:-</p> <p>Cllr P Johnson – 23 August 2023 Cllr WC Petersen – 23 August 2023</p>
7.	CONFIRMATION OF THE MINUTES OF PREVIOUS MEETING/S
7.1	SPECIAL COUNCIL MEETING: 2023-06-27
	The minutes of a Special Council Meeting: 2023-06-27 were <u>confirmed as correct without any changes.</u>
7.2	15TH COUNCIL MEETING: 2023-07-26
	The minutes of the 15 th Council Meeting: 2023-07-26 were <u>confirmed as correct without any changes.</u>

8.	STATUTORY MATTERS
8.1	SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN FOR 2024/25

Collaborator No: 754168
 IDP KPA Ref No: Good Governance and Compliance
 Meeting Date: 16 August 2023 & 23 August 2023

1. SUBJECT: SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN FOR 2024/25

2. PURPOSE

To table to the Council for consideration and approval the SDF / IDP / Budget Time Schedule / Process Plan for 2024/25, attached as **ANNEXURE A**.

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

Each municipality is legally required to adopt a time schedule listing the key activities and deadlines 10 months before the start of the new financial year.

The Spatial Development Framework (SDF) / Integrated Development Plan (IDP) / Budget Time Schedule / Process Plan for 2024/25 outlines the key strategic activities and public participation processes that will guide the planning, drafting, and adoption of the **1st Amendment of the 5th Generation IDP 2022 – 2027**, the **2nd Review of the 5th Generation IDP 2022 – 2027** and the Medium – Term Revenue Expenditure Framework (Budget) for the period 2024/25 – 2026/27.

The SDF / IDP / Budget Time Schedule / Process Plan for 2024/25 is, therefore, compiled in terms of Section 21(b) of the Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003) (MFMA), which states that “the mayor of a municipality **must** – at least **10 months** before the start of the budget year table in the municipal council a time schedule outlining key deadlines for –

- (i) the preparation, tabling and approval of the annual budget;
- (ii) the annual review of-
 - (aa) the integrated development plan in terms of section 34 of the Municipal Systems Act; and
 - (bb) the budget-related policies;
- (iii) the tabling and adoption of any amendments to the integrated development plan and budget-related policies; and
- (iv) any consultative processes forming part of the processes referred to in subparagraphs (i), (ii) and (iii)

The SDF / IDP / Budget Time Schedule / Process Plan for 2024/25 is also compiled in terms of Section 29 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA).

16TH COUNCIL MEETING: 2023-08-23: ITEM 8.1**RESOLVED** (nem con)

- (a) that the Council adopts the SDF / IDP / Budget Time Schedule / Process Plan for 2024/25 for the compilation of the annual budget in terms of Section 21(1) of the MFMA and Section 29 of the MSA, to guide the planning, drafting and adoption of the 1st Amendment of the 5th Generation IDP 2022 – 2027 and the 2nd Review of the 5th Generation IDP 2022 – 2027, attached as **ANNEXURE A**; and
- (b) that an advertisement is placed on the official website of the municipality and in the local newspaper notifying the public of the adopted SDF / IDP / Budget Time Schedule / Process Plan for 2024/25.

FOR FURTHER DETAILS CONTACT:

NAME	<i>Geraldine Mettler</i>
POSITION	<i>Municipal Manager</i>
DIRECTORATE	<i>Office of the Municipal Manager</i>
CONTACT NUMBERS	<i>021 808 8025</i>
E-MAIL ADDRESS	<i>geraldine.mettler@ Stellenbosch.gov.za</i>
REPORT DATE	<i>01 August 2023</i>

8.2	DRAFT 1st AMENDMENT OF THE 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027
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Collaborator No: 754256
 IDP KPA Ref No: Good Governance and Compliance
 Meeting Date: 16 August 2023 & 23 August 2023

1. SUBJECT: DRAFT 1st AMENDMENT OF THE 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027

2. PURPOSE

To table to Council for consideration:

- (a) Memorandum in terms of Regulation 3(2)(a) of the Municipal Planning and Performance Management, 2001, attached as **ANNEXURE A**; and
- (b) The draft 1st Amendment of the 5th Generation IDP 2022 – 2027, attached as **ANNEXURE B**, is to be released for public comments.

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

The Stellenbosch Municipality concluded an extensive process to amend the municipal Spatial Development Framework (*mSDF*), which was finalised and approved in June 2023. The *mSDF* is regarded as a core component of the IDP, as noted in Section 26(e) of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA), and as a critical developmental tool as an enabler for development. Hence, the *mSDF* must be incorporated into the IDP to give expression to its developmental importance.

16TH COUNCIL MEETING: 2023-08-23: ITEM 8.2

RESOLVED (majority vote)

- (a) that Council approve the Memorandum in accordance with Regulation 3(2)(a) of the Municipal Planning and Performance Management Regulations, 2001, attached as **ANNEXURE A**;
- (b) that the draft 1st Amendment of the 5th Generation IDP 2022 – 2027 of Stellenbosch Municipality be approved in terms of Section 34(b) of the MSA to obtain public input and comments, attached as **ANNEXURE B**;
- (c) that an advertisement be placed on the official website of the municipality and the local newspaper notifying the public that the draft 1st Amendment of the 5th Generation IDP 2022 – 2027 is open for public input and comments for a period of 21 days; and

-
- (d) that the Memorandum in terms of Regulation 3(2)(a) of the Municipal Planning and Performance Management, 2001 and the draft 1st Amendment of the 5th Generation IDP 2022–2027 be submitted to the Western Cape: Department of Local Government, Western Cape: Provincial Treasury, and the Cape Winelands District Municipality.

FOR FURTHER DETAILS CONTACT:

NAME	<i>Geraldine Mettler</i>
POSITION	<i>Municipal Manager</i>
DIRECTORATE	<i>Office of the Municipal Manager</i>
CONTACT NUMBERS	<i>021 – 808 8025</i>
E-MAIL ADDRESS	<i>geraldine.mettler@ Stellenbosch.gov.za</i>
REPORT DATE	<i>04 August 2023</i>

MINUTES

16TH MEETING OF THE COUNCIL
OF STELLENBOSCH MUNICIPALITY

2023-08-23

8.3	MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR JULY 2023
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Collaborator No:

IDP KPA Ref No:

Meeting Date:

Good Governance and Compliance

16 August 2023 & 23 August 2023

1. **SUBJECT: MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR JULY 2023**2. **PURPOSE**

To comply with Regulation 36(2) of the Municipal Supply Chain Management Regulations and Section 36 of the Supply Chain Management Policy 2023/2024 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 (2023/2043) stipulate that SCM deviations be reported to Council. In compliance thereto, this report presents to Council the SCM deviations that occurred during July 2023.

16TH COUNCIL MEETING: 2023-08-23: ITEM 8.3**NOTED**

that there were no deviations listed for the month of July 2023.

NAME	Dalleel Jacobs
POSITION	<i>Senior Manager Supply Chain Management</i>
DIRECTORATE	<i>Finance</i>
CONTACT NUMBERS	<i>021 808 8137</i>
E-MAIL ADDRESS	<i>Dalleel.jacobs@ Stellenbosch.gov.za</i>
REPORT DATE	07 August 2023

MINUTES

16TH MEETING OF THE COUNCIL
OF STELLENBOSCH MUNICIPALITY

2023-08-23

8.4	ADJUSTMENTS BUDGET (ROLL-OVER) 2023/2024
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Collaborator No:

IDP KPA Ref No:

Meeting Date:

Good Governance and Compliance

16 August 2023 & 23 August 2023

1. SUBJECT: ADJUSTMENTS BUDGET (ROLL-OVER) 2023/2024

2. PURPOSE

Is to present the adjustments budget roll-over for the 2023/2024 financial year to Council for approval.

3. DELEGATED AUTHORITY

FOR APPROVAL BY MUNICIPAL COUNCIL

EXECUTIVE SUMMARY

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

4. RECOMMENDATIONS

- (a) that the Adjustments Budget for 2023/2024 as set out in **APPENDIX 1-4**, 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).

16TH COUNCIL MEETING: 2023-08-23: ITEM 8.4**RESOLVED** (majority vote with 1 abstention)

- (a) that the Adjustments Budget for 2023/2024 as set out in **APPENDIX 1-4**, 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	08 August 2023

9.	REPORT BY THE MUNICIPAL MANAGER ON OUTSTANDING RESOLUTIONS
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No report submitted as outstanding resolutions serves at Section 80 Committees.

10.	ITEMS FOR NOTING
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10.1	REPORT/S BY THE EXECUTIVE MAYOR
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NONE

10.2	REPORT/S BY THE SPEAKER
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NONE

10.3	REPORT/S BY THE MUNICIPAL MANAGER
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10.3.1	REPORTING ON THE RELIEF AND CHARITABLE FUND (MAYORAL FUND) 1 JANUARY 2023 – 30 JUNE 2023
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Collaborator No:

IDP KPA Ref No:

Meeting Date:

Good governance and Compliance

23 August 2023

**1. REPORTING ON THE RELIEF AND CHARITABLE FUND (MAYORAL FUND) –
1 JANUARY 2023 – 30 JUNE 2023**

2. PURPOSE

The purpose of the report is to provide feedback to council on the donations that was paid out to applicants from 1 January 2023 until 30 June 2023 as per the approved Guidelines.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The Executive Mayor receives on a regular basis applications for grants, donations and financial assistance from various organisations, groups and individuals. Most of these are dealt with through the normal Grants-in-Aid Policy, but some deserving applications fall outside the ambit of the policy.

16TH COUNCIL MEETING: 2023-08-23: ITEM 10.3.1**RESOLVED** (majority vote with 10 abstentions)

- (a) that Council notes the income and expenditure of the Relief and/or Charitable Fund (Mayoral Fund) from 1 January 2023 – 30 June 2023; and
- (b) that Council notes that the Stellenbosch Municipal Relief and Charitable Fund will be reviewed.

The following Councillors requested that their votes of dissent be minuted:

Councillors J Andrews; R Hendrikse; C Noble and M van Stade.

FOR FURTHER DETAILS CONTACT:

NAME	Geraldine Mettler
POSITION	Municipal Manager
DIRECTORATE	Municipal Manager
CONTACT NUMBERS	021 808 8025
E-MAIL ADDRESS	municipal.manager@ Stellenbosch.gov.za
REPORT DATE	17 August 2023

11.	CONSIDERATION OF ITEMS BY THE EXECUTIVE MAYOR: [ALD G VAN DEVENTER]
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11.1	PROTECTION SERVICES: (PC: CLLR R PHEIFFER) NONE
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11.2	SPORTS, YOUTH AND CULTURE: [PC: CLLR JC ANTHONY] NONE
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11.3	CORPORATE SERVICES: (PC: CLLR L NKAMISA)
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11.3.1	REPEAL OF STAFF ATTRACTION AND RETENTION POLICY OF 2008 AND THE GUIDELINES ON NEGOTIATION OF REMUNERATION (WITHIN THE NATIONAL NEGOTIATED FRAMEWORK) FOR THE RETENTION AND ATTRACTION OF STAFF
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Collaborator No: 754485
IDP KPA Ref No: Good Governance
Meeting Date: 16 August 2023 & 23 August 2023

1. SUBJECT: REPEAL OF STAFF ATTRACTION AND RETENTION POLICY OF 2008 AND THE GUIDELINES ON NEGOTIATION OF REMUNERATION (WITHIN THE NATIONAL NEGOTIATED FRAMEWORK) FOR THE RETENTION AND ATTRACTION OF STAFF

2. PURPOSE

To request Council to repeal the Staff Attraction and Retention Policy of 2008 and the guidelines on negotiation of remuneration (within the national negotiated framework) for the retention and attraction of staff.

3. DELEGATED AUTHORITY

The delegated authority for approval of policies is Council.

4. EXECUTIVE SUMMARY

On 23 September 2008 Council approved a Staff Attraction and Retention policy and on 24 April 2019 the Guidelines on Negotiation of Remuneration (within the national negotiated framework) for the retention and attraction of staff. Part of these documents contained provisions about the scarcity allowance. Council approved the Recruitment and Selection policy in June 2022 with implementation date of 1 July 2022. The provisions of the Recruitment and Selection Policy has now absorbed the scarcity allowance as well as the provisions around the retention of staff. When the Recruitment and Selection Policy was approved the resolution did not contain the provision that the previous policies are abolished/repealed.

Although it is common cause that a latter decision would replace an earlier one when dealing with the same issue the scarcity allowance was the subject of an arbitration and the arbitrator found that he is of the view that the 2008 policy still stands despite the provisions contained in the recruitment and selection policy. The administration therefore does not agree with the award made. To ensure however that there is no ambiguity around the 2008 policy and guidelines we are requesting that the policy and guidelines and any decision made in terms of that policy or guidelines or otherwise be repealed and that the provisions of the Recruitment and Selection Policy of June 2022 replace the provisions that are repealed. The recruitment and selection policy has been consulted extensively in the LLF prior to council approving it.

16TH COUNCIL MEETING: 2023-08-23: ITEM 11.3.1**RESOLVED** (majority vote)

that the following policies/guidelines be repealed and abolished as the provisions of the Recruitment and Selection Policy of June 2022 replaced it:

- (a) Staff Attraction and Retention Policy of 2008;
- (b) Guidelines on Negotiation of Remuneration (within the National Negotiated Framework) for the Retention and Attraction of Staff;
- (c) All previous Recruitment and Selection Policies;
- (d) Probation Policy dated 25 February 2015;
- (e) Succession Planning and Career Pathing Policy dated 25 February 2015; and
- (f) Any decisions taken under the abovementioned policies/guidelines.

NAME	<i>Annalene De Beer</i>
POSITION	<i>Director Corporate Services</i>
DIRECTORATE	<i>Corporate Services</i>
CONTACT NUMBERS	<i>021-808 8018</i>
E-MAIL ADDRESS	<i>Annalene.DeBeer@ Stellenbosch.gov.za</i>
REPORT DATE	<i>10 August 2023</i>

MINUTES

16TH MEETING OF THE COUNCIL
OF STELLENBOSCH MUNICIPALITY

2023-08-23

11.4	FINANCIAL SERVICES: (PC: CLLR J FASSER)
11.4.1	CONTRACTS HAVING FUTURE BUDGETARY IMPLICATIONS – MUNICIPAL VALUER

Collaborator No: 754220
 IDP KPA Ref No: Good Governance and Compliance
 Meeting Date: 16 August 2023 & 23 August 2023

1. SUBJECT: CONTRACTS HAVING FUTURE BUDGETARY IMPLICATIONS – MUNICIPAL VALUER

2. PURPOSE

Council to approve in terms of Section 33(1) (c) MFMA, the contract to be entered into between the Municipality and the Municipal Valuer for the compilation of the General Valuation Roll to be implemented on 1 July 2025.

3. DELEGATED AUTHORITY

Council to approve.

4. EXECUTIVE SUMMARY

A process as envisaged in Section 33, MFMA, is to be followed in order for the Municipality to enter into a contract having budgetary implications beyond the three years covered in the current financial year's budget.

This process has been initiated and is to be concluded by the Council considering this report and adopting the relevant resolution.

16TH COUNCIL MEETING: 2023-08-23: ITEM 11.4.1

RESOLVED (majority vote)

- (a) that Council notes the Municipality's intention to enter a contract with a Municipal Valuer that will have future budgetary implications;
- (b) that Council notes that the Municipality's intention to enter into a contract with a Municipal Valuer that will have future budgetary implications was advertised in terms of Section 33, MFMA and that no comments were received;
- (c) that the views and recommendations of National Treasury, Provincial Treasury and the Departments responsible for Local Government were solicited and that no reasons for opposing the contract were received;
- (d) that the Council is satisfied that the Municipality will derive a financial benefit from the contract in the form of cost savings;

MINUTES

16TH MEETING OF THE COUNCIL
OF STELLENBOSCH MUNICIPALITY

2023-08-23

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- (e) that the contract attached as **APPENDIX 1** is accepted and approved; and
- (f) that the Municipal Manager be authorised to sign the contract on behalf of the municipality.

The following Councillors requested that their votes of dissent be minuted:

Cllrs J Andrews; M Danana; N Mananga-Gugushe; R Hendrikse; E Masimini; RS Nalumango; M Nkopane; C Noble; N Ntsunguzi; M Rataza; A Tomose and M van Stade.

FOR FURTHER DETAILS CONTACT:

NAME	<i>H Mitchell</i>
POSITION	<i>Senior Manager Revenue and Expenditure</i>
DIRECTORATE	<i>Finance</i>
CONTACT NUMBERS	<i>021 808 8016</i>
E-MAIL ADDRESS	<i><u>Henry.Mitchell@ Stellenbosch.gov.za</u></i>
REPORT DATE	<i>10 August 2023</i>

11.5	HUMAN SETTLEMENTS: (PC: CLLR R DU TOIT)
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NONE

11.6	INFRASTRUCTURE SERVICES : (PC : CLLR P JOHNSON)
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11.6.1	PROPOSED IMPLEMENTATION OF A ONE-WAY SYSTEM ALONG PIET RETIEF AND KOCH STREETS
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Collaborator No: 753995
 IDP KPA Ref No: Good Governance
 Meeting Date: 16 August 2023 & 23 August 2023

1. SUBJECT: PROPOSED IMPLEMENTATION OF A ONE-WAY SYSTEM ALONG PIET RETIEF AND KOCH STREETS

2. PURPOSE

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

3. DELEGATED AUTHORITY

Municipal Council

4. EXECUTIVE SUMMARY

Developments and population growth have resulted in increases in vehicular traffic which in turn leads to congestion on the road network. The Municipality has in the past and continues to implement measures that would mitigate congestion, however upgrades and improvements to the road network are still required.

The Municipality has recently received a request from the community to consider the implementation of one-way system along Piet Retief and Koch Streets.

The implementation of one-way systems has the potential to reduce congestion and improve traffic flow. It is also advantages in that it has negligible cost implications, however one-way systems must be backed with supporting analysis.

The Department therefore proposes that an analysis be carried out to determine all impacts associated with the proposed one-way system. The analysis should include the identification and mitigation of any undesirable impacts. It is expected that the analysis will be concluded in three months, thereafter the results of the analysis will be tabled before Council for further consideration.

16TH COUNCIL MEETING: 2023-08-23: ITEM 11.6.1**RESOLVED** (nem con)

- (a) that Council takes note of this report and approves the proposals for public participation contained herein;
- (b) that a public participation process be undertaken once the traffic analysis has been finalised;
- (c) that on completion of the public participation process, the matter be brought back to Council for further consideration.

FOR FURTHER DETAILS CONTACT:

NAME	<i>Shane Chandaka</i>
POSITION	<i>Director Infrastructure Services</i>
DIRECTORATE	<i>Infrastructure Services</i>
CONTACT NUMBERS	<i>021 808 8213</i>
E-MAIL ADDRESS	<i><u>shane.chandaka@ Stellenbosch.gov.za</u></i>
REPORT DATE	<i>28 July 2023</i>

MINUTES

16TH MEETING OF THE COUNCIL
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2023-08-23

11.6.2	REQUEST TO PRIORITISE THE DUALLING OF THE BRIDGE IN DIE LAAN
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Collaborator No: 753994
 IDP KPA Ref No: Green and Sustainable Valley
 Meeting Date: 16 August 2023 & 23 August 2023

1. **SUBJECT: REQUEST TO PRIORITISE THE DUALLING OF THE BRIDGE IN DIE LAAN**

2. **PURPOSE**

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

3. **DELEGATED AUTHORITY**

Municipal Council

4. **EXECUTIVE SUMMARY**

The limited number of vehicle crossings over the Eerste River and particularly the single lane bridge over the Eerste River on "Die Laan" near Coetzenberg Stadium contributes to traffic congestion.

The Municipality has recently received request from the community to prioritise and implement an additional bridge in "Die Laan", due to the heavy congestion experienced.

The department supports the implementation of an additional bridge, that would accommodate two (2) lanes of vehicular traffic. The need was previously identified and is listed as a project for implementation in approved planning documentation.

The Department therefore proposes that budgets be made available in the 2024- 2025 financial year budget process to commence with the designs of the additional bridge. Once designs are completed and approvals are in place, the department proposes that budget be made available for the implementation of an additional two-lane bridge.

16TH COUNCIL MEETING: 2023-08-23: ITEM 11.6.2

RESOLVED (majority vote)

- (a) that Council takes note of this report and approves the proposals for public participation contained herein;
- (b) that a public participation process be undertaken once the analysis of the design and heritage aspects of the existing bridge have been finalised;
- (c) that on completion of the public participation process, the matter be brought back to Council for further consideration.

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	28 July 2023

MINUTES

16TH MEETING OF THE COUNCIL
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2023-08-23

11.6.3	STATUS REPORT ON THE ALTERNATIVE ENERGY GENERATION (AEG) INITIATIVES – AUGUST 2023
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Collaborator No: 754250
 IDP KPA Ref No: Good Governance
 Meeting Date: 16 August 2023 & 23 August 2023

1. SUBJECT: STATUS REPORT ON THE ALTERNATIVE ENERGY GENERATION (AEG) INITIATIVES – AUGUST 2023

2. PURPOSE

To inform Council about the progress with the different energy-related projects in the Municipality in order to ultimately reduce the impact of Electricity Loadshedding on the Municipality.

3. DELEGATED AUTHORITY

For notification by the Municipal Council.

4. EXECUTIVE SUMMARY

The Municipality is investigating a number of initiatives to reduce the impact of load shedding, namely:

- a. Initial application submitted to Eskom to be considered for Load Shedding mitigation.
- b. The successful appointment of a Lead Consulting Project Management Firm and in-house project manager.
- c. The successful tender and award of the supervisory control and data acquisition (SCADA) Telemetry system contract in July 2023.
- d. Council approval obtained and advertisement of three possible land parcels for public comment, for possible use for the alternative energy plant construction site.
- e. Investigation of solar photovoltaic and battery storage to ensure business continuation at critical Municipal buildings and critical water and wastewater treatment plants.
- f. The Western Cape Government Municipal Energy Resilience project and municipal pool buying initiative.
- g. Possible establishment of an internal solar plant.
- h. Analysis and current preparation of a Request for Proposals for alternative energy Independent Power producers (IPP's).

16TH COUNCIL MEETING: 2023-08-23: ITEM 11.6.3

NOTED

the progress of the Alternate Energy Generation initiatives and studies.

FOR FURTHER DETAILS CONTACT:

NAME	Shane Chandaka
POSITION	Director Infrastructure Services
DIRECTORATE	Infrastructure Services
CONTACT NUMBERS	021 808 8815
E-MAIL ADDRESS	shane.chandaka@ Stellenbosch.gov.za
REPORT DATE	7 August 2023

MINUTES

16TH MEETING OF THE COUNCIL
OF STELLENBOSCH MUNICIPALITY

2023-08-23

11.7	PARKS, OPEN SPACES AND ENVIRONMENT: (PC: J WILLIAMS)
11.7.1	ESTABLISHMENT OF A MEMORIAL PARK, CALCUTTA ON FARM 29, NORTH OF KOELENHOF

Collaborator No:

IDP KPA Ref No:

Meeting Date:

Good Governance and Compliance

16 August 2023 & 23 August 2023

1. **SUBJECT: ESTABLISHMENT OF A MEMORIAL PARK, CALCUTTA ON FARM 29, NORTH OF KOELENHOF**

2. **PURPOSE**

To provide progress on the establishment of a Memorial Park (Calcuttabos).

3. **DELEGATED AUTHORITY**

Council

4. **EXECUTIVE SUMMARY**

During 2023 Stellenbosch Municipality commenced with the appointing of a consultant for the Design, Construction & Construction Monitoring of a Memorial Park on Remainder Farm No.29 (CALCUTTA). The project is managed under the leadership of the PMU of the municipality.

16TH COUNCIL MEETING: 2023-08-23: ITEM 11.7.1

NOTED

the report on the establishment of a Memorial Park, Calcutta on Farm 29, north of Koelenhof.

FOR FURTHER DETAILS CONTACT:

NAME	<i>Albert van der Merwe</i>
POSITION	<i>Senior manager Community Services</i>
DIRECTORATE	<i>Community and Protection Services</i>
CONTACT NUMBERS	<i>021 808 8165</i>
E-MAIL ADDRESS	<i>albert.vandermerwe@ Stellenbosch.gov.za</i>
REPORT DATE	<i>29 June 2023</i>

11.8	PLANNING AND LOCAL ECONOMIC DEVELOPMENT AND TOURISM: (PC: CLLR C VAN WYK)
11.8.1	AUTHORISE THE MUNICIPAL MANAGER TO START THE PRESCRIBED PUBLIC PARTICIPATION PROCESS AS PER CHAPTER 4 OF THE MUNICIPAL ASSET TRANSFER REGULATIONS, WITH THE VIEW OF FOLLOWING A TENDER / CALL FOR PROPOSAL PROCESS FOR OUTSOURCING THE MANAGEMENT / USE OF CLOETESVILLE, IDAS VALLEY AND KLAPMUTS INFORMAL TRADING HUBS

Collaborator No: 754146
 IDP KPA Ref No: Good Governance
 Meeting Date: 16 August 2023 & 23 August 2023

- 1. SUBJECT: TO AUTHORISE THE MUNICIPAL MANAGER TO START THE PRESCRIBED PUBLIC PARTICIPATION PROCESS AS PER CHAPTER 4 OF THE MUNICIPAL ASSET TRANSFER REGULATIONS, WITH THE VIEW OF FOLLOWING A TENDER / CALL FOR PROPOSAL PROCESS FOR OUTSOURCING THE MANAGEMENT / USE OF CLOETESVILLE, IDAS VALLEY AND KLAPMUTS INFORMAL TRADING HUBS**

- 2. PURPOSE**

To obtain Council's authorisation for the Municipal Manager to start the prescribed public participation process as per Chapter 4 of the Municipal Asset Transfer Regulations, with the view of following a tender / call for proposal process in order to outsource the management / use of the Cloetesville, Idas Valley and Klapmuts Informal Trading Hubs.

- 3. DELEGATED AUTHORITY**

Council

- 4. EXECUTIVE SUMMARY**

The Cloetesville, Idas Valley and Klapmuts Informal Trading hubs continues to be underutilised. It is of critical importance that the Municipality adopts the correct strategy and operational model for the Informal Trading Hubs in order to bring benefit to the community.

This will include possible mixed – use outcomes and appointing a suitable capacitated operator that will have the financial resources and operational experience to deliver sustainable and relevant facilities that will serve the real needs within the community.

16TH COUNCIL MEETING: 2023-08-23: ITEM 11.8.1

RESOLVED (majority vote)

- that Council authorises the Municipal Manager to start the Public Participation Process as per Chapter 4 of the Asset Transfer Regulations with the intention of following an appropriate process for the outsourcing and management of the Cloetesville, Idas Valley and Klapmuts Informal Trading Hubs;

- (b) that the item will return to Council after the public participation process for a final decision; and
- (c) that the Municipal Manager be authorised to conclude the contract or agreement after (b) above is finalised in terms of the applicable Act / Regulation.

The following Councillors requested that their votes of dissent be minuted:

Cllrs M Danana; N Mananga-Gugushe; E Masimini; RS Nalumango; M Nkopane; N Ntsunguzi; M Rataza and A Tomose.

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11.9	COMMUNITY SERVICES: (PC: CLLR X KALIPA)
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NONE

11.10	RURAL MANAGEMENT: (PC: CLLR J JOON)
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NONE

11.11	MUNICIPAL MANAGER
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11.11.1	DECISIONS TAKEN BY DIRECTORATES IN TERMS OF DELEGATED AUTHORITY FROM 1 APRIL 2023 UNTIL 30 JUNE 2023
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Collaborator No:

IDP KPA Ref No:

Meeting Date:

Good Governance and Compliance

16 August 2023 & 23 August 2023

1. SUBJECT: DECISIONS TAKEN BY DIRECTORATES IN TERMS OF DELEGATED AUTHORITY FROM 1 APRIL 2023 UNTIL 30 JUNE 2023

2. PURPOSE

To report to Council on the decisions taken by the Municipal Manager and the Directors in terms of Council's System of Delegations for the period 1 April 2023 until 30 June 2023, in compliance with Section 63 of the Local Government: Municipal Systems Act, read in conjunction with the System of Delegations as approved by Council.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

In view of the legislative stipulations, attached is a summary as **ANNEXURE 1** of decisions taken by each Directorate. The report is for noting purposes.

The report outlines the delegations exercised by the various Senior Managers as delegated by Council.

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16TH MEETING OF THE COUNCIL
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2023-08-23

16TH COUNCIL MEETING: 2023-08-23: ITEM 11.11.1

NOTED

the decisions taken for the period 1 April 2023 until 30 June 2023, by the following Section 56 Managers:

- Municipal Manager – Ms G Mettler (1 April 2023 – 30 June 2023)
- Chief Financial Officer – Mr K Carolus (1 April 2023 – 30 June 2023)
- Director Infrastructure Services – Mr S Chandaka (1 April 2023 – 30 June 2023)
- Director Planning and Economic Development – Mr A Barnes (1 April 2023 – 30 June 2023)
- Director Corporate Services – Ms A de Beer (1 April 2023 – 30 June 2023)
- Director Community and Protection Services – Mr G Boshoff (1 April 2023 – 30 June 2023).

FOR FURTHER DETAILS CONTACT:

NAME	<i>N Tshefu</i>
POSITION	<i>Manager</i>
DIRECTORATE	<i>Office of the Municipal Manager</i>
CONTACT NUMBERS	<i>021 808 8025</i>
E-MAIL ADDRESS	<i>nomie.tshefu@ Stellenbosch.gov.za</i>
REPORT DATE	<i>24 July 2023</i>

11.11.2	THE 4th SOUTH AFRICAN – GERMAN PEER LEARNING NETWORK WORKSHOP AND FUTURE ENGAGEMENTS
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Collaborator No:

IDP KPA Ref No:

Meeting Date:

Good Governance and Compliance

16 August 2023 & 23 August 2023

1. SUBJECT: THE 4th SOUTH AFRICAN – GERMAN PEER LEARNING NETWORK WORKSHOP AND FUTURE ENGAGEMENTS

2. PURPOSE

To report back to Council on the 3rd Network Meeting *South African – German Peer Learning Network Workshop* that was hosted by Stellenbosch Municipality in terms of Council Item 11.11.3 of the 6th Council meeting of 27 July 2022.

To obtain Council's permission to attend the 4th South African - German Peer Learning Network and a hospitation as well as further engagements that are linked to the partnership.

3. DELEGATED AUTHORITY

In terms of 9.2 of the Cost Containment Policy 2019, only the municipal council in a Council Meeting can approve the international travel for any official or political bearer.

4. EXECUTIVE SUMMARY

Stellenbosch Municipality is part of the IUDF Intermediate City Support Programme which is being implemented in partnership with the Cooperative Governance and Traditional Affairs (COGTA) and the South African-German City Network. Dialogues for Urban Change (D4UC) is a project implemented by the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH on behalf of the Federal Ministry for Housing, Urban Development and Building (BMWSB). It is framed by the visions for sustainable cities included in the New Urban Agenda, the UN's Sustainable Development Goal 11, the New Leipzig Charter, and the German National Urban Development Policy. D4UC aims at bringing these ideas and approaches into the daily practice of cities by creating an environment for mutual learning among practitioners of urban development. The core of the D4UC project are three city networks from partners in the USA, Ukraine, South Africa and Germany. The feedback to Council will deal with the following:

- 4.1 The extended learning opportunities beyond the eight participating cities during the Stellenbosch learning Network engagement;
- 4.2 The nomination of Senior Manager: Protection Services and Senior Manager: Asset Management & Systems, Development Services & Project Management Unit (PMU) that will represent Stellenbosch Municipality;
- 4.3 Council take note that only two selected participants that have been part of the previous meetings will be financed by GIZ. This includes the cost for accommodation, transport (air tickets economy class, ground transport in Germany);

-
- 4.4 Council to cover the cost in terms of hospitation in Nuremberg (6th - 7th and 13th -16th October 2023) for 4 nights, visa costs and take care of any further travel related costs (daily allowances, local transport to and from airport). See attached as **APPENDIX 1**; and
- 4.5 Council take note that there will be further engagements linked to the partnership that will entail financial implications.

16TH COUNCIL MEETING: 2023-08-23: ITEM 11.11.2**RESOLVED** (nem con)

- (a) that Council note the feedback report with regards to the 3rd South African – German Peer Learning Network workshop that was held in Stellenbosch;
- (b) that Council approves the request for attendance of the 4th South African – German peer learning network workshop and a hospitation by Germany from 6 - 20 October 2023;
- (c) that Council approves the hospitation in Nuremberg (6th - 7th and 13th - 16th October 2023) for 4 nights, visa costs and take care of any further travel related costs (daily allowances, local transport to and from airport); and
- (d) that Council approves all further engagements linked to the partnership that will entail financial implications.

FOR FURTHER DETAILS CONTACT:

NAME	<i>Geraldine Mettler</i>
POSITION	<i>Municipal Manager</i>
DIRECTORATE	<i>Municipal Manager</i>
CONTACT NUMBERS	<i>021 808 8025</i>
E-MAIL ADDRESS	<i>Municipal.manager@stellenbosch.gov.za</i>
REPORT DATE	<i>8 August 2023</i>

MINUTES

16TH MEETING OF THE COUNCIL
OF STELLENBOSCH MUNICIPALITY

2023-08-23

12.	MUNICIPAL PUBLIC ACCOUNTS COMMITTEE (MPAC): [CLLR WF PIETERSEN]
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NONE

13.	REPORTS BY THE MUNICIPAL MANAGER
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13.1	AUDIT AND PERFORMANCE AUDIT COMMITTEE CHARTER 2023-2024
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Collaborator No:

IDP KPA Ref No:

Good Governance and Compliance

Meeting Date:

Council: 23 August 2023

1. **SUBJECT: AUDIT AND PERFORMANCE AUDIT COMMITTEE CHARTER 2023-2024**

2. **PURPOSE**

To obtain Council's approval of the Audit and Performance Audit Committee Charter attached as **APPENDIX 1** and for Council to consider the request of the Audit and Performance Audit Committee to be remunerated the AGSA rates.

3. **DELEGATED AUTHORITY**

Council

4. **EXECUTIVE SUMMARY**

The Audit and Performance Audit Committee reviews its Charter annually to incorporate any legislative changes or to implement new best practice principles in line with the IIA Standards. Council approves this Charter Annually.

The Audit and Performance Audit Committee members at their meeting held on 29 June 2023 requested that the Municipal Manager relook at the fees being paid to the members and that the possibility be looked at to pay the members AGSA rates as is the case at City of Cape Town and also the Western Cape Provincial Government.

16TH COUNCIL MEETING: 2023-08-23: ITEM 13.1

RESOLVED (majority vote with 5 abstentions)

- (a) that Council approves the Audit and Performance Audit Committee Charter; and
- (b) that the remuneration of the Audit and Performance Audit Committee remain as approved in the Audit and Performance Audit Committee Charter.

FURTHER DETAILS CONTACT:

NAME	<i>Faiz Hoosain</i>
POSITION	<i>Chief Audit Executive (CAE)</i>
DIRECTORATE	<i>Municipal Manager</i>
CONTACT NUMBERS	<i>0218088555</i>
E-MAIL ADDRESS	<i>Faiz.Hoosain@ Stellenbosch.gov.za</i>
REPORT DATE	<i>23 August 2023</i>

13.2	RETURN ITEM: THE FUTURE USE OF ERVEN RE/279, RE/119 AND FARM 181/10 FOR POSSIBLE ALTERNATIVE ENERGY GENERATION
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The item was withdrawn due to late submission.

13.3	STATUS REPORT ON THE WESTERN CAPE GOVERNMENT ALTERNATIVE ENERGY GENERATION INITIATIVES
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Collaborator No:

IDP KPA Ref No: DIGNIFIED LIVING / GREEN AND SUSTAINABLE VALLEY

Meeting Date: 23 August 2023

1. SUBJECT: STATUS REPORT ON THE WESTERN CAPE GOVERNMENT ALTERNATIVE ENERGY GENERATION INITIATIVES

2. PURPOSE

To inform Council about the progress with the Western Cape Government alternative energy initiatives, of which Stellenbosch Municipality is one of the participating Municipalities, namely:

1. Municipal Energy Resilience Project;
2. Municipal Pool Buying Initiative;
3. Possible construction of a 50 MW Solar Plant

(NB: This Status report is not to be confused with a separate item: "Progress Report on Stellenbosch Municipality Alternative Energy Generation Initiatives" which is a Stellenbosch Municipality own internal energy initiatives report.)

3. DELEGATED AUTHORITY

For notification by the Municipal Council.

4. EXECUTIVE SUMMARY

The Western Cape Government under the Department of Infrastructure (DOI), and previously the Department of Economic Development and Tourism (DEDAT), currently has a Unit co-ordinating various alternative energy initiatives to assist Municipalities to respond to energy resilience. This unit has been co-ordinating the different projects and in certain instances has provided funding to the Municipality as well.

4.1 The main overarching initiative is called the Municipal Energy Resilience (MER) programme, and dedicated monthly engagements have been held with Stellenbosch Municipality on this aspect. The item that has been funded by the DOI to date is the Energy Master Plan and the Cost of Supply Study, which were completed and approved by Council in 2022-23.

4.2 A secondary initiative is the Municipal Pool Buying initiative where the DOI has appointed a service provider to investigate the various aspects of the project, to possibly construct one or more power plants via Independent Power Producers (IPP's), and whether it is viable for multiple municipalities to purchase power from these IPP's.

16TH COUNCIL MEETING: 2023-08-23: ITEM 13.3**NOTED**

the progress with the Western Cape Government alternative energy initiatives, as well as the concerns and challenges raised with the Province.

FOR FURTHER DETAILS CONTACT:

NAME	Shane Chandaka
POSITION	<i>Director Infrastructure Services</i>
DIRECTORATE	<i>Infrastructure Services</i>
CONTACT NUMBERS	<i>021 808 8213</i>
E-MAIL ADDRESS	<u><i>shane.chandaka@ Stellenbosch.gov.za</i></u>
REPORT DATE	<i>17 August 2023</i>

13.4	INTEGRATED DEVELOPMENT PLAN (IDP) PUBLIC PARTICIPATION METHOD FOR SEPTEMBER 2023
------	---

Collaborator No:

IDP KPA Ref No: Good Governance and Compliance

Date: Council 23 August 2023

1. SUBJECT: INTEGRATED DEVELOPMENT PLAN (IDP) PUBLIC PARTICIPATION METHOD FOR SEPTEMBER 2023

2. PURPOSE

To table to the Council for consideration:

- (a) The proposed IDP Public Participation method to consult with the community and stakeholders; and
- (b) The proposed IDP Public Participation Open Day Schedule for September 2023, attached as **ANNEXURE A**.

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

Chapter 4 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA) states that each municipality must start a public participation process to get input from the community during the planning phase for the review of the Integrated Development Plan (IDP). The public participation process entails creating spaces and platforms for active public participation and engagement. Through creating public participation spaces and platforms, the Stellenbosch Municipality wants to ensure a process of integrated planning, inclusivity, and, most importantly, accessible spaces and platforms for all residents and stakeholders to participate in the IDP process.

A proposal to the Council is to consider an alternative public participation method for the review of the IDP.

The proposal to the Council is to consider **IDP Public Participation Open Days** for the planning phase of the 2nd Review of the 5th Generation IDP 2022 – 2027. The IDP Public Participation Open Days aim to create a broader platform for dialogue and the analysis of community needs. It will serve as a one-stop municipal desk for the community to get information on municipal services, projects, and programmes and to engage with senior municipal officials about ward issues, share ideas, and ask questions.

At an all-ward councillor meeting on Monday, 21 August 2023 it was recommended that the Stellenbosch Municipality adopt the IDP Public Participation Open Days as a public participation method to consult with the community and stakeholders on the IDP and Budget. Therefore, area-based open days will be held in the respective areas of the Stellenbosch Municipal Area (see attached **ANNEXURE A** for the IDP Public Participation Open Days schedule).

The IDP public participation period will comprise the period Monday, 04 September – Wednesday, 04 October 2023, to allow members of the community and stakeholders ample time to provide community input and needs. The area-based public participation open days will be held from Tuesday, 12 September to Monday, 18 September 2023 in the respective areas within a central venue. In total, eight (8) IDP Public Participation Open Days will be held over a four-day period, with two (2) open days per day. The municipality will provide transportation, with pick-up points specified on the open day's schedule. A Sector Engagement will be convened in October 2023, where sector organisations will have the opportunity to submit verbal inputs.

In addition to the public participation open days, alternative platforms will be made available to community members and stakeholders to submit their community input and needs. The list of platforms is listed below:

- A link to an electronic submission form will be active from Monday, 04 September – Wednesday, 04 October 2023 on the municipal website: www.stellenbosch.gov.za;
- The link to the electronic form will be broadcast via WhatsApp, Email and published on Facebook, and the Stellenbosch Citizen App;
- 'Have Your Say' boxes will be placed at ward offices and libraries; and
- Submissions may be done via email at: idp@stellenbosch.gov.za or WhatsApp at 067 427 1556.

16TH COUNCIL MEETING: 2023-08-23: ITEM 13.4

RESOLVED (majority vote with 15 abstentions)

- that the Council approves the IDP Public Participation Open Days as a public participation method;
- that the IDP Public Participation Open Day Schedule for September 2023 be approved, attached as **ANNEXURE A**;
- that any subsequent amendments to the IDP Public Participation Open Day Schedule, the Municipal Manager is given the mandate to approve the amendments; and
- that an advertisement be placed on the municipal website and in the local newspaper notifying the public of the IDP Public Participation Open Days for September 2023.

FOR FURTHER DETAILS CONTACT:

NAME	<i>Geraldine Mettler</i>
POSITION	<i>Municipal Manager</i>
DIRECTORATE	<i>Office of the Municipal Manager</i>
CONTACT NUMBERS	<i>021 – 808 8025</i>
E-MAIL ADDRESS	<i>geraldine.mettler@stellenbosch.gov.za</i>
REPORT DATE	<i>17 August 2023</i>

MINUTES

16TH MEETING OF THE COUNCIL
OF STELLENBOSCH MUNICIPALITY

2023-08-23

13.5	REPORT ON FRANSCHHOEK JEUGONTWIKKELINGSTRUST
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Collaborator No:

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: 23 August 2023

1. SUBJECT: REPORT ON FRANSCHHOEK JEUGONTWIKKELINGSTRUST**2. PURPOSE**

For Council to consider further action in the matter.

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

Erf 580 was donated to the “Voortrekkerbeweging van Suid Afrika, Franschhoek Kommando”, however, the fall-back clause was activated during 2001. The “Voortrekkerbeweging” agreed to give the erf back on conditions. One of the conditions was that a Youth Trust be establishment. Subsequently, the Franschhoek Jeugontwikkelingstrust was established on 19 June 2002. The then Councillor, Andricus van der Westhuizen, was appointed to act on behalf of the Municipality when the Trust was registered.

Further to this, the fall-back clause is applicable should the Trust not perform it's role as per the Trust provisions. The Trust has ostensibly not been operational for time now.

During 2011 the provision of the Trust was changed as it relates to the fall-back clause, which effectively removed the Municipality as the beneficiary of the fall-back clause.

16TH COUNCIL MEETING: 2023-08-23: ITEM 13.5**RESOLVED** (nem con)

that this matter be referred back to allow all Councillors to peruse the new information that was distributed, whereafter this item be resubmitted to the next Council meeting scheduled for 25 October 2023.

FOR FURTHER DETAILS CONTACT:

NAME	Annalene de Beer
POSITION	Director
DIRECTORATE	Corporate Services
CONTACT NUMBERS	021 808 8018
E-MAIL ADDRESS	Annalene.deBeer@stellenobsoch.gov.za
REPORT DATE	11 August 2023

13.6	REQUEST TO SUPPORT APPLICATION TO WESTERN CAPE HERITAGE FOR THE DECLARATION OF THE “AAN DE WAGEN” AREA AS A HERITAGE SITE
------	--

Collaborator No:

IDP KPA Ref No:

Meeting Date:

Good Governance

23 August 2023

1. SUBJECT: REQUEST TO SUPPORT APPLICATION TO WESTERN CAPE HERITAGE TO DECLARE AAN DE WAGEN WEG AS A HERITAGE SITE

2. PURPOSE

To inform Council of the request received from REMGRO and for council to resolve if they will support the application.

3. DELEGATED AUTHORITY

Council must consider the matter.

4. EXECUTIVE SUMMARY

Remgro send an application they want to submit to Heritage Western Cape (**APPENDIX 1**) and requested the Municipal Manager to provide a letter to support the application. The land where the road is Municipal Land. The surrounding owners have all send letter to indicate that they support the application. The Municipal Manager first want Council to indicate if they support the application before she submits any response.

16TH COUNCIL MEETING: 2023-08-23: ITEM 13.6

RESOLVED

that this item be withdrawn and referred to a combined Section 80 Committee.

FOR FURTHER DETAILS CONTACT:

NAME	<i>Annalene de beer</i>
POSITION	<i>Director</i>
DIRECTORATE	<i>CORPORATE SERVICES</i>
CONTACT NUMBERS	<i>021-8088018</i>
E-MAIL ADDRESS	<i>Annalene.deBeer@ Stellenbosch.gov.za</i>
REPORT DATE	<i>2023 -08 -17</i>

13.7	IMPLEMENTATION OF THE DETERMINATION OF UPPER LIMITS OF SALARIES, ALLOWANCES AND BENEFITS OF DIFFERENT MEMBERS OF MUNICIPAL COUNCILS
------	--

File ref:

Collaborator No:

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: 23 August 2023

1. SUBJECT: IMPLEMENTATION OF THE DETERMINATION OF UPPER LIMITS OF SALARIES, ALLOWANCES AND BENEFITS OF DIFFERENT MEMBERS OF MUNICIPAL COUNCILS

2. PURPOSE OF REPORT

To inform Council of the provisions of Notice 49142 dated 18 August 2023 published in Government Gazette 3807 dated 18 August 2023 in regard to the determination of the upper limits of salaries allowances and benefits for different members of Municipal Councils and to request Council to resolve on the implementation of the provisions for the period from 1 July 2022.

3. DELEGATED AUTHORITY

The notice is published annually in terms of the Remuneration of Public Office Bearers Act, Act 20 of 1998. The notice requires full council to resolve on the implementation of the provisions in the Upper Limits Notice. The implementation can only take place after concurrence by the MEC for Local Government.

4. EXECUTIVE SUMMARY

The Minister of Local Government annually publishes a notice that provides for the upper limits of salaries, allowances and benefits of different members of Municipal Councils. The notice that provides for the period from 1 July 2022 to was published on 18 August 2023 and is attached hereto as **APPENDIX 1**.

The provisions indicate an upper limit increase of around 3,8 % for full-time and part-time Councillors. The cell phone allowances in the provisions are R3 600.00 per month (R200 per month increase) and a data allowance of R317 per month (R17 per month increase). The increase is applicable from 1 July 2022 and the increase will be backdated for the period and up until a new upper limit provision is published.

Council resolved during 2017 to provide laptops to all Councillors as a tool of the trade. Councillors received laptops after the elections in 2021. Agendas are distributed electronically and most meetings takes place via Teams. Councillors must use the data allowance to provide data for these meetings and to download council information.

The notice requires Council to consider the provisions and by resolution of a supporting vote of the majority of its members to determine the implementation of the provisions as set out in the Notice. Stellenbosch Municipality is a category 4 (66.67) municipality as indicated in the calculations in **APPENDIX 2**. In making the decision the Municipal Council must have regard to the financial situation of the municipality and the affordability of implementing the provisions set out in the Notice. A copy of the financial implications is attached as **APPENDIX 2**. The Municipality must get the concurrence of the Member for Local Government in the Province before the Council resolution can be implemented.

MINUTES

16TH MEETING OF THE COUNCIL
OF STELLENBOSCH MUNICIPALITY

2023-08-23

16TH COUNCIL MEETING: 2023-08-23: ITEM 13.7**RESOLVED** (majority vote with 7 abstentions)

- (a) that Council notes the provisions of Notice 49142 dated 18 August 2023;
- (b) that Council approves the implementation of the Upper Limits of the annual remuneration packages of full-time and part-time councillors as set out in paragraphs 5 to 8 of Government Notice 49142 dated 18 August 2023 from 1 July 2022;
- (c) that the implementation be effected by the Administration after due process has been followed and the MEC has given his concurrence with Council's resolutions;
- (d) that Council approves a cell phone allowance of R3 600 per month to all councillors;
- (e) that Council approves a data allowance of R317 per month for all councillors;
- (f) that Council notes that the total cost for the Municipality of all councillor salaries, allowances and reimbursement benefits will amount to R21 667 047 which expenditure is within the budgeted amount;
- (g) that it be noted that all councillors have been provided with the opportunity to receive a laptop as a tool of trade and that the tools of trade as set out in paragraph 15(1)(b), (d) be extended to councillors as indicated in the Notice as well as business cards and diaries to all councillors;
- (h) that Part-time Proportional Representation (PR) Councillors to have access to multi-digital facilities including facsimile, printer, photocopier and scanner through the office of the Speaker or Council Whip. It is noted that such facilities are available to part-time ward councillors at the ward office;
- (i) that Council considers the provision of security under the circumstances set out in item 14 (g) in the Notice, subject to a threat and risk assessment as and when required and after the elements referred to, that has to be taken into account, is available for Council consideration; and
- (j) that the written concurrence from the Minister of Local Government in the Western Cape be obtained for the payment of the above salaries, allowances and reimbursement benefits retrospectively as from 1 July 2022, before it be implemented.

The following Councillors requested that their votes of dissent be minuted:

Cllr M Danana; N Mananga-Gugushe; E Masimini; RS Nalumango; M Nkopane; N Ntsunguzi; M Rataza and A Tomose.

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	21 August 2023

14.	CONSIDERATION OF NOTICES OF QUESTIONS AND NOTICES OF MOTIONS RECEIVED BY THE SPEAKER
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NONE

15.	CONSIDERATION OF URGENT MOTIONS
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NONE

16.	URGENT MATTERS SUBMITTED BY THE MUNICIPAL MANAGER
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NONE

17.	REPORTS SUBMITTED BY THE SPEAKER
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NONE

18.	REPORTS SUBMITTED BY THE EXECUTIVE MAYOR
-----	--

NONE

19.	MATTERS TO BE CONSIDERED IN-COMMITTEE
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SEE PINK DOCUMENTATION

The meeting adjourned at 13:40.

CHAIRPERSON:

DATE:

Confirmed on

7.2	SPECIAL COUNCIL MEETING: 2023-09-27
-----	--

The minutes of a Special Council Meeting: 2023-09-27 is attached as **APPENDIX 1**.

FOR CONFIRMATION

APPENDIX 1



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref no.3/4/1/5

2023-09-27

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MINUTES

SPECIAL MEETING OF THE COUNCIL OF STELLENBOSCH MUNICIPALITY

2023-09-27 AT 10:00

MINUTES
SPECIAL MEETING OF COUNCIL
OF STELLENBOSCH MUNICIPALITY

2023-09-27

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PRESENT

The Speaker, Cllr Q Smit [Chairperson]
 The Executive Mayor, Ald GMM Van Deventer
 The Council Whip, Cllr P Crawley

COUNCILLORS

RA Adams	NM Mkhontwana
J Andrews	CD Noble
Ald JC Anthony	M Nkopane
ZJ Dalling	N Olayi
MM Danana	WC Petersen
I De Taillerfer	RO Pheiffer
R Du Toit	WF Pietersen
A Ferns	Ald J Serdyn
AJ Hanekom (from 10:30)	MJ Slabbert
P Johnson	SR Schäfer
J Joon	A Tomose
O Jooste	RB Van Rooyen
X Kalipa	M Van Stade
C Manuel	CA Van Wyk
EP Masimini	J Williams
NE Mcombring	

OFFICIALS

Acting Municipal Manager (K Carolus)
 Director: Community and Protection Services (G Boshoff)
 Director: Corporate Services (A De Beer)
 Director: Planning and Economic Development (A Barnes)
 Director: Infrastructure (S Chandaka)
 Chief Audit Executive (F Hoosain)
 Senior Administration Officer (T Samuels)

1.

OPENING AND WELCOME

The Speaker, Cllr Q Smit, extended a warm welcome to all present at the Special Council meeting.

1.1

COMMUNICATION BY THE EXECUTIVE MAYOR

- As all residents of Stellenbosch municipality is aware, the province and municipality were severely battered and damaged by severe storms the past few days and mopping up operations could only really commence yesterday due to an improvement in weather conditions. There are still many areas that are waterlogged and without electricity, and the entire management team and officials are working around the clock to attend to, as well as report all the problems. We are asking residents and councillors to be patient because the municipality is concentrating on Disaster relief efforts and actions at the moment. Some people are stranded and roads, water, electrical and sewer rehabilitation work are being prioritized with the available resources. The Stellenbosch municipality remains committed and will ensure all items are ultimately attended to.
- I want to especially thank our Disaster Management team, Roads and Stormwater, Electricity and Area cleaning, as well as Urban Forestry who have been at the forefront the past four days, attending to multiple problems to assist with flooding, fallen trees, fallen electricity poles and cables and general mopping up. To the entire team of Stellenbosch Municipality, we are proud of you and the hard work and effort you put in. Thank you also to the leadership and guidance from the Provincial Government.
- Since 12 September 2023, the municipality experimented with the new format IDP Public participation open days. This is an opportunity not to be missed. It is a non-stop shop where you will get all the information you need about municipal services, projects and programmes, and where you can inform the municipality about your community needs. The immediate feedback was that this format was really well received by residents, and a format to consider going forward. The only outstanding wards to be targeted remain wards 10, 16, 17 and 19, where the open days had to be rescheduled due to ongoing gang related incidence, and the safety of residents and officials are of utmost importance.
- Congratulations to all the firefighters from Stellenbosch Municipality who graduated from the CWDM Firefighter Training Academy on 8 September 2023. They are Matthew Farao, Ricco Johannes, Aaliyah Abrahams, Keandre Kok and Suzanne Pietersen. Special mention of Aaliyah Abrahams, who was awarded the certificate for the "Most Disciplined Student". They make the municipality proud.
- Special congratulations must go to Banhoek Chilli Oil on winning the UK "Customer Product of the Year" at the Ocado 2023 Conference. We all need to support local products as well.
- Congratulations to Van Ryn Cellar, whose brandy was crowned world's best brandy for the second consecutive year at the 2023 World Brandy Awards.
- Congratulations to two teachers from schools within the Stellenbosch municipal area for their Provincial Teacher awards. Jasmin Joy Meyer from Dorothea Special School in Cloeteville is the Provincial winner for Excellence in Special Needs Teaching. Shanley Amy Cyster from Rietenbosch Primary School in Cloeteville is the Provincial Winner for Excellence in Technology-Enhanced Teaching and Learning.
- On 3 September 2023 I attended the 180th year Church celebration service at the Pniel Congregational Church. This was really a momentous occasion, and I am very proud to have been part of the celebrations.
- September is National Arbor month, and the idea is to highlight the value and importance of trees and forests to all South Africans. The municipality still various

events around the municipal area, and the Mayoral tree planting event will take place on 28 September 2023, in ward 7.

- Achieved 2nd place in the National Arbor city award. Commemoration will follow.
- Must mention to everyone that Stellenbosch Municipality took 2nd place for Waste Management at the recent Municipal Waste Management Recognition Awards, hosted Ministry of Local Government: Environmental Affairs & Development Planning as part of their Integrated Waste Management Recognition Programme. We must all congratulate our team for their efforts to make Stellenbosch municipality a green and sustainable municipality and encourage them to improve their effort.
- More good news: on Thursday, 28 September 2023, we will be handing over title deeds to the residents of Longlands. An expected 89 title deeds are to be handed over. The hand-over of title-deeds remains one of the Mayoral commitments, as I have stated in 2016, when I took office, that the process to hand over historical title deeds must be a priority. With the support of Khaya Lam, we all well on our way and our efforts now also include to hand over new title deeds as soon as they become available.

Thank you.”

1.2	COMMUNICATION BY THE SPEAKER
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“Executive Mayor

Deputy Mayor

Members of the Mayoral Committee

MPAC Chair

All Councillors

Municipal Manager

Directors

Members of the administration

Members of the public

All Wards Councillors meeting

02 October 2023 at 10:00AM in Library Hall, Plein Street Library

Extended to all Councillors - Agenda point: Commissioner of oath stamp and legality

Birthdays – September 2023

Cllr Lwando Nkamisa – 22 September

Cllr Johannes Andrews – 23 September (**60years**)

Executive Mayor: Gesie van Deventer – 24 September

Cllr Ronald Nalumango – 27 September

In Commemoration of Alderman Paul Biscombe

The Speaker afforded the Executive Mayor & Councillors an opportunity to commemorate on the memory of Ald PW Biscombe who passed away recently.

1.3	COMMUNICATION BY THE MUNICIPAL MANAGER
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NONE

2.	DISCLOSURE OF INTERESTS
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NONE

3.	APPLICATIONS FOR LEAVE OF ABSENCE
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- 3.1 The following applications for leave of absence were approved in terms of the Rules of Order By-law of Council:-

Deputy Executive Mayor, Cllr JS Fasser	- 27 September 2023
Cllr XL Mdemka	- 27 September 2023
Cllr NR Ndalasi	- 27 September 2023
Cllr L Nkamisa	- 27 September 2023
Cllr MG Rataza	- 27 September 2023

- 3.2 **ABSENT**

Cllr E Groenewald	- 27 September 2023
Cllr RB Hendrikse	- 27 September 2023
Cllr N Mananga-Gugushe	- 27 September 2023
Cllr RS Nalumango	- 27 September 2023
Cllr N Ntsunguzi	- 27 September 2023
Cllr E Vermeulen	- 27 September 2023

4.	STATUTORY MATTERS
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4.1	MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR AUGUST 2023
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Collaborator No: 756501

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: Mayco: 13 September 2023 & Special Council: 27 September 2023

1. SUBJECT: MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR AUGUST 2023

2. PURPOSE

To comply with Regulation 36(2) of the Municipal Supply Chain Management Regulations and Section 36 of the Supply Chain Management Policy 2023/2024 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 (2023/2024) stipulate that SCM deviations be reported to Council. In compliance thereto, this report presents to Council the SCM deviations that occurred during August 2023.

SPECIAL COUNCIL MEETING: 2023-09-27: ITEM 4.1

NOTED

the deviations as listed for the month of August 2023.

FOR FURTHER DETAILS CONTACT:

NAME	Dalleel Jacobs
POSITION	<i>Senior Manager: Supply Chain Management</i>
DIRECTORATE	<i>Financial Services</i>
CONTACT NUMBERS	<i>021 808 8528</i>
E-MAIL ADDRESS	<i>Dalleel.Jacobs@ Stellenbosch.gov.za</i>
REPORT DATE	07 September 2023

5.	CONSIDERATION OF ITEMS BY THE EXECUTIVE MAYOR: [ALD G VAN DEVENTER]
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5.1	PROTECTION SERVICES: [PC: CLLR R PHEIFFER]
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NONE

5.2	SPORTS, YOUTH AND CULTURE: [PC: CLLR JC ANTHONY]
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NONE

5.3	CORPORATE SERVICES: [PC: CLLR L NKAMISA]
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5.3.1	RETURN ITEM COMMENTS RECEIVED AFTER PUBLIC PARTICIPATION PROCESS: INFORMATION STATEMENT: TRANSVALIA COMPLEX
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Collaborator No: 755779

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: Mayco: 13 September 2023 & Special Council: 27 September 2023

1. SUBJECT: RETURN ITEM COMMENTS RECEIVED AFTER PUBLIC PARTICIPATION PROCESS: INFORMATION STATEMENT: TRANSVALIA COMPLEX

2. PURPOSE

To inform Council about the comments that was received after the public participation process with the publication of the information statement regarding potential developments at the Transvalia Complex and for Council to resolve on the way forward.

3. DELEGATED AUTHORITY

Council must consider the matter.

4. EXECUTIVE SUMMARY

The Transvalia complex as it is commonly known consists of erven 825, 1123, 1125, 1130, 1133, 1128, 1129, 1124, 1134, 1142 and 1160. Erven 1125 and 1130 is used as a street and provides access to the private erven situated adjacent to it. Erf 825 provides access to the Stelkor complex and is mainly used for parking for the middle of town as the Checkers centrum lies across the street.

The "Dorp Street flats" currently rented to the IEC (unit 1) and used as office space for the Informal Settlements Department and some of Infrastructure Directorate (PMU) staff, are situated along Dorp Street and is located on portions of erven 1123, 1133, 1128, 1134, 1142. These buildings are heritage buildings and to make any changes to them will require approval from Heritage Western Cape. All heritage approvals will have to be obtained.

SPECIAL COUNCIL MEETING: 2023-09-27: ITEM 5.3.1**RESOLVED** (majority vote with 5 abstentions)

- (a) that Council identifies the erven 825, 1123, 1125, 1130, 1133, 1128, 1129, 1124, 1134, 1142 and 1160 is not needed for Municipal Services;
- (b) that Council in principle approve of the disposal of the property to a qualified bidder sourced through a competitive supply chain process through a long-term lease; and
- (c) that the tender specifications comply with the submissions in the information statement that was published and the content of this item.

The following Councillors requested that their votes of dissent be minuted:

Councillors J Andrews; N Mkhontwana; C Noble; and M van Stade.

FOR FURTHER DETAILS CONTACT:

NAME	Annalene de Beer
POSITION	Director
DIRECTORATE	Corporate Services
CONTACT NUMBERS	021-8088018
E-MAIL ADDRESS	Annalene.deBeer@ Stellenbosch.gov.za
REPORT DATE	2023-09-07

5.4	FINANCIAL SERVICES: (PC: CLLR J FASSER)
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NONE

5.5	HUMAN SETTLEMENTS: (PC: CLLR R DU TIOT)
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NONE

5.6	INFRASTRUCTURE SERVICES : (PC : CLLR P JOHNSON)
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5.6.1	AMENDMENT OF THE DEVELOPMENT CHARGE TARIFF FOR THE “OUTDOOR DINING / FUNCTION AREA” CATEGORY
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Collaborator No:

IDP KPA Ref No: *Good Governance and Compliance*

Meeting Date: Mayco: 13 September 2023 & Special Council: 27 September 2023

1. SUBJECT: AMENDMENT OF THE DEVELOPMENT CHARGE TARIFF FOR THE “OUTDOOR DINING / FUNCTION AREA” CATEGORY

2 PURPOSE

To obtain Council's approval for the deletion of the development charges for “outdoor dining/function area” calculated based on m² for all areas (Stellenbosch Town/ Klapmuts/ Dwarsrivier/ Franschhoek/ Raithby/ Polkadraai/ Koelenhof) and the amendment of the Development Charge “Outdoor Function / Picnic Area” tariff calculated based on number of persons for all areas (Stellenbosch Town/ Klapmuts/ Dwarsrivier/ Franschhoek/ Raithby/ Polkadraai/ Koelenhof).

3. DELEGATED AUTHORITY

For decision by the Municipal Council, in terms of Clause 7.9 and Clause 8 of the Stellenbosch Municipality Development Charges Policy 2023/24.

4. EXECUTIVE SUMMARY

This Item is not to be confused with the current outdoor dining items which are currently being presented to Council though delegated authority to the Executive Mayor in consultation with the Mayoral committee regarding compliances by existing facilities for outside dining.

This item refers primarily to new developments where the developer requests the approval for a communal outdoor function / picnic area within the development or estate, and the Development Charge tariff in the tariff book applicable to that area is stipulated in the tariff book approved by Council for the financial year 2023/2 read with stipulated in the Municipality's Development Charges Policy. In terms of Clause 7.9 of the current approved Council DC policy, the Municipality may review the DC's by means of a Council resolution to correct any gross errors discovered in the determination of DC's as long as the amendments is a reduction of the tariff and not an increase.

SPECIAL COUNCIL MEETING: 2023-09-27: ITEM 5.6.1**RESOLVED** (majority vote)

- (a) that the development charges tariff for “outdoor dining/function area” for all the areas (Stellenbosch Town/ Klapmuts/ Dwarsrivier/ Franschhoek/ Raithby/ Polkadraai/ Koelenhof) calculated per 100m² be deleted from the tariff tables;
- (b) that the factors for the development charges tariff “outdoor dining/function area ” for all the areas (Stellenbosch Town/ Klapmuts/ Dwarsrivier/ Franschhoek/ Raithby/ Polkadraai/ Koelenhof) calculated per number of persons be amended as follows:
- Roads factor (Trip generation rate) be changed to 0.5 trips per person per day.
 - Water factor changed to 0.05 kl/day per person
 - Sewer factor changed to 0.035kl/day per person
- (c) that the amended factors indicated in b) be used to calculate the factors regarding “roads; water and sewer” when calculating the tariff for development charges for outdoor dining/function area per persons from 1 July 2023 for the 2023/24 financial year; and
- (d) That the wording in the tariff book tables for the category of “outdoor dining/function” calculated per person be amended and replaced with “Outdoor Function / Picnic Area” calculated per person.

The following Councillors requested that their votes of dissent be minuted:

Councillors J Andrews; MM Danana; EP Masimini; N Mkhontwana; M Nkopane; C Noble; A Tomose and M van Stade.

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	14 September 2023

5.6.2	RETURN ITEM: TRANSFER OF THE PORTIONS OF FARM 502 OWNED BY STELLENBOSCH MUNICIPALITY TO THE PROVINCIAL GOVERNMENT OF THE WESTERN CAPE, FOR ROAD PURPOSES
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Collaborator No:

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: Mayco: 13 September 2023 & Special Council: 27 September 2023

1. SUBJECT: RETURN ITEM: TRANSFER OF THE PORTIONS OF FARM 502 OWNED BY STELLENBOSCH MUNICIPALITY TO THE PROVINCIAL GOVERNMENT OF THE WESTERN CAPE, FOR ROAD PURPOSES

2. PURPOSE

To consider valuations carried out on portions of Farm 502 for the transfer of the land owned by Stellenbosch Municipality to Provincial Government of the Western Cape (PGWC), for road purposes.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

Farm No. 502 is located just south of Stellenbosch and is surrounded by agricultural areas, Annandale Road which belongs to the Provincial Government of the Western Cape (PGWC), runs through portions of Farm 502. The PGWC had intended to widen the road, and additional portions of land were required to accommodate the widening.

In 2016 the PGWC commissioned valuations for the various portions of Farm 502, that would be required for the widened road reserve. On the 7th of June 2016 the Provincial Government Western Cape submitted to the Municipality, an Acquisition Letter requesting that Council respond, and indicate whether Council has any objection to the transfer of the land, **see ANNEXURE A**. Although the correspondence was received by the Municipality, the Municipality did not however submit a response to the Acquisition Letter at the time.

During 2017 and 2018 the Provincial Government Western Cape proceeded to relocate fence lines to accommodate the widening of the road. The upgrade and widening of Annandale Road commenced in 2018 and was completed in 2019.

Follow-up Acquisition Letters were received by the Municipality in March 2022 and September 2022 **see ANNEXURE B**, indicating that Provincial Government Western Cape is prepared to compensate the Municipality an amount of R884 085.00. This amount is however based on a valuation carried out by the PGWC in 2016, **see ANNEXURE C**.

In November 2022 Council decided, amongst others, that new valuations were be obtained, and that a public participation process be followed. The Municipality subsequently commissioned new valuations, the value of the new 2023 valuations amounts to R1 121 755, **see ANNEXURE D**. It should also be noted that when the public notice was advertised, no comments or inputs were received, **see ANNEXURE E**.

SPECIAL COUNCIL MEETING: 2023-09-27: ITEM 5.6.2**RESOLVED** (majority vote with 5 abstentions)

- (a) that Council notes that a public participation process was followed and that no comments were received;
- (b) that Council decided to accept the 2016 valuation to the amount of R884 085.00 to Provincial Government Western Cape for further consideration; and
- (c) that the Municipal Manager be authorized to conclude the deed of sale.

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	6 September 2023

5.7	PARKS, OPEN SPACES AND ENVIRONMENT: (PC: J WILLIAMS)
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NONE

5.8	PLANNING AND LOCAL ECONOMIC DEVELOPMENT AND TOURISM: (PC: CLLR C VAN WYK)
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5.8.1	RETURN ITEM: REQUEST FOR THE APPROVAL FOR THE FINAL DRAFT STELLENBOSCH MUNICIPALITY EVENTS AND OUTDOOR DINING OVERLAY ZONE IN ORDER TO BE INCLUDED WITHIN THE STELLENBOSCH MUNICIPALITY ZONING SCHEME BY-LAW, 2019
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Collaborator No: 755783

IDP KPA Ref No: Valley of Opportunity

Meeting Date: Mayco: 13 September 2023 & Special Council: 27 September 2023

- 1. SUBJECT: RETURN ITEM: REQUEST FOR THE APPROVAL FOR THE FINAL DRAFT STELLENBOSCH MUNICIPALITY EVENTS AND OUTDOOR DINING OVERLAY ZONE IN ORDER TO BE INCLUDED WITHIN THE STELLENBOSCH MUNICIPALITY ZONING SCHEME BY-LAW, 2019**

2. PURPOSE

To provide Council with the pertinent facts in order to obtain approval of the Final Draft Stellenbosch Municipality Events and Outdoor Dining Overlay Zone that would be included as part of the Stellenbosch Municipality Zoning Scheme By-law, 2019.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The Directorate: Planning & Economic Development compiled a Draft Events and Outdoor Dining Overlay Zone, with the assistance of Planning Partners.

The purpose of the abovementioned overlay zone is specifically to deal with land use rights associated with events and outdoor dining within the Stellenbosch Municipality, whereas the current zoning scheme bylaw only permitted the land use activity of occasional use to one event per year on properties zoned Mixed Use and Agricultural. The problem arose where event organisers and coordinators spent months preparing for an event, and then get by tripped by land use issues at the late stage of planning an event. Events has become an ever-increasing activity within the Stellenbosch Municipal Area, specifically within the Central Business District Areas and on farms, and the demand has increased significant post the COVID-19 pandemic.

It must be noted that the zoning scheme was promulgated during 2019, and at the time the events activities were not as prevalent, and therefore only one event was permitted per annum on a property. Events has however become a frequent activity and therefore the municipality as noticed through request from the industry and the various tourism organisations that we must amend the land use management process, as well as the permitting process as set out in terms of the Stellenbosch Municipality Events By-law, 2016. In essence, currently there are two (2) statutory processes, which must be concluded.

SPECIAL COUNCIL MEETING: 2023-09-27: ITEM 5.8.1**RESOLVED** (majority vote with 1 abstention)

- (a) that Council take note of the Final Draft Stellenbosch Municipality Events and Outdoor Dining Overlay Zone was advertised for a period of 30 days, and that copies of the proposed overlay was placed at the venues as indicated in the advertisement, copy attached as **APPENDIX 2** to this report;
- (b) that Council **approves and adopts** the Final Draft Stellenbosch Municipality Events and Outdoor Dining Overlay Zone, attached as **APPENDIX 1**; and
- (c) that Council **approves** the Final Draft Stellenbosch Municipality Events and Outdoor Dining Overlay Zone and approves that it be promulgated and incorporated into the Stellenbosch Municipality Zoning Scheme By-law, 2019.

The following Councillors requested that their votes of dissent be minuted:

Councillors Mkhontwana; C Noble; and M van Stade.

FOR FURTHER DETAILS CONTACT:

NAME	Craig Alexander
POSITION	Senior Manager: Development Planning
DIRECTORATE	Planning and Economic Development
CONTACT NUMBERS	021 808 8196
E-MAIL ADDRESS	Craig.alexander@ Stellenbosch.gov.za
REPORT DATE	8 September 2023

5.9	COMMUNITY SERVICES:(PC: CLLR X KALIPA)
5.9.1	GRANT IN AID POLICY REVIEW

Collaborator No: 755699

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: Mayco: 13 September 2023 & Special Council: 27 September 202

1. SUBJECT: GRANT IN AID POLICY REVIEW

2. PURPOSE

To illicit comments from Senior Management for suggested changes to the Grant in Aid Policy prior to submitting same to Council for approval.

3. DELEGATED AUTHORITY

For approval by Council.

4. EXECUTIVE SUMMARY

Feedback reports and comments received during the April 2023 period for comments on the draft budget raised concern and led the department to reconsider the Grant in Aid policy with specific reference to:

- a. Consequences relating to misappropriation of funds and
- b. The misuse of the comment/appeal period after the closing date for applications.

The recommended changes in the attached GiA Policy (**ANNEXURE 1**) aims to address the above concerns.

SPECIAL COUNCIL MEETING: 2023-09-27: ITEM 5.9.1

RESOLVED (majority vote with 1 abstention)

- (a) that the Revised Grant in Aid Policy be approved in principle, whereafter it be advertised for public comments; and
- (b) that all comments received be brought back to Council for final approval of the Revised Grant in Aid Policy.

The following Councillors requested that their votes of dissent be minuted:

Councillors C Noble; and M van Stade.

FOR FURTHER DETAILS CONTACT:

NAME	Michelle Aalbers
POSITION	Manager Community Development
DIRECTORATE	Community and Protection Services
CONTACT NUMBERS	8408
E-MAIL ADDRESS	Michelle.aalbers@ Stellenbosch.gov.za
REPORT DATE	30-08-2023

5.10	RURAL MANAGEMENT: (PC: CLLR J JOON)
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NONE

5.11	MUNICIPAL MANAGER
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NONE

6.	REPORTS SUBMITTED BY THE MUNICIPAL MANAGER
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6.1	RETURN ITEM: THE FUTURE USE OF ERVEN RE/279, RE/119 AND FARM 181/0 FOR POSSIBLE ALTERNATIVE ENERGY GENERATION
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Collaborator No:

KPA Ref No: GOOD GOVERNANCE

Meeting Date: 27 September 2023

1. SUBJECT: RETURN ITEM: THE FUTURE USE OF ERVEN RE/279, RE/119 AND FARM 181/0 FOR POSSIBLE ALTERNATIVE ENERGY GENERATION PROJECTS

2. PURPOSE

To provide Council with the comments from the Participation Process in order to consider the in principle approval the future use of RE/279, RE/119 and Farm 181/0 for alternative energy generation projects through long term leases of the sites for a period of up to 50 years (as required in n Regulation 34(3)(b).

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

As part of Stellenbosch Municipality's loadshedding mitigation strategy, the Municipality is investigating possible sites on which alternative energy can be generated from.

Stellenbosch Municipality who is the owner of Erven RE/279 (SBP279/BN, SBP279/CN and SBP279/DN (Opposite Landfill site – Devonvalley) X Erven RE/119 (Idas Valley site) x Farm 181/0 (the sites) (Area below Kayamandi Reservoir) has been identified by administration as possible suitable sites from where alternative energy can be generated.

SPECIAL COUNCIL MEETING: 2023-09-27: ITEM 6**RESOLVED** (nem con)

- (a) that Council takes note of the comments received during the public participation process as well as the municipality's response, attached hereto as Appendix "B";
- (b) that Council confirms that erven RE/279, RE/119 and Farm 181/0, Stellenbosch as land not needed to provide the minimum level of basic municipal services;
- (c) that Council in principle approves the future use of RE/279, RE/119 and Farm 181/0 for alternative energy generation projects through long-term leases of the sites for periods of up to 50 years;
- (d) that Council mandates the administration to commence with the legislative process to procure Independent Power Producers who will through long-term lease agreements with the municipality generate alternative electricity for municipal consumption; and
- (e) that when the procurement process is completed the matter be brought back to council for a final decision on the disposal of the erven through long term leases.

FOR FURTHER DETAILS CONTACT:

NAME	<i>Kevin Carolus</i>
POSITION	<i>Chief Financial Officer</i>
DIRECTORATE	<i>Financial Services</i>
CONTACT NUMBERS	<i>021 808 8528</i>
E-MAIL ADDRESS	<i>Kevin.Carolus@ Stellenbosch.gov.za</i>
REPORT DATE	<i>21 September 2023</i>

7.	URGENT MATTERS
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NONE

8.	MATTERS TO BE CONSIDERED IN-COMMITTEE
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(SEE PINK DOCUMENTATION)

The meeting adjourned at 11:10.

CHAIRPERSON:

DATE:

Confirmed on

8.	STATUTORY MATTERS
8.1	ADOPTION OF THE 1ST AMENDMENT OF THE 5TH GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022–2027

Collaborator No: 757197

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: Mayco: 11 October 2023 & 17th Council: 25 October 2023

1. SUBJECT: ADOPTION OF THE 1ST AMENDMENT OF THE 5TH GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022–2027

2. PURPOSE

To submit the following to the Council for adoption:

- a. Memorandum in terms of Regulation 3(2)(a) of the Municipal Planning and Performance Management, 2001, attached as **ANNEXURE A**; and
- b. The final 1st Amendment of the 5th Generation IDP 2022–2027, attached as **ANNEXURE B**

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

The Stellenbosch Municipality concluded an extensive process to amend the municipal Spatial Development Framework (*mSDF*), which was finalised and approved in June 2023. The *mSDF* is regarded as a core component of the IDP, as noted in Section 26(e) of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA), and as a critical developmental tool as an enabler for development. Hence, the *mSDF* must be incorporated into the IDP to give expression to its developmental importance.

5. RECOMMENDATIONS

- (a) that the Council adopt the Memorandum in accordance with Regulation 3(2)(a) of the Municipal Planning and Performance Management Regulations, 2001, attached as **ANNEXURE A**;
- (b) that the final 1st Amendment of the 5th Generation IDP 2022–2027 of Stellenbosch Municipality be **adopted** in terms of Section 34(b) of the MSA, attached as **ANNEXURE B**;
- (c) that the submissions made on 28 August 2023 to the MEC for Local Government, Environmental Affairs and Development Planning, Western Cape: Department of Local Government, Western Cape: Provincial Treasury, the Cape Winelands District Municipality, and the Office of the Provincial Speaker be noted, attached as **ANNEXURE D**;
- (d) that the final 1st Amendment of the 5th Generation IDP 2022–2027 be submitted to the MEC for Local Government, Environmental Affairs and Development Planning, Western Cape: Department of Local Government, Western Cape:

Provincial Treasury, the Cape Winelands District Municipality and the Office of the Provincial Speaker; and

- (e) that an advertisement be placed on the official website of the municipality and in the local newspaper notifying the public that the final 1st Amendment of the 5th Generation IDP 2022–2027 has been adopted by the Council.

6. DISCUSSION

6.1 Background

In terms of Section 34(b) of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA), prescribes that the Municipal Council:–

“(b) may amend its integrated development plan in accordance with a prescribed process.”

The process referred to in Section 34(b) of the MSA is further regulated by Regulations 3(1)-(6) of the Local Government: Municipal Planning and Performance Management Regulations, 2001.

The SDF / IDP / Budget Time Schedule / Process Plan for 2024/25 contains the key activities to amend the 5th Generation IDP 2022–2027 and was adopted by the Council on 23 August 2023.

The purpose of the 1st Amendment of the 5th Generation IDP 2022–2027 was mainly to incorporate the changes made to **Chapter 4: Spatial Development Framework, Mayoral Committee Structure, Mayoral Portfolios, and the IDP deliverables for the Section: Community Development**. The purpose of this item is to give effect to Section 32(a), 34(b) of the MSA and Regulations 3(1)-(6) of the Local Government: Municipal Planning and Performance Management Regulations, 2001. The said regulation requires that the Council adopt the proposed amendments in accordance with the required process followed as outlined in Regulations 3(1)-(6).

An advertisement was published in the local newspaper on 24 August 2023 and on 28 August 2023 on the municipal website, attached as Annexure C to allow the public 21 days to submit input and comments on the proposed amendment. The public participation period commenced on 28 August 2023 and closed on 18 September 2023 @ 16:30.

Submissions of the proposed draft 1st Amendment of the 5th Generation IDP 2022–2027 were made to the MEC for Local Government, Environmental Affairs and Development Planning, Western Cape: Department of Local Government, Western Cape: Provincial Treasury, the Cape Winelands District Municipality (CWDM), and the Office of the Provincial Speaker on 28 August 2023 via email and by hand delivery on 29 August 2023.

No comments were received from the CWDM, the community, and stakeholders on the proposed draft 1st Amendment of the 5th Generation IDP 2022–2027.

6.2 Financial Implications

Additional expenses for advertising and publication of the 1st Amendment of the 5th Generation IDP 2022–2027.

6.3 Legal Implications

In terms of Section 26(e) of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA), states that *“an integrated development plan must reflect...a spatial development framework which must include the provision of basic guidelines for a land use management system for the municipality...”*

Furthermore, Section 34(b) of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA) prescribes that the Municipal Council: –

“(b) may amend its integrated development plan in accordance with a prescribed process.

The process referred to in Section 34(b) of the MSA is further regulated by Regulations 3(1)-(6) of the Local Government: Municipal Planning and Performance Management Regulations, 2001, which reads as follows:

- 3 (1) *Only a member or committee of a municipal council may introduce a proposal for amending the municipality's integrated development plan in the council.*
- (2) *Any proposal for amending a municipality's integrated development plan must be-*
 - (a) accompanied by a memorandum setting out the reasons for the proposal; and*
 - (b) aligned with the framework adopted in terms of section 27 of the Act.*
- (3) *An amendment to a municipality's integrated development plan is adopted by a decision taken by a municipal council in accordance with the rules and orders of the council.*
- (4) *No amendment to a municipality's integrated development plan may be adopted by the municipal council unless-*
 - (a) all the members of the council have been given reasonable notice;*
 - (b) the proposed amendment has been published for public comment for a period of at least 21 days in a manner that allows the public an opportunity to make representations with regard to the proposed amendment;*
 - (c) the municipality, if it is a district municipality, has complied with sub-regulation (5); and*
 - (d) the municipality, if it is a local municipality, has complied with sub regulation (6).*
- (5) *A district municipality that considers an amendment to its integrated development plan must-*
 - (a) consult all the local municipalities in the area of the district municipality on the proposed amendment; and*
 - (b) take all comments submitted to it by the local municipalities in that area into account before it takes a final decision on the proposed amendment.*
- (6) *A local municipality that considers an amendment to its integrated development plan must-*
 - (a) consult the district municipality in whose area it falls on the proposed amendment; and*
 - (b) take all comments submitted to it by the district municipality into account before it takes a final decision on the proposed amendment.*

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.

7. Comments from Senior Management**Director: Community and Protection Services**

Supported

Chief Financial Officer

Supported

Director: Infrastructure Services

Supported

Director: Corporate Services

Supported

Director: Planning and Economic Development

Supported

Comments from the Municipal Manager

Supported

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 6.1

- (a) that the Council adopt the Memorandum in accordance with Regulation 3(2)(a) of the Municipal Planning and Performance Management Regulations, 2001, attached as **ANNEXURE A**;
- (b) that the final 1st Amendment of the 5th Generation IDP 2022–2027 of Stellenbosch Municipality be **adopted** in terms of Section 34(b) of the MSA, attached as **ANNEXURE B**;
- (c) that the submissions made on 28 August 2023 to the MEC for Local Government, Environmental Affairs and Development Planning, Western Cape: Department of Local Government, Western Cape: Provincial Treasury, the Cape Winelands District Municipality, and the Office of the Provincial Speaker be noted, attached as **ANNEXURE D**;

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- (d) that the final 1st Amendment of the 5th Generation IDP 2022–2027 be submitted to the MEC for Local Government, Environmental Affairs and Development Planning, Western Cape: Department of Local Government, Western Cape: Provincial Treasury, the Cape Winelands District Municipality and the Office of the Provincial Speaker; and
 - (e) that an advertisement be placed on the official website of the municipality and in the local newspaper notifying the public that the final 1st Amendment of the 5th Generation IDP 2022–2027 has been adopted by the Council.

ANNEXURES

Annexure A: Memorandum in terms of Regulation 3(2)(a) of the Municipal Planning and Performance Management, 2001

Annexure B: Final 1st Amendment of the 5th Generation IDP 2022–2027

Annexure C: Advertisement published in the local newspaper on 24 August 2023

Annexure D: Submissions: MEC for Local Government, Environmental Affairs and Development Planning, Western Cape: Department of Local Government, Western Cape: Provincial Treasury, the Cape Winelands District Municipality and the Office of the Provincial Speaker

Annexure A

**Memorandum in terms of Regulation 3(2)(a) of
the Municipal Planning and Performance
Management, 2001**



STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

Memorandum in terms of Regulation 3(2)(a) of the Municipal Planning and Performance Management Regulations, 2001

Amendments to the 5th Generation Integrated Development Plan (IDP) 2022 – 2027

October 2023

Legislative Framework in Terms of an Amendment to the Integrated Development Plan

In terms of Section 34 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA) prescribes that the Municipal Council:–

“(b) may amend its integrated development plan in accordance with a prescribed process.”

The process referred to in Section 34(b) of the MSA is further regulated by Regulations 3(1)–(6) of the Local Government: Municipal Planning and Performance Management Regulations, 2001.

- 3 (1) *Only a **member or committee of a municipal council** may introduce a proposal for amending the municipality's integrated development plan in the council.*
- (2) *Any proposal for amending a municipality's integrated development plan must be-*
 - (a) accompanied by a **memorandum setting out the reasons** for the proposal; and*
 - (b) aligned with the framework adopted in terms of section 27 of the Act.*
- (3) *An amendment to a municipality's integrated development plan is adopted by a decision taken by a municipal council in accordance with the rules and orders of the council.*
- (4) *No amendment to a municipality's integrated development plan may be adopted by the municipal council unless-*
 - (a) all the members of the council have been given reasonable notice;*
 - (b) the proposed amendment has been published for public comment for a period of at least 21 days in a manner that allows the public an opportunity to make representations with regard to the proposed amendment;*
 - (c) the municipality, if it is a district municipality, has complied with subregulation(5); and*
 - (d) the municipality, if it is a local municipality, has complied with subregulation (6).*
- (5) *A district municipality that considers an amendment to its integrated development plan must-*
 - (a) consult all the local municipalities in the area of the district municipality on the proposed amendment; and*
 - (b) take all comments submitted to it by the local municipalities in that area into account before it takes a final decision on the proposed amendment.*
- (6) *A local municipality that considers an amendment to its integrated development plan must-*
 - (a) consult the district municipality in whose area it falls on the proposed amendment; and*
 - (b) take all comments submitted to it by the district municipality into account before it takes a final decision on the proposed amendment.*

Reasons for the Amended Sections

The table below sets out the sections amendments have been made:

Chapter	Section / Tables	Page Number/s	Reason for amendments
Chapter 1: Governance and Institutional Arrangements	Section 1.9: Table 2 Section 1.9.1: Table 3 and Figure 4	Pages: 11, 12 and 13	Councillor information is replaced by the information of the new Mayoral Committee members. Figure 4 is replaced with the new Mayoral Committee structure.
Chapter 3: Strategic Policy Context	Section 3.10: Table 27	Pages: 61 - 65	Reflects the list of new Mayoral Portfolios.
Chapter 4: Spatial Development Framework	Chapter 4	Pages: 66 - 94	The contents of Chapter 4 are amended to incorporate the Spatial Development Framework as approved on 27 June 2023.
Chapter 8: Council Term Projects 2022 – 2027	Section 8.2.1.7	Page.211	The number of ECD new and re-registration processes facilitated by 30 June is increased to 10 for the 2023/24 financial year. Therefore, the five-year (2022 – 2027) target is also amended to 30.
	Section 8.3	Page: 218	The list of Mayoral Portfolios under Section 8.3 was replaced with the new Mayoral Portfolios.
	Sections 8.3.4 and 8.3.5	Pages: 230 - 239	Sections 8.3.4 (Portfolio: Planning) and 8.3.5 (Portfolio: Local Economic Development and Tourism) are combined into one Mayoral Portfolio: Planning, Local Economic Development and Tourism.
	Section 8.3.9, tables 98 and 99	Pages: 251 - 252	The Mayoral Portfolio changed to Parks, Open Spaces and Environment.
	Section 8.3.10	Pages: 253 - 254	New insertion for the Portfolio: Community Services. The target date for submitting the Universal Access Progress Report to MayCo was amended from 30 June to 31 May annually. All IDP deliverables linked to Community Development have been moved to Section 8.3.10 Portfolio: Community Services.
IDP document			Editorial changes were made where necessary.

Annexure B

**Final 1st Amendment of the 5th Generation IDP
2022 – 2027**



STELLENBOSCH
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5th GENERATION

Integrated Development Plan (IDP) 2022 – 2027

As prescribed by Section 34(b) of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA)

1st Amendment
October 2023



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

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Contents Revisions

Section	Revisions /Amendments made during the review /amendment process
List of Acronyms	Reviewed
Foreword by the Executive Mayor	The Foreword of the Executive Mayor was reviewed to take into account changes in the social, political and economic conditions.
Overview by the Municipal Manager	The Foreword of the Municipal Manager was reviewed to take into account changes in the social, political and economic conditions.
Chapter 1: Governance and Institutional Arrangements	Chapter 1 was reviewed and updated where necessary considering the municipality's changing circumstances.
Chapter 2: State of the Greater Stellenbosch Area	Chapter 2 was reviewed and updated where necessary considering the municipality's changing circumstances.
Chapter 3: Strategic Policy Context	Chapter 3 was reviewed and updated where necessary considering the municipality's changing circumstances.
Chapter 4: Spatial Development Framework	The contents of Chapter 4 are amended to incorporate the Spatial Development Framework as approved on 27 June 2023 Chapter 4 was reviewed and updated where necessary considering the municipality's changing circumstances.
Chapter 5: Performance Summary of the 5 th Generation IDP 2022 - 2027	Chapter 5 was added to reflect on the performance of the implementation of the 1 st year of the 5 th Generation IDP 2022 -2027.
Chapter 6: One Plan: Service Delivery, Budget, Programmes and Projects	Chapter 6 was reviewed and updated where necessary considering the municipality's changing circumstances.
Chapter 7: Sector Plans and Implementation	Chapter 7 was reviewed and updated where necessary considering the Municipality's changing circumstances.
Chapter 8: Council Term Projects 2022 – 2027	Chapter 8 was reviewed and updated where necessary considering the municipality's changing circumstances.
Chapter 9: Public Interest and Expression of Needs	Chapter 9 was reviewed and updated where necessary considering the municipality's changing circumstances.
Chapter 10: Financial Plan	Chapter 10 was reviewed and updated where necessary considering the municipality's changing circumstances.
Chapter 11: Organisational Scorecard (5-YEARS)	Chapter 11 was reviewed and updated where necessary considering the municipality's changing circumstances.
Chapter 12: Implementation, Monitoring and Review (1-YEAR)	Chapter 12 was reviewed and updated where necessary considering the municipality's changing circumstances.

LIST OF ABBREVIATIONS AND ACRONYMS

Abbreviation / Acronyms	Description	Abbreviation / Acronyms	Description
AQMP	Air Quality Management Plan	LUMS	Land Use Management System
CBD	Central Business District	LUPA	Land Use Planning Act
CBO	Community-Based Organisation	MAYCO	Mayoral Committee
CITP	Comprehensive Integrated Transport Plan	MDG	Millennium Development Goal
CoCT	City of Cape Town	MDGs	Millennium Development Goals
CRR	Capital Replacement Reserve	MEC	Member of the Executive Council
CSP	Community, Social and Personal Services	MFMA	Local Government: Municipal Financial Management Act, 2003 (Act No. 56 of 2003)
CWDM	Cape Winelands District Municipality	MOU	Memorandum of Understanding
DBSA	Development Bank of South Africa	MSA	Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000)
DCoG	Department of Cooperative Governance	MTREF	Medium-Term Revenue and Expenditure Framework
DEADP	Department of Environmental Affairs and Development Planning	MTSF	Medium-Term Strategic Framework
DGDS	District Growth and Development Strategy	NDP	National Development Plan
DLG	Department Local Government	NGO	Non-Governmental Organisation
DMA	Disaster Management Act, 2002 (Act No. 57 of 2002)	NGP	New Growth Path
DoRA	Division of Revenue Act	NHDP	Neighbourhood Development Plan
DTPW	Department of Transport and Public Works	NMT	Non-motorised Transport
du/ha	Dwelling units per hectare	NPO	Non-Profit Organisation
DWAF	Department of Water and Sanitation (previously Department of Water Affairs and Forestry)	NSDP	National Spatial Development Perspective
ECD	Early Childhood Development	PEA	Potentially Economically Active
EDA	Economic Development Agency	PGWC	Provincial Government of the Western Cape
EPWP	Expanded Public Works Programme	PMS	Performance Management System
FLISP	Finance Linked Individual Subsidy Programme	PMS	Performance Management System
FPSU	Farmer Production Support Unit	POE	Portfolio of Evidence
GCM	Greater Cape Metro	PSDF	Provincial Spatial Development Framework
GDP	Gross Domestic Product	PSTP	Provincial Sustainable Transport Programme
GDP-R	Gross Domestic Product in Rand	RAP	Rural Area Plan
GGP	Gross Geographic Product	RSIF	Regional Spatial Implementation Framework
GIS	Geographic Information System	SALGA	South African Local Government Association
GRAP	Generally-Recognised Accounting Practices	SAMWU	South African Municipal Workers Union
GVA-R	Gross Value-Added in Rand	SANBI	South African National Biodiversity Institute
HDI	Human Development Index	SAPS	South African Police Service
HIV/AIDS	Human Immunodeficiency Virus/Acquired Immune Deficiency Syndrome	SDBIP	Service Delivery and Budget Implementation Plan
HR	Human Resources	SDF	Spatial Development Framework
IDP	Integrated Development Plan	SITT	Stellenbosch Infrastructure Task Team
IHS	Integrated Human Settlements	SLA	Service Level Agreement
IHSP	Integrated Human Settlement Plan	SM	Stellenbosch Municipality

Abbreviation / Acronyms	Description	Abbreviation / Acronyms	Description
IIC	Infrastructure Innovation Committee	SMME	Small Medium and Micro Enterprises
I-MAP	Implementation Plan	SOE	State-Owned Enterprises
IMATU	Independent Municipal Allied Trade Union	SOP	Standard Operating Procedure
IMESA	Institute for Municipal Engineers South Africa ITP Integrated Transport Plan	SPLUMA	Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013)
IPC	Integrated Planning Committee	SU	Stellenbosch University
IRDP	Integrated Residential Development Programme	UDS	Urban Development Strategy
ISC	Integrated Steering Committee	UISP	Upgrading of Informal Settlements Programme
IWMP	Integrated Waste Management Plan	US	University of Stellenbosch
JPI	Joint Planning Initiative	WCDSP	Western Cape Draft Strategic Plan
KPA	Key Performance Area	WCG	Western Cape Government
KPI	Key Performance Indicator	WDM	Water Demand Management
LED	Local Economic Development	WESGRO	Western Cape Tourism, Trade and Investment Promotion Agency
LEO	Law Enforcement Officer	WSA	Water Service Authority
LGMTEC	Local Government MTEC	WSDP	Water Services Development Plan
LHA	Lanquedoc Housing Association	WtE	Waste to Energy
LM	Local Municipality	WWTW	Wastewater Treatment Works



Integrated Development Plan for 2022 – 2027

Compiled in terms of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000)

The Integrated Development Plan is the municipality's principal five-year strategic plan that deals with the most critical development needs of the municipal area (external focus) and the organisation's most critical governance needs (internal focus).

The Integrated Development Plan –

- ✦ is adopted by the council within one year after a municipal election and remains in force for the council's elected term (five years);
- ✦ is drafted and reviewed annually in consultation with the local community as well as interested organs of state and other role players;
- ✦ guides and informs all planning and development, and all decisions concerning planning, management and development;
- ✦ forms the framework and basis for the municipality's medium-term expenditure framework, annual budgets and performance management system; and
- ✦ seeks to promote integration by balancing the economic, ecological and social pillars of sustainability without compromising the institutional capacity required in the implementation, and by coordinating actions across sectors and spheres of government.

STRATEGIC OVERVIEW

Vision, Mission and Values



Foreword by the Executive Mayor



Cllr Adv Gesie van Deventer
Executive Mayor

This 1st review of the 5th Generation Integrated Development Plan (IDP) covers the Stellenbosch Municipality's plans for the new five-year term and an evaluation of where we are at and what still needs to be done. The past few years have seen the municipality achieve and, in many instances, exceed its goals and targets, overcoming many challenges in the process.

Our strategy is to implement practical solutions, deliver excellent services to all our residents, focus on economic and social development, and further strengthen our track record of good governance practices and sound financial management.

For me, this IDP is personal. It is not just a document. It is not just a report. It goes to the heart of what the Stellenbosch Council and the municipality is planning, doing, and achieving. It describes in detail what we as a government are planning and

practically implementing to ensure that we create a clean, safe, and stable environment that attracts investment and jobs, stimulates economic growth, and lifts people out of poverty.

Local government remains the closest government body to our residents and communities, and as councillors, we were elected to serve the needs of our various communities or the so-called 14 "dorpies". For me, it is vitally important that we aim to serve all our communities from all of these "dorpies" equitably and sustainably.

The importance of public participation in the IDP and Budget processes cannot be overstated. We are fortunate in Stellenbosch that our residents have used this platform to engage the municipality on their relevant needs and priorities. This greatly assists the municipality in planning accordingly and ensuring sustainable growth throughout the municipal area (WC024).

It further allows us, as a municipality, to continuously plan ahead, work diligently, and deliver the services we are responsible for. The IDP creates the framework for the municipality to fulfil its mandate and apply its budget.

Here are some of the IDP deliverables planned and linked to my Mayoral Outcomes for the 2023/24 financial year:

- ✚ The payment of 90% of SMMEs invoices within 14 days after receipt of an invoice;
- ✚ The installation of standpipes in informal settlements and the construction of ablution facilities;
- ✚ The review of the Economic Development Strategy;
- ✚ The Review the Tourism Development Policy;
- ✚ Review the Municipal Agricultural Land Policy ;
- ✚ The further allocation of two municipal agricultural land units to emerging farmers per financial year;
- ✚ To obtain development rights on Erf 7001, Cloetesville to establish GAP housing;
- ✚ Finalisation of the sub-division plans for Jamestown (Phases 2 and 3);
- ✚ Obtain development rights for mixed-use development for Jamestown Phase 4;
- ✚ To obtain development rights for Kayamandi Town Centre upgrades;
- ✚ To obtain development rights for township establishment for Erf 64, Kylemore and spend 90% of the allocated annual capital budget;
- ✚ Transferring approximately 300 title deeds to approved beneficiaries;

- ⬇ Review the Integrated Zoning Scheme By-Law;
- ⬇ Development of 2 out of 10 Local Spatial Development Frameworks out of the 10 small towns for the 2023/24 financial year;
- ⬇ Conduct Transport Studies for the Adam Tas Corridor (ATC);
- ⬇ Facilitation of 23 ward-based community safety engagements;
- ⬇ Spending of the annual allocated Capital Budget on CCTV cameras and equipment for the Traffic and Law Enforcement Departments;
- ⬇ Spend 90% of the Registered Neighbourhood Watches' annual budget
- ⬇ Establish a new cell at the Stellenbosch Landfill Site.

Of course, there are many other key priorities identified for this term. These include, as always, ensuring an efficient and effective local government service that is accountable and responsive. We have a zero-tolerance approach to corruption and have proven over and over that we will always act when the need arises.

Running a clean and transparent government where we ensure that every cent of public funds is spent on improving services, maintenance, upgrades, and development is also non-negotiable.

We are making good progress on our plans to co-generate electricity to protect our communities from the terrible effects of load shedding. Solar panels have been put up on city property, a record number of private small-scale embedded generation (SSEG) applications are received and approved weekly, and our scientific feasibility study will soon be presented to the Council. This co-generating plan will be open for public participation, and I encourage all stakeholders to provide input.

The burning issue of housing for our residents in all categories remains of utmost importance. All categories, from rental stock to BNG and GAP housing to upgrades of informal settlements and mixed-use developments, continue to receive attention. Although housing is not a municipal competency and we rely on the budget provided to us by the national and provincial governments, we will continue to provide as many housing opportunities as possible with limited resources.

I want to thank the Deputy Mayor, Councillor Jeremy Fasser; the members of my Mayoral Committee; all our Councillors; and the Municipal Manager and Administration, who have drafted this updated roadmap for the future. We are, as always, committed to sticking to this roadmap in realising our vision of becoming a Valley of Opportunity and Innovation for all who live here.

We remain committed to doing everything we can to create opportunities for all our residents, and this document is a meaningful symbol of that.

CLLR ADV GESIE VAN DEVENTER
EXECUTIVE MAYOR

Overview by the Municipal Manager



Geraldine Mettler
Municipal Manager

As a local government, I am proud that the Stellenbosch Municipality has continued delivering basic services despite immense pressure and uncertainty. We have shown that we can adapt and respond to new realities in an ever-changing, dynamic world. We have learned valuable lessons that will serve us well in the future. We have proven to be a resilient organisation and a capable local government that can deliver on our mandate even under the most trying circumstances.

This plan provides a focussed set of objectives to ensure that public funds are channelled to the programmes and projects that deliver the most benefit for the public as equitably as possible. For this reason, the inputs we receive from our communities form the backbone of the entire IDP and budgeting processes; as such, new and innovative ways of communicating with our residents are always needed.

Residents have many ways to talk to us about the IDP and what is important to them in their ward. The Stellenbosch Citizen App, interactive pages on our municipal website, emails, a dedicated WhatsApp line, social media platforms, and traditional written submissions became important tools to engage with communities. These tools, together with community meetings across the entire municipal area, provided residents with ample opportunity to be part of the IDP and Budget processes.

The IDP is our roadmap for where we are and where we want to be. It helps us to evaluate community needs, identify ward priorities, and recommit to our strategic objectives. The IDP in turn informs the municipal budget. If we can't identify a need and provide a practical plan to address it, we simply cannot budget for it. It is therefore critical for us to reach as many residents as possible. We are serious when we say we want people to be part of the decision-making process by having their say! The projects, programmes, and initiatives outlined in this document will be executed with effective performance management and dedicated leadership.

There are various key priorities that I have highlighted for the Administration to focus on as part of the 5th Generation IDP. These include:

- ✚ E-governance (SMART CITY);
- ✚ Bulk infrastructure upgrades to ensure sufficient bulk capacity, critically important for economic development;
- ✚ Critical road infrastructure upgrades from a safety and development point of view;
- ✚ Clean, green electricity generation to ensure economic sustainability;
- ✚ Financial viability and sustainability through long-term financial planning and prudent financial management;
- ✚ A zero-tolerance approach to corruption;
- ✚ Focus on social and gap housing to help backyarders and to give as many people as possible the chance to live in a dignified way;
- ✚ Finalising the Inclusionary Housing Policy to enable developers to assist with housing provision, especially in the gap market;
- ✚ Continuing with wealth creation through our title deed programme;
- ✚ The Adam Tas Corridor development - an excellent private-public partnership for sustainable urban development and inclusive growth;

- Improvements to business processes in our Planning Department;
- Establishment of a land invasion unit; and
- Continuing to improve a safer environment, through adding to our existing cameras and surveillance networks as well as supporting and creating more neighbourhood watches.

What we have achieved in the municipality is because of our commitment to working together, good governance practices, transparency, and organisational stability. The fiscal discipline, operational restraint, and sound corporate governance have positioned the municipality to be able to resiliently weather any storm.

Our ability to partner effectively with industry, investors, residents, and community organisations continues to strengthen. I thank all our partners and stakeholders for the role they have played in recent times. I know that the opportunities for stronger partnerships and more collaboration during the period of implementation of this new IDP will grow.

I want to thank our Executive Mayor, Mayoral Committee, Councillors, and my Directors for guiding this ship and for their immense contributions to making our administration work better for all residents of our municipal area.

Together with the residents and stakeholders of the Stellenbosch Municipality, we can make our towns a place of excellence and opportunity for all.

GERALDINE METTLER
MUNICIPAL MANAGER

CHAPTER 1:

Governance and Institutional Arrangements

1.1 Integrated Development Planning

The Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA) mandates South African municipalities to formulate a five-year Integrated Development Plan (IDP) to inform the municipal budget and guide all development within the municipal area. The IDP is considered the municipality's principal strategic plan that deals with the most critical development needs of the municipal area as well as the most critical governance needs of the organisation.

As the principal planning instrument that guides and informs the municipal budget, the planning process has to provide a forum for identifying, unpacking and resolving the real issues that face the residents of Stellenbosch Municipality. Identifying these issues in consultation with communities makes it possible for the municipality to propose realistic and workable solutions that can be budgeted for, implemented and monitored in a controlled environment. These issues may be over-arching issues that affect the whole municipality or may only affect specific communities. It is therefore crucially important that the IDP be developed after the completion of a public participation process in which community stakeholders were thoroughly consulted. The plan is also developed in partnership with the provincial and national governments as well as the district municipality.

At the heart of the IDP lies the improvement in the provision of basic municipal services and expanding livelihood opportunities for the people of the Stellenbosch Municipality. The IDP also focuses on expanding and transforming municipal capacity, enterprise development and crucially, exploring new ways of working and living together. This is especially relevant in an ever-changing environment.

1.2 Compilation and Legal Status of the 5th Generation IDP 2022 – 2027

SECTION 35(1) OF THE MSA

An IDP is adopted by the council of a municipality:

- (a) is the principal strategic planning instrument which guides and informs all planning and development, and all decisions with regard to planning, management and development, in the municipality;
- (b) binds the municipality in the exercise of its executive authority, except to the extent of any inconsistency between a municipality's integrated development plan and national or provincial legislation, in which case such legislation prevails; and
- (c) binds all other persons to the extent that those parts of the integrated development plan that impose duties or affect the rights of those persons have been passed as a by-law.

CHAPTER 5 AND SECTION 26 OF THE MSA

Core components of IDPs: An integrated development plan must reflect-

- (a) The municipal council's vision for the long-term development of the municipality with special emphasis on the municipality's most critical development and internal transformation needs;
- (b) An assessment of the existing level of development in the municipality, which must include an identification of communities which do not have access to basic municipal services;
- (c) The council's development priorities and objectives for its elected term, including its local economic development aims and its internal transformation needs;
- (d) The council's development strategies which must be aligned with any national and provincial sectoral plans and planning requirements binding on the municipality in terms of legislation;
- (e) A spatial development framework which must include the provision of basic guidelines for a land-use management system for the municipality;
- (f) The council's operational strategies;
- (g) Applicable disaster management plans;
- (h) A financial plan, which must include a budget projection for at least the next three years; and
- (i) The key performance indicators and performance targets determined in terms of section 41.

The IDP is informed by a leadership agenda – as contained in national and provincial policy documents – as well as the needs of local citizens and public, private and community organisations. It directs and is informed by different aspects of the municipality's work, including how the municipality is structured politically and administratively, the municipal budget, the sector plans and service delivery and budget implementation plans of different municipal services, and how the municipality manages its performance.

The 1st Review of the 5th Generation IDP 2022 – 2027 outlines the following chapters:

- Chapter 1: Governance and Institutional Arrangements;
- Chapter 2: State of the Greater Stellenbosch Area;
- Chapter 3: The Strategic Policy Context;
- Chapter 4: Spatial Development Framework;
- Chapter 5: Performance Summary of the 5th Generation IDP 2022 – 2027;
- Chapter 6: One Plan: Service Delivery, Budget, Programme and Projects;
- Chapter 7: Sector Planning and Implementation;
- Chapter 8: Council Term Projects 2022 – 2027;
- Chapter 9: Public Interest and Expression of Needs (Community Participation);
- Chapter 10: Financial Plan;
- Chapter 11: Organisational Scorecard (5 Years); and
- Chapter 12: Implementation, Monitoring and Review (1- year).

1.3 Relationship between the IDP, Budget, Performance Management and Risk Management

The IDP Process, together with the performance management process, should be seamlessly integrated, where the IDP ensures that the planning stage for performance management occurs and performance management fulfils the implementation, monitoring and evaluation of the IDP process. This is prescribed according to the Performance Management Guide for Municipalities, DPLG, 2001.

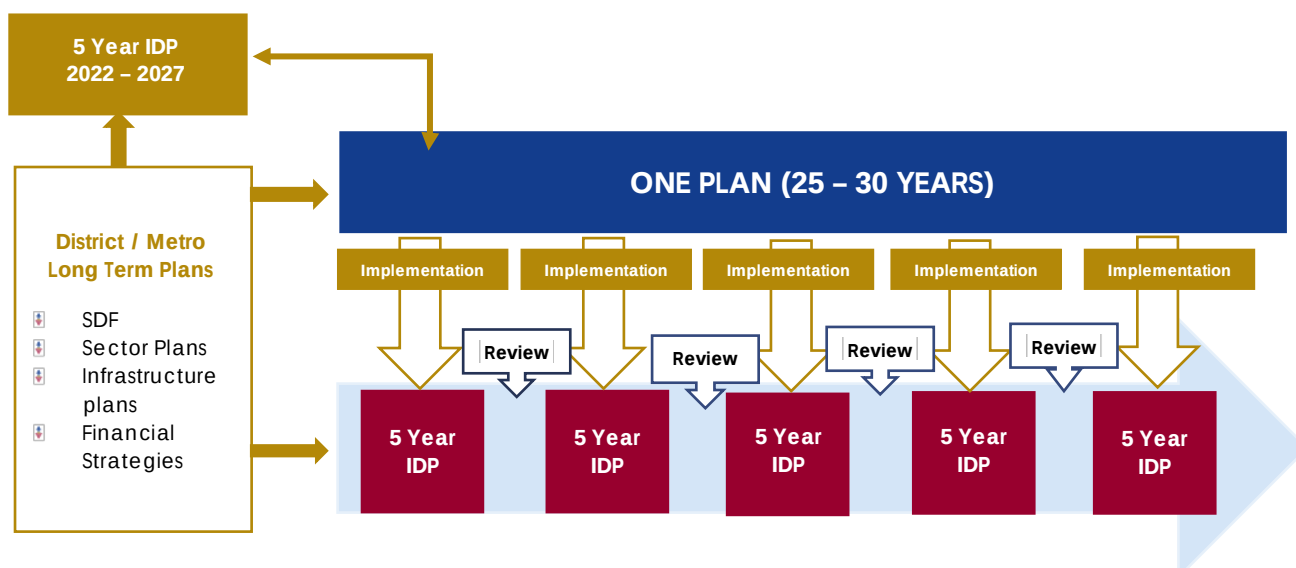
The role of the Budget is to attach money to the objectives that are contained in the IDP and the Budget gets monitored through the Service Delivery Budget Implementation Plan (SDBIP). The IDP, therefore, provides the strategic direction for the municipality, whereas the Budget should ensure the implementation of the IDP.

Risk Management is one of management's core responsibilities according to section 62 of the Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003) (MFMA) and is an integral part of the internal processes of a municipality. It is a systematic process to identify, evaluate and address risks continuously before such risks can impact negatively the service delivery capacity of the Stellenbosch Municipality. Risk management provides reasonable assurance that the institution will be successful in achieving its goals and objectives.

1.4 Relationship between the IDP and One Plan

The One Plan does not replace the Integrated Development Plan (IDP) of the municipality as the "single, inclusive and strategic plan for the development of the municipality". It is envisaged that the One Plan will strengthen and enhance the IDP and other plans of the municipalities. It is foreseen to provide greater certainty and direction for the IDP. During the development of the One Plan, the IDP informed the One Plan. However, after approval of the One Plan, the IDP will be directed by the strategies and priorities outlined in the One Plan. In this regard, the IDP will be the vehicle through which implementation of the One Plan will happen at the local government level.

Figure 1: Relationship between One Plan and IDP



1.5 The IDP and Ward Plans

The **twenty - three (23)** ward plans include:

- ✚ A consensus on priorities for the relevant ward(s);
- ✚ An implementation plan; and
- ✚ The capital budget is available for the relevant wards, including the small capital budget.

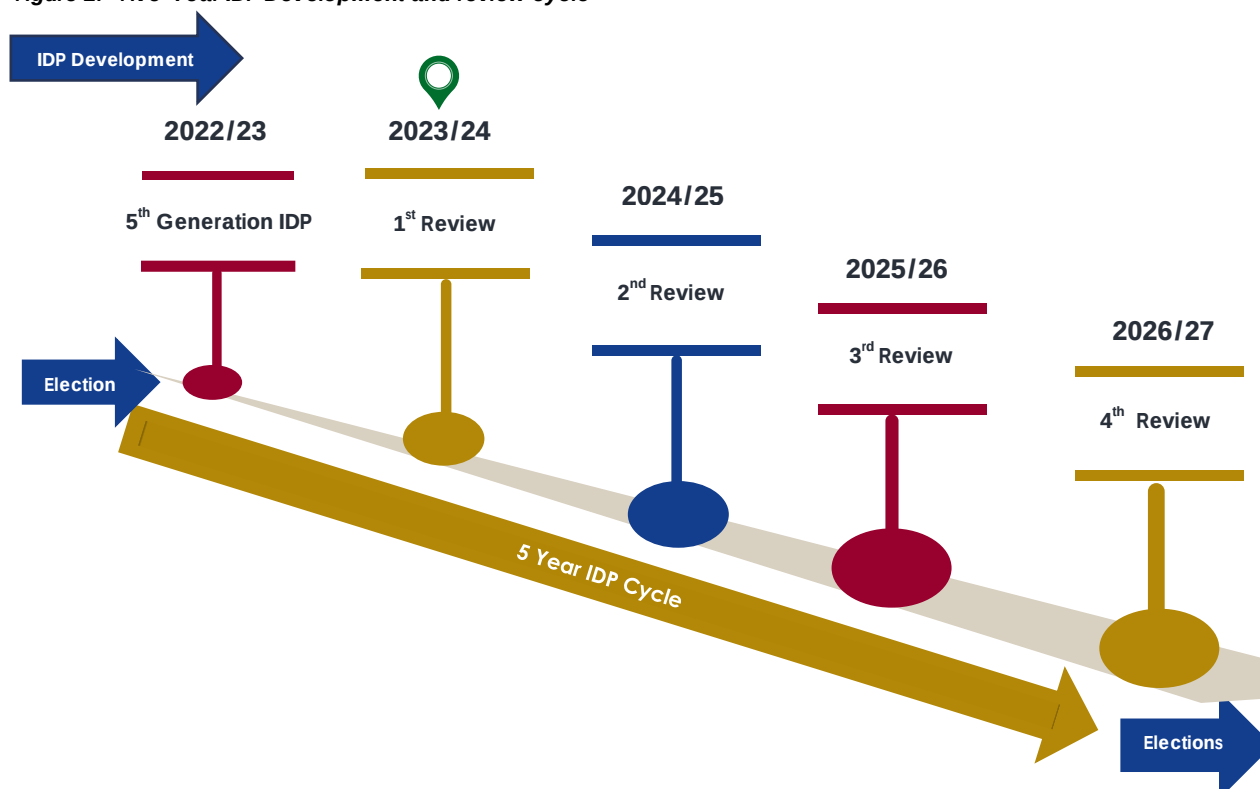
Ward plans help make sure that the IDP is more targeted and relevant to the needs of all groups, including the most vulnerable. These plans give ward committees a way to plan and carry out their roles and responsibilities in a systematic way. They are the basis for conversations between the municipality and ward committees about setting priorities and making budget requests. Ward committees will also use them to keep track of and evaluate progress throughout the year. The information is, however, on a detailed level and is not duplicated in the IDP, but a detailed ward plan is available on request.

1.6 The IDP Planning Process (five-year cycle)

According to the MSA, every new council that comes into office after the local government elections have to prepare an IDP that will guide them for the five years that they are in office. The IDP is, therefore, linked to the five-year term of office of councillors. This does, however, not restrict all proposals in the IDP to five years. The strategic goals that are part of the municipality's strategy all have a longer than the five-year horizon, similar to the Spatial Development Framework (SDF) of the municipality.

A clear distinction must also be made between the main IDP, which is compiled every five years (or if a new council comes into power within the five-year period and does not accept the previous council's IDP), and the annual review of the IDP. The annual review is not a replacement for the five-year IDP, and its purpose is not to interfere with the long-term strategic orientation of the municipality. The annual review reflects and progress reports made concerning the five-year strategy (and strategic goals) and proposes adjustments to the strategy, if necessary, because of changing internal and external circumstances that impact the appropriateness of the IDP.

Figure 2: Five-Year IDP Development and review cycle



1.7 Review of the Integrated Development Plan

Section 34 of the MSA prescribes that a municipality -

- a) must review its integrated development plan –
 - (i) annually following an assessment of its performance measurement in terms of section 41; and
 - (ii) to the extent that changing circumstances so demand;

The review process serves as an institutional monitoring process where stakeholders can meet to discuss the successes and progress of the previous financial year. It is not designed to interfere with the long-term strategic objectives of the municipality. The review process is a strategic process to ensure the institution remains in touch with its intentions, informed of the varying needs of residents and up to date with the changing environment within which it functions.

The Stellenbosch Municipality, in collaboration with all relevant stakeholders and following the completion of the IDP public participation engagements during September 2022, must now review its IDP.

This is the first review to occur since the adoption of the 5th Generation IDP 2022 – 2027 in May 2022.

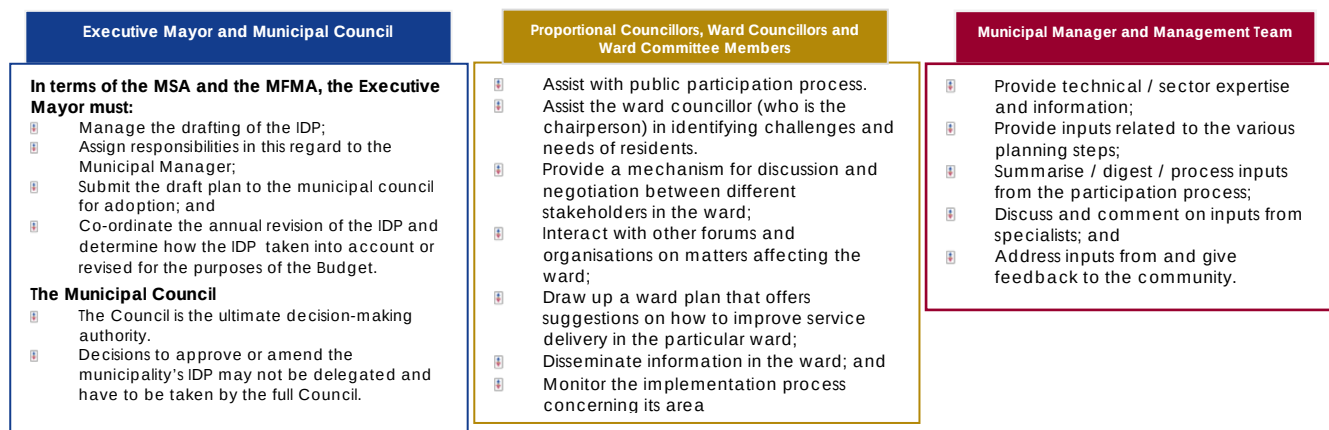
Importantly, this review does not seek to replace or rewrite the IDP that was adopted by the Council on 25 May 2022. The purpose of this review, as instructed by the MSA, is to examine the progress made on the implementation of the IDP and assess the municipality's strategic objectives and targets as set out in the IDP.

The priorities and key performance deliverables identified in this review of the IDP will seek to better inform the municipality's budget, and sector plans and streamline service delivery initiatives. This will ensure that the Stellenbosch Municipality remains on course to attain its strategic objectives.

1.8 Roles and Responsibilities

Section 53 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA) stipulates inter alia that the respective roles and areas of responsibility of each political structure and political office bearer of the municipality and the Municipal Manager must be defined.

Figure 3: Roles and Responsibilities



1.9 Municipal Council

The Council performs both legislative and executive functions. It focuses on legislative, oversight, and participatory roles and has delegated its executive function to the Executive Mayor and the Mayoral Committee. Its primary role is to debate issues publicly as well as facilitate political debates and discussions. Apart from their functions as policymakers, councillors are also actively involved with community work and in the various social programmes in the municipal area.

Stellenbosch Municipality is represented by 45 councillors, of whom 23 were elected directly as ward councillors. The rest of the councillors were elected based on the proportion of votes cast for the different political parties. The political composition of the Council is as follows:

Table 1: Council Political Representation

Political Party	Number of Councillors
Democratic Alliance (DA)	28
African National Congress (ANC)	8
GOOD	3
Economic Freedom Fighters (EFF)	2
African Christian Democratic Party (ACDP)	1
People's Democratic Movement (PDM)	1
Patriotic Alliance (PA)	1
Vryheidsfront Plus (VF)	1
Total	45

Below is a table that categorises the councillors within their respective political parties and wards.

Table 2: Ward Councillors and Proportional Councillors

No.	Name of Councillor	Capacity	Political Party	Ward Councillor and Proportional (PR)
1.	G van Deventer (Adv)	Executive Mayor	DA	PR
2.	JS Fasser (Mr)	Deputy Executive Mayor including Human Settlements Financial Services portfolio	DA	PR
3.	Q Smit (Mr)	Speaker	DA	PR
4.	A Hanekom (Mr)	Part-time	DA	PR
5.	S Schafer (Mr)	Part-time	DA	PR
6.	X Kalipa (Mr)	Part-time MayCo Member	DA	PR
7.	P Crawley (Ms)	Chief Whip	DA	PR
8.	X Mdemka (Ms)	Part - time	DA	PR
9.	N Olayi (Mr)	Part-time	DA	PR
10.	R Pheiffer (Mr)	Part-time MayCo Member	DA	Ward Councillor: Ward 1
11.	WC Petersen (Ms)	Part-time	DA	Ward Councillor: Ward 2
12.	C Manuel (Mr)	Part-time	DA	Ward Councillor: Ward 3
13.	R Adams (Mr)	MayCo Member Part-Time	DA	Ward Councillor: Ward 4
14.	RB van Rooyen (Mr)	Part-time	DA	Ward Councillor: Ward 5
15.	NE Mcombring (Ms)	Part-time	DA	Ward Councillor: Ward 6
16.	A Ferns (Ms)	Part-time	DA	Ward Councillor: Ward 7
17.	C van Wyk (Ms)	MayCo Member	DA	Ward Councillor: Ward 8
18.	Z Dalling (Ms)	MayCo Member Part-Time	DA	Ward Councillor: Ward 9
19.	R du Toit (Ms)	MayCo Member	DA	Ward Councillor: Ward 10
20.	J Serdyn (Ms)	Part-time	DA	Ward Councillor: Ward 11
21.	E Vermeulen (Ms)	Part-time	DA	Ward Councillor: Ward 16
22.	P Johnson (Mr)	MayCo Member	DA	Ward Councillor: Ward 17
23.	J Anthony (Ald)	Part-time MayCo Member	DA	Ward Councillor: Ward 18
24.	J Williams (Mr)	MayCo Member	DA	Ward Councillor: Ward 19
25.	J Joon (Mr)	MayCo Member	DA	Ward Councillor: Ward 20
26.	M Slabbert (Mr)	Part-time	DA	Ward Councillor: Ward 21
27.	E Groenewald (Ms)	Part-time	DA	Ward Councillor: Ward 22
28.	L Nkamisa (Mr)	MayCo Member	DA	Ward Councillor: Ward 23
29.	RS Nalumango (Ms)	Part-time	ANC	PR
30.	N Ntsunguzi (Ms)	Part-time	ANC	PR
31.	MG Rataza (Mr)	Part-time	ANC	PR
32.	N Mananga – Gugushe (Ms)	Part-time	ANC	PR
33.	A Tomose (Mr)	Part-time	ANC	Ward Councillor: Ward 12
34.	M Nkopane (Ms)	Part-time	ANC	Ward Councillor: Ward 13
35.	MM Danana (Mr)	Part-time	ANC	Ward Councillor: Ward 14
36.	EP Masiminini (Mr)	Part-time	ANC	Ward Councillor: Ward 15
37.	CD Noble (Mr)	Part-time	GOOD	PR
38.	RB Hendrikse (Ms)	Part-time	GOOD	PR
39.	M van Stade (Mr)	Part-time	GOOD	PR
40.	ZR Ndalasi (Mr)	Part-time	EFF	PR
41.	NM Mkhontwana (Ms)	Part-time	EFF	PR
42.	OL Jooste (Mr)	Part-time	ACDP	PR
43.	W Pietersen (Mr)	MPAC Chairperson	PDM	PR
44.	J Andrews (Mr)	Part-time	PA	PR
45.	I De Taillefer (Ms)	Part-time	VF Plus	PR

1.9.1 Executive Mayor and Mayoral Committee (MayCo)

The Executive Mayor of the municipality, assisted by the Mayoral Committee, heads the political executive arm of the municipality. The Executive Mayor is at the centre of the system of governance since executive powers are vested in the executive mayor to oversee the day-to-day affairs. This encompasses an overarching strategic and political responsibility. The key element of the executive model is that executive power is vested in the Executive Mayor, in addition to delegated powers assigned by the Council. Although accountable for the strategic direction and performance of the municipality, the Executive Mayor operates in consultation with the Mayoral Committee.

Table 3: Executive Mayor and Mayoral Committee (MayCo)

Name of member	Portfolio
Alderman G van Deventer	Executive Mayor
Cllr J Fasser	Deputy Executive Mayor, including Integrated Human Settlements Financial Services
Cllr P Johnson	MayCo member: Financial Services Infrastructure Services
Cllr Z Dalling Cllr X Kalipa	MayCo member: Infrastructure Services Community Services
Vacant Cllr R Pheiffer	MayCo member: Protection Services
Cllr L Nkamisa	MayCo member: Corporate Services
Cllr R Adams Cllr JC Anthony	MayCo member: Youth, Sport and Culture
Cllr J Williams	MayCo member: Rural Management Parks, Open Spaces and Environment
Cllr R du Toit	MayCo member: Local Economic Development and Tourism Human Settlements
Cllr J Joon	MayCo member: Community Development (Parks, Open Spaces and Environment) Rural Management
Cllr C van Wyk	MayCo member: Planning, Local Economic Development and Tourism

Figure 4: Executive Mayoral Committee



MayCo Members



Reginald Pheiffer
Protection Services



JC Anthony
Youth, Sport and Culture



Carli van Wyk
Planning, LED & Tourism



Jeremy Fasser
Financial Services



Rozette du Toit
Human Settlement



Peter Johnson
Infrastructure Services



Xolile Kalipa
Community Services



Lwando Nkamisa
Corporate Services



James Williams
Parks, Open Spaces & Environment



Joseph Joon
Rural Management



Quintin Smit
Speaker



Gesie van Deventer
Executive Mayor



Jeremy Fasser
Deputy Mayor

MayCo Members



Jeremy Fasser
Human Settlements



Ralphton Adams
Youth, Sport and Culture



Carli van Wyk
Planning



James Williams
Rural Management



Joseph Joon
Community Development (Parks, Open Spaces,
Environment)



Lwando Nkamisa
Corporate Services



Peter Johnson
Financial Services



Rozette du Toit
Local Economic Development and
Tourism



Zelda Dalling
Infrastructure



VACANT
Protection Services

1.9.2 The Administration

The Municipal Manager is the Chief Accounting Officer of the municipality. The Municipal Manager is the head of the administration and primarily has to serve as the chief custodian of service delivery. The Municipal Manager is assisted by the Management Team that reports directly to the Municipal Manager. The structure of the management team is outlined in the diagram below:

Figure 5: Municipal Management Team



1.10 First-Year Process Followed

The table below reflects the preparation for the 5th Generation Integrated Development Plan 2022 – 2027.

Table 4: Preparation for the first year of the 5th Generation IDP 2022 – 2027

Date	Action(s)
July / August 2021	<ul style="list-style-type: none"> Approval of the mSDF / IDP / Budget Process Plan / Time Schedule. Cape Winelands District Municipality hosted a discussion session on the Section 27 Framework.
September 2021 – November 2021	<ul style="list-style-type: none"> With the Local Government Elections completed in November 2021, it was critical for the municipality to carefully manage the process to ensure compliance with legislation and the successful development of the 5th Generation IDP 2022 – 2027, therefore an Amended mSDF / IDP / Budget Process Plan / Time Schedule was submitted to Council on 23 November 2021 for consideration and approval. The IDP public participation period started on 29 November 2021 and ended on 12 January 2022. A link to access IDP pre-recorded videos was published on the municipal Youtube Channel, shared via Facebook, Twitter, WhatsApp, Stellenbosch Citizen App and on the municipal website. Feedback was also provided on the implementation of projects per ward. An electronic written submission form was created on the municipal website for the community and stakeholders to provide input into the development of the 5th Generation IDP 2022 – 2027. This website link (URL) was shared via Facebook, Twitter, WhatsApp and the Stellenbosch Citizen App. Hard copies of the submission form were also made available at all libraries and ward offices.
December 2021 – February 2022	<ul style="list-style-type: none"> An Online Sector Engagement was held on 11 January 2022 to determine the sector needs and collectively devise plans to address the needs. MayCo and management had a strategic session from 13 – 14 January 2022 to consider the external and internal analysis and strategies around the 5-year development priorities and operational strategies (programmes / projects / activities and actions). Departmental sessions were held with all departments to set their 5-year implementation plans for the 5th Generation IDP 2022 – 2027.
March 2022 – April 2022	<ul style="list-style-type: none"> The Process Plan for 2022 – 2027 to guide the planning, drafting, adoption and review of the 5th Generation IDP 2022 – 2027 was approved by the Council on 30 March 2022, for public comment for 21 days. A second revision of the SDF / IDP / Budget Time Schedule for 2022/23 was submitted to the Council on 30 March 2022 for consideration and approval, which in effect moved the adoption of the Process Plan to May 2022. This was done to ensure compliance and alignment between the MSA Section 27 Framework of the CWDM and the Process Plan for 2022 – 2027 of the Stellenbosch Municipality. The draft 5th Generation IDP 2022 – 2027 and draft MTREF 2022/23 – 2024/25 for Stellenbosch Municipality was submitted to the Council on 30 March 2022 for consideration and approval to be released for public comments. The IDP and Budget public participation process within the Stellenbosch Municipal area commenced on 04 – 28 April 2022. Inputs and comments on the draft 5th Generation IDP 2022 – 2027 and draft MTREF 2022/23 – 2024/25 will be compiled and distributed to the directorates for consideration in finalising the IDP and Budget.
May – June 2022	<ul style="list-style-type: none"> Adoption of the final IDP and Budget, Tariffs and Budget-related policies. Submit adopted IDP to Cape Winelands District Municipality, Provincial Government and National Treasury. Approval of SDBIP by the Executive Mayor within 28 days after adoption of the IDP and Budget.

1.11 Second-Year Process Followed

The table below reflects the preparation for the 1st Review of the 5th Generation Integrated Development Plan 2022 – 2027 for the 2023/24 financial year.

Table 5: Preparation for the second year for the 1st Review of the 5th Generation IDP 2022 – 2027

Date	Action(s)
July / August 2022	<ul style="list-style-type: none"> Approval of the Spatial Development Framework (SDF) / Integrated Development Plan (IDP) / Budget Time Schedule / Process Plan for 2023/24
September 2022 – November 2022	<ul style="list-style-type: none"> The IDP public participation period was open from 07 – 28 September 2022. The hybrid public participation meetings were held from 19 – 22 September 2022. The online stakeholder engagement was held on 27 September 2022. An electronic written submission form was created on the municipal website for the community and stakeholders to provide input into the 1st Review of the 5th Generation IDP 2022 – 2027. This website link (URL) was shared via Facebook, Twitter, WhatsApp and the Stellenbosch Citizen App. Hard copies of the “Have Your Say” submission form were also made available at all libraries and ward offices. An all-ward councillor session was held on 7 October 2022, for the reprioritisation of ward priorities for the 2023/24 financial year taking into account the community inputs as baseline information for the reprioritisation of ward priorities.
December 2022 – February 2023	<ul style="list-style-type: none"> Departmental sessions were held to review the IDP deliverables and targets set for the period 2022 – 2027. An Indaba 2 Engagement was attended on 7 February 2023 to provide the opportunity to the municipality to engage Western Cape Government (WCG) departments on planning priorities, service delivery challenges and WCG-planned projects / programmes. Management strategic session on 15 and 16 February 2023 to consider the external and internal analysis and strategies around the 5-year development priorities and operational strategies (programmes / projects / activities and actions).
March – May 2023	<ul style="list-style-type: none"> MayCo and Council considered the Draft 1st Review of the 5th Generation IDP 2022 – 2027 to obtain public input and comments. The IDP and Budget public participation period has commenced on Monday, 3 April – Tuesday, 25 April 2023. A virtual Stakeholder Engagement was held on 20 April 2023 to provide feedback on major projects / programmes/ initiatives. The closing date for the IDP and Budget submission was 25 April 2023. Consultation and refinement of SDF, IDP and Budget documents. Adoption of final IDP, Budget, Tariffs and budget-related policies. Submission of the adopted IDP to the Provincial Government and other role-players.

1.12 Corporate Governance

Corporate governance is the set of processes, practices, policies, laws and stakeholders affecting the way an institution is directed, administered and controlled. Corporate governance also encompasses the relationships among the many stakeholders involved and the goals for which the institution is governed.

1.13 Risk Management

Section 62 of the MFMA, states that the Accounting Officer should take all reasonable steps to ensure that the municipality has and maintains effective, efficient and transparent systems of financial and **risk management** and internal control, as well as the effective, efficient and economical use of the resources of the municipality.

Certain risks have also been revised to ensure that the municipality can appropriately respond to the impact of these risks on municipal service delivery taking into account the changing external and internal factors. Provision was also made for ineffective service delivery due to geopolitical instability and the impact of Ukraine and the Russian war on global commodities, particularly fuel.

The top **5 strategic** risks identified include:

- R** | **01** Availability and cost of electricity
- I** | **02** Increased risk of land invasion
- S** | **03** Economic downturn due to civil unrest and crime
- K** | **04** Scarcity of landfill space
- S** | **05** Increase in community unrest since growth in demand for housing exceeds the resources available for development

The municipal risks have been aligned to the Integrated Development Plan (IDP) through linkages to the Strategic Focus Areas (SFAs). The following table depicts these linkages:

Table 6: Risk and IDP Alignment

Strategic Risks						
Risk Item	Risk Description	Risk Background	Strategic Focus Areas	Impact Rating	Likelihood Ratings	Directorate
1	Availability and cost of electricity	Continuous and persistent load-shedding; sustainability of the national power supplier	Green and Sustainable Valley Dignified Living	10	10	Directorate: Infrastructure Services
2	Increased risk of land invasion	Legal precedents are set under disaster management declaration limiting the municipal scope to evict. Illegal invasions and land grabs. Compromising housing development and housing opportunities	Dignified Living Safe Valley Good Governance and Compliance	9	10	Office of the Municipal Manager All Directorates
3	Economic downturn due to civil unrest, crime and continuous load shedding	Increase in criminal activities, civil unrest, and reputational risk due to perceived increase in the said activities. Impact of prolonged load shedding - not sufficient light at night as street lights, CCTV cameras and traffic lights not functioning can lead to more criminal activities.	Safe Valley Dignified Living	10	8	Directorate: Community and Protection Services
4	Scarcity of landfill space	Unavailability of suitable land; costs of SLAs and alternative waste disposal; legislative requirements i.e., EIA applications and approvals etc.	Green and Sustainable Valley	8	8	Directorate: Infrastructure Services
5	Increase in community unrest since the growth in demand for housing exceeds the resources available for development	Lack of bulk infrastructure; lack of identified and suitable land, unrealistic eviction judgements, housing backlogs, migration.	Dignified Living Safe Valley	8	8	Office of the Municipal Manager Directorate Planning and Economic Development Directorate:

Strategic Risks						
Risk Item	Risk Description	Risk Background	Strategic Focus Areas	Impact Rating	Likelihood Ratings	Directorate
						Community and Protection Services
Operational Risks						
1	Insufficient burial space in the greater Stellenbosch	Planning and funding; land availability. Insufficient funding.	Dignified Living	8	8	Directorate: Community and Protection Services
2	Timeous Capital Spending	A steady increase in budget allocation; growing population and demand for services; demand management.	Good Governance and Compliance	10	4	Directorate: Financial Services
3	COVID-19 Pandemic	Manage the COVID-19 pandemic within the context of the prescribed regulations, taking the possible 4 th wave and intensity of new infections into account.	Safe Valley Dignified Living	8	4	All Directorates
4	Climate Change	Changing weather patterns, unpredictable rainfall, flash floods, drought natural disasters, fires (seasonal and other).	Green and Sustainable Valley Safe Valley	8	4	Office of the Municipal Manager
5	High Vacancy Rate	A skilled and capable workforce is necessary to support growth objectives, and quality and timeous service delivery need to be provided by all departments.	Good Governance and Compliance	8	4	Directorate: Corporate Services

1.14 Anti-Corruption and Anti-Fraud

SECTION 83(C) OF THE MSA

Refers to the implementation of effective bidding structures to minimise the possibility of fraud and corruption.

SECTION 115(1) OF THE MFMA

States that the accounting officer must take reasonable steps to ensure that mechanisms and separation of duties in a supply chain management system are in place to minimise the likelihood of corruption and fraud.

SECTION 62(1) OF THE MFMA

States the following “the accounting officer of a municipality is responsible for managing the financial administration of the municipality, and must for this purpose take all reasonable steps to ensure: –

- (a) That the resources of the municipality are used affectively, efficiently and economically;
- (b) That the full and proper records of the financial affairs are kept in accordance with any prescribed norms and standards;
- (c) That the municipality has and maintains effective, efficient and transparent systems –
 - (i) Of financial and risk management and internal control;
 - (ii) Of internal audit operating in accordance with any prescribed norms and standards;
- (d) That unauthorised, irregular or fruitless and wasteful expenditure and other losses are prevented; and
- (e) That disciplinary or, when appropriate, criminal proceedings are instituted against any official of the municipality who has allegedly committed an act of financial or an offence in terms of Chapter 15.”

1.15 Audit and Performance Audit Committee (APAC)

The Municipal Audit and Performance Audit Committee (APAC) (refer to Table below for members of the Audit Committee), appointed in terms of section 166 of the MFMA, has also been appointed as the Performance Audit Committee. Section 166(2) of the MFMA states that an audit committee is an independent advisory body that must:

- (a) advise the municipal council, the political office-bearers, the accounting officer and the management staff of the municipality, on matters relating to: –
 - internal financial control and internal audit;
 - risk management;
 - accounting policies;
 - the adequacy, reliability and accuracy of financial reporting information;
 - performance management;
 - effective governance;
 - compliance with this Act, the annual Division of Revenue Act, 2013 (Act No. 2 of 2013) and any other applicable legislation;
 - performance evaluation; and
 - any other issues referred to it by the municipality.

Table 7: Members of the Audit Committee

Name of representative	Capacity
LC Nene (Mr)	Chairperson
J Williams (Ms)	Member
V Botto (Mr)	Member
TW Lesihla (Mr)	Member

1.16 Ward Committees

Stellenbosch Municipality has a ward committee system in place, which plays a crucial role in achieving the aims of local governance and democracy, as mentioned in the Constitution of 1996. A ward committee is independent of the council and not politically aligned. The figure below depicts the main duties of the ward committees.

Figure 6: Main duties of the Ward Committee

1.17 Stakeholders

To ensure effective service delivery, high levels of cooperation must exist between all three spheres of government. Effective inter-governmental relations (IGR) structures are especially important to the developmental role of municipalities. This role can only be fulfilled through the active involvement of all spheres of government in the setting of priorities, resource allocation and development planning.

The demonstration of the importance of partnerships for the municipality is illustrated in the table below.

Table 8: Key Stakeholders

Name of Partner	Purpose of MOU / MOA
@ Heart	The @heart partnership is a long-standing relationship built on experience with youth work and HCT testing from a municipal facility.
City of Cape Town and Drakenstein Municipality	Partnership through the Greater Cape Metro Regional Spatial Implementation Framework has been initiated to improve coordination around the development of the Klappmuts area.
Community structures (Forums, ECD centres, religious fraternities, etc.)	Aim to promote and implement: <ul style="list-style-type: none"> platforms to share knowledge; disaster risk reduction initiatives; community safety programmes; and campaigns to promote safe resilient sustainable communities.
CSIR (Council of Scientific and Industrial Research)	A partnership aimed at multidisciplinary research and development by supporting innovation in Stellenbosch.
Department of Education	Aims to promote a culture of prevention, preparedness and resilience at all levels through knowledge, innovation and education.
Department Social Development, DCAS, Cape Winelands District Municipality	Joint implementation of programmes focusing on common issues within WC024.
Disaster Management Advisory Forum	An advisory forum on all safety issues as well as remedial measures implemented to address and alleviate and / or minimise risks.

Name of Partner	Purpose of MOU / MOA
Executive Mayor and Rector Forum	A partnership with the University of Stellenbosch to ensure aligned development planning and that the municipality draws from the University's expertise and resources.
Memorandum of Cooperation between the Stellenbosch Municipality and Stellenbosch University (SU)	Cooperation in terms of closed-circuit television in the interest of the security of the town and the campus with a view to a crime-free university town.
Genius of Space	This initiative developed from and forms part of the Western Cape 110% Green Initiative. The Biomimicry Genius of Space project is a registered flagship project of 110% Green. This initiative combines two priorities of the Western Cape Government – the Berg River and the Green Economy – to find an innovative solution to water pollution in the Berg River.
Green Cape	The Green Cape partnership represents cooperation with the Province's 110% green initiatives, focusing on alternative waste management initiatives and energy efficiency.
HeartFlow	Helping people on the fringes of society. Provide paper coupons that can be exchanged for a stay at the night shelter, a blanket or a meal. The programme was extended to include an electronic app through which said coupons can be bought to benefit people living on the street.
ICLEI (International Council for Local Environmental Initiatives)	A partnership between the City of Cape Town, ECLEI and Stellenbosch Municipality to discuss developments in Transport, Waste and Electricity Generation, towards ensuring sustainability.
IMESA (Institute for Municipal Engineers South Africa)	A partnership with IMESA aimed at strengthening knowledge and capacity related to municipal infrastructure and service delivery.
Infrastructure Innovation Committee (IIC)	A partnership with the University and other stakeholders aimed at exploring sustainable and innovative infrastructure provisions to meet the needs of the municipality and achieve future sustainability.
Integrated Development Committee (IDC)	A partnership with the University and other stakeholders aimed at exploring spatial and urban planning possibilities for Stellenbosch to meet the needs of the municipality and University.
IPC (Integrated Planning Committee)	The Integrated Planning Committee is a working group between the City of Cape Town, Stellenbosch, Saldanha Bay, Overstrand, Theewaterskloof, and Drakenstein Municipality that discuss all transport-related matters to effectively promote regional planning.
Landfill Monitoring Committee	A partnership with the Devon Valley residents, whereby residents monitor the Stellenbosch landfill site.
LTAB (Land Transport Advisory Board)	A partnership was formed between political leaders to discuss Land Transport related matters that affect transport in the area.
NMT (Non-motorised Transport) Working Group	A working group that discusses all Non-Motorised Transport matters in the Stellenbosch area. The group consists of NMT users, officials, representatives from the University and the disabled fraternity.
Provincial Disaster Management Centre, Cape Winelands District Municipal Disaster Management Centre	Aims to promote the development, implementation and maintenance of effective services within its area of jurisdiction.
Provincial Waste Management Officer's Forum	Quarterly Meetings (All designated Waste Management Officers of Western Cape engage with the Provincial Government's Waste Management Department (DEA&DP on issues relating to policy, best practice, etc.).
Ranyaka	Sustainable and integrated solutions to the challenges facing towns, neighbourhoods and communities.
Roads Safety Management	Assisting with schools and education, special projects, e.g. Learners' license classes.
Safety Forum	An advisory forum to the Executive Mayor on all safety issues as well as remedial measures implemented to address and alleviate threats.
SALGA Municipal Benchmarking Committee	A partnership aimed at improving efficiency and effectiveness through comparative process benchmarking, peer-to-peer operational knowledge sharing, and interactive performance improvements.
SCORE	Youth Sports Development at the Indoor Sports Centre, Franschhoek.
Stellenbosch Alternate Energy Research	A joint working relationship is being launched among the University of Stellenbosch, Council for Scientific and Industrial Research, Western Cape Government and the municipality to investigate the generation of alternate electricity to combat load shedding from Eskom.

Name of Partner	Purpose of MOU / MOA
Visit Stellenbosch	A partnership with the umbrella tourism body for the Greater Stellenbosch area aimed at growing and sustaining the municipality's tourism industry and broadening tourism-related benefits.
Social Housing Regulatory Authority (SHRA)	An informal working partnership on promoting and implementing Social Housing within the Stellenbosch Municipal area.
Stellenbosch and Gotland Municipality Partnership	A partnership with Gotland municipality focusing on programmes in local economic development.
Stellenbosch Heritage Foundation	The initiative is aimed at providing support to the municipality on the interactive website of the Heritage Foundation and assisting with the compilation of the heritage inventory.
Stellenbosch Infrastructure Task Team (SITT)	A partnership with the University of Stellenbosch and other stakeholders aimed at exploring sustainable infrastructure provision to meet the needs of the municipality.
Stellenbosch Night Shelter	A partnership to enable appropriate management of the municipal night shelter.
Stellenbosch River Collaborative Steering Committee	A partnership was formed between various role-players to improve the water quality in the Eerste River catchment, with the focus being on the Plankenbrug River.
Mobility Forum and NMT Working Group	A Mobility Forum and NMT Working Group were established to discuss transport-related matters that affect Stellenbosch, including all relevant governmental institutions and other role-players.
University of Stellenbosch – Student Representative Council	A partnership with the University, whereby students provide: <ul style="list-style-type: none"> relief aid (clothing, food); placement of students to assist during incidents / disasters; and awareness programmes.
University of Stellenbosch – Department of Geography and Environmental Studies	A partnership with the University and other stakeholders focusing on strengthening community-based risk assessment capabilities in disaster-prone areas.
University of Stellenbosch – Maties Sport: Community Interaction	A partnership striving for excellence in meeting the needs of the youth through innovative and sustainable programmes to disseminate information on risk avoidance, hazards and their effects and preventative activities.
Western Cape Planning Heads Forum	A partnership with all local municipalities within the Western Cape and the Western Cape Government Department of Environmental Affairs and Development Planning is aimed at the sharing of best practices and improving coordination on matters related to the Spatial Planning and Land Use Management sector.
Western Cape Government Department of Environmental Affairs and Development Planning.	A partnership around the implementation of the Adam Tas Corridor Catalytic initiative.
Western Cape Government Department of Environmental Affairs and Development Planning.	A Partnership around the development of an Inclusionary Housing Policy Framework for Stellenbosch Municipality.
Western Cape Government Department of Environmental Affairs and Development Planning.	A partnership through the Greater Cape Metro Regional Spatial Implementation Framework has been initiated to improve coordination around the development of the Klampmuts area.
Western Cape Department of Public Works, Roads and Transport	As part of the Provincial Sustainable Transport Programme (PSTP), the Western Cape Department of Public Works, Roads and Transport identified Stellenbosch as a priority municipality for the development of a sustainable transport system. The emphasis will be on the development of a public transport system and the development of infrastructure to improve non-motorised transport.
Western Cape Recycling Action Group Forum	Quarterly Meetings (meetings involving the private sector, industries and government in terms of waste minimisation initiatives).
WOF (Working on Fire)	A partnership aimed at promoting capacity building through various programmes helps to develop social cohesion.

CHAPTER 2:

State of the Greater Stellenbosch Area

2.1 Introduction

Stellenbosch Municipality is located at the edge of the City of Cape Town but still manages to retain its distinct small-town character. This undoubtedly gives Stellenbosch a strong competitive advantage – sharply contrasting with similarly sized towns located 400 km or more from the nearest metropolis. Aside from being a mere 50 km from Cape Town's central business district (CBD) and being flanked by the N1 and N2 main routes, Stellenbosch is also just 30 km away from the sea (at Somerset West/Strand) and only a few kilometres away from one of the most attractive mountain ranges of the Boland. In addition, Stellenbosch is a mere 28 km from Cape Town International Airport, one of South Africa's top (air) links to the global economy, and not much further away from Cape Town harbour, the shipping portal to both the Atlantic and the Indian Oceans.

This convergence of environmental resources, scenic quality and business opportunities has two other mutually reinforcing spin-offs: The largest number of JSE-listed companies based in any small South African town have their headquarters in Stellenbosch and the town is home to a disproportionately high number of corporate CEOs and executives, which in turn means that it can sustain a comparatively high level of economic activity and consumer services for a town of its size. This results in other benefits throughout the value-add chain and for employment. The municipal area covers approximately 900 km². The municipality's area of jurisdiction includes the towns of Stellenbosch and Franschhoek, as well as several rural hamlets such as Wemmershoek, La Motte, De Novo, Kylemore, Pniël, Johannesburg, Languedoc, Groot Drakenstein, Muldersvlei, Klapmuts, Elsenburg, Raithby, Jamestown, Koelenhof and Vloottenburg (most with a population of less than 5 000). Apart from formal settlement areas, the municipal area also includes several informal settlements.

Stellenbosch town is the second oldest town in South Africa, dating back to 1679 when an island in the Eerste River was named Stellenbosch by the then Governor of the Cape, Simon van der Stel. The first farming activities in the area were started in 1679. Today, the area has become primarily known for its extraordinary wines and fruits. The towns of Stellenbosch and Franschhoek are renowned for various architectural styles such as Dutch, Georgian and Victorian, which reflect their heritage and traditions, but also divisions of the past.

The area houses excellent educational institutions, including the University of Stellenbosch and several prestigious schools. It has a strong business sector, varying from major South African businesses and corporations to smaller enterprises and home industries. The tourism industry alone is responsible for the creation of about 18 000 jobs in the area. Wine farms and cellars abound and the area is the home of the very first Wine Route in South Africa. A variety of sports facilities are available. Coetzenburg, with its athletics and rugby stadiums, has delivered star performances over many generations. The Municipal area has a variety of theatres which include the Stellenbosch University's HB Thom Theatre, Oude Libertas Amphitheatre (renowned for its summer season of music, theatre and dance), Spier Amphitheatre, as well as Klein Libertas Theatre, Dorp Street at Theatre and Aan de Braak Theatre.

2.2 Ward Demarcation

The Stellenbosch Municipality is currently structured into the following **23** wards:

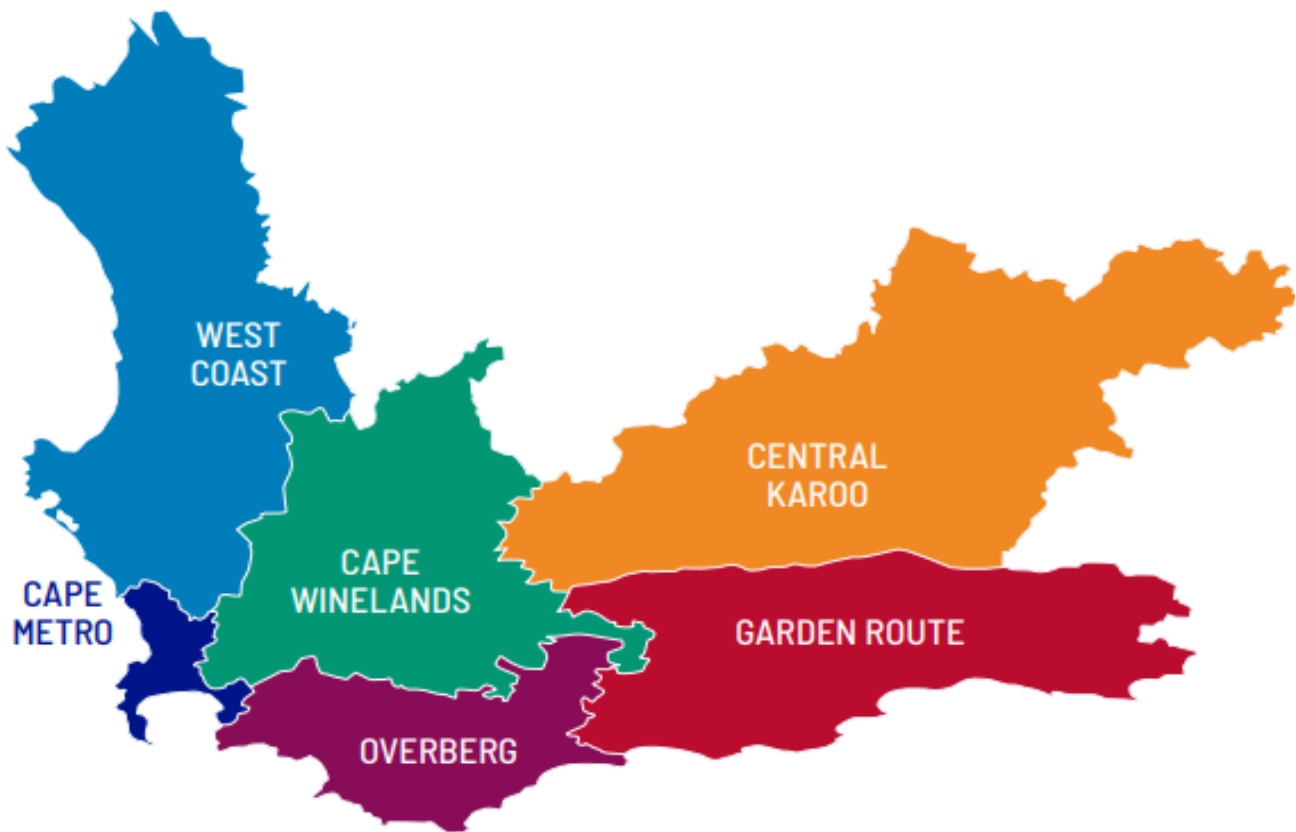
Table 9: Municipal ward demarcation

Ward	Areas
1	Mooiwater, Franschhoek Town and Surrounding Farms
2	Langrug, La Motte, Dennegeur, Groendal
3	Lanquedoc, Wemmershoek to La Motte Wine Farm and Leopard Leap Wine Farm
4	Kylemore, Johannesburg, Pniël and Surrounding Farms
5	Ida's Valley (Hillside Village, La Gratitude Park (Kreefgat), The Ridge, La Roche, Lindida, Bloekomlaan(Moses / Martin) Lindley)
6	The Hydro, Rustenberg and Surrounding Farms, Kelsey Farm
7	Mostersdrift, Karindal, Rozendal, Uniepark, Simanswyk and Universteitsoord
8	Stellenbosch University campus and university residence area; Coetzenburg, (partially:) Koloniesland
9	Stellenbosch CBD, Part of the US campus (residential areas within both these areas), the Southern border is the Eerste River, the Northern border is Merriman Street, the Eastern border is Die Laan and the Western border is Bird Street
10	Tennantville, Lakay Street, Titus Street, Langsuid Street up to Lakay Street, Tennant Street, Lapan Street, Bell Street, Bird Street, La Colline (Dr Malan Street, Dan Pienaar Street, Paul Roos Street, Tobruk Park, Irene Park, La Colline Road, Conde Street, Taylor Street, Mount Albert Street), Kromrivier Road, Jan Celliers Street, Hammanshand, Ds Botha Street, Voorplein Street, Bird Street, Langenhoven Street, Du Toit Station, Ryneveld Street, Karee Street, Oliehout Street, Banghoek Road, Acedemia, Bosman Street, Smuts Road, Joubert Street, De Beer Road, De Villiers Road from Ryneveld Street to Cluver Road on the left-hand side
11	Boundaries of the ward are: Kridge Road, Herte Street, Skone Uitsig Road onto Alexander Street onto Du Toit Street toward Merriman Avenue towards Adam Tas Road onto George Blake Street, Mark Street, Distillery Road, Santhagen Road, Swawel Avenue, Kanarie Road, Tarentaal Road, Bokmakierie Road, Fisant Road, Devon Valley Road, Kiewiet Road, Dagbreek Road, Pelikaan Street, Patrys Road, Hammerkop Road, Loerie Road, Muldersvlei Landgoed, and all areas in Onder Papegaaienberg and businesses
12	Kayamandi: Zone A, Chris Hani Drive, 10th and 13th Street, School Crescent, Snake Valley, Enkanini, Watergang, Watergang TRA 2 and Watergang Informal Settlements
13	Kayamandi: Zone J, Red Bricks, Zone K and L, Hostels, Dairy and University Hostels, Old Bricks Houses Red Roofs, Zwelitsha, Costaland
14	Kayamandi: Zone P, I, F, D and O, Costaland, Marikana, Watergang, Smarties (Mgabadeli Street), Monde Crescent
15	Kayamandi: Zone M, N, O, 4 th and 5 th Avenue, 10 th , 12 th and 14 th Street, Long Street, Retreat Street, Forest Drive
16	The borders are Tenant Road, Long Street, Crombi Road to the end of Gabriels Road. Asalea Road, 2nd Road, Noble Road, Bailey Road, Eike Street, Curry Street, Hoop Road, Pansy Road, West Road, Laai Road, Anthony Road, Carriem Road, Archilles Road, Bergstedt Road, Davidse Road, Cupido Road, Pearce Road, Robyn Road, Gonzalves Road, Hercules Road, Chippendale Road, Afrika Road, Arnolds Road, September Road, Jakaranda Street, Short Road, Quarry Road, Middle Road, Primrose Street, Pine (Bo en Onder), North End, Vredelust, Gembok, Daffodil Single, Steps, Sylvia Street, Eiland Street, Last Street (White City), Frikkadel Dorp, September Street
17	A part of Cloetesville (Lakay Road towards Langstraat -Suid Road, Kloof Street, Fir Street, Fontein Road, Williams R towards Gabriels Road towards February Road, Valentyn Road, Pool Road, Raziet Road, Ortell Road, Rhode Road, King Road, Hine Road, Hendrikse Road, Rhode Road), as well as Welgevonden, Green Oaks, Stellita Park, Weltevrede, Welgevonden Estate (Red Oak Road, Belladonna Street, Wildeklaar Welgevonden Boulevard, Olive Road, Sonnedou Road, Mountain Silver Road, Silver Oak Road, Froetang Road, Katbos Road, Everlasting, Fynbos Street, Sourfig Street, Scarlet Crescent, Pin Oak Street, Evergreen, Autumn Close, Nenta, Cherrywood, Candelabra, Froetang, Candelabra, Kouter, Protea Street, Minaret, Gooseberry, Honeybush), Klein Welgevonden (La Belle Vie, Chablis) and the Municipal Flats in Rhode, Kloof and Long Streets, Bertha Wines and Weltevreden Estate, 15 Weltevreden Estate.) The borders of the ward are the R44 Klapmuts Road and Long Street.
18	Klapmuts Town Centre, Bennitsville, Weltevrede Park, Klapmuts New Houses, Mandela City and La Rochelle Informal Settlement, Klapmuts Farms (The Purple Windmill, Arra Vineyards, Hidden Gems Wines, Gravel Junction Wine and Spirits Company, Wine Estate Le Bonheur, Anura Vinyard, Dalewood Farms, Blueberry Bar, Klapmuts Transfer Station, Trophy SA, DKL Transport Pty, Welgelee Estate)
19	De Novo, Kromme Rhee, Vaaldraai, Muldersvlei, Koelenhof and surrounding Farms, Koelenhof Station, Slayley, Hunting, Koelenhof Farms, Poulter / Mariendahl, De Hoop, Nooitgedacht Village, Bottelary and Surrounding Farms, De Waalshof, Weltevrede 1, Weltevrede 2, Smartie Town.
20	Vlottenberg, Raithby, Mooiberge, Lynedoch
21	Brandwacht Aan Rivier, Paradyskloof, Stellenbosch Golf Course, Blaauwklippen / Stellenzicht Farms, De Zalze, Jamestown, Mountainview, Stellenbosch Airfield
22	Die Boord, Dalsig, Brandwacht, Krigeville, Libertas Farm

Ward	Areas
23	Dorp Street, Krige, Hamman Streets, Schroder Road, Die Braak, Bird Street from Dorp Street, Denniseg area, Muller Road, Banghoek Road, Reyneveld Street, Plankenburg Industrial area and Kayamandi Corridor.

Below is a map of the Cape Winelands District concerning the provincial district boundaries:

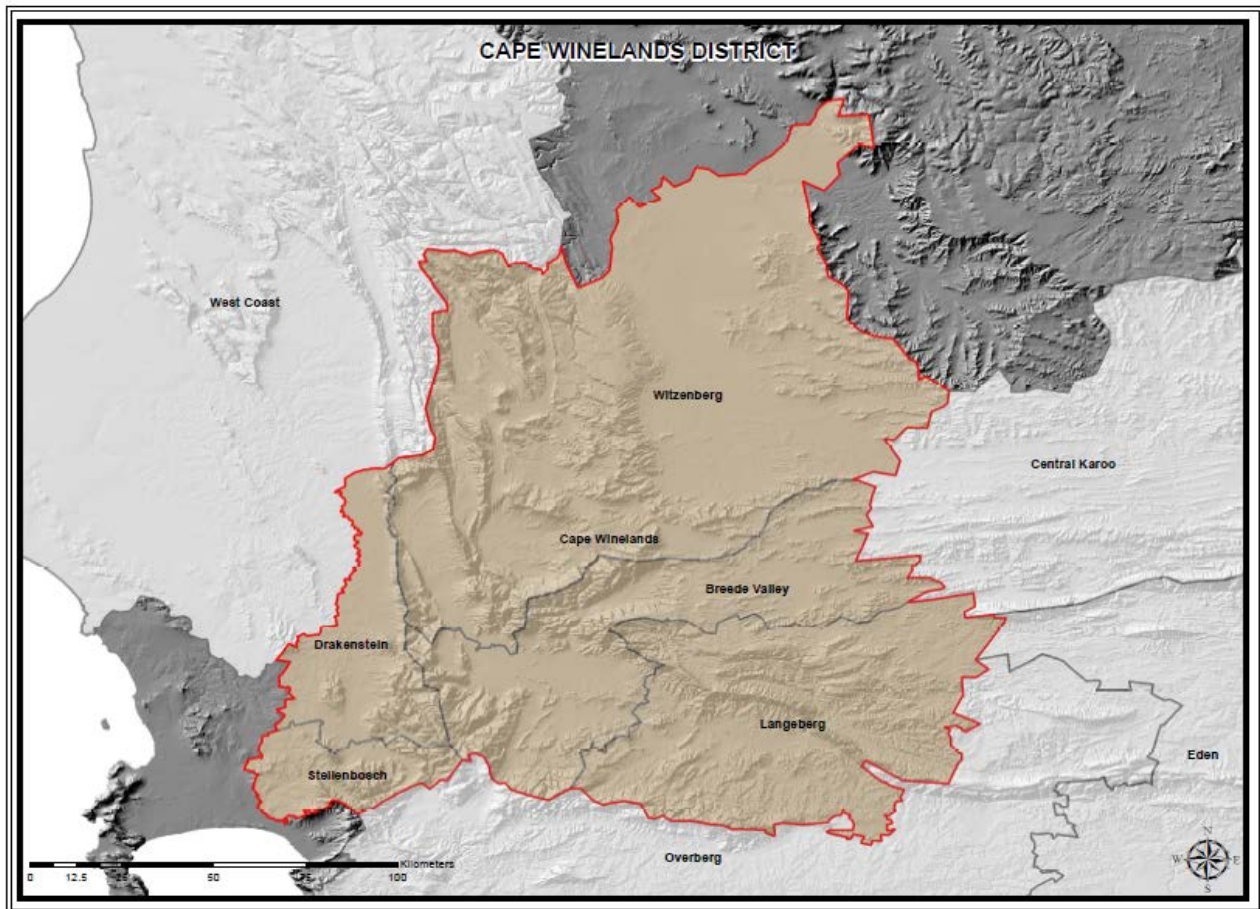
Map 1: Locality of Cape Winelands concerning Provincial Boundaries



The Western Cape Province makes up 10.6% of the country's land surface and encompasses an area of 129 462 km². The province spatial area includes 1 metropolitan area (City of Cape Town), 5 district municipal areas (Central Karoo, Eden renamed Garden Route, Overberg, Cape Winelands and West Coast) and 24 local municipalities.

Below is a map of the municipalities concerning the Cape Winelands District:

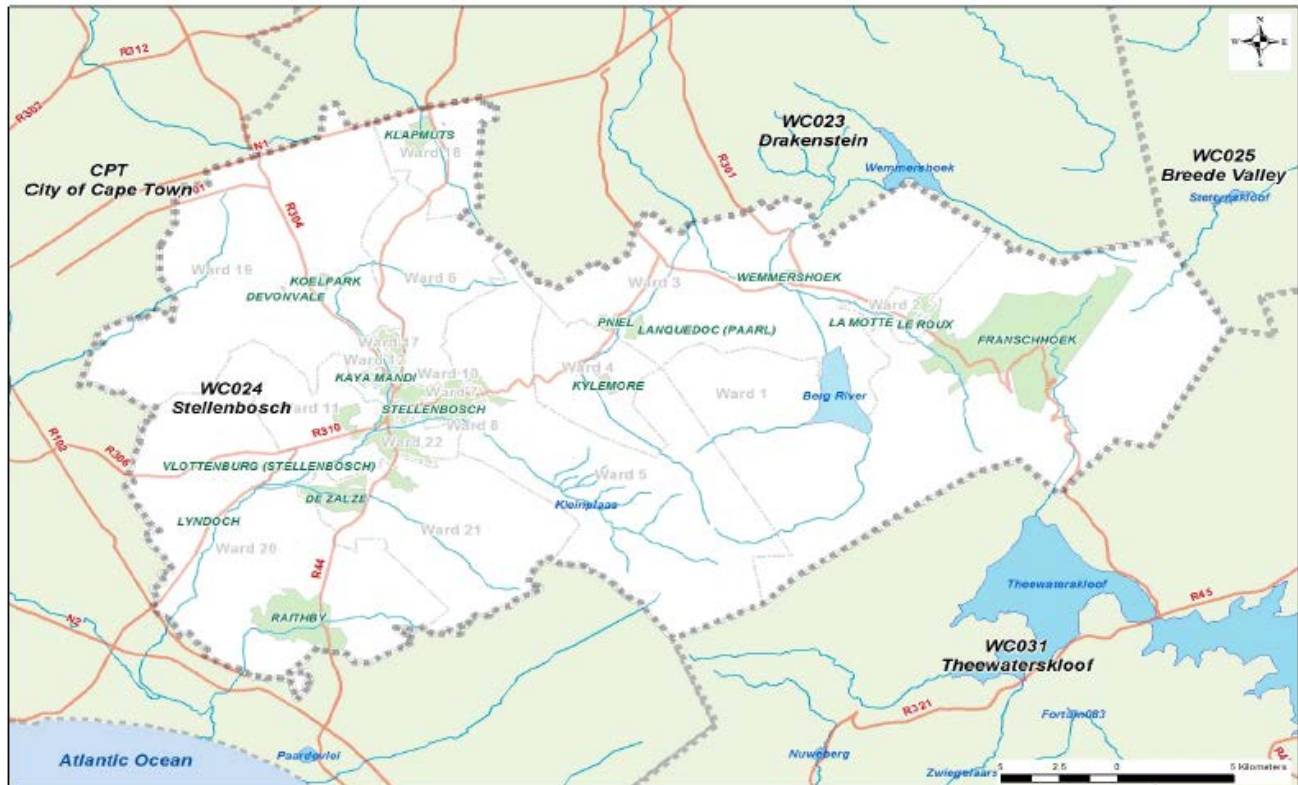
Map 2: Locality map of Stellenbosch Municipality concerning Cape Winelands District Boundaries



The Cape Winelands District Municipality is located within proximity of the City of Cape Town, which offers excellent access to trade opportunities, routes and infrastructure such as expanding broadband networks, an international airport (with direct flights to international cities), the second-largest container port in the country and a comprehensive road and rail network. This gives the Cape Winelands district ideally located as an investment destination. The Cape Winelands District municipal area incorporates Drakenstein, Stellenbosch, Breede Valley, Langeberg and Witzenberg.

Below is a map of the Stellenbosch Municipality's area of jurisdiction:

Map 3: Locality map of municipal boundaries



Stellenbosch Local Municipality is located in the heart of the Cape Winelands and adjacent to the City of Cape Town and Drakenstein Municipality. As a local authority, Stellenbosch Municipality governs the towns of Stellenbosch, Pniël, Klipmuts, Kylemore, Jamestown, Raithby, Ida's Valley, Cloetesville, Kayamandi and Vlotenburg, and the surrounding rural areas. The area covers 831 square kilometres and adjoins the City of Cape Town (CoCT) to the west and south and the Breede Valley, Drakenstein and Theewaterskloof Municipalities to the east and north. Functionally, Stellenbosch Municipality (SM) forms part of the Greater Cape Town metropolitan area.

The main settlements in SM are the historic towns of Stellenbosch and Franschhoek, and Klipmuts. There are also several smaller villages, including Jamestown (contiguous with Stellenbosch town), Pniël, Johannesdal, Lanquedoc, Lynedoch, and Raithby. New nodes are emerging around agricultural service centres, for example, Koelenhof and Vlotenburg. Stellenbosch is a sought-after space, offering opportunity and quality of living, yet near city life. This has placed the municipal area under constant development pressure.

2.3 Stellenbosch Municipality at a Glance

Table 10: Stellenbosch Municipality - Summarised Statistics

Population Estimates, 2022				Actual households, 2021		
	Population 199 325			Households 50 792		
Education		2021	Poverty		2021	
	Matric Pass Rate	87.9%		Gini-Coefficient	0.63	
	Learner Retention Rate	79.1%		Poverty Head Count Ratio (UBPL)	58.91	
	Learner-Teacher Ratio	27.2				
Health						2021/22
	Primary Health Care Facilities	Immunisation Rate	Maternal Mortality Ratio (per 100 000 live births)	Teenage Pregnancies – Delivery rate to women U/18		
	8 (excl. mobile / satellite)	55.8%	61.1	13.2%		
Safety and Security		The annual number of reported cases in 2021/22				
	Residential Burglaries	DUI	Drug-related Crimes	Murder	Sexual Offences	
	958	252	1125	87	226	
Access to Basic Service Delivery		Percentage of households with access to basic services, 2021/22				
Water	Refuse Removal	Electricity	Sanitation	Housing		
99.3% 	82.1% 	96.8% 	96.4% 	74.5% 		
Road Safety 2021/22		Labour, 2021/22 ¹		Socio-economic Risks		
Fatal Crashes	31	Unemployment Rate	Risk 1	Job Losses		
Road User Fatalities	39	(narrow definition)	Risk 2	Informal Sector Expansion		
		34.5%	Risk 3	Low skills base (Labour)		
Largest 3 sectors		Contribution to GDP, 2020				
Finance, insurance, real estate and business services		Wholesale and retail trade, catering and accommodation		Manufacturing		
26.5% 	17.5% 	16.3% 				

Source: Western Cape, Social-Economic Profile 2022

¹ According to the Quarterly Labour Force Survey (QLFS) – Q1: 2022, the official unemployment rate was 34.5% in the first quarter of 2022.

2.4 Socio – Economic Context

All socio-economic information is sourced from the Local Government Socio-Economic Profile 2022. The statistical data are primarily sourced from Statistics South Africa, administrative data from sector departments, the Municipal Review and Outlook (MERO), Global Insight Regional Explorer and Quantec.

2.4.1 Population Growth

The current population of Stellenbosch in 2022 are 199 325 persons, which is the most populated municipal area in the Cape Winelands District (CWD). This total is expected to grow to 215 456 by 2026, equating to an average annual growth rate of 2.0 per cent for the period.

The estimated population growth rate of Stellenbosch is therefore 0.3 percentage and points higher than the estimated average annual population growth rate of the Cape Winelands District which is 1.7 per cent.

The table below depicts the population growth from 2022 to 2026:

Table 11: Population Growth

Area	2022	2023	2024	2025	2026
Estimated Population					
%					
Stellenbosch	3.3	2.3	2.0	2.0	1.6
Cape Winelands	2.7	1.8	1.6	1.6	1.6
Western Cape	2.9	1.8	1.7	1.7	1.6

Source: Western Cape, Social-Economic Profile 2022

2.4.2 Sex Ratio

The overall sex ratio depicts the number of males per 100 females in the population. The data indicates that as of 2022, there are more females than males in the Stellenbosch municipal area with a ratio of 51.1 per cent (females) to 48.9 per cent (males).



The sex ratio is therefore 96, meaning that for every 100 women there are 96 men. The ratio increases slightly towards 2023 and remains unchanged from 2023 to 2026. This could be attributed to a wide range of factors such as an increase in female mortality rates as well as the potential inflow of working males to the municipal area.

The table below depicts the sex ratio within the Stellenbosch municipal area.

Table 12: Sex Ratio

Year	Cape Winelands	Witzenberg	Drakenstein	Stellenbosch	Breede Valley	Langeberg
2022	98.0	108.9	97.6	95.7	93.9	96.1
2023	98.7	110.0	98.4	96.2	94.4	96.9
2024	98.8	110.3	98.5	96.3	94.4	97.0
2025	98.9	110.6	98.6	96.3	94.3	97.1
2026	99.0	110.3	98.9	96.3	94.3	97.4

Source: Western Cape, Social-Economic Profile 2022

2.4.3 Age Cohorts

The age cohorts are composed according to the population of Stellenbosch. These groupings are expressed as a dependency ratio which indicates those who are part of the workforce (Aged 15 – 64) and those who are dependent on them (children or senior citizens). A higher dependency ratio implies greater pressure on social systems and the delivery of basic services.

Between 2022 and 2026, the largest population growth projection was recorded in the 65+ age cohort at 2.7 per cent. This reflects possible improvements in life expectancy (an ageing population) or that more people are choosing the Stellenbosch municipal area as a retirement destination. Notable growth is also expected in the working age cohort, which results in an overall decrease in the dependency ratio towards 2026.

The table below depicts the age cohorts between 2022 and 2026.

Table 13: Age Cohorts

Year	Children: 0 – 14 Years	Working Age: 15 – 65 Years	Aged: 65 +	Dependency Ratio
2022	43 801	144 203	11 321	38.2
2024	45 272	150 716	11 932	38.0
2026	76 765	156 091	12 600	38.0
Growth	1.7%	2.0%	2.7%	-

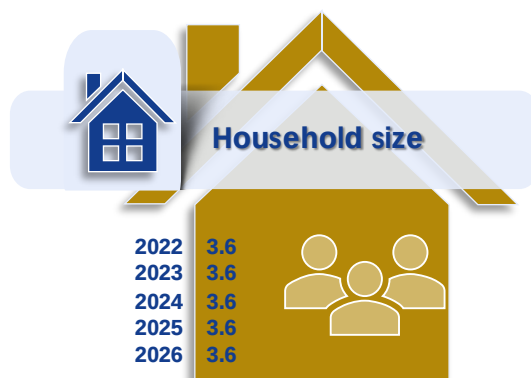
Source: Western Cape, Social-Economic Profile 2022

2.4.4 Household Size

Household size refers to the number of people per household. The average size of households is expected to remain constant at 3.6 people per household from 2022 to 2026. The trend of the constant average household size could be attributed to a wide range of factors but are not limited to, lower fertility rates, ageing population, divorce, cultural patterns surrounding intergenerational co-residence, as well as socioeconomic factors that shape trends in employment, education, and housing markets.

The table below depicts the household sizes from 2022 to 2026:

Figure 7: Household size



Source: Western Cape, Social-Economic Profile 2022

2.4.5 Population Density

Amidst rapid urbanisation across the Western Cape, population density figures will aid public sector decision-makers in mitigating environmental, health and service delivery risks. In 2022, the population density of the Cape Winelands District was 45 persons per square kilometer. In order of highest to lowest, the various local municipal areas compare as follows:

In order of highest to lowest, the various local municipal areas compare as follows:

↓	Stellenbosch	240 people/km ² ;
↓	Drakenstein	194 people/km ² ;
↓	Breede Valley	51 people/km ² ;
↓	Langeberg	27 people/km ² ; and
↓	Witzenberg	14 people/km ² .

According to the above comparison, Stellenbosch has the **highest density** in the Cape Winelands District. This is helped a lot by the fact that the Municipal Spatial Development Framework (*mSDF*) says that urban development should stay within the limits of the urban edge.

Table 14: Population growth

	2022	2023	2024	2025	2026
Stellenbosch	3.3	2.3	2.0	2.0	1.6
Cape Winelands	2.7	1.8	1.6	1.6	1.6
Western Cape	2.9	1.8	1.7	1.7	1.6

Source: Western Cape, Social-Economic Profile 2022

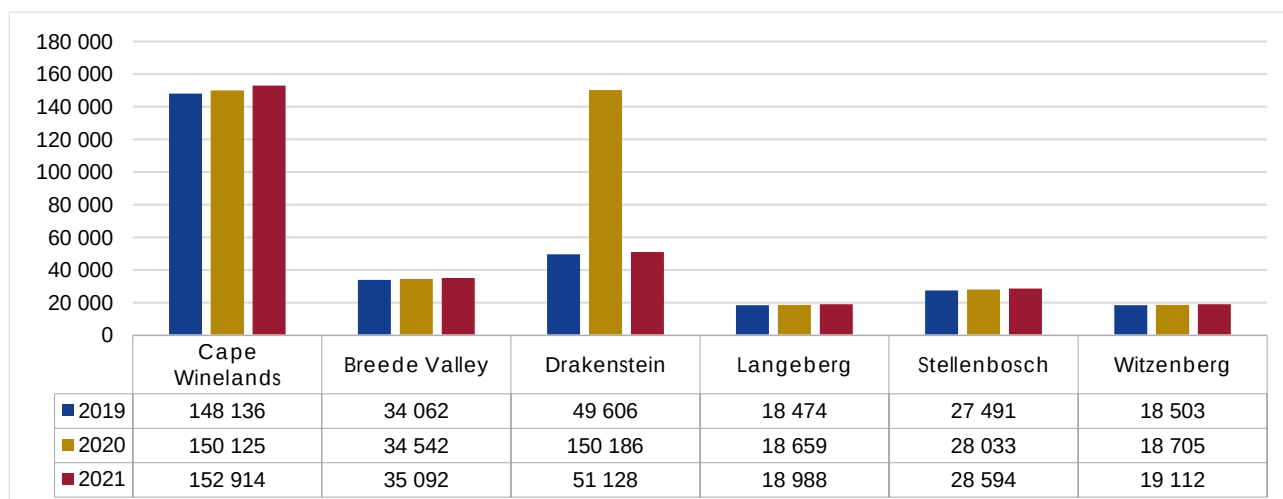
2.5 Education

Education and training improve access to employment opportunities and help sustain and accelerate overall development. Quality Education is the 4th Sustainable Development Goal, while the National Development Plan (NDP) emphasises the link between education and employment as well as the significant contribution it makes to the development of the capabilities and well-being of the population.

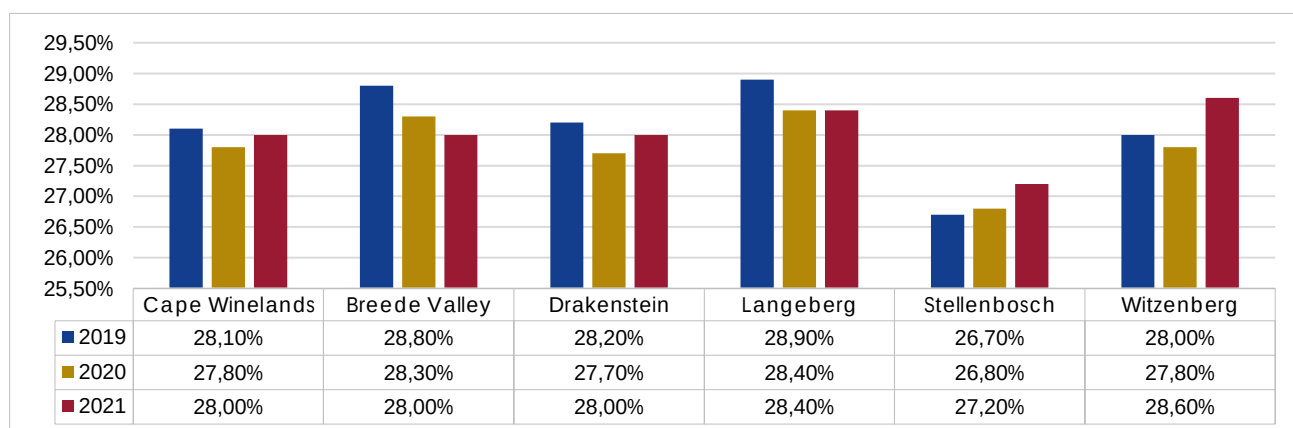
2.5.1 Learner enrolment, the learner-teacher ratio and learner retention rate

Learner enrolment in Stellenbosch increased from 27 491 enrolments in 2019 to 28 594 in 2021 (more than 1 104 learners were enrolled compared to 2019).

The graphics below depict the learner enrollments, learner-teacher ratio and learner retention from 2019 to 2021.

Graph 1: Learner enrolment

Source: Western Cape, Social-Economic Profile 2022

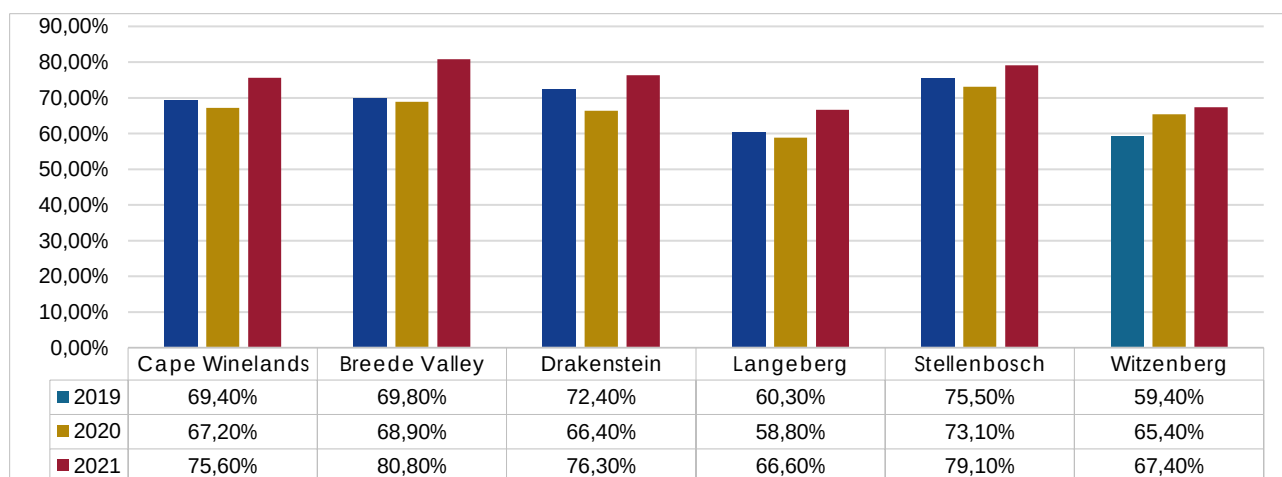
Graph 2: Learner-Teacher Ratio

Source: Western Cape, Social-Economic Profile 2022

The learner retention rate measures the proportion of learners in Grade 12 who were in Grade 10 two years prior.

The inverse of the learner-retention rate is commonly referred to as the drop-out rate. The learner retention rates are influenced by a wide array of factors, including low socio-economic background, student attitudes towards education, overcrowded classrooms, critical thinking skills, study skills and other personal circumstances which can make it difficult for the learner to focus on education.

Although the learner retention rate in the Stellenbosch municipal area improved from 75.5 per cent in 2020 to 79.1 per cent in 2021, more than 20 per cent of the learners did not complete their studies.

Graph 3: Learner retention

Source: Western Cape, Social-Economic Profile 2022

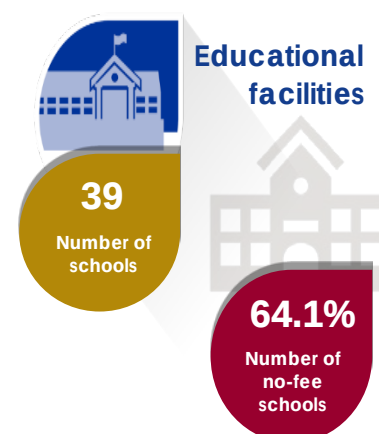
2.5.2 Number of schools and no-fee schools

Figure 8: Number of schools and no-fee schools

The number of schools within the Stellenbosch municipal area is recorded at 39 in 2021. A total of R90 million will be spent in the Stellenbosch municipal area across the MTREF. This allocation will be used for upgrading and additions as well as new and replacement infrastructure in the following schools; Aviation, Elsenburg Agri School, New Klapmuts PS and HS, and New Stellenbosch PS.

The No-fee Schools Policy abolishes school fees in the poorest 40 per cent of schools nationally for learners from Grade R to Grade 9. As per the policy, schools that do not charge fees will be allocated a larger amount of funding from the national budget per learner to make up for the fees that would have been charged.

The proportion of no-fee schools in the Stellenbosch municipal area remains at 64.1 per cent in 2021.



Source: Western Cape, Social-Economic Profile 2021

2.5.3 Schools with libraries / media centres

The Stellenbosch municipal area consist of 39 schools in 2021 of which 27 (69 per cent) were equipped with libraries. The availability of library facilities within schools contributes towards narrowing the academic attainment gap by allowing students access to information which is in turn directly linked to improved education outcomes.

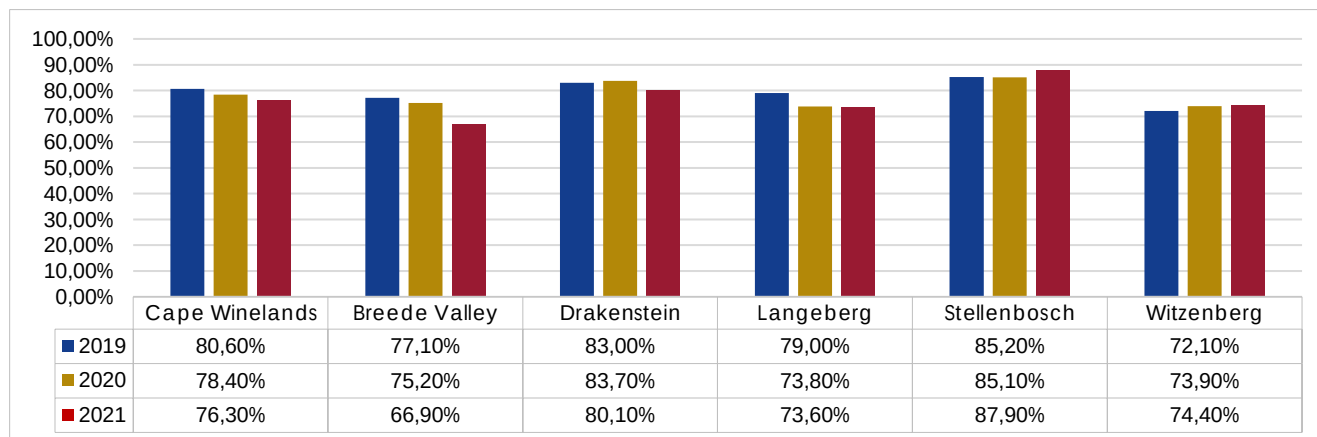


2.5.4 Education outcomes (matric pass rate)

Education remains one of the key avenues through which the state is involved in the economy. In preparing individuals for future engagement in the labour market, policy choices and decisions in the sphere of education play a critical role in determining the extent to which future economic and poverty reduction plans can be realised. Stellenbosch's matric pass rate improved from 85.1 per cent

in 2020 to 87.9 per cent in 2021; recording the highest matric pass rate in the district in both 2020 and 2021 in the Cape Winelands District.

Graph 4: Education outcomes (matric pass rate)



Source: Western Cape, Social-Economic Profile 2022

2.6 Health

2.6.1 Health Facilities

According to the LGSEP 2022, in 2021, the Stellenbosch municipal area had 8 fixed primary healthcare facilities, comprising 7 fixed clinics, 1 community day centre as well as 6 mobile / satellite clinics. In addition to these primary healthcare facilities, there is one district hospital, 9 ART treatment sites and 10 TB clinics. The municipal area has 14 (17.9 per cent) out of the 78 primary healthcare facilities within the Cape Winelands district.

The table depicts the total healthcare facilities.

Table 15: Health facilities

Area	Community Health Centres ²	Community Day Centres ³	Regional hospitals	District Hospitals	PHC Clinics (Satellite and Mobile)	PHC Clinics (Fixed)
Stellenbosch	0	1	0	1	6	7
Cape Winelands District	0	5	2	4	33	39

Source: Western Cape, Social-Economic Profile 2022

2.6.2 Emergency Medical Services

The provision of more operational ambulances can provide greater coverage of emergency medical services. The Stellenbosch municipal area had a total of 6 ambulances servicing the region, which translates to 0.3 ambulances per 10 000 people in 2021. This number only refers to Provincial ambulances and excludes all private service providers and remained unchanged between 2020/21 and 2021/22.

² **Community Health Centre:** A facility that normally provides primary health care services, 24 hour maternity, accident and emergency services and beds where health care users can be observed for a maximum of 48 hours and which normally has a procedure room but not an operating theatre.

³ **Community Day Centre:** A health facility that provides a comprehensive health care services during day hours, including mother and child health, chronic diseases care, women's health, HIV and TB care, men's health, acute services, physio therapy, mental health services and oral health care.

2.6.3 HIV / AIDS and Tuberculosis

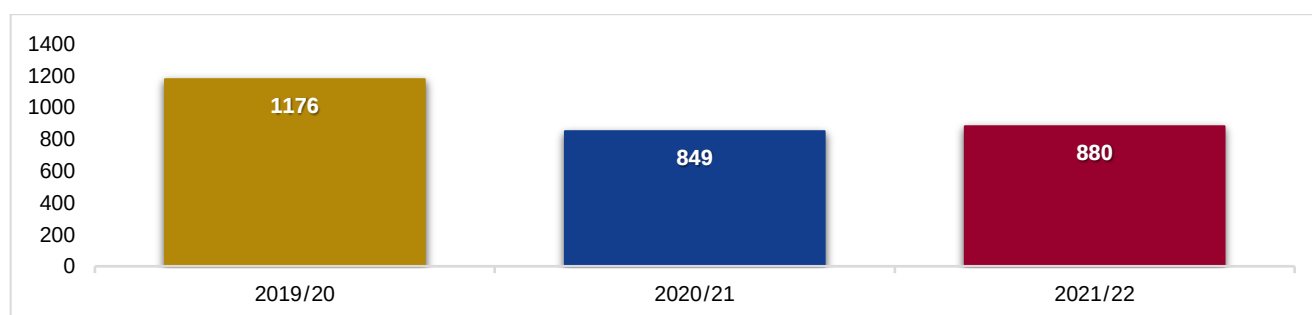
The number of clients (patients) that remain committed to their antiretroviral treatment (ART) plan in the Stellenbosch municipal area increased by one patient between 2020/21 and 2021/22. In total, 6 915 registered patients received antiretroviral treatment in the Stellenbosch municipal area in 2021/22. In turn, the number of new patients receiving ART also increased from 460 in 2020/21 to 481 in 2021/22. There has been an average annual increase of 3.65 per cent between 2020/21 (849) and 2021/22 (880) in the number of registered patients receiving TB treatment in the Stellenbosch municipal area.

Table 16: HIV/AIDS Management

Area	Registered patients receiving ART		Number of new ART patients	
	2020/21	2021/22	2020/21	2021/22
Stellenbosch	6 914	6 919	460	481
Cape Winelands District	32 949	32 719	2 825	3 780

Source: Western Cape, Social-Economic Profile 2022

Graph 5: Tuberculosis



Source: Western Cape, Social-Economic Profile 2022

2.6.4 Child Health

The immunisation coverage rate for children under the age of one in the municipal area improved slightly from 52.7 per cent in 2020/21 to 55.8 per cent in 2021/22. The overall CWD rate increased from 60.6 per cent to 62.2 per cent across the same period. The number of malnourished children under five years of age (severe acute malnutrition) per 100 000 people in the municipal area increased notably from 0.9 in 2020/21 to 1.5 in 2021/22.

The CWD also increased from 1.8 per cent to 2.2 per cent while the provincial average changed from 0.9 to 1.3 per cent. The neonatal mortality rate (deaths per 1 000 live births before 28 days of life) for the municipal area declined from 6.3 in 2020/21 to 3.1 in 2021/22. The rate was still notably below the CWD average of 8.0. A total of 9.8 per cent of all babies born in a facility in the municipal area in 2021/22 weighed less than 2 500 grams, indicating possible challenges with long-term maternal malnutrition and poor health care during pregnancy.

Table 17: Child Health

Area	Low Birth Rate		Neonatal Mortality Rate per 1000		Acute Malnutrition Rate (Under 5) per 100 000		Immunisation Rate (Under 1)	
	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22
Stellenbosch	8,5	9,8	6,3	3,1	0,9	1,5	52,7	55,8
Cape Winelands District	15,5	16,0	10,7	8,0	1,8	2,2	60,6	62,2

Source: Western Cape, Social-Economic Profile 2022

2.6.5 Maternal Health

In 2020/21, the Stellenbosch municipal area recorded the lowest number of maternal deaths (57.3) and teenage pregnancies (11.4 per cent) in the CWD, however, this increased to 61.1 per cent (maternal deaths) and 13.2 per cent (teenage pregnancies) in 2021/22. However, the termination of pregnancy rate (0.6 per cent) remained unchanged across this period.

Table 18: Maternal Health

Area	Maternal Mortality Rate		The delivery rate of women under 20 years		Termination of pregnancy rate	
	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22
Stellenbosch	57.3	61,1	11.4	13,2	0.6	0,6
Cape Winelands District	118.3	120,1	13.6	14,0	0.7	0,7

Source: Western Cape, Social-Economic Profile 2022

2.6.6 Emergency Medical Services

Table 19: Emergency Medical Services

Health Indicator	Stellenbosch	Cape Winelands
EMS operational	6	37
Number of operational ambulances per 10 000 people	0.3	0.4

Source: Western Cape, Social-Economic Profile 2022

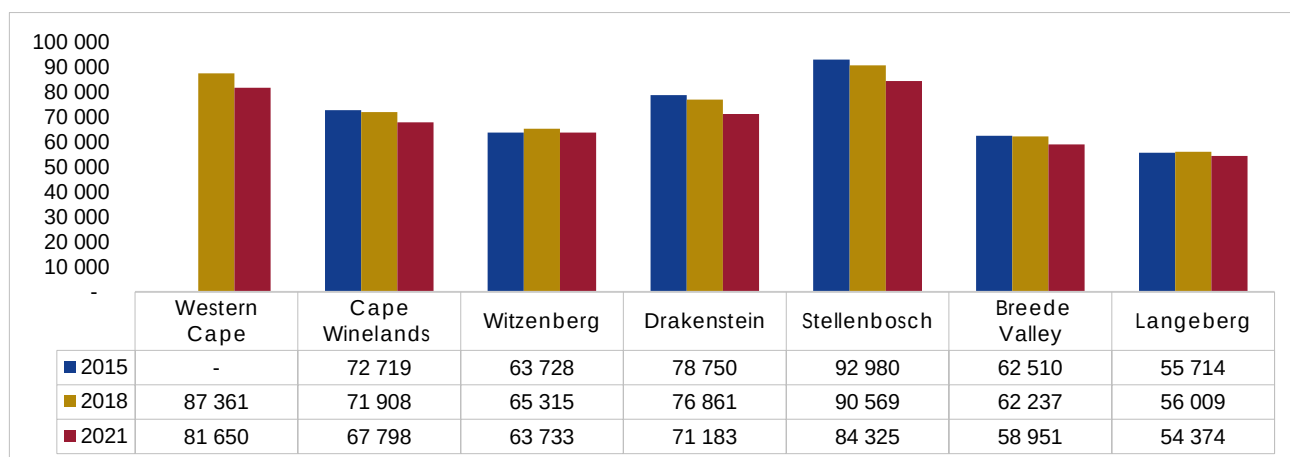
2.7 Poverty

2.7.1 GDPR Per Capita

An increase in the real regional gross domestic product (GDPR) per capita, i.e., GDPR per person, is experienced only if the real economic growth rate exceeds the population growth rate. Even though real GDPR per capita reflects changes in the overall well-being of the population, not everyone within an economy will earn the same amount of money as estimated by the real GDPR per capita indicator.

An increase in GDPR per capita, i.e., GDPR per person, is experienced only if the economic growth rate exceeds the population growth rate. At R67 798 in 2021, the Cape Winelands District's real GDPR per capita is below that of the Western Cape's figure of R81 650 for the same period. However, Stellenbosch has outperformed both the District and the Province by recording a per capita income figure of R84 325 in 2021.

Cape Winelands District recorded the highest figure across 2021. While the 2021 figure has regressed moderately for the period 2015 – 2021, the robust economic potential of the municipality is highlighted by its persistent high level of per capita incomes recorded, despite the recent recessionary economic environment coupled with the COVID-19 pandemic which restricted economic activity both regionally and globally.

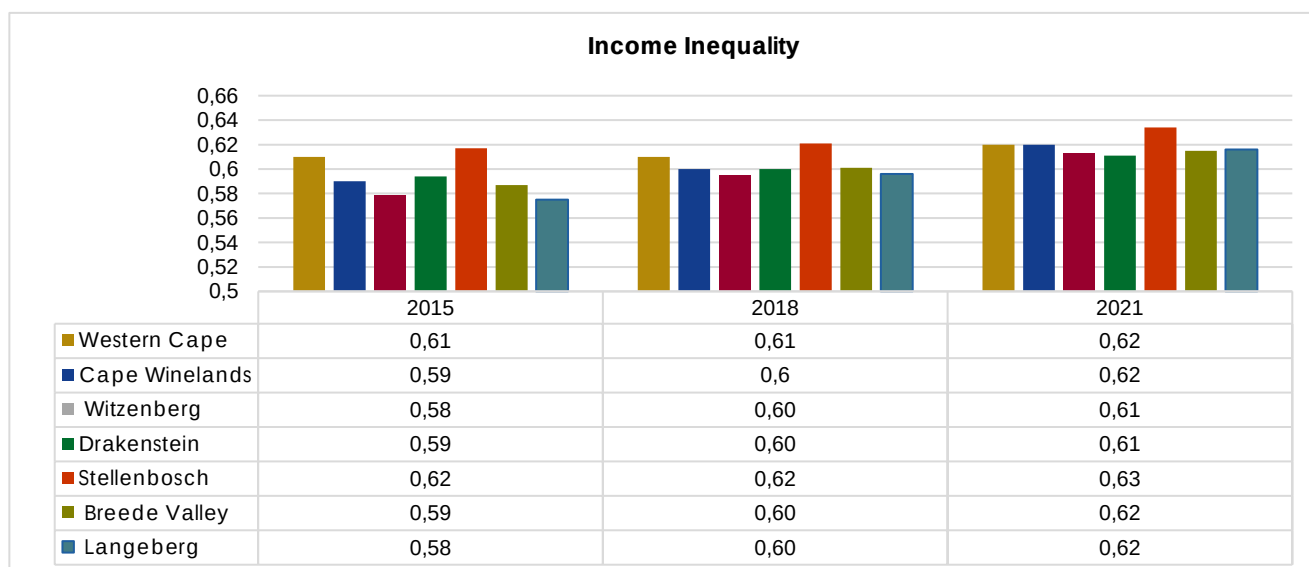
Graph 6: GDP Per Capita

Source: Western Cape, Social-Economic Profile 2022

2.7.2 Income Inequality

South Africa suffers among the highest levels of inequality in the world when measured by the commonly used Gini index. Inequality manifests itself through a skewed income distribution, unequal access to opportunities, and regional disparities.

The National Development Plan (NDP) has set a target of reducing income inequality in South Africa from a Gini coefficient of 0.7 in 2010 to 0.6 by 2030. Income inequality has increased in Cape Winelands District between 2015 (0.59) and 2021 (0.62). These disparities in income are certain to worsen across the ensuing MTREF given the potential aftereffects of the COVID-19 pandemic. Stellenbosch has displayed a similar trend to that of the District's trajectory with inequality levels worsening from 0.62 in 2015 to 0.63 in 2021.

Graph 7: Income Inequality

Source: Western Cape, Social-Economic Profile 2022

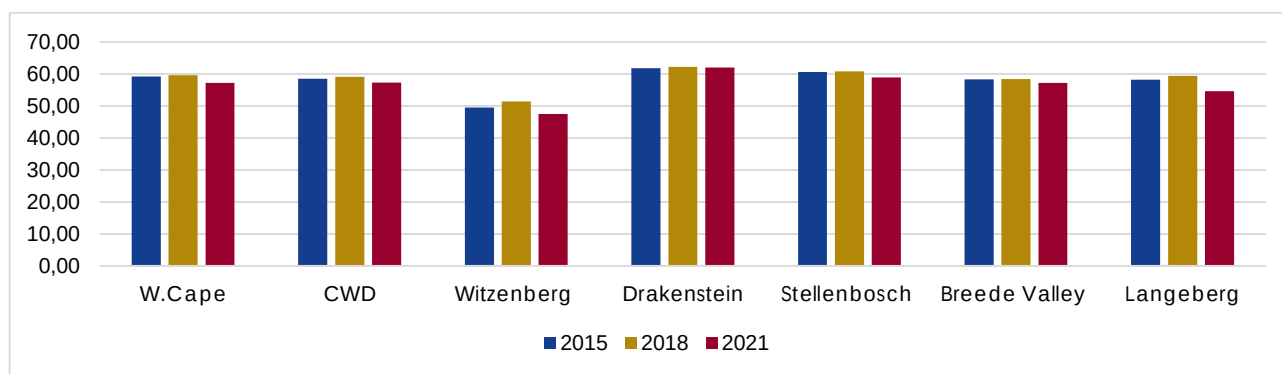
2.7.3 Poverty Line

The Upper Bound Poverty Line (UBPL) headcount ratio is the proportion of the population living below the UBPL i.e., that cannot afford to purchase adequate levels of food and non-food items. The UBPL in South Africa is R1 227 (in April 2019 prices) per person per month.

Poverty affects the social development of communities through lower life expectancy, malnutrition and food insecurity, higher exposure to crime and substance abuse, lower educational attainment and poor living conditions. The NDP aims to eliminate poverty by 2030.

In 2021, 58.91 per cent of Stellenbosch's population fell below the UBPL. This figure improved marginally from the 60.62 per cent and 60.76 per cent recorded for the periods 2015 and 2018, respectively. Stellenbosch along with Drakenstein (61.96 per cent in 2021) represent the highest proportion of people living in poverty across the Cape Winelands District, while the Stellenbosch figure of 58.91 per cent is marginally above that of the District figure (57.26 per cent) recorded in 2021.

Table 20: Poverty Line



Source: Western Cape, Social-Economic Profile 2022

2.8 Basic Service Delivery

The Constitution stipulates that every citizen has the right to access adequate housing and that the state must take reasonable legislative and other measures within its available resources to achieve the progressive realisation of this right. Access to housing also includes access to services such as potable water, basic sanitation, safe energy sources and refuse removal services, to ensure that households enjoy a decent standard of living.

This section considers to what extent this has been achieved by reflecting on the latest available information from Quantec Research for 2021. The latest official statistics were collected by Statistics South Africa for the 2016 Community Survey; the 2021 Census will provide the updated official statistics. The information on free basic services is obtained from Statistics South Africa's Non-Financial Census of Municipalities Survey findings.

2.8.1 Housing and household services

With a total of 50 792 households in the Stellenbosch municipal area, 74.5 per cent had access to formal housing. This is lower than the Cape Winelands District average of 82.4 per cent. The area also had a substantially higher proportion of informal dwellings, a total of 24.7 per cent compared with the District's total of 16.9 per cent.

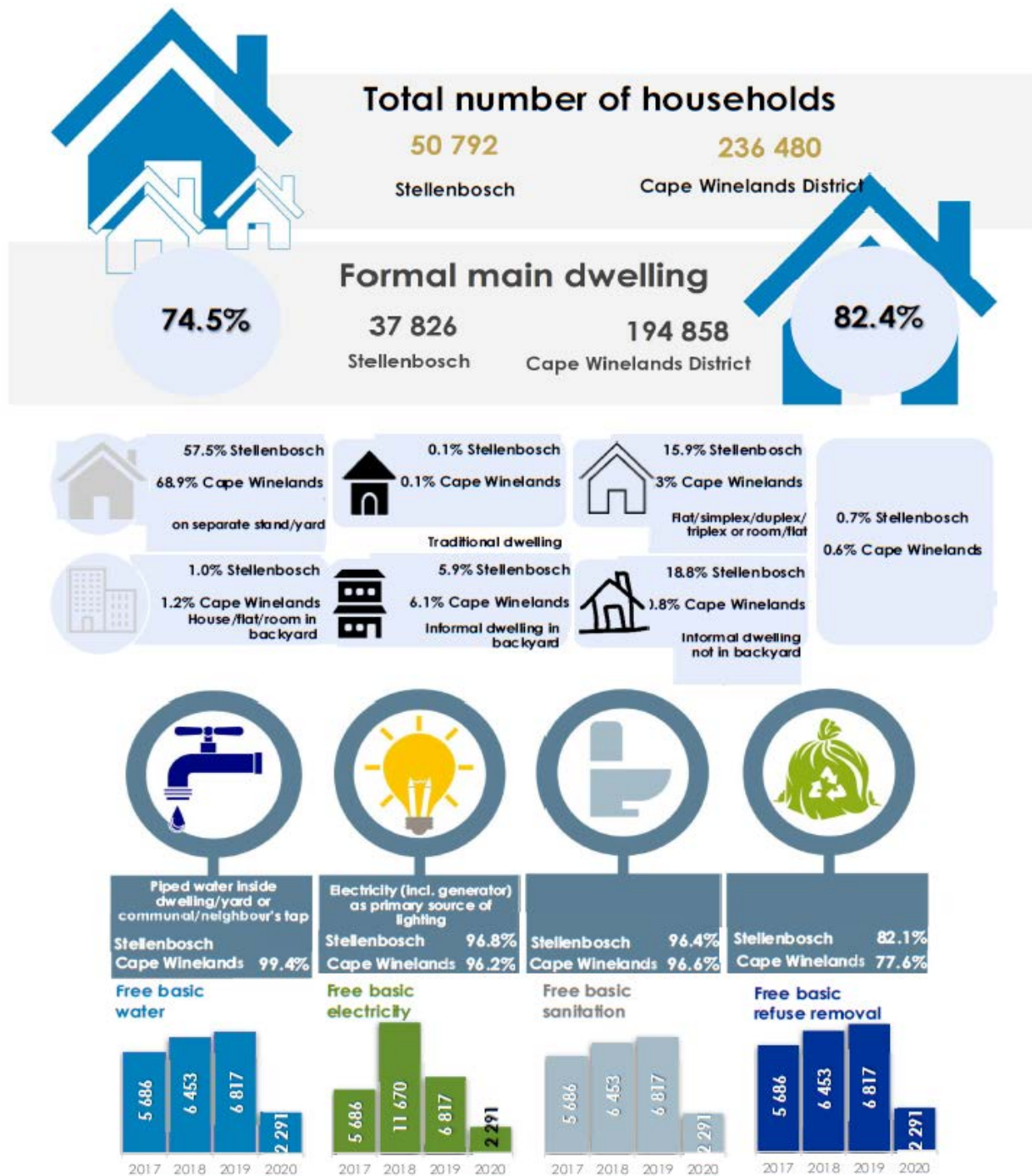
Service access levels within the municipal area were considerably higher than the access to formal housing, with access to piped water inside the dwelling / yard or communal / neighbour's tap at 99.3 per cent, access to a flush or chemical toilet at 96.4 per cent, access to electricity (including a

generator) for lighting at 96.8 per cent and the removal of refuse at least weekly by the local authority at 82.1 per cent of households. These access levels were above the District figures for electricity and refuse removal services.

2.8.2 Free Basic Services

Municipalities also provide a package of free basic services to households that are financially vulnerable and struggle to pay for services. The number of households receiving free basic services in the Stellenbosch municipal area has declined sharply in 2020. The stressed economic conditions are expected to exert additional pressure on household income, which will likely increase the demand for free basic services and in turn the number of indigent households. However, this is area specific and dependent on the qualifying criteria which are used.

Figure 9: Basic Service



Source: Western Cape, Social-Economic Profile 2022

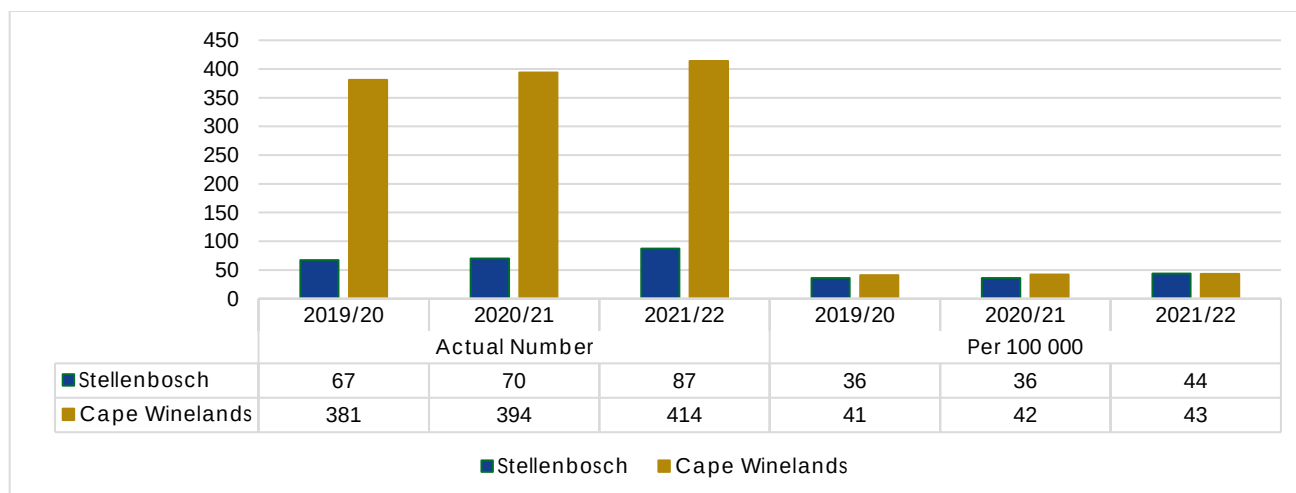
2.9 Safety and Security

2.9.1 Murder

Murder is defined as the unlawful and intentional killing of another person.

Within the Stellenbosch area, the number of murders increased from 67 in 2019/20 to 70 in 2020/21, increasing further to 87 in 2021/22. The Stellenbosch municipal area's murder rate (per 100 000 people) increased from 36 in 2020/21 to 44 in 2021/22, and the murder rate (per 100 000 people) for the Cape Winelands District also increased from 42 to 43 for the same period.

Graph 8: Murder Statistics



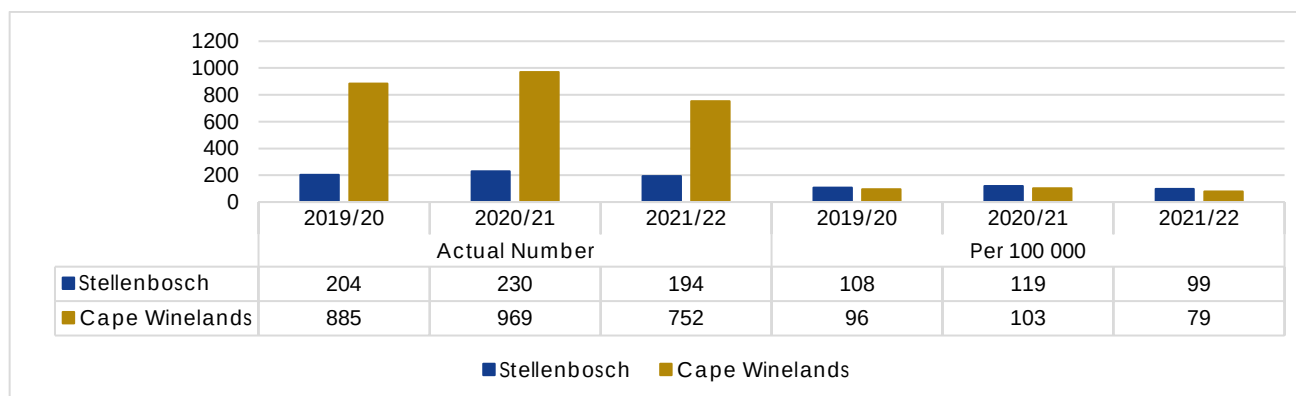
Source: Western Cape, Social-Economic Profile 2022

2.9.2 Sexual Offences

Sexual offences include rape (updated to the new definition of rape to provide for the inclusion of male rape), sex work, pornography, public indecency and human trafficking.

In 2022, there were 226 sexual offences in the Stellenbosch area compared to 806 reported cases in the Cape Winelands District. The incidence of sexual offences (per 100 000 people) in the Stellenbosch municipal area (115) was higher than that of the District (84) in 2021/22.

Graph 9: Sexual Offences per 100 000



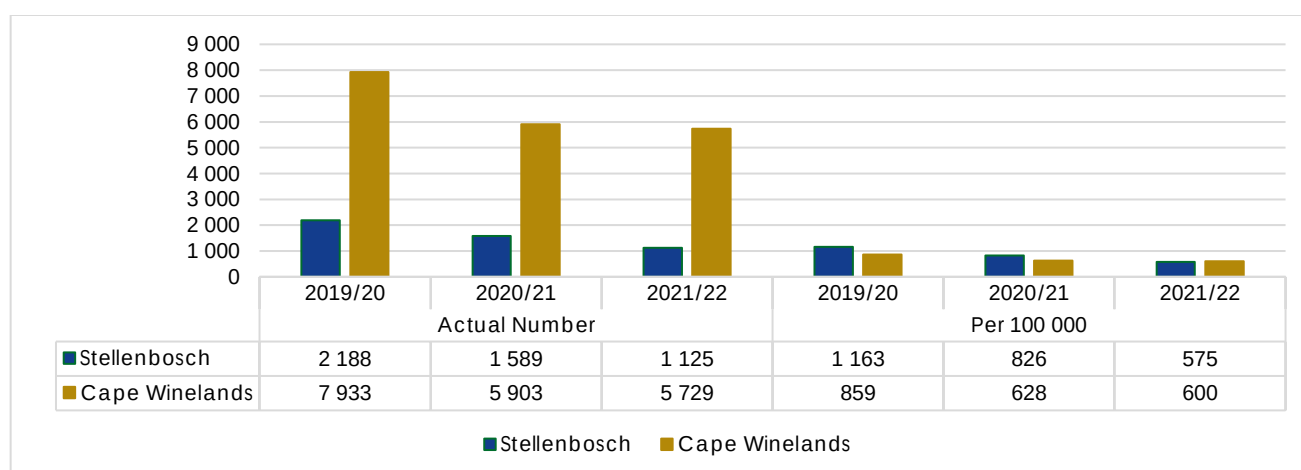
Source: Western Cape, Social-Economic Profile 2022

2.9.3 Drug-Related Offences

Drug-related crimes refer to the situation where the perpetrator is found to have, been under the influence of, or selling illegal drugs.

Drug-related crime within the Stellenbosch area decreased from 1 589 cases in 2020/21 to 1 125 cases in 2021/22. The Cape Winelands District's drug-related offences decreased sharply from 5 903 in 2020/21 to 5 729 in 2021/22. When considering the rate per 100 000 people, with 575 drug-related offences per 100 000 people in 2021/22, the Stellenbosch area's rate is below the District's 600 per 100 000 population.

Graph 10: Drug-related Offences per 100 000



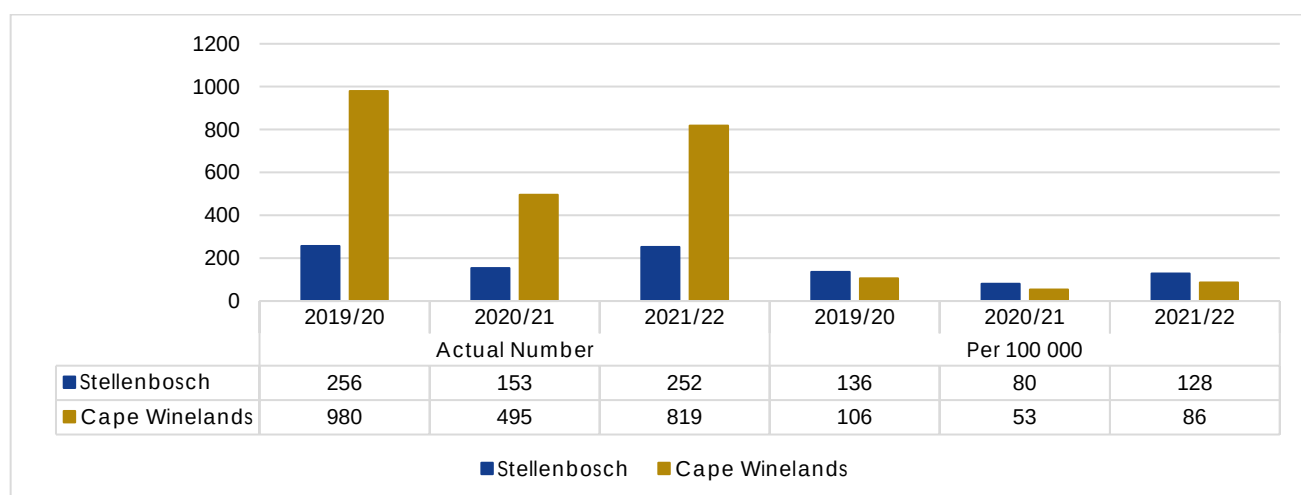
Source: Western Cape, Social-Economic Profile 2022

2.9.4 Driving under the influence (DUI)

A situation where the driver of a vehicle is found to be over the legal blood alcohol limit.

The number of cases of driving under the influence of alcohol or drugs in the Stellenbosch area increased from 153 in 2020/21 to 252 in 2021/22. This translates into a rate of 128 per 100 000 people in 2021/22, which is above the District's 86 per 100 000 people.

Graph 11: Driving under the influence

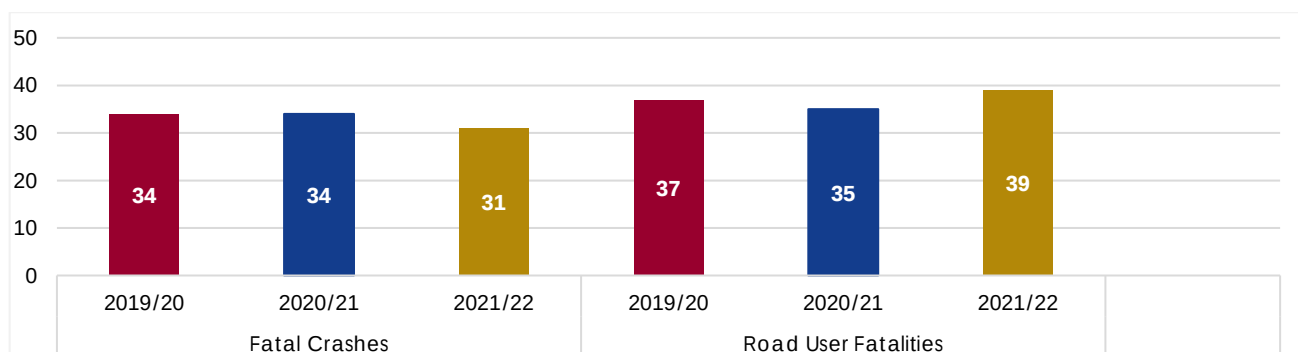


Source: Western Cape, Social-Economic Profile 2022

The type of road user that died in or during a crash i.e. driver, cyclist, passengers, pedestrians.

The number of road user fatalities in the Stellenbosch area increased from 35 in 2020/21 to 39 in 2021/22. While the number of fatal crashes decreased from 34 to 31 for the same reference period.

Graph 12: Fatal Crashes and Road User Fatalities



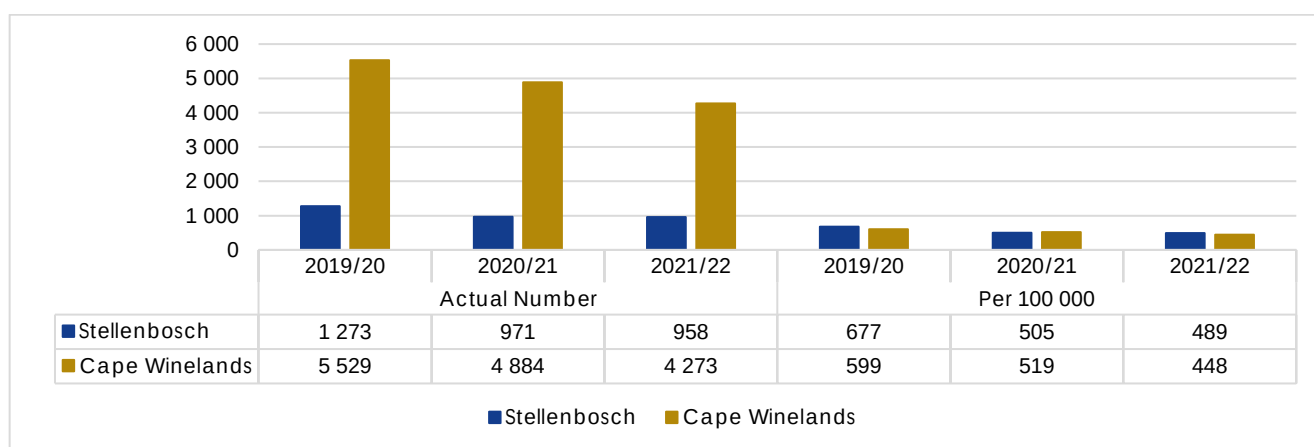
Source: Western Cape, Social-Economic Profile 2022

2.9.5 Residential Burglaries

The unlawful entry of a residential structure with the intent to commit a crime, usually theft.

The number of residential burglaries in the Stellenbosch area decreased from 971 in 2020/21 to 958 in 2021/22. Stellenbosch municipal area's rate of 489 per 100 000 population is above the District's 448 for 2021/22.

Graph 13: Residential Burglaries



Source: Western Cape, Social-Economic Profile 2022

2.10 Economy and Labour Market Performance

2.10.1 Sectoral Overview

In 2020, the economy of Stellenbosch was valued at R18 625.6 billion (current prices) and employed 71 911 people. Historical trends between 2016 and 2020 indicate that the municipal area realised an average annual growth rate of -0.7 per cent. The 2020 recession made a substantial dent in the average growth rate over the period, but load shedding and the drought within the Province also played a major role in prior years.

Estimates for 2021 however indicate a marked recovery in growth (4.6 per cent) from the effects of the COVID-19-related restrictions on economic activity in 2020. It was largely driven by growth in the wholesale and retail trade, catering and accommodation (7.8 per cent) as tourism activity resumed; as well as the finance, insurance, real estate and business services (3.5 per cent); and manufacturing

(5.0 per cent) sectors. The mining and quarrying (-14.2 per cent), construction (-1.0 per cent) and general government (-0.9 per cent) sectors were the only sectors that experienced a further economic decline after the easing of restrictions.

Despite the economic recovery experienced in 2021, the economy continued to shed jobs, with an estimated 2 435 net jobs lost. This was largely driven by job losses in the wholesale and retail trade, catering and accommodation (-945 jobs); manufacturing (-338 jobs); and agriculture, forestry and fishing (-328) sectors, reflecting that employment creation is lagging behind the improved GDP. Only the general government sector was able to create jobs during the year.

Table 21: Economic Sector Overview

	SECTOR	GDPR			Employment		
		R Million value 2019	Trend 2015 – 2019	Real GDPR growth 2020e	Number of jobs in 2019	Average annual change 2015 - 2019	Net change 2020e
PS	Primary Sector	R1 059.7	(5.7%)	0.5	6.7	R1 059.7	(5.7%)
	Agriculture, forestry and fishing	R1 022.6	5.5%	0.5	7.2	R1 022.6	5.5%
	Mining and quarrying	R37.1	0.2%	1.6	-14.2	R37.1	0.2%
SS	Secondary sector	R3 948.9	21.2	-3.7	3.8	R3 948.9	21.2
	Manufacturing	R3 039.7	16.3%	-3.4	5.0	R3 039.7	16.3%
	Electricity gas and water	R222.1	1.2%	-2.0	3.3	R222.1	1.2%
	Construction	R687.2	3.7%	-5.0	-1.0	R687.2	3.7%
TS	Tertiary sector	R13 616.9	73.1%	0.1	4.7	R13 616.9	73.1%
	Wholesale and retail trade, catering and accommodation	R3 257.3	17.5%	-1.5	7.8	R3 257.3	17.5%
	Transport, storage and communication	R1 522.3	8.2%	-0.8	6.9	R1 522.3	8.2%
	Finance, insurance, real estate and business services	R4 943.2	26.5%	1.9	3.5	R4 943.2	26.5%
	General government	R1 849.5	9.9%	0.7	-0.9	R1 849.5	9.9%
	Community, social and personal services	R2 044.7	11.0%	-0.9	6.2	R2 044.7	11.0%
	Stellenbosch	R18 625.6	100%	-0.7	4.6	R18 625.6	100%

Source: Western Cape, Social-Economic Profile 2022

2.10.2 Formal and Informal Employment

It is estimated that Stellenbosch's total employed will in 2021 amount to 69 476 workers, of which 55 435 (79.8 per cent) are employed in the formal sector and 14 041 (20.2 per cent) are informally employed. Employment in the formal sector had an annual average increase of only 0.2 per cent from 2016 to 2020 while the informal sector suffered an annual average decline of 5.9 per cent over this period. The informal economy was responsible for the majority of the job losses in 2021. This is a concern as the informal economy should be able to act as a buffer during times of economic recession.

Most of the formally employed consisted of semi-skilled (42 per cent) and low-skilled (32 per cent) workers. The skilled category only contributed 25.8 per cent to total formal employment. The skilled and semi-skilled categories grew at a pace of 0.7 per cent per annum from 2016 to 2020 and notably outpaced low-skilled employment which shed 0.9 per cent of jobs per annum. The growth in the skilled

categories reflects the increasing market demand for skilled labour and the need for skills development initiatives, especially with the growing tertiary sector in the Stellenbosch municipal area.

Table 22: Skills Levels Formal Employment

Skill Levels Formal employment	Skill Level Contribution 2020 (%)	Average growth (%) 2016 - 2020	Number of jobs	
			2020	2021
Skilled	32.0	- 0.9	14 305	14 433
Semi-skilled	42.2	0.7	23 353	23 327
Low-skilled	25.8	0.7	17 688	17 675
TOTAL	100.0	0.2	55 346	55 435

Source: Western Cape, Social-Economic Profile 2022

Table 23: Informal Employment

Informal Employment	2019	2020	2021e
Number of informal jobs	20 693	16 565	14 041

Source: Western Cape, Social-Economic Profile 2022

2.10.3 Unemployment

To protect South African citizens from the COVID-19 pandemic, the government announced a national lockdown in March 2020 that brought about a shutdown of the economy, which in turn resulted in a shock in the labour market and a big change in the way people went about doing their work.

According to the Quarterly Labour Force Survey (StatsSA, 2021), The number of unemployed persons decreased by 60 000 to 7,9 million in the 1st quarter of 2022 compared to the previous quarter. The number of discouraged jobseekers decreased by 54 000 (1,4%) and the number of people who were not economically active for reasons other than discouragement decreased by 112 000 (0,8%) between the two quarters resulting in a net decrease of 166 000 not economically active population. The above changes in employment and unemployment resulted in the official unemployment rate decreasing by 0,8 of a percentage point from 35,3% in the fourth quarter of 2021 to 34,5% in the first quarter of 2022. The unemployment rate according to the expanded definition of unemployment also decreased by 0,7 percentage points to 45,5 % between April and June 2022 compared to January to March 2022.

The biggest job gains were recorded in community and social services (281 000), manufacturing (263 000) and trade (98 000). However, there were job losses in private households (186 000), finance (72 000), construction (60 000) and agriculture (23 000). The total number of persons employed was 14,9 million in the first quarter of 2022. The expanded unemployment rate⁴ in South Africa increased by 2,2 percentage points to 46,6 per cent (12.5 million people) from July 2021 to September 2021, because people were available for work, but did not actively look for work during the national lockdown.

⁴ Definition: Expanded unemployment rate (aged 15–64 years): were not employed in the reference week; and were available to work but did not look for work either because they are discouraged from looking for work .

CHAPTER 3:

Strategic Policy Context

3.1 Municipal Vision and Strategy

Figure 10: Municipal Vision and Strategy



OUR MISSION: To deliver services in an enabling environment through sustainable, cost-effective and accountable services for our community

OUR VALUES: In all of our work and engagements, we subscribe to the following values:

Accountability: As responsible public servants, we pledge to perform our duties in a manner that is open to oversight and public scrutiny. This commitment is shaped by our understanding to give an account of our actions to individuals, groups and organisations.

Excellence: As a municipality, we will strive to deliver excellent services for all areas within the greater Stellenbosch.

Integrity: As servants of the public, we undertake to perform the functions and operations of the Municipality in an honest and ethical manner.

Innovation: We will continuously review our systems, procedures and processes to make them more responsive to customer needs. In partnership with our stakeholders we will seek innovative solutions to complex problems. We will encourage and reward initiatives which show creativity and ingenuity.

Transformation: We, as custodians of hope, will work tirelessly at transforming our Municipality, communities and broader society by unlocking the endless possibilities that our valley holds and treasures. This commitment is shaped by our understanding of the historical, spatial, social and economic inequalities in our valley.

Responsiveness: The municipality to be a responsive municipal entity with zero tolerance for corruption and illegal actions.

VISION

We describe the vision of where we want to be as a municipality and the Greater Stellenbosch area as the **“An Integrated Valley of Opportunity and Innovation”**

MISSION

Our mission is to deliver services in an enabling environment through sustainable, cost-effective and accountable services for our community

VALUES

In all our work and engagements with the community and other stakeholders, we subscribe to the following values:

Integrity: As servants of the public, we undertake to perform the functions and operations of the municipality honestly and ethically.

Accountability: As responsible public servants, we pledge to perform our duties in a manner that is open to oversight and public scrutiny. This commitment is shaped by our understanding to give an account of our actions to individuals, groups and organisations.

Transformation: We, as custodians of hope, will work tirelessly at transforming our municipality, communities and broader society by unlocking the endless possibilities that our valley holds and treasures. This commitment is shaped by our understanding of the historical, spatial, social and economic inequalities in our valley.

Innovation: We will continuously review our systems, procedures and processes to make them less bureaucratic and more responsive to customer needs. We will acknowledge and reward initiatives that show creativity and ingenuity.

Excellence: As a municipality, we will strive to deliver excellent services for all areas within the greater Stellenbosch.

Responsiveness: The municipality is a responsive municipal entity with zero tolerance for corruption and illegal actions.

3.2 Strategic Focus Areas (SFAs)

3.2.1 Strategic Focus Area 1: Valley of Possibility

The Stellenbosch area offers ample possibilities to their stakeholders. The unlocking of these possibilities to encourage opportunity for enterprise, creativity and business development in our cities, towns and villages are an urgent issue in South Africa. Unemployment, poverty, income inequality, and skills shortages are major concerns impacting the economy. This strategic focus area has three broad dimensions that address these challenges: The first relates to the provision of services to citizens, and how these services can assist them to facilitate development and job creation. The second relates to the internal working of the municipality and how municipal procurement of services aids in fostering opportunities for enterprise development and creativity. The third dimension asserts that efficient infrastructure and services lie at the heart of the municipality's mandate. Infrastructure and services of different kinds fulfil the basic needs of citizens and also enable enterprise and business development. Without appropriate, well-maintained infrastructure, the greater Stellenbosch area will fail as a place of living, work and learning.

3.2.2 Strategic Focus Area 2: Green and Sustainable Valley

Several dimensions of the environment underpinned its importance for the greater Stellenbosch area and the people living within it. The first is an ecological dimension, which recognises that the natural environment and its processes provide the setting in which and the basic resources with which, human life is played out.

The second is an economic and productive dimension, which recognises that the natural environment underpins vitally important tourism and agricultural economy. The third is a psychological, social, and recreational dimension, which recognises that human life is qualitatively affected by a sense of place, and the need for places of 'escape' from urban life. The fourth is a cultural dimension, which recognises the inextricable relationship between the characteristics of a place, peoples' activities in that place, and the emergence of cultural expressions and forms.

There are at least three reasons why the spatial direction is important. Firstly, we live our lives in geographic spaces; how activities and infrastructure are organised in space fundamentally impacts people's access to opportunity. For example, prioritising new urban development on agricultural land may harm the overall viability of agriculture and food security of an area. Another example is the location of housing for poor people far away from work opportunities, which impacts disposable income, work productivity and transport infrastructure provision. Secondly, the Municipal strategy has over the last decade taken a strong sectoral approach. The approach looks at development in sectors as reflected in the LED plans, plans for creative industries, small enterprises, tourism, and so on. Unfortunately, much of this work is silent on the impact of space on specific sectors and has assisted to hide spatial inequity in our settlements. Thirdly, the municipal government has considerable influence over the space economy of settlements. Under its mandate, local government can determine the nature and location of key infrastructure and where settlement is to occur and where not. Local government cannot grow the economy, but it impacts economic success through the provision and maintenance of infrastructure and how activities are organised in space.

3.2.3 Strategic Focus Area 3: Safe Valley

Establishing safety and law-abiding behaviour in greater Stellenbosch is an absolute priority. All our efforts to improve services, opportunities and sound financial position – including affordable rates – will come to nothing if by-laws are not respected, our assets are vandalised, or our neighbourhoods, roads, business areas and recreational facilities are not safe. Safety and security, together with cleanliness, are often cited as the most important factors in getting investment into a city or town. A safe and secure greater Stellenbosch area is thus not only a functional necessity but underpins elements of economic and social development strategies.

3.2.4 Strategic Focus Area 4: Dignified Living

All our citizens should have access to a dignified life, irrespective of their relative material wealth or their background. By a dignified life, we mean, inter alia, access to shelter, ethical administration of municipal housing, and sufficient choice in housing opportunities for different income groups, including young people. We also mean neighbourhoods with accessible public facilities and services. Support for vulnerable groups, including the youth, women and the elderly is critical, as is a close working relationship with other government and social agencies that focus on the needs of these groups.

3.2.5 Strategic Focus Area 5: Good Governance and Compliance

As more people become urbanised, towns and cities have become increasingly important foci of political and economic power and service provision. As the 13th largest economy nationally, the greater Stellenbosch area and municipality is a significant seat of power and deliverer of services.

Deciding what to do, when, where and to whose benefit it is, however, is a difficult task. The range of services to be provided is wide in scope, and the needs of citizens and enterprises vary significantly. Given the depth of need in many communities and limited resources, tough choices have to be made. To succeed, municipalities have to develop appropriate policy- and decision-making structures and plan carefully for the long and short term (across territorial areas and sectors). They should also ensure synergy between the work of the political and administrative spheres of the municipality, their work and that of other spheres of government, civil society and the business sector. Municipalities should communicate well, and monitor processes and procedures in a structured manner. It is also important that excellence in service delivery contributions, external and internal to the organisation, needs to be recognised and built upon.

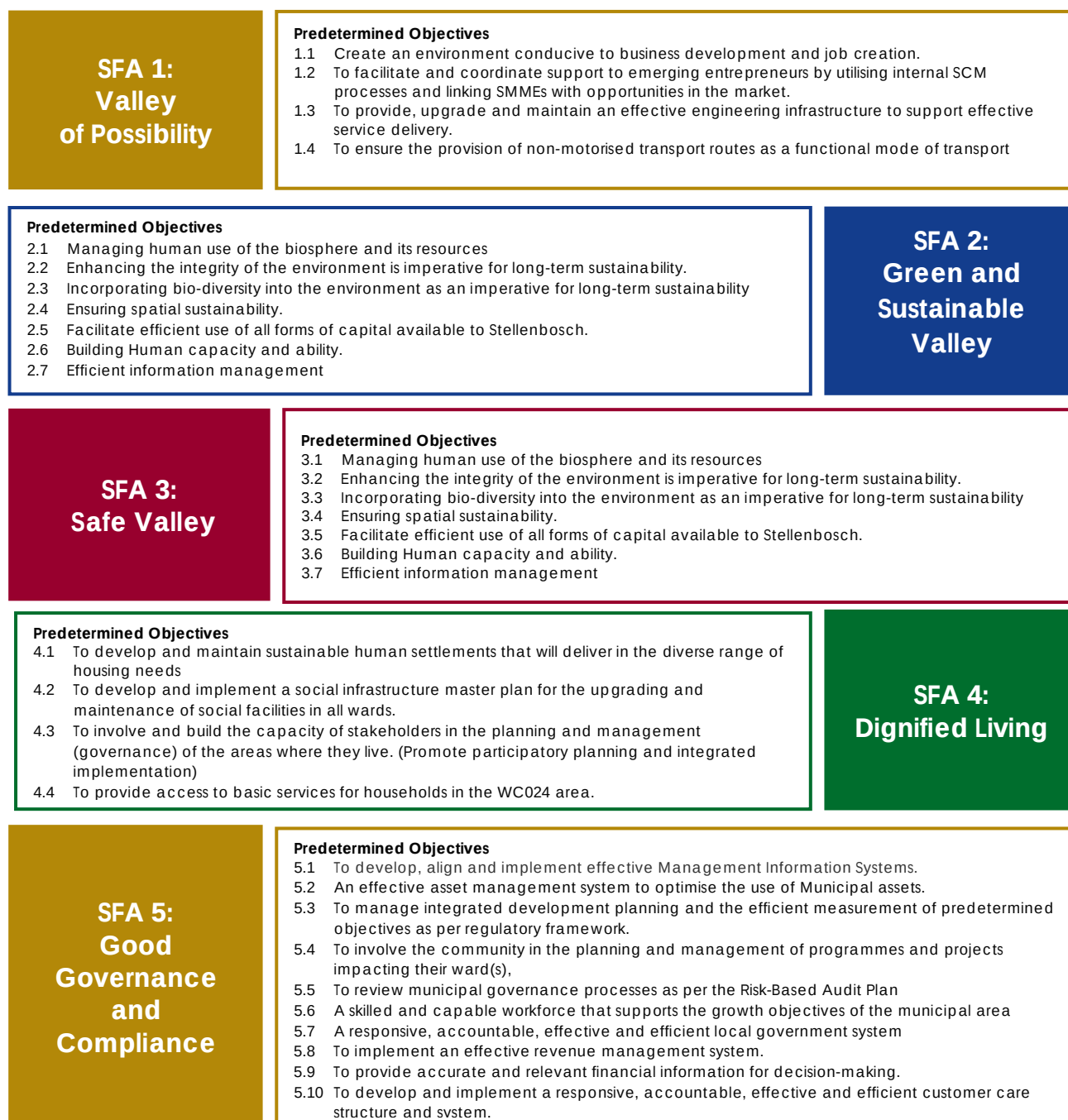
We cannot serve the needs of our citizens without a skilled and customer-focused administration in all the different functional areas and at all levels of the municipality. Given the rapid change in all facets of society, the opportunity must exist for staff to develop their skills, whether in specific functional areas or management. To ensure the best use of public resources, regular performance management is essential. The information must be readily available, and contact between citizens and the municipality should be responsive and as efficient as possible.

The facilities that house the administration also need to be organised in a manner that facilitates integrated and joint work among the staff themselves, and between staff, political leadership and other sectors of the community.

A sound financial basis is central to implementing any strategy. The greater Stellenbosch area is no exception. To deliver on the needs of its citizens, the municipality is required to manage revenue streams sustainably. It also needs to ensure that funds available are utilised for identified projects and that value for money is achieved. In procuring goods and services, ethical conduct is essential to ensure the integrity of the municipality. It is most important that the use of municipal resources supports agreed-upon objectives; in other words, the municipal budget and ongoing expenditure must be strategy-led.

3.3 Strategic Objectives and Predetermined Objectives

Figure 11: Strategic Focus Areas and Predetermined Objectives



3.4 Core Principles in Executing Strategy

The municipality comprises three core components:

- Democratically elected political leadership;
- The administration, comprising officials; and
- Citizens, as individuals, interest groups and organisations (public, community-based and private).

For sustainable municipal management, political leadership and the administration work closely together. Ultimately, democratically elected political leadership is responsible for policy direction. The administration provides advice and implements policy.

International best practice shows that the only way to carry out sustainable urban management is to engage in meaningful partnerships with communities, where communities take full responsibility for the development of their neighbourhoods. Stellenbosch Municipality is committed to ensuring that the real social and economic development of our poorest communities is realised through proper community input and ownership. It is not generally realised that communities are legally part of the municipality. This being the case, however, means that local communities cannot simply play the role of critics or passive bystanders. Local communities must play an active part in the planning and implementation of projects and programmes in their neighbourhoods.

A component of community participation focuses on ward-based planning, where the desired outcome is to have a ward-based plan for each of the 23 wards. Ward-based plans are a form of participatory planning designed to promote community action, with clear linkages to the IDP. Such plans mobilise communities and citizens to take responsibility for their destinies and capture what communities see as their desired outcomes. They also help to speed up the implementation of the IDP. This ensures that the IDP objectives become the collective responsibility of community members, ward councillors, ward committees, the business community, NGOs and CBOs and all other stakeholders in the greater Stellenbosch. This presents an opportunity for visionary local leaders to implement a shared agenda and show tangible and measurable results through collectively addressing the above-mentioned ward priorities.

3.4.1 Alignment with institutional structures and processes

Conventional strategic planning processes aimed at guiding development and management decisions are time-consuming. Preparing a detailed strategic framework and implementation programme can take months. Unfortunately, these processes do not provide for the “now” – the need to guide decisions today. For municipalities, the “now” has become extremely important. Every month counts. We believe that our challenges have become so significant that if we do not find an integrated and commonly shared response to them fast, we may lose much of what is special about an area and be poorly prepared to meet future challenges successfully. We often find that the fact that a strategy is “under preparation” is used as an excuse for inaction or even poor decision-making. The arm’s length approach also appears to neglect local experiential knowledge – what people know through working with services issues daily. With this in mind, we have provided for regular, informal but structured engagements between the MayCo and Director’s Forum to discuss strategic matters and how to best respond to these issues.

These planning methods bridge the gap between local experiential knowledge, the technical requirements of strategy preparation, and the need for strategic frameworks to be available to deal with immediate decision-making. This process is aimed at getting an initial position through intense, structured information-sharing and planning workshops on how to direct the development and management of the municipality. Written up as an initial strategy, provision is made for influencing the

decisions of today and the nature of further work in a manner that supports the strategy. The strategy becomes the broad strategic framework, elaborated on in further technical work.

3.4.2 The tools of governance

Policy: defining / framing the position of government and direction for action concerning issues where clear choices exist (for example, to focus on private or public transport, to grow a settlement outwards or contain it inwards).

Plan making: indicating where resources should focus functionally or spatially, in what form, and when.

Legislation: directing, constraining and rewarding (potentially) the behaviour of different actors in society (in the interest of all citizens).

Regulation: elaborating on behaviour outlined in legislation through guidelines, standards, and so on.

Fiscal measures: fees, charges and taxes for services as a means for raising government revenue, and directing action in support of policy and legislation (through fiscal “incentives”).

Financial measures: the priorities and areas of government spending, including investments in infrastructure, facilities and programmes to support spatial and sectoral or functional area policy and plans.

Institutional measures: arrangements for decision-making, the allocation of powers, responsibilities, agreements and relationships between government and other actors, human resource capacity / competency, and measurement systems within government and between government and other actors.

Asset management: the approach taken to the management of government assets (land, public facilities, and so on).

Knowledge and information management: the government’s investment in and dissemination of knowledge about existing / anticipated conditions that require management.

Advocacy: the positions that government take on issues, “positive” and “negative”. This could be through the media, public meetings / engagements, events, and so on.

3.5 Global Policy Direction

The Stellenbosch Municipality’s strategic planning does not occur within a vacuum. Various key policy directives are being employed that range from a global reach to more specific directives applicable to the municipality and its neighbouring municipalities. All these directives are considered when framing future strategic planning and resource allocation. The sections below outline key policy directives considered when framing Stellenbosch Municipality’s 1st Review of the 5th Generation IDP 2022 – 2027.

3.5.1 Sustainable Development Goals (SDGs)

The Sustainable Development Goals (SDGs), officially known as *Transforming our world: the 2030 Agenda for Sustainable Development* is a set of seventeen aspirational "Global Goals" with 169 targets between them. The Agenda is an action plan for people, the planet, and prosperity, with a focus on strengthening peace and partnerships. The SDGs are integrated and indivisible and balance the three dimensions of sustainable development: the **economic**, **social** and **environmental**. The Goals are the following:

Sustainable Development Goals (SDGs) 2030

- 🚩 Goal 1: End poverty in all its forms everywhere.
- 🚩 Goal 2: End hunger, achieve food security and improved nutrition, and promote sustainable agriculture.
- 🚩 Goal 3: Ensure healthy lives and promote well-being for all ages.
- 🚩 Goal 4: Ensure inclusive and equitable quality education and promote life-long learning opportunities for all.
- 🚩 Goal 5: Achieve gender equality and empower all women and girls.
- 🚩 Goal 6: Ensure availability and sustainable management of water and sanitation for all.
- 🚩 Goal 7: Ensure access to affordable, reliable, sustainable, and modern energy for all.
- 🚩 Goal 8: Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.
- 🚩 Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialisation, and foster innovation.
- 🚩 Goal 10: Reduce inequality within and among countries.
- 🚩 Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable.
- 🚩 Goal 12: Ensure sustainable consumption and production patterns.
- 🚩 Goal 13: Take urgent action to combat climate change and its impacts.
- 🚩 Goal 14: Conserve and sustainably use the oceans, seas, and marine resources for sustainable development.
- 🚩 Goal 15: Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat deforestation, halt and reverse land degradation, and halt biodiversity loss.
- 🚩 Goal 16: Promote peaceful and inclusive societies for sustainable development, provide access to justice for all, and build effective, accountable and inclusive institutions at all levels.
- 🚩 Goal 17: Strengthen the means of implementation and revitalise the global partnership for sustainable development.

Figure 12: Sustainable Development Goals (SDGs)



3.6 National Policy Direction

Based on the National Government's election manifesto and Medium-Term Strategic Framework, a set of twelve outcomes were developed through extensive consultation and discussion at both Ministerial and administrative levels. These outcomes reflect the desired development impacts sought nationally, given the government's policy priorities indicated below:

National Strategic Outcomes

- 🚩 Goal 1: Improved quality of basic education.
- 🚩 Goal 2: A long, healthy life for all South Africans.

- Goal 3: All people in SA are and feel safe.
- Goal 4: Decent employment through inclusive economic growth.
- Goal 5: A skilled and capable workforce to support an inclusive growth path.
- Goal 6: An efficient, competitive and responsive economic infrastructure network.
- Goal 7: Vibrant, equitable and sustainable rural communities with food security for all.
- Goal 8: Sustainable human settlements and improved quality of household life.
- Goal 9: A responsive, accountable, effective and efficient local government system.
- Goal 10: Environmental assets and natural resources that are well protected and continually enhanced.
- Goal 11: Create a better SA and contribute to a better and safer Africa and World.
- Goal 12: An efficient, effective and development-oriented public service and an empowered, fair and inclusive citizenship.

3.6.1 National Development Plan (NDP) – 2030

The President appointed a National Planning Commission in May 2010 to draft a vision and plan for the country. On 9 June 2011, the Commission released a diagnostic document and elements of a vision statement. On 11 November 2011, the vision statement and the plan were released for consideration. The Commission consulted widely on the draft plan. The National Development Plan was adopted by Cabinet in September 2012.

An approach to change

The graphic below demonstrates the close link between capabilities, opportunities and employment on social and living conditions. It shows how leadership, an active citizenry and effective government can help drive development in a socially cohesive environment.

Figure 13: National Development Plan – An approach to change



The plan focuses on the critical capabilities needed to transform the economy and society. Achieving these capabilities is not automatic, nor will they emerge if the country continues on its present trajectory. Rising levels of frustration and impatience suggest that time is of the essence: failure to act will threaten democratic gains. In particular, South Africa must find ways to urgently reduce alarming levels of youth unemployment and provide young people with broader opportunities.

Progress over the next two decades means doing things differently. Given the complexity of national development, the plan sets out six interlinked priorities:

- ✚ Uniting all South Africans around a common programme to achieve prosperity and equity.
- ✚ Promoting active citizenry to strengthen development, democracy and accountability;
- ✚ Bringing about faster economic growth, higher investment and greater labour absorption;
- ✚ Focusing on key capabilities of people and the state;
- ✚ Building a capable and developmental state; and
- ✚ Encouraging strong leadership throughout society to work together to solve problems.

The Plan in brief

By 2030

- ✚ Eliminate income poverty – Reduce the proportion of households with a monthly income below R419 per person (in 2009 prices) from 39% to zero; and
- ✚ Reduce inequality – The Gini coefficient should fall from 0.69 to 0.6.

Enabling milestones

- ✚ Increase employment from 13 million in 2010 to 24 million in 2030.
- ✚ Raise per capita income from R50 000 in 2010 to R120 000 by 2030.
- ✚ Increase the share of national income of the bottom 40% from 6% to 10%.
- ✚ Establish a competitive base of infrastructure, human resources and regulatory frameworks.
- ✚ Ensure that skilled, technical, professional and managerial posts better reflect the country's racial, gender and disability makeup.
- ✚ Broaden ownership of assets to historically disadvantaged groups.
- ✚ Increase the quality of education so that all children have at least two years of preschool education and all children in grade 3 can read and write.
- ✚ Provide affordable access to quality health care while promoting health and well-being.
- ✚ Establish effective, safe and affordable public transport.
- ✚ Produce sufficient energy to support the industry at competitive prices, ensuring access for poor households, while reducing carbon emissions per unit of power by about one-third.
- ✚ Ensure that all South Africans have access to clean running water in their homes.
- ✚ Make high-speed broadband internet universally available at competitive prices.
- ✚ Realise a food trade surplus, with one-third produced by small-scale farmers or households.
- ✚ Ensure household food and nutrition security.
- ✚ Entrench a social security system covering all working people, with social protection for the poor and other groups in need, such as children and people with disabilities.
- ✚ Realise a developmental, capable and ethical state that treats citizens with dignity.
- ✚ Ensure that all people live safely, with an independent and fair criminal justice system.
- ✚ Broaden social cohesion and unity while redressing the inequities of the past.
- ✚ Play a leading role in continental development, economic integration and human rights.

3.6.2 Medium-Term Strategic Framework 2019 – 2024 (MTSF)

The MTSF is a high-level strategic document to guide the five-year implementation and monitoring of the National Development Plan (NDP) 2030. It identifies the priorities to be undertaken during the 2019 – 2024 period to put the country on a positive trajectory towards the achievement of the 2030 vision. It sets targets for the implementation of the priorities and interventions for the five years and states the outcomes and indicators to be monitored.

The implementation of the MTSF 2019-2024 was however disrupted by the outbreak of the COVID-19 pandemic and the declaration of a National State of Disaster on 15 March 2020. The government had to reprioritise its plans and budgets in response to the pandemic, which has had a devastating impact on the health, social and economic aspects of the lives of South Africans. The President launched the Economic Reconstruction and Recovery Plan (ERRP) on 15 October 2020, which sought

to restore much-needed economic growth and employment. The combination of all these factors has meant that the MTSF 2019-2024 had to be revised to include critical interventions that are part of the government's relief and recovery efforts.

The Revised MTSF 2019 – 2024 also prioritises government commitments to prevail over the coronavirus pandemic and to work towards recovery. These commitments are to defeat the coronavirus pandemic, accelerate our economic recovery and implement economic reforms to create sustainable jobs and drive inclusive growth and lastly fight corruption and strengthen the capacity of the state. These commitments are included in the Revised MTSF 2019-2024 and will provide the focus for annual and strategic plans.

The MTSF 2019 – 2024 aims to address the challenges of **unemployment**, **inequality**, and **poverty** through the three pillars of the NDP.

Figure 14: Three NDP Pillars



The priorities, which will be achieved through more focused implementation, coordination and integration by the various levels of government including state-owned enterprises, the private sector and civil society, are as follows:

- Priority 1:** A capable, ethical and developmental state;
- Priority 2:** Economic transformation and job creation;
- Priority 3:** Education, skills and health;
- Priority 4:** Consolidating the social wage through reliable and quality basic services;
- Priority 5:** Spatial integration, human settlements and local government;
- Priority 6:** Social cohesion and safe communities; and
- Priority 7:** A better Africa and world.

3.6.3 National District Development Model and One Plan

Cabinet approved the District Development Model (DDM) as an All of Government and Society Approach providing a method by which all three spheres of government and state entities work in unison in an impact-oriented way to speed up service delivery to ensure that municipalities are properly supported and adequately resourced. The DDM is an intergovernmental approach focusing on 44 districts and 8 metropolitan spaces for more effective joint planning, budgeting and implementation over multi-year planning and electoral cycles. Although each sphere, sector or entity has its distinct constitutional powers, functions and responsibilities, they cooperate and undertake collaborative planning, budgeting and implementation processes converging developmental efforts at the district / metropolitan level.

The objectives of the DDM are to:

- 🏠 solve the silos at a horizontal and vertical level;

- ✚ maximise impact and align plans and resources at our disposal through the development of “One District, One Plan and One Budget”;
- ✚ narrow the distance between people and government by strengthening the coordination role and capacities at the district level;
- ✚ ensure inclusivity through gender-responsive budgeting based on the needs and aspirations of our people and communities at a local level;
- ✚ build government capacity to support municipalities;
- ✚ strengthen monitoring and evaluation at district and local levels;
- ✚ implement a balanced approach towards development between urban and rural areas;
- ✚ ensure sustainable development whilst accelerating initiatives to promote poverty eradication, employment and equality; and
- ✚ exercise oversight over budgets and projects in an accountable and transparent manner.

Nationally, the DDM is expressed through the development of a One Plan. The One Plan is defined as an intergovernmental plan setting out a 25-30 years long-term strategic framework (consisting of short, medium and long-term actions) to guide investment and delivery about each of the districts and metropolitan spaces. This plan for each space is to be jointly developed and agreed to by all three spheres of government.

3.6.4 Integrated Urban Development Framework (IUDF)

The National Development Plan (NPD) indicated that by 2030 South Africa should observe meaningful and measurable progress in creating more functionally integrated, balanced and vibrant urban settlements. To attain this goal, the Department of Cooperative Governance, working in collaboration with other national departments and other role-players, developed the Integrated Urban Development Framework (IUDF) to transform and restructure South Africa’s urban spaces.

The IUDF aims to guide the development of **inclusive**, **resilient** and **liveable urban settlements**, while directly addressing the unique conditions and challenges facing South Africa’s cities and towns.

To achieve the transformation vision, four (4) overall strategic goals were introduced:

Figure 15: IUDF Strategic Goals and Levers



Source: Integrated Urban Development Framework

The above IUDF strategic goals give rise to nine (9) policy levers, the implementation of which depends on its integration into municipal development planning tools such as the Spatial Development Framework (SDF) and Integrated Development Plan (IDP).

3.7 Provincial Policy Direction

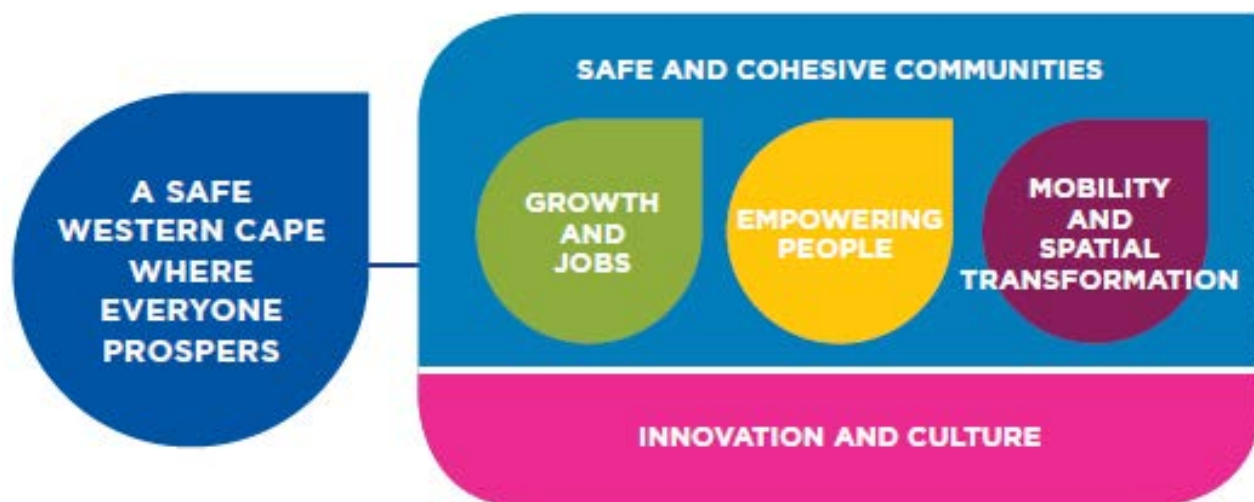
3.7.1 The Western Cape Government Provincial Strategic Plan 2019 – 2024

The Western Cape Provincial Government (WCG) committed itself, through its recently adopted Vision Inspired Priorities (VIPs), to building a values-based competent state that enables opportunity and promotes responsibility in a safer Western Cape.

The VIPs are as follows:

1. Safe and Cohesive Communities (VIP 1);
2. Growth and Jobs (VIP 2);
3. Empowering People (VIP 3);
4. Mobility and Spatial Transformation (VIP 4); and
5. Innovation and Culture (VIP 5).

Figure 16: WCG: Vision Inspired Priorities (VIPs)



3.8 The Cape Winelands District Municipality (CWDM) Strategic Focus

The Cape Winelands District Municipality has set the following strategic objectives for their District:

Table 24: CWDM Strategic Objective 2022 – 2027

SOs	Strategic Objective 2022 – 2027
SO 1	Creating an environment and forging partnerships that ensure social and economic development of all communities, including the empowerment of the poor in the Cape Winelands District.
SO 2	Promoting sustainable infrastructure services and a transport system which fosters social and economic opportunities.
SO 3	Providing effective and efficient financial and strategic support services to the Cape Winelands District Municipality.

3.9 Local Policy Direction

3.9.1 Stellenbosch Municipality

The intent of the Strategic goals for the 1st Review of the 5th Generation IDP 2022 – 2027 will remain the same as the strategic goals of the 5th Generation IDP 2017 – 2022.

The table below indicates how the municipality's Strategic Focus Areas are aligned with National, Provincial and District Plans.

Table 25: Horizontal Alignment Matrix

Strategic Focus Areas (SFAs)	Sustainable Development Goals (SDGs)	National Strategic Outcomes	Medium-Term Strategic Framework	Western Cape Provincial Government Strategic Plan	CWDM Strategic Objectives
SFA 1- Valley of Possibility	Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all (8)	Ensuring decent employment through inclusive economic growth (4)	Economic transformation and job creation (2)	Growth and Jobs (VIP 2)	Promoting sustainable infrastructure services and transport systems which foster social and economic opportunities.
SFA 2- Green and Sustainable Valley	Take urgent action to combat climate change (13) Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss (15)	Ensuring that the environmental assets and natural resources are well protected and continually enhanced (10)	Social cohesion and safe communities (6) Spatial integration, human settlements and local government (5)	Empowering People (VIP 3)	Creating an environment and forging partnerships that ensure the health, safety, social and economic development of all communities including the empowerment of the poor in the Cape Winelands District through economic, environmental and social infrastructure investment.
	Make cities and human settlements inclusive, safe, resilient and sustainable (11)	Ensuring vibrant, equitable and sustainable rural communities with food security for all (7) Promoting sustainable human settlements and improved quality of household life (8)	Social cohesion and safe communities (6)	Mobility and Spatial Transformation (VIP 4)	Promoting sustainable infrastructure services and transport systems which foster social and economic opportunities.
SFA 3- Safe Valley	Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels (16)	Ensuring all people in South Africa are and feel safe (3)	Social cohesion and safe communities (6)	Safe and Cohesive Communities (VIP 1)	Creating an environment and forging partnerships that ensure the health, safety, social and economic development of all communities including the empowerment of the poor in the Cape Winelands District.

Strategic Focus Areas (SFAs)	Sustainable Development Goals (SDGs)	National Strategic Outcomes	Medium-Term Strategic Framework	Western Cape Provincial Government Strategic Plan	CWDM Strategic Objectives
SFA 4- Dignified Living	Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all (4) Ensure healthy lives and promote well-being for all at all ages (3)	Providing improved quality of basic education (1) Enabling a long, healthy life for all South Africans (2)	Education, skills and health (3)	Growth and Jobs (VIP 2)	Creating an environment and forging partnerships that ensure the health, safety, social and economic development of all communities, including the empowerment of the poor in the Cape Winelands District.
	Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation (9)	Setting up an efficient, competitive and responsive economic infrastructure network (6)	A capable, ethical and developmental state (1)	Empowering People (VIP 3)	Promoting sustainable infrastructure services and transport systems which foster social and economic opportunities.
SFA 5- Good Governance and Compliance	Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels (16)	Achieving an accountable, effective and efficient local government system (9) Creating a better South Africa and a better and safer Africa and the world (11) Building an efficient, effective and development-oriented public service and an empowered fair and inclusive citizenship (12)	A capable, ethical and developmental state (1) Education, skills and health (3) Social cohesion and safe communities (6)	Innovation and Culture (VIP 5)	Promoting sustainable infrastructure services and transport systems which foster social and economic opportunities.
		Achieving a responsive, accountable, effective and efficient local government system (9)	A capable, ethical and developmental state (1)	Embed good governance and integrated service delivery through partnerships and spatial alignment (5)	To provide an effective and efficient financial and strategic support service to the Cape Winelands District Municipality.

3.10 Municipal Manager: Five-Year Plan

Table 26: Summary Results: Municipal Manager Priority IDP Deliverables 2022/23

	Project completed	4
	Project in progress	5
	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	0
Total KPIs		9

Table 27: Municipal Manager 5-Year Plan 2022 - 2027

Project Rating					
😊	Project completed.	😐	Project in progress.	😞	Not completed / No budget available / District Function / Provincial Function

[illegible]

Municipal Manager Five-Year Plan 2022 – 2027

IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Portfolio	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					Performance Comment
											2022/23	2023/24	2024/25	2025/26	2026/27	2023/24	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Infrastructure Services	Department: Waste Management	NKPA 1	SFA1	Infrastructure Services	Continues with our plan with bulk infrastructure upgrades to ensure sufficient bulk capacity – key for economic development	Implementation of the Assets Management Software Program	Number of Assets Management Software Programmes implemented by 31 March	WCO24	1	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	<p>To date, an Infrastructure Asset Management Framework has been developed and signed off by the Municipal Manager.</p> <p>Before considering a software system, the next step is to develop an Infrastructure Asset Management Policy.</p>
TBC	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	NKPA 1	SFA 3	Infrastructure Services	Critical road infrastructure upgrades from a safety and development point of view – R45, Western by-pass, etc	Completion of the Adam Tas Link Road	Number of Adam Tas Link roads completed by 30 June	WCO24	1	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	<p>The target date has been adjusted from 2024/25 to 2025/26.</p>
TBC	Directorate: Infrastructure Services	Department: Electrical Services	NKPA 1	SFA 1	Infrastructure Services	Clean, green electricity generation to ensure economic sustainability	Amendment of policy to allow purchasing of electricity from public	Number of policies to be amended to allow purchasing of electricity from the public by 30 June	WCO24	1	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Financial Services	Department: Financial Management Services	NKPA 4	SFA 5	Financial Services	Financial viability and sustainability through long-term financial planning and prudent financial management Zero tolerance for corruption	Submission of a revised Capital Expenditure Framework (CEF) to CoGTA	Number of revised Capital Expenditure Frameworks (CEF) submitted to CoGTA by 30 June	WCO24	2	1	n/a	n/a	1	n/a	😊	n/a	n/a	n/a	n/a	<p>In terms of COGTA compliance, a CEF should compile every five (5) years.</p>
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	Human Settlements	Focus on social housing and Gap housing to address the plight of the backyarders and to provide dignified living	Submission of the Stellenbosch Inclusionary Housing Policy to the Council	Number of Stellenbosch Inclusionary Housing Policies submitted to Council by 31 March	WCO24	1	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	<p>Linked to Mayoral Outcome and Spatial Planning Outcome.</p>

Municipal Manager Five-Year Plan 2022 – 2027

IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Portfolio	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					Performance Comment
											2022/23	2023/24	2024/25	2025/26	2026/27	2023/24	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 4	Human Settlements	Continuing with wealth creation through the title deed programme	Transferring title deeds to approved beneficiaries	The number of title deeds transferred to approved beneficiaries by 30 June	WCO24	1500	300	300	300	300	300	😊	n/a	n/a	n/a	n/a	Linked to Mayoral Outcome. The target will be reported by 30 June 2023.
TBC	Directorate: Planning and Economic Development	Development Planning	NKPA 3	SFA 1	Planning, LED and Tourism	Adam Tas Corridor is an excellent private-public partnership for sustainable urban development and inclusion	Development of an ATC Local Spatial Development Framework	Number of ATC Local Spatial Development Frameworks developed by 30 September	WCO24	1	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Target achieved. Linked to Mayoral Outcome.
TBC	Directorate: Planning and Economic Development	Development Planning	NKPA 5	SFA 1	Planning, LED and Tourism	Improve business processes in the Planning department	Compilation of an annual report on the policy / guideline / SOP needs assessment for the Department: Development Management	Number of annual reports on the policy / guideline / SOP needs assessment for the Department: Development Management, compiled by 31 March	WCO24	5	1	1	1	1	1	😊	n/a	n/a	n/a	n/a	The target will be reported on by 31 March 2023.
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 1	SFA 3	Protection Services	Implementation of a land invasion unit	Appointment of Law Enforcement Officers (Tactical Reaction Unit (TRU))	Number of Law Enforcement Officers (TRU) appointed by 30 June	WCO24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The establishment of a TRU needs to be finalised before the appointments can be made.
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 1	SFA 3	Protection Services	Continuing to improve on the safer environment, through adding to our cameras and surveillance as well as supporting and creating more neighbourhood watches	Spending of the Capital Budget on CCTV cameras and equipment for the Department: Protection Services	Percentage of the Capital Budget on CCTV cameras and equipment for the Department: Protection Services by 30 June	WCO24	90%	90%	90%	90%	90%	90%	😊	n/a	n/a	n/a	n/a	Linked to Mayoral Outcome 37.25% achieved by February 2023 The ongoing process of expenditure on CCTV Cameras as per Masterplan This will include UPS solar power for the batteries.

Municipal Manager Five-Year Plan 2022 – 2027

IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Portfolio	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					Performance Comment
											2022/23	2023/24	2024/25	2025/26	2026/27	2023/24	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Infrastructure Services	Department: Electrical Services	NKPA 1	SFA 2	Infrastructure	Clean, green electricity generation to ensure economic sustainability	Develop an Energy Master Plan	Number of Energy Master Plans to be developed by 31 December	WCO24	1	1	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	Target achieved.

CHAPTER 4:

Spatial Development Framework

4.1 The Purpose of the Spatial Development Framework

Spatial Development Frameworks (SDFs) serve to provide strategic direction and align the efforts of all government spheres as they apply within the municipal area. The SDF serves to give a coherent spatial direction to the municipal Integrated Development Plan (IDP) and provide a planned and integrated approach to achieve the shared spatial development vision, goals, and objectives for sector plans of government over a short-term (5 years), as well as over a strategically longer-term (10 – 20 years), to achieve the desired spatial growth and development pattern of the municipality. Most importantly, the SDF outlines the municipality's spatial agenda to its service departments, ensuring that their sector plans, programmes, and projects are grounded in sound and common spatial logic.

In essence, the SDF is a spatial contract between all spheres of government, as well as the private sector, which is binding and must assist in integrating, coordinating, aligning, and expressing development efforts and should be actively supported through the specific arrangement of prioritising, mobilising, sequencing, and implementing of investment in priority spatial structuring areas to achieve the legislated development principles of sustainable development. Therefore, the SDF and the Capital Expenditure Framework (CEF) indicate where and how the municipality intends to channel public investment, influence, and other resources at its disposal. In broad terms, this includes where infrastructure and public facility investment will be prioritised, where private sector partners will be sought in development, and how the municipality will view development applications through its spatial planning and land use management system.

4.2 The relationship between the IDP and SDF

Figure 17: Relationship: IDP and SDF



At its core, SDFs deal with the art and science of shaping places at different scales (or areas of influence, from large regions to municipal jurisdictions or neighbourhood precincts). The SDF aims to:

- ✚ Enable a long-term spatial vision for the future of regions and places to be best developed over time that is based on evidence, local distinctiveness and community-derived objectives;
- ✚ Translate this vision into a set of strategic municipal planning, policies, priorities, programmes,

and land allocations together with the public-sector resources (budget) to deliver them;

- ✚ Create a framework for private investment and regeneration that promotes economic, environmental and social well-being for a specific region or area i.e. the Adam Tas Corridor Local Areas Spatial Development Framework and Development Guidelines (October 2022); and
- ✚ Coordinate and deliver the public-sector components of this vision with other agencies and processes to ensure implementation through its CEF (medium-term) and IDP (short-term).

In the case of Stellenbosch Municipality, the SDF, CEF, and IDP must answer the following questions: “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?”

4.3 The Legislative Framework of Municipal SDFs

With the enactment of the Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013) (SPLUMA), a new planning regime was introduced in South Africa. The coherent legislative system has been designed to spatially transform the country in its democratic era. In broad terms, SPLUMA differentiates between two components of the planning system:

- ✚ Spatial Development Frameworks; and
- ✚ The Land Use Management System (LUMS).

Section 12(1) of SPLUMA sets out general provisions which apply to the preparation of all scales of SDFs. These provisions require that all SDFs must:

- ✚ Interpret and represent the spatial development vision of the responsible sphere of government and competent authority;
- ✚ Be informed by a long-term spatial development vision;
- ✚ Represent the integration and trade-off of all relevant sector policies and plans;
- ✚ Guide planning and development decisions across all sectors of government;
- ✚ Guide a provincial department or municipality in taking any decision or exercising any discretion in terms of this Act or any other law relating to spatial planning and land use management systems;
- ✚ Contribute to a coherent, planned approach to spatial development in the national, provincial and municipal spheres;
- ✚ Provide clear and accessible information to the public and private sectors and provide direction for investment purposes;
- ✚ Include previously disadvantaged areas, areas under traditional leadership, rural areas, informal settlements, slums and land holdings of state-owned enterprises and government agencies and address their inclusion and integration into the spatial, economic, social and environmental objectives of the relevant sphere;
- ✚ Address historical spatial imbalances in development;
- ✚ Identify the long-term risks of spatial patterns of growth and development and the policies and strategies necessary to mitigate those risks;
- ✚ Provide direction for strategic developments, and infrastructure investment, promote efficient, sustainable and planned investments by all sectors and indicate priority areas for investment in land development;
- ✚ Promote a rational and predictable land development environment to create trust and stimulate investment;
- ✚ Take cognisance of any environmental management instrument adopted by the relevant environmental management authority;
- ✚ Give effect to national legislation and policies on mineral resources and sustainable utilisation and protection of agricultural resources; and
- ✚ Consider and, where necessary, incorporate the outcomes of substantial public engagement,

including direct participation in the process through public meetings, public exhibitions, public debates and discourses in the media and any other forum or mechanisms that promote such direct involvement.

Chapter 2 of SPLUMA sets out the development principles that must guide the preparation, adoption and implementation of any SDF, policy or by-law concerning spatial planning and the development or use of land. The table below summarises the five SPLUMA principles and what they mean.

Table 28: SPLUMA and Development Principles

Principle	Meaning
Spatial justice	<ul style="list-style-type: none"> Past spatial and other development imbalances must be redressed through improved access to and use of land. SDFs (and associated policies) must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, and areas characterised by widespread poverty and deprivation. Spatial planning mechanisms, including zoning scheme by-laws, must incorporate provisions that enable redress in access to land by disadvantaged communities and persons. Land use management systems must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas and informal settlements. Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas. In considering an application, a Municipal Planning Tribunal may not impede or restrict the exercise of its discretion solely because the value of land or property is affected by the outcome of the application.
Spatial sustainability	<ul style="list-style-type: none"> Promote land development that is within the fiscal, institutional and administrative means of government. Give special consideration to the protection of prime and unique agricultural land. Uphold consistency of land use measures under environmental management instruments. Promote and stimulate the effective and equitable functioning of land markets. Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments. Promote land development in sustainable locations, limit urban sprawl, and result in viable communities.
Efficiency	<ul style="list-style-type: none"> Land development must optimise the use of existing resources and infrastructure. Decision-making procedures must be designed to minimise negative financial, social, economic or environmental impacts. Development application procedures must be efficient, and streamlined, and timeframes adhered to by all parties.
Spatial resilience	<ul style="list-style-type: none"> The flexibility of spatial plans, policies and land use management systems accommodate to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.
Good administration	<ul style="list-style-type: none"> All spheres of government must ensure an integrated approach to land use and land development, guided by spatial planning and land use management systems. All government departments must provide their sector inputs and comply with any other prescribed requirements during the preparation or amendment of SDFs. The requirements of any law relating to land development and land use must be met timeously. Transparent processes of public participation are incorporated within the preparation and amendment of spatial plans, policies, land use schemes and development applications to allow all parties to provide inputs on matters affecting them. Policies, legislation and procedures must be set to inform and empower members of the public.

At the municipal sphere of government, aligned with SPLUMA, and the Western Cape Land Use Planning Act, 2014 (Act No. 3 of 2014) (LUPA), the Stellenbosch Municipal Land Use Planning By-law (dated ~~1 December 2015~~ 19 June 2023) further outlines minimum standards for SDFs, both in the preparation process and content. In support of SPLUMA, the Department of Rural Development and Land Reform (now known as the Department of Agriculture, Land Reform, and Rural Development) prepared a detailed process and content “Guidelines for the Development of Provincial, Regional and Municipal Spatial Development Frameworks and Precinct Plans”. The Stellenbosch Municipality follows these legislative frameworks and guidelines in its work on the municipal and local SDFs, which is subject to an extensive review every five years, with less comprehensive reviews annually.

4.4 Stellenbosch Municipality's work on its SDF, Review and Proposed Amendments

Council approved the commencement of the proposed amendment of the Municipal Spatial Development Framework, 2019 due to following pertinent factors:

- ✦ The review of the MSDF highlighted the need for minor amendments of the MSDF to incorporate previous Council resolutions to ensure the continued strategic support and guidance from an integrated spatial and financial planning perspective.
- ✦ The proposed amendment process of the MSDF was initiated through Council decisions and actions as part of the implementation framework of the MSDF and other strategic / master planning documents, that include, the Housing Pipeline, the Integrated Waste Management Plan, and the Capital Expenditure Framework.

In essence, the amendment process of the MSDF was initiated to achieve strategic, spatial, and financial alignment and to enable the coordination of policies within the municipality. Following the integrative spatial and financial planning approach helps to avoid the duplication of efforts and to ensure maximum positive impact from the investment of resources.

Accordingly, the review and amendment process of the MSDF was initiated and approved by Council in November 2021. The amendment was included in the Integrated Development Plan (IDP) and Budget Process Plan for 2022-2027 and revised SDF/IDP/Budget Time Schedule for 2022/2023 (update with new date). Council also supported and approved the process as stipulated in terms of Section 11(b) of LUPA; Section 3(1)(b) of the MPBL for amending the MSDF. Therefore, Council approved the establishment of a municipal project steering committee (PSC) and the publication of the proposed amended MSDF for a sixty (60) day period for public commenting to all organs of state and the public. The standard operating procedure for the amendment of the MSDF without an Intergovernmental Steering Committee (ISC) as contained in the WCG: DEA&DP Circular was used as a guideline and the steps were recorded in the IDP and Budget Time Schedule / Process Plan (as referenced above) in terms of Section 28 of the MSA.

In preparing the review and amendment of the MSDF, previous studies, new and updated policy documents, and plans have been considered and continues to form the basis of the MSDF, 2019 and its subsequent proposed and adopted amendment (27 June 2023). The methodology comprised primary and secondary data collection, and intensive consultation with local, national, and provincial government actors as well as the communities. The collected data were triangulated with a desktop review of multiple literature sources, including academic sources. A set of spatial analyses were conducted from regional, municipal, to neighbourhood scales to define the major challenges and opportunities to inform the implementation plans (including the CEF). These socio-economic, spatial profiles, and spatial demand quantification were initiated during the CEF process in 2021 and updated in the 2023/24 document with specific consideration on the adoption of the catalytic projects as approved in the ATC LASDF (2022). These profiles and spatial outcomes were reviewed and validated with the strategic assessment, and primary actors in the project. The profiles informs and confirms the status quo of the MSDF, 2019 and the spatial transformation vision and targets reflected in the spatial strategies of the MSDF.

In the drafting of the proposed draft amended MSDF, some of the sections of the MSDF, 2019 were found not necessary to be updated due to no changes being noted since the adoption of the MSDF (2020), and its subsequent reviews (2022/2023). The sections listed below were updated to reflect the current status quo:

- ✦ Part 1: Introduction, which reflects the approach and actions of the amendment of the MSDF process.

- ✚ [Part 2: Legislative and Policy Context \(partially updated\) to reflect the updated 5th Generation IDP 2022-2027.](#)
- ✚ [Part 5: Plans and Settlement Proposals \(partially updated\) to reflect the corrected Tables 20 and 28 as adopted by Council in 25 May 2022.](#)
- ✚ [Part 7: Capital Expenditure Framework as updated and adopted by Council on 31 March 2021. Currently the CEF is being updated as a result of the approval and implementation of the catalytic project – Adam Tas Corridor – and the new updated and adopted CEF \(which is a core component to the SDF\) will be attached in Appendix G.](#)
- ✚ [Appendix F: Reviewed Housing Pipeline was updated and adopted by Council on 25 May 2022. The yearly review and update will be attached to the first draft amended MSDF in Appendix F for public participation.](#)

[In addition to the abovementioned process, the public was also invited to submit any development proposals for consideration during September 2022. Submissions received consisted of strategic catalytic and infrastructure projects committed to by Council in previous decisions and sector planning policies, as well as a few private sector development representations for urban edge amendments. These proposals were considered by the Planning Steering Committee \(PSC\) consisting of the Municipal Manager, Chief Financial Officer, and Directors and Senior Managers of municipal departments – Corporate Services \(specifically IDP\); Planning and Economic Development; Infrastructure Services; and Community and Protection Services. The MSDF Project Steering Committee \(PSC\) considered and made recommendations on the proposals which was incorporated within the first amended MSDF. These recommendations and first draft amended MSDF were presented to Council and it was supported at the 12th Council Meeting dated 29 March 2023 and the amended MSDF was accordingly advertised for public comment for a period of sixty \(60\) days.](#)

[During this second round of public participation, general comments were received from various interested and affected parties, including property owners requesting amendments to the urban edges. These proposals for the amendment of the urban edge were submitted during the comment period for the proposed draft amended MSDF during April - May 2023 and accordingly were not submitted timeously for consideration as part of the amended MSDF, inclusive of the amendment and review of the CEF. Although the proposals were submitted outside of the timeframe, the proposals were captured and considered using the principles of the MSDF, spatial alignment criteria applicable within the CEF, and a high-level strategic environmental assessment using applicable policies \(i.e. SEMF, Heritage Inventory, Biodiversity Spatial Plan\) and spatial datasets normally associated with these policies. The aforementioned criteria were broadly used to ascertain if, in terms of adopted and approved municipal spatial policies, a form of compliance, conformance, and/or deviation was found between the proposals and policy. The outcome of the preliminary analysis demonstrated that the proposals currently deviates from Council policy and principles and accordingly the recommendations were that these proposals should not be recommended was supported by at a Council Meeting dated 27 June 2023. It is also important to note, should these proposals be considered they will have a material impact on the spatial strategies of the MSDF, as well as the spatial targeting of the capital expenditure framework. Accordingly, both documents will have to procedurally follow another amendment process as prescribed by the applicable legislation.](#)

[The Stellenbosch Municipality's work on the longer term SDF has taken place with the input and oversight of an Intergovernmental Steering Committee \(ISC\), as prescribed in LUPA, and comprising representatives across spheres of government and sectors. Further, it should be noted that the approved longer term SDF \(dated November 2019\), as well as specific sector documents and area studies, sought inputs from various organisations and individuals as part of public participation processes undertaken during various stages of preparing these studies. The extensive review of the SDF as part of the IDP process, as noted in the previous section is currently underway through the legislated project committee process in terms of LUPA and the Stellenbosch Municipal Land Use Planning By-](#)

~~law, which will produce a five-year spatial development plan, which will not detract from the longer-term spatial development vision contained in the adopted and approved SDF.~~

~~The sections below provide an overview of the spatial challenges, opportunities, strategies and programmes as reflected in the SDF over the longer term. The sections below provide an overview of the spatial challenges, opportunities, strategies and programmes as reflected in the SDF over the longer term.~~

4.5 The Spatial Challenges and Opportunities identified in the SDF

The Stellenbosch Municipality's SDF attempts to address the spatial dimensions of varied challenges, documented in this IDP and numerous studies and documents produced to date, dealing with spatial and non-spatial matters.

Framed as a question, the key challenge revolves around how to achieve, through managing the spatial distribution and form of development—primarily land use activities and associated structures, both new and existing—shared and inclusive growth, increased access to opportunities (particularly for disadvantaged citizens), improved sustainability by minimising ecological footprints, and maintenance of the unique sense of place of the settlements and surrounding lands that constitute the municipality.

In addressing these challenges, the SDF has two tasks. The first relates to how activities should be organised and accommodated in space to best address challenges. The second is to guide how other sectors, services, or functional areas should adjust their focus and work to support the recommended organisation and accommodation of activities in space.

Without re-stating the varied challenges of the municipality outlined in full in the IDP and sector documents, the table below lists specific spatial challenges addressed by the SDF, following the broad themes contained in the SDF Guidelines.

Table 29: Spatial Challenges

Theme	Spatial Challenges
Biophysical context	<ul style="list-style-type: none"> The degradation of key ecological assets and loss of productive agricultural land has been ongoing. The condition of the river systems within the municipality has deteriorated. Climate change is likely to have a significant impact on the natural resource base of the municipal area, which will include a reduction in water, increased temperatures, increased fire risks, and increased incidences of extreme weather events. This in turn will impact agricultural production, scenic landscapes, the liveability of urban areas and the ability to provide basic services such as water and sewerage treatment.
Socio-economic context	<ul style="list-style-type: none"> The population in the municipality will continue to grow above the average provincial rate, and urbanisation rates will increase with settlements absorbing the bulk of growth. The ability of the economy to absorb growth, particularly concerning job creation, is concerning. The informal sector will continue to provide livelihoods to a significant proportion of residents. The growing youthful population, large student population, and the seasonal influx of labour are likely to increase the municipality's dependency ratio, in addition to a smaller base from which the municipality can collect revenue to provide services and opportunities that will improve the lives of the poor. Inequality in the municipal area, and particularly in historic towns such as Stellenbosch and Franschhoek, remains significant and current development patterns are not addressing the issue. Crime rates remain high and the market response i.e. private security provision for those who can afford it, is likely to exacerbate inequality. Upgrading and provision of basic services and housing will remain the focus of the municipality, including other government agencies for the foreseeable future. The focus on these priority areas can lead to foregoing investment in other areas that would likely have more socio-economic spin-offs and result in improved place-making. The municipality's inability to provide basic services (e.g. refuse removal) leads to dumping, environmental degradation and resulting health-related problems.
Built environment context	<ul style="list-style-type: none"> Infrastructure backlogs – especially in poor areas – and essential municipal infrastructure requires significant investment and maintenance. This applies to all basic services (electricity, water supply, wastewater management and solid waste disposal). The need for housing and shelter – both for the lower-income groups and those with employment – has not been adequately met. The existing housing pipeline will not meet the need of those requiring state assistance, and little is built which is affordable to ordinary workers. A pattern of

Theme	Spatial Challenges
	<p>intermittent land invasions and associated responsive basic infrastructure provision, as well as daily inward commuting of ordinary workers and students, is likely to continue.</p> <p>Property and land are inordinately expensive in the municipality, locking out both the poor and lower / middle-income workers from the property market. Without significant intervention in the property market, this situation is likely to worsen.</p> <p>Inequality in the municipality is particularly evident in the structure of settlements, with low-density development accommodating the wealthy, while the poor are accommodated in high-density, poor-quality peripheral areas. Significant numbers of people live in informal shelters. Many new developments reinforce a pattern of low overall densities and are located in peripheral areas, entrenching dependency on private transport, amongst other inefficiencies.</p> <p>New high-density development mostly focuses on the student market, and target groups using private vehicles.</p> <p>Numerous heritage resources located within the settlements are assets of immense value. Many of these, are underutilised and have the potential to become vehicles for innovative development that can contribute to creating a more inclusive economy.</p> <p>The existing industrial / manufacturing operations and land holdings in the centre of Stellenbosch town impede large-scale restructuring of the settlement.</p> <p>The planned move of Distell – occupying large tracts of strategic land in Stellenbosch town – to Klappmuts presents very significant opportunities for the future development of Stellenbosch, Klappmuts, and the broader regional space economy. If not rigorously managed as a shared initiative between the public and private sectors, the opportunity may be lost. The municipality should focus maximum effort on utilising the opportunity presented to address the needs of the town.</p> <p>Transport planning practice at the provincial level has maintained a regional mobility lens with the bulk of planning effort and funding allocated to road infrastructure rehabilitation and expansions that provide for and respond to demand-side growth, largely attributed to unconstrained low occupancy private vehicles at the cost of local mobility. Too little focus is placed on progressively improving the efficiency of the use of existing road space through shifting modes and altering travel patterns.</p> <p>This regional mobility and growth approach's focus has very high financial, economic, social, and environmental costs, as it is unsustainable and exclusionary to most of the population. The regional focus on private vehicle growth has an adverse consequence on managing transport at the localised level where trips are generated.</p> <p>The provision of public transport, non-motorised modes and travel demand management programmes are generally considered local municipal functions, and not a core responsibility or competency of the Province. Given the extent of transport issues in the municipality, the municipality has limited institutional capacity and funding for the management of transport issues. As a result, sustainable transport approaches have been extensively overlooked in favour of traditional engineering solutions.</p> <p>The municipality continuously updates the online housing demand database and associated mobile applications to provide a valuable source for planning and delivery.</p>
Institutional context	<p>The limited capital budget of the municipality, given the extent and depth of community needs.</p> <p>Limited funds to address critical issues especially related to infrastructure augmentation and maintenance places the municipality in a tenuous position to reverse backlogs or negative trends in shelter or infrastructure needs.</p> <p>Private sector investment is not structured to contribute to the long-term maintenance of common assets or address the developmental needs of the municipal area.</p> <p>The growth in rates of income will largely be used to maintain existing infrastructure and services and will likely not focus on new productive investments.</p> <p>The limited professional resources of the municipality, specifically concerning the rigorous and dedicated full-time management of large-scale projects.</p> <p>Sector planning remains fragmented, and most developments follow a business-as-usual pattern.</p>

4.6 The Spatial Proposals of the SDF

4.6.1 Spatial development 20 -year vision statement

In line with the SM's vision as the “valley of opportunity and innovation” (as contained in the IDP), the vision for spatial development and management is described as follows:

“We envisage a municipal area even more special than it is today; a place of natural beauty, rich in the way it preserves and exposes elements of history and culture, its produce from the land, the quality of its institutions, and the mindfulness and innovations of its people.

It is a future Stellenbosch municipal area that remains familiar; it has retained what differentiates the municipality from other places, its landscapes, historic buildings and settlement patterns, and the specialness of its institutions. It is resilient; it has adapted to the needs of today without losing what is special from the past. It is inclusive; it has accommodated the needs of citizens from all walks of life without fear. It is diverse and therefore productive. Adapting to new needs, and accommodating new people, it becomes the stage for new expressions of culture, new businesses, and new ways of doing.

In form, it comprises a set of compact settlements, large and small, surrounded by natural and productive landscapes, and linked using public transport. Internally, settlements are relatively dense, cyclable and walkable. Each portrays a unique character, closely linked to its surrounding landscape, the reach and extent of its public institutions, and the capacity and opportunity of its infrastructure. Each provides for a range of citizens from all walks of life, with significant choice in place of residence."

4.6.2 Strategic Focus and Spatial Alignment between the IDP and SDF

The table below illustrates how work on the SDF relates – in terms of its focus and contribution – to achieving the five municipal strategic focus areas as contained in the IDP.

Table 30: IDP Strategic Focus Areas and the SDF

IDP Strategic Focus Area	Related concerns of the SDF	SDF Strategic Direction
SFA1: Valley of Possibility	The way settlements, nature and agriculture are spatially developed and managed to enhance individual and collective livelihood opportunities and enterprise development and overcome inequity and exclusion.	 Containment of settlements to protect nature / agricultural areas and enable public and non-motorised transport and movement.  A focus on public and non-motorised transport and movement.
SFA2: Green and Sustainable Valley	The way settlements, nature and agricultural areas are spatially developed and managed to maintain and enhance natural resources and ensure a future balance between human settlement and its use of natural resources and opportunity.	Protection of natural areas, agricultural areas, and river corridors.
SFA3: Safe Valley	The way settlements, nature and agricultural areas are spatially developed and managed to ensure individual and collective safety in living, in movement, at work, institutions, and play.	Denser settlements with diverse activity to ensure surveillance.
SFA4: Dignified Living	The way settlements, nature and agricultural areas are spatially developed and managed to ensure equal access to shelter, facilities and services, notwithstanding material wealth, age, gender, or physical ability.	A specific focus is on the needs of "ordinary" citizens, experiencing limited access to opportunity because of restricted available material resources.
SFA5: Good Governance and Compliance	The way settlements, nature and agricultural areas are spatially developed and managed to ensure individual and collective participation – based on accessible information and open processes – in matters related to spatial planning and land use management.	Presenting information, including opportunities and choices in a manner that assists its internalisation by all.

4.6.3 Spatial Proposals and Structuring elements of the SDF

The conceptual framework extracted from the SDF shows the expression of the seven key principles, which include:

Maintain and grow the assets of Stellenbosch's natural environment and farming areas

-  The spatial policies that relate to this principle, focus on protective actions, also called urban management.
-  The intent is to protect and expand priority conservation areas, establish ecological linkages, and preserve high-potential agricultural land within the municipality.
-  Resist the subdivision of viable agricultural land, unless it forms part of a new balanced,

integrated, and inclusive settlement supportive of the SDF objectives (including settlement hierarchy), and rural guidelines.

- ✚ Support compatible and sustainable rural activities outside the urban edge (including tourism) if these activities are of a nature and form appropriate in a rural context, generate positive socio-economic returns, and do not compromise the environment, agricultural sustainability, or the ability of the municipality to deliver on its mandate.

Respect, preserve, and grow our cultural heritage

- ✚ The spatial policies that relate to this principle, focus on protective actions around specific spatial elements, e.g., scenic landscapes, scenic routes, and special places of arrival, while also focusing on improving the landscape and public amenities associated with these cultural assets.
- ✚ The intent is to preserve significant cultural and historic assets within the municipality and to grow the opportunity for new or emerging forms of cultural expression through expanding the use of cultural assets or supporting new uses for areas or structures of historic value.
- ✚ As far as possible, protect cultural landscape assets – including undeveloped ridgelines, view corridors, scenic routes, and vistas – from development.

Direct growth to areas of lesser natural and cultural significance as well as movement opportunity

- ✚ The spatial policies that relate to this principle, focus on protective actions around specific spatial elements e.g. maintaining the urban edge and following the defined settlement hierarchy.
- ✚ In addition to the abovementioned, spatial policies are directed at urban restructuring and spatial transformation (also referred to as change and new development actions) and include, informal settlement upgrading; residential densification and infill development; mixed land use and improved economic opportunity; improved access and mobility; improved access to community facilities; and improved landscaping and public amenities.

The spatial policies are spatially targeted in priority development areas and include Baden Powell Adam Tas-R304 corridor for growth and new development; Stellenbosch town and Klapmuts. ~~Clarify and respect the different roles and functions of existing settlements~~

- ✚ The spatial policies that relate to this principle, focus on protective actions around specific spatial elements e.g. maintaining the urban edge and following the defined settlement hierarchy. In clarifying and respecting the different roles and potentials for settlements within the municipality, the natural and cultural assets are protected, whilst ensuring that the capacity of existing infrastructure can accommodate change and growth.
- ✚ The spatial policies that are directed at urban restructuring and spatial transformation within the hierarchy of settlements focus on new growth and development primarily in larger settlements (as referenced in principle 3 above), to:
 - a) Minimise associated impacts on the environment, agricultural land, and natural resources.
 - b) Maximise the livelihood opportunity (also referred to as quality of life) by building on the availability of existing public facilities and commercial opportunities.
 - c) Maximise the sustainability of new facilities and commercial opportunities.
 - d) Enable the provision of infrastructure most efficiently and cost-effectively.
 - e) Minimise the need for inter-settlement movement.
 - f) Maximise opportunity for and use of non-motorised and public transport.
 - g) Minimise growth in smaller settlements where opportunity is limited while improving access to local services and facilities (required daily).
 - h) Maintain and enhance the unique historic, cultural, and settlement characteristics of different settlements.

Clarify and respect the roles and functions of different elements of the movement structure

- ✚ The spatial policies that are directed at urban restructuring and spatial transformation within the hierarchy of settlements ensure a balanced approach to transport in the municipality, that appropriately serves regional mobility needs and local-level accessibility improvements.
- ✚ The spatial policies actively promote compact, dense, mixed-use development, which reduces and promotes non-motorised and public transport.

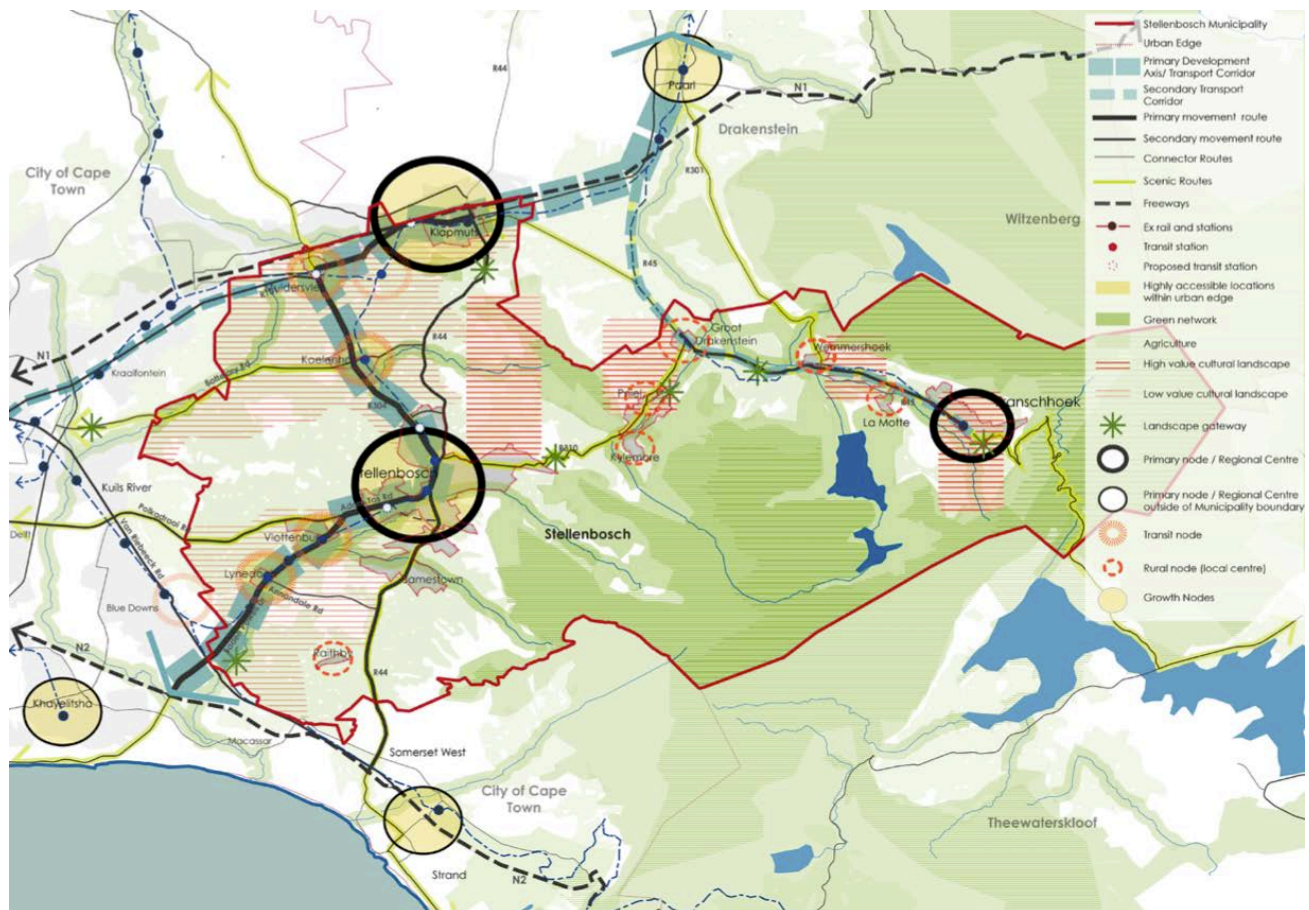
Ensure balanced, sustainable communities

- ✚ The spatial policies that are directed at urban restructuring and spatial transformation within the hierarchy of settlements (including maintaining the urban edge) work towards and maintain, for each settlement, a compact urban form and structure to achieve better efficiency in service delivery and resource use, the viability of non-motorised and public transport, and facilitate inclusion, integration, and entrepreneurship development.
- ✚ Adopting a conservative view towards the extension of existing urban edges over the SDF period.
- ✚ Actively support infill development and adaptive reuse of existing structures.
- ✚ Support increased densities in new, infill, and redevelopment projects.
- ✚ Rationalise space standards – especially for social facilities – and release surplus land for other uses, specifically housing.
- ✚ Support the general upgrading and transformation of existing informal settlements.
- ✚ Expand housing opportunities for a broader range of groups – including lower-income groups and students – particularly in settlements forming part of the Baden Powell-Adam Tas-R304 corridor.
- ✚ Provide and maintain a system of accessible social facilities, integrated with public space and non-motorised transport (NMT) routes.
- ✚ Provide and maintain an urban open space / public space system integrated with public transport / NMT, social facilities, and linked to natural assets.
- ✚ Ensure work and commercial opportunities are accessible through public transport and NMT to all communities and provide opportunities to emerging and small entrepreneurs.
- ✚ Ensure that all settlements are balanced and sustainable, providing for different groups, maintaining minimal development footprints, walkability, and so on.

Focus collective energy on a few catalytic areas that offer extensive opportunity and address present risk

- ✚ The spatial policies focussed on major development efforts concerning new mixed-use, industrial, and residential developments and significant changes in access and mobility are spatially targeted in the Adam Tas Corridor (Stellenbosch town) and Klapmuts.

Figure 18: Consolidated Concept for the Municipal Area (Approved November 2019 [and 27 June 2023](#))



4.7 SDF and CEF Implementation Frameworks

The SPLUMA guidelines require, as part of the [mSDF](#), a high-level [implementation Framework](#) setting out the required measures that will support the adoption of the SDF proposals while aligning the capital investment and budgeting process moving forward. The SDF, and CEF Implementation Framework comprises the following sections:

[A proposed settlement hierarchy.](#)

- A proposed settlement hierarchy to inform and guide the investment rationale ([linked to plans and settlement proposals](#)).

- Priority development areas and themes.

- A policy framework ([linked to strategies](#)).

- Guidelines, studies, and information supporting the policies.

- Implications for sector planning and specific development themes, including:

- o [Environmental and rural area management](#)

- o Movement;

- o Housing; and

- o Local economic development.

- [Land use management guidelines and regulations.](#)

- Implications for inter-municipal planning

- [Land use management and regulations.](#)

- Catalytic initiatives.

- Further planning work.

- Institutional arrangements.

- Checklists in support of decision-making.

- [A municipal leadership and advocacy agenda related to spatial development and](#)

management.

[Capital Expenditure Framework](#)

[Monitoring and review](#)

4.7.1 Settlement hierarchy, priority development areas and themes

In terms of the SDF concept, prioritisation of development – at a broad level – is done through two main spatial structuring elements. The first is spatial and targeted at significant future growth in functional and priority development areas. The second is sectoral or thematic, focused on the kind of development to be prioritised.

The functional and priority development areas are categorised into urban and rural nodes and are depicted in the figure below, with the detailed description provided in the table:

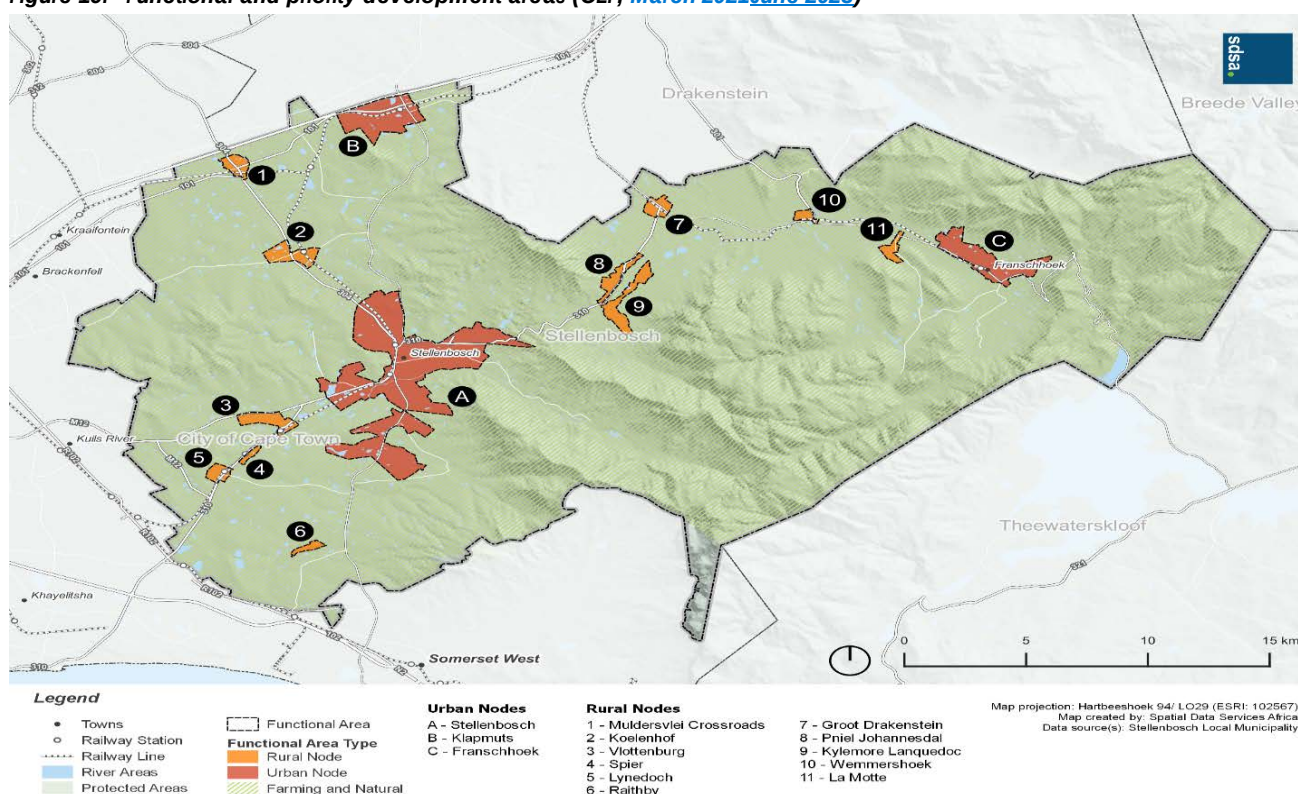
The spatial areas for priority development over the *SDF* planning period are:

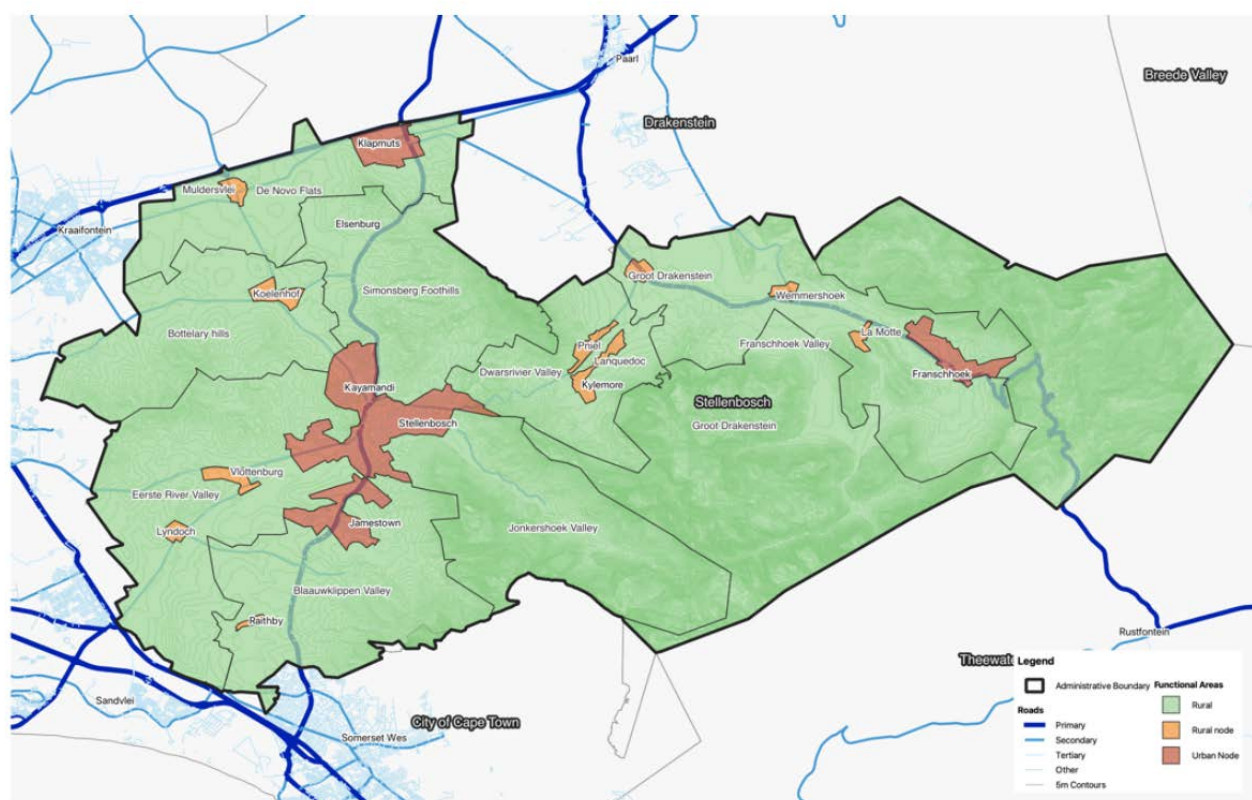
- Stellenbosch Town;
- Klapmuts; and
- Franschhoek (maintenance).

In terms of sectoral or thematic focus, the spatial development priority in all settlements should be to:

- Upgrade the servicing and transformation of informal settlements;
- Provide housing for lower-income groups in well-located areas (specifically through infill of vacant and underutilised land or redevelopment of existing building footprints);
- Expand and improve public and NMT routes;
- Improve public and community facilities and places (e.g. through clustering, framing them with infill development to improve edges and surveillance, prioritisation for landscaping, and so on); and
- Expand the recognition, restoration, and exposure of historically and culturally significant precincts and places (both in the form and use of precincts and places).

Figure 19: Functional and priority development areas (CEF, [March 2021-June 2023](#))





The proposed settlement hierarchy for SM, supporting the spatial plan and proposals for the settlement as a whole, is outlined in the table below.

Table 31: Proposed settlement hierarchy for the Stellenbosch Municipality

Settlement	Role	Development and Land Use Management Focus
Primary urban settlements		
Stellenbosch town (Urban node – A)	A significant centre comprising extensive education, commercial and government services with a reach both locally and beyond the borders of the municipality, tourism attractions, places of residence, and associated community facilities.	<ul style="list-style-type: none"> Broadening of residential opportunity for lower-income groups, students, and the lower to middle housing market segments. Upgrade of informal settlements. Retention of University functions in the town. Enablement of the Adam Tas Corridor. Sensitive residential infill and compaction. Drive to established “balanced” precincts. Public transport development, travel demand management, parking controls, and NMT improvements.
Klapmuts (Urban node – B)	Focus on economic development (utilising a favourable location for manufacturing, logistics, and warehousing enterprises) and associated residential opportunities	<ul style="list-style-type: none"> Support for the development of RE / Farm 736 as a lever to economic development utilising a favourable location for manufacturing, logistics, and warehousing enterprises. Balanced housing provision in Klapmuts South, focused on those who can benefit from employment provision through unlocking Klapmuts North. Establishing the Klapmuts town centre. NMT improvements.
Franschhoek (Urban node – C)	Secondary service centre, significant tourist destination, and place of residence.	<ul style="list-style-type: none"> Upgrade of informal settlements. NMT improvements. Sensitive infill within urban edge providing inclusive housing and extended commercial opportunity (also for small and emerging entrepreneurs). Retention of historic character.
Secondary urban settlements		
La Motte (Rural node – 11)	Contained rural settlement.	<ul style="list-style-type: none"> Diversification of existing activities to curtail the need for movement. Sensitive location of diversified uses closer to the R45. Limited further housing development.

Settlement	Role	Development and Land Use Management Focus
Wemmershoek (Rural node—10)	Contained rural settlement.	↓ Possible extension of residential opportunity linked to re-use of the saw-mill site and local employment opportunity.
Groot Drakenstein (Rural node—7)	Contained rural settlement.	↓ Accommodation of sensitive private and public sector initiatives offering expanded livelihood (including tourism) and residential opportunities.
Dwars River Valley (Rural nodes—8 and 9)	Contained historic rural settlements.	↓ Accommodation of sensitive private and public sector initiatives offering expanded livelihood (including tourism) and residential opportunities.
Jonkershoek (Rural node)	Contained, but a dispersed collection of institutional, recreational and residential uses.	↓ Potential future consolidated, inclusive settlement linked to rail / bus.
Muldersvlei (Rural node—1)	Contained rural settlement.	↓ Potential future consolidated, inclusive settlement linked to rail / bus.
Koelenhof (Rural node—2)	Contained rural settlement.	↓ Potential future consolidated, inclusive settlement linked to rail / bus.
Vlottenburg (Rural node—3)	Contained rural settlement.	↓ Gradual expansion of a unique development model based focused on sustainable living and education.
Lynedoch (Rural node—5)	Contained village and institutional clusters.	↓ Containment and limited expansion of existing offerings.
Spier (Rural node—4)	Contained tourism and cultural centre.	↓ Protection of unique historic settlement structure and form.
Raithby (Rural node—6)	Contained historic rural settlement.	↓ Potential future consolidated, inclusive settlement linked to rail/ bus.

Over the longer term, Muldersvlei / Koelenhof and Vlottenburg / Lynedoch along the Baden Powell-Adam Tas-R304 could accommodate more growth and be established as inclusive settlements offering a range of opportunities. However, much work needs to be done to ensure the appropriate make-up of these settlements (including each providing opportunity for a range of income groups) and integration with the corridor in terms of public transport. They are therefore not prioritised for significant development over the *SDF* period. Should significant development be enabled in these areas now, it is likely to be focused on private vehicular use and higher-income groups (in gated developments), and will in all probability reduce the potential of initiatives to transform Stellenbosch town and Klapmuts.

The focus on Stellenbosch town and Klapmuts does not exclude all development efforts in Franschhoek and the smaller settlements. Rather, it is argued that these settlements should not accommodate significant growth as the pre-conditions for accommodating such growth do not exist to the same extent as in Stellenbosch town and Klapmuts.

What should be emphasised in Franschhoek and smaller settlements are improving conditions for existing residents and natural growth within the context of retaining what is uniquely special in each (from the perspective of history, settlement structure and form, relationship with nature and agriculture, and so on).

4.7.2 Policy Framework

The table below sets out specific spatial policies to support the *SDF* concept and settlement plans. In using the policy framework, it is important to note that one specific policy or guideline should not be highlighted or used exclusively to support a specific initiative. Rather, each policy supports the other; each "frames" the other. Thus, initiatives or proposals should be evaluated in terms of the policy framework as a whole.

Further, the successful implementation of spatial policies and guidelines is often dependent on related, supportive, non-spatial policies. This implies policy alignment across municipal functional areas and services.

The table also includes specific work guidelines that begin to frame the work to be undertaken or continued in support of proposed policies.

~~The table also includes specific work guidelines that begin to frame the work to be undertaken or continued in support of proposed policies.~~

Table 32: Specific work guidelines

No.	Strategy	Spatial Policy	Non-Spatial, Supportive Policy	Work Guidelines
1.	Maintain and grow the assets of SM's natural environment.	<ul style="list-style-type: none"> As far as possible, protect and expand priority conservation areas, establish ecological linkages, and preserve high-potential agricultural land within the municipality. Resist the subdivision of viable agricultural land unless it forms part of a new balanced, integrated, and inclusive settlement supportive of the #SDF objectives, an agri-village in line with provincial policy for the settlement of farmworkers, or the formalisation of the "urban" component of existing forestry settlements (for example, Jonkershoek and La Motte). Support compatible and sustainable rural activities outside the urban edge (including tourism) if these activities are of a nature and form appropriate in a rural context, generate positive socio-economic returns, and do not compromise the environment, agricultural sustainability, or the ability of the municipality to deliver on its mandate. 	<ul style="list-style-type: none"> Proactively maintain and upgrade municipal infrastructure services to limit / mitigate risk to ecological services. Support initiatives to protect water resources, rehabilitate degraded aquatic systems, retrofit or implement water demand management systems, and mainstream water conservation. Support energy diversification and energy efficiency initiatives to enable a transition to a low-carbon, sustainable energy future. Support initiatives to extend public access to natural assets without compromising the integrity of natural areas or ecological services. Support initiatives by the private sector to extend environmental stewardship. Assist in initiatives to diversify, strengthen, and open up new opportunities and jobs in the rural economy, including the identification of strategically located land for land reform purposes. Support initiatives to utilise municipally-owned agricultural land for small-scale agriculture, forge partnerships with non-governmental or public benefit organisations to assume management responsibilities for commonages, and provide basic agricultural services to commonages. 	<ul style="list-style-type: none"> Prepare and implement management plans for municipal nature reserves and other ecological assets. Prepare and implement invasive species control plans for municipal properties. Prepare and implement initiatives for the rehabilitation of rivers and wetlands in urban areas. Develop resource-efficient strategies for all municipal services and land and building development (e.g. compulsory green energy installations in building development, greywater circulation, sustainable urban drainage, etc.). Utilise and contribute to municipal and provincial mapping and planning initiatives that inform land-use decision-making supportive of ecological integrity, securing natural resources, and protecting agricultural land of high value. Delineate and manage urban edges and watercourse setbacks in a manner that diverts urban growth pressures away from important natural and agricultural assets. Apply biodiversity offsets in cases where development in areas of endangered and irreplaceable biodiversity cannot be avoided. Actively engage with adjoining municipalities and provincial government to ensure that the integrity of SM's natural environment is maintained (specifically regarding land use management in adjoining municipal areas).

No.	Strategy	Spatial Policy	Non-Spatial, Supportive Policy	Work Guidelines
2.	Respect, preserve and grow the cultural heritage of SM.	<ul style="list-style-type: none"> • Preserve significant cultural and historic assets within the municipality and grow the opportunity for new or emerging forms of cultural expression through expanding the use of existing cultural assets or supporting new uses for areas or structures of historic value. • As far as possible, protect cultural landscape assets – including undeveloped ridgelines, view corridors, scenic routes, and vistas – from development. • Support alternative uses for historic structures and places that will enable their preservation (subject to adherence to the general mSDF strategy and policies). 	<ul style="list-style-type: none"> • Support the transfer of municipal assets of cultural and historic value to organisations geared to manage these assets sustainably in the interest of the broader community. • Manage heritage places and structures in terms of the recommendations of municipal heritage studies. 	<ul style="list-style-type: none"> • Maintain and utilise municipal and inter-governmental evaluation and mapping initiatives to inform land-use decision-making supportive of cultural integrity and secure historic places and structures. • Actively engage – continuously – with adjoining municipalities and the provincial government to ensure that the integrity of SM's heritage is maintained (specifically regarding land use management in adjoining municipal areas).
3.	<p>Direct significant growth or new development in SM to areas:</p> <ul style="list-style-type: none"> • Not identified as having the most critical natural or cultural significance. • Where the most opportunity exists in existing infrastructure investment, whether reconfigured, augmented, or expanded. 	<ul style="list-style-type: none"> • Prioritise the targeted settlements on the Baden Powell-Adam Tas-R304 corridor for growth / new development. • Over the mSDF period, focus on Stellenbosch town and Klapmuts to accommodate significant new growth. 	<ul style="list-style-type: none"> • Align the policy and planning of all municipal services to support accommodating significant growth and new development as proposed in specific areas. • Progressively utilise the municipality's significant asset of land as a resource to direct major growth or new development to areas not identified as of the most critical natural or cultural significance. • Allocate municipal funds for land acquisition in areas identified as most suitable for growth or new development (specifically for development as lower-income housing). 	<ul style="list-style-type: none"> • Together with the WCG, undertake inter-service investigations to determine the exact location, size, nature, and form of new settlement areas to accommodate new growth. • Develop specific framework planning, land use management, infrastructure, financial, and urban design provisions and directives to ensure the optimal development of identified settlement areas to accommodate new growth.
4.	Clarify and respect the different roles and potentials of settlements in SM and maintain the identity of each.	<ul style="list-style-type: none"> • Ensure that each settlement – large and small – remains a distinct entity, surrounded by natural open space and agricultural land. • Maintain a clear hierarchy of settlements that (in general terms) focuses on new growth and development in larger settlements to: <ul style="list-style-type: none"> – Minimise associated impacts on the environment, agricultural land, and natural resources. – Maximise livelihood opportunities by building on the availability of existing public facilities and 	<ul style="list-style-type: none"> • Align the policy and planning of all municipal services to support the proposed settlement hierarchy and development / management approach. • Reinforce the role of Stellenbosch town as a regional service and tourism centre focused on higher-order educational, health, government, and commercial uses, as well as unique historic assets. • Reinforce the role of Klapmuts as a potential regional logistics / warehousing / manufacturing hub – with associated residential opportunity – based on its location at the intersection of the N1 and regional north / south movement routes. 	<ul style="list-style-type: none"> • Support the re-location of land extensive manufacturing, logistics, and warehousing enterprises from Stellenbosch town to Klapmuts. • Maintain the nature and form of small rural settlements while enabling small changes towards improving livelihood opportunities.

No.	Strategy	Spatial Policy	Non-Spatial, Supportive Policy	Work Guidelines
		<p>commercial opportunities.</p> <ul style="list-style-type: none"> – Maximise the sustainability of new facilities and commercial opportunities. – Enable the provision of infrastructure most efficiently and cost-effectively. – Minimise the need for inter-settlement movement. – Maximise opportunity for and use of non-motorised and public transport. <ul style="list-style-type: none"> • Minimise growth in smaller settlements where opportunity is limited while improving access to local services and facilities (required daily). • Maintain and enhance the unique historic, cultural, and settlement characteristics of different settlements. 	<ul style="list-style-type: none"> • Maintain Franschhoek as a centre for tourism and culture with limited growth potential. 	
5.	<p>Ensure a balanced approach to transport in SM, that appropriately serves regional mobility needs and local-level accessibility improvements.</p>	<ul style="list-style-type: none"> • Actively promote compact, dense, mixed-use development that reduces car dependence and enables and promotes the use of public and NMT. 	<ul style="list-style-type: none"> • 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, associated functions, modes of transport to be carried out, and development / management approach to be followed concerning different sections of the municipal movement network. • Work with the provincial and national governments 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 such 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 the backbone of transport movement along the Baden Powell-Adam Tas-R304 corridor. 	<ul style="list-style-type: none"> • Assess future transport development / improvements concerning the impact on the complete settlement system. • Guard against needed / required vehicular routes of necessity resulting in the development of undeveloped land traversed by the route.

No.	Strategy	Spatial Policy	Non-Spatial, Supportive Policy	Work Guidelines
6.	Develop all settlements as balanced, inclusive, appropriately serviced, communities, negotiable through NMT and exhibiting a positive relationship with surrounding nature and agricultural land.	<ul style="list-style-type: none"> • Work towards and maintain – for each settlement in the municipality – a compact form and structure to achieve better efficiency in service delivery and resource use, the viability of public and NMT, and facilitate inclusion, integration, and entrepreneurship development. • Adopt a conservative view towards the extension of existing urban edges over the mSDF period. • Actively support infill development and the adaptive reuse of existing structures. • Support increased densities in new, infill, and redevelopment projects. • Rationalise space standards – especially for social facilities – and release surplus land for other uses, specifically housing. 	<ul style="list-style-type: none"> • Proactively drive transport demand management programmes (specifically in and around Stellenbosch town) to curtail private vehicle use. • Shift more transport resources to the development and operation of effective public transport services and the comprehensive provision of NMT. 	<ul style="list-style-type: none"> • Review the delineation of restructuring zones to support the mSDF objectives. • Support development which emphasises public transport / NMT as opposed to private vehicular use. • Integrate spatial planning, transport planning (emphasis on public and NMT), and social facilities planning. • Move away from self-reinforcing conditions for development in terms of car parking minimum standards, and ensure the active participation and collaboration between landowner, developer, and municipality towards the provision of alternatives to car use. • Actively engage – continuously – with adjoining municipalities and provincial government to ensure that the integrity of SM's settlements as contained, and balanced communities are maintained (specifically about land use management in adjoining municipal areas).
		Support the general upgrading and transformation of existing informal settlements.	<ul style="list-style-type: none"> • Prioritise basic residential services for poor households, specifically in informal settlements, backyard dwellings, and a minimum level of basic services to marginalised rural settlements. • Resist existing informal settlements being the only viable settlement option for poor households by supporting the identification and servicing of alternative areas for settlement. • Ensure that asset management best practice is followed to maintain existing infrastructure investment and prevent greater replacement cost in future. • Reinforce basic service delivery with good quality urban management to support household and economic asset development. 	<ul style="list-style-type: none"> • Put in place an inter-governmental portfolio of land (existing and earmarked for purchase), an agreed land preparation programme, and a release strategy, for publicly assisted, lower-income housing (including the BNG, FLISP, social / rental, and GAP markets). • Identify alternative settlement locations for poor households, over and above existing informal settlements. • To assist the municipality in housing provision, and support initiatives to house farmworkers on farms (in a manner that secures tenure).
		Expand housing opportunities for a broader range of groups – including lower-income groups and students – particularly in settlements forming part of the Baden Powell-Adam Tas-R304 corridor.	<ul style="list-style-type: none"> • The planning of infrastructure and social facilities should accommodate the likelihood of back-yarding and its contribution to livelihood strategies. 	<ul style="list-style-type: none"> • Develop an inclusionary housing policy and guidelines. • Prioritise infill housing opportunities on public land for the BNG, FLISP, social / rental, and GAP markets.

No.	Strategy	Spatial Policy	Non-Spatial, Supportive Policy	Work Guidelines
				<ul style="list-style-type: none"> Where possible, proactively plan for back-yarding opportunities in lower-income housing projects. Actively support the development of student housing in Stellenbosch town.
		Provide and maintain a system of accessible social facilities, integrated with public space and public and NMT routes.	<ul style="list-style-type: none"> Reinforce social facilities with good quality urban management to ensure service excellence and sustainability. Focus on fewer but better social facilities. 	<ul style="list-style-type: none"> Cluster social facilities. Locate facilities in association with public space and public and NMT routes.
		Provide and maintain an urban open space / public space system integrated with public transport / NMT, social facilities, and linked to natural assets (e.g. river corridors).	<ul style="list-style-type: none"> Prioritise open / public space development in poor and denser neighbourhoods of the municipality. Reinforce open / public space with good quality urban management to ensure use and safety. 	Ensure that the edges between building development and open spaces promote activity and passive surveillance.
		Ensure work and commercial opportunities are accessible through public and NMT to all communities and provide opportunities for emerging and small entrepreneurs.		<ul style="list-style-type: none"> Avoid large retail malls and office parks in peripheral locations reliant on private vehicular access and which detract from the viability of established commercial and work areas, and lock out small entrepreneurs.
7.	Actively seek conditions to enable the private and community sectors to align their resources and initiatives with the #SDF principles and proposals.	Conscious of public resource constraints, actively seek and support private and community sector partnerships to expand livelihood opportunities, settlement opportunities for ordinary citizens, and the national imperative to expand participation in the economy.	Develop an incentives package to support private and community sector partnerships in achieving the #SDF principles and proposals.	<ul style="list-style-type: none"> Enable private and community sector participation by making known the municipality's spatial principles and intent in user-friendly communicate and guidelines. Require private landowners in key areas to plan and coordinate development collectively (beyond individual property boundaries and interests) to ensure appropriate infrastructure arrangements, the provision of inclusionary housing, public facilities, and so on.

No.	Strategy	Spatial Policy	Non-Spatial, Supportive Policy	Work Guidelines
8.	Focus major development energy in SM on a few catalytic development areas that offer extensive, inclusive opportunities.	Focus major development effort in SM on: <ul style="list-style-type: none"> Unlocking development in Klapmuts North. The Adam Tas Corridor (in Stellenbosch Town). 	<ul style="list-style-type: none"> Communicate municipal objectives and principles – across functional areas and services – for development and urban management in catalytic areas. Seek landowner, provincial government, and national government support to develop catalytic areas in the best public interest. Support the establishment of institutional arrangements solely dedicated to enabling the development of catalytic areas and proceed with work to detail the broader plan and activity programme. Align municipal infrastructure and social services planning to support development in catalytic areas. Use municipal and government-owned land assets to support development in catalytic areas. 	<ul style="list-style-type: none"> Ensure that catalytic areas be developed as inclusive, appropriately serviced communities, negotiable through NMT and exhibiting a positive relationship with surrounding nature and agricultural land. Prepare land use management measures to enable development in catalytic areas. Define catalytic areas as “restructuring” or other special-measure areas to enable benefit from national and provincial support and incentives.

4.8 Catalytic Initiatives - Adam Tas Corridor (ATC) Local Areas Spatial Development Framework, Development Guidelines (October 2022) and overlay zone [\(March 2023\)](#)

Large industrial spaces, including land that was formerly home to Cape Sawmills and Distell facilities, make up the most strategically located land in Stellenbosch town. 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 SDF objectives.

In simple terms, the concept is to launch a process of re-imagining and re-purposing the land around Adam Tas Road within Stellenbosch town to enable the 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 northern part of this corridor.

It forms the western edge of 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 used for light industrial and manufacturing purposes. It includes the disused 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, the Bergkelder complex, the Van der Stel sports complex, the George Blake Road area, and parts of Kayamandi and Cloetesville. Under-utilised and disused 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 the railway line. Overall, development should be residentially led with a strong mixed-use basis and high density and should favour non-motorised (“NMT”) access to the centre of Stellenbosch Town. It is estimated that the Adam Tas Corridor, through a preliminary development conceptual framework, will produce approximately 3 million square metres of bulk within a 293-hectare 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.

The corridor is not envisaged as homogenous along its length, with uses and built forms responding to existing conditions and its relationship with surrounding areas. Conceptually, three (3) areas could be defined, each linked through a sub-district.

- ✚ Grow Stellenbosch town – and accommodate existing demand – in a manner that prevents sprawl, and creates conditions for efficient, creative living and working;
- ✚ Stimulate and act as a catalyst for the development of improved public transport and NMT;
- ✚ Rethink and reconstruct infrastructure, particularly the movement system, including the possible partial grade separation of east-west and north-south movement systems, in turn, integrating the east and west of town and releasing land for development;
- ✚ Integrate Kayamandi and Stellenbosch town seamlessly;
- ✚ Shift the new development focus to the west of town, with the Die Braak and Rhenish complex forming the centre and seam between the new west and east of Stellenbosch town;
- ✚ Investigating options for alternative parking provision initiatives in and around the town while the corridor provides for and promotes a greater focus -on ~~non-motorised transport~~NMT;
- ✚ Accommodate uses that meet urgent needs, specifically higher density housing and university expansion, while also assisting in establishing a compact, less sprawling town, public transport, and NMT; and
- ✚ Increases land value east of the R44 and in the area between Kayamandi and the Bergkelder complex.

Along the corridor as a whole – depending on local conditions – significant re-use of existing buildings is envisaged. This is seen as a fundamental prerequisite for diversity, in-built character and activity (as re-purpose offers the opportunity for great a variety of spaces). Aspects of the industrial history of the area should remain visible. A range of housing typologies accommodates different income groups and family types.

Redevelopment in terms of the concept offers the opportunity to:

- ✚ Re-imagine the future use of the land encompassed in the ATC;
- ✚ Grow Stellenbosch town – and accommodate existing demand – in a manner which prevents sprawl, and creates conditions for efficient, creative living and working;
- ✚ Stimulate and act as a catalyst for the development of improved public transport and NMT;
- ✚ Reconstruct infrastructure, and particularly the movement system, including the possible partial grade separation of east-west and north-south movement systems, in turn, integrating the east and west of town and releasing land for development;
- ✚ Integrate Kayamandi and Stellenbosch town seamlessly;
- ✚ Shift new development focus to the west of town, with Die Braak and Rhenish complex forming the centre and seam between the new west and east of Stellenbosch town;
- ✚ Investigate options for alternative parking provision initiatives in and around the town whilst the corridor provides for and promotes a greater focus on non-motorised transport; and
- ✚ Accommodate uses that meet urgent needs, specifically higher density housing and university expansion, also assisting in establishing a compact, less sprawling town, public transport, and NMT.

Existing manufacturing enterprises can gradually relocate to the north, closer to the N1 logistics corridor (as planned by Distell for their operations).

A Local Spatial Development Framework (“LSDF”) for the Adam Tas Corridor as well as comprehensive development guidelines were formally approved by the Council in October 2022 and will be used as the enabling planning framework to realise the implementation of the Adam Tas Corridor over the next 3 – 20 years. This LSDF includes an Implementation Framework that will guide in respect of the following:

- ✚ Most appropriate Land Use Strategy;
- ✚ Action Areas / Catalytic Projects;
- ✚ Framework for Investment; and
- ✚ Other enabling Interventions.

Following the implementation framework, the ~~drafting of an~~ overlay zone for the Adam Tas Corridor ~~is currently being prepared~~ has been approved and will be included as a special zone in the Stellenbosch Municipality Land Use Planning Zoning Scheme Bylaw, 2019 (to be reviewed during the 2023/24 financial year). The purpose of the overlay zone is to award the zoning rights envisaged by the Adam Tas Corridor LSDF to the individual land portions, together with the conditions applicable to each property, for the land owner to take up these rights.

Institutional arrangements are critical, which include all spheres of government, private stakeholder involvement, and established partnerships. It would include a broad agreement between landowners and the municipality to pursue the corridor development concepts.

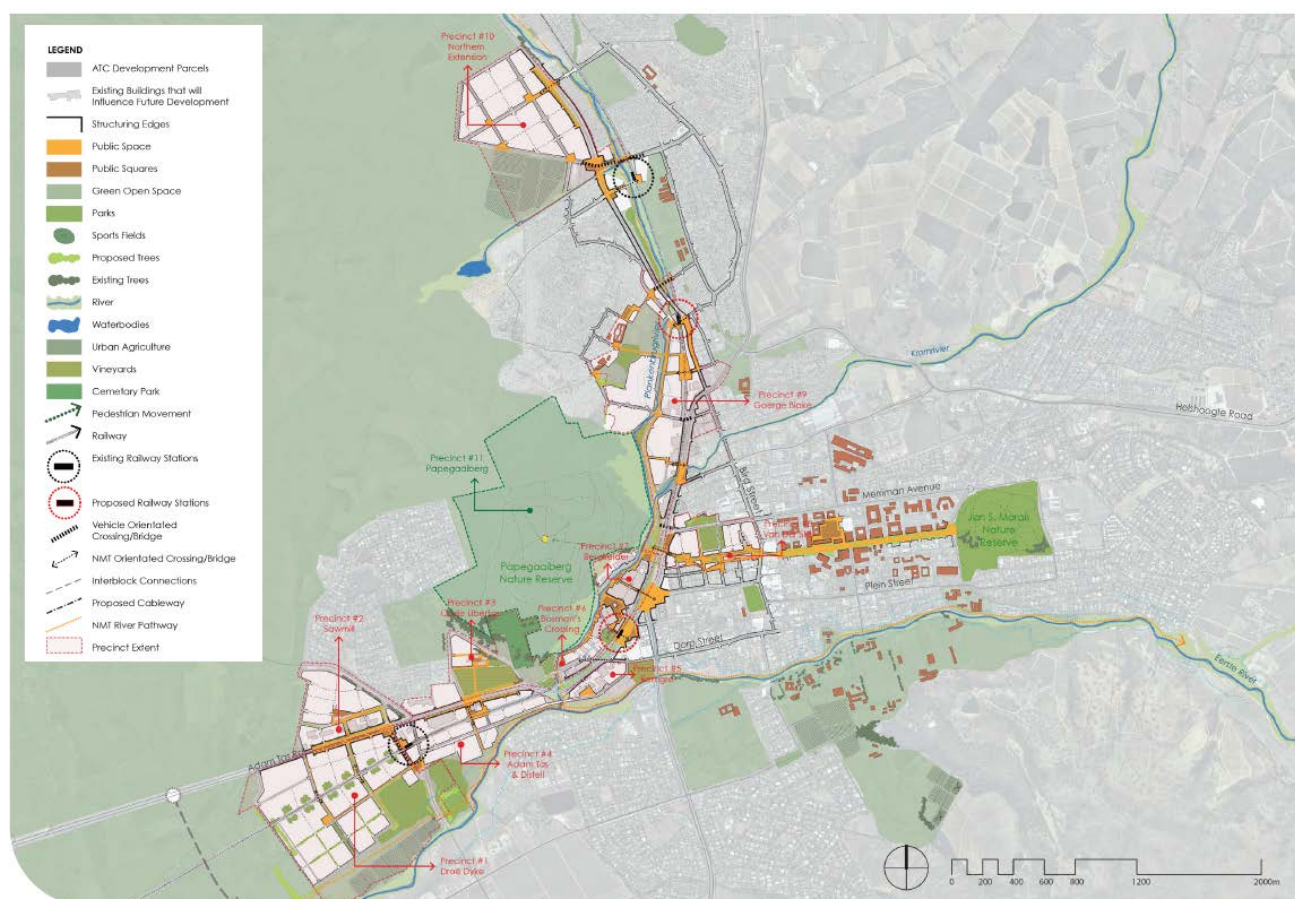
To assist Stellenbosch Municipality in coordinating the implementation of the Adam Tas Corridor LSDF and development guidelines, a project management unit is envisaged to be created to coordinate, plan, and assist with the implementation of development along the corridor. The project management unit will be formed on an equal basis between the municipality and the private sector involved with the Adam Tas corridor. The purpose of the project management unit is to provide additional capacity and expertise to manage and implement the vision of the Adam Tas corridor.

The Adam Tas Corridor is the start of Stellenbosch's emerging urban transformation district, and the vision is to create an integrated urban development corridor that is liveable, safe, resource-efficient, socially integrated, economically inclusive, and globally competitive, in which all citizens can actively participate. The Adam Tas Corridor concept will require sustained, committed work over a prolonged period, trade-offs, and a departure from current norms, i.e., investigation of overlay zones, e.g., Urban Development Zones ("UDZ"), Special Rating Areas ("SRA"), etc., to be included within the Stellenbosch Municipality Zoning Scheme By-law, 2019.

The emerging objectives for the Adam Tas Corridor are as follows:

- ✚ Re-purposing and transforming Stellenbosch Towntown, using existing under-utilised assets in a manner to benefit all and address critical needs;
- ✚ Establishing a process and plan which gives certainty and sufficient flexibility to accommodate the unknown while enabling a *"starting through sharing, learning by doing and using small steps to inform the next methodology"*;
- ✚ Broadening opportunity for a range of stakeholders, while accommodating varying degrees of readiness and material means; and
- ✚ To place Stellenbosch in the heart of the most important urban development project in the province.

Figure 20: Adam Tas Corridor Local Areas SDF (October 2022)



4.8.1 Development of Klapmuts

The Greater Cape Metro Regional Spatial Implementation Framework ([GCMRSIF](#)) contains very specific policy directives related to Klapmuts, aimed at addressing pressing sub-regional and local space economy issues. Key policy objectives include:

- ✚ Using infrastructure assets (e.g. key movement routes) as “drivers” of economic development and job creation;
- ✚ Recognition that existing infrastructure in the area (i.e. N1, R101, R44 and the Paarl-Bellville railway line and station) dictate the location of certain transport, modal change or break-of-bulk land uses;
- ✚ Recognition of the Klapmuts area as a significant new regional economic node within the metropolitan area and spatial target for developing a “consolidated platform for export of processed agri-food products (e.g. inland packaging and containerisation port)” and “an inter-municipal growth management priority”;
- ✚ The consolidation of and support for existing and emerging regional economic nodes as they offer the best prospects to generate jobs and stimulate innovation;
- ✚ The clustering of economic infrastructure and facilities along public transport routes;
- ✚ Maintaining valuable agricultural and natural assets; and
- ✚ Providing work opportunities in proximity to living areas.

There is no doubt that Klapmuts is a potentially significant centre for economic activity and residence within the metropolitan region and SM, as it is located on the N1 transport corridor, which carries 93% of metropolitan freight traffic. To date, the settlement is characterised by residential use and limited commercial and work-related activity.

Public sector resource constraints have prevented the infrastructure investment required to enable and unlock the full potential of the area for private sector economic development as envisaged in

the GCM RSIF.

The decision by Distell Limited to relocate to and consolidate its operations in Klapmuts is critical to the more balanced development of the settlement. Distell Limited proposes to develop a beverage production, bottling, warehousing, and distribution facility on Paarl Farm 736/RE, located north of the N1, consolidating certain existing cellars, processing plants, and distribution centres in the Greater Cape Town area. The farm measures some 200 ha in extent. The beverage production, bottling, warehousing, and distribution facility will take up approximately 53 ha.

The project proposal includes commercial and mixed-use development on the remainder of the site, which is not environmentally sensitive, to provide opportunities for both Distell's suppliers to co-locate and for other business development in the Klapmuts North area. The site does not have municipal services, and the proposed development will therefore require the installation of bulk service infrastructure, including water, wastewater treatment, stormwater electricity, and internal roads.

Significant progress has been made in planning for an "Innovation Precinct" or "Smart City" district west of but contiguous to Klapmuts south. This includes a land agreement with the University of Stellenbosch to possibly establish university-related activities in this area. The urban edge has been adjusted in recognition of the opportunity associated with this initiative (see the figure below for the concept Development Framework).

Figure 21: Concept Development Framework

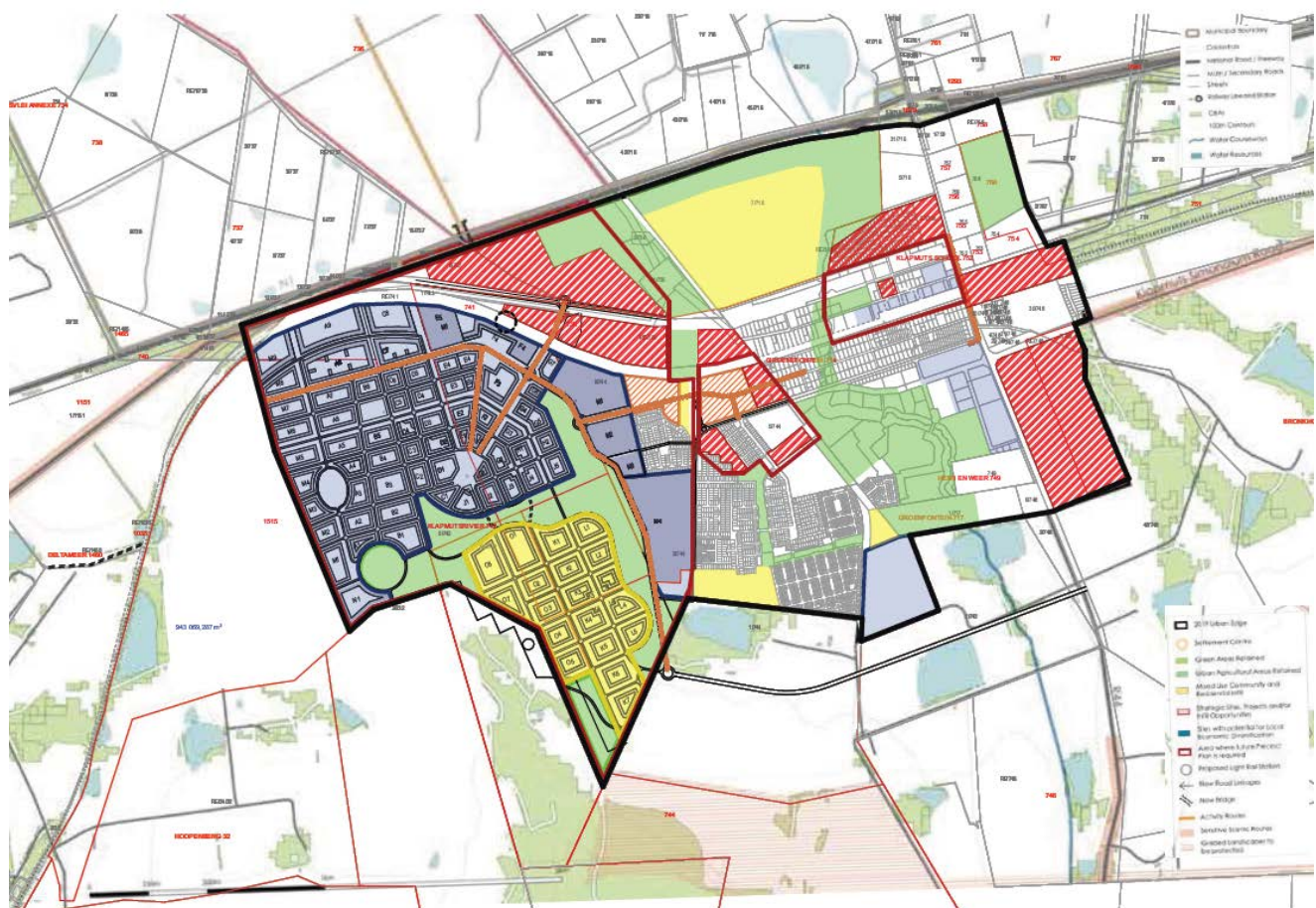


Figure 56. The proposed Klapmuts "Innovation Precinct" Concept (Osmond Lange Architects and Planners)

Several issues require specific care in managing the development of Klapmuts over the short to medium term.

- The first is speculative applications for land use change on the back of the proposed Distell development. Already, a draft local plan prepared by DM has indicated very extensive development east of Farm 736/RE. Distell will not fund the extensive infrastructure required to

unlock development here, and arguably, land use change to the east of Farm 736/RE could detract from the opportunity inherent in Farm 736/RE;

The second is the linkages between Klapmuts north and south, specifically along Groenfontein Road, and a possible NMT crossing over the N1, linking residential areas south of the N1 directly with Farm 736/RE. Without these linkages, residents to the south of the N1 will not be able to benefit from the opportunities enabled north of the N1; and

The third is a speculative higher-income residential development in the Klapmuts area, based on the area's regional vehicular accessibility. Higher-income development is not a problem in and of itself, but ideally, it should not be in the form of low-density gated communities.

Given that management of Klapmuts is split between DM and SM (respectively responsible for the area north and south of the N1), special arrangements will be required to ensure that the settlement as a whole develops responsibly in a manner that ensures thoughtful prioritisation, infrastructure investment, and opportunity for a range of income groups.

Arguably, recent LSDF planning work commissioned by DM for the area east of Farm 736/RE begins to illustrate the problem of insufficiently coordinated planning. The LSDF envisages a very significant extent of development for Klapmuts North. Specifically, in terms of a 20-year growth trajectory, commercial office development of 912 354m² is envisaged, commercial retail development of 187 839m², and general light industrial development of 370 120m². Several issues emerge:

Firstly, the realism of these land use projections within the context of the regional economy is questioned. To illustrate:

Considering the envisaged commercial office allocation, it is noted that Cape Town CBD currently has some 940 000m² of office space, Sandton in Gauteng is larger at over 1,2m m² of commercial office space, Midrand at some 640 000m², and Century City (some 20 years in the making) at some 340 000m²;

Concerning commercial retail space, it is noted that more of this use is envisaged for Klapmuts North than Century City's current 140 000m²;

While 370 120m² is provided for general light industrial development, the proposed Distell distribution centre alone will comprise 125 000m², and many new logistic centres recently completed in the Kraaifontein / Brackenfell area range in size between 45 000m² and 120 000m². The master plan prepared as part of the acquisition process of Farm 736/RE foresees a significantly lighter industrial floor area than the 370 120m² indicated in the LSDF.

Secondly, these land use allocations need to be viewed against the policy context, which sees Klapmuts as a regional freight/ logistics hub – with a focus on job creation – and establishing a balanced community. It would appear that the LSDF over-emphasises commercial office and retail development, “exploiting” the areas' access to regional vehicular routes, and private vehicular access, at the expense of job creation at scale – and establishing a regional light industrial hub – serving an existing poorer community in proximity to a freight movement corridor.

Thirdly, it is maintained that the infrastructure service requirements – and affordability – of the projected land use allocations are understated. For example, it is known that any development north of the N1 over and above the proposed Distell distribution centre of 125 000m² will involve very costly reconfiguration and augmentation of intersections with the N1. It would be irresponsible to create expectations around land use without these associated requirements being resolved to a fair degree of detail.

Finally, Farm 736/RE is remarkably unique; comprising some of the least valuable agricultural lands within the Paarl / Stellenbosch area. It would appear that the LSDF, given the development process for Farm 736/RE, assumes that adjacent land to the east, of higher agricultural value, should also be developed.

4.8.2 Alternative rail service along the Baden Powell Drive-Adam Tas-R304 corridor

As indicated above, it is critical, both for the Adam Tas Corridor and the broader Baden Powell-Adam Tas-R304 development corridor, to explore the feasibility of introducing a more frequent and reliable rail service along the Eerste River-Stellenbosch-Muldersvlei-Klapmuts rail line. The aim should be to have a more frequent passenger service along the corridor, connecting larger and smaller settlements. Lighter rail stock – possibly in the form of a “tram” system has been suggested - offering the advantage of safe at grade crossing of the rail line and other modes of transport, in turn, enabling “lighter” infrastructure support for settlement development and concomitant cost savings. Alternatively, the viability of regular bus service along this route should be explored. The SM should commence engagements with PRASA in this regard.

As argued elsewhere in this document, Stellenbosch town and Klapmuts should be the focus of significant settlement growth. It is here, by settlement location concerning broader regional networks and existing opportunities within settlements, that the needs of most people can be met, in a compact settlement form while protecting the municipality’s natural and agricultural assets.

Over the longer term, Muldersvlei / Koelenhof and Vlottenburg along the Baden Powell-Adam Tas-R304 corridor could accommodate more growth, and be established as inclusive settlements offering a range of opportunities. However, much work needs to be done to ensure the appropriate make-up of these settlements (including each providing opportunity for a range of income groups) and integration with the corridor in terms of public transport.

The smaller settlements are therefore not prioritised for significant development over the *SDF* period. Should significant development be enabled in these areas now, it is likely to be focused on private vehicular use and higher-income groups, and will in all probability reduce the potential of initiatives to transform Stellenbosch town and Klapmuts.

4.9 Institutional Arrangements

The SM has dedicated staff resources for spatial planning, land use management, and environmental management organised as the Planning and Economic Development Directorate. Work occurs within the framework set by annually approved Service Delivery and Budget Implementation Plans (aligned with the IDP), decision-making processes and procedures set by the Council, and a suite of legislation and regulations guiding spatial planning, land use management, and environmental management (including SPLUMA, LUPA, and the National Environmental Management Act, 1998 (Act No. 107 of 1998)).

The Planning and Economic Development Directorate will facilitate the implementation of the *SDF* in terms of institutional alignment, including:

- ✦ The extent to which the main argument and strategies of the *SDF* are incorporated into the Capital Expenditure Framework, Annual Reports, annual IDP Reviews, future municipal IDPs, and so on;
- ✦ The annual review of the *SDF* as part of the IDP review process.
- ✦ The extent to which the main argument and strategies of the *SDF* inform sector planning and resource allocation;
- ✦ The extent to which the main argument and strategies of the *SDF* inform land use management decision-making;
- ✦ Alignment with and progress in implementing the municipality’s Human Settlement Plan and Comprehensive Integrated Transport Plan; and
- ✦ The mutual responsiveness of the *SDF* and national, provincial and regional plans, programmes and actions (including the extent to which *SDF* implementation can benefit from national and provincial programmes and funding).

Over and above institutional arrangements in place, it appears that two aspects require specific focus

in support of the [SDF](#).

4.9.1 Inter-municipal planning

The first relates to inter-municipal planning. As indicated elsewhere in the *SDF*, SM (and other adjoining municipalities) appears to experience increasing challenges related to development pressure in Cape Town. This pressure is of different kinds. The first is pressure on the agricultural edges of Stellenbosch through residential expansion within Cape Town. The second is migration to SM (whether in the form of corporate decentralisation, or both higher and lower-income home seekers), leading to pressure on available resources, service capacity, and land within and around the settlements of SM. While municipal planners do liaise on matters of common concern, there appears to be a need for greater high-level agreement on spatial planning for “both sides” of municipal boundaries. The spatial implications of pressure related to migration to SM could be managed locally, should there be an agreement to redevelop existing settlement footprints rather than enabling further greenfield development (as a general rule). However, the municipality's increased resource needs to accommodate new growth – a non-spatial issue – should be acknowledged and addressed. [These challenges and opportunities.](#)

4.9.2 Private Sector Joint Planning

The second relates to joint planning and action resourced by the private sector, increasingly needed for several reasons:

- ✚ The municipal human and financial resource base is simply too small to achieve the vision of the *SDF* or implement associated strategies and plans;
- ✚ Many matters critical to implementing the *SDF* fall outside the direct control or core business of the municipality. For example, the municipality does not necessarily own the land associated with projects critical to achieving *SDF* objectives;
- ✚ It is increasingly evident that individual landowners are finding it difficult to develop – to make the most of what they have – individually. Specifically, the transport and movement implications of individual proposals require strong and dedicated integration;
- ✚ Individual landowners do not necessarily control the extent of land required to undertake inclusive development, focusing on opportunities for a range of income groups. Inclusive development often requires cross-subsidisation, in turn, enabled by larger land parcels and development yields; and
- ✚ The municipality's focus is often – and understandably so – on the “immediate”, or shorter-term challenges. Much of what is needed to implement the *SDF* or catalytic projects requires a longer-term view, a committed focus on one challenge, and cushioning from the daily and considerable demands of municipal management.

Partnerships are needed, with different agencies and individuals working in concert with the municipality to implement agreed objectives. Further, partnerships are required between individual corporations and owners of the land. The Adam Tas corridor is a prime example: making the most of the disused sawmill site, Bergkelder complex, Van der Stel complex, Die Braak and Rhenish complex – in a manner which contributes to agreed objectives for developing Stellenbosch town – is only possible if various landowners, the municipality, University, and investors work together, including undertaking joint planning, the “pooling” of land resources, sharing of professional costs, infrastructure investment, and so on. The municipality simply does not have the resources – and is overburdened with varied demands in different locations – to lead the work and investment involved.

4.9.3 Further Planning Work

As indicated above, over the longer term, Muldersvlei / Koelenhof and Vlotenburg along the Baden Powell-Adam Tas-R304 corridor could accommodate more growth, and be established as inclusive settlements offering a range of opportunities. However, these settlements are not prioritised for

development at this stage. Critical pre-conditions for significant development include:

- ✦ The measures required to ensure that settlements provide for a range of housing types and income groups (in a balanced manner);
- ✦ Establishing regular public transport services between settlements, including services between the expanded smaller settlements and Stellenbosch town; and
- ✦ Understanding to what extent settlements can provide local employment, in this way minimising the need for transport to other settlements.

4.9.4 Other local planning initiatives

Ideally, each of the settlements in SM should have an LSDF, applying the principles of the *SDF* in more detail. The priority for LSDFs should be determined by the position and role of settlements in the SM settlement hierarchy.

4.9.5 Checklists in Support of Decision-Making

To further assist in aligning day-to-day land use and building development management decision-making and detailed planning – public and private – with the *SDF*, it is proposed that a “checklist” of questions be employed.

If the initiators of development proposals, applicants, officials, and decision-makers all, in general terms, address the same questions in the conceptualisation, assessment, and decision-making related to proposals, a common, shared “culture” could be established where key tenets of the *SDF* is considered and followed continuously.

Although focused on the location, nature, and form of activities in space, the checklist incorporates questions addressing issues beyond space, including matters of resource management, finance, institutional sustainability, and so on.

It is not envisaged that the checklist is followed slavishly in considering every development proposal. Yet, its use is important in ensuring that relevant issues be addressed and discussed to enable decision-making in line with the *SDF* and broader provincial and national planning policy. If, in assessing a proposal or project, posing a question result in a negative answer, the proposal probably requires very careful consideration, further work, or change.

The checklist should not be viewed as static. Rather, it should be reviewed periodically and in parallel with the *SDF* review – perhaps under the leadership of the Municipal Planning Tribunal and with input from all stakeholders – to reflect the municipal spatial planning agenda and challenges.

It is proposed that the questions – together with the SPLUMA principles, and the key *SDF* strategies and policies – are packaged in an easy-to-use and accessible form to facilitate wide usage.

4.9.6 Partnerships

Arguably, the municipal budget is simply too small to achieve the vision of the *SDFs* or implement associated strategies and plans. Also, many matters critical to implementing the *SDF*, fall outside the direct control or core business of the municipality. For example, the municipality does not necessarily own the land associated with projects critical to achieving *SDF* objectives.

Even if the municipal budget is increased ten-fold, or its staff resources significantly enhanced, it would still not have the control to do what is needed for the capacity to drive critical projects. The municipality’s focus is often – and understandably so – on the “immediate”, or the shorter-term challenges. Much of what is needed requires a longer-term view, a committed focus on one challenge, and cushioning from the daily and considerable demands of municipal management.

Partnerships are needed, with different agencies and individuals working in concert with the municipality to implement agreed objectives. Further, partnerships are required between individual

corporations and owners of the land. It is increasingly evident that individual landowners are finding it increasingly difficult to develop – to make the most of what they have – individually. Specifically, the transport and movement implications of individual proposals require strong and dedicated integration. The Adam Tas corridor is a prime example: making the most of the disused sawmill site, Bergkelder complex, Van der Stel complex, Die Braak and Rhenish complex – in a manner which contributes to agreed objectives for developing Stellenbosch town – is only possible if various landowners, the municipality, University, and investors work together, including undertaking joint planning, the “pooling” of land resources, sharing of professional costs, infrastructure investment, and so on.

The municipality simply does not have the resources – and is overburdened with varied demands in different locations – to lead the work and investment involved.

There appears to be an opportunity to establish a new partnership with businesses, to the side of the municipality, to drive major integrated projects, specifically the Adam Tas Corridor. Fortunately, Stellenbosch has established (private sector) institutions with an astounding track record in achieving urban development / management objectives (e.g. Historiese Huise). Their work can be expanded, to assist in meeting new challenges, in partnership with the municipality.

CHAPTER 5:

Performance Summary of the 5th Generation IDP 2022 – 2027

5.1 Introduction

The performance reporting on the IDP deliverables for the financial year 2022/23 relating to the first-year implementation of the 5th Generation IDP 2022 – 2027 covers the period from 01 July 2022 to 28 February 2023. The complete performance report until 30 June 2023, will form part of the 2nd Review of the 5th Generation IDP 2022 – 2027.

The reporting focus on the implementation of the Municipal Manager, Mayoral, Mayoral Portfolio and Sector Plans priorities encapsulated throughout the various sections in the IDP document, and the format reflects the IDP deliverables per priority area. The IDP deliverables were revised in January / February 2022 to allow for adequate planning and implementation in the 2023/24 financial year.

The overall assessment of actual performance against targets set for the IDP deliverables as documented in the various sections of the IDP document is illustrated below:

5.2 IDP Performance Reporting: Municipal Manager IDP Priorities for 2022/23

Nine (9) IDP deliverables linked to the Municipal Manager's Priorities across directorates were measured during the 2022/23 financial year. Of the nine (9) IDP deliverables, 4 (44 per cent) were achieved while 5 (56 per cent) are in progress. The IDP deliverables in progress are expected to be completed by 30 June 2023.

Figure 22: Number of Municipal Manager Priorities achieved in the 2022/23 financial year

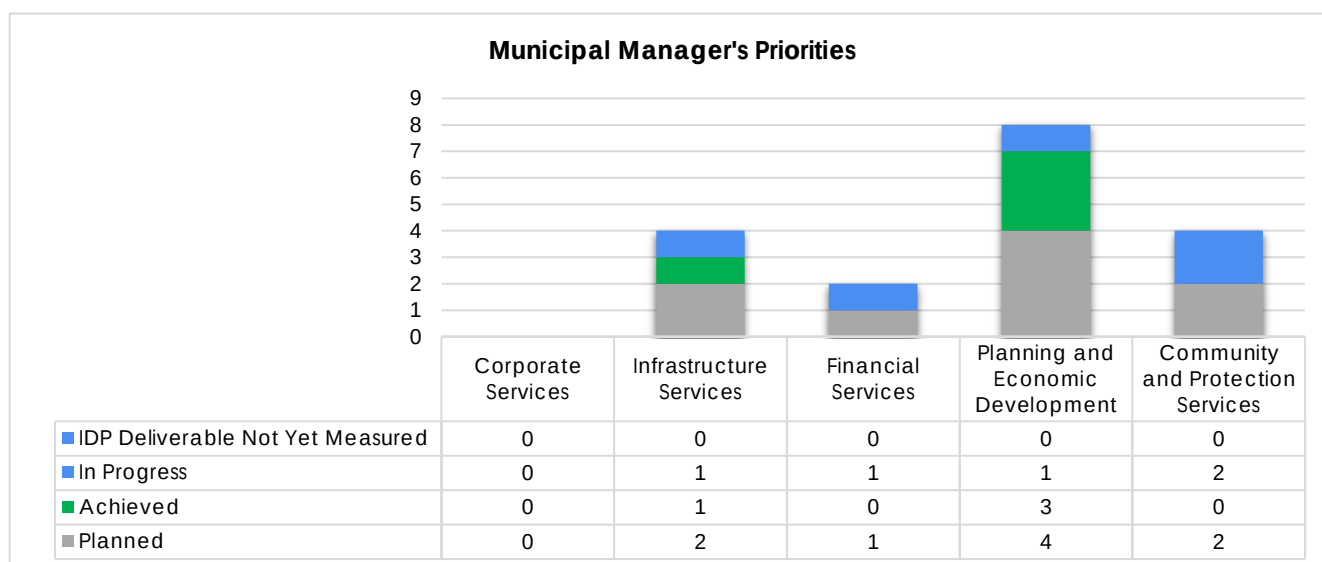
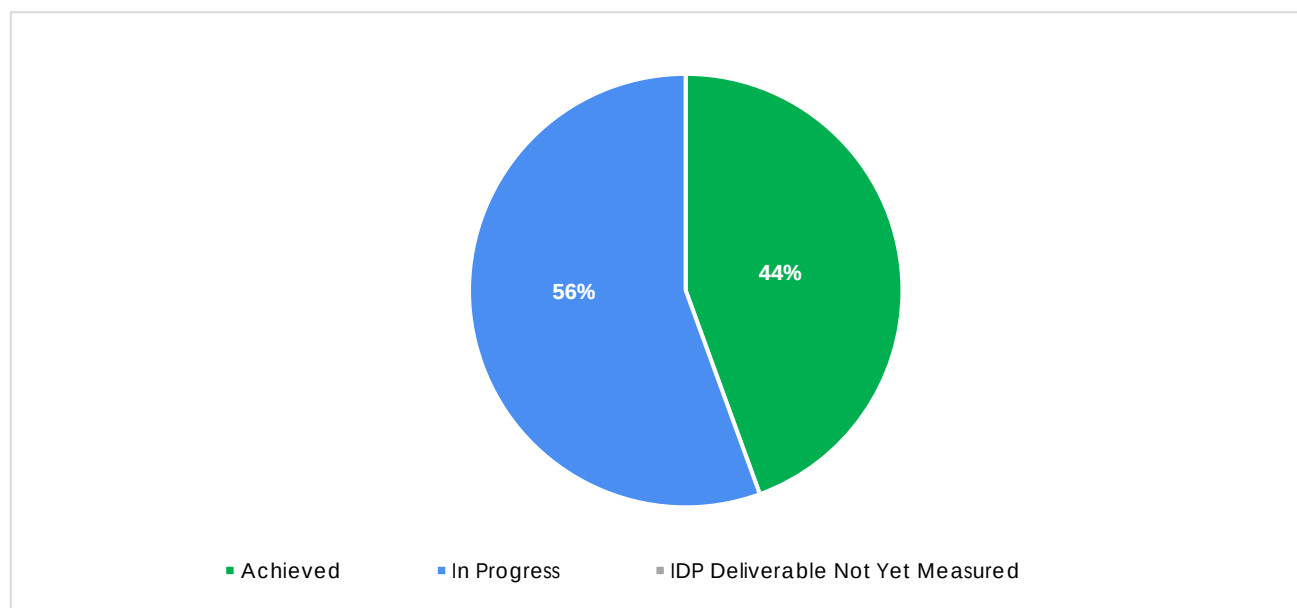


Figure 23: Percentage achieved: Municipal Manager Priorities- 2022/23

5.3 IDP Performance Reporting: Executive Mayor Priorities for 2022/23

The **Executive Mayoral** 5 – year plan has a total of 58 IDP deliverables linked to nine mayoral outcomes which are applicable for the 5th Generation IDP 2022 – 2027. Of the 58 IDP deliverables which are being measured in the 2022/23 financial year, 4 (7 per cent) were achieved as at 28 February 2023, while 54 (93 per cent) are in progress. The Mayoral IDP deliverables in progress are expected to be completed by 30 June 2023. The actual results of these deliverables will be reported in the 2nd review of the 5th Generation IDP 2022 – 2027.

Executive Mayor IDP Deliverables: 2022/23

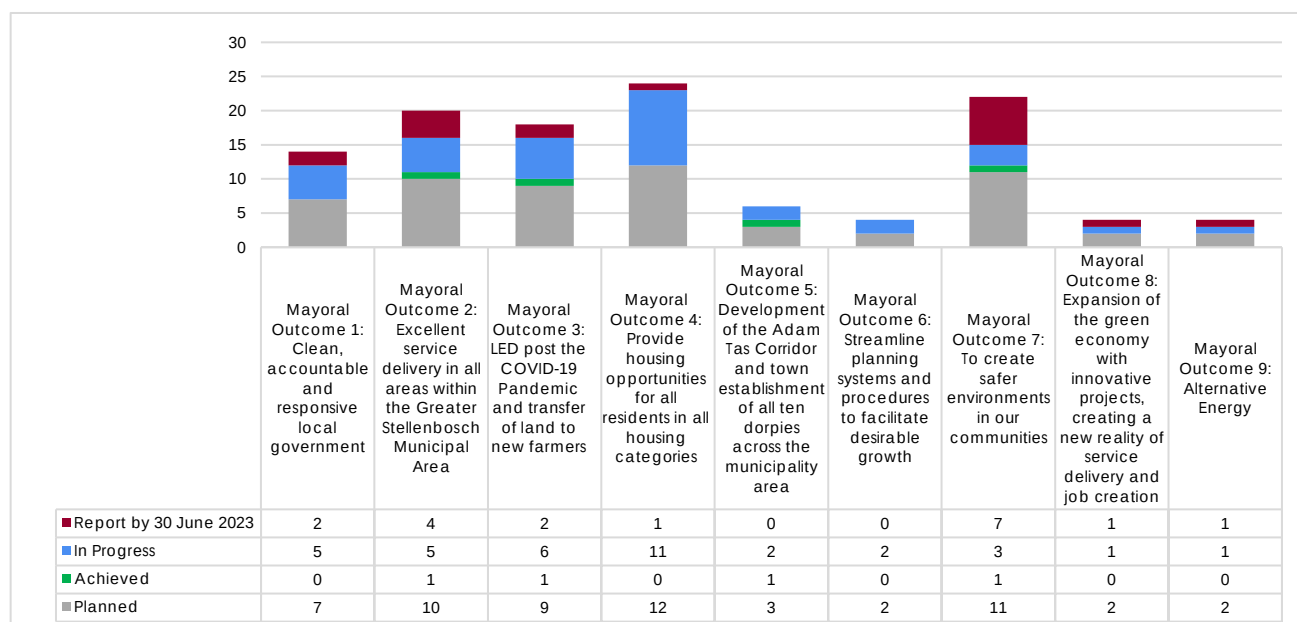
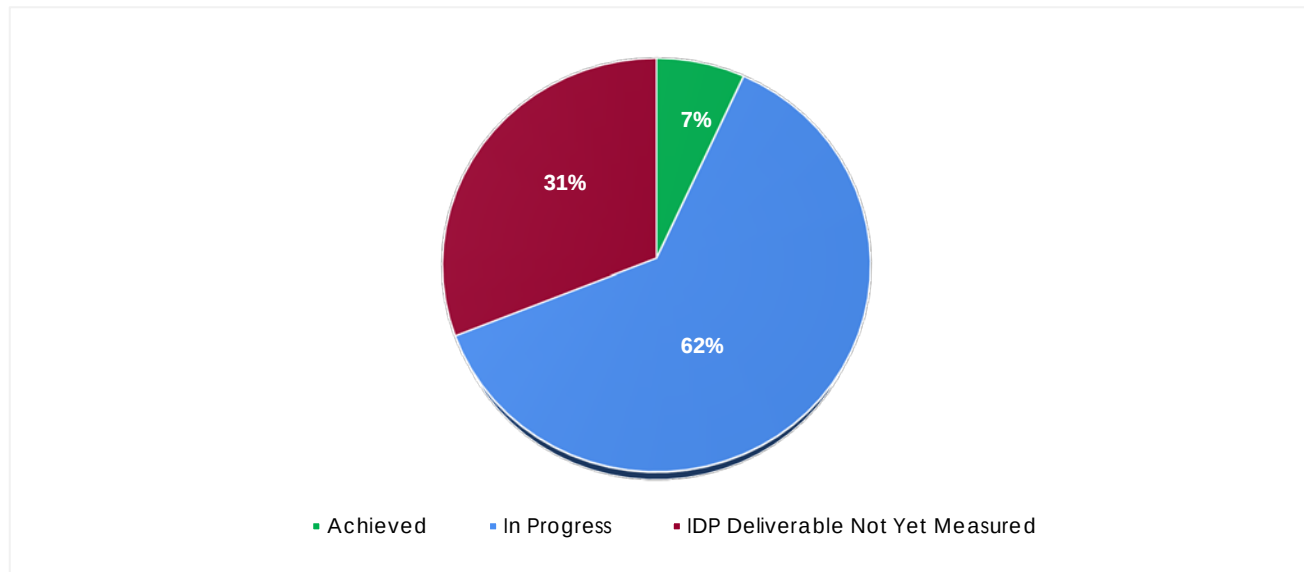


Figure 24: Percentage of Mayoral Priorities achieved for the 2022/23 financial year

5.4 IDP Performance Reporting: Mayoral Portfolios for 2022/23

The (nine) 9 **Mayoral Portfolio's** each have a 5 – year plan with specific IDP deliverables and targets applicable for the 2022/23 financial year. A total of 89 IDP deliverables are linked to nine (9) mayoral portfolios which were applicable for the 2022/23 financial year. Of the 89 IDP deliverables with applicable targets for 2022/23, 11 (12 per cent) were achieved while 29 (33 per cent) are in progress. The mayoral portfolio IDP deliverables in progress are expected to be completed in this financial year 2022/23 and 49 (55 per cent) out of the 89 mayoral portfolio IDP deliverables will only be reported on by 30 June 2023.

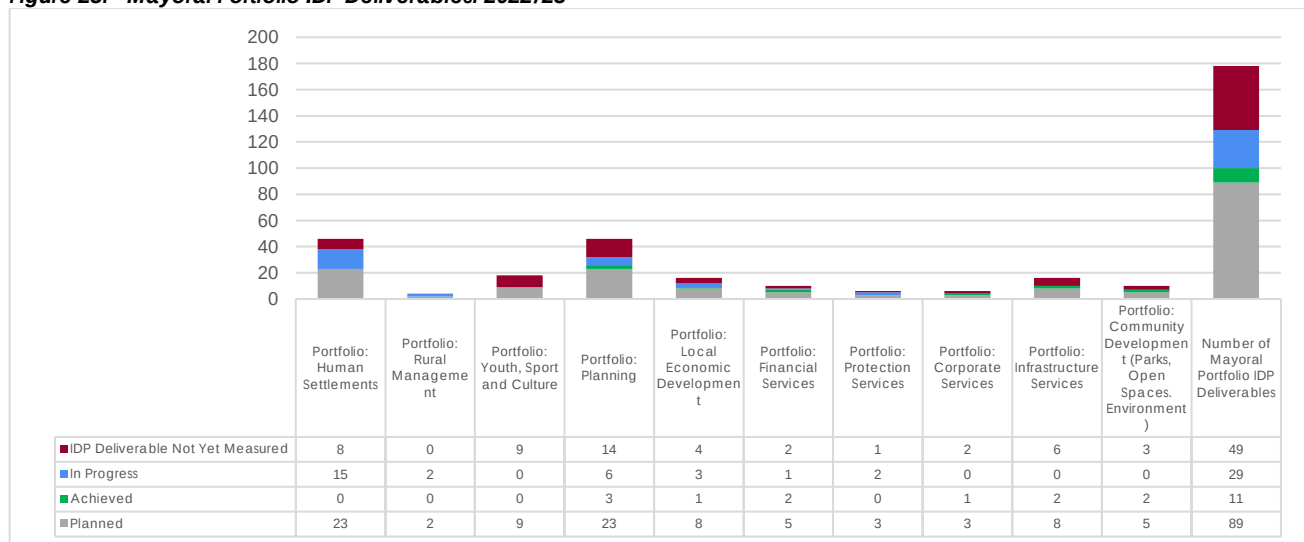
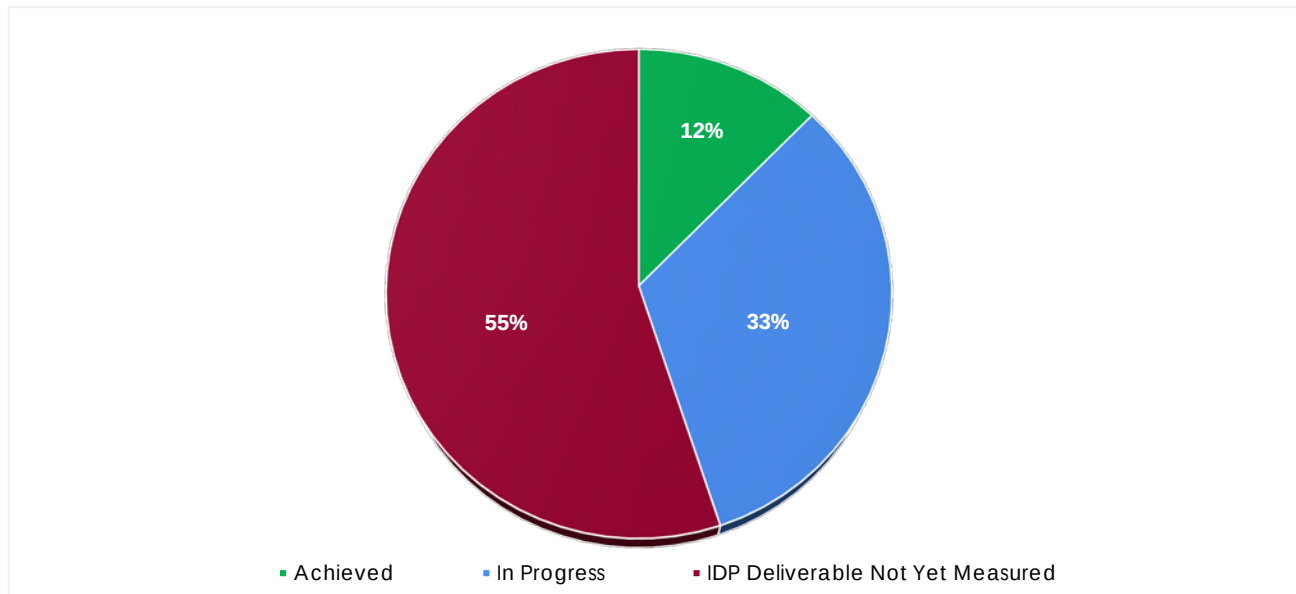
Figure 25: Mayoral Portfolio IDP Deliverables: 2022/23

Figure 26: Percentage of the Mayoral Portfolios Priorities achieved for the 2022/23 financial year



5.5 IDP Performance Reporting: Sector Plans Implementation for 2022/23

A total of 50 IDP deliverables are linked to the **nine (9) Sector Plans** for the 2022/23 financial year. Of the 50 IDP deliverables with applicable targets for 2022/23, 12 (24 per cent) were achieved while 35 (70 per cent) are in progress. The Sector Plan IDP deliverables that are currently in progress are expected to be completed in 2022/23 and 3 (6 per cent) out of the 50 IDP deliverables will only be reported on by 30 June 2023.

Figure 27: Sector Plans IDP deliverables: 2022/23

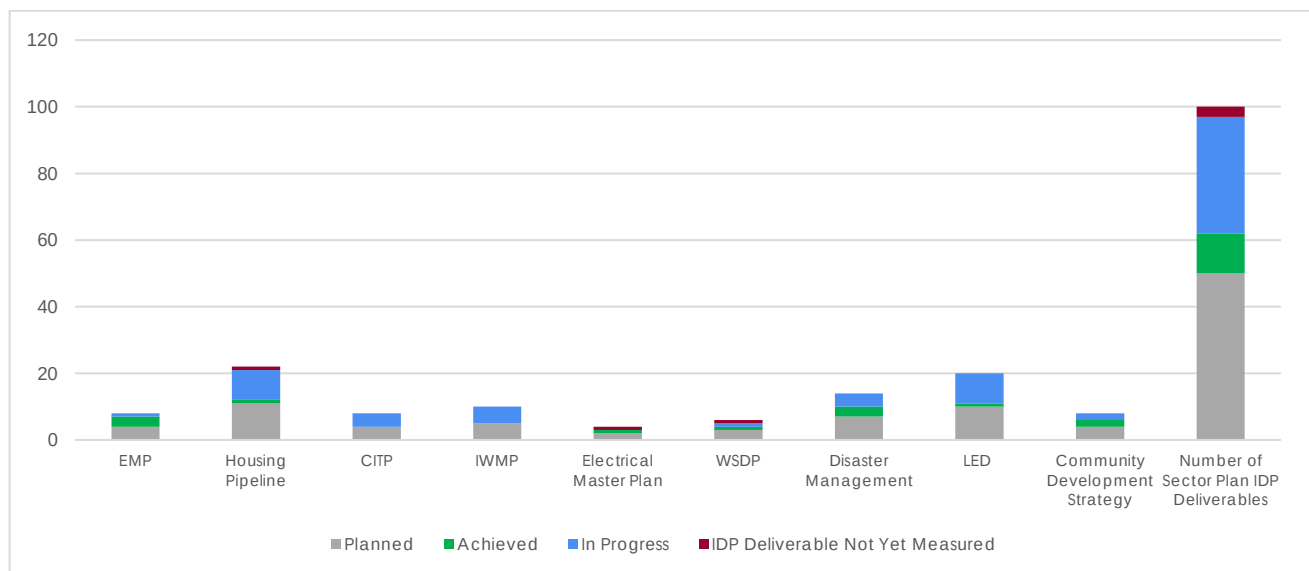
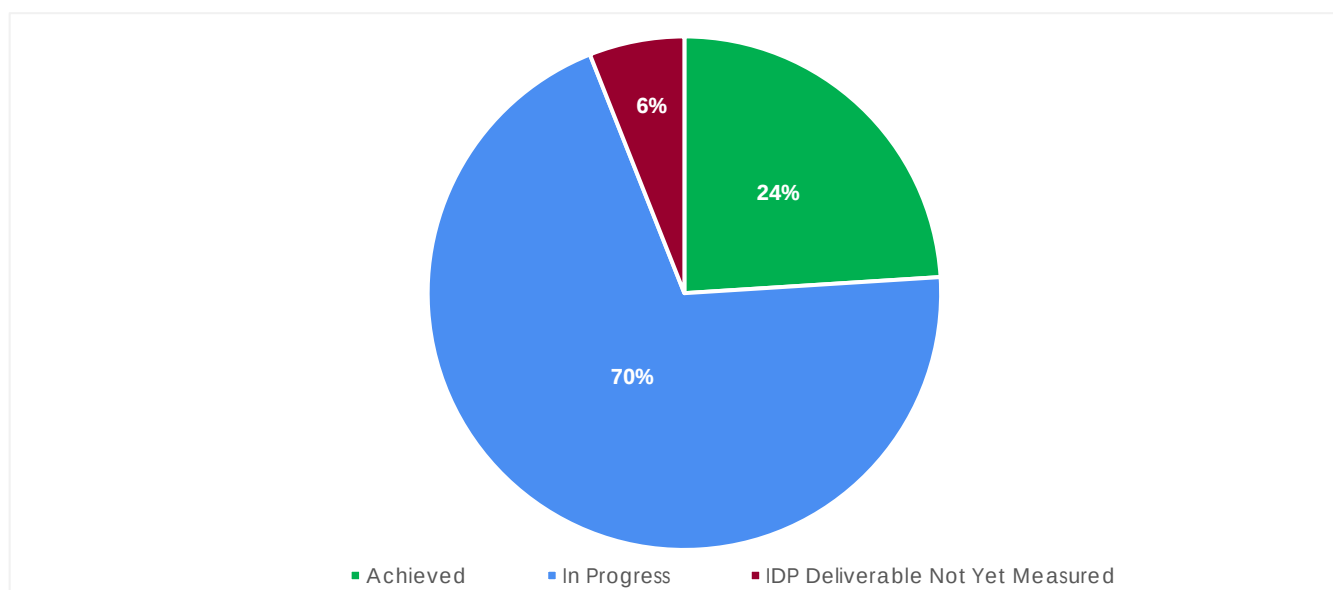


Figure 28: Percentage of Sector Plan IDP deliverables for 2022/23



CHAPTER 6:

One Plan: Service delivery, budget, programmes and projects

6.1 Introduction

Cabinet approved the District Development Model (DDM) as an All of Government and Society Approach providing a method by which all three spheres of government and state entities work in unison in an impact-oriented way, where there is higher performance and accountability for coherent and effective service delivery and development outcomes.

The DDM is an intergovernmental approach focusing on 44 districts and 8 metropolitan spaces for more effective joint planning, budgeting and implementation over multi-year planning and electoral cycles. Although each sphere, sector or entity has its distinct constitutional powers, functions and responsibilities, they cooperate and undertake collaborative planning, budgeting and implementation processes converging developmental efforts at the district / metropolitan level.

It is acknowledged that the DDM introduces a new planning instrument in the form of the **One Plan**. This process comes into a planning environment where there are existing planning instruments at local, provincial, and national levels of government. However, the One Plan is not meant to replace any of the existing prescribed development, departmental strategic and annual performance plans that each sphere, department and state entity is responsible for or required to develop. The One Plan is rather informed by these plans and once in place, it will guide the review of these plans and budgets.

The Western Cape Government-specific approach to the DDM is called the **Joint District and Metro Approach (JDMA)**. The JDMA envisages the three spheres of government to converge, using Intergovernmental (IGR) engagements, to develop similar Western Cape strategic, development and planning priorities with aligned budgets and accelerated implementation for service delivery.

The **Joint District and Metro Approach (JDMA)** -

- is a geographical (district) and team-based and citizen-focused approach;
- has the output of a single implementation plan to provide planning and strategic priorities, developmental initiatives, service delivery and capacity building;
- has the desired outcome of improving the living conditions (lives) of citizens;
- has a horizontal interface (between provincial departments) and a vertical interface (national, provincial and local government spheres);
- does not exclude local municipalities;
- is not a functions and power debate; and
- promotes collaboration using the District Coordinating Forum as the governance instrument for co-planning, co-budgeting, and co-implementation to strengthen service delivery to communities.

This chapter will provide details from all three spheres of government to give effect to the objectives and strategies contained in the 5th Generation Integrated Development Plan.

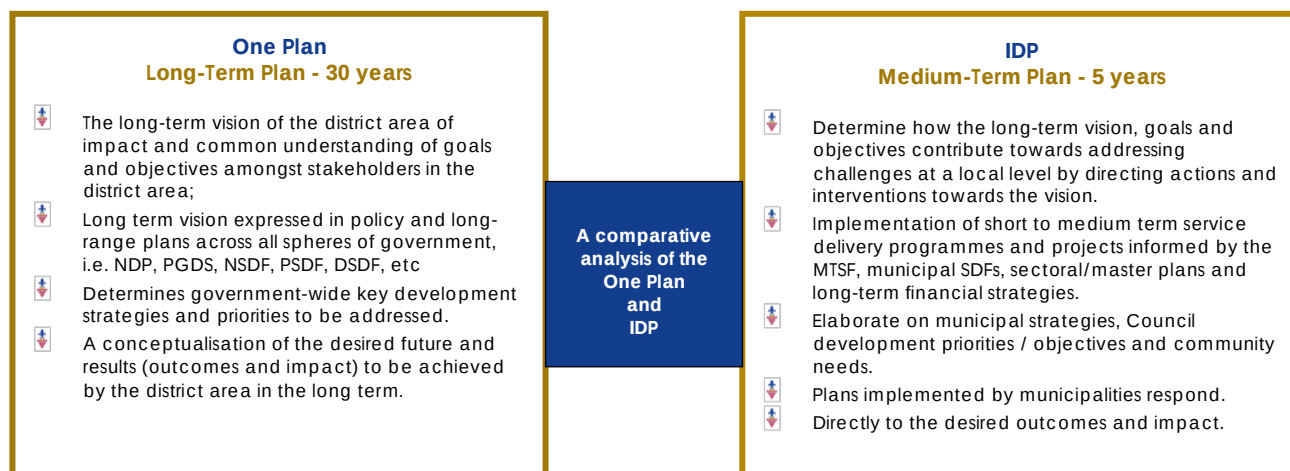
6.2 Relationship between the One Plan and Integrated Development Plan (IDP)

The One Plan does not replace the Integrated Development Plans of municipalities as the “single, inclusive and strategic plan for the development of the municipality” but is meant to strengthen and enhance the IDPs and other plans of the municipalities. It is foreseen to provide greater certainty and

direction for the IDPs. The IDP will be the vehicle through which implementation of the One Plan will happen at the local government level.

Below is a comparative analysis of the One Plan and IDP:

Figure 29: Comparative analysis of the One Plan and IDP



6.3 National and Provincial Government Priorities

6.3.1 State of the Nation Address (SONA) 2023

President Cyril Ramaphosa presented the State of the Nation Address (SONA) on 09 February 2023.

The following are key highlights from the SONA:

Load shedding

- Minister of Cooperative Governance and Traditional Affairs Nkosazana Dlamini Zuma had gazetted the declaration of the State of Disaster.
 - The state of disaster will enable the government to provide practical measures that are needed to support businesses in the food production, storage and retail supply chain, including the rollout of generators, solar panels and uninterrupted power supply;
 - It will enable the government to exempt critical infrastructure such as hospitals and water treatment plants from load shedding, if technically possible; and
 - It will enable the government to accelerate energy projects and limit regulatory requirements while also maintaining rigorous environmental protections, procurement principles and technical standards.
- Ensuring the Electricity Regulation Amendment Bill is passed to transform the energy sector and establish a competitive electricity market.

Unemployment

- Implementation of several programmes aimed at ensuring that young people were introduced to the world of work.

Poverty and the rising cost of living

- The National Treasury was considering the feasibility of urgent measures to mitigate the impact of load shedding on food prices.

Crime and Corruption

- Significantly more funding would be made available for the police, the National Prosecuting Authority and the Special Investigation Unit.

6.3.2 State of the Province Address (SOPA) 2023

Premier Alan Winde presented the State of the Province Address (SOPA) on 16 February 2023.

The following are key highlights from the SOPA:

The Energy Crisis

- An Energy Council has been established to focus on both the short-term crisis but also the longer-term;
- Development of an energy plan for the province that informs our short-term responses;
- Responding to the short-term impact of load shedding now on government services;
- Securing diesel to keep essential public services running during load shedding;
- Helping buffer schools from load shedding;
- Providing poorer households with “power packs” that help reduce the impact of load shedding on daily tasks;
- Assisting SMMEs in assessing and implementing alternative energy options.

Water and Health:

- Emergency funding will be made available to municipalities to ensure safe drinking water and working sewage infrastructure during rolling blackouts.
- Funding to be used to purchase backup generators for the treatment and supply of water services.

WiFi and Connectivity:

- Ensuring citizens have access to information.

Renewable Energy / Green Economy

- The Western Cape government is on a drive to increase energy resilience, not only to mitigate the effects of load shedding and the resulting economic damage but also to highlight the immense potential the power generation sector, specifically the green economy, has in being able to stimulate growth, attract investment and create employment.

Municipal Energy Resilience

- Key intervention of the Western Cape Government in addressing the power crisis is the Municipal Energy Resilience (MER) plan, a local government-level programme that develops, supports and builds capacity at municipalities across our province to implement renewable energy projects.
- The municipalities part of the programme is the City of Cape Town, George, Mosselbay, Stellenbosch and Saldanha.
- Stellenbosch is working towards procuring energy from Independent Power Producers.

Infrastructure Development

- The aim is to prioritise the importance of developing and maintaining critical infrastructure in the province, both as a means to ensure roads, bridges, sewerage systems, and other development projects, are of high quality and safe to use.

Education Infrastructure

- The Western Cape Government will continue to expand the province’s schooling environment.

Social Housing

- ✚ The province has committed to creating 9395 housing opportunities.

Health Infrastructure

- ✚ The province government will continuously be expanding health services to meet the needs of a growing population.

Growth For Jobs

- ✚ “Our Growth For Jobs” strategy gives expression to the government’s radical drive to drastically reduce unemployment, achieve breakout growth and offer residents meaningful opportunities to prosper.
- ✚ The strategy sets out a comprehensive and ambitious goal for the Western Cape of growing the provincial economy by between 4 and 6% by 2035.
- ✚ The goal is to fuel and stimulate economic growth to achieve an R1 trillion provincial GDP target by 2035. This would require an annual average growth of 3.8% until 2035, translating into 600 000 new jobs.

Youth Interventions

- ✚ The Western Cape’s employment figures are better than the rest of the country, more must be done to enable job growth.

Agriculture

- ✚ In the new financial year, the WCG is to support 3 000 household food gardens each year over the medium-term, as well as 85 community and school food gardens out of an annual budget of R32 million.

6.4 Status Quo on Public Infrastructure Spend

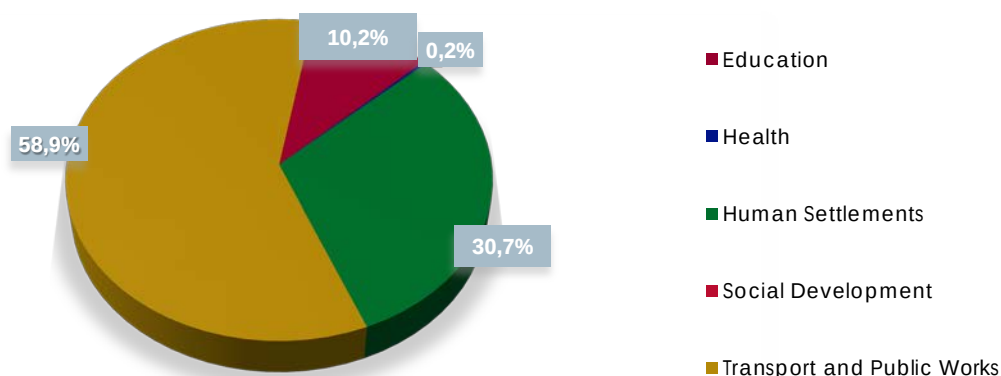
This section reflects on provincial and municipal infrastructure priorities within the Stellenbosch area for 2021/22.

6.4.1 Social Infrastructure

Spending on social infrastructure aids in social development and has the spill-over effect of enabling economic growth. A total of 41.1 per cent of the total WCG infrastructure allocation towards the Stellenbosch municipal area will be spent on social infrastructure. As displayed in the pie chart, the WCG will be spending 10.2 per cent (R17.0 million) of the total infrastructure budget in the municipal area on the Education function. Spending on education is crucial as it can serve to improve education outcomes and skills levels within a community, and more importantly, alleviate poverty through increased long-term income for individuals. A healthy and resilient community increases productivity and reduces pressures on government resources.

The WCG will in 2021/22 spend R344 000 on Health-related infrastructure within the municipal area. An allocation has also been made by the WCG towards the Housing function (R51.4 million; 25.1 per cent) to improve the quality of life of individuals within the municipal area. The municipality allocated R9.9 million towards the Housing function.

Community safety is a cornerstone of the Western Cape Economic Recovery Plan. Crime has a negative impact on the quality of life of individuals, but also on the economy by deterring private investment and causing business losses. It further creates a burden on government resources in terms of justice system costs, victim assistance and replacement of assets. The municipality has as such allocated R15.6 million (3.3 per cent) of its capital budget towards the Public Safety function.

Figure 30: Provincial Infrastructure Spend

Source: Western Cape, Social-Economic Profile 2021

6.4.2 Economic Infrastructure

Economic infrastructure is defined as infrastructure that promotes economic activity. Considering the sluggish economic growth throughout the country, spending on economic infrastructure is crucial to stimulating economic activity. The WCG will in 2020/21 spend R98.6 million on economic infrastructure, more specifically towards road transport and public works. Road transport infrastructure goes a long way towards unlocking the region's economic potential, especially due to it having the largest natural port in Africa and being a tourist destination.

The municipality assists in this regard with its contribution of R61.5 million (13.0 per cent of total municipal infrastructure spending) towards road transport.

Figure 31: Municipal Infrastructure Spend

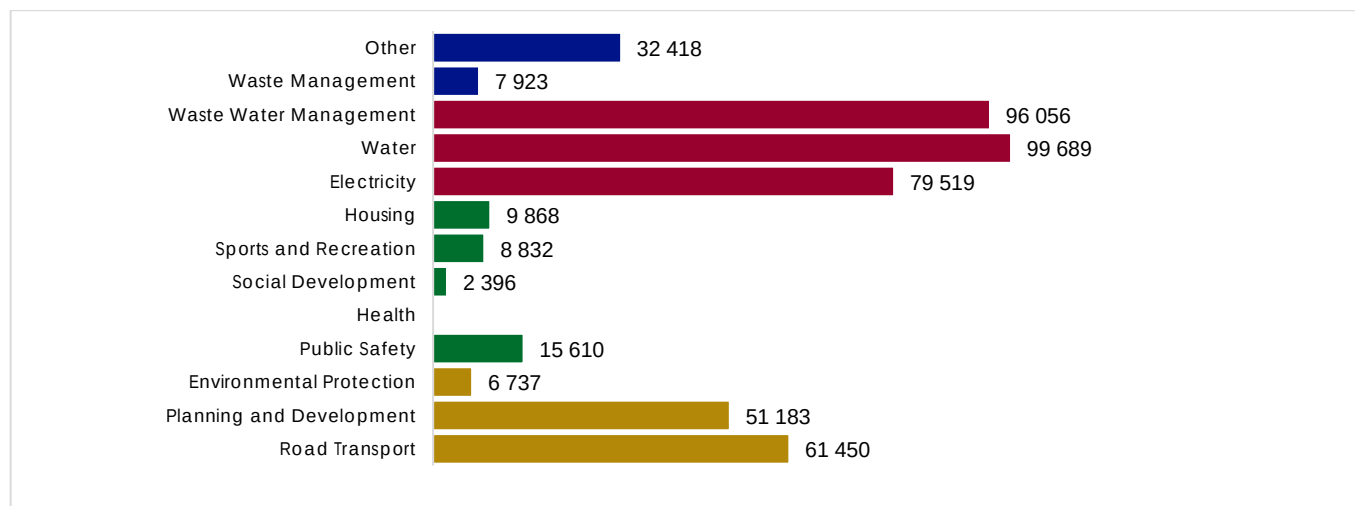
Source: Western Cape, Social-Economic Profile 2021

6.4.3 Trading Services

Basic services are crucial to improving the living conditions of citizens within the municipal area and enabling economic activity for businesses via access to water, electricity, sanitation and refuse removal. The municipality will 2021/22 channel R283.2 million towards trading services to reduce backlogs, improve service delivery standards, provide for future residential developments and to roll out basic services to informal settlements.

The 2021/22 trading services budget is mostly focused on water (R100.0 million; 35.2 per cent), wastewater management (R96.1 million; 33.9 per cent) and electricity services (R79.5 million; 28.1 per cent). A smaller allocation of R7.9 million (2.8 per cent) has been made towards the solid waste management function.

Figure 32: Trading Services



Source: Western Cape, Social-Economic Profile 2021

6.5 Intergovernmental Budgetary Allocation

The infrastructure projects and related capital projects listed below are in various stages of implementation, with certain projects being in the planning phases, others in implementation with construction in progress and some in the close-up phase of the project.

Table 33: Provincial Infrastructure Projects and Programmes MTEF period 2023/24 – 2025/26

IDP Ref No	Provincial Department	Number of Projects	Value (all amounts rounded to R'000)						MTREF Totals (R'000)
			Infrastructure Transfers - Capital	Maintenance and Repairs	New or Replaced Infrastructure	Non-Infrastructure	Rehabilitation, Renovations and Refurbishment	Upgrading and Additions	
TBC	Education	3	R0	R0	R90 000	R0	R0	R40 000	R130 000
TBC	Health	7	R0	R0	R0	R11 281	R13 823	R10 625	R35 729
TBC	Human Settlements	10	R162 695	R0	R0	R0	R0	R0	R162 695
TBC	Transport and Public Works	11	R0	R450 892	R0	R0	R726 738	R5 000	R1 182 630
Total		31	R162 695	R450 892	R90 000	R11 281	R740 561	R55 625	R1 511 054

Source: Department of Environmental Affairs and Development Planning – March 2023

Table 34: Provincial Infrastructure Investment Projects and Programmes for 2022/23 (Main and Adjustment Budget) and 2023/24 – 2025/26

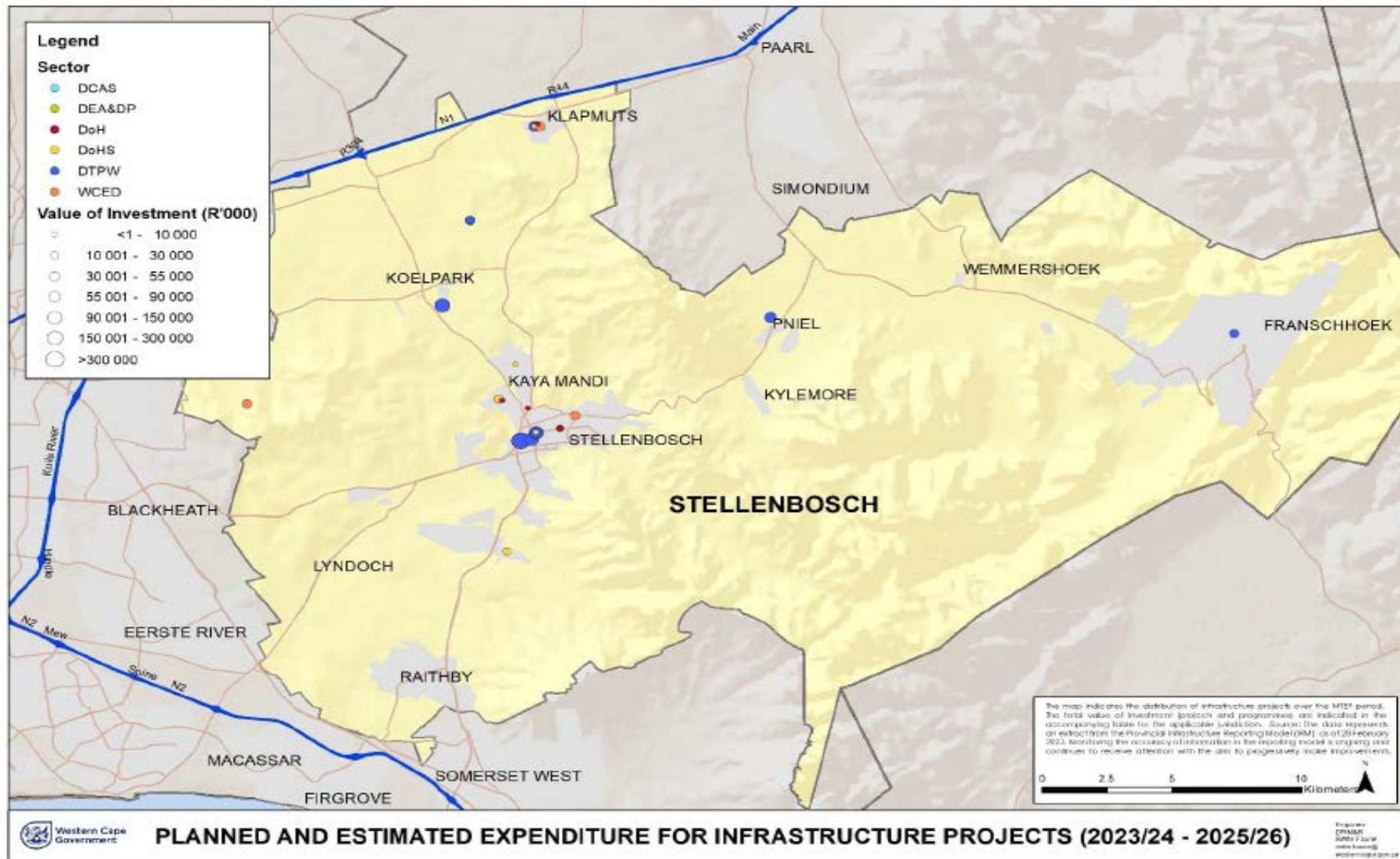
Project Name	Department	Project Status	Project Phase	Main Budget 2022-23 (R)	Adjustments 2022-23 (R)	Current Budget 2022-23 (R)	MTEF 2023/24 (Rand)	MTEF 2024/25 (Rand)	(MTEF 2025/26 (Rand)	MTEF TOTAL 2023/24 – 2025/26 (Rand)
CW DM Reseal	Transport and Public Works	Construction	Stage 5: Works	14 200 000	0	14 200 000	0	0	0	0
CW DM Re-gravel	Transport and Public Works	Construction	Stage 5: Works	27 000 000	1 006 000	28 006 000	30 000 000	31 500 000	33 075 000	94 575 000
New Klapmuts HS	Education	Feasibility	Stage 2: Concept / Feasibility	2 000 000	-1 800 000	200 000	0	0	45 000 000	45 000 000
C914 Spier Road Phase 3	Transport and Public Works	Construction	Stage 5: Works	120 000 000	0	120 000 000	120 000 000	20 000 000	0	140 000 000
Stellenbosch - Stellenbosch Hospital - Hospital and stores repairs and renovation	Health	Construction	Stage 5: Works	12 063 000	-4 538 000	7 525 000	9 091 000	4 076 000	656 000	13 823 000
CYCC-Lindelani	Transport and Public Works	Feasibility	Stage 3: Design Development	4 705 000	750 000	5 455 000	24 996 000	77 375 000	80 908 000	183 279 000
Stellenbosch - Cloetesville CDC - HT - General maintenance (Alpha)	Health	Construction	Stage 5: Works	3 176 000	-2 314 000	862 000	1 866 000	0	0	1 866 000
Modernisation Elsenburg- Main Building Phase2 (Labs)	Transport and Public Works	Design	Stage 4: Design Documentation	37 601 000	-21 300 000	16 301 000	0	0	0	0
Elsenburg Main Building Mod Phase 2 (Labs)	Transport and Public Works	Construction	Stage 5: Works	0	0	0	18 295 000	1 089 000	0	19 384 000
Elsenburg Main Building Mod Phase 3 (Labs)	Transport and Public Works	Initiation/ Pre-feasibility	Stage 1: Initiation/ Pre-feasibility	0	0	0	1 500 000	25 000 000	25 000 000	51 500 000
New Klapmuts PS	Education	Feasibility	Stage 2: Concept / Feasibility	2 000 000	-1 800 000	200 000	0	0	45 000 000	45 000 000
Stellenbosch - Stellenbosch Hospital - HT - Hospital and Stores Repairs and Renovation	Health	Construction	Stage 5: Works	2 000 000	-1 061 000	939 000	1 900 000	865 000	0	2 765 000
Vlottenburg Longlands (106 units) IRDP	Human Settlements	Construction	Stage 5: Works	68 980 000	-52 232 000	16 748 000	0	0	0	0

Project Name	Department	Project Status	Project Phase	Main Budget 2022-23 (R)	Adjustments 2022-23 (R)	Current Budget 2022-23 (R)	MTEF 2023/24 (Rand)	MTEF 2024/25 (Rand)	(MTEF 2025/26 (Rand)	MTEF TOTAL 2023/24 – 2025/26 (Rand)
C1092 Somerset West - Stellenbosch	Transport and Public Works	Final Completion	Stage 7: Closeout	1 000 000	1 202 000	2 202 000	0	0	0	0
Stellenbosch Cloeteville (380 sites) IRDP	Human Settlements	Feasibility	Stage 3: Design Development	1 100 000	0	1 100 000	1 300 000	0	6 000 000	7 300 000
ISSP Kayamandi Zone 0 (711 services) UISP	Human Settlements	Construction	Stage 5: Works	13 350 000	-7 500 000	5 850 000	13 350 000	16 080 000	6 000 000	35 430 000
Cape Winelands: Stellenbosch: Kayamandi Zone 0 - 711 Services ISSP - Phase 1	Human Settlements	Design Development	Stage 3: Design Development	0	0	0	17 380 000	10 744 00	15 800 000	43 924 000
Langrug Mooiwater Dam Phase 1 (300 sites) UISP	Human Settlements	Feasibility	Stage 3: Design Development	4 500 000	0	4 500 000	5 000 000	0	0	5 000 000
Stellenbosch - Kayamandi Clinic - Upgrade and additions (Alpha)	Health	Design	Stage 2: Concept / Feasibility	0	60 000	60 000	454 000	588 000	8 224 000	9 266 000
Maintenance - Cape Winelands	Transport and Public Works	Other - Packaged Ongoing Project	Packaged Programme	112 565 000	0	112 565 000	142 317 000	145 017 000	163 558 000	450 892 000
C749.2 Reconstruct Paarl - Franschhoek	Transport and Public Works	Design	Stage 4: Design Documentation	25 000 000	-25 000 000	0	0	0	0	0
Cape Winelands: Stellenbosch: Northern Extension: Planning for 5200 sites IRDP - Phase 1	Human Settlements	Project Initiation	Stage 1: Initiation / Pre-feasibility	1 900 000	-1 900 000	0	0	0	0	0
Stellenbosch: Kayamandi Watergang Northern Extension (2000)	Human Settlements	Packaged Programme	Packaged Programme	0	0	0	0	6 000 000	21 800 000	27 800 000
3258 - ISSP Kayamandi Town Centre (1 000 sites) UISP	Human Settlements	Feasibility	Stage 3: Design Development	3 000 000	-3 000 000	0	0	0	0	0
Jamestown Phases 2, 3 and 4 (1 044 sites) IRDP	Human Settlements	Project Initiation	Stage 1: Initiation / Pre-feasibility	2 900 000	-2 900 000	0	0	0	0	0
Jamestown Ph2, Ph3 and Ph4 (1044 sites) IRDP	Human Settlements	Design Development	Stage 3: Design Development	0	0	0	0	6 000 000	21 800 000	27 800 000
ISSP Klapmuts La Rochelle (100 sites) UISP	Human Settlements	Project Initiation	Stage 1: Initiation / Pre-feasibility	150 000	- 150 000	0	283 000	0	0	283 000
Stellenbosch Cloeteville Infill (738 sites) IRDP	Human Settlements	Project Initiation	Stage 1: Initiation/ Pre-feasibility	850 000	-850 000	0	n/a	0	0	0

Project Name	Department	Project Status	Project Phase	Main Budget 2022-23 (R)	Adjustments 2022-23 (R)	Current Budget 2022-23 (R)	MTEF 2023/24 (Rand)	MTEF 2024/25 (Rand)	(MTEF 2025/26 (Rand)	MTEF TOTAL 2023/24 – 2025/26 (Rand)
Stellenbosch La Motte Old Forest Station (1 000 sites) IRDP	Human Settlements	Project Initiation	Stage 1: Initiation/ Pre-feasibility	1 250 000	-1 250 000	0	1 500 000	0	6 000 000	7 500 000
P.C. Peterson PS	Education	Practical Completion	Stage 6: Handover	0	1 250 000	1 250 000	0	0	0	0
Ida's Valley	Human Settlements	Feasibility	Stage 3: Design Development	0	400 000	400 000	0	0	0	0
Hotspot Areas, Improve Look and Feel	Education	Project Initiation	Stage 1: Initiation/ Pre-feasibility	0	0	0	40 000 000	0	0	40 000 000
Stellenbosch - Klipmuts Clinic - Upgrade and Additions (Alpha)	Health	Not Applicable	Not Applicable	0	0	0	1 000	158 000	1 200 000	1 359 000
Stellenbosch - Klipmuts Clinic - HT - Upgrade and Additions (Alpha)	Health	Not Applicable	Not Applicable	0	0	0	0	0	2 850 000	2 850 000
Stellenbosch - Kayamandi Clinic - HT - Upgrade and Additions (Alpha)	Health	Not Applicable	Not Applicable	0	0	0	0	0	3 800 000	3 800 000
Stellenbosch: Kylemore - 236 <203> \$ (Phase 1)	Human Settlements	Packaged Programme	Packaged Programme	0	0	0	833 000	2 000 000	0	2 833 000
Cape Winelands: Stellenbosch Droë Dyke - 1000 sites - lrdp - Phase 1	Human Settlements	Feasibility	Stage 3: Design Development	0	0	0	1 400 000	3 425 000	0	4 825 000
C1217 Reseal Stellenbosch - Pniël (Helshoogte Pass)	Transport and Public Works	Initiation/ Pre-feasibility	Stage 1: Initiation/ Pre-feasibility	0	0	0	0	22 000 000	46 000 000	68 000 000
C1225.1 Reseal N1 - Stellenbosch	Transport and Public Works	Initiation/ Pre-feasibility	Stage 1: Initiation/ Pre-feasibility	0	0	0	0	0	60 000 000	60 000 000
C1229.1 Reseal Paarl - Franschhoek 14,5km	Transport and Public Works	Initiation/ Pre-feasibility	Stage 1: Initiation/ Pre-feasibility	0	0	0	0	0	45 000 000	45 000 000
C1228 Reseal Old Paarl Road Klipmuts – Paarl	Transport and Public Works	Initiation/ Pre-feasibility	Stage 1: Initiation/ Pre-feasibility	0	0	0	0	5 000 000	60 000 000	65 000 000
C1225 Stellenbosch - N1 doubling	Transport and Public Works	Initiation/ Pre-feasibility	Stage 1: Initiation/ Pre-feasibility	0	0	0	0	0	5 000 000	5 000 000

Source: Department of Environmental Affairs and Development Planning – March 2023

Map 4: Spatial distribution of Provincial Infrastructure Investment in WCO24 2023/24 – 2025/26



6.6 Cape Winelands District (CWD) JDMA Implementation Plan

A **CWDM JDMA profile** was developed in 2020 and updated in November 2021. The Cape Winelands District Profile - 2020 Perspective is a first-generation knowledge product to provide information and evidence to government stakeholders and also to:

- ✚ Provide an information source that at a glance highlights what needs to be maintained, the strengths and challenges facing the Cape Winelands District (i.e. set the context and provide the government with an intergovernmental understanding of key development trends and patterns within the District); and
- ✚ Assist in informing catalytic or strategic projects for the Joint District and Metro Approach Implementation Plan for the longer-term development of this geographical area that is both focused and targeted, but also implementation-ready, resilient, coordinated and integrated.

Given the above, the following Strategic Priorities have been identified for inclusion in the CWD JDMA Implementation Plan and approved by the District Coordinating Forum (DCF).

- ✚ Waste minimisation and management solutions
 - Regional Landfill
 - Waste Minimisation Strategies
 - Integrated Waste Management Plan
 - Waste Workshop
- ✚ Resource Resilience
 - Climate Change, Water Management and Wildfire Urban Interphase Risks
 - **Municipal Energy Resilience Programme**
- ✚ Infrastructure management and development
 - N1 Eastern by-pass
 - ESKOM Infrastructure delays (Witzenberg)
- ✚ Economic Recovery and Unemployment
 - Economic Recovery Plan - Implementation
- ✚ Urbanisation
 - Develop a guide to inform future developments
 - Monitor mega human settlement projects to inform the Guide
 - Address Land invasions
 - Provision of Basic Services for Prioritised Informal Settlements
- ✚ Community Safety
 - District Plan
 - Area-based Plan (Witzenberg)
 - SANTAM (fire and IT equipment, PPE and smoke alarms)
- ✚ Municipal Business Sustainability
 - Financial Sustainability
 - Revenue Collection: ESKOM
 - Shared Services: Development of 4 Models
- ✚ External Stakeholder involvement

Communication and IGR

Data Governance and Profile update

- The development of a dynamic profile to inform JDMA Implementation Plan developmental priorities and projects.

Digital Transformation Strategy

6.6.1 The Municipal Energy Resilience Project and Small-Scale Embedded Generations

The Municipal Energy Resilience (MER) Project was developed following an amendment to Schedule 2 of the Electricity Regulation Act in 2020, allowing municipalities to generate electricity. The key objectives of the MER Project are development, support, and capacity building to implement renewable energy projects in municipalities across the province for municipalities, businesses, and households to generate, procure and sell electricity. The project aims to secure reliable electricity supplies for the province and increase economic resilience. The project includes four approaches: creating space for small-scale embedded generation (SSEG), providing assistance in procurement processes for municipalities to source energy from independent power producers (IPPs), building a business case for utility-scale to-power generation, and finally, reforming the sector. The Stellenbosch Municipality and five other candidate municipalities are participating in the first phase of the MER Project.

This project will look at several innovative renewable energy technologies and scales, as well as cost options, the size of the investment needed, location issues, risks, municipal readiness needs, infrastructure needs, timelines for getting capacity onto the grid, transaction and procurement mechanisms, and regulatory issues.

SSEG enables solar photovoltaic (PV) systems to be grid-tied and feed in any excess electricity generated. Registering a feed-in system allows one to export excess electricity to the grid and receive credit based on the SSEG tariff. This is structured to support PV system owners while covering the cost of their electricity services.

6.6.2 Cape Winelands District Joint District Approach

The following Strategic Projects apply to the Stellenbosch municipal area:

Figure 33: Cape Winelands District Joint District Approach

IMPLEMENTATION PLAN: CAPE WINELANDS DISTRICT JOINT DISTRICT APPROACH						
Municipal Priority	Key Initiative (s)	Municipalities Involved	Project	Project lead and team ((link to existing technical structures and / or projects)	Action/s	Progress
Provincial Priority (Vision Inspired Priority 2) – Growth and Jobs						
Waste minimisation and management solutions (priority project)	Integrated Waste Management Plan	All municipalities	Review of Integrated Waste Management Plan	CWDM and DEADP	 Update the JDMA Implementation Plan in terms of DEADP lead on Waste.	Integrated Waste Management Plan  Project has commenced
Waste minimisation and management solutions (priority project)	Establishment of a Regional Waste Management Facility	All municipalities	Regional Waste Management Facility: Conduct a section 78 investigation and implement the recommendations		 Western Cape Provincial Government to assist with Supply Chain Management challenges.  Waste Management Conference will be arranged as soon as the new Council is fully functional.	Regional Waste Management  Council approved the purchasing of land for a regional landfill site.  Council approved the appointment of consultants for the design and the compilation of documents.
Resource Resilience	Water Governance and Water Service Development Plan Joint Strategy: Bulk Storage Facilities (to provide for drought) Local Economic Development / Growth and Development Strategy (for the District to address risks associated with Climate Change / Water Security)	All municipalities	Municipal Energy Resilience Programme	DLG, DEDAT, Stellenbosch Municipality and Drakenstein Municipality	 Specific pioneering projects for Drakenstein and Stellenbosch were identified.  DEDAT did a proxy to cost supply studies required by NERSA.  The next step is to compile a roadmap on the pioneering projects and the implementation thereof.  DEDAT to establish a MER Fund, to assist municipalities to prepare for the studies and enable them to look at new generation capacity specifically for Renewable energy.  Wheeling support for individual municipalities is in the process of being finalised.	 The project is in progress with quarterly updates.

IMPLEMENTATION PLAN: CAPE WINELANDS DISTRICT JOINT DISTRICT APPROACH

Municipal Priority	Key Initiative (s)	Municipalities Involved	Project	Project lead and team ((link to existing technical structures and / or projects)	Action/s	Progress
Provincial Priority (Vision Inspired Priority 2) – Growth and Jobs						
Economic Recovery, long term unemployment and its consequences (priority project)	Address factors associated with Youth unemployment	All municipalities	Economic Recovery Plan	CWDM and all local municipalities; with WESGRO and DEDAT	Further offline discussions will be held regarding unemployment.	Quarterly updates are done on projects in the Economic Recovery Plan.
Municipal Business Sustainability (priority project)	Saving costs across certain functions	All municipalities	Shared Service Model Development	CWDM and all local municipalities, DLG and IGNITE	Follow up on progress with the appointed service provider.	Audited completed.
Data Governance and JDMA Profile	Towards developing a Dynamic Profile and sharing data	All municipalities	Data Governance and JDMA Profile	DLG, CWDM and all local municipalities, DEADP, DotP, DSD	<p>Data Governance is a transversal JDMA Project.</p> <p>CEI is busy drawing up a Memorandum of Understanding (MOU) for Metros and non-Metros.</p> <p>Provincial governance structures are being set up and aligned with local government in the Western Cape. This is being done with support from the Department of the Premier and will address monitoring and evaluation,</p>	<p>Municipal Interface structures are being finalised.</p> <p>Data Sharing MoUs are being drafted and with consultations underway.</p> <p>The CWDM Data Management Plan was developed.</p> <p>Gaps in the 2020 Profile identified.</p>

6.7 Agricultural Interventions

In support of the Western Cape Department of Agriculture Strategic Plan, the municipality has identified two priority interventions on which the municipality will embark in the **period 2022 – 2027**.

Table 35: Agricultural Interventions for 2022 – 2027

Project Rating					
	Project completed.		Project in progress.		Not completed / No budget available / District Function / Provincial Function

Table 36: Agricultural Interventions

Proposed Municipal Actions in Support of the Strategic Focus Areas of the Western Cape Department of Agriculture					Target and Progress Rating					Performance Comment
Priority Area	Desired Municipal Deliverable	Status Quo within Municipality	Proposed Local Intervention (appropriate municipal action)	Timeframe to deliver (Short / medium / long term or ongoing)	2022/23	2023/24	2024/25	2025/26	2026/27	
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 longer leases)	In 2020, two (2) land parcels were identified and advertised for emerging farmers. The process is 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	Medium / long term	2	2	2	2	2	Sixteen (16) farming applications have been received.
						n/a	n/a	n/a	n/a	Assessment of farming applications has been completed. Four applications have been shortlisted for potential allocation on the two portions of available 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 food security for all	Medium / long term	2	2	2	2	2	An item will be prepared for Council for the approval of the allocation of land.
						n/a	n/a	n/a	n/a	

6.8 Stellenbosch Municipality Operational Support Plan

The projects listed in the table below were identified as projects / programmes / initiatives that would require assistance and funding from other spheres of government:

Table 37: Stellenbosch Municipality Operational Support Plan

Project / Programme/ Initiative	Responsible Internal Department/ Agency	Action/s	Estimated Funds
Climate Change Adaptation Strategy (Alien Clearing, River Management and Wildfire Management)	Department Community Service	Implementation of Alien Clearing, River Management and Wildfire Management Plans.	R2 000 000
Mega-human settlement project monitoring	Department: Housing Development	Kayamandi Town Centre: To obtain development rights/township establishment.	R2 000 000
		Jamestown: Housing (Phase 2, 3 and 4): To obtain development rights / township establishment.	R1 500 000
		Erf 7001 and other possible sites for mix-used development in Cloetesville: To obtain development rights/township establishment.	R1 000 000
Stellenbosch Municipality: Resource Resilience: Municipal Energy Resilience	Municipality / DLG / Water Services	Financial support is required for the development of pico hydropower units.	n/a
Stellenbosch Municipality: Resource Management Resilience: Water Management Resilience	Stellenbosch Municipality and DLG	Financial support is required for the development of real-time management control centres.	n/a
Improvements to public transport facilities in rural and semi-rural areas within the Stellenbosch Municipal area	Department: Roads, Stormwater and Transport	Upgrading and implementing new Taxi and Bus stops in rural and semi-rural areas within the Stellenbosch municipal area.	n/a
Improvements to the NMT network in rural and semi-rural residential settlements located within the Stellenbosch Municipal area	Department: Roads, Stormwater and Transport	Construction of Sidewalks and NMT facilities in rural and semi-rural residential settlements located within the Stellenbosch Municipal area.	n/a
Compilation of the Adam Tas Corridor Local Spatial Development Framework	Department: Development Planning (Spatial Planning)	Compilation of a Local SDF for the Adam Tas Corridor Study Area. The Compilation of a Land Use Framework to develop a Development Incentive Overlay Zone (Urban Development Zone).	n/a
Compilation of a Klapmuts Local Spatial Development Framework	Department: Development Planning (Spatial Planning)	Inclusion of Klapmuts within the Cape Metro Regional Spatial Implementation Framework ("RSIF") in partnership with WCG; CoCT; Cape Winelands District and Drakenstein Municipality which focuses on the following themes: <ul style="list-style-type: none"> Smart City Concept; Economic Development and Job Creation; and Cost-effective Services 	n/a
Other Projects, policies, frameworks, programmes and housing pipeline projects outside of the priority areas	Department: Development Planning (Spatial Planning)	Draft Economic Development Strategy (an Approach to Stimulate Economic Growth). <ul style="list-style-type: none"> Inclusionary Housing Policy. Jamestown Housing Project. De Novo. Vaaldraai. Jonkershoek. Erf 7001, Stellenbosch (Soekmekaar). 	n/a

6.9 Gender Mainstreaming

Gender mainstreaming is the process of assessing the impact on women and men of any planned development projects, including policies and programmes. It is a strategy for making women's as well as men's concerns and experiences an integral dimension in the planning, implementation, monitoring, and evaluation of projects and programmes in all areas of governance, economics, basic services, and social spheres. The ultimate goal of gender mainstreaming in the municipality is to achieve gender equality at all levels of service delivery. The United Nations Organisation defines gender equality as equal rights, responsibilities, and opportunities for women and men. It implies that the interests, needs, and priorities of both women and men are taken into consideration in the planning, decision-making, and performance of organisational functions.

Gender mainstreaming is one of the SDGs and District Development Model (DDM) objectives. The SDG (Goal 5) and DDM advocate that the government should aim for gender equality, empower all women and girls, and ensure inclusivity through gender-responsive budgeting based on the needs and aspirations of our people and communities at a local level. In support of the SDG and DDM objectives, the Stellenbosch Municipality aims to establish an environment that encourages gender mainstreaming interventions at the municipal level. Although priority issues identified by the different segments of the community cannot be addressed at once due to sufficient resources, the municipality is implementing interventions as a start to address gender and gender mainstreaming.

Gender mainstreaming will require the municipality to shift in organisational cultures and ways of thinking, as well as in the goals, structures, and allocation of resources. Through the IDP and in support of the SDG and DDM objectives, the Stellenbosch Municipality will make an effort to incorporate gender into each phase of planning. As a stepping stone to incorporating gender in municipal planning, it will take the form of identifying key gender indicators linked to the projects and programmes encapsulated in the 5th Generation IDP 2022 – 2027. The table below on the gender matrix will be revised during the 2nd Review of the 5th Generation IDP 2022 – 2027 to allow directorates the opportunity to shift to a level of implementing projects, programmes, and policies that take into account the principles of gender mainstreaming as stipulated below:

- ✚ Gender-sensitive language;
- ✚ Gender-specific data collection and analysis;
- ✚ Equal access to and utilisation of services;
- ✚ Women and men are equally involved in decision-making; and
- ✚ Equal treatment is integrated into steering processes.

The benefits of incorporating gender outcomes into the IDP will be:

- ✚ Positive impact on individuals, organisations, and at a societal level;
- ✚ Acceleration of implementation of Sustainable Development Goals (SDGs);
- ✚ Higher rate of growth and development;
- ✚ Improved resource management;
- ✚ Improved productivity; and
- ✚ By examining the overall situation of women and men across municipalities, a stronger analysis could provide a basis for identifying their specific needs and assessing whether certain groups of women and men could be adversely affected by development programmes and projects.

6.9.1 Gender Interventions

In terms of integrated planning and streamlining governance processes, the Department: Community Development and the Provincial Department: Social Development signed an MOU to collectively focus on various programmes with gender as one of the focal points. This includes the implementation of empowering programmes for women, reaching out to single mothers, hosting the 16 Days of Activism / Gender-Based Violence, and establishing a Gender-Based Violence Forum.

The implementation of gender-specific programmes is depicted in the table below:

Table 38: Gender-Based Interventions

Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Performance Comment
Establishment of the Greater Stellenbosch GBV Forum	Number of Greater Stellenbosch GBV Forums established by 30 June 2024	The provincial Department: Social Development will be the driver of this structure. To be included in the 2023/24 implementation plan of the MOU between the two government entities.
Hosting of 16 days of activism event	Number of 16 days of activism events hosted by 30 November	The 16 days of activism event will be taking each financial year for the period 2022 – 2027. This programme is linked to the Mayoral Outcome, to create safer environments for communities. Implementation and monitoring of the programme will be on a departmental level.

6.9.2 Gender Disaggregated Matrix⁵

Disaggregating information by gender, count males and females separately when gathering information on projects and programmes. Gender-disaggregated data is important because it will assist the municipality to see whether an initiative is successful at targeting and benefiting women and men. The indicators specify that all data about target groups and beneficiaries will be gender disaggregated.

Table 39: Gender Disaggregated Matrix

Directorate	Department	Indicator Description	5-Year Target 2022 – 2027		Target 2022/23		Target 2023/24		Target 2024/25		Target 2025/26		Target 2026/27		
			M	F	M	F	M	F	M	F	M	F	M	F	
		1.	Governance and Institutional Structure												
Corporate Services	Human Resource Management	1.1	Percentage of seats held by males and females in the Council	53%	48%	53%	48%	53%	48%	53%	48%	53%	48%	53%	48%
Corporate Services	Council Support	1.2	Percentage of ward committee members, disaggregated by gender	61%	39%	61%	39%	61%	39%	61%	39%	61%	39%	61%	39%
Corporate Services	Human Resource Management	1.3	Percentage of males and females in Top Management	66.7%	33.3%	66.7%	33.3%	66.7%	33.3%	66.7%	33.3%	66.7%	33.3%	66.7%	33.3%
Corporate Services	Human Resource Management	1.4	Percentage of males and females in management	80%	20%	80%	20%	80%	20%	80%	20%	80%	20%	80%	20%
Corporate Services	Human Resource Management	1.5	Percentage of male and female employees in Stellenbosch Municipality (permanent)	63.3%	36.7%	63.3%	36.7%	63.3%	36.7%	63.3%	36.7%	63.3%	36.7%	63.3%	36.7%
Corporate Services	Human Resource Management	1.6	Percentage of professionally qualified and experienced specialists and mid-management, disaggregated by gender	53.4%	46.6%	53.4%	46.6%	53.4%	46.6%	53.4%	46.6%	53.4%	46.6%	53.4%	46.6%
Corporate Services	Human Resource Management	1.7	Percentage of skilled technical and academically qualified workers, junior management, supervisors, foremen and superintendents, disaggregated by gender	52.9%	47.1%	52.9%	47.1%	52.9%	47.1%	52.9%	47.1%	52.9%	47.1%	52.9%	47.1%
Corporate Services	Human Resource Management	1.8	Percentage of semi-skilled and discretionary decision-making employees, disaggregated by gender	63.2%	36.8%	63.2%	36.8%	63.2%	36.8%	63.2%	36.8%	63.2%	36.8%	63.2%	36.8%

⁵ The 5-year and outer-year targets will be revised during the public participation period in April 2023.

[illegible]

Directorate	Department	Indicator Description		5-Year Target 2022 – 2027		Target 2022/23		Target 2023/24		Target 2024/25		Target 2025/26		Target 2026/27	
				M	F	M	F	M	F	M	F	M	F	M	F
Financial Services	Supply Chain Management	4.6	Number of 100% male and women-owned service providers appointed as service providers	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
		5.	Economic Empowerment												
Planning and Economic Development	Housing Administration	5.1	Number of registered applicants on the housing demand database, disaggregated by gender	8378	10011	8378	10011	8378	10011	8378	10011	8378	10011	8378	10011
Planning and Economic Development	Housing Administration	5.2	Number of title deeds handover to beneficiaries, disaggregated by gender	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
Planning and Economic Development	Housing Administration	5.3	Number of male and female-headed household beneficiaries in new housing developments	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
Planning and Economic Development	Housing Administration	5.4	Number of disabled male and female-headed household beneficiaries in new housing developments	1	4	1	0	1	1	1	1	1	1	1	1
Planning and Economic Development	Housing Administration	5.5	Number of Housing Consumer Education (HCE) attendees, disaggregated by gender	100	100	20	20	20	20	20	20	20	20	20	20
Planning and Economic Development	Development Planning	5.6	Percentage of attendees at SMME workshop, disaggregated by gender	60%	40%	60%	40%	60%	40%	60%	40%	60%	40%	60%	40%
Community and Protection Services	Community Development	5.7	Number of participants in accredited training programmes, disaggregated by gender	99	93	19	13	20	20	20	20	20	20	20	20
Community and Protection Services	Community Development	5.8	Number of participants in programmes for vulnerable groups (Youth, Elderly and Disability)	1287	3061	807	2581	120	120	120	120	120	120	120	120

Note: All residents, regardless of gender, benefit from the installation of ablution facilities and water points in an informal settlement. The facilities are gender-neutral and hence 100% beneficial to all genders.

CHAPTER 7:

Sector Plans and Implementation

7.1 Introduction

The municipality has several medium- and longer-term sector plans that direct the implementation of the different functional areas. These plans form an integral part of the Integrated Development Plan (IDP).

Although the time periods for sector plans and the IDP differ (e.g., the *mSDF* has a 20-year horizon, IDP has a 5-year horizon and sector plans can be revised annually), the IDP and sector plans inform each other mutually. Like the IDP, sector plans are subject to periodic review. Alignment between sector plans and the IDP allows for more effective budgeting integration.

Other service delivery implementation processes include:

Figure 34: Service Delivery Implementation Plans



The sections below expand on key sector plans of the Stellenbosch Municipality.

7.2 The relationship between the Sector Plans and Strategies

Sector plans need to support and reinforce each other to have meaning and assist in the sustainable development of the municipal area. The table below illustrates how different key sector plans inform and direct each other.

Table 40: The relationship between sector plans

Sector Plan	Spatial Development Framework	Human Settlements Plan	Integrated Transport Plan	Infrastructure Master Plans
Municipal Spatial Development Framework (mSDF)		<ul style="list-style-type: none"> Identifies areas for the satisfaction of human settlement needs Designates areas for developmental needs Indicates areas desirable for specific nature and form of urban development Indicates areas desirable for conservation Spatially reflects the distribution of community facilities Identifies areas to be protected from the settlement (e.g. heritage, agriculture and natural) Designates housing priority / restructuring areas Integrates settlement patterns with infrastructure plans 	<ul style="list-style-type: none"> Identifies areas for the satisfaction of human settlement needs Indicates areas desirable for conservation Spatially reflects the distribution of community facilities Identifies areas to be protected from the settlement (e.g. heritage, agriculture and natural) Designates housing priority / restructuring areas Indicates areas desirable for densification / specific land use / integrated networks Spatially reflects the Council's approved nature and form of urban development 	<ul style="list-style-type: none"> Identifies municipal growth direction Identifies areas to be protected from development (e.g. heritage, agriculture and natural) Identifies priority development areas Identifies infrastructure priority areas
Human Settlements Plan	<ul style="list-style-type: none"> Identifies current settlements and interventions that should be accommodated in future planning Determines settlement needs Quantifies the extent of demand for various housing typologies 		<ul style="list-style-type: none"> Identifies current settlements and interventions that should be accommodated in future planning Determines settlement needs Quantifies the extent of demand for various housing typologies 	<ul style="list-style-type: none"> Identifies current settlements and interventions which should be accommodated in future planning Determines settlement infrastructure needs Quantifies the extent of demand for services according to various housing typologies
Integrated Transport Plan	<ul style="list-style-type: none"> Determines most efficient responses to transport challenges. Identifies transport and traffic priority areas. 	<ul style="list-style-type: none"> Identifies transport and road priority areas. Determines development parameters, e.g. parking ratios, access and standards 		<ul style="list-style-type: none"> Determines most efficient responses to transport challenges. Identifies transport and traffic priority areas.

Sector Plan	Spatial Development Framework	Human Settlements Plan	Integrated Transport Plan	Infrastructure Master Plans
	<ul style="list-style-type: none"> Shapes future planning according to the most appropriate modal changes and challenges. Identifies the need for services not provided by the municipality, e.g. SANRAL, Provincial Roads, PRASA, Transnet. 	<ul style="list-style-type: none"> Shapes settlement planning according to the most appropriate modal changes and challenges. 		<ul style="list-style-type: none"> Shapes future planning according to the most appropriate modal changes and challenges.
Infrastructure Master Plans	<ul style="list-style-type: none"> Identifies existing infrastructure capacity / constraints. Identifies interventions required to support growth / infill. Designates priority infrastructure development areas / corridors. Provides for services not provided by the municipality, e.g. Telkom, Eskom, raw water supply. 	<ul style="list-style-type: none"> Identifies existing infrastructure capacity or / constraints. Identifies interventions required to support growth / infill. Provides for services not provided by the municipality, e.g. Telkom, Eskom, raw water supply. 	<ul style="list-style-type: none"> Identifies existing infrastructure capacity or / constraints. Identifies interventions required to support growth / infill. Provides for services not provided by the municipality, e.g. SANRAL, Provincial Roads, PRASA, Transnet. 	

7.3 Sector Plans and Implementation Strategies

7.3.1 Air Quality Management Plan

Stellenbosch Municipality's 3rd Generation Air Quality Management Plan (AQMP) has been approved by the Council in 2022. This document follows the adoption of the original document approved in 2013 and its first revision in 2018.

7.3.1.1 Vision, Mission and Goals

Aligned with the Cape Winelands District Municipality (CWDM) vision for air quality management the vision for the Stellenbosch Municipality, as defined in the AQMP is: Air quality in the Stellenbosch Municipality is clean and healthy.

The mission statement for achieving the stated vision is:

Air quality in the Stellenbosch Municipality is co-operatively managed for the benefit of present and future generations according to the principles of sustainable development to safeguard health and quality of life, promoting economic and social development.

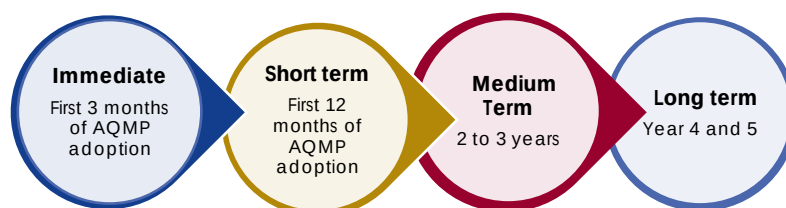
The goals to achieve the mission of the AQMP are listed below and their linkages to the Western Cape Provincial AQMP (DEA&DP, 2010) and the CWDM AQMP (CWDM, 2012) are highlighted. The three goals for the Stellenbosch Municipality AQMP are:

- ⬇ **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 of the 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 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 CWDMAQMP goal of 'Effective air quality management through an 'Emission reduction strategy; and
- ⬇ **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 (AQMS). The development of 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 an AQMS. An AQMS is a 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 (D: EA&DP, 2010). Included in this goal is the need for stakeholders to actively participate in AQM in the Stellenbosch Municipality, which links to the Provincial AQMP goal 'To continually engage with stakeholders to raise awareness concerning air quality. It also links to the CWDM AQMP goal to 'Promote communication concerning Air Quality Management.
- ⬇ **Goal 4:** 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.

7.3.1.2 Time frames

The timeframes defined for the Implementation of the AQMP are:

Figure 35: AQMP Time frames



The following immediate items were included in the AQMP:

Table 41: Items in AQMP

Objective	Activity	Responsibility
Sufficient capacity and competence exist to perform the air quality management function.	Identify capacity and competency needs.	Council
The AQMP is included in the IDP.	Prepare air quality input for inclusion in the IDP. Ensure adequate funding in the IDP for AQMP implementation.	Air Quality Officer, Council
A regulatory framework exists in the municipality for air quality management.	Develop an air quality by-law.	Air Quality Officer, Council
Emissions from waste burning are reduced.	Enforcement of the by-law.	Air Quality Officer
An Air Quality Management System exists in Stellenbosch Municipality including an emission inventory, ambient air quality monitoring and reporting.	Prepare an annual report on progress with AQMP implementation and state of air quality including emissions and ambient data and complaints.	Air Quality Officer
Stakeholders participate in AQ management	Participate and provide input / comment on development planning (e.g. EIA, SDF, SEMF).	Air Quality Officer
Dust management	Respond to and attend to odour and dust complaints.	Air Quality Officer
Noise pollution management	Respond and attend to noise complaints.	Air Quality Officer

Stellenbosch Municipality relies on data from the province's monitoring station situated at CWDM in Stellenbosch town to determine air quality or atmospheric emissions. This data is reported on by the relevant Environmental Health Official from CWDM.

7.3.2 Environmental Management Plan

Stellenbosch Municipality is continuously developing its capacity to protect the environment within its boundaries and to strive towards a municipality and communities that recognise the vital importance of their rich natural capital and manage these in a manner that ensures sustainability and fulfils the needs of all concerned.

To this effect, Stellenbosch Municipality has developed the Stellenbosch Environmental Management Framework (SEMF) approved by the Council as a sector plan for the Municipal Spatial Development Framework. The SEMF is a municipal strategic environmental management policy that responds to and complies with the relevant statutes and directives.

Stellenbosch Municipality also implemented its Invasive Alien Plant Management Plan (prepared in terms of the National Environmental Management: Biodiversity Act, 2004 (Act No.10 of 2004), completed during the 2017/18 financial year. This document has been reviewed and adopted by the Council in 2022.

The Stellenbosch Municipality owns various properties regarded as nature areas. 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 Stellenbosch Municipality is in the process of putting environmental management plans (EMPs) in place for all of these areas, including areas that are not formally declared as protected areas. The status of these is as follows:

- Mont Rochelle Nature Reserve: Approved by the Council in 2022 and will be reviewed in 2026;
- Papegaaiberg Nature Reserve: Approved EMP is in place, currently up for 5-year review;
- Jan Marais Nature Reserve: Final draft EMP prepared, to be advertised for public input;
- Paradyskloof Nature Area: Approved by the Council in 2019 and will be reviewed in 2024; and
- Ida's Valley / Botmaskop Nature Area: The first draft was advertised for public input in 2022.

7.3.2.1 Implementation Plan: Environmental Management Plan

Table 42: Summary Results: EMP - IDP Deliverables 2022/23

	Project completed	3
	Project in progress.	1
	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	0
Total KPIs		4

Table 43: Implementation: Environmental Management Plan

Funding Type								Project Rating					
▲	Municipal Funding	●	Grant Funding	■	External Loan / Funding	✗	No funding required	😊	Project completed.	😐	Project in progress.	😞	Not completed / No budget available / District Function / Provincial Function

IMPLEMENTATION PLAN: ENVIRONMENTAL MANAGEMENT															Performance Comment
IDP Ref No	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
				2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Review the Stellenbosch Invasive Alien Plant Management Plan	Number of Stellenbosch Invasive Alien Plant Management Plans reviewed by 31 March	1	1	n/a	n/a	n/a	n/a	▲	😊	n/a	n/a	n/a	n/a	Target achieved.
TBC	Submit the Mont Rochelle Nature Reserve EMP to the Municipal Manager	Number of Mont Rochelle Nature Reserve EMP submitted to the Municipal Manager by 31 March	1	1	n/a	n/a	n/a	n/a	▲	😊	n/a	n/a	n/a	n/a	Target achieved.
TBC	Review the Papegaaiberg Nature Reserve EMP	Number of Papegaaiberg Nature Reserve EMPs reviewed by 31 March	1	n/a	1	n/a	n/a	n/a	▲	n/a	n/a	n/a	n/a	n/a	
TBC	Submit the Jan Marais Nature Reserve EMP to the Municipal Manager	Number of Jan Marais Nature Reserve EMPs submitted to the Municipal Manager by 30 June	1	1	n/a	n/a	n/a	n/a	▲	😐	n/a	n/a	n/a	n/a	

IMPLEMENTATION PLAN: ENVIRONMENTAL MANAGEMENT															Performance Comment
IDP Ref No	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
				2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Review the Paradyskloof Nature Area EMP	Number of Paradyskloof Nature Area EMPs reviewed by 30 June	1	n/a	n/a	1	100	n/a	▲	n/a	n/a	n/a	n/a	n/a	
TBC	Submit the Ida's Valley / Botmaskop Nature Area EMP to the Municipal Manager	Number of Ida's Valley / Botmaskop Nature Area EMPs submitted to the Municipal Manager by 30 June	1	1	n/a	n/a	n/a	n/a	▲	😊	n/a	n/a	n/a	n/a	Target achieved. Submitted to the Municipal Manager on 28 February 2023.

7.3.3 Integrated Human Settlement Plan

7.3.3.1 Overview

An Integrated Human Settlement Plan (IHSP) is the road map for the provision of all forms of housing within a municipal area. This plan is closely linked to the municipal IDP and the Municipal SDF.

Accordingly, Stellenbosch Municipality developed an IHSP to be aligned with the IDP and the *mSDF*. Stellenbosch Municipality originally approved an IHSP in 2008. A service provider was appointed to develop and align the new IHSP with the long-term vision as envisaged in the IDP and the *mSDF*, which will be concluded in the 5th Generation IDP 2022 – 2027. A key component of the IHSP is the Housing Pipeline. The Housing Pipeline has a dual function i.e.

- (i) it is the roadmap for all Council's housing-related projects; and
- (ii) it is the official communication document between the Provincial Department of Human Settlements (PDoHS) and the municipality.

The IHSP and the Housing Pipeline have a five (5) year development horizon. Notwithstanding this, the Housing Pipeline must be reviewed and approved annually by the Municipal Council.

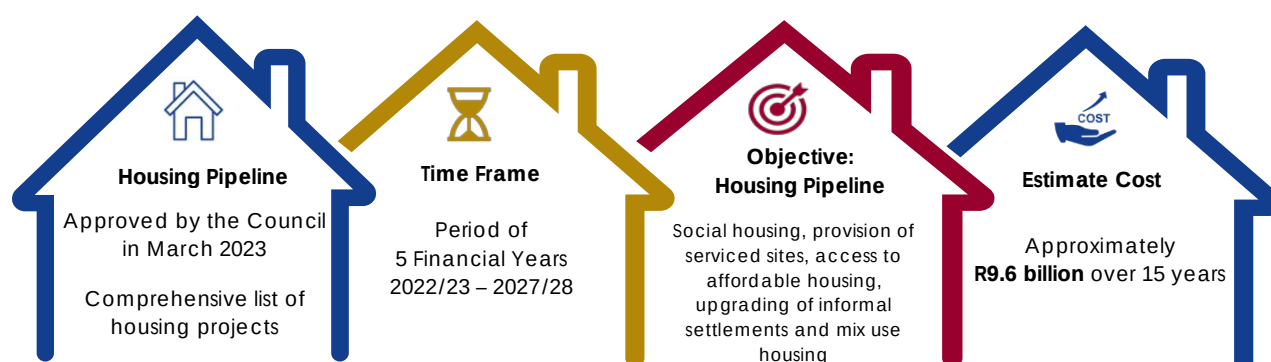
In the absence of an approved IHSP, the Housing Pipeline serves as the housing implementation strategy for the municipality.

7.3.3.2 Housing Pipeline

The PDoHS requires that every municipality must have a Housing Pipeline. The Housing Pipeline is premised on a **five-year horizon** and serves as the planning and budgeting tool for the implementation of Human Settlements initiatives. Each municipality's Housing Pipeline is an integral component of the Department of Human Settlements' Business Plan.

It is required that the Housing Pipeline must be annually reviewed. The latest review of the Housing Pipeline was approved by the Council in March 2023. This revision includes the following:

Figure 36: Housing Pipeline Time Frame, Objective and Estimate Cost



The objective of the Housing Pipeline is to provide more emphasis on the following housing types or programmes:

- Social housing (the National Minister of Human Settlements approved Stellenbosch as a restructuring town and restructuring zones in November 2016);
- Provision of serviced sites;
- Access to affordable housing (GAP housing);
- Upgrading of Informal settlements; and

- Mixed-use housing (formalised homeownership employer housing - especially farmworker housing).

The estimated cost of this programme will be approximately **R9.6 billion** over **15 years**.

- Upgrading of informal settlements, (La Rochelle, Klapmuts, Langrug and Franschhoek);
- Access to basic services (ABS);
- Jamestown, Farm 527 (phases 2, 3 and 4);
- Longlands Development;
- Upgrading of Zone O, Kayamandi;
- Ida's Valley (Erf 9445 also known as Oak Tree Village) - A key aspect of this project was to utilise municipal land provided at a reduced cost for formal home ownership to cross-subsidise other housing types;
- Enumeration of people on farms and backyarders;
- Rectification of Cloetesville subsidy houses at The Steps and Orlean Lounge;
- Erf 7001, Cloetesville (known as "Soek-mekaar");
- Upgrade of the Kayamandi CBD; and
- Northern Extension.

7.3.3.3 Upgrading of Informal Settlements

The municipality manages and coordinates the upgrading of informal settlements through the following broad objectives:

- In-situ upgrading of informal settlements;
- Upgrade informal settlements by the provision of basic services;
- Develop emergency housing sites geared to accommodate evictees;
- Enumerate / undertake demographic surveys of identified informal settlements;
- Facilitate tenure security in informal settlements;
- Assist in short-term job creation through linkages with Expanded Public Works Programme (EPWP) and longer-term job creation through upgrading programmes;
- Facilitate capacity-building and training for residents and stakeholders through direct service provision and partnerships with outside agencies; and
- Manage the provision of services and development programmes to informal settlements.

7.3.3.4 Informal backyard dwellings

The municipality through the Housing Pipeline is actively attempting to address the needs and plight of backyard dwellers within the municipal area. Currently, it is required to be registered on the Housing Demand Database and hopefully, this will result in a permanent dwelling in one of the Council's housing projects. This process is long and tedious and the chance of actually obtaining a formal house is very slim. Therefore, Council is actively researching ways in which the service (and basic services) to backyard dwellers can be improved through its various housing programmes (especially Social Housing (affordable rental)).

7.3.3.5 Social Housing

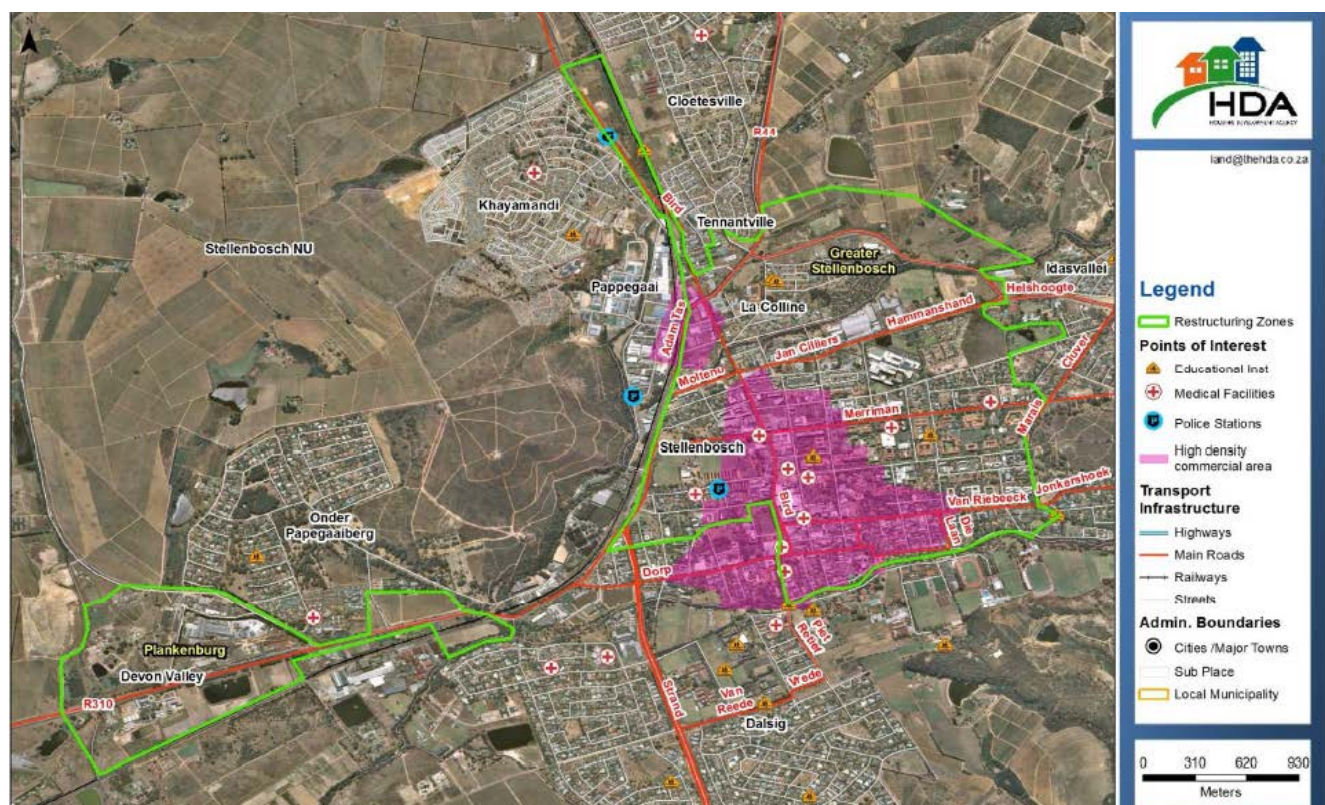
Stellenbosch Municipality was approved as a Restructuring Town in March 2017, by the National Minister of Human Settlements. This approval included the confirmation of the various Restructuring Zones within the municipality and the latter culminated in a Council decision instructing the administration to attract Social Housing Institutions (SHIs) and / or Other Development Agency (ODAs) to effect the municipality's social housing programme.

This programme aims to ensure improved quality of life for communities through a Rental housing programme. This process of integration speaks to the importance of:

- ✦ Economic sustainability: affordability, access to economic opportunities, and promoting job creation via the multiplier effect associated with building medium-density housing stock. etc.;
- ✦ Social sustainability: social integration between various income groups, access to educational, recreational and health facilities, etc.; and
- ✦ Ecological sustainability: conservation of scarce resources.

The figure below depicts areas that have been declared as **Restructuring Zones** for Stellenbosch Municipality.

Figure 37: Restructuring Zones as indicated in green



7.3.3.6 The Western Cape Housing Delivery Model

In 2020, the National Department of Human Settlements (NDoHS) issued a letter to the Provincial Department of Human Settlements (PDoHS) regarding the new directives for human settlements projects. The letter stated that the delivery of top structures was fiscally unsustainable and therefore there is a need to downscale the delivery of top structures to prioritise the delivery of enhanced service sites. The **four newly prioritised categories** for the top structure of the letter were:

- ✦ The elderly;
- ✦ Military veterans;
- ✦ Persons with disabilities; and
- ✦ Child-headed households.

In light of the correspondence received from the NDoHS, the PDoHS added to the above its **existing priority categories**:

- ✚ Backyard residents and
- ✚ Person, longest on the waiting list.

After consultation with the National Department, the PDoHS confirmed that all new projects application received from municipalities, which include top structures, must adhere to the above criteria. All the supporting applicable beneficiary approval information must be attached to the top structure project application.

7.3.3.7 Priority Human Settlements and Housing Development Areas (PDSHDA)

In 2020, the Minister of Human Settlements Gazetted the declaration of the Priority Human Settlements and Housing Development Areas (PHSHDAs). The PHSHDAs intend to advance Human Settlements Spatial Transformation and Consolidation by ensuring that the delivery of housing is used to restructure and revitalise towns and cities, strengthen the livelihood prospects of households and overcome apartheid spatial patterns by fostering integrated urban forms.

The PHSHDAs are underpinned by the principles of the National Development Plan (NDP) and allied objectives of the National Spatial Development Framework (NSDF) and the Integrated Urban Development Framework (IUDF) which include:

- ✚ **Spatial Justice:** reversing segregated development and creation of poverty pockets in the peripheral areas, integrating previously excluded groups and resuscitating declining areas;
- ✚ **Spatial efficiency:** consolidating spaces and promoting densification and efficient communicating patterns;
- ✚ **Access to connectivity, economic and social infrastructure:** ensure the attainment of basic services, job opportunities, transport networks, education, recreation, health and welfare to facilitate and catalyse increased investment and productivity;
- ✚ **Access to adequate accommodation:** the emphasis is on the provision of affordable and fiscally sustainable shelter in areas of high need; and
- ✚ **Provision of quality housing options:** ensure that different housing typologies are delivered to attract different market segments of appropriate quality and innovation.

Emphasis is placed on synchronising national housing programmes in these priority human settlements and housing development areas namely:

- ✚ **Integrated Residential Development Programme** provides a tool to plan, fund and develop integrated settlements that include all the necessary land uses and housing types and price categories to create integrated communities. It provides for subsidised, as well as finance-linked housing, social and rental housing, and commercial, institutional and other land use to be developed.
- ✚ **Social Housing Programme in Restructuring Zones** provides for Social Housing located in specific, defined localities (mostly urban) which have been identified as areas of opportunity (largely economic) where the poor have limited or inadequate access to accommodation, and where the provision of social housing can contribute to redressing structural, economic, social and spatial dysfunctionalities. It is also aimed to improve and contribute to the overall functioning of the housing sector and in particular, the rental sub-component thereof, especially insofar as social housing can contribute to widening the range of housing options available to the poor.
- ✚ **Informal Settlements Upgrading Programme** provides for the structured in situ upgrading of informal settlements to address the social and economic exclusion of communities. It remains evident that informal settlements provide new migrants and the urban poor an affordable point

of access to towns and cities, although they are also associated with high degrees of physical and social vulnerability.

✚ **Finance Linked Individual Subsidy Programme** provides for the creation of an inclusive and vibrant residential property market which can provide state assistance to households who are unable to independently access housing credit to become upwardly mobile and progress up the housing ladder.

✚ **The Special Presidential Package (SPP) Programme on Revitalisation of Distressed Mining Communities** by developing and implementing human settlements spatial transformation plans for identified mining areas.

✚ **Enhanced People's Housing Process** provides for a process in which beneficiaries actively participate in decision-making over the housing process and housing product and make a contribution in such a way that:

- o Beneficiaries are empowered individually and collectively;
- o Various partnerships are created;
- o Social capital is retained and expanded upon, and 4) housing is valued as an asset far beyond its monetary value; and
- o Housing is valued as an asset far beyond its monetary value.

The current status of the PSHDA for Stellenbosch Municipality, namely:

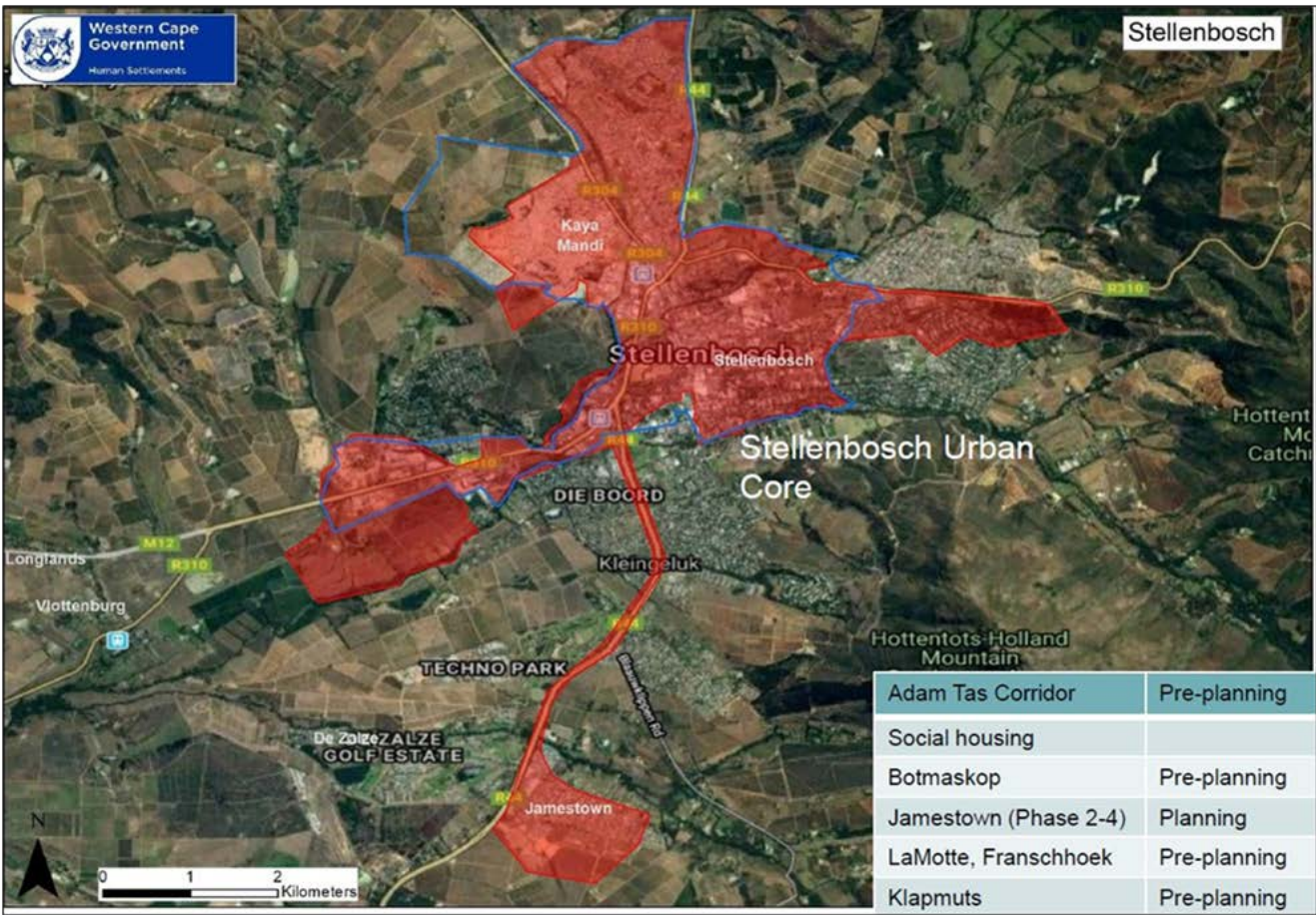
✚ The "Stellenbosch Urban Core Priority Human Settlements and Housing Development Area (PHSHDA) was formally gazette on 15 May 2020 (Government Gazette No. 43316) and consists of the neighbourhoods of Jamestown, Kayamandi and Central Stellenbosch;

✚ To date the Housing Development Agency (HDA) with assistance from the Provincial Department of Human Settlements (PDoHS) has undertaken a Status Quo Analysis in preparation for the drafting of the Stellenbosch PSHDA Development Plan. The Status Quo Analysis has been completed and will inform the drafting of the Development Plan going forward; and

✚ The PDoHS, Stellenbosch Municipality and HDA will proceed with the drafting of the Stellenbosch PSHDA Development Plan shortly.

The figure below depicts areas that have been declared as Priority Human Settlements and Housing Development Areas (PDSHDA):

Figure 38: Priority Human Settlements and Housing Development Areas (PDSHDA)



The approved Housing Pipeline is available on request at the Directorate: Planning and Economic Development, on 021 808 8462 or via email at: lester.vanstavel@ Stellenbosch.gov.za.

7.3.3.8 Implementation Plan: Priority Housing Projects and Upgrading of Informal Settlements

Table 44: Summary Results: Housing Pipeline - IDP Deliverables 2022/23

	Project completed	1
	Project in progress.	9
	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	1
Total KPIs		11

Table 45: Priority Housing Projects and Upgrading of Informal Settlements

Funding Type								Project Rating					
	Municipal Funding		Grant Funding (CCR / HSDG)		External Loan / Funding		No funding required		Project completed.		Project in progress.		Not completed / No budget available / District Function / Provincial Function

DIRECTORATE: INFRASTRUCTURE SERVICES																		Performance Comment
IDP Ref No	Responsible Department	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Project Phase	Number of Housing Opportunities	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
							2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	PMU	Construction of Longlands, Vlotenburg (144 Serviced sites)	Percentage of the Longlands, Vlotenburg Capital Budget actually spent by 30 June	Construction	144	90%	90%	n/a	n/a	n/a	n/a			n/a	n/a	n/a	n/a	Target achieved.
TBC	PMU	Rectification of Cloetesville: The Steps / Orlean Lounge Houses (Temporary units with toilets erected for temporary relocation of occupants during	Percentage of Cloetesville: The Steps / Orlean Lounge Houses rectification Capital Budget actually spent by 30 June	Construction	161	90%	90%	n/a	n/a	n/a	n/a			n/a	n/a	n/a	n/a	The project is in progress.

DIRECTORATE: INFRASTRUCTURE SERVICES																	Performance Comment	
IDP Ref No	Responsible Department	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Project Phase	Number of Housing Opportunities	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
							2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26		2026/27
TBC	PMU	Development of the Kayamandi Town Centre	Percentage of the Kayamandi Town Centre development Capital Budget actually spent by 30 June	Implementation	±1 854	90%	n/a	n/a	n/a	n/a	90%		n/a	n/a	n/a	n/a	n/a	
TBC	PMU	Development of Erf 64 Kylemore	Percentage of the Erf 64 Kylemore Development Capital Budget actually spent by 30 June	Implementation	±171	90%	n/a	n/a	n/a	90%	90%	<div></div>	n/a	n/a	n/a	n/a	n/a	
TBC	PMU	Development of Erf 2183, La Rochelle, Klapmuts	Percentage of Erf 2183, La Rochelle, Klapmuts Development Capital Budget actually spent by 30 June	Planning (service sites)	±100	90%	n/a	n/a	n/a	n/a	n/a	<div></div>	n/a	n/a	n/a	n/a	n/a	No budget allocation for the MTREF period 2023/24 - 2025/26
TBC	PMU and Department: Housing Development	Development of the Northern Extension, Kayamandi	Percentage of Northern Extension, Kayamandi Development Capital Budget actually spent by 30 June	Planning (Mix-used development)	± 5 000 - 6 000	90%	n/a	n/a	n/a	n/a	90%	<div></div>	n/a	n/a	n/a	n/a	n/a	

DIRECTORATE: PLANNING AND ECONOMIC DEVELOPMENT

IDP Refs	per	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Project Phase	Number of Housing Opportunities	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					Performance Comment
							2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	PMU	Upgrading of Zone O in Kayamandi	Percentage of the Zone O (in Kayamandi) Capital Budget actually spent by 30 June	Construction will be dealt with in phases	711	90%	90%	n/a	90%	90%	90%			n/a	n/a	n/a	n/a	Relocation of families was not achieved. The contractor could not activate it. Construction funding was removed from the adjustment budget.
TBC	Housing Development	To obtain development rights on Erf 7001, Cloetesville to establish GAP housing	Percentage of the Erf 7001, Cloetesville annual capital budget actually spent by 30 June	Planning	360 GAP housing	90%	90%	90%	n/a*	n/a*	n/a*			n/a	n/a	n/a	n/a	32% of the capital budget was actually spent by February 2023 The project is in progress.
TBC	Housing Development	Finalise the sub-division plan for Jamestown (Phases 2 and 3)	Percentage of the Jamestown, Phase 2 and 3 annual capital budget actually spent by 30 June	Planning	±2 000 housing opportunities (to be determined per phase)	90%	90%	n/a*	n/a*	n/a*	n/a*			n/a	n/a	n/a	n/a	73% of the capital budget was actually spent by February 2023 The project is in progress.

DIRECTORATE: PLANNING AND ECONOMIC DEVELOPMENT																		
IDP Refs	per	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Project Phase	Number of Housing Opportunities	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					Performance Comment
							2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Housing Development	Obtain development rights for mixed-use development for Jamestown Phase 4	Percentage of the Jamestown, Phase 4 annual capital budget actually spent by 30 June	Planning		90%	90%	90%	90%	n/a*	n/a*	<div></div>	<div></div>	n/a	n/a	n/a	n/a	74% of the capital budget was actually spent by February 2023 The project is in progress.
TBC	Housing Development	Submit status reports on Social Housing (affordable rental accommodation) on Farms 81/2 and 81/9, Stellenbosch to the Executive Mavor	Number of quarterly status reports on Social Housing submitted to the Executive Mayor	Planning (SHIs and / or ODAs attract)	±250	20	4	4	4	4	4	<div></div>	<div></div>	n/a	n/a	n/a	n/a	2 Reports submitted by February 2023.

DIRECTORATE: PLANNING AND ECONOMIC DEVELOPMENT

IDP Refs	per	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Project Phase	Number of Housing Opportunities	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					Performance Comment
							2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Housing Development	To obtain development rights for the Northern Extension, Kayamandi	Percentage of the Northern Extension Kayamandi Development Annual Capital Budget actually spent by 30 June	Planning (Mix-used development)	± 5 000 - 6 000	90%	90%	90%	n/a*	n/a*	n/a*			n/a	n/a	n/a	n/a	The Municipality submitted a request to the PDoHS informing the PDoHS that the HSDG allocation for the 2022/23 Business Plan is not aligned with funding approvals. PDoHS was requested during their adjustment budget to rectify the Business Plan and reduce the allocation.
TBC	Housing Development	To obtain development rights for Kayamandi Town Centre	Percentage of the Kayamandi Town Centre annual capital budget actually spent by 30 June	Planning (Mix -used development)	±1 854	90%	90%	n/a*	n/a*	n/a*	n/a*			n/a	n/a	n/a	n/a	80% of the capital budget was actually spent by February 2023

DIRECTORATE: PLANNING AND ECONOMIC DEVELOPMENT																		
IDP Refs	per	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Project Phase	Number of Housing Opportunities	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					Performance Comment
							2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Housing Development	To obtain development rights for Erf 64 Kylemore	Percentage of the Erf 64 Kylemore annual capital budget actually spent by 30 June	Planning	±171	90%	90%	90%	n/a*	n/a*	n/a*	<div></div>	<div></div>	n/a	n/a	n/a	n/a	65% of the capital budget was actually spent by February 2023. Expenditure occurs per the cashflow and programme.
TBC	Housing Development	To obtain development rights La Motte: Farm 1339, Farm 1158 and Farm 1158/1	Percentage of the La Motte: Farm 1339, Farm 1158 and Farm 1158/1 annual capital budget actually spent by 30 June	Planning (Mix-used development)	±1 100	90%	n/a	90%	90%	90%	n/a*	<div></div>	n/a	n/a	n/a	n/a	n/a	There has been no confirmation received that the property will be transferred.
TBC	Housing Development	To obtain development rights Erf 2183, La Rochelle, Klapmuts	Percentage of the Erf 2183, La Rochelle, Klapmuts annual capital budget actually spent by 30 June	Planning (service sites)	±100	90%	90%	n/a*	n/a*	n/a*	n/a*	<div></div>	<div></div>	n/a	n/a	n/a	n/a	The correct expenditure can only be reflected after the adjustment budget of the Municipality in January 2023. Revised funding allocation for 2022/23 Business Plan

DIRECTORATE: PLANNING AND ECONOMIC DEVELOPMENT																		
IDP Refs	per	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Project Phase	Number of Housing Opportunities	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					Performance Comment
							2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Housing Development	To obtain development rights Botmaskop Precinct	Percentage of the Botmaskop Precinct capital budget actually spent by 30 June	Planning (Mix-used development)	To be determined from studies	n/a	n/a	n/a	n/a	n/a	n/a	<div></div>	n/a	n/a	n/a	n/a	n/a	The project has been put on hold.

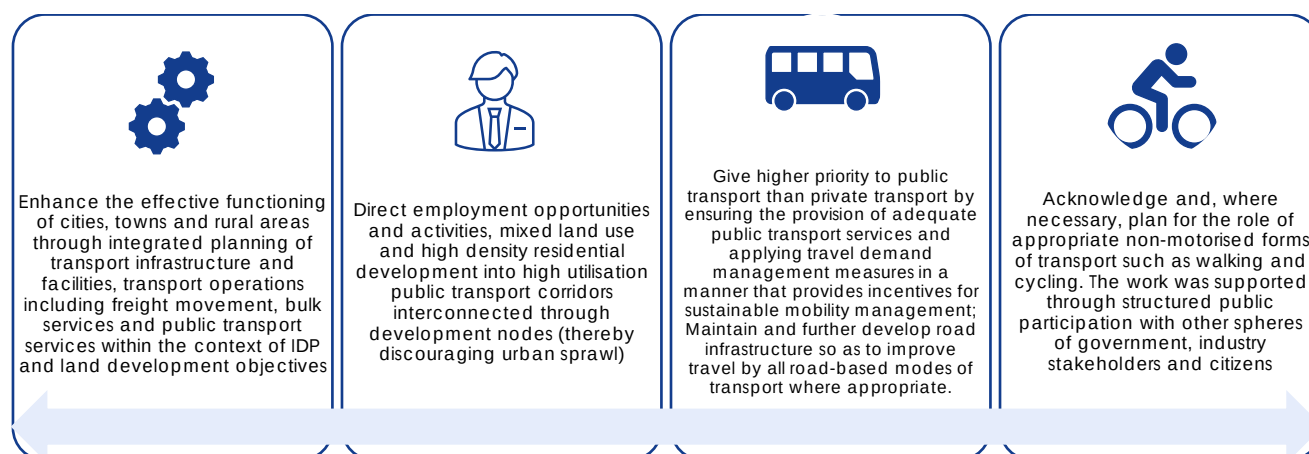
N/a* - After obtaining development rights, implementation of the project is dealt with by the Department: Project Management Unit.

7.3.4 Comprehensive Integrated Transport Plan

The National Land Transport Act, 2009 (Act No. 5 of 2009) (NLTA), requires “Type 1” planning authorities (the country’s major cities and towns (including Stellenbosch Municipality), to prepare Comprehensive Integrated Transport Plan (CITP). Generally, a CITP is considered a mechanism by which planning authorities can plan for, develop, manage, integrate and provide for all modes of transport in their areas of jurisdiction.

The current (2016) CITP is valid for a period of at least five years. The latest update was compiled and adopted by the Council on 28 April 2021. The current CITP is valid until the new review / overhaul of the CITP has been approved by the Council. The new review / overhaul of the CITP will be valid from 2023 to 2027 and is in the process of being finalised.

Figure 39: Comprehensive Integrated Transport Plan (CITP)



7.3.4.1 Strategic Interventions

The following areas of strategic intervention have been highlighted:

- “Towards Car-Free Living” 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. The municipality in collaboration with the Provincial Transport Department is investigating strategies that would improve public transport services within and around Stellenbosch.
- “Travel Demand Management” refers to strategies that manage overall demand for travel during peak periods such as congestion pricing and parking management.
- “Infrastructure and Operational Enhancements” refer to capacity improvements to transport infrastructure but only as part of the overarching transport philosophy in Stellenbosch. The municipality continues to roll out its infrastructure enhancement initiatives such as the Main Road Intersection Improvement Programme, the Traffic Signal Optimisation Programme as well as the implementation of Public Transport Facility upgrades.
- “Optimal Land-Use and Interconnected Nodes” refers to integrated land use and transport planning which supports and promotes transit-orientated development (ATC).

7.3.4.2 Implementation Plan: Comprehensive Integrated Transport Plan (CITP)

Table 46: Summary Results: CITP - IDP Deliverables 2022/23

	Project completed	0
	Project in progress.	4
	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	0
Total KPIs		4

Table 47: CITP Strategic Interventions

Funding Type							Project Rating						
▲	Municipal Funding	●	Grant Funding	■	External Loan/ Funding	✖	No funding required	😊	Project completed.	😐	Project in progress.	😞	Not completed / No budget available / District Function / Provincial Function

IMPLEMENTATION PLAN: COMPREHENSIVE INTEGRATED TRANSPORT PLAN (CITP)																
IDP Ref	Key Activity/ Project/ Programme/ Initiative (measurable action)	Description of Unit of Measurement	Project Phase	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					Performance Comment
					2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Investigations and feasibility reports for a mechanism for the Internal Transport Feeder System from park and ride areas to the CDB	Number of assessment reports for the Internal Transport Feeder System completed by 30 June	Inception / Feasibility	1	n/a	n/a	1	n/a	n/a		n/a	n/a	n/a	n/a	n/a	
TBC	Facilitating the implementation and optimisation engagements of the Public Transport System	Number of implementation and optimisation engagements of the Public Transport System facilitated by 30 June	Ongoing, forming part of the internal operational programme	5	1	1	1	1	1			n/a	n/a	n/a	n/a	

IMPLEMENTATION PLAN: COMPREHENSIVE INTEGRATED TRANSPORT PLAN (CITP)

IDP Ref	Key Activity/ Project/ Programme/ Initiative (measurable action)	Description of Unit of Measurement	Project Phase	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					Performance Comment
					2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Submission of assessments reports for management of park and ride facilities to the Municipal Manager	Number of assessments reports for management of park and ride facilities submitted to the Municipal Manager by 30 June	Inception / Feasibility	2	n/a	n/a	1	1	n/a	▲	n/a	n/a	n/a	n/a	n/a	
TBC	Develop a Congestion Charge Strategy	Number of Congestion Charge Strategies developed by 30 June	Inception / Feasibility	n/a	n/a	n/a	n/a	n/a	n/a	▲	n/a	n/a	n/a	n/a	n/a	The implementation of an efficient Public Transportation System is the first milestone before considering a congestion charge strategy.
TBC	Conduct investigations for the pedestrianisation of streets	Number of investigations for the pedestrianisation of streets conducted by 30 June	Inception / Feasibility	1	n/a	1	n/a	n/a	n/a	▲	n/a	n/a	n/a	n/a	n/a	
TBC	Completion of Tour Bus facilities in Stellenbosch and Franschhoek Towns	Number of Tour Bus facilities in Stellenbosch and Franschhoek Towns completed by 30 June	Design / Implementation (Included in CEF)	2	n/a	n/a	1	1	n/a	▲	n/a	n/a	n/a	n/a	n/a	

IMPLEMENTATION PLAN: COMPREHENSIVE INTEGRATED TRANSPORT PLAN (CITP)

IDP Ref	Key Activity/ Project/ Programme/ Initiative (measurable action)	Description of Unit of Measurement	Project Phase	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					Performance Comment
					2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Submission of an assessment report to the Provincial Department of Transport on the implementation of public transport lanes on the R44 (from both directions Stellenbosch – Somerset West)	Number of assessment reports submitted to the Provincial Department of Transport on the implementation of public transport lanes on the R44 (from both directions Stellenbosch – Somerset West) completed by 30 June	Feasibility	1	n/a	n/a	1	n/a	n/a	▲	n/a	n/a	n/a	n/a	n/a	
TBC	Engagements with the University to collaborate on the implementation and improvement of park-and-ride facilities and shuttle services for students	Number of engagements held to collaborate on the implementation and improvement of park and ride facilities by 30 June	Ongoing, forming part of the internal operational programme	n/a	n/a	n/a	n/a	n/a	n/a	▲	n/a	n/a	n/a	n/a	n/a	Linked to the park and ride deliverable in the CITP.
TBC	Completion of the Kayamandi Pedestrian Bridge	Number of Kayamandi Pedestrian Bridges completed by 30 June	Implementation (Included in CEF)	1	n/a	n/a	1	n/a	n/a	▲	n/a	n/a	n/a	n/a	n/a	Due to budget prioritisation, only the Distillery Road bridge could be budgeted for in the 2022/23 financial year.
TBC	Completion of the Lanquedoc Access Road and Bridge	Number of Lanquedoc Access Roads and Bridges completed by 30 June	Implementation (Included in CEF)	1	n/a	n/a	1	n/a	n/a	▲	n/a	n/a	n/a	n/a	n/a	Due to budget prioritisation, only the Distillery Road bridge could be budgeted for in the 2022/23 financial year.
TBC	Completion of the expansion of the NMT projects	Number of expansion of the NMT projects completed by 30 June	Implementation (Included in CEF)	1	1	n/a	n/a	n/a	n/a	▲	😊	n/a	n/a	n/a	n/a	

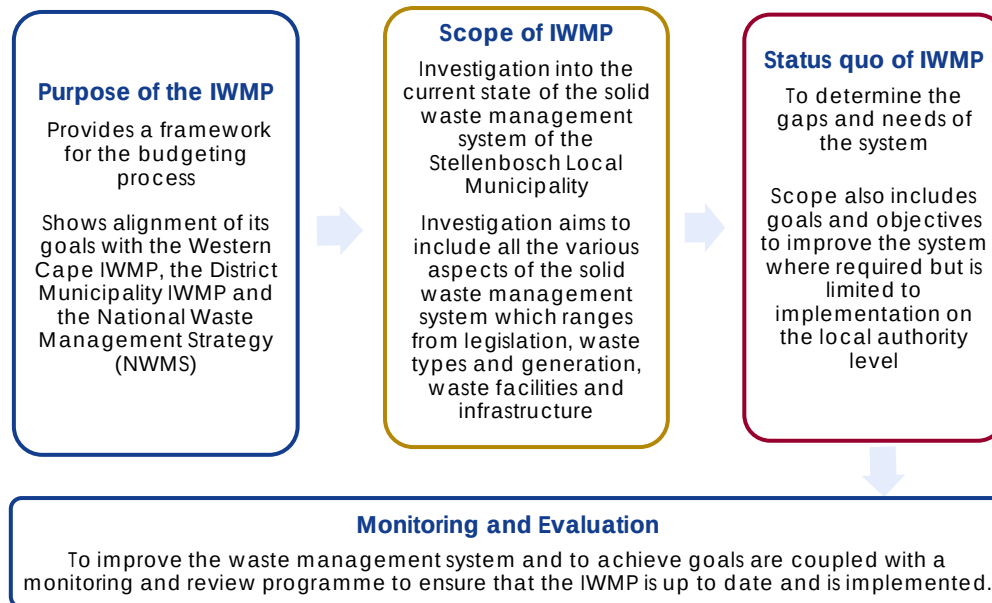
IMPLEMENTATION PLAN: COMPREHENSIVE INTEGRATED TRANSPORT PLAN (CITP)

IDP Ref	Key Activity/ Project/ Programme/ Initiative (measurable action)	Description of Unit of Measurement	Project Phase	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					Performance Comment
					2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Spent the Traffic Signal Synchronisation programme	Percentage of the Traffic Signal Synchronisation programme capital budget actually spent by 30 June	Implementation (Included in CEF)	90%	90%	90%	90%	90%	90%	▲	😊	n/a	n/a	n/a	n/a	22.50% achieved by February 2023.
TBC	Complete the improvements on the Main Road intersections (R44, Alexander Street; R44, Merriman Lane; R45 Le Roux, Franschoek; and R45, Helshoogte Road Realignment)	Percentage of the Main Road Intersection Improvements capital budget actually spent by 30 June	Implementation (Included in CEF)	90%	90%	90%	90%	90%	90%	▲	😊	n/a	n/a	n/a	n/a	22.50% achieved by February 2023. Projects are in the design phase and awaiting approval from the WCG Road Planning.
TBC	Conduct Transport Studies for the Adam Tas Corridor (ATC)	Number of Transport Studies for the ATC conducted by 30 June	Designs	1	n/a	1	n/a	n/a	n/a	▲	n/a	n/a	n/a	n/a	n/a	

7.3.4.3 Integrated Waste Management Plan (IWMP)

This third-generation IWMP was developed in 2020. The development of the IWMP is necessary, as it is an integral tool to identify current needs and act as a guide towards sustainable waste management. With regular updates to this document, changing needs and progress in the waste management sector can be tracked, and strategies can be adjusted as needed.

Figure 40: Integrated Waste Management (IWMP) Purpose, Scope and Status Quo



7.3.4.4 Implementation Plan: Integrated Waste Management Plan (IWMP)

Based on the gaps and needs identified, the aligned goals of the IWMP, and planned projects by the municipality, the plan contains the objectives, timeline, and resources required for the implementation of the IWMP. The gaps and needs identified are linked to the main goals contained in the Western Cape Provincial IWMP.

Table 48: Summary Results: IWMP - IDP Deliverables 2022/23

	Project completed	0
	Project in progress.	5
	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	0
Total KPIs		5

Table 49: Integrated Waste Management Plan Interventions

Funding Type								Project Rating					
▲	Municipal Funding	●	Grant Funding	■	External Loan / Funding	✖	No funding required	😊	Project completed.	😐	Project in progress.	😞	Not completed / No budget available / District Function / Provincial Function

Implementation Plan: Integrated Waste Management Plan (IWMP)																	Performance Comment
IDP Ref	Goal	Objective	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
						2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Goal 1: Strengthened education, capacity and advocacy towards Integrated Waste Management	Facilitate consumer and industry responsibility in Integrated Waste Management	Conduct follow-up visits to the special and hazardous waste generators in the Stellenbosch Municipality	Number of follow-up visits conducted at the special and hazardous waste generators in the Stellenbosch Municipality by 30 June	1	n/a	1	n/a	n/a	n/a	▲	n/a	n/a	n/a	n/a	n/a	
		Promote and ensure awareness and education of integrated waste management	Conduct educational awareness campaigns	Number of educational awareness campaigns conducted by 30 June	10	2	2	2	2	2	▲	😊	n/a	n/a	n/a	n/a	

Implementation Plan: Integrated Waste Management Plan (IWMP)																	Performance Comment
IDP Ref	Goal	Objective	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
						2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
		Build and strengthen waste management capacity	Attend waste management seminars and / or forums	Number of waste management seminars and / or forums attended by 30 June	15	3	3	3	3	3	▲	☹️	n/a	n/a	n/a	n/a	
TBC	Goal 2: Improved Integrated Waste Management Planning and implementation for efficient waste services and infrastructure	Facilitate municipal waste management planning	Review of the Integrated Waste Management Plan (IWMP)	Number of IWMP reviewed by 31 March	4	n/a	1	1	1	1	▲	n/a	n/a	n/a	n/a	n/a	A review will be conducted once a year from 2023/24.
			Submit the 4th Generation IWMP to MayCo	Number of 4th Generation IWMPs submitted to MayCo by 30 June	1	n/a	1	n/a	n/a	n/a	▲	n/a	n/a	n/a	n/a	n/a	
		Promote industry waste management planning	Conduct engagements with industries to reduce waste generation	Number of engagements conducted with industries to reduce waste generation by 30 June	1	n/a	n/a	n/a	n/a	1	▲	n/a	n/a	n/a	n/a	n/a	
		Promote the establishment of Integrated Waste Management Infrastructure and Services	Carry out vehicle assessments	Number of vehicle assessments carried out by 30 June	4	n/a	1	1	1	1	▲	n/a	n/a	n/a	n/a	n/a	
			Develop a mechanical biological treatment (MBT) facility	Number of MBT facilities developed by 31 March	n/a	n/a	n/a	n/a	n/a	n/a	▲	n/a	n/a	n/a	n/a	n/a	A feasibility study was conducted, and the project was found to be not feasible.
TBC	Goal 2: Improved Integrated Waste Management Planning and implementation for efficient waste services and infrastructure	Ensure effective and efficient waste information management	Conduct system improvement waste data	Number of systems improvements conducted on waste data by 30 June	4	n/a	1	1	1	1	▲	n/a	n/a	n/a	n/a	n/a	

Implementation Plan: Integrated Waste Management Plan (IWMP)																	Performance Comment	
IDP Ref	Goal	Objective	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating						
						2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27		
TBC	Goal 3: Effective and efficient utilisation of resources	Minimise the consumption of natural resources	Linked to Goal 1		n/a	n/a	n/a	n/a	n/a	n/a	▲	n/a	n/a	n/a	n/a	n/a		
		Stimulate job creation within the waste economy	Create job opportunities in the waste management sector	Number of job opportunities created in the waste management sector by 30 June	2000	400	400	400	400	400	400	▲	😊	n/a	n/a	n/a	n/a	
		Increase waste diversion through reuse, recovery and recycling	Develop identified waste diversion infrastructure to increase diversion	Number of waste diversions infrastructure developed to increase diversion by 30 June	1	n/a	n/a	n/a	n/a	n/a	1	▲	n/a	n/a	n/a	n/a	n/a	
TBC	Goal 4: Improved compliance with the environmental regulatory framework	Strengthen compliance monitoring and enforcement	Conduct internal and external compliance audits at all waste management facilities	Number of internal and external compliance audits conducted at all waste management facilities by 30 June	25	5	5	5	5	5	▲	😊	n/a	n/a	n/a	n/a		
			Attend to illegal dumping complaints	Percentage of illegal dumping complaints attended to within 48 hours	100% per annum	100%	100%	100%	100%	100%	100%	100%	▲	😊	n/a	n/a	n/a	n/a
		Remediate and rehabilitate contaminated land	Rehabilitation of the unused cell at the landfill site	Number of unused cells at the landfill site rehabilitated by 31 March	1	n/a	n/a	n/a	n/a	n/a	1	▲	n/a	n/a	n/a	n/a	n/a	

7.3.5 Electrical Master Plan

With the approval of the SDF in November 2019, which was almost within the time that the Master Plan was due for an update, the review was not done. The complete update was planned for September 2020, but due to the COVID-19 pandemic, the updating of the Masterplan was delayed.

In October 2020, the Minister of DME announced that municipalities would be allowed to purchase electricity from other sources and also generate their electricity in the future. This drastically changed the whole concept of the Stellenbosch Municipality's Masterplan. Where the municipality previously had one supplier of electricity, it would have major intake points from this one supplier. As networks flow from these points to consumers, the size of the cables will depend on the demands of these consumers for electricity. Because the municipality may now receive electricity from multiple sources, the municipal network design will no longer be compatible with this new policy. The entire Masterplan must now change, as cables in certain areas may now be too big and in a few places too small. The whole system of intake points must first be established, and once that is known, the network itself must be redesigned with the knowledge of existing and future intake points and methods of energy acquisition.

To understand what the energy sources for electricity would look like, an **Energy Masterplan** has been launched and is currently being conducted by the Council for Scientific and Industrial Research (CSIR), which will form the basis for how electricity is likely to be generated or purchased. Once this Master Plan has been completed and the SDF has been updated, it would be the ideal time to draft an entirely new Electricity Master Plan. The following timetables are planned:

- Complete the **Energy Master Plan** by December 2022; and
- Complete the **Electricity Master Plan** by June 2023.

The plans aim to provide the Stellenbosch Municipality with a clear view and a long-term plan for the development of the electrical infrastructure required to support the envisaged demand growth in Stellenbosch and surrounding areas. The municipality also evaluated the long-term viability of existing infrastructure and the expansion and refurbishment requirements thereof, where new infrastructure should be located, and which components, either existing or new, will be required.

Apart from spatial changes, the **Electrical Master Plan** is to contain the following main elements:

- Documented assessments of primary equipment at all 66/11 kV substations and 11 kV switching substations within the municipal area;
- Site-specific assessments to provide a systematic estimate of the life remaining in substation facilities, and planning to extend the life of facilities to meet future needs;
- Development of a geographical load forecast based on regional demographic and historical load growth patterns, as informed by the SDF. (The anticipated long-term load forecast was directly used as input to the expansion plan.);
- Development of network strengthening and expansion options and technical evaluations to ensure that load and performance criteria are met over the short, medium and term (2028);
- Preparation of cost estimates for the technically viable expansion and strengthening options; and
- The Electrical Master Plan is updated every five years and is used in medium-term project planning, prioritisation and budgeting.

7.3.6 Water Services Development Plan

As a Water Services Authority (WSA), the Stellenbosch Municipality has a duty, in terms of sections 12 and 13 of the Water Services Act, 1997 (Act No. 108 of 1997) to prepare and maintain a Water Services Development Plan (WSDP). The municipality prepared a comprehensive WSDP in 2007, 2012, and 2019 that is valid for a period of five years. The revision and updating of the WSDP will commence in the 2022/23 financial year.

South Africa's water resources are looked after by the Department of Water and Sanitation. Stellenbosch Municipality's Water Services sees itself as an extension of this caretaking. Water Services is responsible for acting in line with the Water Services Act and the implementation of Municipal By-Laws, policies, and procedures.

As part of the WSDP package, the municipality maintains:

- Water and Sewer Master Plans;
- Water Resources Study;
- Annual water audit;
- A Water Safety Plan;
- A drinking water quality sampling programme;
- Water and sewer pipe replacement prioritisation programme; and
- A Water Demand Management (WDM) Strategy.

The Water Master Plan, Sanitation Master Plan, Bulk Water Resources / Drought Intervention Plan, Asset Register and Pipe Replacement Prioritised Programme were updated in 2019.

A brand-new Master Plan is envisaged to be commenced with and completed in 2023. Since water management has drastically changed with the advent of drought, the use of greywater, and the increasing cleansing of rivers, it is needed to be redone. It will also align the Water Master Plan with the latest changes to the SDF.

The Water Conservation and Water Demand Management (WC and WDM) strategy is a comprehensive study, which includes a 10-year financial plan. The strategy has two goals: the municipality will prioritise the implementation of WC and WDM and will ensure ongoing planning, management, monitoring and an enabling environment. The WC and WDM initiatives include a water pipe replacement programme, indigent domestic leak repair and meter replacement programme, Stellenbosch water meter audit and Stellenbosch in-house water services operation and maintenance.

Poverty reduction and improved water management are closely linked. Section 4B of the Constitution lists water and sanitation services, limited to potable water supply systems and domestic wastewater and sewerage disposal systems, as a local government function.

Access to basic water is defined as 25 liters of potable water per day supplied within 200 meters of a household.

Due to the severe drought experienced recently and very low rainfall recorded in recent years, the municipalities in the Western Cape had to enforce water restrictions that were lifted in recent years.

Stellenbosch Municipality supplies water to its consumers through the following water supply systems:

- Stellenbosch (Jonkershoek and Theewaterskloof tunnel);
- Franschhoek;
- Wemmershoek (treated water imported from the City of Cape Town);
- Blackheath (treated water imported from the City of Cape Town);
- Faure (treated water imported from the City of Cape Town); and

Other own sources (Boreholes).

The total population supplied with water in the Stellenbosch Municipal area amount to approximately 213 710 people. Water is also supplied to a fairly extensive industrial area.

Emergency water is supplied to farm communities that do not get water from the farms that they stay on.

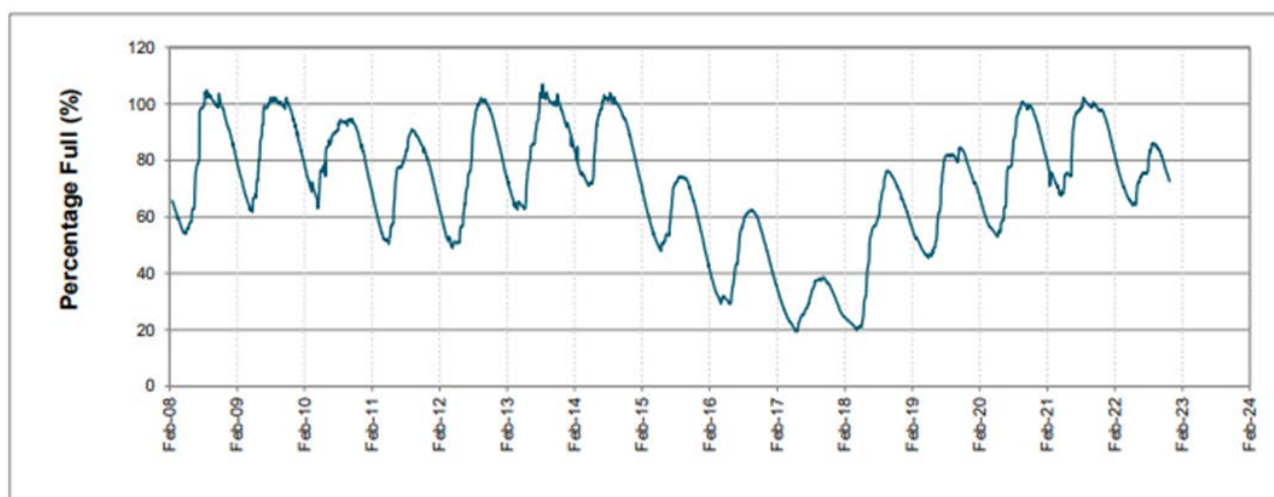
Stellenbosch Municipality manages three water treatment works, namely Ida's Valley, Paradyskloof and Franschhoek. The potable water supply from these works amounts to 21.2 MI/d on average and a further 9.1 MI/d was obtained from the City of Cape Town during the financial year, ensuring a supply of approximately 30.4 MI/d to the municipal area.

Areas supplied by the Wemmershoek Water Treatment Works include half of Franschhoek town, La Motte, Wemmershoek, Pniël, Boschendal, Johannesdal, Kylemore, Lanquedoc, Klapmuts, Koelenhof, Elsenburg, Devon Valley and Muldersvlei. Areas supplied by Blackheath water treatment works include Polkadraai, Spier and Vloottenburg. Areas supplied by the Faure Water Treatment Works are Faure, Jamestown, De Zalze, Raithby and Lynedoch. Although these water treatment works fall within the sphere of responsibility of the City of Cape Town, their impact concerning water quality and quantity needs to be monitored and considered by Stellenbosch Municipality.

Stellenbosch Municipality supplies potable water to the entire municipal area through a network and infrastructure consisting of 56 reservoirs / holding tanks and water towers, 41 water pump stations, 43 pressure-reducing valve installations, 729 kilometers of pipeline and 80 water supply zones. The network is fully controlled and operated by a telemetry system.

The bulk water input into the water network for 2021/2022 was 11 108 208 kl, with an annual average daily demand of 30 433 kl/day. About 42% of the water supplied is purified from its water sources at the Ida's Valley and Franschhoek water treatment plants. The balance is supplied by the City of Cape Town and the Paradyskloof Water Treatment Plant, where raw water supplied by the Department of Water and Sanitation is purified. Potable water supplied by the City of Cape Town is analysed every month by the City of Cape Town.

Figure 41: WCWSS Storage Record (2008 – present)



Ida's Valley and Paradyskloof Water Treatment Works are equipped with some analytical capabilities and routine plant analyses are performed in-house. A full water quality monitoring programme is further performed for the municipality by an accredited external laboratory / contractor. Maintenance of equipment is performed in-house and by specialist contractors.

7.3.6.1 Basic Services and Level of Services

- There is no basic water and sanitation services backlog in the urban areas of the municipality. A small number of households on farms are still without basic water and sanitation services.
- The clinics, hospitals and schools in the municipal area have adequate and safe water supply and sanitation services.
- All indigent households receive free basic water (the first six kilolitres of water) and sanitation services.
- All the formal households in urban areas of the municipality are provided with water connections and waterborne sanitation facilities inside the houses (higher level of service). Communal standpipes and ablution facilities are provided in the informal areas as a temporary emergency service. Communal standpipes represent the weakest part of a network's water supply services. Standpipes are often constructed in ways that cannot withstand excessive use (and abuse) and are often neglected in terms of operation and maintenance, adversely affecting the health of their already vulnerable and poor users.
- A sustainable type of water and sanitation facility needs to be provided to the households on those farms with current services below the minimum service level standard. Stellenbosch Municipality is committed to supporting the private landowners as far as possible concerning addressing the current services backlog on farms, as identified through the Cape Winelands Rural Survey of Service Levels.
- From a water services perspective, the most significant challenges are the augmentation of the existing water sources, the replacement and upgrading of old infrastructure to accommodate development, the provision of sustainable basic services to informal settlements, and ensuring the provision of basic services to rural communities located on private farms.

7.3.6.2 Maintenance of Infrastructure

Both water infrastructure and sanitation infrastructure require serious remedial investment. About a third of the water supply infrastructure is in poor or very poor condition and the condition backlog is more than R300 million. The bulk of the backlog is made up of the old Asbestos Cement (AC) water reticulation pipeline assets. About 40% of the sanitation infrastructure is in poor or very poor condition and the condition backlog is in the order of R250 million. The bulk of the backlog consists of the old Asbestos Cement (AC) and Pic Fibre sewer reticulation assets in the Stellenbosch area.

Wastewater Treatment Works

An Infrastructure Asset Register is in place for all water and sanitation infrastructure. An Infrastructure Asset Management Plan must be developed and implemented, based on the principle of preventative maintenance to ensure that damage to assets is prevented before it occurs. Assets must be rehabilitated and / or replaced before the end of their economic life and the necessary capital funds must be allocated for this purpose. Maintenance activities have been increasingly focused on reactive maintenance as opposed to preventative maintenance.

7.3.6.3 Implementation Plan: Water Services Development Plan

Table 50: Summary Results: WSDP - IDP Deliverables 2022/23

	Project completed	1
	Project in progress.	1
	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	1
Total KPIs		3

Table 51: Water Services Development Interventions

Funding Type								Project Rating					
▲	Municipal Funding	●	Grant Funding	■	External Loan/ Funding	✖	No funding required	😊	Project completed.	😐	Project in progress.	😞	Not completed / No budget available / District Function / Provincial Function

Implementation Plan: Water Services Development Plan															Performance Comment	
IDP Ref No	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Current Infrastructure Projects	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
					2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26		2026/27
TBC	Upgrading of the Wemmershoek WWTW	Number of Wemmershoek WWTWs upgraded by 31 March	Wemmershoek WWTW Upgrade will increase capacity and improve the quality of effluent discharged into the Berg River.	1	n/a	n/a	1	n/a	n/a	▲	n/a	n/a	n/a	n/a	n/a	Phase 1 is completed. Phase 2 is budget-dependent and completion is planned for 2024/25. Finalised design at the end of the next financial year.
TBC	Upgrading of the Pniël WWTW	Number of Pniël WWTWs upgraded by 31 December	Pniël WWTW upgrade will increase the capacity and the quality of effluent	1	1	n/a	n/a	n/a	n/a	▲	😊	n/a	n/a	n/a	n/a	The target will be achieved by 30 June 2023.

Implementation Plan: Water Services Development Plan																Performance Comment
IDP Ref No	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Current Infrastructure Projects	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
					2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Complete the Vlotenburg / Polkadraai Bulk Water Supply Pipeline	Number of Vlotenburg / Polkadraai Bulk Water Supply Pipeline completed by 30 June	The upgrading of the Vlotenburg / Polkadraai Bulk Water Scheme is a 60-week construction phase	1	n/a	1	n/a	n/a	n/a	n/a	▲	n/a	n/a	n/a	n/a	Phase 1 construction is underway and projected to be completed in 2023/24.
TBC	Upgrading of the Uniepark (Rosendal Reservoir) Bulk Water Supply Pipeline	Number of Uniepark (Rosendal Reservoir) Bulk Water Supply Pipelines upgraded by 30 June	Uniepark (Rosendal Reservoir) Bulk Water Upgrade consists of multiple phases.	1	1	n/a	n/a	n/a	n/a	n/a	▲	😊	n/a	n/a	n/a	Target achieved in 2022/23. Phase 1 is complete. Phase 2 is budget-dependent and earmarked for 2025/26.
TBC	Upgrading of the Kayamandi and Northern Extension Bulk Water Supply Pipeline	Number of Kayamandi and Northern Extension Bulk Water Supply Pipelines upgraded by 30 June	Kayamandi and Northern Extension Bulk Water Upgrade is in the final design stage and will include a 10ML Reservoir, 4km of Bulk Supply Pipelines and a water transfer pumpstation (Onder Papagaa).	1	n/a	n/a	n/a	n/a	1	▲	n/a	n/a	n/a	n/a	n/a	As per the Capital Expenditure Framework (CEF) A budget is allocated for implementation to start in 2024/25.
TBC	Construction of the new Jamestown Reservoir	Number of new Jamestown Reservoirs constructed by 30 June	New Jamestown 5ML Reservoir and Bulk Pipeline	1	n/a	1	n/a	n/a	n/a	n/a	▲	n/a	n/a	n/a	n/a	The target will be achieved by 30 June 2024.

Implementation Plan: Water Services Development Plan																Performance Comment
IDP Ref No	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Current Infrastructure Projects	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
					2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Construction of the new Jonkershoek WTP	Number of new Jonkershoek WTPs to be constructed by 30 June	The new Jonkershoek WTP Project consists of a new 15 l/s water filtration plant, complete with disinfection and stabilisation.	1	n/a	n/a	1	n/a	n/a	▲	n/a	n/a	n/a	n/a	n/a	The project requires a design revisit. Design completion is targeted for the 2023/24 financial year.
TBC	Upgrading of the Ida's Valley WTP	Number of Ida's Valley WTPs upgraded by 30 June	Ida's Valley WTP Upgrade is in the planning phase with funding to be secured in the CEF.	1	n/a	n/a	n/a	n/a	1	▲	n/a	n/a	n/a	n/a	n/a	The project is in the early design stage. Design completion is targeted for the 2024/25 financial year.

7.3.6.4 Water Demand Management (WDM)

Stellenbosch Municipality is actively implementing their adopted WDM Strategy to reduce the current percentage of non-revenue water and to keep the future water demand as low as possible. The municipality has a block-step tariff system that discourages wasteful or inefficient use of water. The restriction of water use by indigent households and non-payers was prioritised with the implementation of the Leak Repair Programme which includes the repairs to private leaks and the installation of Water Demand Management Devices. These devices restrict users to 400 litres per day. More than 1 600 devices have been installed with savings of over 450 000 litres of water per day.

7.3.6.5 Climate Change

In terms of adapting to climate change, water systems will need to be more robust and newer or alternative sources of supply may need to be found. Increased skills will be required from water managers and long-term water projections are required. Although an overall decrease in rainfall is not generally forecast, increased variability in the climate and frequency of extreme events, as well as increased temperature and wind could have an impact on water sources, particularly surface waters. It is, therefore advisable for the municipality to maintain a conservative approach to the management of water sources, including the following actions:

- ✚ Establish assurance of supply levels of all water sources;
- ✚ Increase assurance of supply of water resources by ensuring that there is at least 10% additional capacity (headroom) when considering the maximum 24-hour demand on the peak month of the year;
- ✚ Do not undertake new developments unless a proper investigation of the implication on water sources and sustainability in the long term has been undertaken.
- ✚ Vigorous implementation of WDM measures, especially in terms of increased water efficiency, frequent monitoring of the water supply system from the sources to the consumers, and regular and adequate system maintenance and repairs; and
- ✚ IRIS monitoring system including the Blue Drop Awards system is active in the municipality and in the past with the Blue Drop system, SM was awarded for four of the municipality's five water supply systems. Three awards were received in conjunction with the City of Cape Town, which supplies water to these systems – from where Stellenbosch manages distribution to end-users. A further Blue Drop Award (the fourth consecutive award) recognised the Stellenbosch water supply system for water treated by the municipality's Ida's Valley and Paradyskloof water treatment plants. The Department of Water Affairs acknowledged this exceptional performance by awarding a silver award to Stellenbosch.

The municipality did not receive a Blue Drop Award for the Franschhoek water supply system which receives water from its own Franschhoek water treatment works. This was expected because of certain infrastructure challenges in this system. Projects have been initiated to address these issues.

7.3.6.6 Level of Service

In the rural area, the responsibility lies with the landowner to manage stormwater over his land. In the urban area, the responsibility lies with the local municipality. The objective in stormwater management is to be able to accommodate a 1:5-year storm in the residential areas and 1: 2 in the urban areas as contemplated in the Guideline for Human Settlements Planning and Design. The Water Act, 1998 (Act No. 36 of 1998) determines that flood lines should be indicated on development plans.

Flood line determination has been done in the past but this information is outdated. The municipality is currently busy compiling a hydrological model to determine the latest flood lines on the rivers in Stellenbosch and Franschhoek for the urban area. It is a development condition for all future developments to do a flood-line determination.

7.3.6.7 Risk Mitigation – COVID-19 Influence on Water Services

Household water supplies may fall victim to the COVID-19 pandemic – if users can no longer pay their bills, and municipalities' revenue streams dry up.

"In the short term, there will still be water for people to wash their hands. However, the long-term consequences could be devastating if municipalities are not able to fund their ongoing operations while funds for the President's Infrastructure Investment initiative will also be affected," says Mike Muller, Chair of the Technical Subcommittee for the Water Institute of Southern Africa (WISA).

As the lockdown impacts individuals and companies across the spectrum, prompting job losses and reduced working hours, the Water Institute of South Africa (WISA) warns that proactive interventions to address "the elephant in the room" are already overdue.

"If people are faced with the choice of paying their rates or feeding their children, they are going to choose the latter. And this non-payment, in a scenario already under serious financial pressure, could have a devastating effect on the general cash standing of municipalities," Dan Naidoo, WISA non-executive director, cautioned at a WISA Board meeting held online recently.

To clarify the depth of the negative knock-on effect, he points out that local government is the main driver of South Africa's economy.

"Service delivery, including the provision of water, is the cornerstone of all economies. Non-payment affects the entire value chain upstream, and if our five big metros are already reporting tough times, how can we expect the smaller, poorer municipalities to survive?"

*Water is a prime focus usually, and more so now as we battle the COVID-19 pandemic. But water is not free, and the country must be sure that it can fund and maintain this critical infrastructure into the future."*⁶

The infrastructure capital implementation is hampered by the pandemic which lowers the income from water and wastewater services due to the lockdown. The capital implementation programme is thus delayed.

7.3.6.8 Risk Mitigation – Drought Response Plan

Water is probably the most fundamental and indispensable of natural resources – fundamental to life, the environment, food production, hygiene and power generation.

Due to the threat of re-occurring droughts and very low rainfall recorded in recent years, the municipalities in the Western Cape had to enforce water restrictions. Stellenbosch Municipality implemented water restrictions to lower water consumption.

The success of this initiative is largely dependent on the cooperation of the consumer taking ownership of the new smart meter. The use of the water demand management device (smart meter) has been implemented nationally with huge success and a reduction in water losses.

The project is currently underway and has received a positive reaction from the community.

The new Water Services By-Laws were also finalised and approved by the Council and promulgated. This will contribute to increasing the management and control of water and sanitation-related aspects within the municipality.

During the last official Blue Drop certification (2012), Stellenbosch Municipality achieved Blue Drop certifications for four of its five water supply systems, with a total **Blue Drop score of 95.56%.**

⁶ WISA, Jun 30, 2020

Stellenbosch Municipality's performed well concerning DWS's 2021 Blue Drop Progress Assessment (Drinking Water Process and Quality). The Blue Drop Risk Ratings for the five systems evaluated were 23.5%, 22.5%, 26.3%, 39.9% and 35.2%, which all fall in the low-risk category (<50%).

The municipality achieved a platinum award for the Stellenbosch Water Supply System for achieving Blue Drop accreditation three times, every year since the programme's inception in 2009.

The following planning documents are continuously updated to include the latest planning: the Water Master Plan, Drought Response Plan, Water Services Audit Report and the Pipe Replacement Study and Model and all projects and daily operations are done in line with the aforementioned studies and guidelines.

7.3.6.9 Backlogs in Water and Sanitation Services

A municipality as a Water Services Authority (WSA) has a duty to all its customers or potential customers in its area of jurisdiction to progressively ensure efficient, affordable, economical and sustainable access to water and sanitation services to promote sustainable livelihoods and economic development. To ensure this it is important that the backlogs within the water and sanitation infrastructure should be addressed. Backlogs could be defined in three broad categories:

- ✚ Backlogs regarding access to basic water and sanitation services. (Basic water and sanitation services in terms of RoadP standards);
- ✚ Conditional backlogs (lack of maintenance); and
- ✚ Capacity backlogs (increase in consumers).

7.3.6.10 Backlogs – Access to Basic Levels of Services

All indigent households receive free basic water (the first ten kilolitres of water) and sanitation services.

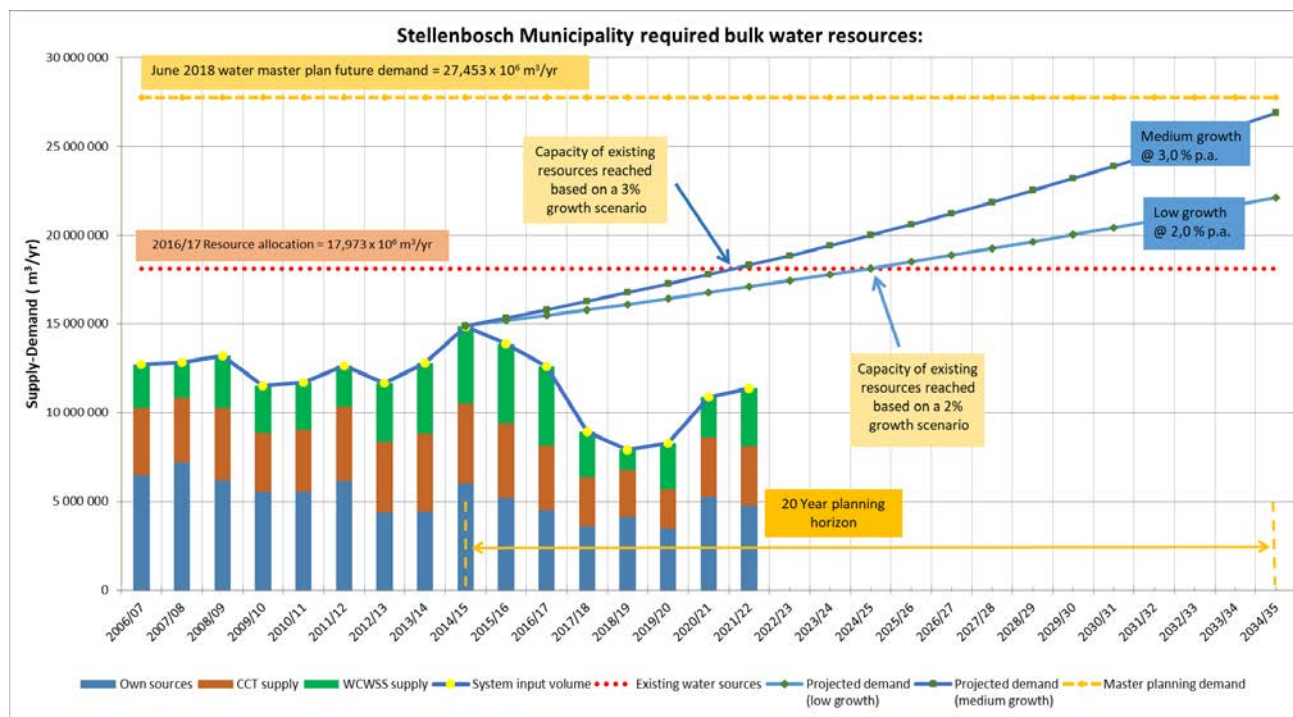
All the formal households in urban areas of the municipality are provided with water connections and waterborne sanitation facilities inside the houses (higher level of service). Communal standpipes and ablution facilities are provided in the informal areas as a temporary emergency service. Communal standpipes represent the weakest part of a network's water supply services. Standpipes are often constructed in ways that cannot withstand excessive use (and abuse) and are often neglected in terms of operation and maintenance, adversely affecting the health of their already vulnerable and poor users.

A sustainable type of water and sanitation facility needs to be provided to households with current service levels below RDP standards. Stellenbosch Municipality is committed to supporting the private landowners as far as possible in addressing the current services backlog on farms.

7.3.6.11 Conditional and Capacity Backlogs of Infrastructure

Resolving inequality and growing the economy will require access to water and sanitation services for the 20 000 new residential units proposed for Stellenbosch Municipality. This will require a doubling of infrastructural service points over the next 10 years.

Figure 42: Water supply and accommodating growth (Total for WCO24)



Updated growth in demand: 20-year planning horizon

Detailed water balance and future water demand projection models were developed as part of the WSDP process, to plan adequately for the augmentation of the existing water sources.

Groundwater is now seen as a potential water source and will be investigated and evaluated after the new water resources study is completed.

Based on the municipality's IWA Water Balance sheet for the 2020/21 financial year, the municipality recorded 29.7% for "non-revenue" water which is an increase of 2.3 % from the previous financial year and 14.6% for Real Network Losses.⁷ The no-revenue water for the financial year 2020/21 is 29.7% which is above the target set of 25%. The real physical network losses are at 14.6% which is below the best practice value of 15%.

⁷ Refer to the municipality's IWA Water Balance Sheet

7.3.7 Long-Term Water Conservation and Water Demand Management Strategy

A comprehensive Water Conservation and Water Demand Management (WC and WDM) Strategy which includes a 10-year financial plan has been developed. The strategy has two goals. The municipality will:

- ✚ Prioritise the implementation of WC and WDM Strategy; and
- ✚ Ensure ongoing planning, management, monitoring and enabling environment.

This long-term WC and WDM Strategy were approved by the Council on Tuesday, 25 February 2014 and was since been implemented. Water Conservation and Water Demand Management (WC/WDM) are more cost-effective and have a less environmental impact when compared with developing new sources of supply, provided there is scope for implementing WC / WDM measures. The payback period for the implementation of WC / WDM in this municipality is 3 years which is considerably less than the 20 years that one would expect with major infrastructure projects. The updating of the long-term plan is underway.

The results of the successful implementation of the strategy are evident with declining input volumes and lower water losses recorded since implementation started. The active Leak Repair Program, the installation of the Water Demand Management Device, the active replacement of faulty water meters and the replacement of asbestos cement pipelines all contributed to below-average Real Network Losses and Non-revenue Water Losses. It is, therefore, an effective way of delaying the development of infrastructure for new water resources and reducing the need to upgrade or construct new bulk water infrastructure.

WC / WDM involves measures which:

Figure 45: WC / WDM Measures

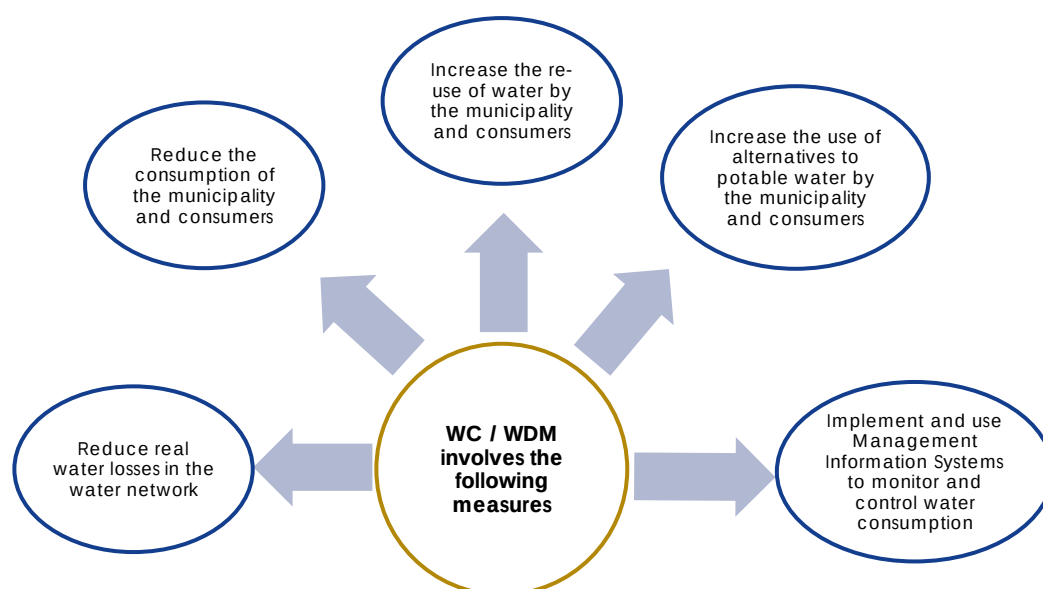


Figure 46: Stellenbosch Bulk Water input volumes

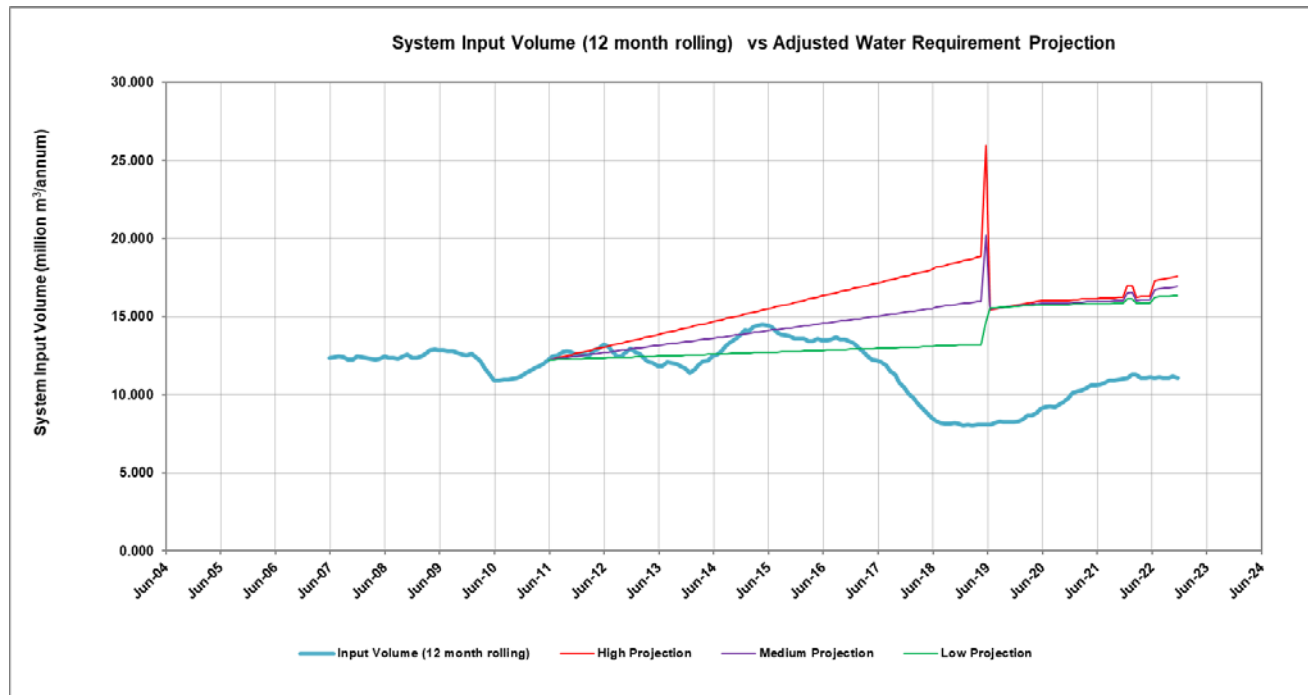
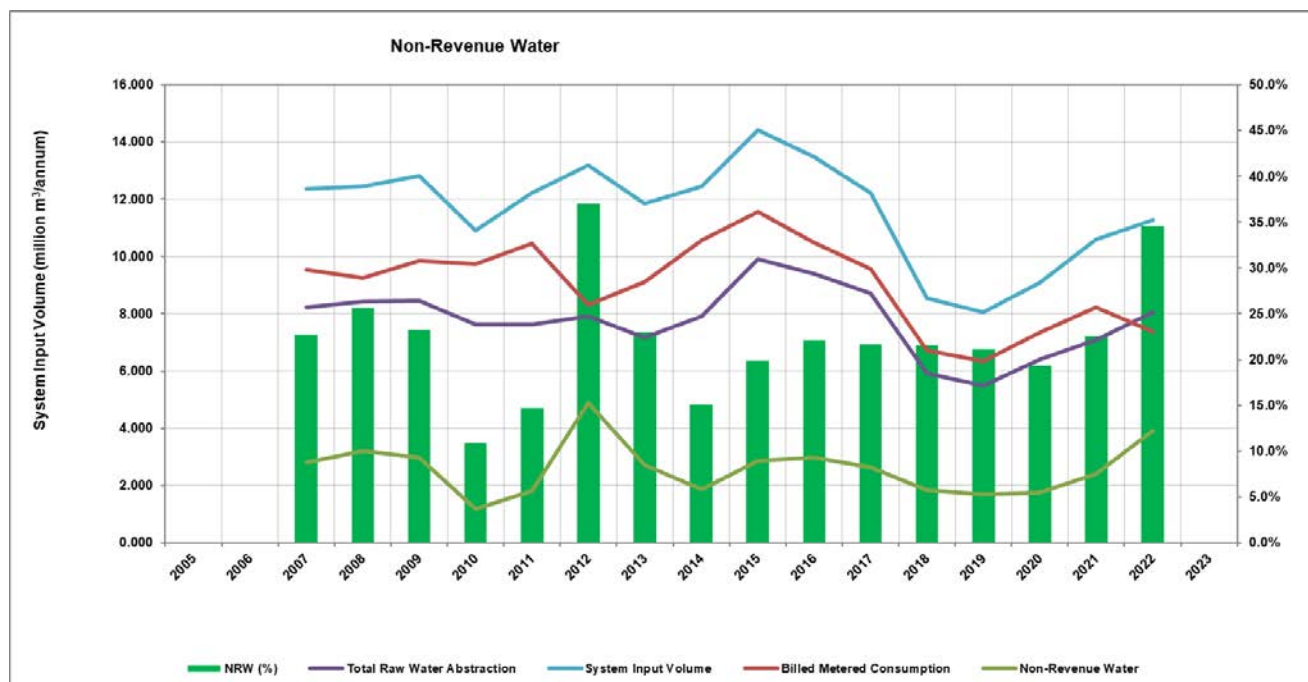
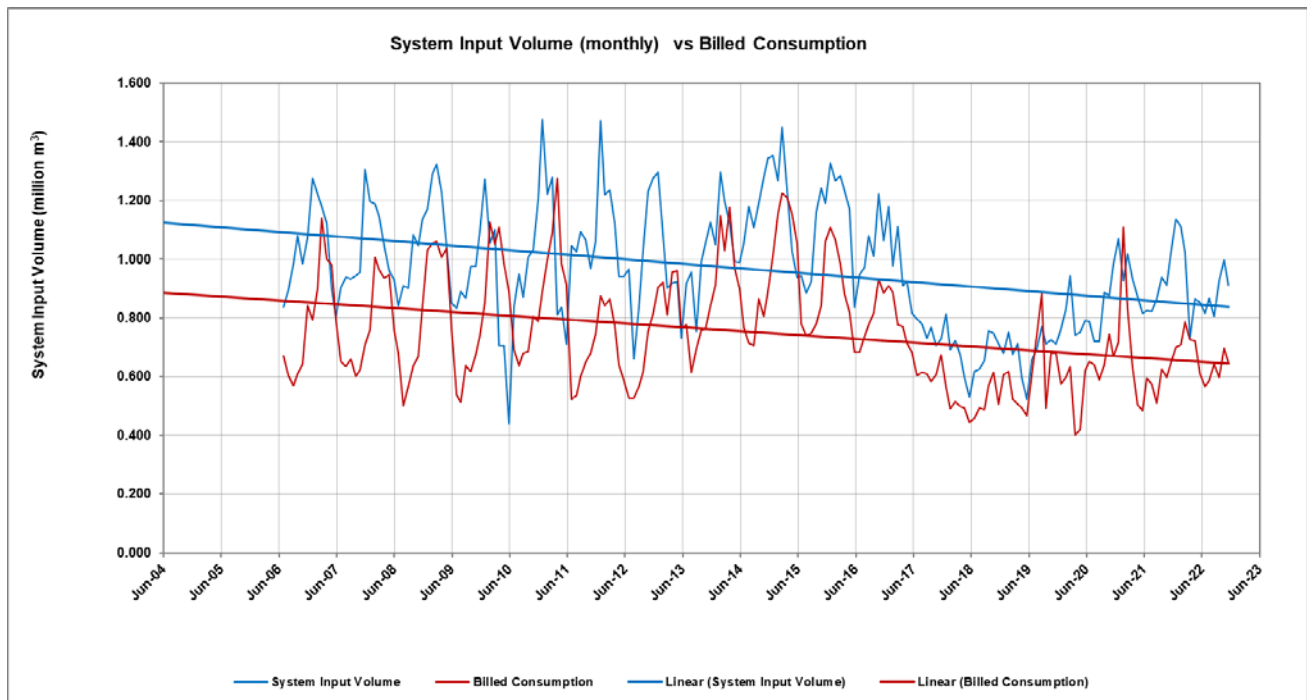


Figure 47: Stellenbosch Bulk Water Sales





The unrestricted growth in water demand versus the growth in water demand assuming WC and WDM is implemented as shown in the figure below.

Figure 48: Unrestricted versus WDM growth in demand

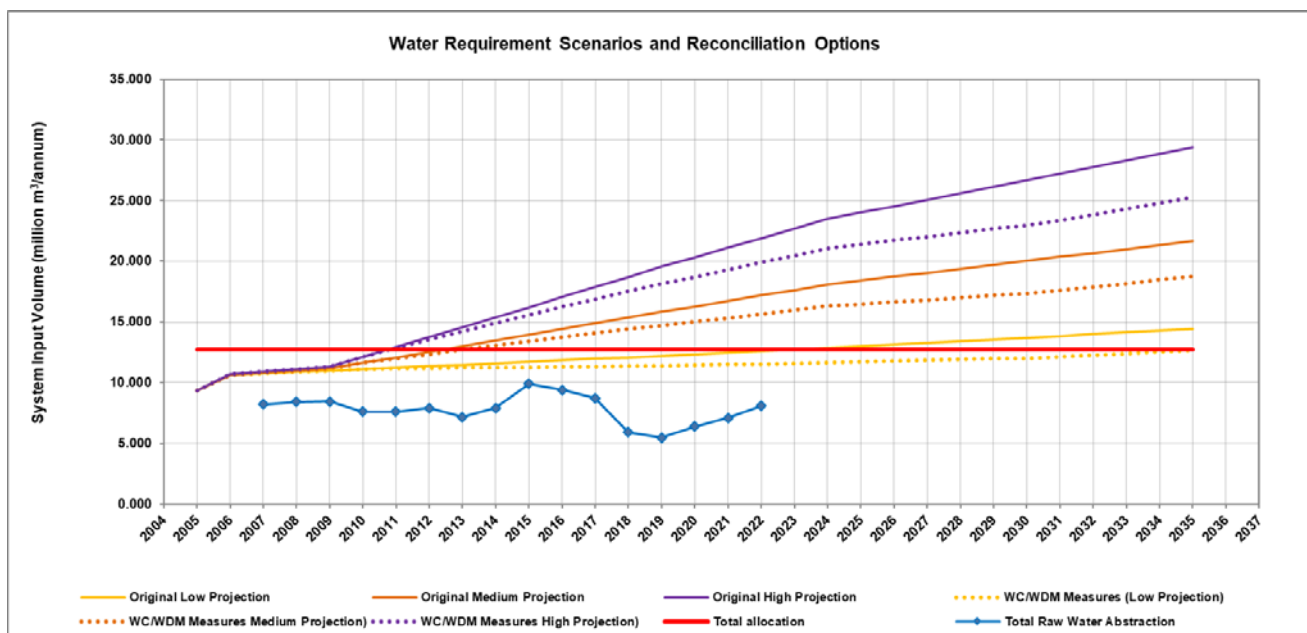
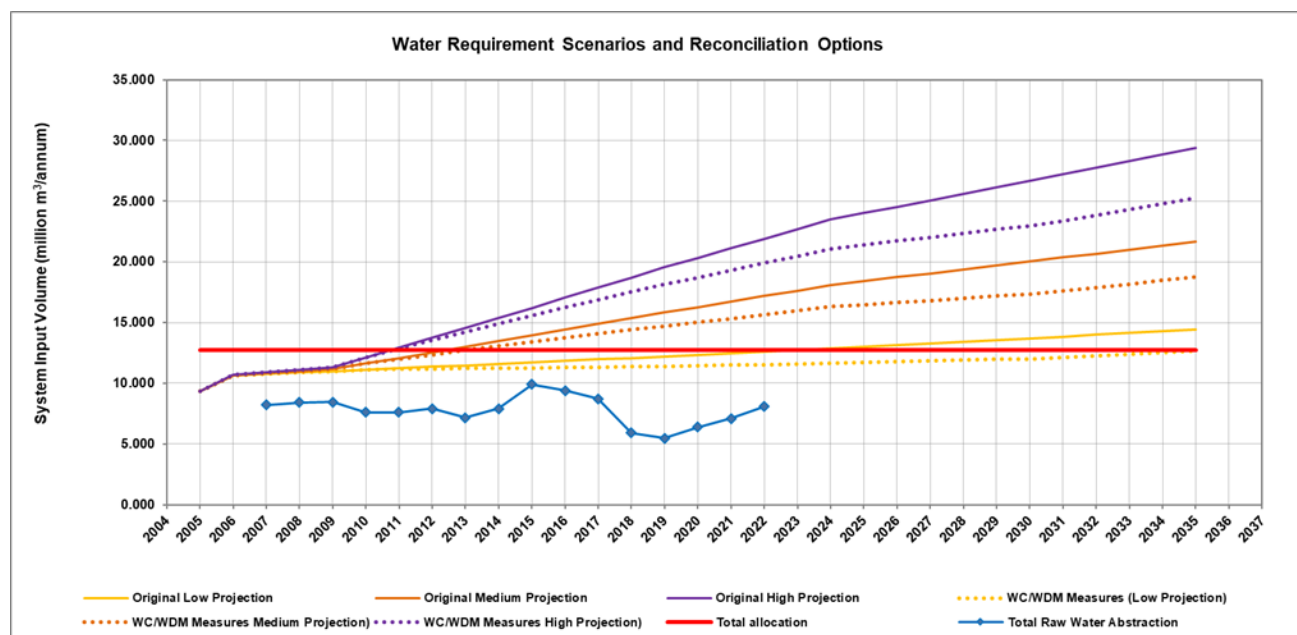


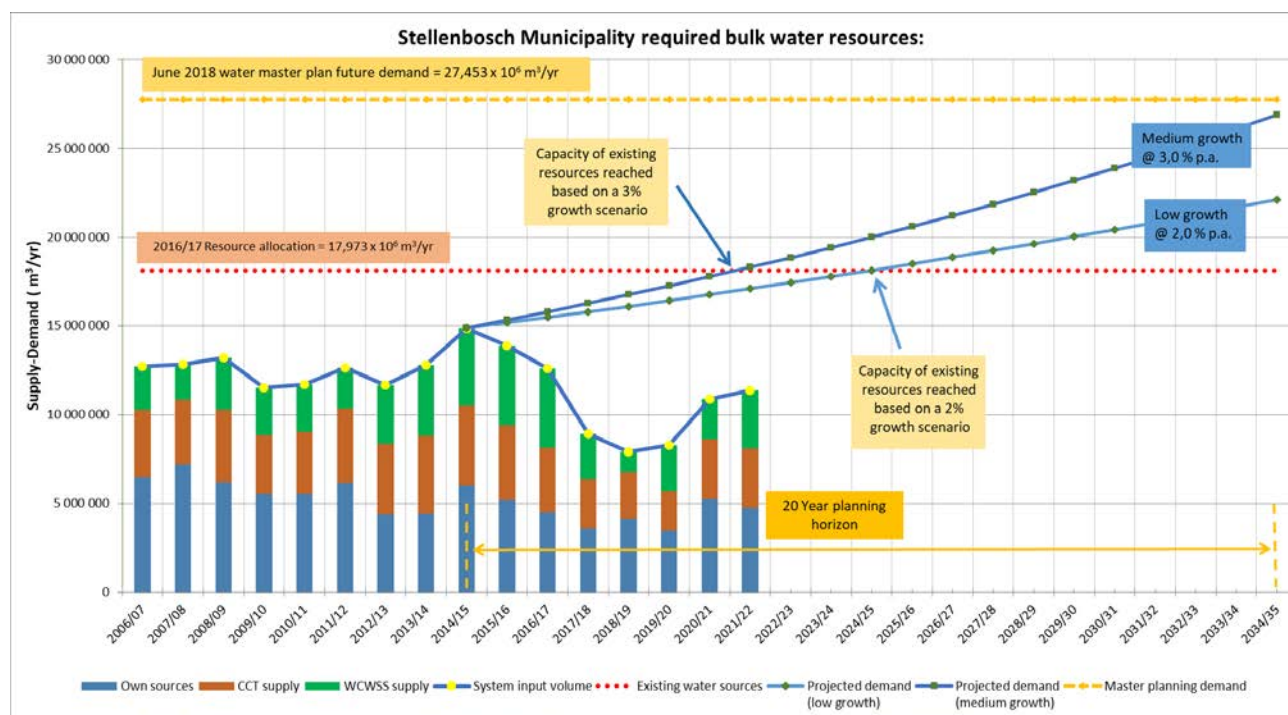
Figure 49: Unrestricted versus WDM growth in demand

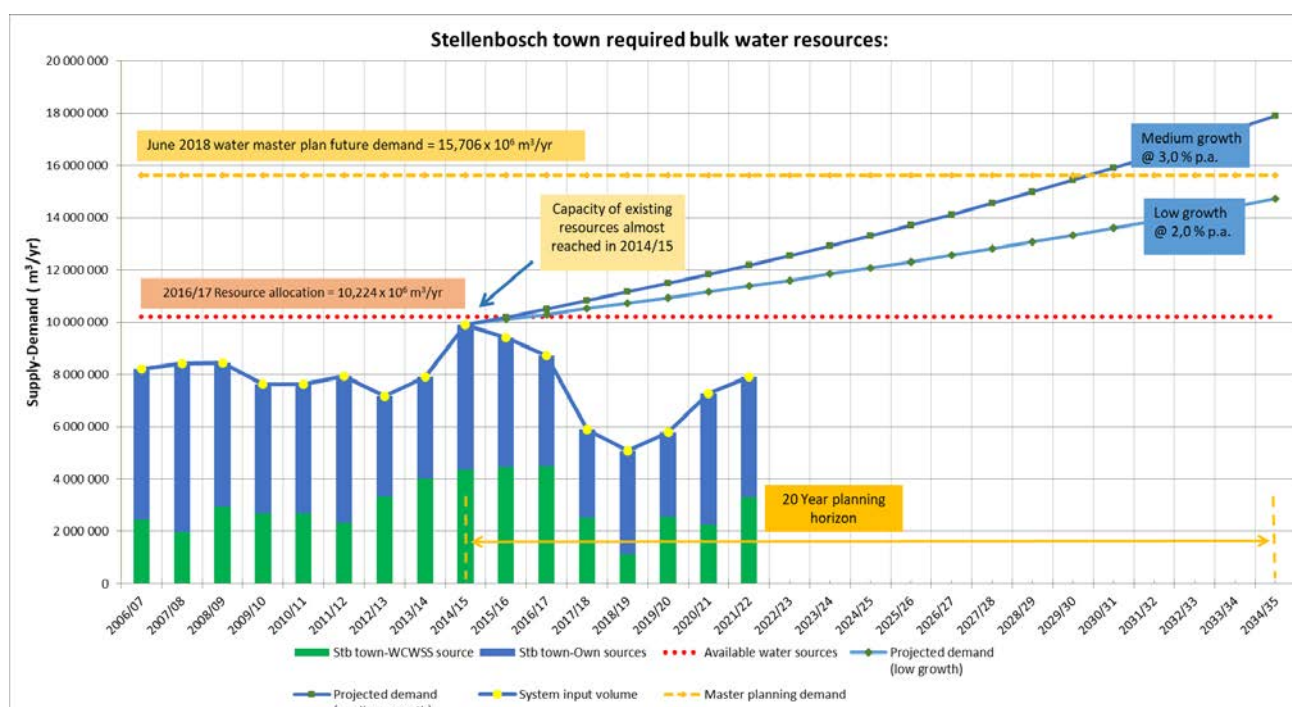


Note that each town in the municipality has water supplies independent of each other. When implementing WC / WDM in the municipality it is critical to implement it in those towns where the existing supply will become inadequate for the demand the soonest. This will enable the municipality to delay the implementation of expensive infrastructure. The estimated budget required is about R80 million over 10 years.

The municipality embarked on a Drought Intervention Programme that accelerated and expanded some of the WC / WDM plans and programmes.

Figure 50: Updated growth in demand 20-year planning horizon





7.3.8 Safety and Security Strategy

The purpose of the Safety and Security Strategy is thus to reduce crime and increase safety through an integrated, multi-pronged approach. The strategy is revised annually to ensure that it remains relevant to the real challenges of the day. To this end, the municipality partners with a range of stakeholders ranging from the Western Cape Government, the Cape Winelands District Municipality, SAPS, and Stellenbosch University, as well as various private, public, and community-based safety and security organisations and institutions.

The Stellenbosch Safety Partnership (SSP) serves as an operational platform for safety and security entities to plan and operationalise enforcement plans. The breakdown of silos (between internal departments and private institutions with similar objectives) is of critical importance, as no strategy from any role-player can succeed unless a multi-disciplinary, integrated approach is embraced as part of the process and has been successful in crime prevention. The SSP is open to any registered entity that contributes towards safety and security initiatives in the Stellenbosch Municipality.

The Stellenbosch Municipality has and continues to invest in and support neighbourhood watches (NHWs) and mobilise communities to support them. This includes direct assistance to NHWs to formalise their registration with the Department of Police Oversight and Community Safety (DPOCS) so that they can qualify for financial support and participate in sanctioned safety projects. The NHWs form a critical part of the community-based safety focus of the municipality in that NHWs are located in the communities and understand the particular challenges faced by those communities. In addition to the support received from DOCS, the municipality continues to provide training for under-resourced neighbourhood watches and provides them with radios for swift and effective communication with the municipal control room as and when required. To achieve this, the following role players have been identified as key stakeholders and partners for success:

- South African Police Services (SAPS);
- Department of Community Safety (DOCS);
- Cape Winelands District Municipality (CWDM);
- Neighbourhood watches and Farm Watches;
- Community Policing Forums (CPFs);

- Private and corporate businesses;
- Private security companies;
- Winelands Safety Initiative (WSI);
- Department of Correctional Services (DCS);
- Department of Justice (DoJ);
- University of Stellenbosch (Campus Control); and
- Stellenbosch Municipality
 - Law Enforcement
 - Traffic Services
 - Fire and Rescue
 - Disaster Management.

Building collaborative relationships with our community stakeholders and highlighting Council's commitment to maintaining strong partnerships with primary Law Enforcement Agencies remains the foundation of ensuring safety throughout the Greater Stellenbosch.

The Stellenbosch Municipality has and continues to support neighbourhood watches (NHWs), as well as to mobilise communities to support the neighbourhood watches. This includes providing direct assistance to NHWs in formalising their registration with the Department of Community Safety (DOCS) for the NHWs to qualify for financial support and participate in sanctioned safety projects. The NHWs form a critical part of the municipality's community-based safety strategy since they are positioned in the communities and understand the unique challenges faced by those communities. In addition to the DOCS assistance, the municipality will provide training and equip under-resourced neighbourhood watches with radios for swift and effective communication with the municipal control centre as needed.

The control room is fully functional and situated at the Stellenbosch Fire Department. The municipality still strives and will continue to, as part of the strategy provide a space where all Safety and security stakeholders could jointly monitor and communicate with each other on safety and security matters. This includes the monitoring of municipal bylaw transgressions, criminal activity, emergency response in case of disasters, emergencies and a range of other safety and security-related incidents.

One dedicated emergency number is available to residents within the municipal boundaries which will mobilise all relevant units in response to alerts received on this number: **021 808 8999**. Additionally, the control room also monitors a dedicated WhatsApp number for general and safety complaints within the municipal boundaries of Stellenbosch with WhatsApp number is **079 622 4722**.

All registered NHWs and security companies registered with the SSP have been and are in the process of being allocated space in the control centre.

Awareness initiatives have been and will continue to be launched as it contributes and make communities aware of crime prevention tips and other preventative tips, for example, fire safety and what to do in case of disasters. This will be a joint approach between role-players and supplemented based on crime patterns and situations experienced. Training will also be provided to enhance safety initiatives, for example, road safety (crossing of roads).

The Community Safety Forum (CSF) was approved by the Council on 30 March 2022. The CSF is a multi-stakeholder forum that will address matters of community safety and security in the WC024. The purpose of CSF is to promote the development of communities in a safe environment and have access to high-quality services at the local government level, through multi-agency collaboration between the different spheres of government and communities. The CSF as a multi-sectoral structure would champion the coordination, integration, and implementation of crime and violence prevention community safety initiatives. The CSF will have three Clusters, namely: Law Enforcement, Social Cohesion and Crime Prevention through Environmental Design.

Fire Services

The Stellenbosch Municipal Fire and Rescue section is dedicated towards the provision of services that seek to safeguard the public against fire and other natural and man-made disasters and emergencies.

The role of the Fire and Rescue Services is to deal proactively and reactively with the following:

- ✚ The proactive provision of general fire safety guidance and assistance in respect of venues and their users;
- ✚ Protection and rescue of life and property from any threatening danger;
- ✚ Prevent the outbreak or spread of fire;
- ✚ Extinguish fire;
- ✚ Any other duties as stipulated in the Fire Brigade Services Act;
- ✚ Through the Department of Planning and Development and Building Department, consolidate initial structural damage assessments from other departments, conduct evaluations of structures, and support efforts of property owners to address structural issues;
- ✚ Assist SAPS with inspections at licensed premises to combat illegal activities identified by crime intelligence;
- ✚ Determine slide (land) danger areas of informal settlements, oversee the direction, management and cordoning-off of identified slopes and stabilise;
- ✚ Activate the Disaster Management Unit in case of any life-threatening incident, for example, flooding, loss of residence due to fire, etc; and
- ✚ Conduct annual evacuation drills at designated buildings and premises.

Traffic Services

Stellenbosch Municipality has a legislative mandate to provide traffic services to the general public and its community, and safe road usage in the municipal area. Traffic Services is committed to managing, controlling and improving road safety in the municipal area by providing effective Traffic Administration and Traffic Law Enforcement services.

This will be achieved through the implementation of specific operational activities throughout the year which focuses on enforcement and education. The enforcement of public transport violations, speed violations and sustained education at schools will be a specific focus for this year.

Another focus is also to improve the smart policing concept by optimally utilising technology for our officers, fine devices, and other policing techniques to provide effective and efficient services at our Motor Vehicle Registration and Licensing, Driver License Testing Centre, and our Vehicle Testing Centre.

The Traffic Management Plan contains the full spectrum of road safety programs and projects across all functions, stakeholders, and users in WC024. The plan describes the various challenges in road safety and presents a range of action plans to address or mitigate these challenges.

Traffic Services is committed to:

- ✚ Ensure the road safety of all members of the community insofar by providing quality traffic services in all its divisions (Traffic Administration, Traffic Law Enforcement, Licensing, Education and Accident Statistics);
- ✚ Reducing the accident rate that will result in fewer fatalities and injuries;
- ✚ Increase the voluntary compliance of road users in respect of the rules, legislation, and regulations of the road;
- ✚ Improve management practises throughout all traffic services divisions; and

- Provide a safe environment by integrating the best practices with internal and external agencies and role-players.

Traffic Services will focus on,

- Ensure the constant free flow of traffic;
- Enforcement of the National Road Traffic Act and National Land Transport Act;
- To achieve a measurable improvement in road user behaviour – including the skill level of drivers, safer decision-making, and better regard for other road users;
- To reduce the incidence of traffic offences, including speeding, dangerous driving, drunk-driving, driving under the influence of a narcotic substance, dangerous overtaking, moving violations, etc;
- Parking enforcement/management;
- To ensure that un-roadworthy (including overloaded) vehicles are removed from the road;
- Point duty during morning, midday, and evening peak at critical locations, during loadshedding, as well as school points;
- Special operations team to focus on driving under the influence of alcohol or drugs, illegal racing, and transportation of illegal substances;
- Road safety training and education provided for crèches, nurseries, schools, primary / high schools, colleges, and universities as well as pedestrians, cyclists, farm workers, rehabilitation centres and youth groups. Training also includes learner's license programs for youth and scholar patrol and level-crossing awareness;
- Events (road closures, escort duties);
- Public Transport activities and checking of roadworthy status buses and minibuses;
- ANPR (automatic number-plate recognition) focusing on offenders with outstanding fines;
- Conducting driving and learner's license testing;
- Conducting driver's license conversions/renewals;
- Accepting and processing Professional Driving Permit (PrDP) applications;
- Conducting vehicle testing (all classes of vehicles); and
- Vehicle registration and licensing.

Law Enforcement

With the review of the Safety Strategy, the municipality has to adapt to the changing environment of crime in its area and actively pursued closer working relationships with SAPS, private security, and neighbourhood watches active in the WC024 area to be able to make an impact. It is common knowledge that criminals become smarter and migrate from neighbourhood municipalities which means that the municipality has to think smarter to always be one step ahead.

The municipality has completed all 3 phases of the action plan as identified during the previous review. This includes the installation of License Plate Recognition cameras (LPR) at all the main entrances and exits to Stellenbosch and Franschhoek towns. These LPR cameras are supplemented with additional LPR cameras within residential areas which make it possible to track the direction of suspect vehicles linked to crime picked up by these. The municipality continuously invests in CCTV to enhance safety. The municipality also has a CCTV Master Plan which is a "living" document and is frequently updated based on needs identified concerning safety.

The focus of Law Enforcement

- Effective monitoring and surveillance of CCTV cameras with reaction units to respond immediately;
- Establishment and implementation of the CBD Safety Project – zero tolerance approach;
- Weekly operational planning with SAPS and safety partners;

- Amendment of the structure of Law Enforcement to accommodate identified needs;
- Establishment of a Tactical Response Unit (TRU);
- Strengthening coordination of communication strategies between neighbouring municipalities;
- Social Crime Prevention Strategies in conjunction with the Section: Community Development in terms of Council's Street People Policy and Social Justice SOP;
- Consult with the CWDM in terms of sharing resources and information flow;
- Use of innovative technology to improve enforcement strategies;
- Compile a Security and Safety Camera Master Plan for WC024;
- Completion of the municipal control room – Joint Operating Centre (JOC);
- Issuing of radios to all neighbourhood watches to be able to communicate with and through the Stellenbosch Municipality control room (JOC);
- Provide training to Neighbourhood watches;
- Implementation of the externally funded Law Enforcement (Rent-a-Cop) Policy; and
- Implementation of the Reservist policy.

7.3.9 Disaster Management Plan

The National Disaster Management Centre (NDMC) provided a set of guidelines; developed in terms of section 19(a) of the Disaster Management Act, 2002 (Act No. 57 of 2002) (DMA) and section 3.6 of the National Disaster Management Framework, 2005 (NDMF) provides a uniform structure and checklist to organs of state to develop a Disaster Management Plan.

This plan confirms the arrangements for managing disaster risks and for preparing for – and responding to disasters within the Greater Stellenbosch Municipality as required by the Disaster Management Act, 2002 (Act 57 of 2002).

SECTION 53(1) DISASTER MANAGEMENT ACT, 2002 (ACT NO. 57 OF 2002)

- a) Prepare a disaster management plan for its area according to the circumstances prevailing in the area;
- b) Co - ordinate and align the implementation of its plan with those of other organs of state and institutional role-players; and
- c) Regularly review and update its plan; and through appropriate mechanisms, processes and procedures established in terms of Chapter 4 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) to consult the local community on the preparation or amendment of its plan.

7.3.9.1 The Key Outcome of the Disaster Management Plan

The Disaster Management Plan (DMP) seeks to achieve the following key outcomes:

- integration of Disaster Risk Management into the strategic and operational planning and project implementation of all line functions and role-players within the municipality;
- resilient communities; and
- an integrated, fast and efficient response to emergencies and disasters by all role-players.

7.3.9.2 Linkage to Stellenbosch Municipality's IDP

The MSA and the Disaster Management Act require the inclusion of the Disaster Management Plan into the Integrated Development Plan (IDP) of the Stellenbosch Municipality, as a core component of the IDP document. However, it is not practical to include the entire Disaster Management Plan with annexures within the IDP of the Stellenbosch Municipality. Therefore, a summary of the key points is encapsulated in the IDP.

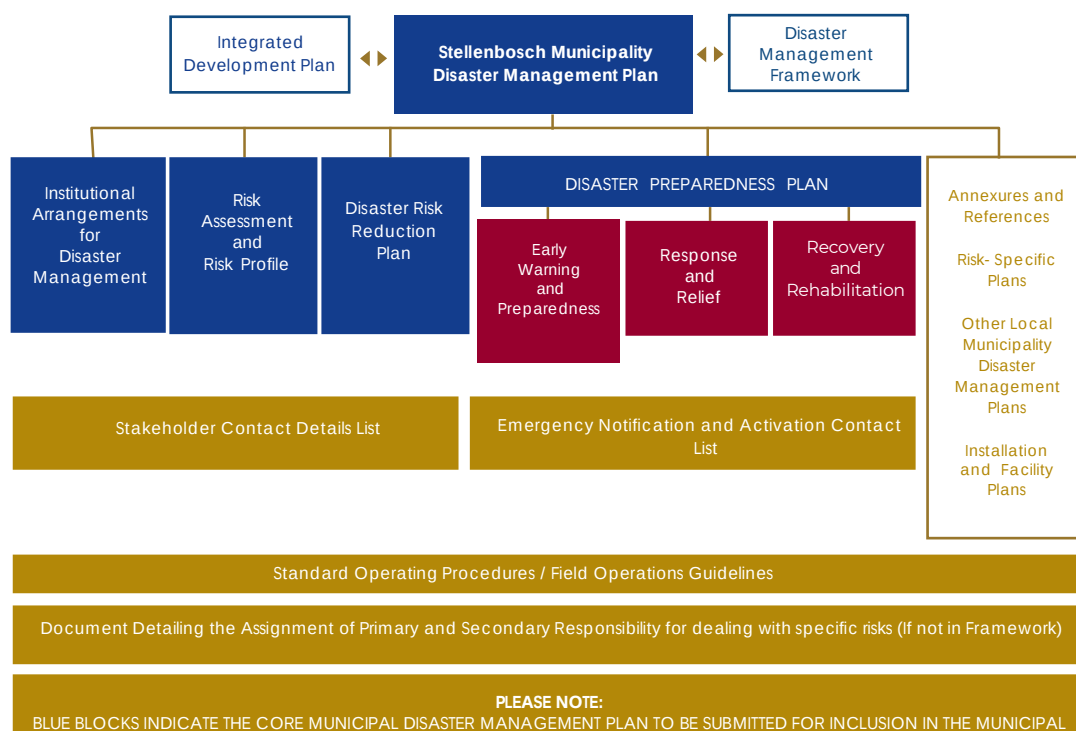
7.3.9.3 Linkage to the Disaster Management Framework of the CWDM

The Stellenbosch Municipality must prepare and execute its Disaster Management Plan within the Disaster Management Framework of the Cape Winelands District Municipality. The National, Western Cape Provincial and Cape Winelands' frameworks guide the development of the municipal Disaster Management Plan and future versions of this plan.

7.3.9.4 Structure of the Disaster Management Plan

The municipal Disaster Management Plan of the Stellenbosch Municipality consists of the components as indicated in the figure below:

Figure 51: Structure of Disaster Management Plan



7.3.9.5 The Purpose of the Stellenbosch Municipality Disaster Management

The purpose of Stellenbosch Municipality Disaster Management is to ensure coordination of multi-disciplinary and multi-sectorial risk reduction through the integrated institutional capacity for Disaster Risk Management, Risk Assessment, Response and Recovery and implementation of measures aimed at:

- ⬇ Preventing or reducing the risk of disasters;
- ⬇ Mitigating the severity or consequences of disasters;
- ⬇ Emergency preparedness;
- ⬇ Rapid and effective response to disasters; and
- ⬇ Post-disaster recovery and rehabilitation.

7.3.9.6 Risk assessment throughout WCO24

An all-ward-based Disaster Risk Assessment was conducted in collaboration with the Cape Winelands District Municipality to identify all possible hazards that could impact the community and environment of Greater Stellenbosch was undertaken and completed. As the environment is dynamic and constantly changing, so are the risks that affect our communities. In the period since the risk assessments took place, some of these risks would have been addressed by projects implemented by

municipalities, however, new risks might have also emerged. Therefore, it is necessary to regularly review the risk assessments. Several risks were identified, however, six risks were identified to be high-priority risks.

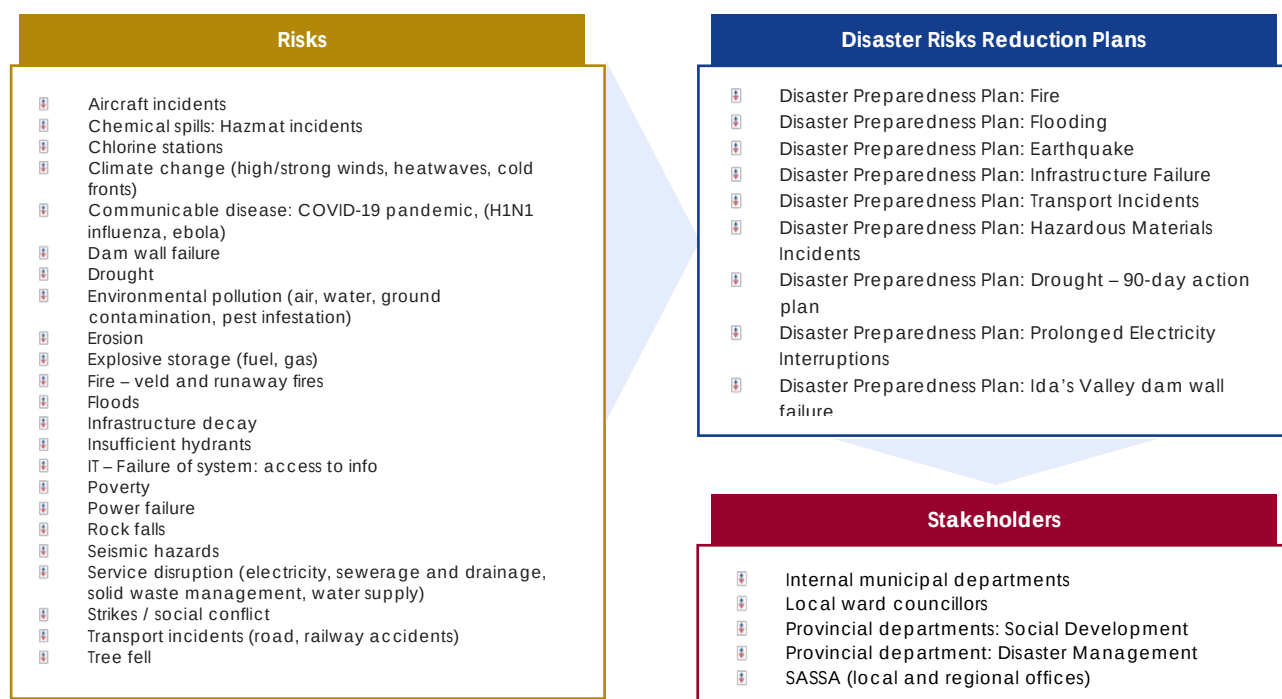
High-priority risks identified that pose a risk to the WCO24 are listed in the table below.

Table 52: High-Priority Risks Identified

High Priority Risks	Description of risks
A. Inability to control urbanisation	<ul style="list-style-type: none"> “Urbanisation – the increase in the number of people living in towns and cities, resulting in the growth of urban populations.” Several disadvantages occur with rapid and unplanned urban growth. These disadvantages include but are not limited to, poor infrastructure / inadequate housing, water and sanitation, waste disposal and pollution, and transport and healthcare services.
B. Increased poverty and unemployment	<ul style="list-style-type: none"> Poverty and unemployment directly correlate with the quality of life of the members of the community. The risk is exacerbated by the expansion of the informal sector and a low skills base population.
C. Access to basic services	<ul style="list-style-type: none"> The lack of basic services results in major personal and environmental health concerns. Lack of formal electrical infrastructure results in structural fire risks within the informal settlements.
D. Safety and Security	<ul style="list-style-type: none"> Human-induced hazards such as crime (which includes theft, robbery, rape, and murder), gangsterism, and alcohol and drug abuse remain one of the top hazards in most wards within the Stellenbosch municipal area.
E. Poor / no electricity	<ul style="list-style-type: none"> Inadequate electricity supply is a result of cable theft, but also the continuing population growth – specifically within the informal settlements. Increased population growth leads to the increased erection of informal structures that require electricity. In most cases, electricity is obtained illegally through illegal electrical connections. Cable theft is becoming more common in larger parts of South Africa and the Stellenbosch municipal area is not excluded from this phenomenon. This hinders the operations of businesses, households and transportation systems
F. Illegal dumping	<ul style="list-style-type: none"> Illegal dumping poses great environmental health risks. Not only are these locations where infectious diseases spread, but they also attract unwanted pests such as cockroaches, mice and rats. In most cases, illegal dumping occurs in highly populated informal settlements due to a lack of proper and frequent waste disposal.

The figure below illustrates the types of disasters that pose the highest risks within the area of the Stellenbosch Municipality, the disaster risk reduction plans and stakeholders in the event of a disaster. The municipality engages at numerous platforms through partnering with stakeholders to gain access to new resources, information, expertise and skills to facilitate service delivery.

Figure 52: Highest Risk, Disaster Risk Reduction Plans and Stakeholders



7.9.3.6.1 Implementation Plan: Disaster Management

Table 53: Summary Results: Disaster Management Plan - IDP Deliverables 2022/23

😊	Project completed	3
😐	Project in progress.	4
😞	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	0
Total KPIs		7

Table 54: Disaster Management Interventions

Funding Type								Project Rating					
▲	Municipal Funding	●	Grant Funding	■	External Loan / Funding	✕	No funding required	😊	Project completed.	😐	Project in progress.	😞	Not completed / No budget available / District Function / Provincial Function

Implementation Plan: Disaster Management																	Performance Comment
IDP Ref No	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Project description	Stakeholders	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
						2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Conduct fire awareness sessions	Number of fire awareness sessions conducted by 30 June	Safer Communities Project Plan (For implementation throughout the year: Fire Resilient Communities)	Disaster Management and other internal stakeholders	240	48	48	48	48	48	▲	😊	n/a	n/a	n/a	n/a	31 fire awareness sessions have been conducted by February 2023.

Implementation Plan: Disaster Management																	Performance Comment
IDP Ref No	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Project description	Stakeholders	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
						2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Facilitate COVID-19 vaccination drives in WCO24	Number of COVID-19 vaccination drives facilitated by 30 June	COVID-19 is a respiratory illness similar to the flu (cough, fever, fatigue and aching body / muscles). More commonly than the flu, it can become severe causing viral pneumonia (difficulty breathing).	Department of Health, Disaster Management and all relevant Stakeholders	25	5	n/a	n/a	n/a	n/a	▲	😊	n/a	n/a	n/a	n/a	This IDP deliverable was completed in collaboration with the DoH.
TBC	Respond to fire incidents within 14 minutes	Percentage of fire incidents responded to within 14 minutes	Flood / Fire Response	Disaster Management	85%	85%	85%	85%	85%	85%	▲	😊	n/a	n/a	n/a	n/a	46 fire incidents were responded to within 14 minutes by February 2023
TBC	Installation of smoke alarms	Number of smoke alarms installed by 30 June	Fire Prevention / Safety	Disaster Management	1500	300	300	300	300	300	▲	😄	n/a	n/a	n/a	n/a	Target achieved.
TBC	Implement water safety programmes within WCO24	Number of water safety programmes implemented within WCO24 by 30 June	Water Safety Programmes	Disaster Management Santam / NSRI	10	2	2	2	2	2	▲	😊	n/a	n/a	n/a	n/a	One (1) water safety programme implemented in December 2022.
TBC	Create EPWP job opportunities within the Department: Fire and Disaster Management	Number of EPWP jobs created within the Department: Fire and Disaster Management by 30 June	EPWP – job creation initiative across all departments	EPWP Project-holders	50	10	10	10	10	10	▲	😄	n/a	n/a	n/a	n/a	Target achieved.

Implementation Plan: Disaster Management																Performance Comment	
IDP Ref No	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Project description	Stakeholders	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
						2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26		2026/27
TBC	Conduct disaster risk assessments in WCO24	Number of disaster risk assessments conducted in WCO24 by 30 June	Disaster Risk Assessments conducted to determine the increase in vulnerability: 📍 Croydon 📍 Jamestown 📍 Lanquedoc 📍 Langrug 📍 Kayamandi 📍 Jonkershoek 📍 Groot Drakenstein 📍 Backsberg	Disaster Management	10	2	2	2	2	2	▲	😊	n/a	n/a	n/a	n/a	Target achieved.

7.3.10 Local Economic Development Strategy

Local Economic Development (LED) is not an explicit municipal function as defined in the Constitution of the Republic of South Africa, 1996. Instead, it is an obligation imposed on local government in terms of sections 152 and 153 of the Constitution that stipulates the objectives of local government are to promote social and economic development to strive, within its financial and administrative capacity.

Stellenbosch Municipality is thus legally compelled to promote social and economic development in its area of jurisdiction and should play the leading role in municipal sector planning.

The focus on individual economic sectors and spatial planning as the key focus areas, rather than on social and economic development results tends to delink economic growth benefits (increase in indicators like GDP, per capita income, etc.) into local economic development benefits (improvement in the life expectancy rate, infant mortality rate, literacy rate and poverty rate).

Local economic development is the means of systematic identification, development and utilisation of economic opportunity, to benefit local businesses and create opportunities for local communities to improve the lives of residents.

The growth of the informal economy reduces the demand for jobs while increasing the number of entrepreneurs and potential contributors to the private sector demand.

The health of the entire economy is important. The economy does not divide neatly into the 'formal sector' and the 'informal sector'. Rather, the different sectors, such as manufacturing, tourism, services, and construction, are on a continuum that has a more formal and a more informal end.

The great challenge to local government, in its support for economic development, is to enable job opportunities at different points along the continuum, while ensuring health and safety, orderly planning and management. All work, whether in the more formal or more informal ends of the continuum, has to be valued, especially when unemployment is high, and when there is a highly probable link between unemployment and crime. The number of people relying on the informal economy for work can and will increase and the formal economy struggles to grow and make meaningful progress in global markets.

Given the above, Local Economic Development is therefore a multi-stakeholder effort in support of creating economic opportunities for both the private sector and the local community.

7.3.10.1 Strategic approach

The strategic approach to LED in broad is to create economic opportunities for all citizens residing in the Stellenbosch Municipal area. However, the recent disruptive trends in the economy affected not only Stellenbosch but South Africa and the world as a whole. These economic shocks included the extended drought experienced and thereafter the COVID-19 pandemic. These events have highlighted the vulnerability of society, the municipality's systems to deal with it as well the revenue streams of the municipality. The municipality needs to think and approach LED differently and as the "new normal" is here to stay, hence, the municipality with all the role players in society must review its strategy going forward to ensure the municipality builds better resilience in its economy to deal with future shocks and ensure better livelihoods for all.

Lastly, technology changes especially connectivity become more important for businesses and government to do business, this was highlighted by the lockdown experience that forced the municipalities to work remotely.

The following ways of doing business must be seen within the context of the "new normal":

 To maximise prospects of sustained economic growth, stakeholders must be permitted to

strengthen their competitiveness and collaboration within the local business environment. Networking, local government responsiveness to business needs, effective service delivery and business-oriented organisational structuring will be used to address this aspect;

New business development or investment and expansion of existing businesses will be actively promoted, as the consequence of increased investment more often than not resulting in new jobs and local economic growth. Spatial development framework planning, the Integrated Zoning Scheme, aligned municipal infrastructure services provision and municipal financial management tools will be used to address this aspect;

It appears that the formal economy is rapidly becoming more informal, as seen in the increase in the number of occupational practices and businesses run from residential premises. The informal economy offers diverse opportunities for absorbing those who have lost their jobs and for new entrants into the economy. The integrated zoning scheme, aligned municipal infrastructure services provision and municipal financial management tools will be used to address this aspect;

Create an enabling environment. An enabling environment refers to “a set of policies, institutions, support services and other conditions that collectively improve or create a general business setting where enterprises and business activities can start, develop and thrive.” Spatial Development Framework planning, the integrated zoning scheme, aligned municipal infrastructure services provision and municipal financial management tools will be used to address this aspect; and

The formal and informal parts of the economy are mutually interdependent. The good health of one depends on the good health of the other. It is difficult to promote the growth of smaller enterprises if the overall rate of economic growth is slow. Dedicated networking projects to create opportunities for the informal economy to contribute to the demands of the formal economy will be used to address this aspect.

7.3.10.2 Implementation Plan: Local Economic Development (LED)

Table 55: Summary Results: Local Economic Development (LED) - IDP Deliverables 2022/23

	Project completed	1
	Project in progress.	9
	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	0
Total KPIs		10

Table 56: Local Economic Development Interventions

Funding Type							Project Rating						
▲	Municipal Funding	●	Grant Funding	■	External Loan / Funding	✖	No funding required	😊	Project completed.	😐	Project in progress.	😞	Not completed / No budget available / District Function / Provincial Function

Implementation Plan: Local Economic Development (LED)																	Performance Comment
IDP Ref No	Strategy	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Description	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
						2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Strategy 1: Ensure effective local business networking and sector consultation to improve the municipality's responsiveness to local businesses, entrepreneurs and the economic environment	Facilitate sector meetings	Number of sector meetings facilitated by 30 June	Design and maintain institutional arrangements with all dominant sector players to ensure alignment and information sharing	10	2	2	2	2	2	▲	☹️	n/a	n/a	n/a	n/a	1 Sector Meeting: Development Forum Meeting held on 18 October 2022.
TBC	Strategy 2: Establish a networking and mentoring system to ensure SMME development	Conduct business outreach sessions	Number of business outreach sessions conducted by 30 June	Regular seminars and workshops for SMMEs facilitated by the municipality and Private Sector Partners	20	4	4	4	4	4	▲	☹️	n/a	n/a	n/a	n/a	2 business outreach sessions completed by February 2023.

Implementation Plan: Local Economic Development (LED)																	Performance Comment
IDP Ref No	Strategy	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Description	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
						2022/23	2023/24	2024/25	2025/26	2026/27							
TBC	Strategy 2: Establish a networking and mentoring system to ensure SMME development	Facilitate sector meetings	Number of sector meetings facilitated by 30 June	An annual mentorship programme in collaboration with a Non-Profitable Organisation the University and Industry players in the municipal area.	20	4	4	4	4	4	▲	😊	n/a	n/a	n/a	n/a	1 Mentorship programme facilitated in September 2022. The target will be achieved during the 3rd and 4th quarters of 2022/23.
TBC	Strategy 3: Proactively identify opportunities for new investment and expansion	Alignment of the Red Tape Reduction Strategy to the SDF	Number of Red Tape Reduction Strategies aligned to the SDF by 31 May	Align Economic Development Strategies with the SDF of the municipality and ensure service standards are maintained to fast-track land development approvals and authorisations to reduce turnaround time for investors.	1	1	n/a	n/a	n/a	n/a	▲	😄	n/a	n/a	n/a	n/a	The target was achieved in the 2022/23 financial year.
TBC	Strategy 3: Proactively identify opportunities for new investment and expansion	Review the Local Economic Development Strategy	Number of Local Economic Development Strategies reviewed by 30 June	Inclusion of new economic opportunities in the IDP and Economic Development Strategy identified during the municipal public engagement processes for evaluation of feasibility and implementation with stakeholders.	5	1	1	1	1	1	▲	😊	n/a	n/a	n/a	n/a	

Implementation Plan: Local Economic Development (LED)																	Performance Comment
IDP Ref No	Strategy	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Description	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
						2022/23	2023/24	2024/25	2025/26	2026/27							
TBC	Strategy 4: Manage and develop tourism as one of the key economic sectors	Submission of quarterly LTO reports to the Municipal Manager	Number of quarterly LTO reports submitted to the Municipal Manager	Facilitate the development of tourism attractions, as contained in the Local Economic Development Strategy, in all sectors and at all levels of the local economy.	20	4	4	4	4	4	▲	😊	n/a	n/a	n/a	n/a	
TBC	Strategy 5: Manage and develop tourism as one of the key economic sectors	Development of a Tourism Policy	Number of Tourism Policies developed by 31 March	Ensure implementation of strategies in partnership with Local Tourism bodies to ensure the sustainability of the sector and the creation of more job opportunities while transforming the tourism sector to become more inclusive.	1	1	n/a	n/a	n/a	n/a	▲	😊	n/a	n/a	n/a	n/a	
TBC	Strategy 5: Manage and develop tourism as one of the key economic sectors	Review the Tourism Policy Strategic Plan	Number of Tourism Policies Strategic Plans reviewed by 31 March	Ensure implementation of strategies in partnership with Local Tourism bodies to ensure the sustainability of the sector and the creation of more job opportunities while transforming the tourism sector to become more inclusive.	4	n/a	1	1	1	1	▲	n/a	n/a	n/a	n/a	n/a	

Implementation Plan: Local Economic Development (LED)																	Performance Comment
IDP Ref No	Strategy	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Description	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
						2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Strategy 6: Facilitate rural development and farmer support	Allocation of Municipal Agricultural Land to emerging farmers	Number of municipal agricultural land allocated to emerging farmers by 30 June	Facilitate the development of new farming operations for emerging farmers on municipal land and through cooperation with existing farms.	10	2	2	2	2	2	▲	☹️	n/a	n/a	n/a	n/a	16 Farming applications have been received. Assessment of farming applications has been completed. Four applications have been shortlisted for potential allocation on the two portions of available land. An item will be prepared for Council for approval.
TBC	Strategy 6: Facilitate rural development and farmer support	Review the Municipal Agricultural Land Policy	Number of Municipal Agricultural Land Policies reviewed by 30 June	Collaborate with the Departments of Agriculture, Rural Development and Land Affairs around land and farming matters.	5	1	1	1	1	1	▲	☹️	n/a	n/a	n/a	n/a	Review in progress.
TBC	Strategy 7: Facilitate income-generating opportunities for the unemployed.	Create job opportunities through the EPWP	Number of job opportunities created through the EPWP by 30 June	The implementation and expansion of the EPWP programme in the municipality by providing income opportunities and skills for the unemployed in Stellenbosch fairly and transparently.	5800	1 400	1 100	1100	1100	1100	▲	☹️	n/a	n/a	n/a	n/a	Linked to LED Strategy, Mayoral Outcome and Top Layer SDBIP 891 job opportunities created by 28 February 2023

7.3.11 Community Development Strategy

Moreover, Schedule 4b and 5b lists the functions of local government to include the following which has relevance to the community development functions:

- Child care facilities;
- Building regulations (concerning SANS 10400S);
- Municipal Planning (concerning ECD registration applications and provisions to be made for social infrastructure inclusive of education and health services);
- Municipal public works (accessibility);
- Local amenities (concerning the contribution to social development);
- Local sports fields (regarding the contribution to social development);
- Municipal parks and recreation (regarding the contribution to social development); and
- Municipal roads (accessibility).

INTERGOVERNMENTAL RELATIONS FRAMEWORK ACT, 2005 (ACT NO. 13 OF 2005) (IGRFA)

The IGRFA which defines the relationship between the three spheres of government and facilitates coordination in the implementation of policy and legislation, includes coherent government, effective provision of services, monitoring implementation of policy and legislation and realisation of national policies. Because these services are primarily provided by national and provincial spheres of government but significantly affect local communities and residents, this department / function plays a pivotal role.

LOCAL GOVERNMENT: MUNICIPAL SYSTEMS ACT, 2000 (ACT NO. 32 OF 2000) (MSA)

The MSA further demonstrates in Chapter 4 the mandate of the municipality to develop a culture of community participation (16(1)(b)) in order to contribute to building the capacity of— (i) the local community to enable it to participate in the affairs of the municipality (networks and forums) and must do so with specific emphasis on the inclusion of (17(2)) the specific needs of (a) people who cannot read or write; (b) people with disabilities; (c) women; and (d) other disadvantaged groups.

The White Paper on Local Government (1998:23-26) identifies four interrelated characteristics of the role and function of Local Government related to community development:

- Maximising social development and economic growth: The role and function of the Local Government are to promote the development of communities so that the basic needs of the poor and vulnerable are met. It involves regulation of service delivery. This means that the Local Government is not directly responsible for services, but rather takes steps (i.e. strategies) to encourage good service delivery that addresses the specific needs of the specific community. It could therefore be viewed as a facilitation role. Partnerships between organisations could be encouraged, training opportunities could be provided and facilities could be developed to support existing service providers in the community;
- Integrating and coordinating: Coordination should include national and provincial departments, trade unions, community groups and private sector institutions. “Developmental Local Government must provide a vision and leadership for all those who have a role to play in achieving local prosperity.” An IDP could contribute to proper coordination;
- Democratising Development: Local Government practices should be aimed at the involvement of “...citizens and community groups in the design and delivery of municipal programmes”.

Coordination should lead to democratic "...leadership, encouragement, practical support and resources for community action". Another key aspect is that democratic development should aim to involve all community groups; and

Leading and learning: Community development should lead to networks, partnerships, and coalitions. To this extent, a Memorandum of Understanding (MOU) was signed with DSD.

It includes training opportunities and awareness programmes. The ultimate aim is to empower communities and create opportunities for sustainable change and growth. The emphasis is therefore on capacity building within communities.

The above characteristics are aimed at the improvement of service delivery within the constraints of available resources. As mentioned before, partnerships with businesses and Non-profit Organisations (NGOs) become a key aspect of this developmental model (White Paper on Local Government, 1998:35). These services are aimed at specific vulnerable groups and social issues also highlighted in policy documents.

Further to the above, the department gives effect to the strategic goal of Dignified Living in the IDP of Stellenbosch Municipality through:

The implementation of critical key performance areas and processes associated with the creation of a conducive environment for community / social development forging relations with national, provincial and local stakeholders and the generation of current social data; and

The development of six vulnerable groups (youth, gender, children, elderly, people living on the street, and people living with disability) within the municipal area through strategy and policy development and monitoring and reporting on the intended goals of the department's key performance areas.

7.3.11.1 Implementation Plan: Community Development Strategy

Table 57: Summary Results: Community Development - IDP Deliverables 2022/23

😊	Project completed	2
😐	Project in progress.	2
😞	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	0
Total KPIs		4

Table 58: Community development projects / programmes / initiatives

Funding Type							Project Rating						
▲	Municipal Funding	●	Grant Funding	■	External Loan / Funding	✕	No funding required	😊	Project completed.	😐	Project in progress.	😞	Not completed / No budget available / District Function / Provincial Function

Implementation Plan: Community Development Strategy																Performance Comment
IDP Ref No	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Partnerships / IGR Structure / Interdepartmental	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
					2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Training of youth through the Mayoral Youth Skills Development Programme	Number of Youth trained through the Mayoral Youth Skills Development Programme by 30 June	Approved service providers	300	60	60	60	60	60	▲	😊	n/a	n/a	n/a	n/a	Target achieved. 62 Youths trained through the Mayoral Youth Skills Development Programme
TBC	Conduct Youth Job Readiness Training	Number of Youth Job Readiness training conducted by 30 June	Department of Social Development (DSD)	600	120	120	120	120	120	▲	😐	n/a	n/a	n/a	n/a	58 youths trained by February 2023.
TBC	Host quarterly Registration of Early Childhood Development Centres capacity building workshops	Number of quarterly Registration of Early Childhood Development Centres capacity building workshops hosted	DSD, Cape Winelands District Municipality, Department of Education, Internal Municipal Departments, NGOs	20	4	4	4	4	4	▲	😐	n/a	n/a	n/a	n/a	To date two (2) quarterly workshops have been completed.

Implementation Plan: Community Development Strategy																Performance Comment
IDP Ref No	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	Partnerships / IGR Structure / Interdepartmental	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Progress Rating					
					2022/23	2023/24	2024/25	2025/26	2026/27		2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Establishment of the Greater Stellenbosch GBV Forum	Number of Greater Stellenbosch GBV Forums established by 30 June	DSD, SAPS, NGOs	1	0	1	0	0	0	▲	n/a	n/a	n/a	n/a	n/a	DSD indicated that DSD will be the driver of these structures. To be included in the 23/24 implementation plan of the MOU between two government entities.
TBC	Facilitate network meetings with collaborative structures	Number of network meetings with collaborative structures held by 30 June	SCAN, DSD, ECD Forums	60	12	12	12	12	12	▲	😊	n/a	n/a	n/a	n/a	Target achieved. 16 network meetings facilitated by February 2023.

7.3.12 Human Resource Strategy

High quality and a responsive Stellenbosch Municipality, with a focus on skills identification, supply, demand, retention, employability and social mobility, is essential if the municipality is to realise its IDP ambitions. As such Stellenbosch Municipality needs to be pre-emptive in terms of its human resource requirements and more responsive to service delivery improvement and best practices. The strategic role of Human Resource Management and Development (HRM&D) is ultimately to facilitate performance improvement through people. The table below provides a clarification of roles and involves the following:

- Understanding the business environment within which HRM&D operates;
- Partnering with management in effective people practices;
- Enabling change and transition;
- Engaging constructively with internal and external stakeholders' groups; and
- Delivering service-level commitments.

Table 59: Clarifying the role of HRM&D vis-à-vis Manager and employees

HRM	Line Managers	Employees
<ul style="list-style-type: none"> • Develops HRM&D strategies, principles, policies and procedures in line with business requirements. • Ensures consistency and standardisation of processes and practices across the municipality. • Provides expert advisory services. • Ensure application of appropriate best practice HRM&D service. • Partners line management in effective people practices • Enables change and transition. • Facilitates assimilation of culture and values. • Build the capacity of line managers to effectively manage people. • Ensure good corporate governance around HRM&D practices. • Delivers on service level agreements. • Measures and reports on the effectiveness of HRM&D services within the municipality. • Interaction and negotiations with trade unions and feedback. 	<ul style="list-style-type: none"> • Partners with HRM&D in developing and implementing HRM&D strategies to achieve results. • Manage people according to HRM&D principles, policies and procedures. • Complies with HRM&D legal requirements. • Proactively engages and partners with HRM&D around business and people challenges and solutions. • Initiate and lead change. • Drives the organisational values. • Takes responsibility for being informed of HRM&D matters and building own people management skills. • Follows fair and procedural HRM&D practices and processes. • Ensures high performance through effective performance management and retention practices. • Communicates and gives feedback on service level expectations. • Tracks and measures the impact of HRM&D strategies in functional areas. • Measure and report on the effectiveness of people management within functional areas. 	<ul style="list-style-type: none"> • Partners with line and HRM&D to: • Remain relevant to local; government by taking responsibility for own performance development and career planning; • Taking advantage of appropriate opportunities for development; • Remain informed of HRM&D policy and procedure; • Discuss expectations; • Take personal accountability for and support change initiatives; • Live the organisational values; • Participate in HRM&D surveys and feedback mechanisms; and • Provides feedback to / and liaises with Unions and relevant employee forums.

This HRM&D Framework provides Stellenbosch Municipality with the structure to plan, implement, monitor and improve its HRM&D standards. This framework does not operate in isolation and will be central to all activities involving the human resources of Stellenbosch Municipality. It is, therefore, not an HR document but must be “owned” by the Council, management, staff and trade unions. Since the field of HR management is a dynamic discipline, it is envisaged that this framework will change and develop over time to reflect the realities of the municipality’s environment.

Table 60: Key Strategies

Strategic Focus Area (SFA)	Key strategies	Alignment with HR Standards
SFA 1: Valley of Possibility	Ensuring that infrastructure and services planning and resourcing occur over the long term sustainably and draw on the expertise of other service delivery agencies, the private sector, and the University.	 Strategic HR Management.
SFA 2: Green and Sustainable Valley	Focusing more strongly on the environmental planning and management function, including appropriate resourcing.	 Strategic HR Management.  Talent Management.  Learning and Development.
SFA3: Safe Valley	<p>Securing adequate permanently employed HR, facilities and equipment (specifically fleet) to undertake the specialist functions of traffic management, fire and rescue services, and disaster and event management on a 24/7 basis and to comply with legal standards.</p> <p>Establishing adequate, integrated Law Enforcement capacity, present in every ward of the municipality.</p>	 Strategic HR Management.  Learning and Development.
SFA 4: Dignified Living	Ensuring the delivery of a comprehensive range of services to vulnerable groups, and the coordinated cooperation of service providers at all levels in the delivery and management of services to these groups	 Learning and Development.
SFA 5: Good Governance and Compliance	<p>Ensuring that functional areas have the capacity and readiness to deliver services in terms of short-, medium- and longer-term objectives and targets.</p> <p>Ensuring that all staff has the opportunity for leadership development within their functional areas, and municipal management generally.</p> <p>Ensuring regular performance management of staff at all levels within the organisation.</p> <p>Undertaking strategic planning for the longer and shorter terms, the municipality as a whole, and local areas</p> <p>Implementing regular auditing of processes.</p> <p>Celebrating excellence in service delivery, external and internal to the municipality.</p> <p>Renewing intergovernmental efforts to establish a municipal court in Stellenbosch.</p>	 Strategic HR Management.  Talent Management.  Learning and Development.  Performance Management/ Reward and Recognition.  Strategic HR Management.  HR Risk Management.  Reward and Recognition.  Talent Management.

7.3.13 ICT Strategy

7.3.13.1 Background

Information and Communication Technology (ICT) Systems and Services are playing an ever-increasing role as a strategic enabler of organisational transformation and service delivery in the public sector. There is also a growing acknowledgement at the corporate governance level that ICT services and systems form an integral part of the municipal service delivery value chain.

The continuous alignment of ICT services and systems with the strategic goals and objectives of the municipality, as well as statements of direction from the National Government and the Western Cape Provincial Government impose major challenges on the Department: ICT and its resources.

This document aims to articulate and describe changes in the Stellenbosch Municipality's ICT Strategy with the view to ensure alignment with the Stellenbosch Municipality's Strategy. Emphasis is placed on identifying the municipality's new requirements and opportunities for Information and Communication Technology to move towards meeting the ICT-related requirements of the municipality and management. The municipality intends to review and update the ICT Strategy for approval in the 2023/24 financial year.

The successful implementation of the municipality's IDP and the achievement of its strategic objectives are highly dependent on several critical enabling resources to be managed effectively to support the IDP, including finances, human resources and information technology.

The achievement of the strategic objectives of the municipality's IDP is indirectly dependent on various information technology services, without which the core and supporting functions of the municipality will not be able to operate. The vital ICT-related services include:

- ✚ Provisioning of Municipal Financial Management and Payroll Management software applications;
- ✚ Hosting of the Municipal website;
- ✚ E-mail and internet services;
- ✚ Data storage;
- ✚ Data recovery;
- ✚ ICT planning;
- ✚ Provisioning of the network, wireless networks and telephony services;
- ✚ End-user support for the ICT environment;
- ✚ Disaster Recovery Management;
- ✚ Business Continuity;
- ✚ ICT Risk Management;
- ✚ ICT Contract Management; and
- ✚ Public Wi-Fi.

7.3.13.2 The Mission and Vision of ICT

ICT's mission is to provide ICT infrastructure and ICT business systems solutions that will assist the Stellenbosch Municipality to deliver sustainable services that are operationally efficient and cost-effective to all its stakeholders and communities which includes:

- ✚ Cost-effective solutions;
- ✚ Quality Service Delivery;
- ✚ Ongoing performance monitoring; and
- ✚ Aligned to business processes.

The vision of the ICT Department is to be a trusted and reliable Information and Communication Technology partner to support the Stellenbosch Municipality management and end-users to achieve their objectives.

7.3.13.3 Success Factors to Adopt in getting closer to the community

The Department: ICT will continue to strive in achieving its goals to close the gap between the municipality and the community by improving services and engagement. These goals include:

- ✚ Understanding the needs of the community;
- ✚ Always deliver a consistent and quality service; and
- ✚ Manage the relationships with vendors and stakeholders providing a service to the public.

7.3.13.4 Implementation Plan: ICT Strategy

Table 61: ICT Interventions

Funding Type								Project Rating					
▲	Municipal Funding	●	Grant Funding	■	External Loan / Funding	✖	No funding required	😊	Project completed.	😐	Project in progress.	😞	Not completed / No budget available / District Function / Provincial Function

IMPLEMENTATION PLAN: ICT STRATEGY										
IDP Ref No	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Performance Comment
				2022/23	2023/24	2024/25	2025/26	2026/27		
TBC	Implementation of a Desktop Refreshment Policy and Hardware Standardisation over 3 years	Number of desktop refreshment policies and hardware standardisation implemented by 30 June	1	n/a	n/a	n/a	n/a	n/a	▲	The Implementation Plan for the ICT Strategy will be monitored on a departmental level.
TBC	Completion of a Business Case for System Integration (Collaborator, Ignite, SAMRAS, IMQS, and GIS etc.)	Number of Business Cases for System Integration completed by 30 June	1	n/a	n/a	n/a	n/a	n/a	▲	
TBC	Drafting of a Smart City Framework*	Number of Smart City Frameworks drafted by 31 May	1	n/a	n/a	n/a	n/a	n/a	▲	
TBC	Development of a 3-year Public Wi-Fi Strategy*	Number of 3-year Public Wi-Fi Strategies developed by 31 May	1	n/a	n/a	n/a	n/a	n/a	▲	
TBC	Upgrading of the ICT Infrastructure Network (Cameras and High sites and Hardware Replacement)*	Number of the ICT Infrastructure Networks (Cameras and High sites and Hardware Replacement) upgraded by 30 June	1	n/a	n/a	n/a	n/a	n/a	▲	
TBC	Implementation of the Corporate GIS modules plus aerial photography (Customer Care, Asset Management etc)	Number of Corporate GIS modules plus aerial photography (Customer Care, Asset Management etc) implemented by 30 June	1	n/a	n/a	n/a	n/a	n/a	▲	
TBC	Development of a 3-year Fibre Strategy for the Stellenbosch Municipality*	Number of 3-year Fibre Strategies for the Stellenbosch Municipality developed by 30 June	1	n/a	n/a	n/a	n/a	n/a	▲	
TBC	Implement a 3-year Cabling Maintenance Solution for all ICT needs.*	Number of Cabling Maintenance Solutions implementation reports submitted to the Director: Corporate Services	3	n/a	n/a	n/a	n/a	n/a	▲	
TBC	Upgrading of the audio and visual equipment in the Council Chambers, Stellenbosch*	Number of audio and visual equipment in the Council Chambers, Stellenbosch upgraded by 30 June	1	n/a	n/a	n/a	n/a	n/a	▲	

IMPLEMENTATION PLAN: ICT STRATEGY										
IDP Ref No	Key Activity / Project / Programme / Initiative (measurable action)	Description of Unit of Measurement	5-year target	Year 1 Target	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Funding Type	Performance Comment
				2022/23	2023/24	2024/25	2025/26	2026/27		
TBC	Implementation of a Digital Employee Management Solution*	Number of Digital Employee Management Solutions implemented by 30 June	1	n/a	n/a	n/a	n/a	n/a	▲	

CHAPTER 8:

Council Term Projects 2022 – 2027

8.1 Smart City

As cities compete for global investment and talent, efficient cities with less red tape barriers, ICT competitiveness comes centre stage. A smart city is adaptable to change and demands that emanate from growth, and in response applies information and communication technologies to enhance performance and urban services to respond to demand whilst reducing consumption, waste and costs. Smart cities need to capitalise on digital technology to facilitate the speed of information to support more efficient delivery of goods and services and contribute to the greater vibrancy of cities.

A **smart city** is a municipality that uses information and communication technologies to increase operational efficiency, share information with the public and improve both the quality of government services and citizen welfare.

8.1.1 Guiding Principles to create inclusive smart cities

For a smart city to be inclusive, it should adhere to six interdependent principles. The principles provide guidance when decisions have to be made regarding the identification, planning and implementation of smart initiatives and technologies.

Decisions on the nature and purpose of a smart initiative or technology should be guided by the following principles:

1. It should be smart for all;
2. It should use technology as an enabler rather than a driver;
3. It should be shaped by, and respond to, the local context;
4. It should be informed by the real needs of the community;
5. It should embrace innovation, partnership and collaboration; and
6. It should be sustainable, resilient and safe.

8.1.2 A smart city as a holistic ecosystem

Global best practices recommend three primary categories when determining the benefits and priorities for the design and implementation of the smart city roadmap. The smart city roadmap includes the following:

Smart Governance

Transform the institutional systems, processes and organisational structure to one of the high-performance organisations to effectively deliver basic services.

Smart Livelihood

Implementation and integration of innovative digital platforms to enable social upliftment.

Smart Economy

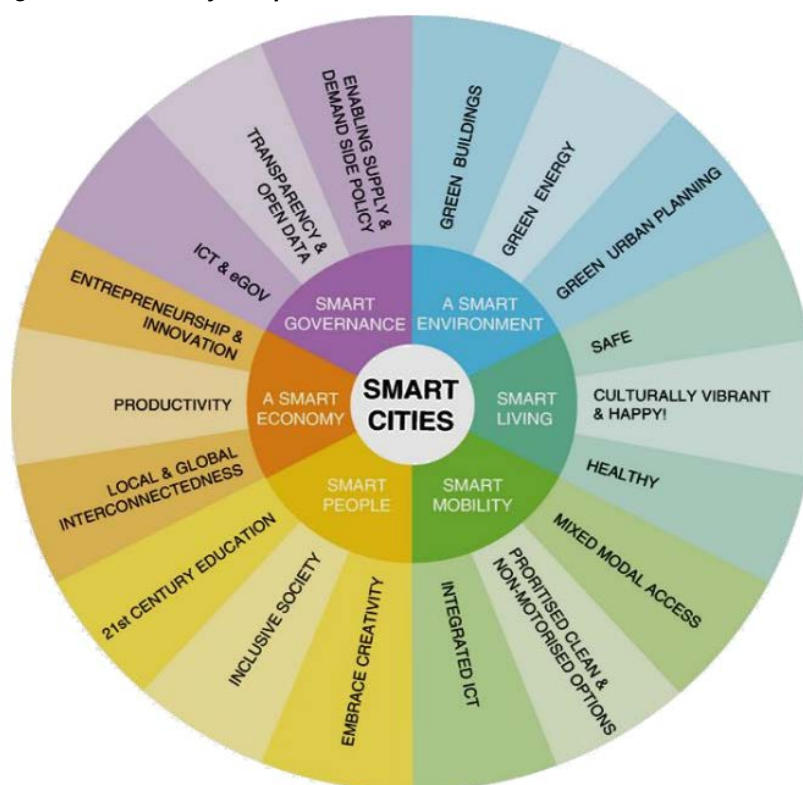
Grow and diversify the local economy through the attraction of new investment, skills development and facilitation of an enabling environment for small business growth and job creation.

8.1.3 The Nature and Purpose of a proposed smart city initiative

The implementation of smart city initiatives should be guided by a clear understanding of the nature and purpose of the proposed interventions. These initiatives could be focussed on benefitting different target services in municipal-driven smart city initiatives, addressing the needs of the entire city (municipal area). Smart City initiatives should be aimed at improving the lives of the people residing in the city, especially in the different services that are delivered to the residents in the municipal area.

Smart city initiatives can be placed within a specific smart city theme, the figure below indicates the different smart city themes:

Figure 53: Smart City components and initiatives



Source: A South African Smart Cities Framework

Realising the goal and implementation of smart city initiatives will need the collaboration of internal and external stakeholders. Within the next five years (2022 – 2027) Stellenbosch Municipality will emphasise on Smart Governance with a focus on E-governance. The aim is to formulate a Smart City Framework for approval by the Council in the 2023/24 financial year.

The purpose of the Smart City Framework will be to guide decision-making and provide internal stakeholders with a structured framework when identifying, planning and implementing the smart city initiatives which are appropriate to the theme of Smart Governance.

The legacy projects will be undertaken by the administration and political leadership, which will remain applicable for the duration of the political term under the leadership of the Executive Mayor and respective portfolios of the Mayoral Committee Members.

8.2 Political Leadership: Five-Year Plans

8.2.1 Executive Mayor

In developing the 1st Review of the 5th Generation IDP 2022 – 2027, the Stellenbosch Municipality ensured proper alignment and integration with the IDP, Budget, SDF and sector plans. There is no fundamental shift in the outstanding projects / programmes and initiatives that were planned in the 4th Generation IDP 2017 – 2022. All outstanding plans have been taken into consideration for the new strategic document.

The 1st Review of the 5th Generation IDP 2022 – 2027 will be the Municipality's road map for the next five years and track the progress on the implementation of projects / programmes and initiatives. It is an exciting journey in working together with the administration, communities, and other spheres of government in making greater Stellenbosch a valley of opportunity. For this to happen, the following mayoral outcomes for the period 2022 – 2027 have been set and are reviewed on an annual basis.

Mayoral Outcome 1: Clean, accountable and responsive local government;

Mayoral Outcome 2: Outcome 2: Excellent service delivery in all areas within the Greater Stellenbosch Municipal Area;

Mayoral Outcome 3: LED post the COVID-19 Pandemic and transfer of land to new farmers;

Mayoral Outcome 4: Provide housing opportunities for all residents in all housing categories (rental stock, BNG, GAP housing, upgrade of informal settlements and mixed-use developments);

Mayoral Outcome 5: Development of the Adam Tas Corridor and town establishment of all ten dorps across the municipality area;

Mayoral Outcome 6: Streamline planning systems and procedures to facilitate desirable growth;

Mayoral Outcome 7: To create safer environments in our communities;

Mayoral Outcome 8: Expansion of the green economy with innovative projects, creating a new reality of service delivery and job creation;

Mayoral Outcome 9: Alternative Energy.

Table 62: Summary of Results: Overall Mayoral Outcomes - IDP Deliverables 2022/23

	Project completed	4
	Project in progress.	36
	Not completed / No budget available / District Function / Provincial Function	-
N/A	IDP Deliverable Not Yet Measured	18
Total KPIs		58

8.2.1.1 Mayoral Outcome 1: Clean, accountable and responsive local government

Table 63: Summary of Results: Mayoral Outcome 1 - Clean, accountable and responsive local government

	Project completed	0
	Project in progress.	5
	Not completed / No budget available / District Function / Provincial Function	-
N/A	IDP Deliverable Not Yet Measured	2
Total KPIs		7

Table 64: Executive Mayor 5-Year Plan 2022 – 2027

Project Rating					
	Project completed.		Project in progress.		Not completed / No budget available / District Function / Provincial Function

Table 65: Mayoral Outcome 1: Clean, accountable and responsive local government

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment	
Mayoral Outcome 1: Clean, accountable and responsive local government																				
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating						
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27		
TBC	Office of the Municipal Manager	Department: Governance	NKPA 5	SFA 5	Investigate all reported fraud and corruption cases	Percentage of all fraud and corruption cases initiated by 30 June	WCO24	100%	100%	100%	100%	100%	100%	🟡	n/a	n/a	n/a	n/a	The Fraud register is updated and discussed with the Municipal Manager monthly. Submitted to the Risk and Fraud Committee as well as the Audit and Performance Audit Committee (APAC).	
TBC	Office of the Municipal Manager	Department: Internal Audit	NKPA 5	SFA 5	Revised Risk-Based Audit Plan (RBAP) submitted to the Audit Committee	Number of Revised Risk-Based Audit Plan (RBAP) submitted to the Audit Committee by 30 June	WCO24	5	1	1	1	1	1	1	🟡	n/a	n/a	n/a	n/a	Linked to the Top Layer SDBIP.

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 1: Clean, accountable and responsive local government																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Office of the Municipal Manager	Department: Internal Audit	NKPA 5	SFA 5	Implement the Risk-Based Annual Audit Plan (RBAP)	Percentage of Annual Risk-Based Audits completed by 30 June	WCO24	80%	80%	80%	80%	80%	80%	🟡	n/a	n/a	n/a	n/a	Progress report submitted to APAC and Municipal Manager.
TBC	Office of the Municipal Manager	Department: Internal Audit	NKPA 5	SFA 5	AGSA Audit Action Plan (AAP) submitted to the Audit Committee	Number of AGSA Audit Action Plan (AAP) submitted to the Audit Committee by 30 June	WCO24	5	1	1	1	1	1	🟡	n/a	n/a	n/a	n/a	
TBC	Office of the Municipal Manager	Department: Internal Audit	NKPA 5	SFA 5	Implementation of the Directorate's actions as per the AGSA Audit Action Plan	Percentage of the Directorate's actions as per the AGSA Audit Action Plan implemented by 30 June	WCO24	100%	100%	100%	100%	100%	100%	n/a	n/a	n/a	n/a	n/a	
TBC	Office of the Municipal Manager	Department: Internal Audit	NKPA 5	SFA 5	Submission of a combined assurance report to the Council	Number of combined assurance reports submitted to Council by 30 September	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	
TBC	Office of the Municipal Manager	Department: Internal Audit	NKPA 5	SFA 5	Establishment of a Disciplinary Board in line with the financial misconduct regulations	Number of disciplinary boards in line with the financial misconducts established by 30 June	WCO24	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 1: Clean, accountable and responsive local government																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Office of the Municipal Manager	Department: Internal Audit	NKPA 5	SFA 5	Distribution of external newsletters	Number of external newsletters distributed by 30 June	WCO24	48	8	10	10	10	10	😊	n/a	n/a	n/a	n/a	4 Newsletter was distributed by February 2023

8.2.1.2 Mayoral Outcome 2: Excellent service delivery in all areas within the Greater Stellenbosch Municipal Area

Table 66: Summary Results: Mayoral Outcome 2 - Excellent service delivery in all areas within the Greater Stellenbosch Municipal Area

	Project completed	1
	Project in progress.	5
	Not completed / No budget available / District Function / Provincial Function	-
N/A	IDP Deliverable Not Yet Measured	4
Total KPIs		10

Table 67: Mayoral Outcome 2: Excellent service delivery in all areas within the Greater Stellenbosch

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 2: Excellent service delivery in all areas within the Greater Stellenbosch Municipal Area																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Financial Services	Department: Financial Management Services	NKPA 4	SFA 5	Actual expenditure on the approved Capital Budget for the Municipality by 30 June (NKPI - MSA, Reg. S10(c))	Percentage of the approved Capital Budget for the municipality actually spent by 30 June	WCO24	90%	90%	90%	90%	90%	90%	🟡	n/a	n/a	n/a	n/a	26.17% achieved by February 2023 A detailed performance assessment was conducted during the Mid-Year adjustment budget, and projects were shifted to the outer years for which tenders are not yet in place.
TBC	Directorate: Financial Services	Department: Revenue and Expenditure	NKPA 4	SFA 5	Payment of SMMEs within 14 days after receipt of invoice	Percentage of SMMEs invoices paid within 14 days after receipt of invoice	WCO24	90%	90%	90%	90%	90%	90%	🟡	n/a	n/a	n/a	n/a	15% achieved by 28 February 2023 SMMEs are paid each week.
TBC	Directorate: Financial Services	Department: Revenue and Expenditure	NKPA 4	SFA 5	Held Supply Chain Management Good Governance Workshop	Number of Supply Chain Management Good Governance Workshops held by 31 July	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 2: Excellent service delivery in all areas within the Greater Stellenbosch Municipal Area																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Finalised Business License Applications within 30 days	Percentage of Business License Applications finalised within 30 days of the receipt of a completed application	WCO24	90%	90%	90%	90%	90%	90%	😊	n/a	n/a	n/a	n/a	48.33% achieved by February 2023 In certain months no business licence applications were received.
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 3	SFA 1	Finalised Filming and Events Applications within 30 days	Percentage of Filming and Events Applications finalised within 30 days of receipt of a completed application	WCO24	75%	75%	75%	75%	75%	75%	😊	n/a	n/a	n/a	n/a	46.67% achieved by 28 February 2023
TBC	Directorate: Community and Protection Services	Section: Community Development	NKPA 3	SFA 5	Develop an SOP for the registration of ECD Centres	Number of SOPs developed for the registration of ECD Centres 28 February	WCO24	1	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	
TBC	Directorate: Infrastructure Services	Department: Waste Management	NKPA 3	SFA 2	Develop a Service Level Charter	Number of Service Level Charters developed by 30 June	WCO24	1	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Infrastructure Services	Department: Waste Management	NKPA 5	SFA 2	Review the Service Level Charter	Number of Service Level Charters reviewed by 31 March	WCO24	3	n/a	n/a	1	1	1	n/a	n/a	n/a	n/a	n/a	

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 2: Excellent service delivery in all areas within the Greater Stellenbosch Municipal Area																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Infrastructure Services	Department: Electrical Services	NKPA 1	SFA 4	Limit unaccounted electricity to less than 9% annually {(Number of Electricity Units Purchased and / or Generated - Number of Electricity Units Sold (incl. Free basic electricity)) / Number of Electricity Units Purchased and / or generated) x 100}	Percentage of average electricity losses, measured by 30 June	WCO24	<9	<9	<9	<9	<9	<9	😊	n/a	n/a	n/a	n/a	0% achieved by February 2023
TBC	Directorate: Infrastructure Services	Department: Development Services, Asset Management and Systems and Project Management Unit (PMU)	NKPA 1	SFA 4	Submit quarterly reports on development charges contributions	Number of reports submitted to the Director: Infrastructure Services by 30 June	WCO24	4 per annum	4	4	4	4	4	😐	n/a	n/a	n/a	n/a	
TBC	Directorate: Infrastructure Services	Department: Water and Wastewater Services	NKPA 1	SFA 1	Upgrading of the Ida's Valley WTP	Number of Ida's Valley WTP upgraded by 30 June	WCO24	1	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Infrastructure Services	Department: Water and Wastewater Services	NKPA 1	SFA 1	Upgrading of the Kayamandi Bulk Water infrastructure	Number of Kayamandi Bulk Water infrastructures upgraded by 30 June	WCO24	1	n/a	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 2: Excellent service delivery in all areas within the Greater Stellenbosch Municipal Area																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Infrastructure Services	Department: Water and Wastewater Services	NKPA 1	SFA 4	Installation of standpipes in informal settlements	Percentage of system standpipes conforming to the Water Services Standard. Amount of Standpipes / ((Amount of informal community families)/25)	WCO24	95%	80%	85%	90%	93%	95%	😊	n/a	n/a	n/a	n/a	Linked to the Top Layer SDBIP.
TBC	Directorate: Infrastructure Services	Department: Water and Wastewater Services	NKPA 1	SFA 4	Construction of Ablution facilities	Percentage of toilets conforming to the Water Services Standard. Amount of Toilets / ((Amount of informal families)/5)	WCO24	95%	80%	85%	90%	93%	95%	😊	n/a	n/a	n/a	n/a	6.67% achieved by February 2023.

8.2.1.3 Mayoral Outcome 3: LED post the COVID-19 Pandemic

Table 68: Summary Results: Mayoral Outcome 3 - LED post the COVID-19 Pandemic and transfer of land to new farmers

	Project completed	1
	Project in progress.	6
	Not completed / No budget available / District Function / Provincial Function	-
N/A	IDP Deliverable Not Yet Measured	2
Total KPIs		9

Table 69: Mayoral Outcome 3: LED post the COVID-19 Pandemic

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
LED post the COVID-19 Pandemic and transfer of land to new farmers																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Review the Economic Development Strategy	Number of Economic Development Strategies reviewed by 30 June	WCO24	5	1	1	1	1	1	🟡	n/a	n/a	n/a	n/a	Linked to the LED Strategy outcome.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Develop the Economic Intelligence Report	Number of economic intelligence reports developed quarterly	WCO24	12	4	2	2	2	2	🟡	n/a	n/a	n/a	n/a	One (1) Report submitted in the 2022/23 financial year.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Develop an Annual Events Calendar for Stellenbosch Municipality	Number of Annual Events Calendars developed for the Stellenbosch Municipality by 31 December	WCO24	1	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Target achieved.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Update the Annual Events Calendar for Stellenbosch Municipality	Number of Annual Events Calendars updated for Stellenbosch Municipality by 31 December	WCO24	4	n/a	1	1	1	1	n/a	n/a	n/a	n/a	n/a	

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
LED post the COVID-19 Pandemic and transfer of land to new farmers																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Establishment of a Municipal Investment Desk	Number of Municipal Investment Desks established by 30 June	WCO24	1	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Review the Tourism Policy	Number of Tourism Policies reviewed by 31 March	WCO24	4	n/ a	1	1	1	1	n/a	n/a	n/a	n/a	n/a	Linked to LED Strategy outcome (Tourism Policy).
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Review the Municipal Agricultural Land Policy	Number of Municipal Agricultural Land Policies by 30 June	WCO24	5	1	1	1	1	1	😊	n/a	n/a	n/a	n/a	Linked to LED Strategy Outcome.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Establishment of a Municipal Investment Desk	Number of Municipal Investment Desks established by 31 December	WCO24	1	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 3	SFA 1	Develop a Filming and Events Policy	Number of Filming and Events Policies developed by 31 March	WCO24	1	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Compilation of an annual report on the policy / guideline / SOP needs assessment for Economic Development	Number of annual reports on the policy / guideline / SOP needs assessments compiled for Economic Development by 31 March	WCO24	5	1	1	1	1	1	😊	n/a	n/a	n/a	n/a	
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 4	Allocation of municipal agricultural land units to emerging farmers	Number of municipal agricultural land units allocated to emerging farmers by 30 June	WCO24	10	2	2	2	2	2	😊	n/a	n/a	n/a	n/a	Linked to the LED Strategy Outcome.

8.2.1.4 Mayoral Outcome 4: Provide housing opportunities for all residents in all housing categories

Table 70: Summary Results: Mayoral Outcome 4 - Provide housing opportunities for all residents in all housing categories

	Project completed	0
	Project in progress.	11
	Not completed / No budget available / District Function / Provincial Function	-
N/A	IDP Deliverable Not Yet Measured	1
Total KPIs		12

Table 71: Mayoral Outcome 4: Provide housing opportunities for all residents in all housing categories

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 4: Provide housing opportunities for all residents in all housing categories (rental stock, BNG, GAP housing, upgrade of informal settlements and mixed-use developments)																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	Obtaining development rights for mixed-use development for Northern Extension, Kayamandi	Percentage of the Northern Extension, Kayamandi Capital Budget actually spent 30 June	12,13,14,15	90%	90%	90%	n/a*	n/a*	n/a*	🟡	n/a	n/a	n/a	n/a	Linked to the Housing Pipeline Outcome.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	Submission of quarterly integrated Human Settlement status reports	Number of quarterly Integrated Human Settlement status reports submitted to the Executive Mayor	WCO24	20	4	4	4	4	4	🟡	n/a	n/a	n/a	n/a	
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	Obtaining development rights on Erf 7001, Cloeteville to establish GAP housing	Percentage of the Erf 7001, Cloeteville Capital Budget annual actually spent by 30 June	16, 17, 19	90%	90%	90%	n/a*	n/a*	n/a*	🟡	n/a	n/a	n/a	n/a	Linked to the Housing Pipeline Outcome.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	Finalising the sub-division plan and obtaining approval for Jamestown (Phases 2 and 3)	Percentage of the Jamestown (Phases 2 and 3) Capital Budget actually spent by 30 June	21	90%	90%	n/a*	n/a*	n/a*	n/a*	🟡	n/a	n/a	n/a	n/a	Linked to the Housing Pipeline Outcome.

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 4: Provide housing opportunities for all residents in all housing categories (rental stock, BNG, GAP housing, upgrade of informal settlements and mixed-use developments)																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	To obtain development rights for mixed-use development for Jamestown Phase 4	Percentage of the Jamestown Phase 4 Capital Budget actually spent by 30 June	21	90%	90%	90%	90%	n/a*	n/a*	😊	n/a	n/a	n/a	n/a	Linked to the Housing Pipeline Outcome.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	Obtaining planning approvals for the redevelopment of the Kayamandi Town Centre	Percentage of the Kayamandi Town Centre Capital Budget actually spent by 30 June	12,13,14,15	90%	90%	n/a*	n/a*	n/a*	n/a*	😊	n/a	n/a	n/a	n/a	Linked to the Housing Pipeline Outcome.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	To obtain development rights for township establishment for Erf 64, Kylemore	Percentage of the Erf 64, Kylemore Capital Budget annual actually spent by 30 June	4	90%	90%	90%	n/a*	n/a*	n/a*	😊	n/a	n/a	n/a	n/a	Linked to the Housing Pipeline Outcome.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	To obtain development rights and planning approvals for La Motte, Franschhoek	Percentage of the La Motte, Franschhoek Capital Budget actually spent by 30 June	2 and 3	90%	n/a	90%	90%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Linked to the Housing Pipeline Outcome. There has been no confirmation received that the property will be transferred.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	Submission of quarterly Integrated Human Settlement status reports to the Executive Mayor	Number of quarterly Integrated Human Settlement status reports submitted to the Executive Mayor	WCO24	20	4	4	4	4	4	😊	n/a	n/a	n/a	n/a	Two (2) reports had been submitted by February 2023.

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 4: Provide housing opportunities for all residents in all housing categories (rental stock, BNG, GAP housing, upgrade of informal settlements and mixed-use developments)																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	Submit quarterly status reports on Social Housing (affordable rental accommodation) on Farms 81/2 and 81/9 and LAP - rental stock Stellenbosch to the Executive Mayor	Number of quarterly status reports on social housing submitted to the Executive Mayor	10 and 13	20	4	4	4	4	4	😊	n/a	n/a	n/a	n/a	Linked to the Housing Pipeline Outcome on Social Housing Reports Two (2) reports had been submitted by February 2023.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	Submission of bi-annual Housing Development status reports on the rural nodes (De Novo and Vaaldrain) to the Executive Mayor	Number of bi-annual Housing Development status reports on the rural nodes (De Novo and Vaaldrain) submitted to the Executive Mayor	19	10	2	2	2	2	2	😊	n/a	n/a	n/a	n/a	Two (2) reports had been submitted by February 2023.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	Submission of bi-annual status reports on backyard dwellers to the Executive Mayor	Number of bi-annual status reports on backyard dwellers submitted to the Executive Mayor	WCO24	20	4	4	4	4	4	😊	n/a	n/a	n/a	n/a	Two (2) reports had been submitted by February 2023.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	Transferring title deeds to approved beneficiaries	The number of title deeds to approved beneficiaries transferred by 30 June	WCO24	1 500	300	300	300	300	300	😊	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023

n/a* -After obtaining development rights, implementation of projects dealt with by the Department: Project Management Unit.

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 5: Development of the Adam Tas Corridor and town establishment of all ten dorpiés across the municipality area																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 4	Development of Local Spatial Development Frameworks for the 10 small towns	Number of Local Spatial Development Frameworks developed for all 10 small towns by 30 September	WCO24	10	n/a	2	3	3	2	n/a	n/a	n/a	n/a	n/a	

8.2.1.6 Mayoral Outcome 6: Streamline planning systems and procedures to facilitate desirable growth

Table 74: Summary Results: Mayoral Outcome 6 - Streamline planning systems and procedures to facilitate desirable growth

	Project completed	0
	Project in progress.	2
	Not completed / No budget available / District Function / Provincial Function	-
N/A	IDP Deliverable Not Yet Measured	0
Total KPIs		2

Table 75: Mayoral Outcome 6: Streamline planning systems and procedures to facilitate desirable growth

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 6: Streamline planning systems and procedures to facilitate desirable growth																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 4	Review the Municipal Spatial Development Framework	Number of Municipal Spatial Development Frameworks reviewed by 30 June	WCO24	1	1	n/a	n/a	n/a	n/a	🟡	n/a	n/a	n/a	n/a	Linked to TL SDBIP Target will be reported on by 30 June 2023
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 4	Implementation of a Spatial Information Performance Management System	Number of Spatial Information Performance Management Systems implemented by 31 March	WCO24	1	n/a	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 4	Development of an Inclusionary Zoning Policy	Number of Inclusionary Zoning Policies developed by 30 June	WCO24	1	1	n/a	n/a	n/a	n/a	🟡	n/a	n/a	n/a	n/a	Linked to TL SDBIP Target will be reported on by 30 June 2023

8.2.1.7 Mayoral Outcome 7: To create safer environments in our communities

Table 76: Summary Result: Mayoral Outcome 7 - To create safer environments in our communities

	Project completed	1
	Project in progress.	3
	Not completed / No budget available / District Function / Provincial Function	-
N/A	IDP Deliverable Not Yet Measured	7
Total KPIs		11

Table 77: Mayoral Outcome 7: To create safer environments in our communities

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 7: To create safer environments in our communities																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Community and Protection Services	Section: Community Development	NKPA 5	SFA 3	Facilitation of ECD new and re-registration processes	Number of ECD new and re-registration processes facilitated by 30 June	WCO24	2530	5	510	5	5	5	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023
TBC	Directorate: Community and Protection Services	Section: Community Development	NKPA 5	SFA 3	Hosting a child protection event	Number of child protection events hosted by 30 June	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023
TBC	Directorate: Community and Protection Services	Section: Community Development	NKPA 5	SFA 3	Hosting of 16 days of activism event	Number of 16 days of activism events hosted by 30 November	WCO24	5	1	1	1	1	1		n/a	n/a	n/a	n/a	Target achieved.
TBC	Directorate: Community and Protection Services	Section: Community Development	NKPA 5	SFA 3	Hosting the prevention of elderly abuse event	Number of prevention of elderly abuse events hosted by 30 June	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.
TBC	Directorate: Community and Protection Services	Section: Community Development	NKPA 5	SFA 3	Hosting of International Day of Disability	Number of International Days of Disability hosted by 31 December	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 7: To create safer environments in our communities																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 1	SFA 3	Facilitation of ward-based community safety engagements	Number of ward-based community safety engagements facilitated by 30 June	WCO24	23	23	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	6 meetings were facilitated by February 2023 11 Ward meetings were scheduled of which 6 wards attended and 5 wards cancelled due to lack of community attendance and matric exams. Meetings will be rescheduled. Ward safety meetings were held for the 2022/2023 financial year. The Community Safety Forum platform will allow safety issues to be discussed and feedback is given quarterly.

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 7: To create safer environments in our communities																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 1	SFA 3	Spending of the Capital Budget on CCTV cameras and equipment for the Department: Protection Services	Percentage of the Capital Budget on CCTV cameras and equipment for the Department: Protection Services by 30 June	WCO24	90%	90%	90%	90%	90%	90%	😐	n/a	n/a	n/a	n/a	37.25% achieved by February 2023 The ongoing process of expenditure on CCTV Cameras as per Masterplan. This will include UPS solar power for the batteries.
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 1	SFA 3	Appointment of Law Enforcement Officers (Tactical Reaction Unit (TRU))	Number of Law Enforcement Officers (TRU) appointed by 30 June	WCO24	48	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The establishment of a TRU needs to be finalised before the appointments can be made.
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 1	SFA 3	Spending of the Registered Neighbourhood Watches capital budget	Percentage of the Registered Neighbourhood Watches capital budget actually spent by 30 June	WCO24	90%	90%	90%	90%	90%	90%	😐	n/a	n/a	n/a	n/a	Funds could not be converted to the Operating budget. Purchasing of equipment for NHWs to be confirmed and processed.
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 1	SFA 3	Spending of the vehicle and equipment Capital Budget for the Department: Protection Services	Percentage of the vehicle and equipment Capital Budget actually spent for the Department: Protection Services by 30 June	WCO24	90%	90%	90%	90%	90%	90%	n/a	n/a	n/a	n/a	n/a	The target will be reported by 30 June 2023.

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 7: To create safer environments in our communities																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Infrastructure Services	Office of the Director: Infrastructure Services	NKPA 1	SFA 2	Spending of the vehicle and equipment Capital Budget for the Directorate: Infrastructure Services	Percentage of the vehicle and equipment Capital Budget actually spent for the Directorate: Infrastructure Services by 30 June	WCO24	90%	90%	90%	90%	90%	90%	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.

8.2.1.8 Mayoral Outcome 8: Expansion of the green economy with innovative projects, creating a new reality of service delivery and job creation

Table 78: Summary Results: Mayoral Outcome 8 - Expansion of the green economy with innovative projects, creating a new reality of service delivery and job creation

	Project completed	0
	Project in progress.	1
	Not completed / No budget available / District Function / Provincial Function	-
N/A	IDP Deliverable Not Yet Measured	1
Total KPIs		2

Table 79: Mayoral Outcome 8: Expansion of the green economy with innovative projects, creating a new reality of service delivery and job creation

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 8: Expansion of the green economy with innovative projects, creating a new reality of service delivery and job creation																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Infrastructure Services	Department: Waste Management	NKPA 5	SFA 2	Develop a Waste Reclaimers Strategy	Number of Waste Reclaimer Strategies developed by 30 June	WCO24	1	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Infrastructure Services	Office of the Director: Infrastructure Services	NKPA 5	SFA 2	Submission of a Green Energy Strategy to the MayCo	Number of Green Energy Strategies submitted to the MayCo by 31 March	WCO24	1	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Linked to the Energy Master Plan. Energy Master Plan presented to the Municipal Manager and Directors on 08 November 2022 by CSIR. The target will be reported on by 31 March 2023.

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																		Performance Comment	
Mayoral Outcome 8: Expansion of the green economy with innovative projects, creating a new reality of service delivery and job creation																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26		2026/27
TBC	Directorate: Infrastructure Services	Office of the Director: Infrastructure Services	NKPA 5	SFA 2	Invest in new and / or upgrade bulk infrastructure through the use of development charges contributions	Number of bulk infrastructure projects implemented through the use of development charges contributions by 30 June	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	The target will be reported by 30 June 2023.

8.2.1.9 Mayoral Outcome 9: Alternative Energy

Table 80: Summary Results: Mayoral Outcome 9 - Alternative Energy

	Project completed	0
	Project in progress.	1
	Not completed / No budget available / District Function / Provincial Function	-
N/A	IDP Deliverable Not Yet Measured	1
Total KPIs		2

Table 81: Mayoral Outcome 9: Alternative Energy

EXECUTIVE MAYOR 5-YEAR PLAN 2022 – 2027																			Performance Comment
Mayoral Outcome 9: Alternative Energy																			
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
									2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Infrastructure Services	Department: Electrical Services	NKPA 1	SFA 1	Amendment of policy to allow purchasing of electricity from the public	Number of policies to be amended to allow purchasing of electricity from the public by 30 June	WCO24	1	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Infrastructure Services	Department: Electrical Services	NKPA 1	SFA 1	Generate Landfill gas to energy (MW/H) per day	Number of Landfill gas to energy (MW/H) generated per day	WCO24	0,5	0,5	0,5	0,5	0,5	0,5	n/a	n/a	n/a	n/a	n/a	

8.3 Mayoral Portfolios

The mayoral portfolios are a tool for the Executive Mayor to use to reach the mayoral goals for 2022 – 2027. In support of the mayoral outcomes, each portfolio has set performance-based strategic priorities that are aligned and will give effect to the mayoral outcomes. The performance-based strategic priorities for the 1st Review of the 5th Generation IDP 2022 – 2027, have a focused approach on the implementation of the strategic projects / programmes and initiatives with set targets and time frames.

The following portfolio performance-based implementation plans are listed below:

1. Portfolio: Human Settlements;
2. Portfolio: Rural Management;
3. Portfolio: Youth, Sport and Culture;
4. Portfolio: Planning, [LED and Tourism](#);
5. Portfolio: ~~Local Economic Development~~ [Community Services](#);
6. Portfolio: Financial Services;
7. Portfolio: Protection Services;
8. Portfolio: Corporate Services;
9. Portfolio: Infrastructure ~~Services~~ [Services](#); and
10. Portfolio: ~~Community Development~~ (Parks, Open Spaces and Environment).

8.3.1 Portfolio: Human Settlements

Table 82: Summary Results: Mayoral Portfolio Human Settlements - IDP Deliverables 2022/23

😊	Project completed	0
😐	Project in progress.	15
😞	Not completed / No budget available / District Function / Provincial Function	-
N/A	IDP Deliverable Not Yet Measured	8
Total KPIs		23

Table 83: Portfolio Human Settlements: 5-Year Plan 2022 – 2027

Project Rating					
😊	Project completed.	😐	Project in progress.	😞	Not completed / No budget available / District Function / Provincial Function

Portfolio Human Settlements: 5-Year Plan 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 5	Implement and Annually Review the Housing Administration and Allocation Policy	Review the Housing Administration and Allocation Policy	Number of Housing Administration and Allocation Policy by 30 June	WCO24	5	1	1	1	1	1	😊	n/a	n/a	n/a	n/a	The target will be reported by 30 June 2023.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 5	Implement an annual Housing Policy and Guideline and SOP Needs Assessment Review.	Compilation of an annual report on the policy / guideline / SOP needs assessment for Integrated Human Settlements	Number of annual reports on the Integrated Human Settlements policy / guideline / SOP needs assessment compiled by 31 March	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 31 March 2023.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 5	Implement and Annually Review of Stellenbosch staff rental housing policy	Review the Staff Rental Housing Policy	Number of Staff Rental Housing Policy by 30 June	WCO24	3	1	n/a	1	n/a	1	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.

Portfolio Human Settlements: 5-Year Plan 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	Enable Transfer and registration of Title Deeds at the Deeds Offices of State Subsidy Houses to approved beneficiaries	Transferring title deeds to approved beneficiaries	The number of title deeds to approved beneficiaries transferred by 30 June	WCO24	1500	300	300	300	300	300	🟡	n/a	n/a	n/a	n/a	Linked to the Mayoral Outcome. The target will be reported by 30 June 2023.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 4	Percentage of responding to minor maintenance and anti-social behavioural complaints received from the Municipal rental stock	Minor maintenance complaints of municipal rental stock were responded to within 72 hours	Percentage of minor maintenance complaints of municipal rental stock responded to within 72 hours	WCO24	80%	80%	80%	80%	80%	80%	n/a	n/a	n/a	n/a	n/a	40% achieved by February 2023
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 5	Ensure implementation of Electronic Management Systems for the Management of the Housing Demand Database	Review the electronic housing demand database	Number of electronic housing demand databases reviewed by 31 March	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	The department is planning to revert to using Western Cape Housing Database (needs Council Approval)
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 4	Facilitate and conduct Housing Consumer Education Workshops	Conduct quarterly Housing Consumer education workshops	Number of housing consumer education workshops conducted by 30 June	WCO24	40	8	8	8	8	8	🟡	n/a	n/a	n/a	n/a	6 workshops completed by February 2023.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 5	Ensure the Management and Regular update of the Housing Demand Database	Update the housing demand database	Number of monthly housing demand databases updated	WCO24	60	12	12	12	12	12	🟡	n/a	n/a	n/a	n/a	6 workshops completed by February 2023.

Portfolio Human Settlements: 5-Year Plan 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 5	Ensure annual internal audit review of amendments made to the Housing Demand Database	Conduct an annual audit on the amendments made to the housing demand database	Number of annual audits on the amendments made to the housing demand database by 30 June	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	The target will be reported by 30 June 2023.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 5	Ensure implementation of annually reviewed Housing Communication Plan	Compilation of a communication plan for Integrated Human Settlements	Number of communication plans compiled for Integrated Human Settlements by 30 June	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	The target will be reported by 30 June 2023.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 4	Ensure the obtaining of development rights for proposed Housing Projects: Erf 2183, Klapmuts	To obtain development rights Erf 2183, La Rochelle, Klapmuts	Percentage of the Erf 2183, La Rochelle, Klapmuts annual Capital Budget actually spent by 30 June	WCO24	90%	90%	n/a	n/a	n/a	n/a	🚩	n/a	n/a	n/a	n/a	Linked to the Housing Pipeline. The correct expenditure can only be reflected after the adjustment budget of the Municipality in January 2023. Revised funding allocation for 2022/23 Business Plan.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 4	Ensure the obtaining of development rights for proposed Housing Projects.	To obtain development rights La Motte: Farm 1339, Farm 1158 and Farm 1158/1	Percentage of the La Motte: Farm 1339, Farm 1158 and Farm 1158/1 annual capital budget actually spent by 30 June	1 and 2	90%	n/a	90%	90%	90%	n/a*	n/a	n/a	n/a	n/a	n/a	Linked to Housing Pipeline and Mayoral Outcomes. No confirmation has been received that the property will be transferred.

Portfolio Human Settlements: 5-Year Plan 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 4	Housing Projects for Kayamandi Town Centre	Obtaining planning approvals for the redevelopment of Kayamandi Town Centre	Percentage of the Kayamandi Town Centre Capital Budget annual actually spent by 30 June	12, 13, 14 and 15	90%	90%	n/a*	n/a*	n/a*	n/a*	😊	n/a	n/a	n/a	n/a	Linked to Housing Pipeline and Mayoral Outcomes.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 4	Ensure the obtaining of development rights for existing Housing Projects in Kayamandi.	Obtain development rights for the rectification of 5 existing housing projects in Kayamandi	Percentage spent on Operational Budget by 30 June	12, 13, 14 and 15	90%	90%	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	52% achieved by February 2023. This project is in progress.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 4	Ensure the obtaining of development rights for proposed Housing Projects. Jamestown Phases 2 and 3	Finalise the sub-division plan for Jamestown (Phases 2 and 3)	Percentage of the Jamestown, Phases 2 and 3 capital budget actually spent by 30 June	21	90%	90%	n/a*	n/a*	n/a*	n/a*	😊	n/a	n/a	n/a	n/a	Linked to the Housing Pipeline.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 4	Ensure the obtaining of development rights for proposed Housing Projects. Erf 64 - Kylemore	To obtain development rights for Erf 64 Kylemore	Percentage of the Erf 64 Kylemore annual capital budget actually spent by 30 June	4	90%	90%	90%	n/a*	n/a*	n/a*	😊	n/a	n/a	n/a	n/a	Linked to the Housing Pipeline.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 4	Ensure the obtaining of development rights for proposed Housing Projects, Jamestown Phase 4	Obtain development rights for mixed-use development for Jamestown Phase 4	Percentage of the Jamestown, Phase 4 annual capital budget actually spent by 30 June	21	90%	90%	90%	90%	n/a*	n/a*	😊	n/a	n/a	n/a	n/a	Linked to the Housing Pipeline and Mayoral Outcome.

PORTFOLIO HUMAN SETTLEMENTS: 5-YEAR PLAN 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 4	Ensure the obtaining of development rights for proposed Housing Projects, Erf 7001, Cloetesville	To obtain development rights on Erf 7001, Cloetesville to establish GAP housing	Percentage of the Erf 7001, Cloetesville annual capital budget actually spent by 30 June	16 and 17	90%	90%	90%	n/a*	n/a*	n/a*	😊	n/a	n/a	n/a	n/a	Linked to the Housing Pipeline.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 4	Ensure implementation of the Social Housing Programme (Obtain development rights). Farms 81/2 and 81/9 and Lapland Precinct	Submit quarterly status reports on Social Housing (affordable rental accommodation) on Farms 81/2 and 81/9 and LAP - rental stock Stellenbosch to the Portfolio Chairperson	Number of quarterly status reports on Social Housing (affordable rental accommodation) on Farms 81/2 and 81/9 and LAP - rental stock Stellenbosch submitted to the Portfolio Chairperson	WCO24	20	4	4	4	4	4	😊	n/a	n/a	n/a	n/a	Linked to the Housing Pipeline.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 5	Ensure annual submission of housing pipeline to MayCo for approval	Submission of the Housing pipeline to the MayCo	Number of Housing Pipelines submitted to the MayCo by 31 May	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	Linked to the TL SDBIP.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 5	Ensure Quarterly Reports on the updated Demographics and Service Levels in all Informal Settlements	Updated Quarterly reports submitted to the MayCo on the demographics and Service Levels in all Informal Settlements	Number of quarterly reports submitted to MayCo on the demographics and Service Levels in all Informal Settlements	WCO24	20	4	4	4	4	4	😊	n/a	n/a	n/a	n/a	2 Reports submitted by February 2023.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	Ensure Informal Settlement administrative support services in response to disasters within 24 hours	Compilation of a draft verification report of disaster incidents within 24 hours	Percentage of draft verification reports of disaster incidents submitted to Disaster Management within 24 hours	WCO24	80%	80%	80%	80%	80%	80%	😊	n/a	n/a	n/a	n/a	40% draft verification reports submitted within 24 hrs by February 2023.

Portfolio Human Settlements: 5-Year Plan 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 5	SFA 5	Ensure Informal Settlement administrative support service in response to court-related eviction matters within agreed timeframes.	Informal settlement service in response to court-related eviction matters within agreed timeframes	Percentage of informal settlements administrative services provided with in court agreed on timeframes	WCO24	80%	80%	80%	80%	80%	80%	🟡	n/a	n/a	n/a	n/a	46.67% achieved by February 2023.
TBC	Directorate: Planning and Economic Development	Department: Integrated Human Settlements	NKPA 1	SFA 4	Ensure monitoring of each of the 29 Informal Settlements at least once per week.	Conduct site inspections in all informal settlements at least once per month	Number of site inspections conducted in all informal settlements at least once per month	WCO24	1740	348	348	348	348	348	🟡	n/a	n/a	n/a	n/a	167 site inspections completed by February 2023.

8.3.2 Portfolio: Rural Management

Table 84: Summary Results: Mayoral Portfolio Rural Management - IDP Deliverables 2022/23

	Project completed	0
	Project in progress.	2
	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	0
Total KPIs		2

Table 85: Portfolio Rural Management: 5-Year Plan 2022 – 2027

Project Rating										
	Project completed.				Project in progress.			Not completed / No budget available / District Function / Provincial Function		

PORTFOLIO RURAL MANAGEMENT: 5-YEAR PLAN 2022 – 2027																			Performance Comment	
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26		2026/27
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Annual Review of the Municipal Agricultural Land Policy	Review the Municipal Agricultural Land Policy	Number of Municipal Agricultural Land Policies reviewed by 30 June	WCO24	5	1	1	1	1	1		n/a	n/a	n/a	n/a	Linked to the LED Strategy Outcome.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Facilitate the allocation of municipal agricultural land to emerging farmers	Allocation of Municipal Agricultural Land to emerging farmers	Number of municipal agricultural land allocated to emerging farmers by 30 June	WCO24	10	2	2	2	2	2		n/a	n/a	n/a	n/a	Linked to the LED Strategy Outcome.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Develop a Rural Economic Development Strategy	Develop a Rural Economic Development Strategy	Number of Rural Economic Development Strategies developed by 30 June	WCO24	1	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The revised target date has been adjusted from 2022/23 to 2023/24.

Portfolio Rural Management: 5-Year Plan 2022 – 2027																			Performance Comment	
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26		2026/27
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Review of a Rural Economic Development Strategy	Review of a Rural Economic Development Strategy	Number of Rural Economic Development Strategies reviewed by	WCO24	4	n/a	1	1	1	1	n/a	n/a	n/a	n/a	n/a	

8.3.3 Portfolio: Youth, Sport and Culture

Table 86: Summary Results: Mayoral Portfolio Youth, Sport and Culture - IDP Deliverables 2022/23

	Project completed	0
	Project in progress.	0
	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	<u>96</u>
Total KPIs		<u>96</u>

Table 87: Portfolio Youth, Sport and Culture: 5-Year Plan 2022 – 2027

Project Rating																				
	Project completed.				Project in progress.			Not completed / No budget available / District Function / Provincial Function												
PORTFOLIO YOUTH, SPORT AND CULTURE: 5-YEAR PLAN 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Community and Protection Services	Department: Community Services	NKPA 5	SFA 5	Revise the agreements with each Sports Council	Submission of revised agreements with each Sports Council to the Municipal Manager	Number of revised agreements with each Sports Council submitted to the Municipal Manager by 30 June	WCO24	36	n/a	9	9	9	9	n/a	n/a	n/a	n/a	n/a	Six (6) Sports Councils to sign the agreements. Nine (9) Sports Councils signed already.
TBC	Directorate: Community and Protection Services	Department: Community Services	NKPA 5	SFA 5	Compilation of a Sports Facilities Master Plan	Submission of a Sports Facilities Master Plan to the Municipal Manager	Number of Sports Facilities Master Plans submitted to the Municipal Manager by 30 June	WCO24	1	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Community and Protection Services	Department: Community Services	NKPA 1	SFA 1	Compile a list of outstanding / upgrades to be done at Sports facilities.	Compilation of a status quo report for Sports Facilities and Community Halls	Number of Sports Facilities and Community Halls status quo reports compiled by 30 June	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.

Portfolio Youth, Sport and Culture: 5-Year Plan 2022 – 2027																			Performance Comment	
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26		2026/27
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA 5	SFA 5	Establishment of a Youth Forum	Establishment of a Youth Forum	Number of Youth Forums established by 30 June	WCO24	1	n/a	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA 5	SFA 5	Capacity Building for Youth Forum (Project Management Governance)	Facilitate Capacity Building workshops for the Youth Forum (Project management Governance)	Number of Capacity Building workshops facilitated for the Youth Forum by 30 June	WCO24	1	n/a	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA 5	SFA 5	Drafting of Youth Policy Approximate.	Submission of a Youth Policy to the MayCo	Number of Youth Policies submitted to the MayCo by 30 June	WCO24	1	n/a	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA 5	SFA 5	Reporting on progress made with the implementation of the policy and policy objectives to MM and Council	Submit Universal Access progress reports to the MayCo	Number of Universal Access progress reports submitted to the MayCo by 30 June	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA 5	SFA 5	Training different departments on the requirements of UA and how to implement the theory in context.	Conduct inter-departmental Universal Access training	Number of inter-departmental Universal Access training conducted by 30 June	WCO24	6	6	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA 5	SFA 5	Develop a GIS map of all DPOs (Disability Persons Organisations)	Submission of completed GIS map of all DPOs to the MayCo	Number of completed GIS maps of all DPOs submitted to the MayCo by 30 June	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.

Portfolio Youth, Sport and Culture: 5-Year Plan 2022 – 2027																			Performance Comment	
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26		2026/27
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA-5	SFA-5	GIS mapping and plotting of ECDs and their registration status	Updating of ECD facilities per ward on the Geographic Information System (GIS)	Number of ECD facilities per ward updated on the GIS, measured monthly	WCO24	600	120	120	120	120	120	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA-5	SFA-5	SOP development: Stellenbosch ECD registration process—develop information leaflet	Develop an SOP for the registration of ECD Centres	Number of SOPs developed for the registration of ECD Centres 28 February	WCO24	1	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Linked to the Mayoral Outcome.
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA-5	SFA-5	ECD Policy Review	Submission of the reviewed ECD Policy to the MayCo	Number of reviewed ECD policies submitted to the MayCo by 31 March	WCO24	1	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy requires a review every 5 years.
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA-5	SFA-5	First Aid Training	Facilitation of First Aid Training for all Early Childhood Development Practitioners	Number of First Aid Training facilitated to all Early Childhood Development Practitioners by 30 June	WCO24	6	2	1	1	1	1	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA-5	SFA-5	Health and Safety Training (COVID-19 readiness)	Facilitation of Health and Safety Training sessions	Number of Health and Safety training workshops facilitated by 30 June	WCO24	3	1	n/a	1	n/a	1	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA-5	SFA-5	Establish Child Protection Forum in collaboration with NGOs	Establishment of Child Protection Forum	Number of Child Protection Forums established by 31 May	WCO24	1	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.

8.3.4 Portfolio: Planning, [LED and Tourism](#)

Table 88: Summary Results: Mayoral Portfolio Planning, [LED and Tourism](#) – IDP Deliverables 2022/23

	Project completed	34
	Project in progress.	1619
	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	1418
Total KPIs		2341

Table 89: Portfolio Planning, [LED and Tourism](#): 5-Year Plan 2022 – 2027

Project Rating					
	Project completed.		Project in progress.		Not completed / No budget available / District Function / Provincial Function

PORTFOLIO PLANNING LED and Tourism : 5-YEAR PLAN 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Development Management	NKPA 5	SFA 1	Review the SBM Municipal Planning By-law Annually	Review of SBM Municipal Planning By-Law	Number of SBM Planning By-Laws reviewed by 30 June	WCO24	3	1	n/a	1	n/a	1	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.
TBC	Directorate: Planning and Economic Development	Department: Development Management	NKPA 5	SFA 5	Implement and Annually Review SBM Integrated Zoning Scheme	Review SBM Zoning Scheme	Number of SBM Zoning Schemes reviewed by 30 June	WCO24	3	1	n/a	1	n/a	1	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.
TBC	Directorate: Planning and Economic Development	Department: Development Management	NKPA 5	SFA 5	Develop and Update SBM Zoning Scheme Register and Zoning Map	Updating the SBM Zoning Scheme Register and Zoning Map	Number of SBM Zoning Scheme Registers and Zoning Maps updated by 30 June	WCO24	10	2	2	2	2	2	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.

PORTFOLIO PLANNING <u>LED and Tourism</u> : 5-YEAR PLAN 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Development Management	NKPA 5	SFA 5	Ensure Implementation of Land Use Management Electronic Application Management System)	Conduct an Annual Performance Assessment of the implementation of the Land Use Management Electronic Application Management System	Number of annual performance assessments of the Land Use Management Electronic Application Management System conducted by 30 June	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023
TBC	Directorate: Planning and Economic Development	Department: Development Management	NKPA 5	SFA 5	Implement annually approved LUM and BDM Client Communication and Consultation Plan.	Compilation of a communication plan for the Department: Development Management	Number of communication plans compiled for Department: Development Management by 31 March	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 31 March 2023.
TBC	Directorate: Planning and Economic Development	Department: Development Management	NKPA 5	SFA 5	Perform a LUM and BDM Policy and Guideline and SOP Review and Needs Assessment Annually.	Compilation of an annual report on the policy / guideline / SOP needs assessment for the Department: Development Management	Number of annual reports compiled on the policy / guideline / SOP needs assessment for the Department: Development Management by 31 March	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	Linked to the Municipal Manager Outcome. Target will be reported on by 31 March 2023
TBC	Directorate: Planning and Economic Development	Department: Development Management	NKPA 5	SFA 1	Percentage of Land-use applications considered by the Municipal Planning Tribunal (MPT) within 120 days from the conclusion of the administrative processing of the application	Land-use applications considered by the Municipal Planning Tribunal (MPT) within 120 days from the conclusion of the administrative processing of the application	Land-use applications considered by the Municipal Planning Tribunal (MPT) within 120 days from the conclusion of the administrative processing of the application	WCO24	80%	80%	80%	80%	80%	80%	😊	n/a	n/a	n/a	n/a	Linked to the Top Layer SDBIP 50% achieved by February 2023.

PORTFOLIO PLANNING LED and Tourism: 5-YEAR PLAN 2022 – 2027																			Performance Comment	
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26		2026/27
TBC	Directorate: Planning and Economic Development	Department: Development Management	NKPA 5	SFA 1	Percentage of land-use applications considered by the Authorised Official within 120 days after having a complete land-use application submission	Land-use applications considered by the Authorised Official within 60 days after a complete land-use application submission	Percentage of land-use applications considered by an Authorised Official within 60 days after a complete land-use application submission	WCO24	60%	60%	60%	60%	60%	60%	😊	n/a	n/a	n/a	n/a	19.50% achieved by 28 February 2023. Resources are not adequate to address the workload effectively. Motivation for the continued appointment of student interns and the appointment of additional capacity.
TBC	Directorate: Planning and Economic Development	Department: Development Management	NKPA 5	SFA 5	Implement Annually approved LUM and BD, Client Charter.	Development of a Client Charter for the Department: Development Management	Number of Client Charters for the Department: Development Management developed by 31 March	WCO24	1	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 31 March 2023,
TBC	Directorate: Planning and Economic Development	Department: Development Management	NKPA 5	SFA 5	Implement Annually approved LUM and BD, Client Charter.	Review the Client Charter for the Department: Development Management	Number of Client Charters for the Department: Development Management reviewed by 31 March	WCO24	4	n/a	1	1	1	1	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Planning and Economic Development	Department: Development Management	NKPA 5	SFA 1	Percentage of building plan applications of <500sqm processed within 30 days after the date of receipt	Building plan applications of <500sqm decided on within 30 days	Building plan applications of <500sqm decided on within 30 days	WCO24	75%	75%	75%	75%	75%	75%	😊	n/a	n/a	n/a	n/a	Linked to Top Layer 43.75% achieved by February 2023

PORTFOLIO PLANNING, LED and Tourism: 5-YEAR PLAN 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 1	Review, Amend and Update the Municipal Spatial Development Framework Annually	Review the Municipal Spatial Development Framework	Number of Municipal Spatial Development Frameworks reviewed by 30 June	WCO24	1	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Linked to TL SDBIP and Mayoral Outcome Target will be reported on by 30 June 2023
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 1	Development of Local Spatial Development Frameworks for the 10 small towns	Development of Local Spatial Development Frameworks for the 10 small towns	Number of Local Spatial Development Frameworks developed for all 10 small towns by 30 September	WCO24	10	n/a	2	3	3	2	n/a	n/a	n/a	n/a	n/a	Linked to Mayoral Outcome
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 5	Development of a Spatial Information Performance Management System	Implementation of a Spatial Information Performance Management System	Number of Spatial Information Performance Management Systems implemented by 31 March	WCO24	1	n/a	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	Linked to the Mayoral Outcome.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 5	Submission of Feasibility Report for possible Land Banking (Including buildings)	Submission of Feasibility Report for possible Land Banking (Including buildings)	Number of Feasibility Reports for possible Land Banking (Including buildings) submitted by 30 June	WCO24	10	2	2	2	2	2	n/a	n/a	n/a	n/a	n/a	Linked to the Mayoral Outcome. The target will be reported on by 30 June 2023
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 1	Facilitate, and coordinate the enablement of approved Catalytic Initiatives	Development of an ATC Local Spatial Development Framework	Number of ATC Local Spatial Development Frameworks developed by 30 September	WCO24	1	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Target achieved. Linked to the Mayoral Outcome.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 1	Develop and review the Inclusionary Zoning Policy	Development of an Inclusionary Zoning Policy	Number of Inclusionary Zoning Policies developed by 30 June	WCO24	1	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Linked to the TL SDBIP and Mayoral Outcome.

PORTFOLIO PLANNING, LED and Tourism: 5-YEAR PLAN 2022 – 2027																			Performance Comment	
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26		2026/27
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 5	Implementation of council-approved spatial programmes, projects, or initiatives. (i.e. Bosdorppe, Economic Zones, etc.)	Development of Local Spatial Development Frameworks for the 10 small towns	Number of Local Spatial Development Frameworks developed for all 10 small towns by 30 September	WCO24	10	n/a	2	3	3	2	n/a	n/a	n/a	n/a	n/a	Linked to Mayoral Outcome.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 5	Review and Update the Heritage Resource Inventory for Stellenbosch Municipality	Review the Heritage Resource Inventory of the Stellenbosch Municipality	Number of Heritage Resource Inventories of the Stellenbosch Municipality reviewed by 31 March	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 31 March 2023.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 5	Provision of comments i.r.o. land use applications and building plans within 30 days	Provision of comments i.r.o. land use applications and building plans within 7 calendar days	Percentage of plans commented on i.r.o land use applications and building plans within 7 calendar days	WCO24	80%	80%	80%	80%	80%	80%	😊	n/a	n/a	n/a	n/a	Approvals are dependent on interdepartmental comments as well as internal capacity constraints with historic backlogs.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 5	Establish and Convene the Conservation Advisory Committee monthly	Establish the Conservation Advisory Committee	Number of Conservation Advisory Committees established by 30 September	WCO24	1	1	n/a	n/a	n/a	n/a	😄	n/a	n/a	n/a	n/a	Target achieved.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 5	Develop and review the Outdoor advertising, Poster and Signage Bylaw Annually	Develop an Outdoor advertising, Poster and Signage By-law	Number of Outdoor advertising, Poster and Signage By-laws developed by 31 December	WCO24	1	1	n/a	n/a	n/a	n/a	😄	n/a	n/a	n/a	n/a	Target achieved.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 5	Develop and review the Outdoor advertising, Poster and Signage Bylaw Annually	Review the Outdoor advertising, Poster and Signage By-law	Number of Outdoor advertising, Poster and Signage By-laws reviewed by 31 March	WCO24	4	n/a	1	1	1	1	n/a	n/a	n/a	n/a	n/a	

PORTFOLIO PLANNING <u>LED and Tourism</u> : 5-YEAR PLAN 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 5	Develop a GIS and Spatial Information Policy	Development of a GIS and Spatial Information Policy	Develop a GIS and Spatial Information Policies developed by 30 June	WCO24	1	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 5	Update the Municipality's cadastral dataset quarterly	Updating of the municipality's cadastral dataset	Number of quarterly updates of the municipality's cadastral datasets	WCO24	20	4	4	4	4	4	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 5	Update the Municipality's Property Register quarterly	Updating of the municipality's Property Register	Number of quarterly updates of the municipality's Property Registers	WCO24	20	4	4	4	4	4	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 5	Update the Electronic Metadata Catalogue Quarterly	Updating of the Electronic Metadata Catalogue	Number of quarterly updates of the Electronic Metadata Catalogue	WCO24	20	4	4	4	4	4	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 5	SFA 5	Facilitate Municipal GIS Forum Meetings	Facilitate Municipal GIS Forum Meetings	Number of Municipal GIS Forum Meetings facilitated by 30 June	WCO24	20	4	4	4	4	4	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.

8.3.5 Portfolio: Local Economic Development and Tourism

Table 90: Summary Results: Mayoral Portfolio Local Economic Development – IDP Deliverables 2022/23

😊	Project completed	1
😬	Project in progress.	3
😞	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	4
Total KPIs		8

Table 91: Portfolio Local Economic Development and Tourism: 5-Year Plan 2022 – 2027

Project Rating					
☺	Project completed.	😬	Project in progress.	😞	Not completed / No budget available / District Function / Provincial Function

PORTFOLIO <u>PLANNING, LED</u> LOCAL ECONOMIC DEVELOPMENT AND TOURISM: 5-YEAR PLAN 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Develop and review the Economic Development Strategy Annually			WCO24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Develop and review the Economic Development Strategy Annually	Review of the Economic Development Strategy	Number of Economic Development Strategies reviewed by 31 March	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	Linked to the LED Strategy and Mayoral Outcome. The target will be reported on by 31 March 2023.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Develop and review a Tourism Development policy annually	Review the Tourism Policy	Number of Tourism Policies reviewed by 31 March	WCO24	4	n/a	1	1	1	1	n/a	n/a	n/a	n/a	n/a	

PORTFOLIO PLANNING, LED LOCAL ECONOMIC DEVELOPMENT AND TOURISM: 5-YEAR PLAN 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 3	SFA 1	Functional and Efficient Economic Development and Tourism System Develop a Filming and Events Policy	Develop a Filming and Events Policy	Number of Filming and Events Policies developed by 31 March	WCO24	1	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	To be confirmed.
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 3	SFA 1	Develop and review a Filming and Events Policy annually	Review the Filming and Events Policy	Number of Filming and Events Policies reviewed by 31 March	WCO24	4	n/a	1	1	1	n/a	n/a	n/a	n/a	n/a	n/a	To be confirmed.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Develop and update the Annual Events Calendar for Stellenbosch Municipality	Develop an Annual Events Calendar for Stellenbosch Municipality	Number of Annual Events Calendars developed for the Stellenbosch Municipality by 31 December	WCO24	1	1	n/a	n/a	n/a	n/a	🟢	n/a	n/a	n/a	n/a	Linked to the Mayoral Outcome. Target achieved.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Develop and update the Annual Events Calendar for Stellenbosch Municipality Update the Economic Intelligence Report	Update the Annual Events Calendar for Stellenbosch Municipality	Number of Annual Events Calendars updated for Stellenbosch Municipality by 31 December	WCO24	4	n/a	1	1	1	1	n/a	n/a	n/a	n/a	n/a	

PORTFOLIO <u>PLANNING, LED</u> LOCAL ECONOMIC DEVELOPMENT AND TOURISM: 5-YEAR PLAN 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Perform an annual Economic Development Policy and Guideline and SOP Review and Needs Assessment. Compilation of an annual report on the policy / guideline / SOP needs assessment for Economic Development	Compilation of an annual report on the policy / guideline / SOP needs assessment for Economic Development	Number of annual reports on the policy / guideline / SOP needs assessments compiled for Economic Development by 31 March	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	Linked to Mayoral Outcome.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Percentage of Business License Applications processed within 30 days.	Finalised Business License Application within 30 days	Percentage of Business License Applications finalised within 30 days of the receipt of a completed application	WCO24	90%	90%	90%	90%	90%	90%	🧐	n/a	n/a	n/a	n/a	48.33% achieved by 28 February 2023. In certain months, no business licence applications were received. Linked to the Mayoral Outcome.
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 3	SFA 1	Processing of filming and events applications within 30 days	Finalised Filming and Events Applications within 30 days	Percentage of Filming and Events Applications finalised within 30 days of receipt of a completed application	WCO24	75% per annum	75%	75%	75%	75%	75%	🧐	n/a	n/a	n/a	n/a	46.67% achieved by 28 February 2023

PORTFOLIO PLANNING, LED LOCAL ECONOMIC DEVELOPMENT AND TOURISM: 5-YEAR PLAN 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Facilitate the provision of training opportunities to Entrepreneurs and SMMEs	Training opportunities are provided for entrepreneurs and Small, Medium and Micro Enterprises	Number of training opportunities provided for entrepreneurs and Small, Medium and Micro Enterprises by 30 June	WCO24	20	4	4	4	4	4	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.
TBC	Directorate: Planning and Economic Development	Department: Development Planning	NKPA 3	SFA 1	Number of jobs created through the Municipality's EPWP (public and / or private)	The number of jobs created through the municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	Number of job opportunities created through the municipality's local economic development initiatives including capital projects by 30 June	WCO24	5800	1400	1100	1100	1100	1100	🟡	n/a	n/a	n/a	n/a	Linked to LED Strategy, Mayoral Outcome and Top Layer SDBIP. 891 job opportunities created by February 2023.

8.3.68.3.5 Portfolio: Financial Services

Table 90 **Table 92:** Summary Results: Mayoral Portfolio Financial Services - IDP Deliverables 2022/23

	Project completed	2
	Project in progress.	1
	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	2
Total KPIs		5

Table 91 **Table 93:** Portfolio Financial Services: 5-Year Plan 2022 – 2027

Project Rating																				
	Project completed.				Project in progress.			Not completed / No budget available / District Function / Provincial Function												
PORTFOLIO FINANCIAL SERVICES: 5-YEAR PLAN 2022 – 2027																			Performance Comment	
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26		2026/27
TBC	Directorate: Financial Services	Department: Financial Management Services	NKPA 3	SFA 1	Maintain a Clean Audit from the AG each financial year	Receive an unqualified audit opinion from the AGSA	Number of unqualified audit opinions from AGSA received by 30 November	WCO24	5	1	1	1	1	1		n/a	n/a	n/a	n/a	Target achieved.
TBC	Directorate: Financial Services	Department: Financial Management Services	NKPA 4	SFA 5	Importance of S71 engagements	Conduct monthly section 71engagements with Directorates	Number of monthly section 71 engagements conducted with Directorates	WCO24	170	10	40	40	40	40		n/a	n/a	n/a	n/a	13 Section 71 engagements conducted by February 2023

Portfolio Financial Services: 5-Year Plan 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Financial Services	Department: Financial Management Services	NKPA 4	SFA 5	Specifically ensuring that the status of Capital projects that were recorded as work in progress in the previous financial year per directorate are being completed on time Doing site visits when needed	Manage and Administer the Capital Prioritisation Platform for Stellenbosch Municipality	Number of quarterly reports regarding the management and implementation of the Prioritisation Platform submitted to the Management Forum	WCO24	18	2	4	4	4	4	n/a	n/a	n/a	n/a	n/a	Capital Prioritisation Platform / System to be implemented.
TBC	Directorate: Financial Services	Department: Revenue and Expenditure	NKPA 4	SFA 5	Revenue Enhancement strategy	Implementation of the adopted Revenue Enhancement Strategy	Number of actions implemented as identified in the Revenue Enhancement Strategy by 30 June	WCO24	18	2	4	4	4	4	😬	n/a	n/a	n/a	n/a	1 revenue enhancement strategy implemented by February 2023.
TBC	Directorate: Financial Services	Department: Financial Management Services	NKPA 4	SFA 5	Existing Policies and By-laws are reviewed regularly and implemented	Submit a report on policies and by-laws to the MayCo	Number of reports submitted to the MayCo on policies and by-laws by 30 June	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.

8.3.78.3.6 Portfolio: Protection Services

Table 92 Table 94: Summary Results: Mayoral Portfolio Protection Services - IDP Deliverables 2022/23

	Project completed	0
	Project in progress.	2
	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	1
Total KPIs		3

Table 93 Table 95: Portfolio Protection Services: 5-Year Plan 2022 – 2027

Project Rating																				
	Project completed.				Project in progress.			Not completed / No budget available / District Function / Provincial Function												
Portfolio Protection Services: 5-Year Plan 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 1	SFA 3	Satellite Fire Station - South (Major Fire Pumper with CAFS)	Completion of the Satellite Fire Station in Jamestown	Number of the Satellite Fire Station in Jamestown completed by 30 June	WCO24	1	n/a	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	This is part of the project of PMU. The new target date is set for 2025/26.
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 1	SFA 3	Incident Command Vehicle - DM	Procurement of a Major Fire Pumper with CAFS	Number of Major Fire Pumpers with CAFS procured by 31 March	WCO24	1	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	

Portfolio Protection Services: 5-Year Plan 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 1	SFA 3	Camera Master Plan (CCTV / LPR)	Spending of the Capital Budget on CCTV cameras and equipment for the Department: Protection Services	Percentage of the Capital Budget on CCTV cameras and equipment for the Department: Protection Services by	WCO24	90%	90%	90%	90%	90%	90%	😊	n/a	n/a	n/a	n/a	Linked to the Mayoral Outcome. 37.25% achieved by February 2023. An ongoing process of expenditure on CCTV cameras as per the Masterplan. This will include UPS solar power for batteries.
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 1	SFA 3	Tactical Reaction Unit (TRU)	Appointment of Law Enforcement Officers (Tactical Reaction Unit (TRU)))	Number of Law Enforcement Officers (TRU) appointed by 30 June	WCO24	48	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Linked to the Mayoral and Municipal Manager's Outcomes The establishment of a TRU needs to be finalised before appointments can be made.
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 1	SFA 3	Traffic Pound	Completion of the Traffic Pound registration process	Number of Traffic Pound registration processes completed by 30 June	WCO24	1	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 1	SFA 3	Neighbourhood Watch Support	Spending of the Registered Neighbourhood Watches capital budget	Percentage of the Registered Neighbourhood Watches capital budget actually spent by 30 June	WCO24	90%	90%	90%	90%	90%	90%	😊	n/a	n/a	n/a	n/a	The funds could not be converted to the operating budget. Purchasing of equipment for NHWs to be confirmed and processed.

Portfolio Protection Services: 5-Year Plan 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 1	SFA 3	Rent a Cop Implementation	Not Applicable	Not Applicable	WCO24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The Rent a Cop Programme is dependent on business buy-in.
TBC	Directorate: Community and Protection Services	Department: Protection Services	NKPA 1	SFA 3	Auxiliary (Reservist) Peace Officer Implementation	Not Applicable	Not Applicable	WCO24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A policy is in place. Individuals need to sign up for the programme.

8.3.88.3.7 Portfolio: Corporate Services

Table 94 **Table 96: Summary Results: Mayoral Portfolio Corporate Services - IDP Deliverables 2022/23**

	Project completed	1
	Project in progress.	0
	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	2
Total KPIs		3

Table 95 **Table 97: Portfolio Corporate Services: 5-Year Plan 2022 – 2027**

Project Rating																			
	Project completed.				Project in progress.			Not completed / No budget available / District Function / Provincial Function											

PORTFOLIO CORPORATE SERVICES: 5-YEAR PLAN 2022 – 2027																			Performance Comment	
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26		2026/27
TBC	Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	NKPA 5	SFA 5	Review the Property Management Policy, especially the outdoor dining aspect	Submission of revised Draft Property Management Policy to the Municipal Manager	Number of new Draft Property Management Policies submitted to the Municipal Manager by 31 May	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 31 May 2023.
TBC	Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	NKPA 5	SFA 5	Upgrade Makupula Community Hall	Completion of the Makupula Community Hall	Number of community halls completed by 30 June	15	1	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	NKPA 5	SFA 5	Structural improvement of Van Der Stel Sports Ground	Completion of the structural improvements of the Van De Stel Sports Ground	Number of Van der Stel Sports grounds improvements completed by 30 June	11	1	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	

Portfolio Corporate Services: 5-Year Plan 2022 – 2027																				Performance Comment
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	NKPA 5	SFA 5	Structural upgrade of the Jamestown ward office	Completion of the structural upgrade of the Jamestown ward office	Number of Jamestown Ward Offices upgraded by 30 June	21	1	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	NKPA 5	SFA 5	Corridor structural upgrade	Completion of Kayamandi Corridor structural upgrade	Number of Kayamandi Corridors upgraded by 30 June	12	1	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Target achieved.
TBC	Directorate: Corporate Services	Section: Properties Management and Municipal Building Maintenance	NKPA 1	SFA 1	Upgrade of the New Space on Ryneveld Street	Complete the upgrade of the New Office Space in Ryneveld Street	Number of new office spaces upgraded in Ryneveld Street by 30 June	8	1	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.

8.3.98.3.8 Portfolio: Infrastructure ~~Services~~Services

~~Table 96~~**Table 98: Summary Results: Mayoral Portfolio Infrastructure ~~Services~~Services - IDP Deliverables 2022/23**

	Project completed	2
	Project in progress.	0
	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	6
Total KPIs		8

~~Table 97~~**Table 99: Portfolio Infrastructure ~~Services~~Services: 5-Year Plan 2022 – 2027**

Project Rating					
	Project completed.		Project in progress.		Not completed / No budget available / District Function / Provincial Function

PORTFOLIO INFRASTRUCTURE SERVICESSERVICES: 5-YEAR PLAN 2022 – 2027																			Performance Comment	
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26		2026/27
TBC	Directorate: Infrastructure Services	Department: Electrical Services	NKPA 1	SFA 2	Alternative energy supply: Purchasing Electricity from the Public	Amendment of policy to allow purchasing of electricity from public	Number of policies to be amended to allow purchasing of electricity from the public by 30 June	WCO24	1	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Linked to the Municipal Manager outcome.
TBC	Directorate: Infrastructure Services	Department: Electrical Services	NKPA 1	SFA 2	Alternative energy supply: Purchasing Electricity from the Public	Purchasing electricity from the public	Percentage of Energy Purchased from Public / (Total energy purchased)	WCO24	10%	n/a	7%	8%	9%	10%	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Infrastructure Services	Department: Electrical Services	NKPA 1	SFA 2	Alternative energy supply: Purchasing Electricity from Internal IPPs	Conclusion of IPP tender	Number of IPP tenders concluded by 31 March	WCO24	3	n/a	n/a	1	1	1	n/a	n/a	n/a	n/a	n/a	

PORTFOLIO INFRASTRUCTURE SERVICES: 5-YEAR PLAN 2022 – 2027

IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					Performance Comment
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Infrastructure Services	Department: Electrical Services	NKPA 1	SFA 2	Alternative energy supply: Purchasing Electricity from external IPPs	Purchasing of Energy from external IPPs	Percentage of Energy Purchased from IPP / (Total energy purchased)	WCO24	30%	n/a	7%	10%	20%	30%	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Infrastructure Services	Department: Waste Management	NKPA 1	SFA 2	Alternative energy supply: Methane Mining	Appointment of a service provider for the Extraction of Methane from Cell 3 for the generation of electricity	Number of service providers appointed for the Extraction of Methane from Cell 3 for the generation of electricity by 31 March	WCO24	1	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	To be confirmed.
TBC	Directorate: Infrastructure Services	Department: Waste Management	NKPA 1	SFA 2	Alternative energy supply: Wet Waste Anaerobic Digestion (AD) Plant	Conclusion of a contract for diverting 50% of Organic Waste and generating electricity	Number of contracts concluded for diverting 50% of Organic Waste and generating electricity by 30 June	WCO24	1	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	To be confirmed.
TBC	Directorate: Infrastructure Services	Department: Waste Management	NKPA 1	SFA 2	Recycling from source: Stellenbosch municipality to provide residents with bins and bags to collect and separate organic waste and recyclable material to be collected by Municipality.	Expansion of the recycling programme	Number of recycling programmes expanded by 30 June	WCO24	10	2	2	2	2	2	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.

PORTFOLIO INFRASTRUCTURE SERVICES: 5-YEAR PLAN 2022 – 2027

IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					Performance Comment
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Infrastructure Services	Department: Waste Management	NKPA 1	SFA 2	Recycling from source: Stellenbosch municipality to provide residents with bins and bags to collect and separate organic waste and recyclable material to be collected by the Municipality.	Implementation of an organic waste diversion initiative	Number of organic waste diversion initiatives implemented by 30 June	WCO24	4	n/a	1	1	1	1	n/a	n/a	n/a	n/a	n/a	
TBC	Directorate: Infrastructure Services	Department: Water and Wastewater Services	NKPA 1	SFA 4	Pre-paid or "capped" water meters: Households are to be fitted with pre-paid water meters to reduce and prevent water wastage.	Installation of pre-paid and "capped" water meters	Number of pre-paid and "capped" water meters installed by 30 June	WCO24	2500	300	500	500	500	700	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.
TBC	Directorate: Infrastructure Services	Department: Roads, Transport and Storm Water (RTS)	NKPA 1	SFA 1	Parking areas for park-and-ride purposes to create adequate parking spaces for people working in and visiting the Stellenbosch municipal area.	Develop single-level parking areas	Number of single-level parking areas developed by 30 June	WCO24	2	n/a	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Two single-level parking areas to be found feasible. A feasibility study is to be conducted for an additional 5 single-level parking areas.

PORTFOLIO INFRASTRUCTURE SERVICES: 5-YEAR PLAN 2022 – 2027

IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					Performance Comment
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Infrastructure Services	Department: Water and Wastewater Services	NKPA 1	SFA 1	Water pipelines: Old water pipes are to be replaced	Spent the capital budget of water pipeline replacements	Percentage of the capital budget for the replacements of water pipelines by 30 June	WCO24	90%	90%	90%	90%	90%	90%	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.
TBC	Directorate: Infrastructure Services	Department: Infrastructure Planning, Development and Implementation Services	NKPA 1	SFA 4	Longlands Housing Project-Building of Top Structures	Construction of 106 subsidised top structures of the Longlands Housing Project	Number of subsidised top structures constructed by 30 June	20	106	99	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The target will be reported on by 30 June 2023.
TBC	Directorate: Infrastructure Services	Department: Infrastructure Planning, Development and Implementation Services	NKPA 1	SFA 4	Longlands Housing Project-Building of Top Structures	Construction of 38 enhanced sites in the Longlands Housing Project	Number of enhanced sites constructed by 30 June	20	38	38	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Target achieved.
TBC	Directorate: Infrastructure Services	Department: Infrastructure Planning, Development and Implementation Services	NKPA 1	SFA 4	Lindida GAP Housing Project – servicing 166 sites and building GAP houses.	Construction of 166 GAP houses in Lindida	Number of GAP houses constructed in Lindida by 30 June	5 and 6	166	140	26	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Target achieved.
TBC	Directorate: Infrastructure Services	Department: Infrastructure Planning, Development and Implementation Services	NKPA 1	SFA 4	Servicing 178 sites in Zone O	Construction of 178 serviced sites in Zone O	Number of serviced sites constructed in Zone O by 30 June	12, 13, 14 and 15	178	n/a	n/a	50	128	n/a	n/a	n/a	n/a	n/a	n/a	Relocation of the families was not achieved. The contractor was appointed but could not activate it. Construction funding was removed from the adjustment budget. Indicator to be moved to Housing Planning Development

8.3.108.3.9 Portfolio: ~~Community Development~~ (Parks, Open Spaces and Environment)

Table 98Table 100: Summary Results: Mayoral Portfolio ~~Community Development~~ (Parks, Open Spaces, Environment) - IDP Deliverables 2022/23

	Project completed	2
	Project in progress.	0
	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	3
Total KPIs		5

Table 99Table 101: Portfolio Community DevelopmentParks, Open Spaces and Environment: 5-Year Plan 2022 – 2027

[illegible]

8.3.10 Portfolio: Community Services

Table 100: Summary Results: Mayoral Portfolio Community Services – IDP Deliverables 2022 – 2023

	Project completed	0
	Project in progress	0
	Not completed / No budget available / District Function / Provincial Function	0
N/A	IDP Deliverable Not Yet Measured	1
Total KPIs		1

Table 101: Portfolio Community Services: 5-Year Plan 2022 – 2027

Project Rating																		
	Project completed.					Project in progress.			Not completed / No budget available / District Function / Provincial Function									

PORTFOLIO COMMUNITY SERVICES: 5-YEAR PLAN 2022 – 2027																		Performance Comment		
IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25		2025/26	2026/27
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA 5	SFA 5	Reporting on progress made with the implementation of the policy and policy objectives to MM and Council	Submit Universal Access progress reports to the MayCo	Number of Universal Access progress reports submitted to the MayCo by 30 June	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA 5	SFA 5	Training different departments on the requirements of UA and how to implement the theory in context.	Conduct inter-departmental Universal Access training	Number of inter-departmental Universal Access training conducted by 30 June	WCO24	6	6	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA 5	SFA 5	Develop a GIS map of all DPOs (Disability Persons Organisations)	Submission of completed GIS map of all DPOs to the MayCo	Number of completed GIS maps of all DPOs submitted to the MayCo by 30 June	WCO24	5	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.

PORTFOLIO COMMUNITY SERVICES: 5-YEAR PLAN 2022 – 2027

IDP Ref No	Responsible Directorate	Responsible Department	National KPA	Municipal SFA	Priority	KPI Name	Description of Unit of Measurement	Ward	5-Year Target	Target					Progress Rating					Performance Comment
										2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA 5	SFA 5	GIS mapping and plotting of ECDs and their registration status	Updating of ECD facilities per ward on the Geographic Information System (GIS)	Number of ECD facilities per ward updated on the GIS, measured monthly	WCO24	600	120	120	120	120	120	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA 5	SFA 5	SOP development: Stellenbosch ECD registration process – develop information leaflet	Develop an SOP for the registration of ECD Centres	Number of SOPs developed for the registration of ECD Centres 28 February	WCO24	1	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Linked to the Mayoral Outcome.
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA 5	SFA 5	ECD Policy Review	Submission of the reviewed ECD Policy to the MayCo	Number of reviewed ECD policies submitted to the MayCo by 31 March	WCO24	1	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy requires a review every 5 years.
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA 5	SFA 5	First Aid Training	Facilitation of First Aid Training for all Early Childhood Development Practitioners	Number of First Aid Training facilitated to all Early Childhood Development Practitioners by 30 June	WCO24	6	2	1	1	1	1	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA 5	SFA 5	Health and Safety Training (COVID-19 readiness)	Facilitation of Health and Safety Training sessions	Number of Health and Safety training workshops facilitated by 30 June	WCO24	3	1	n/a	1	n/a	1	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.
TBC	Directorate: Community and Protection Services	Department: Community Development	NKPA 5	SFA 5	Establish Child Protection Forum in collaboration with NGOs	Establishment of Child Protection Forum	Number of Child Protection Forums established by 31 May	WCO24	1	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Target will be reported on by 30 June 2023.

CHAPTER 9:

Public Interest and Expression of Needs

9.1 Community Participation

Chapter 4 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA) requires municipalities to create a culture of community participation. According to section 16(1)(a)(i) of the MSA, “A municipality must develop a culture of municipal governance that complements formal representative government with a system of participatory governance, and must for this purpose encourage, and create conditions for, the local community to participate in the affairs of the municipality, including in the preparation, implementation and review of its integrated development plan in terms of Chapter 5”. It is therefore essential to have effective public participation structures in place.

The SDF, IDP, Budget, Sector Plans as well as major municipal policies, by-laws and decisions should be engaged to ensure that they are designed and implemented for and with the community. This also adds to the credibility of the needs reflected in the IDP, the Budget calculated in addressing these needs and the SDBIP drafted in implementing programmes and projects which reflect the communities’ needs.

The growing trend of mature and constructive discussions from the public, the level of complexity and the investment made in understanding the municipality’s business are encouraging. The direct participation and involvement of the ward councillors, communities and stakeholders in the identification of ward-based priorities and their involvement in the public participation process have added great value to the maturity and quality of the discussions between the public and the municipality. Ward Councillors are a critical link in connecting the municipality with the public. As members of the Council, and recipients of all the decisions taken by the Council, it positions Councillors strategically to ensure that the municipality not only understands the needs of the community, better but also to provide the public with honest and accurate feedback on the municipality’s initiatives. These endeavours are supported by well-functioning Ward Committees. Councillors are, however, encouraged to always adhere to the code of ethics for Councillors and to always act with the utmost integrity and accountability toward their constituents and the municipality, as this is the only way in which to form a responsible local government.

Public participation takes place through various means and platforms and is often tailored to suit a specific audience or community. Importantly, communities from different socio-economic backgrounds use different platforms to communicate. It is important to cater for all scenarios and to utilise all available platforms to their optimum potential, given that a certain degree of apathy exists in certain communities.

The maturity level that the public participation process has achieved during the COVID-19 pandemic, has reached new heights from both the community members and the administration. Further feedback will be provided on the comments captured on written submissions made via the various platforms created for public participation. To ensure that the public participation process is a two-way process, all comments have been carefully considered and discussed with internal departments.

9.2 Public Participation in the drafting of 1st Review of the 5th Generation IDP 2022 – 2027

Stellenbosch Municipality implemented a hybrid approach for public participation from **Wednesday, 7 September – Wednesday, 28 September 2022** during the analysis phase to determine the needs of the community in developing the 1st Review of the 5th Generation IDP 2022 – 2027.

A notice was published in the local newspaper and on the municipal website to announce the start of the public participation process for the development of the 1st Review of the 5th Generation IDP 2022 – 2027. At the start of the process, a link to an **electronic submission form** was made available on the municipal website, the Stellenbosch Citizen App, and broadcast via WhatsApp, Facebook, and email.

Members of the community and other interested and affected parties were encouraged to attend the online public participation meeting for their ward / area. Members of the community with no access to WIFI / data and or a device were encouraged to attend the online public participation meeting at a venue closest to their place of residence. The MS Teams links and meeting schedules to the **hybrid public participation meetings** were made available on the communication platforms as indicated in the figure below.

Figure 54: Communication Platforms

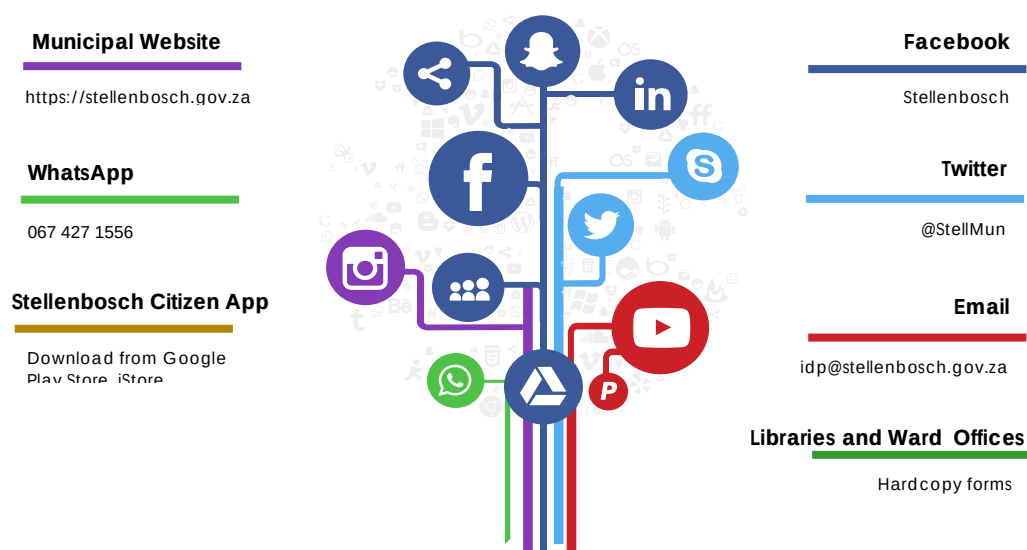


Table 102: IDP Public Participation Meeting Schedule – September 2022

Date	Wards	Ward Councillor/s	Satellite Venue	Times	Meeting Link
Monday, 19 September 2022	1	Cllr Reginald Pheiffer	Groendal Community Hall (Franschhoek)	18:00 – 20:00	https://bit.ly/3QLsbAE
	2	Cllr Wilhelmina Petersen	La Motte Community Hall		
	3	Cllr Charles Manuel	Wemmershoek Community Hall	18:00 – 20:00	https://bit.ly/3AkBdza
	4	Cllr Ralphon Adams	Kylemore Community Hall		
Tuesday, 20 September 2022	5	Cllr Roy Van Rooyen	Lückhoff High School (Ida's Valley)	18:00 – 20:00	https://bit.ly/3QjiUzT

Date	Wards	Ward Councillor/s	Satellite Venue	Times	Meeting Link
	6	Cllr Nateshia Mcombring	St. Ida's Primary School (Ida's Valley)	18:00 – 20:00	https://bit.ly/3AnhM8Q
	16	Cllr Elsabe Vermeulen	Eike Hall (Cloetesville)		
	17	Cllr Peter Johnson			
Wednesday, 21 September 2022	12, 13, 14 and 15	Cllr Ayanda Tomose Cllr Mary Nkopane Cllr Maxwell Danana Cllr Elliot Masimini	Kayamandi Community Hall	18:00 – 20:00	https://bit.ly/3pjJpt7
	18	Cllr JC Anthony	Klapmuts Multipurpose Centre	18:00 – 20:00	https://bit.ly/3SUOCyW
	19	Cllr James Williams	De Novo Community Hall		
Thursday, 22 September 2022	7, 8, 9, 10, 11, 22 and 23	Cllr Annemarie Ferns Cllr Carli Van Wyk Cllr Zelda Dalling Cllr Rozette Du Toit Cllr Johannie Serdyn Cllr Esther Groenewald Cllr Lwando Nkamisa	Stellenbosch Town Hall (Plein Street)	18:00 – 20:00	https://bit.ly/3w709HX
	20	Cllr Joseph Joon	Vlottenburg Methodist Church	18:00 – 20:00	https://bit.ly/3dwlQt7
	21	Cllr Rikus Badenhorst	Weber Gedenk Primary School Hall (Jamestown)		

The draft 1st Review of the 5th Generation IDP 2022 – 2027 and draft Budget 2023 – 2026 were made public from **3 April – 25 April 2023** for a period of 23 days, and a series of the area-based public meetings were held from **12 April to 18 April 2023** in the Stellenbosch municipal area. The same communication platforms were used as in September 2022, with physical public meetings being held at various locations in the respective wards.

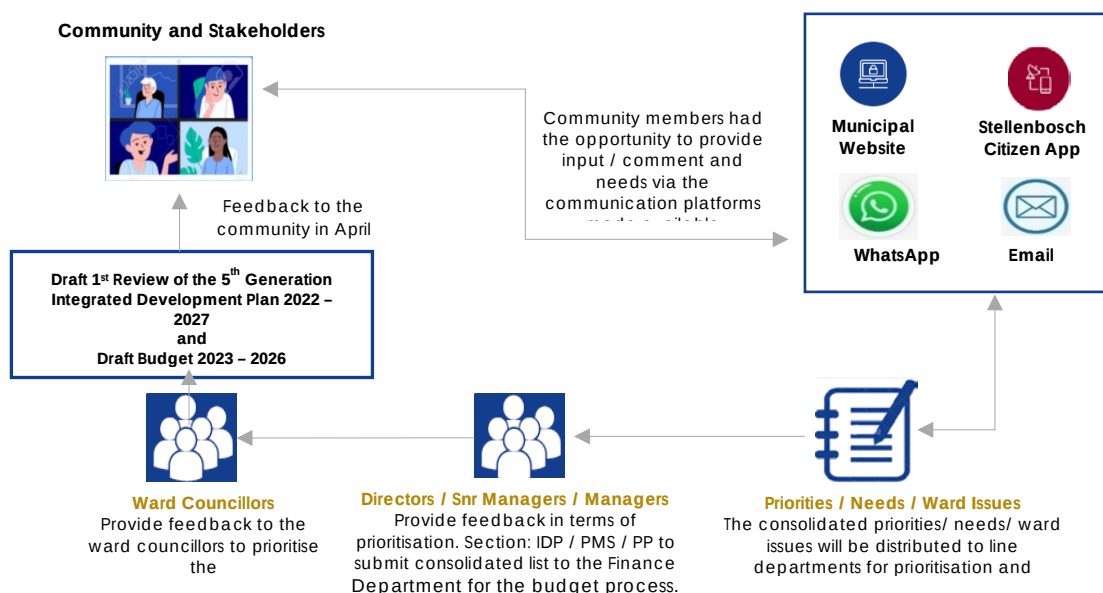
Table 103: IDP and Budget Public Participation Meeting Schedule – April 2023

Date	Time	Wards	Ward Councillor/s	Venue
Wednesday, 12 April 2023	18:30 – 20:30	1 and 2	Cllr Reginald Pheiffer Cllr Wilhelmina Petersen	Groendal Community Hall (Franschhoek)
		12, 13, 14 and 15	Cllr Ayanda Tomose Cllr Mary Nkopane Cllr Maxwell Danana Cllr Elliot Masimini	Kayamandi High School (Kayamandi)
Thursday, 13 April 2023	19:00 – 21:00	5 and 6	Cllr Roy Van Rooyen Cllr Nateshia Mcombring	Lückhoff High School (Ida's Valley)
		18 and 19	Cllr JC Anthony Cllr James Williams	Klapmuts Multipurpose Centre (Klapmuts)
Monday, 17 April 2023	19:00 – 21:00	3 and 4	Cllr Charles Manuel Cllr Ralphton Adams	Kylemore Community Hall (Kylemore)

Date	Time	Wards	Ward Councillor/s	Venue
		16, 17 and 19 (Smartietown and Weltevrede 1 and 2)	Cllr Elsabe Vermeulen Cllr Peter Johnson	Eike Hall (Cloeteville)
Tuesday, 18 April 2023	18:00 – 20:30	7, 8, 9, 10, 11, 22 and 23	Cllr Annemarie Ferns Cllr Carli Van Wyk Cllr Zelda Dalling Cllr Rozette Du Toit Cllr Johannie Serdyn Cllr Esther Groenewald Cllr Lwando Nkamisa	Stellenbosch Town Hall (Plein Street)
	19:00 – 21:00	20 and 21	Cllr Joseph Joon Cllr Mynard Slabbert	Webergedenk Primary School Hall (Jamestown)

The electronic and verbal submissions made available on the various platforms created for public participation followed the process below:

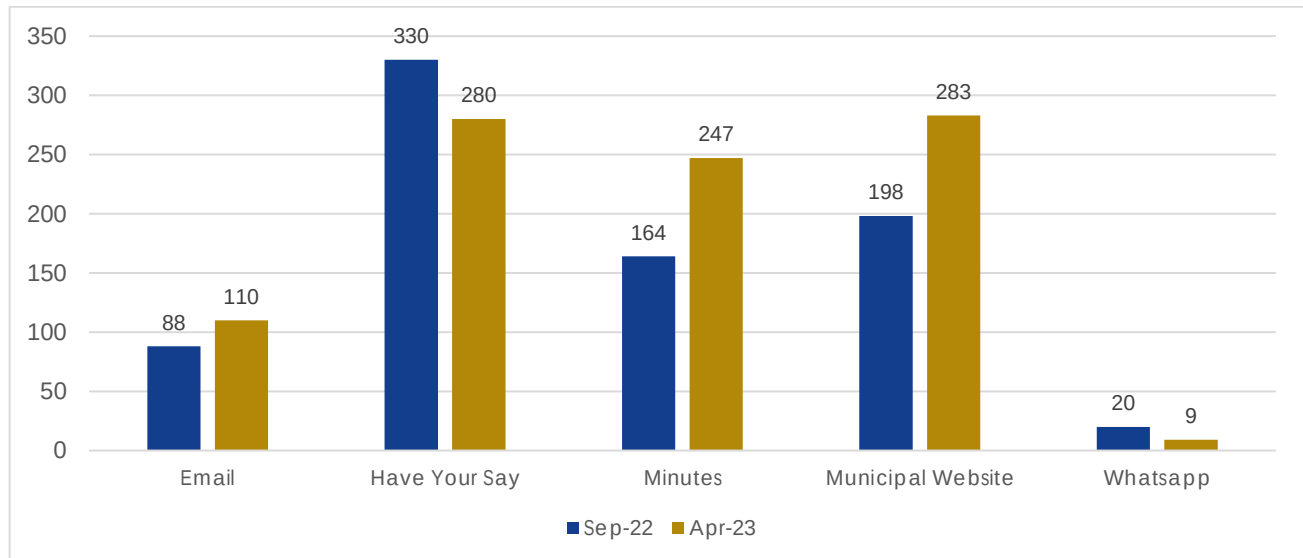
Figure 55: Process Flow for electronic and verbal submissions



9.3 Public Participation Statistics: September 2022 and April 2023

The graphs below indicate the number of individual line-item submissions received on the various communication platforms.

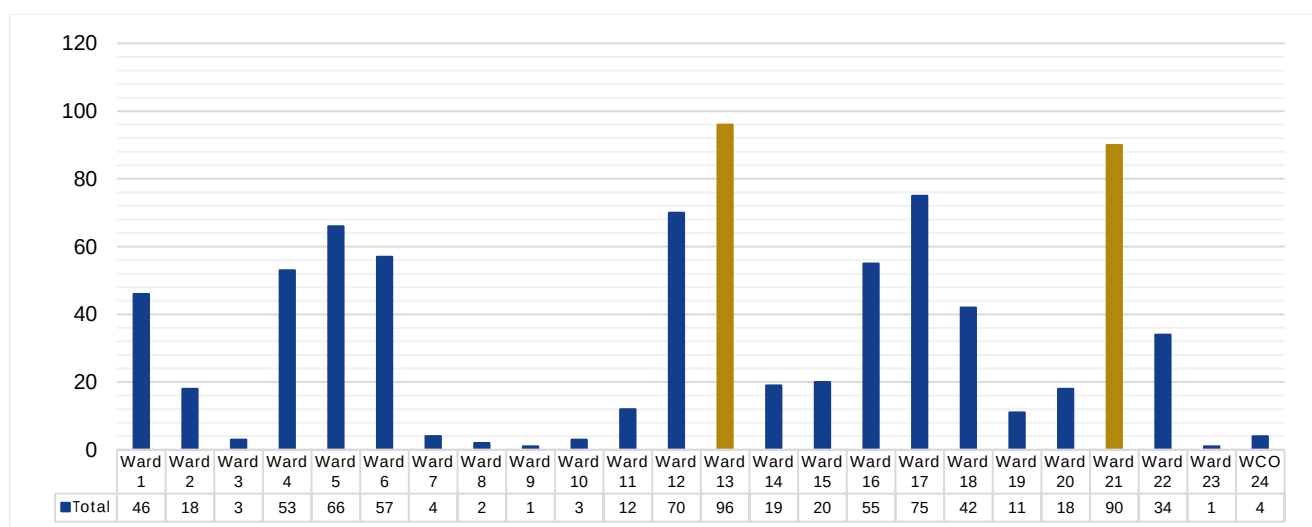
Graph 14: Total number of individual submissions per platform (Sept 2022 and April 2023)

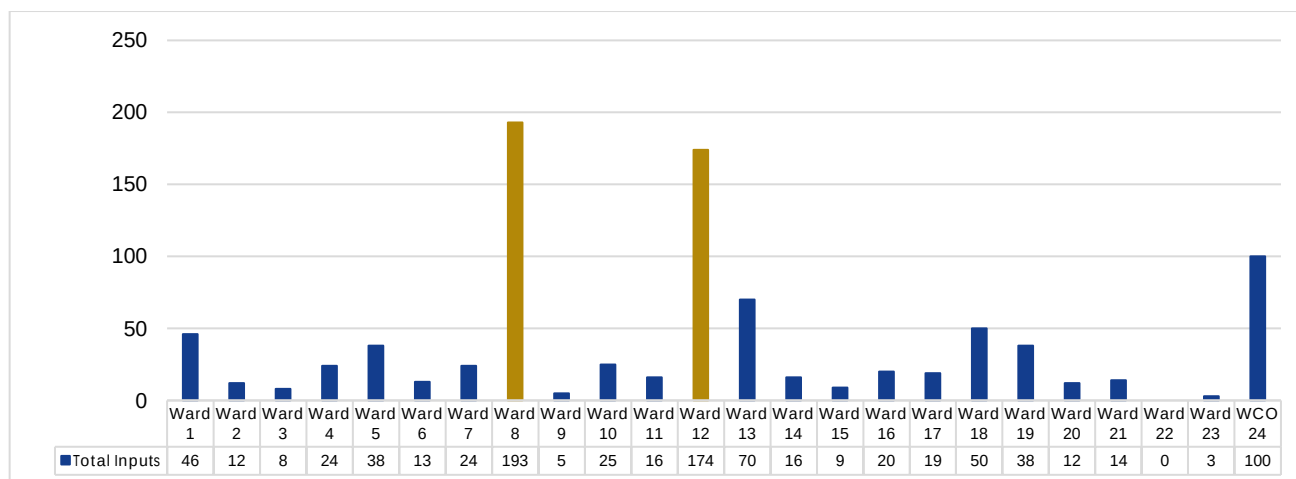


As noted from the graph above, the electronic form, which was made available on the municipal website, input recorded in the public meeting minutes and the written 'Have your Say' was the most popular platform used by the community and stakeholders to submit their needs and priorities. A total of **330 and 280** 'Have Your Say' individual line items were recorded, with the electronic form on the municipal website as the second most popular platform with **198 and 283** individual line-item submissions recorded.

The graph (dark yellow) below indicates that **Ward 13** and **Ward 21** have the highest number of line items / inputs per ward received and capture during the public participation period for September 2022. In comparison with April 2023, **Ward 8** and **Ward 12** had the highest items / inputs recorded during the IDP and Budget public participation period.

Graph 15: Total number of Ward inputs per ward (Sept 2022)



Graph 16: Total number of Ward inputs per ward (April 2023)

9.4 Summary of Needs and Priorities

The graphs below present a summary of the key priorities and needs raised by communities during the public participation period in September 2022 and April 2023. It is evident from both graphs that the **top 5 priorities** identified for WCO24 by community members are listed below:

1. Safety and Security;
2. Roads, Transport and Stormwater;
3. Access to Housing;
4. Electrical Services; and
5. Basic Services / Water and Sanitation.

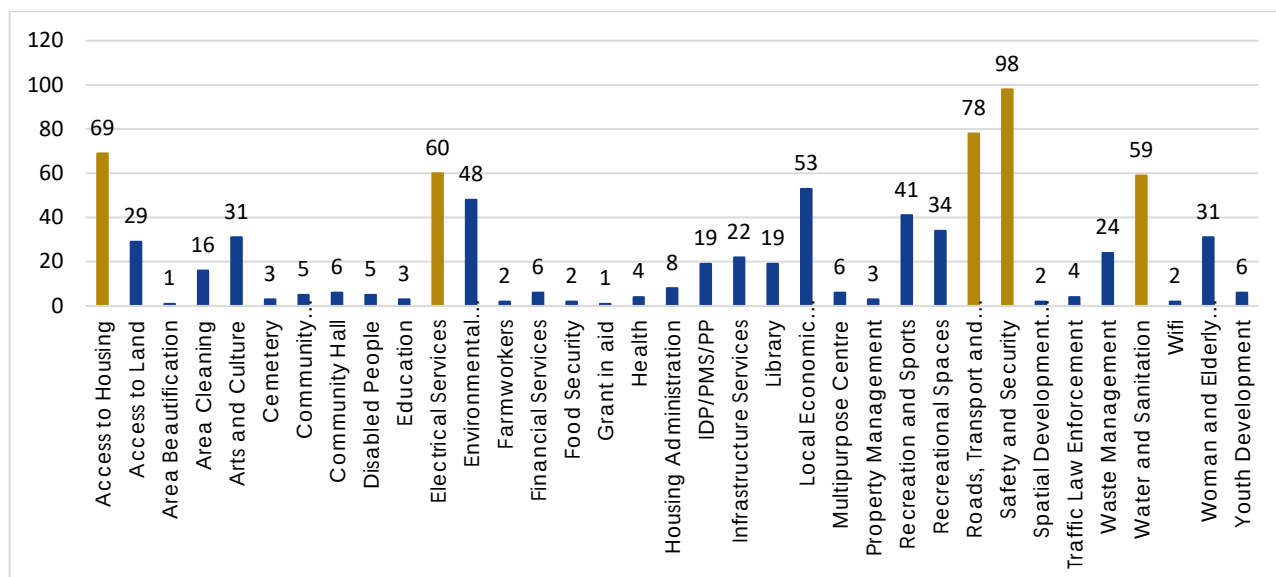
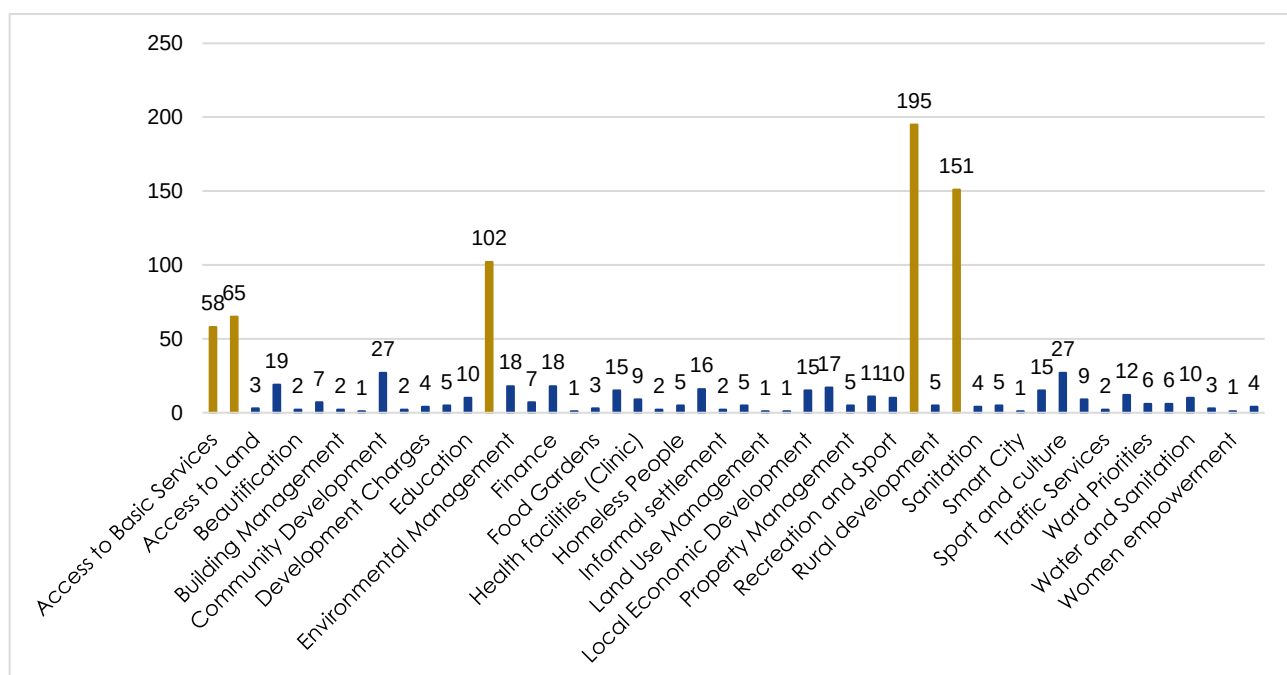
Graph 17: Number of community inputs per priority area in Sept 2022

Table 104: Number of Attendees disaggregated by Gender, April 2023

IDP and Budget Public Participation: April 2023 Number of Attendees disaggregated by Gender					
Wards	Area	Male	Female	Unspecified	Total Attendees
12, 13, 14 and 15	Kayamandi	75	55	6	136
5 and 6	Ida's Valley	25	18	3	46
1 and 2	Franschhoek	30	38	7	75
7, 8, 9, 10, 11, 22 and 23	Stellenbosch CBD	51	93	30	174
18 and 19	Klapmuts, De Novo, Vaaldraai, Elsenburg and surrounding farms	72	56	25	153
3 and 4	Kylemore, Pniël, Wemmershoek, Lanquedoc, Maasdorp and Meerlust	27	38	7	72
20 and 21	Vlottenburg, Raithby, and Jamestown	63	57	6	126
16, 17 and 19	Cloetesville (including Smartie Town and Weltevrede 1 and 2)	33	50	4	87
Total		376	405	88	869

Graph 18: Number of community inputs per priority area in April 2023

The table below indicates which priority areas were raised in the different wards:

Table 105: Priority areas per Ward

Community Need / Priority	Wards (September 2022)	Wards (April 2023)
Access to Basic Services	n/a	2, 3, 8, 10, 12, 18, 19, WCO24
Access to Housing	1, 2, 4, 5, 12, 13, 14, 15, 16, 18, 19, 20, 21	1, 2, 4, 5, 8, 10, 12, 13, 14, 16, 17, 18, 19, 21, WCO24
Access to Land	1, 2, 4, 5, 11, 12, 13, 14, 15, 17, 18, 21, WCO24	5, 12, 18
Area Beautification	4	8, 11
Area Cleaning	4, 6, 12, 16, 17, 21, 22	2, 4, 12, 17, 19
Arts and Culture	1, 12, 13, 21	7, 9
Building Maintenance	n/a	1, 2, 12, 16, 17

Community Need / Priority	Wards (September 2022)	Wards (April 2023)
Cemetery	18	18
Community Development	2, 13, 15, 18	1, 5, 6, 12, 13, 14, 15, 16, 17, 18, 19
Community Hall	13, 14	4, 5, 12, 14
Council	n/a	19, 21
Development Charges	n/a	19, WCO24
Disabled People	12, 13	12, WCO24
Education	1, 5, 16	1, 2, 5, 8, 18, WCO24
Electrical Services	2, 4, 5, 11, 12, 13, 14, 16, 17, 18, 20, 21, 22	1, 2, 5, 6, 7, 8, 9, 10, 12, 13, 15, 16, 18, 19, 20, WCO24
Environmental Management	1, 4, 5, 6, 11, 16, 17, 21, 22, WCO24	1, 5, 7, 8, 11, 12, 19, WCO24
Farmworkers	19	19, WCO24
Fire Services	n/a	5, 6, 12, 21, WCO24
Financial Services	11, 15, 16, 18, 21	20
Food Security	12, 21	3, 5
Grant in Aid	16	4, 5, 12, WCO24
Health	6, 12, 13, 15	1, 12, 14, 18, 19
Housing Administration	2, 16, 17, 19	5, 10, 12, 14, 17, 19, WCO24
IDP/PMS/PP	4, 12, 13, 14, 15, 16, 18, WCO24	3, 10, 11, 12, 15, 19, 20, 21, WCO24
Infrastructure Services	4, 5, 6, 13, 23	n/a
Land for Housing	n/a	1, 2, 3, 4, 12, 14, 16, 17, 18, 20
Land Use Management	n/a	12, 18, 20, WCO24
Library	2, 12, 13	18
Local Economic Development	1, 4, 5, 6, 10, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22	1, 5, 15, 18, 21, WCO24
Multipurpose Centre	6, 13, 16	n/a
Property Management	5, 17	1, 4, 11, 14, 16
Recreation and Sports	1, 3, 4, 5, 6, 12, 13, 14, 15, 16, 17, 18, 20, 21	1, 2, 3, 4, 6, 7, 12, 14, 15, 16, 18, 19, 20, WCO24
Recreational Spaces	1, 2, 3, 5, 6, 13, 14, 15, 17	1, 3, 5, 6, 10, 11, 12, 17, 19, WCO24
Roads, Transport and Storm Water Services	1, 4, 5, 6, 7, 8, 11, 12, 14, 16, 17, 18, 20, 21, 22	1, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 21, 23, WCO24
Rural Development	n/a	18, 19, WCO24
Safety and Security	1, 2, 4, 5, 6, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22	1, 2, 3, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, WCO24
Smart City	n/a	WCO24
Spatial Development Framework	4, 22	1, 5, 8, 15, 16, 17, 18, 19, 20, 21, 23, WCO24
Tariffs / Rates	n/a	1, 4, 6, WCO24
Traffic Law Enforcement	14, 16, 21, 22	8, 10
Waste Management	1, 5, 6, 12, 16, 17, 18, 21, 22	5, 10, 12, 14, 23
Water and Sanitation	1, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22	1, 2, 5, 10, 12, 20, WCO24
WIFI	3, 13	12, 15
Woman and Elderly	5, 6, 12, 13	5
Youth Development	1, 4, 13, 18, 19	4, 10, 18, 19

9.5 Ward Priorities

Emanating from the community needs and inputs, the following **key priorities per ward** were identified by the ward councillor for the period 2022 – 2027. During the annual IDP review, these key priorities may be reviewed and reprioritised.



Ward 1: Cllr. Reginald Pheiffer

9.5.1 Ward Priorities: Ward 1

Table 106: Ward 1 – Ward Priorities

Table 100: Ward 1 – Ward Priorities

Project Rating																
	Project completed.				Project in progress.				Not completed / No budget available / District Function / Provincial Function							

WARD PRIORITIES: WARD 1																	Departmental Comment	
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables (KPI)	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local / DMA)	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26		2026/27
TBC	Priority 1: Housing	Provision of mixed-development housing projects in the greater Franschhoek Valley Area	Obtaining development rights for mixed-use development for the La Motte housing project	Percentage of the La Motte Capital Budget actually spent by 30 June	Planning and Economic Development	Integrated Human Development	Local	n/a	n/a	90%	90%	90%	n/a	n/a	n/a	n/a	n/a	The La Motte mixed-use housing development will provide a variety of housing opportunities / typologies for different income categories in the Franschhoek Valley that qualify for a housing subsidy. The HDA is currently working on transferring the land from the national DPWL.
TBC	Priority 2: Infrastructure Services	Construction of the Franschhoek Taxi Rank across the Franschhoek Wine Tram Terminal (PRASA Property) in consultation with the local taxi association	Held a consultation meeting with relevant stakeholders	Number of consultation meetings held with relevant stakeholders by 31 March	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The municipality needs to investigate more suitable / alternative land in the CBD. There is an existing lease between the Wine Tram and PRASA for the land.

		Provide space for collection and processing of recyclable waste at the Fabriek Street Waste Drop-off site	Investigate a suitable location for the processing of recyclable waste in Franschhoek.	Number of investigations conducted for a suitable location for the processing of recyclable waste in Franschhoek by 30 June	Infrastructure Services	Waste Management	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Establish a permit system for businesses in Franschhoek that transport extra waste of households to the Fabriek Street Waste Drop-off site.	According to the municipal bylaw outside service providers are not allowed to pick up refuse from private homes.	Not Applicable	Infrastructure Services	Waste Management	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The municipal by-law does not allow external service providers to collect household refuse from residential properties. This is a municipal function.
		Street names to be installed in the new housing section in Mooiwater:	Installation of street name kerbs	Number of street name kerbs installed by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The kerbs to be completed by 30 June 2023 are as follows: Sunflower Street, Jacaranda Street, Orchid Street, Lavender Street, Aloe Street, Fennel Street, Bellflower Street, Cypress Street, Barberry Street, Fern Street, and Everlasting Street.
		Formalising the parking lot in front of the Franschhoek Bowling Club on Lambrecht Street	Complete concept designs for the improvement of the parking area on Lambrecht Street	Number of concept designs completed for the improvement of the parking area in Lambrecht Street by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The parking is part of a provincial road reserve.
		Establishment of a parking area at the back of Franschhoek Town Hall / Franschhoek Municipal Offices for use of the public	Complete concept design for the parking areas at the back of the Franschhoek Town Hall	Number of concept designs completed for the parking areas at the back of the Franschhoek Town Hall by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Designs for the parking area are currently being reviewed.

		Upgrade and / or establish sidewalks in Reservoir Street specific, and frequently utilised residential routes in Franschhoek Town	The project is completed.	The project is completed.	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	The construction of sidewalks on Reservoir Street is complete.
		Construction and upgrading of sidewalks in Mooiwater, Groendal (Accessible for persons with disabilities)	Complete concept designs for sidewalks in Mooiwater, Groendal	Number of concept designs completed for sidewalks in Mooiwater, Groendal by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Establish a Landscaped Municipal Parking area on the corner of Dirkie Uys- and La Rochelle Street.	Compile designs for the parking areas on the corner of Dirkie Uys- and La Rochelle Street	Number of designs compiled for the parking areas at the corner of Dirkie Uys- and La Rochelle Street by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The designs for the parking area are currently being reviewed.
		Removal of the parking bays on the west side of Hugonote Street between Berg and De La Rey Street and widening the sidewalks	The municipality could consider the request in the outer years after the implementation of the current strategy (2025-27 financial year).	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The ward priority could be considered in the 2025 – 2027 MTREF period.
		Closure of the southeast side of Church Street and conversion of the existing road into a public amenity area	Complete concept designs for the improvement of Church Street	Number of concept designs completed for the improvements of Church Street by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Designs for the improvement of Church Street are currently being reviewed.

		Construction of traffic calming measures and resurfacing of Reservoir Street	Construct a raised intersection at Reservoir Street and AgriMark	Number of raised intersections constructed at Reservoir Street and AgriMark by 28 February	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	Completed.
		Construct traffic calming measures and resurface Reservoir Street	Construct a raised pedestrian crossing at Reservoir Street	Number of raised pedestrian crossings constructed at Reservoir Street by 28 February	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	Completed.
		Construction of a raised pedestrian crossing on Akademie Street across the Hospice	Conduct an assessment to determine the feasibility of a raised pedestrian crossing on Akademie Street	Number of assessments conducted to determine the feasibility of a raised pedestrian crossing in Akademie Street by 31 December	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Fourway stop at the intersection of Oaklodge- and Akademie Street	Conduct an assessment to determine the feasibility of a four-way stop at the intersection of Oaklodge- and Akademie Street	Number of assessments were conducted to determine the feasibility of a four-way stop at the intersection of Oaklodge- and Akademie Street by 31 December	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Erection of more pedestrian signage on Akademie Street at Franschhoek High School	Conduct a pedestrian signage assessment on Akademie Street at Franschhoek High School	Number of pedestrian signage assessments conducted in Akademie Street at Franschhoek High School by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	An assessment will be completed by 30 June 2023.

		Develop emergency vehicle access ways in Riverside and Klein Mooiwater informal settlement	The Department: Informal Settlements indicated that the structures should be removed before an	Not Applicable	Infrastructure Services and Planning and Economic Development	Roads, Transport and Storm Water (RTS) Integrated Human Settlements	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Installation and upgrading of ablution facilities within the Riverside and Klein Mooiwater informal settlements	The responsible department will investigate and provide a progress report.	Not Applicable	Planning and Economic Development Infrastructure Services	Integrated Human Settlements Water and Sanitation Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Provision and upgrading of water access points and sewerage infrastructure within the Riverside and Klein Mooiwater informal settlements	The Department: Informal Settlements monitors and reports on these facilities regularly.	Not Applicable	Planning and Economic Development Infrastructure Services	Integrated Human Settlements Water and Sanitation Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Upgrading of electricity network capacity to provide electricity access for residents in Riverside and Klein Mooiwater informal settlements	The MV network upgrade has been completed and residents that applied for an electricity connection have been attended to.	Not Applicable	Infrastructure Services	Electrical Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	n/a	Eleven (11) applications were received, and connections have been completed.
TBC	Priority 3: Sports, Recreation and Parks	Construction of the swimming pool facility in Groendal / Franschhoek / La Motte	Conduct a feasibility study for additional swimming pools in the Stellenbosch municipal area.	Number of feasibility studies conducted for additional swimming pools in the Stellenbosch municipal area by 30 June	Community and Protection Services	Community Services	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	There are no available funds on the current MTREF. A progress report is to be provided during the September 2023 public participation process.

		Erection of a clear-view fence around the Franschoek Bowling green with a motor-controlled gate.	The municipality will investigate the type of lease agreement entered into with the bowling club to establish the roles and responsibilities.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Establish sports and recreational facilities on Erf 3229, Mooiwater	Groendal already has a sports facility. The identified erf is earmarked for housing development.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Provision of staff to manage the Circus Grounds facilities (ablution, park and other) Mon-Sun and Public Holidays	The responsible department will investigate and provide a progress report.	Not Applicable	Community and Protection Services And Infrastructure Services	Community Services Water and Wastewater Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Develop the Franschoek Circus Grounds that promote the Heritage, Culture and Art of Franschoek	This is a heritage site. Therefore, development of an amphitheatre and wine museum cannot be developed.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	Unfortunately, the implementation of the ward priority is not feasible due to the heritage status of the site.

		Construction of Natural Focused Parks alongside the Stiebeul River in Mooiwater	Continuous upgrades alongside the Stiebeul River in Mooiwater are dependent on available funds.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Clean-up operation of the Stiebeul River and implementation of the river stewardship programme	The Stewardship programme is a volunteer programme. It is not a compulsory programme.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	🚫	n/a	n/a	n/a	n/a	The Department: Community Services is not in a position to start with the stewardship programme due to capacity constraints.
TBC	Priority 4: Property Management	Upgrade and repurpose the Old Youth Centre Building in Beau Coup De L'eau Street, Mooiwater	There are no funds available on the MTREF.	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Local	n/a	n/a	n/a	n/a	n/a	🚫	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Development of an Amphitheatre and Wine Museum on the Franschhoek Circus Ground	This is a heritage site. Therefore, the development of an Amphitheatre and wine museum is not feasible.	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Local	n/a	n/a	n/a	n/a	n/a	🚫	n/a	n/a	n/a	n/a	Unfortunately, the implementation of the ward priority is not feasible due to the heritage status of the site.
		Reopening of the ablution facilities for the public in Dirkie Uys Street at the back of the Franschhoek Town Hall	The responsible department will investigate and provide a progress report.	Not Applicable	Community and Protection Services Infrastructure Services	Community Services and Water and Wastewater Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		To issue a call for proposals for Erven 3192, 3019 and 3111 Mooiwater, Franschhoek for the establishment of places of worship	The Directorate: Corporate Services will investigate and look at the council resolution to determine whether or not places of worship can utilise this land.	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Lowering of the Franschhoek Municipal office counters at the Finance and Traffic section for accessibility for people with disabilities (persons in wheelchairs)	The Directorate: Corporate Services will conduct an assessment.	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Establish a well-positioned Tourism Office in Franschhoek CBD	The LTO was awarded a suitable tourism office on a lease agreement. This is included in the Franschhoek Wine Valley Tourism Association (FWVT) appointment.	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Local	n/a	n/a	n/a	n/a	n/a	🤔	n/a	n/a	n/a	n/a	n/a	The Franschhoek Wine Valley Tourism Association (FWVTA) is funded by Council as an LTO.

TBC	Priority 5: Local Economic Development	Implementation of a policy and effective mechanisms to limit and control formula restaurants in historic areas of Franschhoek	Land usage is currently managed in terms of the Stellenbosch Municipality Zoning Scheme Bylaw, 2019. Therefore, the proposed policy will infringe on person's rights to operate a business.	Not Applicable	Planning and Economic Development	Development Planning	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	It would rather be suggested that an urban design policy be developed to ensure that the historical character (landscapes and building facades, etc.) of Franschhoek is retained.
		Provide space for Jobseeker Data Capturers in Franschhoek / Groendal	The number of jobs created through the municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	The number of jobs created through the municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	Planning and Economic Development	Development Planning	Local	1300	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Space has been identified at the Groendal Ward Office and the ICT Department is currently in the process of installing ICT infrastructure to enable the functioning of the Jobseeker Data Capturers from the Groendal Ward Office.
		Establish a policy to control and limit the use of private houses and flats for short-term rental in Franschhoek	The use of private houses and flats for short-term rental in Franschhoek is controlled and managed in terms of the Zoning Scheme Bylaw.	Not Applicable	Planning and Economic Development	Development Planning	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This is regulated by the municipal Zoning Scheme Bylaw.

9.5.2 Ward Priorities: Ward 2



Ward 2: Cllr. Wilhelmina Petersen

Table 107: Ward 2 – Ward Priorities

Project Rating																		
😊	Project completed.			😐	Project in progress.		😞	Not completed / No budget available / District Function / Provincial Function										
WARD PRIORITIES: WARD 2																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local)	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Housing	Housing as well as land for housing in Ward 2	To obtain development rights for La Motte	Percentage of the La Motte capital budget actually spent by 30 June	Planning and Economic Development	Integrated Human Settlements	Local	n/a	n/a	90%	90%	90%	n/a	n/a	n/a	n/a	n/a	The La Motte mixed-use housing development will provide a variety of housing opportunities / typologies for different income categories in the Franschhoek Valley that qualify for a housing subsidy. The HDA is currently working on transferring the land from the national DPWI.

		Use open Spaces in Bosbou and Groendal to build houses to address the backlog of housing in Ward 2.	Council has requested the administration to investigate possible housing / business options on erven 412 and 217 and 284, Groendal.	Not Applicable	Planning and Economic Development	Integrated Human Settlements	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A consultant was appointed, and various development proposal options have been developed for each of the erven. Currently investigating the contractual status of each of the erven, where after the development proposal options will be sent to Council for consideration.
TBC	Priority 2: Basic Infrastructure Services	In situ upgrading of Langrug	The Department: Informal Settlements in collaboration with the Department: Project Management Unit (PMU) will revise the existing plans to re-evaluate the in-situ upgrading of Langrug	Not Applicable	Planning and Economic Development	Integrated Human Settlements	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Upgrading and beautifying sidewalks in La Motte Bosbou	Conduct an assessment for phase implementation	Number of assessments conducted for phase implementation by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Maintenance of Stiebeuel Riverbanks	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Infrastructure Services	Water and Wastewater Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Sewerage problem from Langrug to Blossom Street	A new bulk sewer main was constructed from the corner of Blossom Street and Le Roux Street, along Le Roux Street and Gladiola Street where it connected up to the bulk sewer. A catchpit was constructed at the entrance of Langrug to separate illegal objects that are dumped into the municipal sewer network by the community.	Not Applicable	Infrastructure Services	Water and Wastewater Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Completed.
		Sewerage outlet in the Stiebeuel River near Mooiwater informal Settlement in Skool Street	The sewerage outlet referred to is not a sewerage outlet, but a stormwater outlet that is contaminated by the community.	Not Applicable	Infrastructure Services	Water and Wastewater Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 3: Sports, Arts and Culture	Swimming pool in Groendal next to Groendal Sports Grounds	Conduct a feasibility study for additional swimming pools in the Stellenbosch municipal area.	Number of feasibility studies conducted for additional swimming pools in the Stellenbosch municipal area by 30 June	Community and Protection Services	Community Services	Local	1	n/a	n/a	n/a	n/a	😞	n/a	n/a	n/a	n/a	There are no available funds on the current MTREF. A progress report is to be provided during the September 2023 public participation process.
		Pavilion at Groendal Sports Grounds	A Structural Engineer must be appointed.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	There are no available funds on the current MTREF. A progress report is to be provided during the September 2023 public participation process.

TBC	Priority 4: Safety and Security	Safety- checks CCTV cameras in Groendal that give a poor vision	Repair and maintenance form part of the CCTV Camera Masterplan.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Increase Law Enforcement personnel to render services in Greater Franschhoek Valley	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 5: Education	The community of Langrug will be glad if you can add an IsiXhosa Secondary School	This is a Provincial function.	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Provincial	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	The municipality will forward the ward priority to the provincial sector department and provide feedback during the September 2023 public participation process.

9.5.3 Ward Priorities: Ward 3



Ward 3: Cllr. Charles Manuel

Table 108: Ward 3 – Ward Priorities

Project Rating																		
	Project completed.				Project in progress.				Not completed / No budget available / District Function / Provincial Function									
WARD PRIORITIES: WARD 3																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local/	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Housing	Housing and town establishment in Lanquedoc, Wemmershoek, Maasdorp	To obtain development rights for Maasdorp	Percentage of the Maasdorp operational budget actually spent by 30 June	Planning and Economic Development	Integrated Human Settlements	Local	90%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Lanquedoc: No land is currently available for any housing development. Wemmershoek: No land is currently available for any housing development. Maasdorp: A service provider has been appointed to obtain land use and development rights. The application has been submitted to the Department: Land Use Planning, for approval.
TBC	Priority 2: Clinic	Build clinics in Lanquedoc and Wemmershoek	This is a Provincial function.	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Provincial	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	The municipality will forward the ward priority to the provincial sector department and provide feedback during the September 2023 public participation process.
TBC	Priority 3: Basic Infrastructure Services	Construction of speed humps on Boonzaaier Road	Conduct an assessment to construct speedhumps on Boonzaaier Road	Number of assessments conducted to construct speed humps in Boonzaaier Road by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a		n/a	n/a	n/a	n/a	Completed.

		Construction of a bridge in Lanquedoc	Construction of a new bridge in Lanquedoc	Number of new bridges implement in Lanquedoc by 31 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Design, documentation, and procurement processes are in progress.
		Construction of sidewalks in Lanquedoc and Wemmershoek	The pedestrian walkways will be assessed.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The NMT Masterplan will be utilised for ongoing phased implementation aligned with available resources. A progress report is to be provided during the September 2023 public participation process.
		Erecting fences at the Lanquedoc and Wemmershoek Sportsgrounds	The Wemmershoek Sports ground needs boundary walls. A consultant will be appointed to draw plans and draft specifications.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The Department: Community Services will liaise with the ward councillor concerning the natural waterbody next to the facility (Lanquedoc). A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 4: Local Economic Development	Develop a business hub in Lanquedoc	Submission of progress reports on Council-approved catalytic initiatives and / or special projects to the Director: Planning and Economic Development	Number of quarterly progress reports on Council-approved catalytic initiatives and / or special projects submitted to the Director: Planning and Economic Development	Planning and Economic Development	Development Planning	Local	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Put business even on tender for Wemmershoek residents			Planning and Economic Development	Development Planning	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.



9.5.4 Ward Priorities: Ward 4

Table 109: Ward 4 – Ward Priorities

Ward 4: Cllr. Ralphton Adams

Project Rating																		
😊	Project completed.			😐	Project in progress.			😞	Not completed / No budget available / District Function / Provincial Function									
WARD PRIORITIES: WARD 4																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local)	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Basic Infrastructure Services	Drains overflowing in winter / rainy days in the areas of Kylemore; Johannesburg: Pniël.	Upgrading is scheduled for the 2023/24 financial year.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Maintenance of stormwater drains forms part of the operational programme.
		Recycling programme to be implemented in Kylemore; Johannesburg and Pniël.	Implementation (expansion) of the recycling programme in Kylemore and Johannesburg	Percentage of recycling programmes implemented in Kylemore and Johannesburg by 30 June	Infrastructure Services	Waste Management	Local	n/a	80%	n/a	n/a	n/a	😐	n/a	n/a	n/a	n/a	The recycling programme is in place in Pniël in the form of weekly collection.
		A reliable electricity network is needed in Ward 4 in the following areas: Johannesburg, Kylemore and Pniël.	A consultant and an electrical contractor have been appointed in the 2020/21 financial year to assist the municipality with the 11kV network upgrades. It will be upgraded by 2030.	Not Applicable	Infrastructure Services	Electrical Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	An investigation was conducted to determine which networks needed to be upgraded. Arrangements for a direct supply point from Eskom are currently underway and will be concluded by 2027.

		Increase the number of streetlights in the streets of Johannesburg; Kylemore and Pniël.	Replacing the existing streetlights with LED lights in Pniël and Johannesburg is ongoing (95% is completed).	Not Applicable	Infrastructure Services	Electrical Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	The contractor fixing the streetlights in Kylemore is on site and was completed by 30 November 2022.
		Resurfacing or reseal of Sonnestraal Street in Johannesburg	Conduct an assessment for the resurfacing or reseal of Sonnestraal Street in Johannesburg.	Number of assessments conducted for the resurfacing or resealing of Sonnestraal Street in Johannesburg by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The outcome of the assessment will determine implementation. The condition of Sonnestraal Street was not as poor as other streets in Johannesburg. Roads in Johannesburg were rehabilitated and resealed.
		Restructuring of the sewage network in Pniël, East End Crescent. Removal of a pump station in the area.	Upgrade (minor) the Pniël sewer pump station	Percentage of the Pniël sewer pump station capital budget actually spent by 30 June	Infrastructure Services	Water and Wastewater Services	Local	n/a	90%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Sidewalks in all streets of Kylemore; Pniël and Johannesburg.	Conduct an assessment to Construct sidewalks in all streets of Kylemore; Pniël and Johannesburg.	Number of assessments conducted to Construct sidewalks in all streets of Kylemore; Pniël and Johannesburg by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Assessments are to be carried out in terms of NMT policy for phased implementation as required for ongoing phased implementation aligned with available resources.
TBC	Priority 2: Safety and security	Visibility of Law Enforcement officers in Kylemore; Pniël; Johannesburg area	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Installation of more security cameras at hotspots in Kylemore, Johannesburg and Pniël	Installation of CCTV cameras is done per the CCTV Camera Master Plan and is funding-dependent.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Stop after-hours speeding cars in the Kylemore; Pniël; Johannesdal area	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Traffic officers must be more visible in Kylemore; Pniël; and Johannesdal for longer times of the day	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Need for more speed bumps in Kylemore, Johannesdal and Pniël	Conduct an assessment on speed humps in Kylemore, Johannesdal and Pniël	Number of assessments conducted on speedhumps in Kylemore, Johannesdal and Pniël by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This is an ongoing process and annual implementation as required.
		Increase safety measures on R 310:- Intersections in Kylemore and Johannesdal	Submission of a report to the Western Cape Provincial Government	Number of reports submitted to the Western Cape Provincial Government by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Provincial	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This is a Provincial Road Authority. The municipality will forward the ward priority to the provincial sector department.
		Increase safety measures on R 310 Main Street of Pniël (Cars speed through town)	Submission of a report to the Western Cape Provincial Government	Number of reports submitted to the Western Cape Provincial Government by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This is a Provincial Road Authority. The municipality will forward the ward priority to the provincial sector department.
		Fencing around Pniël Offices. Secure Offices and prevent them to become a hotspot for crime at night.	There are no funds available on the MTREF.	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The responsible department will conduct an investigation. A progress report is to be provided during the September 2023 public participation process.

		Speedbumps at Kylemore Sports ground on the access road from Gate to the clubhouse.	Department: Community Services will investigate alternative means of addressing speeding vehicles on our community sports grounds.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 3: Open spaces; Sport; Recreation, Culture and Facilities	Renovation or upgrading of sports facilities; clubhouses and change rooms in Kylemore and Pniël	A contractor has been appointed for the repairs of sport facilities in Kylemore and Pniël cricket facility.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Extension of boundaries of existing cemeteries in Pniël and Kylemore	Pniël: There is no additional land available to extend the boundaries. Kylemore is in the process of registering two additional erven to be used as a cemetery.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.	
		Cleaning of all streets and removal of weed on pavements not taking place in Johannesburg; Kylemore and Pniël.	This is part of the operational maintenance which will be completed before 30 June 2023.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.	
		Cutting of grass is needed in all Streets on municipal roads and Sidewalks in Johannesburg; Kylemore and Pniël.	The municipality will attend to this request.	Not Applicable	Infrastructure Services Community and Protection Services	Roads, Transport and Storm Water (RTS) Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.	

		Reconsider the existence of Riverside play park in Pniël is becoming a crime hotspot	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The park is fenced. A progress report is to be provided during the September 2023 public participation process.
		Cleaning of Kylemore and Pniël cemeteries and maintenance of it.	This is an ongoing process in both cemeteries.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😞	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Renovation or upgrading of Millennium Hall and Kylemore Community Hall	The Kylemore Community Hall has been attended too.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The upgrade and renovation of the Millennium Hall are not on the MTREF budget.
		Force private owners to clean vacant plots in Ward 4.	The cleaning of private plots is the responsibility of the landowner.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The municipality will investigate and provide feedback during the September 2023 public participation process.
TBC	Priority 4: Local Economic Development	More effective skills development programmes for youth in Ward 4	Fourteen (14) youths completed a beginners computer course in collaboration with the Pniël E-centre.		Community and Protection Services	Community Development	Local												A progress report is to be provided during the September 2023 public participation process on the implementation of accredited skills programmes.
		More job creation opportunities are needed in ward 4.	EPWP projects were identified throughout the municipality and included these areas.	Not Applicable	Planning and Economic Development	Development Planning	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Unemployed people are encouraged to register on the municipal Unemployment Database.
TBC	Priority 5: Land for Housing	Community needs land for affordable housing (GAP) in Pniël, Johannesburg and Kylemore.	To obtain development rights for Erf 64, Kylemore	Percentage of the Erf 64, Kylemore capital budget actually spent by 30 June	Planning and Economic Development	Integrated Human Settlements	Local	90%	90%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The municipality does not own any property within the Pniël and Johannesburg areas, and therefore the provision for housing opportunities is extremely limited.

		Erf 64 in Kylemore needs urgent attention for housing development.	To obtain development rights for Erf 64, Kylemore	Percentage of the Erf 64, Kylemore capital budget actually spent by 30 June	Planning and Economic Development	Integrated Human Settlements	Local	90%	90%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The nearest housing development project near is Erf 64, Kylemore. The municipality has appointed the Housing Development Agency (HDA) to obtain development rights.
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Ward 5: Cllr. Roy Van Rooyen

9.5.5 Ward Priorities: Ward 5

Table 110: Ward 5 - Ward Priorities

Project Rating																		
😊	Project completed.			😬	Project in progress.			😞	Not completed / No budget available / District Function / Provincial Function									
WARD PRIORITIES: WARD 5																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local)	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC TBC	Priority 1: Local Economic Development	Ida’s Valley Community Trails initiative. Activating Ida’s Valley Community Market as trail Centre	Submission of progress reports on the Council-approved catalytic initiatives and / or special projects to the Director: Planning and Economic Development	Number of quarterly progress reports on Council-approved catalytic initiatives and / or special projects submitted to the Director: Planning and Economic Development	Planning and Economic Development	Development Planning	Local	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Future tourism hub together with Botmaskop Mountain. This will enable integration and social cohesion between wards 5, 6 and 7	Submission of progress reports on Council-approved catalytic initiatives and / or special projects to the Director: Planning and Economic Development	Number of quarterly progress reports on Council-approved catalytic initiatives and / or special projects submitted to the Director: Planning and Economic Development	Planning and Economic Development	Development Planning	Local	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Process of enquiring about the land the open space next to the school by Hillside Village, Newman Street and Hector Street in Ida's Valley (ward 5) for a community garden to plant vegetables and flowers to sell and use some for household consumption.	The municipality is not aware of such an official application to lease the property for this purpose. The person / organisation that will be responsible for the terms of the lease agreement is requested to send such an application to the Property Section for processing and a decision by the Council.	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Work together with DCAS, surrounding schools, NGOs tennis academy and SAS to build multipurpose courts at the netball fields	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 2: Sports, Recreation and Culture.	Well-disciplined and structured after-school programme for surrounding schools. We will be able to transform the space where the office of the Ward Councillor is into a youth centre	Section: Community Development will deal with this priority through the normal programme for partial care capacity building. The councillor has been informed of the next engagement and will join along with two volunteers from the community.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		The other properties like the rugby clubhouse can be used as spaces for this after-school programme	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Sports like Futsal Netball volleyball, chess, and basketball tennis can be coached. Jobs will be created youth will be educated and the sports field will be looked after and again integration can be promoted	Couching of sport is not a municipal function. The municipality only provides facilities.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The municipality will refer the request to DCAS and CWDM and provide feedback during the September 2023 public participation process.
		Identify a space where a swimming pool can be built for the community of Ida's Valley. Areas like the Ida's Valley sports ground	Conduct a feasibility study for additional swimming pools in the Stellenbosch municipal area.	Number of feasibility studies conducted for additional swimming pools in the Stellenbosch municipal area by 30 June	Community and Protection Services	Community Services	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	There are no available funds on the MTREF. A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 3: Basic Infrastructure Services	Install skips at specific areas in the community to prevent dumping in these open spaces like the rivers and Ida's Valley Nature Area.	Conduct an investigation into the placement of skips	Number of investigations conducted for the placement of skips by 30 June	Community and Protection Services Infrastructure Services	Community Services Waste Management	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The Section: Waste Management, in collaboration with the Department: Community Services will be able to place skips in the Ida's Valley Nature Area. A progress report is to be provided during the

TBC	Priority 4: Access to housing	Identify land in Jonkershoek and Ida's Valley for future housing projects and development	Ida's Valley: After the completion of Erf 9445, Lindida of 166 GAP-housing and Jonkershoek.	Not Applicable	Planning and Economic Development	Integrated Human Settlements	Local	😊	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<p>Ida's Valley: After the completion of Erf 9445 and Lindida of 166 GAP-housing, no further land has been identified on the Housing Pipeline. The municipality is in the process of obtaining development rights on land known as the Northern Extension, which is earmarked to accommodate ±4 000 – 5 000 housing opportunities.</p> <p>Jonkershoek: The municipality has appointed the Housing Development Agency (HDA) to assist and finalise the transfer of land from the National Department of Public Works and Infrastructure (NDoPW&I) to the municipality. The HDA is currently assessing possible portions of land for their suitability for housing development.</p>
TBC	Priority 5: Safety and Security	One security camera is to be installed at the four ways stop at the entrance to The Ridge. One security camera is to be installed at the old Asla building site in Hillside Village, Helderberg Street.	Installation of CCTV cameras is done per the CCTV Camera Master Plan and is funding-dependent.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<p>A progress report is to be provided during the September 2023 public participation process.</p>

		<p>Streetlights are to be installed on Helshoogte Road, behind The Ridge, in the direction of Pniël</p>	<p>The road is a provincial road function, and it is responsible for the management and maintenance of streetlights.</p> <p>A service level agreement is being finalised where the Stellenbosch Municipality will be tasked with managing and maintaining the streetlight infrastructure on behalf of provincial engineers. This process is not finalised yet and is currently with the Municipal Manager.</p>	Not Applicable	Infrastructure Services	Electrical Services	Local	😊	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<p>The superintendent is to arrange a site meeting with the ward councillor by 30 June 2023.</p> <p>A progress report is to be provided during the September 2023 public participation process</p>
		<p>Fencing is to be put up between McCoy Street, Old Helshoogte Road and at the back of the houses on Helderberg Street and Tafelberg Street. The open space where the ditch is.</p>	<p>The municipality does not fence open spaces.</p>	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Local	😡	n/a	n/a	n/a	n/a	😡	n/a	n/a	n/a	n/a	n/a	<p>This ward priority is not feasible to implement.</p>



Ward 6: Cllr. Nateshia Mcombring

9.5.6 Ward Priorities: Ward 6

Table 111: Ward 6 – Ward Priorities

Project Rating																		
😊	Project completed.			😐	Project in progress.		😞	Not completed / No budget available / District Function / Provincial Function										
WARD PRIORITIES: WARD 6																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local)	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Safety and Security	Installation of a Close Circuit Camera on Old Helshoogte Park	Installation of CCTV cameras is done per the CCTV Camera Master Plan and is funding-dependent.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Installation of a Close Circuit Camera at the Main Road 5 (Traffic lights on the corner of Helshoogte Road and R44)	Installation of CCTV cameras is done per the CCTV Camera Master Plan and is funding-dependent.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		New camera installation on the corner of Rustenburg Road and Sonnebloem Street	Installation of CCTV cameras is done per the CCTV Camera Master Plan and is funding-dependent.		Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.	
		Use of building at the Community Market as a Satellite Police Station	Satellite police stations are a Provincial function and will render the purpose for which this facility was erected redundant. It is unlikely that the facility is	Not Applicable	Community and Protection Services	Protection Services	Provincial	n/a	n/a	n/a	n/a	n/a	😞	n/a	n/a	n/a	n/a	The municipality will refer the request for a satellite police station to SAPS.

			feasible to be used as a satellite station due to the requirements of such a facility by SAPS.																
		More visibility and regular patrols of Police and Law Enforcement officials on all roads, Sports Grounds and farms in the ward. If the budget allows use Neighbourhoods Watches and pay them a stipend.	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<p>A progress report is to be provided during the September 2023 public participation process.</p> <p>The payment of a stipend will set a precedent, as all neighbourhood watch members will want payment, which is not in the budget.</p>
		Cleaning and fencing (Clearview or Betafence) of all Electricity Boxes in the ward.	The fencing will be installed at the miniature substations on the priority list, if practically possible.	Not Applicable	Infrastructure Services	Electrical Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<p>A site meeting was arranged to discuss the fencing of the requested miniature substations as well as other substations that needed proper fencing. Installations will be done as soon as the material for the individual fencing project is delivered.</p> <p>Hotspots: In front of Ida's Valley Primary School in Bloekom Avenue; miniature substation between Old Helshoogte Road and Helshoogte Road opposite Beltane; Madrassa in Protea Street and the corner of Kahler Street and on the corner of Weber Street and Old Helshoogte Road.</p>
		<p>Miniature Substation between Old Helshoogte Road and Helshoogte Road.</p> <p>Conduct a needs analysis to determine the use of this facility as a home base for the Neighbourhood watches in Ida's Valley</p>	The respective department will investigate the feasibility of this request.																<p>A progress report is to be provided during the September 2023 public participation process.</p>

TBC	Priority 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)	Submission of a report to the Western Cape Provincial Government	Number of reports submitted to Western Cape Provincial Government by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Provincial	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This road falls under the Provincial Road Authority.
		Pedestrian crossing between Nietvoorbij and Timerlea Farm on R44	Submission of a report to the Western Cape Provincial Government	Number of reports submitted to Western Cape Provincial Government by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Provincial	n/a	1	n/a	n/a	n/a	🚫	n/a	n/a	n/a	n/a	n/a	This road falls under the Provincial Road Authority.
		A pedestrian Traffic light on Helshoogte Road near Spar in the direction of The Safe House, Stellenbosch Primary and Stellenbosch High School / Footbridge in Helshoogte Road for people to utilise when going to Spar instead of crossing the Main Road (Helshoogte Road)	Conduct a feasibility assessment on Helshoogte Road.	Number of feasibility assessments conducted on the Helshoogte Road by 30 June.	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The road falls under the Provincial Road Authority. The Municipality will relay the request to the provincial government, and possible feedback by 30 March 2025.
		Pedestrian crossing between Remhoogte and Lavinir on the R44	Submission of a report to the Western Cape Provincial Government	Number of reports submitted to Western Cape Provincial Government by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Provincial	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This road is within the Provincial Road Authority. A progress report is to be provided during the September 2023 public participation process.

		Warning sign board indicating pupils are crossing the R44 near the second entrance of Cloetesville near Nietvoorbij in the direction of Klapmuts	Submission of a report to the Western Cape Provincial Government	Number of reports submitted to Western Cape Provincial Government by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Provincial	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This road is within the Provincial Road Authority. A progress report is to be provided during the September 2023 public participation process.
		A warning sign board indicating pupils are crossing the R44 near Timerlea Farm (Blue Jay) in the direction of town.	Submission of a report to the Western Cape Provincial Government	Number of reports submitted to Western Cape Provincial Government by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Provincial	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This road is within the Provincial Road Authority. A progress report is to be provided during the September 2023 public participation process.
		Warning sign boards indicate pupils are crossing the R44 on both sides near Remhoogte and Lavinir	Submission of a report to the Western Cape Provincial Government	Number of reports submitted to Western Cape Provincial Government by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Provincial	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This road is within the Provincial Road Authority. A progress report is to be provided during the September 2023 public participation process.
		Replacement of current outdated sewerage pumps in Luckhoff Street and Baker Street.	Ida's Valley is a high-lying area and is not dependent on sewer pumps. Ida's Valley is serviced by gravity sewers.	Not Applicable	Infrastructure Services	Water and Wastewater Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	As well in the following streets <i>if</i> required: Moffat Street Hahn Street, Weber Street, Tindall Street, Juffenburg Street, Kahler Street, Rustenburg Road, Erasmussmith Street, Desch Street, Lelie Street, Sonnebloem Street, Old, Helshoogte Road, Botmanskop Road, Speler Street, Dahlia Street, Protea Road and Bloekom Avenue. This ward priority is not feasible to implement.

		Parking Embayment in front of Old Apostolic Church in Luckhoff Street to help ease the parking problem of dropping and picking up pupils of Ida's Valley Primary School.	Conduct a feasibility assessment.	Number of feasibility assessments conducted by 30 June.	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Paint the Bus shelters in the ward which is covered by graffiti.	The respective department will investigate.	Not applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Regular cleaning of the drains to prevent overflowing during rainy conditions.	The cleaning of drains forms part of the departmental operational plan.	Not applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 3: LED (Planning)	Request Waterproof covers for Ida's Valley Community Market to allow residents to use the facility as a hall and through all weather conditions	Submission of progress reports on Council-approved catalytic initiatives and / or special projects to the Director: Planning and Economic Development	Number of quarterly progress reports on Council-approved catalytic initiatives and / or special projects submitted to the Director: Planning and Economic Development	Planning and Economic Development	Development Planning	Local	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process. This request clashes with a previous request to use it as a satellite police station.
		Support and funding for Skills Development (Arts and Crafts) / Reading / Mathematics / Science and other Soft Skills Programmes through the Operational Budget of Ward Allocation (First Aid and Learners Licence Training)	Annual Grant - In Aid applications to support these services financially are paid up to the value of R 5 000 000.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Applications closed on 2 December 2022 for the 2023/24 financial year. A new call for proposals will be advertised during September / October 2023.

		Conduct a Need and Cost Analysis for a Frail Care Centre in WCO24. The need for local skills development has previously been dealt with through ward projects. Include Beading, arts and crafts, CV Writing and assistance with mathematics. Not as once-off projects, but as ongoing sustainable projects.	The Department: Community Development indicated it would assist with the following: Access to a list of existing resources in the community that could be accessed by Stellumthombo, VGK Church, Stellcare, and Co-Create Hub.	Not Applicable	Community and Protection Services	Community Development	Provincial	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The ward councillor indicated that she is willing to network with these resources to see whether the projects can be implemented. A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 4: Infrastructure	Construct sidewalks for the following: Moffat, Hahn, Weber, Erasmussmith, Baker, Desch S, Botmanskop, Speler, Dahlia Streets	Conduct an assessment for phase implementation	Number of assessments conducted for phase implementation by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Implementation will be phased in until 2027. A progress report is to be provided during the September 2023 public participation process.
		Upgrading and resealing of roads and potholes as required in the ward	Conduct an assessment for the upgrade and reseal of roads and potholes	Number of assessments conducted for the upgrade and reseal of roads and potholes by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Implementation will take place as funding allows. A progress report is to be provided during the September 2023 public participation process.
		More regular basic cutting of grass on all sidewalks in Moffat, Hahn, Weber, Tindall, Juffenburg, Kahler, Luckhoff, Rustenburg Road, Erasmussmith, Baker, Desch, Lelie, Botmanskop Road, Speler, Protea, Bloekom, Avenue not only the, six weeks cycle on, parks and Main Roads.	The responsible department will investigate and provide a progress report.	Not Applicable	Infrastructure Services Community and Protection Services	Roads, Transport and Storm Water (RTS) Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Tar of Public Parking next to Ida's Valley Public Library and Ward Office	Conduct an assessment for the construction of a formalised public parking next to Ida's Valley Public Library and Ward Office.	Number of assessments conducted for the construction of a formalised public parking next to Ida's Valley Public Library and Ward Office by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 5: Recreation and Sport	Tar the entrances of the Ida's Valley Sport Grounds	Scrapping of the entrances of Ida's Valley Sports ground will be incorporated into maintenance programmes.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Fence all around Sonnebloem Street Parkie	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.		Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		More bins around Sonnebloem Street Parkie	Installation of bins at Sonnebloem Street Park	Number of bins installed at Sonnebloem Street Park by 30 June	Community and Protection Services	Community Services	Local	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Upgrade seating in the stadium with recycling chairs or wooden panels	There are no available funds on the current MTREF.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	🚫	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Replacement of vibracrete wall with a solid wall / Clear View Fencing on the Ida's Valley Sport Grounds	The fencing has been installed with a beta fence.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	There are no available funds on the current MTREF for the solid wall.
		Upgrade of lights on the Rugby fields	Upgrade of the Ida's Valley sports fields' floodlights	Number of the Ida's Valley sports fields' floodlights upgraded by 30 June	Community and Protection Services	Community Services	Local	n/a	n/a	4	n/a	n/a	😊	n/a	n/a	n/a	n/a	A consultant has been appointed to assess the lights and prepare specifications to address the light repairs.
		Upgrade of the Cricket fields	Upgrade the Ida's Valley cricket Field practise nets	Number of Ida's Valley cricket Field practice nets upgraded by 30 June	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	The upgrade of the cricket practice nets and cricket pitch surfaces is in the procurement stage.
		Maintain and Upgrade the BMX Track and purchase Bicycles as recreational equipment	Routine maintenance is being done at the BMX Track as in the Maintenance Plan.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Five (5) giant rubberised Chessboard Sets (size of board 30,5 cm; squares 24 x 24 boards) Recreational Equipment for the use of 3 Primary Schools and 1 High School in the Ward. As well as for Ida's Valley Public Library for Skills Development and Recreational purposes.	The Sections: Library Services, Sport and the Ward Councillor will investigate the possibility to create a project in the next financial year to support chess development.		Community and Protection Services	Community Services	Local											A progress report is to be provided during the September 2023 public participation process.



Ward 7: Cllr. Annemarie Ferns

9.5.7 Ward Priorities: Ward 7

Table 112: Ward 7- Ward Priorities

Project Rating																		
	Project completed.		Project in progress.		Not completed / No budget available / District Function / Provincial Function													
WARD PRIORITIES: WARD 7																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / Local)	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Roads and Transport	Implementation of traffic calming and safety measures at the intersection of Martinson- and Endler Streets.																
		The painting of a pedestrian crossing and providing signage on Martinson Road, across from the Junior Academy, allow parents and children safe access across this busy road.	The department will conduct an assessment.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Speedily implementation of traffic calming measures as recommended by the Ward Committee and included in the consultant's final plan. The proposed date is January / February 2023.	Implementation of traffic calming and safety measures at the intersection of Martinson- and Endler Streets.	Number of traffic calming, and safety measures implemented at the intersection of Martinson- and Endler Streets 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The project is in progress and expected completion by 30 June 2023.
		Create a safe environment for all pedestrians and cyclists.	Implementation of traffic calming and safety measures at the intersection of Martinson- and Endler Streets.	Number of traffic calming, and safety measures implemented at the intersection of Martinson- and Endler Streets 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Speeding of vehicles and not stopping at the pedestrian crossing on Martinson Road. causes a dangerous situation for school	Conduct sporadic crime prevention operations	Number of sporadic crime prevention operations conducted	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

		children that needs to cross the road.	within the WCO24	within the WCO24 by 30 June														public participation process.
		More frequent law enforcement is required around the schools during peak periods to ensure a better flow of traffic and to prevent illegal parking.	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Implement traffic calming measures for Cluver Road, Martinson Road, Jonkershoek Road, Omega Street, and streets in Simonswyk.																
		Carry out ITS traffic calming plan for Ward 7 in conjunction with the ward committee. Introduce other measures i.e. home zone concepts rather than speedbumps. Speedbumps are only effective for small vehicles.	Conduct an assessment for the implementation of traffic calming measures in Cluver Road, Martinson Road, Jonkershoek Road, Omega Street, and streets in Simonswyk.	Number of assessments conducted for the implementation of traffic calming measures in Cluver Road, Martinson Road, Jonkershoek Road, Omega Street, and streets in Simonswyk by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2025 public participation process.
		Implementation of the Non-Motorised Transport (NMT) policy and plan for Ward 7.																
		Investigate the option to have separate cycle and pedestrian roads on opposite sides of the road in Martinson Road.	Conduct an assessment for the completion of the cycle and pedestrian road from Jannasch Street.	Number of assessments conducted for the completion of the cycle and pedestrian road from Jannasch Street by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2025 public participation process.
		Prevent vehicles from driving over, turning on or parking on pedestrian / cycle paths.	Implement cycle lanes on Martinson Street	Number of cycle lanes implemented on Martinson Street by 31 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Reverse direction of Jannasch Street.																
		Implement a public participation process to determine whether most people agree to the reversing of the street.	Conduct a public participation process for the reversing of Jannasch Street	Number of public participation processes conducted for the reversing of Jannasch	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

				Street by 30 June															
		Implement the reversal of Jannasch Street once agreed to through public participation.	Implement the reverse direction in Jannasch Street as per the public participation outcome.	Number of reverse directions implemented in Jannasch Street as per the public participation outcome by 31 December	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2024 public participation process.
		Formalise the parking area on the northern side of Stellenbosch High School.																	
		Create a more permanent surface for the area. Currently, the area is full of surface roots and potholes which become mudholes during the winter.	Conduct a concept and feasibility study for a formalised area on the northern side of Stellenbosch High School	Number of concept and feasibility studies conducted for a formalised area on the northern side of Stellenbosch High School by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2024 public participation process.
		Create parking bays for busses, like those at Coetzenburg.	Conduct an assessment on the creation of parking bays for busses	Number of assessments conducted on the creation of parking bays for busses by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2024 public participation process.
		Increase the length of the drop-off zone.	Conduct an assessment of the increase in the length of the drop-off zone	Number of assessments conducted on the increasing of the length of the drop-off zone by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2025 public participation process.
		Prevent trucks from bypassing the speedbump on Merriman Road by driving across the parking area. Prevent cars from driving into and turning on the pedestrian / cycle path.	Issue Section 341 fines	Number of Section 341 fines issued in terms of the Criminal Procedure Act, measured quarterly	Community and Protection Services	Protection Services	Local	12000	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The KPI and target refer to all fines issued and not only to which the ward priority refers.

TBC	Safety at Botmaskop
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Priority 2: Safety and Security	The erection of a security fence along a section of the Helshoogte Pass.	Installation of a security fence along the Helshoogte Pass on the Botmaskop side	Number of security fences installed along the Helshoogte Pass on Botmaskop side by 30 June	Community and Protection Services	Community Services	Local	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
	Implement safety measures for hikers and cyclists. These may include the establishment of a Neighbourhood Watch for the area, where volunteers can patrol the area during certain hours when most people are using the nature area. These measures can be communicated to the public through social media and signboards.	The establishment of NWH is the mandate of the Department of Community Safety (DOCS).	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The establishment of NWH is the mandate of the Provincial Department of Community Safety (DOCS).
	The installation of cameras in key positions must also be investigated.	Installation of CCTV cameras is done per the CCTV Camera Master Plan and is funding-dependent.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
	Cleaning up of Beltana depot (Metal sheets gathered by Red Ants).																
	Find an alternative site for the storage of the metal sheets, away from any neighbourhood.	Completed.	Not Applicable	Community and Protection Services	Community Services	Local	😊	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Completed.
	Remove and clean up all building material and relocate it to the new site.	Beltana depot is the only site of the municipality, therefore closing it is not feasible.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
	Prevent any late-night dumping activities until completion of the clean up	Beltana depot is the only site of the municipality.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Closing of the site is not feasible.

			Improve security at the Hangbrug main entrance gate and along the river down to Koloniesland.															
			Investigate the option to move the fence and gate to create a larger parking area for vehicles, preventing any vehicle from driving and parking close to the river. The vehicles will be in view of security officers on duty, controlling alcohol and drug abuse when visitors carry their goods to the Hangbrug / Brummer Park area.	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
			Hangbrug main entrance gate and along the river down to Koloniesland: Security officers must be on duty over weekends during high season and control visitors actively	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
			Waste management at the Hangbrug and Brummer Park.															
			Issuing a sufficient number of rubbish bins for peak usage.	There are sufficient bins. During the festive period, the frequency of cleaning is increased.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The department is looking at alternative waste minimisation measures.
			Cleaning of bins over weekends during high season. Cleaning of the bins on Monday mornings.	There are sufficient bins. During the festive period, the frequency of cleaning is increased.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The department is looking at alternative waste minimisation measures.
			Regular cleaning of riverbanks and in the river on Monday mornings, removing bottles, plastics, and paper.	Regular cleaning is part of the maintenance programme.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
			Toilet facilities at the Hangbrug.															

		<p>The placement of movable toilets near the Hangbrug over weekends in the high season.</p> <p>Regularly providing toilet paper over weekends.</p>	<p>The service provider, Mshengu Toilet Hire, delivered two mobile toilets to Brummer Park in Karindal.</p>	Not Applicable	Infrastructure Services	Water and Wastewater Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The municipality has a term tender contractor in place.
		Applications.																	
		<p>The planning department takes too long to process building applications. The current process should be investigated, and measures put in place to ensure a quicker response.</p> <p>Regular communication with applicants during the process is required, informing them of the progress made, expected timeline and completion date of the application.</p>	<p>BPAMS version 2 has been implemented as of 01 July 2022 and the Section: Building Development is undergoing a business process investigation to improve the workflow. The Section: Building Development is in the process of acquiring additional capacity.</p>	Not Applicable	Planning and Economic Development	Development management	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<p>A progress report is to be provided during the September 2023 public participation process.</p>
		Jan Marais Park																	
TBC	Priority 3: Environment	Implementation of the EMP as of June 2022.	<p>EMPs have been completed. Implementation is ongoing.</p>	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<p>A progress report is to be provided during the September 2023 public participation process.</p>

		Creating a new parking area for Jan Marais Park on Merriman Avenue. See the Jan Marais Nature Reserve: Northern Entrance Complex Plan.	The Department: Community Services will implement the plan that Community Services commissioned for the entrance and parking area to Marais Street Nature Reserve.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Appoint a manager / supervisor for Jan Marais Park.	The post is on the current microstructure but is unfunded.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Improve the infrastructure, namely the replacement / installation of irrigation for sections of the park and replace old fences and gates.	Irrigation FQ 67/23 is currently being evaluated for the appointment of a contractor. All gates were replaced in the last financial year. Fencing: The department is looking for funding.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Improve security and implement regular foot patrols throughout the park.	Foot patrols are happening daily.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Upgrade De Jonker Park for the elderly and other visitors.																
		Investigate the option to establish a low-maintenance labyrinth on this site.	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Improve the uneven surfaces of the park.	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation. process.
		Regular cutting of the grass.	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation. process.
		Create a few beds and plant water-wise plants.	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation. process.
		Construct hard footpaths to benches, suitable for wheelchairs.	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation. process.
		Install rubbish bins.	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation. process.

		Watering and feeding of trees and plants.	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Consider more gravel and less grassy areas.	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
Arboretum at Uniepark																			
		Revise the existing plan for the Arboretum and focus on hardy trees, better suited for the conditions.	There are no funds available in the current budget for the 2022/23 financial year for the development of an Arboretum in Uniepark.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Funds will be requested in the 2023/24 financial year for the project. If approved the request will be investigated.
		Investigate the option to install drip irrigation lines, connecting them to a water source.	There are no funds available in the current budget for the 2022/23 financial year for the development of an Arboretum in Uniepark.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Funds will be requested in the 2023/24 financial year for the project. If approved the request will be investigated.

		Implement an annual granular feeding programme for all the trees.	There are no funds available in the current budget for the 2022/23 financial year for the development of an Arboretum in Uniepark.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Funds will be requested in the 2023/24 financial year for the project. If approved the request will be investigated.
		Investigate the option to build footpaths and prevent erosion on the down-hill sections.	There are no funds available in the current budget for the 2022/23 financial year for the development of an Arboretum in Uniepark.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Funds will be requested in the 2023/24 financial year for the project. If approved the request will be investigated.
		The installation of a few more benches.	There are no funds available in the current budget for the 2022/23 financial year for the development of an Arboretum in Uniepark.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Funds will be requested in the 2023/24 financial year for the project. If approved the request will be investigated.
Repair the riverbank at the divider sluice of the Mill Stream on the Eerste River.																		
		Repair the erosion before heavy rains occur, preventing any further damage from taking place. The work undertaken so far was not done sufficiently enough.	Conduct an assessment to repair the riverbank at the divider sluice of the Mill Stream on the Eerste River.	Number of assessments conducted to repair the riverbank at the divider sluice of the Mill Stream on the Eerste River by 30 June 2023.	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Assessment to be conducted by 30 June 2023.
Rehabilitation of trees in Ward 7.																		

		Investigate the situation regarding the oak trees in lower Jonkershoek Road and consider several options: Removing the tar around the base of the trees, loosening the soil and mulching the area around the trees, for a few trees on an experimental basis.	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Replant on open spaces where trees have died, with other Oak species such as Quercus acutissima, etc.	The municipality is in the process of investigating the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Pruning off low-hanging branches in streets	Branches were pruned as when required according to the APO.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Cutting of bushes and shrubs in ward 7.																
		Cutting off vegetation on street corners and along roads which obstructs the view of traffic, cyclists, and pedestrians.	The department is in the process of investigating the request.	Not Applicable	Infrastructure Services Community and Protection Services	Roads, Transport and Storm Water (RTS) Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Forfeited funds																
		Feedback is required regarding the funds from Department: Environment Affairs which was forfeited when the contract was terminated in October 2019.	Funds were paid back to the Provincial Department of Environmental Affairs.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Funds were paid back to the Provincial Department of Environmental Affairs.

		The IDP public participation process during September / October is too rushed and more time is required.	The IDP public participation process is legislated by the MSA and its regulations.	Not Applicable	Office of the MM	Good Governance	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The consultative process normally takes 21 calendar days. The public participation process for September was 22 days, with an additional day for sector organisations to submit their input during the sector engagement.
TBC	Priority 4: Roads and Transport	Resurfacing of Rowan, Van der Stel, Kommandeurs- and Reyger Streets	Conduct an assessment for Resurfacing of Rowan, Van der Stel, Kommandeurs- and Reyger Streets	Number of assessments conducted for Resurfacing of Rowan, Van der Stel, Kommandeurs- and Reyger Streets by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Roads are addressed annually. Implementation depends on the condition of roads and priorities. Implementation is also dependent on available funding.
TBC	Priority 5: Roads and Transport	Painting of road names in Ward 7	Painting of road names in Ward 7	Number of road names painted in Ward 7 by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Paint speedbumps to make them more visible to motorists.	Painting of speedhumps	Number of speedhumps painted by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Make sidewalks in Universiteitsoord more accessible for students/pedestrians	Implementation of NMT Intervention	Number of NMT interventions implemented by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Repair faulty lights in the park adjacent to CampusKey in Universiteitsoord	Material is being procured, awaiting feedback from Supply Chain Management. The user department will engage with SCM for feedback.	Not Applicable	Infrastructure Services	Electrical Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Cleaning of side-drains and drains on roads from March to May and again from October to December.	Clean side-drains and drains in Ward 7	Number of side-drains and drains cleaned in Ward 7 by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Close all entrances at the green zone at Botmaskop, for private vehicles	Further discussions will be facilitated with the ward councillor.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The request will be discussed with the ward councillor to indicate all the areas that are being referred to. The municipality must keep in mind that the nature area must be excess able, not only for municipal vehicles but also other private vehicles, for example, ambulances for emergencies.



Ward 8: Cllr. Carli Van Wyk

9.5.8 Ward Priorities: Ward 8

Table 113: Ward 8 – Ward Priorities

Project Rating																		
😊	Project completed.			😐	Project in progress.			😞	Not completed / No budget available / District Function / Provincial Function									
WARD PRIORITIES: WARD 8																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local)	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Safety and Security	Investigate and repair the quality of street lighting on all streets in Ward 8	All the streetlights have been upgraded as per the ward councillor's request.	Not Applicable	Infrastructure Services	Electrical Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Collaborate with Campus Security and other stakeholders to ensure community members are informed and aware of safety and security measures in Ward 8.	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Ensure CCTV is working efficiently in Coetzenberg Road and Noordewal-East	Repair and maintenance form part of the CCTV Camera Master Plan.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Increase the visibility of patrols in Ward 8	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 2: Infrastructure Services	Investigate alternative methods of transport in ward 8	Approval of the final CIP	Number of final CIPs approved by 31 July	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Draft CIP has been compiled and contains a Transport Strategy. CIP will be advertised for public comment. The comment period is open for 30 days and the deadline to provide comments is 12 May 2023.
		Focus on mobility for all residents in ward 8		Number of final CIPs approved by 31 July	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Draft CIP has been compiled and contains a Transport Strategy. CIP will be advertised for public comment. The comment period is open for 30 days and the deadline to provide comments is 12 May 2023.
		Collaborate with Stellenbosch University regarding mobility and accessibility in Ward 8	The NMT network is being extended in terms of the NMT Masterplan. The network of the University of Stellenbosch is also being extended.	Number of NMT Interventions implemented by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Focus on the safety of cycling in Ward 8		Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Look into upgrading pedestrian walkways in Ward 8.	Pedestrian walkways will be assessed. This will form part of the municipality's annual NMT upgrade programme.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Investigate the possibility of safer cycling lanes in Ward 8	The NMT network is extended annually in terms of the NMT Master Plan.		Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		The committee will partner with Stellenbosch University on how to improve recycling in Ward 8 and focus on encouraging more residents to recycle	Conduct recycling awareness campaigns	Number of recycling awareness campaigns conducted by 30 June	Infrastructure Services	Waste Management	Local	n/a	n/a	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	There are constraints in partnering with Stellenbosch University. A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 3: Environmental sustainability	Collaboration with Stellenbosch University and student communities to ensure recycling programmes are implemented in Ward 8	Conduct recycling awareness campaigns	Number of recycling awareness campaigns conducted by 30 June	Infrastructure Services	Waste Management	Local	n/a	n/a	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	There are constraints in partnering with Stellenbosch University. A progress report is to be provided during the September 2023 public participation process.
		Improve recycling bins or bags to ensure efficient recycling in Ward 8.	Installation of bulk underground waste receptacles for recycling (subject to suitable location)	Number of bulk underground waste receptacles installed for recycling (subject to suitable location) by 30 June	Infrastructure Services	Waste Management	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Focus on environmental sustainability civic education in Ward 8	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Enforcement of environmental by-laws in Stellenbosch.	Attend to all reported environmental by-law transgressions in WC024	Percentage of reported environmental by-law transgressions attended in WC024 quarterly.	Community and Protection Services	Community Services	Local	n/a	100%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 4: Beautification	Ensure flowerpots are maintained	Replacement of vegetation in pots in Victoria Street.	Number of annual replacements of vegetation in pots in Victoria Street.	Community and Protection Services	Community Services	Local	1	1	1	1	1	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Collaborate with the community to implement a recreational garden project in Ward 8.	Further discussions will be facilitated with the ward councillor to determine the feasibility of the	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 5: First Aid Training (Level 1)	The Municipality offers First Aid Training to the members in the ward which will be for two days first-day theory and second-day practical in ward 8.	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.



Ward 9: Cllr. Zeldia Dalling

9.5.9 Ward Priorities: Ward 9

Table 114: Ward 9 – Ward Priorities

Project Rating																		
😊	Project completed.			😐	Project in progress.			😞	Not completed / No budget available / District Function / Provincial Function									
WARD PRIORITIES: WARD 9																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local/	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Safety and Security	Security cameras at regular intervals in Ward 9	Installation of CCTV cameras is done per the CCTV Camera Master Plan and is funding-dependent.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Monitoring of cameras in Ward 9	This is part of the Control room's daily operation function.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 2: Safety and Security	Universally accessible sidewalks and pavements and improvement of uneven pavements in Ward 9	Pedestrian walkways will be assessed annually. NMT Masterplan will be utilised.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Traffic calming with raised pedestrian crossing outside Utopia Retirement Home at the top of Dorp Street – Pastorie Street	Not feasible due to policy road alignment and safety concerns, therefore the request cannot be supported.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	😞	n/a	n/a	n/a	n/a	The request is not feasible.

		Traffic calming with raised pedestrian crossing on Dorp Street, corner of Andringa and Helderberg Streets	Conduct an investigation for alternative traffic calming measures on Dorp Street, the corner of Andringa and Helderberg Streets	Number of investigations conducted for alternative traffic calming measures on Dorp Street, the corner of Andringa and Helderberg Streets by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Visible street names on poles and the side of buildings on street corners in Ward 9.	Street names are currently implemented on the kerbs.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Parking and Ride facilities for the CBD	Conduct an assessment of the feasibility of park-and-ride facilities in the CBD	Number of assessments conducted on the feasibility of park and ride facilities in the CBD by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Designs are currently underway for expanding the parking facilities in Borchards Road.
TBC	Priority 3: Environment	Preservation of historic trees and other important trees Ward 9	Operational plans for the maintenance of trees are in place.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Replacement of sick and dead trees is a matter of urgency in Ward 9.	Operational plans for the maintenance of trees are in place.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.	
		Replacement of trees that have been removed. The suggestion is that an agreement be reached with private property owners to plant trees inside private properties where pavements are compromised in Ward 9.	Operational plans for the maintenance of trees are in place.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.	

[illegible]

TBC	Priority 5: NMT non-motorised transport	Encourage cycling and walking in the CBD and campus	The municipality has implemented ongoing initiatives for consultation between stakeholders. The NMT network is being extended annually in terms of the NMT Masterplan.	Number of NMT Interventions implemented by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
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Ward 10: Cllr. Rozette Du Toit

9.5.10 Ward Priorities: Ward 10

Table 115: Ward 10 – Ward Priorities

Project Rating																		
😊	Project completed.			😐	Project in progress.		😞	Not completed / No budget available / District Function / Provincial Function										
WARD PRIORITIES: WARD 10																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local)	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Safety and Security	Criminal activities in Ward 10 escalating at LapFlats. Visible Law Enforcement or policing is needed.	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Construct a traffic light / robot at the pedestrian crossing in front of Boland College on Bird Street.	Conduct an assessment for the installation of a traffic light in front of Boland College on Bird Street	Number of assessments conducted for the installation of a traffic light in front of Boland College in Bird Street by 31 December	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Three constructional speedbumps are essential at three-way stops in Lang-Suid both ways up and down, including Curry Street.	Conduct an assessment for the feasibility of speedhumps at the three-way stop in Lang-Suid (both ways) and Curry Street	Number of assessments conducted for the feasibility of speedhumps at the three-way stop in Lang-Suid (both ways) and Curry Street 31 December	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Channel that runs from R44 through Tennantville underground is utilised as a getaway to Kayamandi when crimes are committed.	Any closure or obstruction in the main water channel will result in flooding and damage to property.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Propose that alternative crime prevention measures be investigated.
TBC	Priority 2: Housing	Municipal flats' infrastructure needs replacement and upgrades.	Appointment of a structural engineer	Percentage of Housing project Capital Budget from the Department: Housing Development actually spent 30 June	Planning and Economic Development	Integrated Human Settlements	Local	90%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A Request for Quotation (RFQ) has been advertised to appoint structural engineers to determine the extent of structural upgrades needed and also draw up the scope of work.
		Residents residing at the Municipal flats for 5 years or more must be listed as part of provisioning housing projects.	Obtaining development rights for mixed-use development for the Northern Extension, Kayamandi	Percentage of the Northern Extension, Kayamandi Capital Budget actually spent 30 June	Planning and Economic Development	Integrated Human Settlements	Local	90%	90%	90%	90%	90%	n/a	n/a	n/a	n/a	n/a	As part of the integrated development process, the municipality, in accordance with the Housing Pipeline is planning projects that can accommodate families currently residing in municipal rental stock. The Northern Extension has been earmarked as one of the projects that can accommodate various income categories, as it is envisaged that 5 000–6 000 mixed-use housing opportunities will be created.
TBC	Priority 3: Infrastructure Services	Upgrading on waterpipes due to constant waterpipe bursts.	Not Applicable	Not Applicable	Infrastructure Services	Water and Wastewater Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Completed.
		Bird and Mount Albert Streets and lower areas of Cloeteville are a huge concern when waterpipe/s breaks. Affects huge areas in Ward 10 with no water supply.	Replacement of old infrastructure remains a priority and will be addressed according to the pipe replacement programme.	Not Applicable	Infrastructure Services	Water and Wastewater Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		When waterpipe/s breaks at AF Louw School it affects the La Colline area.	If the lower part of LA Colline is shut down the secondary source in Dr Malan (connection in front of Prins Park) will feed La Colline.	Not Applicable	Infrastructure Services	Water and Wastewater Services	Local	n/a	n/a	n/a	n/a	n/a	😞	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 4: Cleaning of River	The river needs clean-up this is a constant problem, as a lot of dumping happens around and in the river.	The stewardship programme is a volunteer programme, not a compulsory programme.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Due to capacity constraints, the Department: Community Services will not be able to begin the stewardship programme.
		Provision for fencing will become a necessity by the river.	A fence along the river is not an ideal solution. The adjacent property owners may fence the river if required.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Unfortunately, this request is not feasible.
		Skip is required in Lang-Suid and Lappan Street since garbage or building rubble dumping occurs daily.	Conduct an investigation into the placement of skips in Lang-Suid and Lappan Street	Number of investigations conducted for the placement of skips in Lang-Suid and Lappan Street by 30 June	Infrastructure Services	Waste Management	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 5: Youth, Sport, Arts and Culture	Provide learnerships for youth to partner with businesses to train the youth skills to also assist school dropouts.	The Department: Community Development had an engagement with the Ward Councillor, and it was agreed that the project was not feasible.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	😞	n/a	n/a	n/a	n/a	The Section: Community Development commits to providing the ward councillor and ward administrator with youth-related skills development opportunities through email and WhatsApp.

		Learner's and License's programme should be combined as one programme and not be separated.	The Department: Community Development had an engagement with the Ward Councillor, and it was agreed that the project was not feasible.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The Section: Community Development commits to providing the ward councillor and ward administrator with youth-related skills development opportunities through email and WhatsApp.
		There is not sufficient space for sports facilities at the Municipal flats. Hence, we make use of members in different wards to provide.	The Department: Community Services will investigate and engage with other user departments.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Municipality to provide different types of sports and make use of different sports facilities. From time to time there are Cultural events at the flats. Municipality to identify land to host events at Lap-flats area because of the lack of ground or open spaces it is challenging to host any sports or cultural events.	The area was identified as a "housing restructuring zone" for social housing development.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.



Ward 11: Cllr. Johannine Seryn

9.5.11 Ward Priorities: Ward 11

Table 116: Ward 11 – Ward Priorities

Project Rating																		
😊	Project completed.			😐	Project in progress.		😞	Not completed / No budget available / District Function / Provincial Function										
WARD PRIORITIES: WARD 11																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local)	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Safety and Security	CCTV camera installation in the area around the Municipal Court. In consultation with the ward councillors	Installation of CCTV cameras is per the CCTV Camera Master Plan and is funding-dependent.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		The deployment of fence and monitoring camera in Papegaaiberg Reserve	The fencing project has been completed.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	The plan was not to fence the whole nature reserve, but to fence the area and the suburb next to it. Cameras were installed by law enforcement, and monitoring is done in the control room.
		Redeployment of working cameras to Papegaaiberg in Papegaaiberg Reserve	Installation of CCTV cameras is done per the CCTV Camera Master Plan and is funding-dependent.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Papegaaiberg Reserve Fencing	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Extension of fence around the Papegaaiberg cemetery in Papegaaiberg Reserve	The fencing project has been completed.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	The fencing project has been completed. The plan was not to fence the whole nature reserve but to fence the area next to the suburb.
		The overall lighting of the ward will be an ongoing priority at Patrys Street (below Fisant Hammerkop, Flamingo, Jan Frederick, Tarentaal)	The superintendent must arrange a site meeting with the councillor by 30 June	Not Applicable	Infrastructure Services	Electrical Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Tarring of pathways in Kwikstert Street down to Devon Valley Road	Compile planning and designs to Construct tar pathways in Kwikstert Street down to Devon Valley Road	Number of planning and designs compiled to Construct tar pathways in Kwikstert Street down to Devon Valley Road by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 2: Basic Infrastructure	Reseal all road surfaces in Onder Papegaaiberg	Conduct an assessment for the upgrade and reseal of roads and potholes	Number of assessments conducted for the upgrade and reseal of roads and potholes by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Roads are assessed annually. The state of the roads, the priority identified, and the available funding all influence implementation.
		Replacement of waterpipes where necessary in ward 11	Replacement of old infrastructure remains a priority and will be addressed	Not Applicable	Infrastructure Services	Water and Wastewater Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Taxis at Stellenbosch Station has taken complete control of the parking area	Interim measures assessment to be carried out by June 2024.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		No facilities available at the Taxi rank at Stellenbosch Station	Interim measures assessment will be conducted by 30 June 2024.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		No input was asked from the public about the Taxi rank at Stellenbosch Station	Interim measures are currently being reviewed. Interim measures assessment will be conducted by 30 June 2024.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Sidewalk intersection Adam Tas to Devon Valley Road in front of the businesses	Compile planning and designs to construct a sidewalk intersection Adam Tas to Devon Valley Road in front of the businesses	Number of planning and designs conducted to construct a sidewalk intersection between Adam Tas to Devon Valley Road in front of the businesses by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		The request for sideways must make provision for pedestrians and cyclists in the area of Woodmill and Adam Tas R310	Construct a sidewalk for pedestrians and cyclists in the area of Woodmill and Adam Tas R310	Number of sidewalks constructed for pedestrians and cyclists in the area of Woodmill and Adam Tas R310 by 31 December	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Completed.
		Ward 11 strives to conform with the NMT requirements of Stellenbosch Municipality	The Department: RTS will monitor annually as part of ongoing operations.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	😐	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Establishment of park and ride facilities as a support to our public transport system at Woodmill Development Stellenbosch Station	A transport study for the ATC has commenced. Park and ride facilities will be part of the study.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	😐	n/a	n/a	n/a	n/a	Linked to the Adam Tas Corridor (ATC). A progress report is to be provided during the September 2023 public participation process.

		Closure of Nagtegaal Street	Conduct an assessment of the feasibility to close of Nagtegaal Street	Number of assessments conducted for the feasibility to close of Nagtegaal Street by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		There is a growing concern about the impact on traffic from development in Oude Molen	A Transport Study for the ATC has commenced. Traffic Impacts will form part of the study.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		NMT facilities are a prerequisite in Oude Molen	A transport study for the ATC has commenced. NMT facilities will form part of the transport study.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		An aggressive stance on the side of the developers in Oude Molen	The land use decision on Oude Molen has already been taken, and the developer has appealed the decision.	Not Applicable	Planning and Economic Development	Development management	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The appeal decision is currently being finalised.
		Promote cycle routes for recreational purposes in ward 11	NMT facilities will be implemented as per the NMT Masterplan and are dependent on the available budget.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Further developments to make provision for Non-Motorising Transport in Woodmill Development	A transport study for the ATC has commenced. NMT facilities will form part of the study.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		The new roadside fence on Oude Libertas Road (Cabernet Estate to Bokmakierie)	Department: Community Services to determine the feasibility of fencing of	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		The Integrated Transport Plan (ITP) of 2017 or its revisions should receive attention for the implementation in collaboration with the Adam Tas Corridor project and affected wards	As part of the approval process for CITP, stakeholder engagement and public participation will be followed. The CITP will align with the ATC project and the affected wards.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 3: Sports Recreation and Culture	Maintenance of Van der Stel Sports Grounds more especially the bowling facility.	The bowling club indicated that they want to enter into an MOU with the municipality.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		A better quality of panels to be used to replace vandalised panels in Papegaaiberg Reserve	Replacement of vandalised panels depends on the extent of damage to the panel. If 90% of the panel can still be utilised, no replacement will be implemented.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Projects ECD through support equipment in Ward 11	Three (3) ECDs from Ward 11 received funding through the GiA process. They were also invited to join the ECD Forum and, through that, have access to the basket of services available to ECDs.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 4: Development Applications and Social Development	Employment of residents in Ward 11 that is already on the Unemployment Database for Local Economic Development	The number of jobs created through the municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	The number of jobs created through the municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	Planning and Economic Development	Development Planning	Local	1300	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Target is applicable for the WCO24.
		The public had no insight into the exact plans of the Adam Tas Corridor	The ATC LSDF underwent a thorough and expansive public participation process, including several open days and workshops	Not Applicable	Planning and Economic Development	Development Planning	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<p>The PPP exceeded the statutory requirements. The ATC LSDF has been approved, adopted, and promulgated during November 2022, and any further discussions in this regard can be directed to the Section: Spatial Planning.</p> <p>A progress report is to be provided during the September 2023 public participation process.</p>

		Developers are looking to exploit the need for the rapid growth of the Adam Tas Corridor	The ATC Project and LSDF are the transformation district for Stellenbosch Municipality.	Not Applicable	Planning and Economic Development	Development Planning	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The ATC has been identified as a catalytic project in the 4 th Generation IDP, and the municipality is focussing on the implementation of the project in the 5 th Generation IDP. The developments within the ATC's vision and objectives are contained within the LSDF, IDP, and mSDF.
TBC	Priority 5: Environment	Land invasions are major and growing threats at the Top part of Kayamandi (Adam Tas bridge).	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
		Combat health risks and illegal structures in Papegaaiberg Reserve (Top – North and South)	The departments Public Safety and Integrated Human Settlements are the main role-players. This request has been discussed with these different role players.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😬	n/a	n/a	n/a	n/a	n/a	<p>The departments Public Safety and Integrated Human Settlements are the main role-players. This request has been discussed with these different role players.</p> <p>The Northern Extension has been earmarked as one of the projects that can accommodate various income categories, as it is envisaged that 5000–6000 mixed-use housing opportunities will be created.</p>
		Request for the removal of alien species to support the natural granite renosterveld in Papegaaiberg Reserve, Plankenburg and Eerste River	Alien cleaning is done in terms of the APO. Agreement with SANBI that specifically focus on acaicia species.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<p>Plankenburg: The Municipality only remove vegetation from the riverbank.</p> <p>Eerste River: The Municipality only remove vegetation."</p>

		Rehabilitation of wetlands area at Tarentaal / Devon Valley Road in conjunction with Huis Horison	Based on the council's decision the area was handed over to Huis Horison to do the rehabilitation.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Huis Horison is responsible for the rehabilitation of the area.
		Establish and maintain an active group "The Friends of Reserves" Taking care of the total set environmental requirements for a declared reserve in Ward 11	Target achieved.	Not Applicable	Community and Protection Services	Community Services	Local	1	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Target achieved. The Friends of Reserves Group has been established.
		The outdated maintenance plan for the reserve is to be revised	The Department: Community Services is in the process of reviewing the Papegaaiberg Management Plan.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		The deployment of rangers to patrol the reserve in Papegaaiberg Reserve	The appointment of rangers is funding-dependent.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.



Ward 12: Cllr. Ayanda Tomose

9.5.12 Ward Priorities: Ward 12

Table 117: Ward 12 – Ward Priorities

Project Rating																		
😊	Project completed.			😐	Project in progress.		😞	Not completed / No budget available / District Function / Provincial Function										
WARD PRIORITIES: WARD 12																	Departmental Comment	
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local/	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26		2026/27
TBC	Priority 1: Access to Land and Housing	Land and for RDP Housing and plots for low- and medium-income earners in Kayamandi.	Obtaining development rights for mixed-use development for the Northern Extension, Kayamandi	Percentage of the Northern Extension, Kayamandi Capital Budget actually spent 30 June	Planning and Economic Development	Integrated Human Settlements	Local	90%	90%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The Northern Extension has been earmarked as one of the projects that can accommodate various income categories, as it is envisaged that 5 000 – 6 000 mixed-use housing opportunities will be created.	
		Land to provide space for 106 Local Business stalls to operate in Kayamandi.	The municipality is busy with the Kayamandi Town Centre and the construction of the Kayamandi business hub. The community can utilise the Kayamandi corridor (renting space).	Not Applicable	Planning and Economic Development	Integrated Human Settlements and Development Planning	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Kayamandi Town Centre: The Land Use Planning Application to obtain development rights has been submitted to the Land Use Management Department. After development rights have been obtained, and a decanting site in the Northern Extension has been established, the redevelopment of the Kayamandi Town Center will commence. Kayamandi Business Hub: A progress report is to be provided during the September 2023 public participation process.	

		Land for New Primary School in Kayamandi	This is a Provincial function.	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Provincial	n/a	n/a	n/a	n/a	n/a	🚫	n/a	n/a	n/a	n/a	The municipality will forward the ward priority to the provincial sector department and provide feedback during the September 2023 public participation process.
TBC	Priority 2: Infrastructure Services	Electrify Nkanini and other areas	Electrification of informal structures in Nkanini	Number of informal structures in Nkanini electrified by 30 June	Infrastructure Services	Electrical Services	Local	n/a	1300	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	The tender for the procurement of contractors closed on 12/12/2022. The project will commence after the appeal period and a contractor had been appointed. The project is planned to be completed by 30 June 2023.
		Fix Street Lights in the Decanting sites and Watergang area.	Maintenance of streetlights in the decanting site in the Watergang area	Number of streetlights in the decanting site in the Watergang area maintained by 30 June	Infrastructure Services	Electrical Services	Local	12	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Awaiting the material tender to be awarded. The expected delivery date of the material is 30 April 2023.
		Fixing of Drains in the Watergang area, Snake Valley and the rest of Ward 12.	This is an ongoing operation network.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Complaints are attended to, and regular maintenance is conducted on the stormwater network.
		Fix the existing toilets in Nkanini.	The ablution facilities are maintained daily by an appointed local contractor.	Not Applicable	Infrastructure Services	Water and Wastewater Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	The ablution facilities are maintained daily by an appointed local contractor. Materials needed for the repairs are provided by the municipality, and labour is provided by the contractor. The reason for the ongoing repairs is vandalism.
		Fix the Roads in Nkanini and Azania to make it accessible for trucks to go in into the areas.	For improved truck access, the area needs to be formalised.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	This is an ongoing operation. Complaints are attended to and regular maintenance is conducted on the road network.

		Rename or name unnamed the streets in the Watergang area.	The naming of streets in formalised areas is done by Department: Planning for approval by the Council.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		The streets of Watergang require speed humps.	Conduct an assessment to determine the feasibility for the construction of speedhumps in Watergang.	Number of assessments conducted to determine feasibility for the construction of speedhumps in Watergang by 31 December	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Put a speedhump in front of Kayamandi Primary School.	Conduct an assessment to determine the feasibility of the construction of a speedhump in front of the Kayamandi Primary School	Number of assessments conducted to determine feasibility for the construction of a speedhump in front of the Kayamandi Primary School 31 December	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

TBC	Priority 3: Food Security	Space for Food Garden that can provide vegetables for child-headed families to help disadvantaged families. Identified spaces: Nkanini, G Section and TRA	Two projects were initiated through DPLG: CDW's.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Food garden in Nkanini: 41 community members are involved. The current obstacle relates to water. The garden has a JoJo tank, but a request is made for water to be filled up by fire services. The Manager: Fire and Disaster indicated in-principle support, but that it requires an inspection as to whether it will be possible. The food garden at the primary school is also progressing but requires support for a JoJo tank. The project is not using water from the school, but it is becoming difficult, especially over the summer months. The GiA process for accessing funding was explained to and accepted by the ward councillor.
		Provide a soup kitchen to feed less privileged and disadvantaged families in Ward 12.	Soup kitchens are operating in the community through NGOs. Grand-in-Aid is provided to NGOs that are running soup kitchens. The ward councillor has been given a list of soup kitchens.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 4: Area Cleaning	Employ more EPWP workers to clean the Nkanini River and streets of Nkanini, Azania and the rest of Ward 12.	EPWP workers are employed twice a year to clean in Nkanini, Azania and the rest of Ward 12.	Not Applicable	Infrastructure Services	Waste Management	Local	n/a	n/a	n/a	n/a	n/a	😐	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

TBC	Priority 5: Safety	Install smoke detectors and fire extinguishers at Churches and ECD centres in Kayamandi.	Unfortunately, the municipality cannot install smoke detectors in privately owned	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	This ward priority is not feasible for implementation.
		Establishment of a Green Route with NHW in Ward 12. A green route is a connected road / route that workers and scholars will use to get to their destinations and which is consistently patrolled for the safety of users, as it is and continues to be a common occurrence that workers and scholars get mugged on their way to work and school and back.	The Neighbourhood Watch Coordinator will discuss this with the NHW in Kayamandi and attempt to involve more members of the community.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.



9.5.13 Ward Priorities: Ward 13

Ward 13: Cllr. Mary Nkopane

Table 118: Ward 13 – Ward Priorities

Project Rating																		
😊	Project completed.			😐	Project in progress.			😞	Not completed / No budget available / District Function / Provincial Function									
WARD PRIORITIES: WARD 13																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local)	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Upgrade of Hostels	Infrastructure improvements on the Hostels in Kayamandi.	Obtaining development rights for high-density development in the Kayamandi Town Centre	Percentage of the Kayamandi Town Centre Capital Budget actually spent 30 June	Planning and Economic Development	Integrated Human Settlements	Local	90%	n/a	n/a	n/a	n/a	😐	n/a	n/a	n/a	n/a	Kayamandi Town Centre: The Land Use Planning Application to obtain development rights has been submitted to the Land Use Management Department. After development rights have been obtained, and a decanting site in the Northern Extension has been established, the redevelopment of the Kayamandi Town Center will commence,
		Construction of more ablution facilities and repair of the current ablution facilities servicing in each Hostel block in Kayamandi	The ownership of the buildings and property must still be verified.	Not Applicable	Infrastructure Services	Water and Wastewater Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The redevelopment of the hostel area is an ongoing project with Integrated Human Settlement.
TBC	Priority 2: Multipurpose centre	Municipality to build Thusong Centre and Youth training centre through revamped shipment containers in Kayamandi.	The construction of a Thusong Centre is a provincial function. (Department of Local Government).		Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Provincial	n/a	n/a	n/a	n/a	n/a	😞	n/a	n/a	n/a	n/a

		Request for the building of a Multipurpose centre for indoor sports facilities, a training centre for skills development, which can be used as a Wellness Centre for Senior Citizens occasionally Kayamandi.	The construction of a Thusong Centre is a provincial function. (Department of Local Government).	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	There is no space in Kayamandi to build a Multi-Purpose Centre. The municipality will forward the ward priority to the provincial sector department and provide feedback during the September 2023 public participation process.
		Build indoor sports and Computer centre in Kayamandi.	The computer centre can be accommodated in the Kayamandi Corridor.		Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
		Free Wi-Fi Zone at the Centre in Kayamandi.	Wi-Fi is available in ward offices at the Kayamandi Corridor.	Not Applicable	Corporate Services	Information and Communication Technology	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	n/a	Completed.
	TBC	Install CCTV Cameras at the George Blake and Costaland Entrance and Exits	Installation of CCTV cameras is done per the CCTV Camera Master Plan and is funding-dependent.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Municipality to Fix the existing Cameras in ward 13	Repair and maintenance form part of the CCTV Camera Masterplan.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Municipality to establish and provide financial support for Neighbourhood Watch, which will employ people from Ward 13.	The establishment of NWH is the mandate of the Provincial Department of Community Safety (DOCS).	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The municipality will forward the ward priority to the provincial sector department and provide feedback during the September 2023 public participation process.

		Municipality to provide container dedicated for the Neighbourhood Watch in Ward 13.	The establishment of NWH is the mandate of the Provincial Department of Community Safety (DOCS).	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The municipality will forward the ward priority to the provincial sector department and provide feedback during the September 2023 public participation process.
TBC	Priority 4: Electricity	Solar Panels on streetlights in Ward 13 for Safety during Power cuts	The Superintendent at the Department: Electrical Services will arrange a site meeting by 30 June 2023.	Not Applicable	Infrastructure Services	Electrical Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Electricity boxes for back yarders in Kayamandi.	The Superintendent at the Department: Electrical Services will arrange a site meeting by 30 June 2023.	Not Applicable	Infrastructure Services	Electrical Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	There is a process in place. If the backyarder is the owner of the property, he must apply for the connection. Backyard dwellers need to be referred to Informal Settlements.
		Municipality to provide Floodlights in Hotspot areas Ward 13.	The Superintendent at the Department: Electrical Services will arrange a site meeting by 30 June 2023.	Not Applicable	Infrastructure Services	Electrical Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

TBC	Priority 5: Food Garden	Land identified at Sizamile Creche where there is unused land must be utilised for community food gardening in ward 13.	It is confirmed that the municipality has a lease agreement with StellCare and that decisions relating to what happens on this land are tied to the agreement.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The Department: Community Development is committed to providing the contact details of StellCare to the ward councillor.
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Ward 14: Cllr. Maxwell Danana

9.5.14 Ward Priorities: Ward 14

Table 119: Ward 14 – Ward Priorities

Project Rating																		
😊	Project completed.			😐	Project in progress.		😞	Not completed / No budget available / District Function / Provincial Function										
WARD PRIORITIES: WARD 14																Departmental Comment		
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial /	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25		2025/26	2026/27
TBC	Priority 1: Land and Housing	Finding land for low-income housing, semi-urban housing, and prospects for middle-class housing in Kayamandi.	Obtaining development rights for mixed-use development for the Northern Extension, Kayamandi	Percentage of the Northern Extension, Kayamandi Capital Budget actually spent 30 June	Planning and Economic Development	Integrated Human Settlements	Local	90%	90%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The Northern Extension has been earmarked as one of the projects that can accommodate various income categories, as it is envisaged that 5 000–6 000 mixed-use housing opportunities will be created.	
		Land identification of serviced sites and plots for housing development in Kayamandi.	Obtaining development rights for mixed-use development for the Northern Extension, Kayamandi	Percentage of the Northern Extension, Kayamandi Capital Budget actually spent 30 June	Planning and Economic Development	Integrated Human Settlements	Local	90%	90%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The Northern Extension has been earmarked as one of the projects that can accommodate various income categories, as it is envisaged that 5 000–6 000 mixed-use housing opportunities will be created.	
TBC	Priority 2: Community Hall	Makuphula / Kayamandi Hall must be upgraded; the old hall must be torn down and a new one built and maintained. Construction of Makuphula / Kayamandi Hall	The Makhuphula Hall will be maintained and not reconstructed.	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Makuphula Hall will be maintained, not reconstructed. There are no funds on the budget and the informal houses are located next to the hall.	

TBC	Priority 3: Safety and Security	CCTV cameras must be installed at Luyolo Street, next to the car wash	Installation of CCTV cameras is done per the CCTV Camera Master Plan and is funding-dependent.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		CCTV camera must be installed at the corner of Setona Street and Swarts Close, closer to Kayamandi Clinic	A progress report is to be provided during the September 2023 public participation process.		Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 4: Electricity	Solar-powered floodlights as it will operate during load shedding at Watergang Area and Swarts Close	The Superintendent at the Department: Electrical Services will arrange a site meeting with the ward councillor by 30 June 2023.	Not Applicable	Infrastructure Services	Electrical Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 5: Health	Municipality to utilise the land located at Makuphula Street, near the old houses that will be demolished for the construction of an Old Age Home and subsequent maintenance.	Further considerations by the ward councillor and ward committee are required.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	After conducting meetings with the ward councillor question arose around the implementability of the ward priority, and further considerations by the ward committee are required.



Ward 15: Cllr. Elliot Masimini

9.5.15 Ward Priorities: Ward 15

Table 120: Ward 15 – Ward Priorities

Project Rating																		
	Project completed.				Project in progress.				Not completed / No budget available / District Function / Provincial Function									
WARD PRIORITIES: WARD 15																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local)	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Land and Housing	Request for housing for backyarders in Ezintentei Zone N	Obtaining development rights for mixed-use development for the Northern Extension, Kayamandi	Percentage of the Northern Extension, Kayamandi Capital Budget actually spent 30 June	Planning and Economic Development	Integrated Human Settlements	Local	90%	90%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The municipality has appointed a team of professionals to undertake a Broad Conceptual Urban Design Framework which will include ±2 000 housing typologies for low-income earners in the development of the Northern Extension as well as to obtain town planning and development rights. Serviced plots will be part of the development options in this project.
		Housing block Approach system in Kayamandi	Council has adopted in Zone O a block approach and Temporary Relocation Area (TRA) was established to implement the block approach.	Not Applicable	Planning and Economic Development	Integrated Human Settlements	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This project is ready for implementation by the Department: Project Management Unit. Site establishment will commence in May 2023 and the first phase of the installation of engineering services will start thereafter.

TBC	Priority 2: Multipurpose centre	Youth skills development centre or multipurpose centre in Kayamandi.	The construction of a Thusong Centre is a provincial function. (Department of Local Government).	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Local	n/a	n/a	n/a	n/a	n/a	🚫	n/a	n/a	n/a	n/a	There is no space in the Kayamandi area to build a Multi-Purpose Centre. The municipality will forward the ward priority to the provincial sector department and provide feedback during the September 2023 public participation process.
TBC	Priority 3: Local Economic Development	The focal point is to assist growing entrepreneurs with funding and skills development to grow their businesses in Kayamandi.	The municipality has implemented an SMME training programme through its external body performing a municipal function.	Not Applicable	Planning and Economic Development	Development Planning	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	The municipality will identify additional training opportunities during the 2023/24 financial year. CDWM also makes funding in the amount of R100 000 available to SMMEs annually. A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 4: Parks	Request parks to be renovated on Forest Drive and Vineyard Street	The parks are maintained regularly.		Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	
TBC	Priority 5: Safety and Security	Establish and support Neighbourhood watch in Ward 15	The establishment of NWH is the mandate of the Provincial Department of Community Safety (DOCS).	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The municipality will forward the ward priority to the provincial sector department and provide feedback during the September 2023 public participation process.

		Establish the Green paths working with Neighbourhood Watch in Ward 15. Green Paths refers to the safe walking zone in Ward 15. Hotspots are Fire Street, Bassi Street, Forth Street and Vineyard Street. Neighbourhood Watch visibility on these streets would ensure safety in Ward 15.	The Neighbourhood Watch Coordinator will discuss this with the NHW in Kayamandi and attempt to involve more members of the community.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Increase patrols of Law Enforcement in Ward 15	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Install cameras at Basi Street, Vineyard Street, 7th Avenue and 8th Avenue	Installation of CCTV cameras is done per the CCTV Camera Master Plan and is funding-dependent.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.



Ward 16: Cllr. Elsabe Vermeulen

9.5.16 Ward Priorities: Ward 16

Table 121: Ward 16 – Ward Priorities

Project Rating																		
😊	Project completed.			😐	Project in progress.			😞	Not completed / No budget available / District Function / Provincial Function									
WARD PRIORITIES: WARD 16																	Departmental Comment	
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local)	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26		2026/27
TBC	Priority 1: Land and Housing	Municipality to provide stand-alone plots for housing in Cloetesville.	To obtain development rights on Erf 7001, Cloetesville by providing GAP housing	Percentage of the Erf 7001, Cloetesville Capital Budget actually spent by 30 June	Planning and Economic Development	Integrated Human Settlements	Local	90%	90%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A service provider was appointed for Erf 7001, Cloetesville, better known as "Soek-mekaar" to obtain development rights and provision for ±250 medium- to high-density GAP-housing opportunities.
		Municipality to provide basic services for backyarders in Cloetesville.	The Directorate: Infrastructure Services must develop a policy for the provision of services to backyarders.	Not Applicable	Planning and Economic Development	Integrated Human Settlements	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Upgrading of Municipal flats on Pine, Primrose, Eike and Jakaranda Streets	There are no funds available on the MTREF.	Not Applicable	Planning and Economic Development	Integrated Human Settlements	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Utilising empty plots for housing in Cloetesville.	To obtain development rights identified sites in Cloetesville for possible housing opportunities	Percentage of Capital Budget actually spent by 30 June	Planning and Economic Development	Integrated Human Settlements	Local	n/a	90%	90%	90%	n/a	n/a	n/a	n/a	n/a	n/a	Council approved that an investigation should be undertaken on certain erven in Cloetesville whereby development rights can be obtained for housing opportunities. A funding application was submitted to the

								n/a	90%	90%	90%	n/a	n/a	n/a	n/a	n/a	n/a	Provincial Department of Human Settlements to execute the Council's decision. Council approved that an investigation should be undertaken on certain erven in Cloetessville whereby development rights can be obtained for housing opportunities. A funding application was submitted to the Provincial Department of Human Settlements to execute the Council's decision.
		Outline areas for selection to erect affordable and RDP housing.to make away with constraints and backlogs in Cloetessville.	To obtain development rights identified sites in Cloetessville for possible housing opportunities	Percentage of Capital Budget actually spent by 30 June	Planning and Economic Development	Integrated Human Settlements	Local											
		To phase it out in an impact full manner to accomplish the fair distribution of the housing matter	Allocation of housing is done in terms of the National Housing Code 2009 and Municipal Policies.	Not Applicable	Planning and Economic Development	Integrated Human Settlements	Local											
TBC	Priority 2: Safety and security	More visible Law Enforcement in Cloetessville.	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		More patrol assistance from Law Enforcement in Cloetessville.	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		More cameras in gangster areas with 24-hour mobile Law Enforcement units in the community of Cloetessville.	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Neighbourhood watch and security awareness with community involvement ward 16.	The establishment of NWH is the mandate of DOCS.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The municipality will forward the ward priority to the provincial sector department and provide feedback during the September 2023 public participation process.
TBC	Priority 3: Local Economic Development	More EPWP projects for the youth and the disabled in Cloeteville.	The number of jobs created through the municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	The number of jobs created through the municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	Planning and Economic Development	Development Planning	Local	1300	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Target applicable for the WC024. The selection of participants currently prioritises the appointment of women, youth, and the disabled.
		Youth camps, youth orientation and skills development programmes in Cloeteville.	Youth camps have not been included on the MTREF budget.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	😞	n/a	n/a	n/a	n/a	There are no funds available for Youth Camps.
		Training programmes for women empowerment to equip themselves to self-sustainability e.g. back yard gardens, selling their products. Crochet and knitting and business start-ups in Cloeteville	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Planning and Economic Development	Development Planning	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	The focus of the Department for the next five (5) is on SMME Training and Development. Currently, they are local NGOs that deal with product development and product training projects.
TBC	Priority 4: Sports and Culture	Wheelchair access to the swimming pool facility e.g., the gate in Cloeteville.	Completed.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Completed. A wheelchair pathway was constructed entering from Curry Street.
		Entry into the swimming pool in Cloeteville.	The swimming pool will open with the appointment of lifeguards.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Transform the tennis court into a more useful entity for the community of Cloeteville.	Upgrade of the Cloeteville tennis courts	Number of Cloeteville tennis courts upgraded by 30 June	Community and Protection Services	Community Services	Local	2	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	A contractor has been appointed to upgrade the tennis courts. After completion, the tennis courts will be painted as multipurpose courts.
		Floodlights on Cloeteville Sportsground	Upgrade of the Cloeteville Sportsground floodlights	Number of Cloeteville Sportsground floodlights upgraded by 30 June	Community and Protection Services	Community Services	Local	2	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	A consultant is in the evaluation stage for the upgrade of the Cloeteville Sports Ground floodlights.
TBC	Priority 5: Roads and safety	Place fencing next to the railway track on the Municipal side of the walkway in Crombie Street of White City, not on the PRASA side	It is not feasible for a fence to be installed on municipal property. The fence must be installed on the PRASA property.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The municipality will forward the request to PRASA and provide feedback during the September 2023 public participation process.
		Tar pavements in Pine, Primrose and Eland Streets	Conduct an assessment to construct tar pavements on Pine, Primrose and Eland Streets	Number of assessments conducted to construct tar pavements in Pine, Primrose and Eland Streets by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Phase implementation until 2027, as funding allows.
		Ramp for disabled residents in Ward 16	Construct a ramp for disabled residents at the Steps	Number of ramps constructed for disabled residents at the Steps by 30 December	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Completed.
		Universal access / ramp for the disabled to the Cloeteville shopping centre	An assessment was carried out and found not to be feasible.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	😞	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Sign boards to all public facilities in Cloetesville.	Update signage at the Cloetesville sport facility	Number of signage at the Cloetesville sports facility was updated by 30 June	Community and Protection Services	Community Services	Local	2	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	All parks have the necessary signboards with the rules.
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9.5.17 Ward Priorities: Ward 17



Ward 17: Cllr. Peter Johnson

Table 122: Ward 17 – Ward Priorities

Project Rating																		
	Project completed.				Project in progress.				Not completed / No budget available / District Function / Provincial Function									
WARD PRIORITIES: WARD 17																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local)	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Housing	Upgrading of Municipal flats in Rhodes Street: Melody, Monte Christo, Monte Ray and Mountview blocks	There are no funds available on the MTREF for the upgrading.	Not Applicable	Planning and Economic Development	Integrated Human Settlements	Local	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 2: Open spaces safety	Fencing of Erf 7181 / 6668 next to the R44: fence the complete perimeter of the erf to prohibit illegal squatters	The municipality does not fence erves.	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Local	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	This request is not feasible to implement.
		Close "Die Gang" in Williams Road that leads into ERF 7181 (safety hazard)	Conduct an assessment on the closure of "Die Gang" in Williams Road that leads into ERF 7181	Number of assessments conducted on the closure of "Die Gang" in Williams Road that leads into ERF 7182 by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Fence next to R44 and Kloof Street Park that has been vandalised needs to be repaired.	Kloof Street Park has constant vandalism. The ward councillor, ward committee and Department: Community Services need to	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

TBC	Priority 3: Infrastructure services	Parking is required at the entrances of Rieterbosch and Pieter Langeveld Schools	Compile designs for the construction of parking at the entrances of Rieterbosch and Pieter Langeveld Schools	Number of designs were compiled for the construction of parking at the entrances of Rieterbosch and Pieter Langeveld Schools by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Resurfacing of parking areas at Kloof and Rhode Streets flats	Resurface of parking areas at Kloof and Rhode Streets flats	Number of parking areas resurfaced at Kloof and Rhode Streets flats by 30 June.	Planning and Economic Development	Integrated Human Settlements	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Kloof Street flats require 1 Wheelie bin per flat	Installation of bulk underground waste receptacles (subject to suitable location).	Number of bulk underground waste receptacles installed by 30 June (subject to suitable location)	Infrastructure Services	Waste Management	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Streetlights required in Kloof Street (both sides of the park)	Completed.	Not Applicable	Infrastructure Services	Electrical Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	n/a	The project has been completed in the 2021/22 financial year (April 2022).
		Fibre connection application in Cloetesville	Processing of the wayleave application for installation of fibre.	Percentage of wayleave applications processed within 30 days from the date of application.	Infrastructure Services	Development Services, Asset Management and Systems and Project Management Unit (PMU)	Local	n/a	80%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 4: Roads	Construction of pavements in Raziet, Pool, Ortell, King, Isaacs and Hine Roads	Conduct assessment to construct pavements in Raziet, Pool, Ortell, King, Isaacs and Hine Roads	Number of assessments conducted to construct pavements in Raziet, Pool, Ortell, King, Isaacs and Hine Roads by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Phase implementation until 2027 as funding allows. Raziet Street is completed.

		Beautification of open spaces in Ward 17	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 5: Local Economic Development	Create job opportunities for unemployed residents: main focus on youth in Cloetessville	The number of jobs created through the municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	The number of jobs created through the municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	Planning and Economic Development	Development Planning	Local	1300	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	The selection of participants currently prioritises the appointment of women, youth, and the disabled.
		Skills development programme in Cloetessville.	Accredited youth skills training is implemented each year. Three courses are already in progress.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	A new advertisement will be published in the first half of 2023 for further courses. A progress report is to be provided during the September 2023 public participation process.
		Liaise with Provincial and National Governments to create opportunities locally	Coordination with all spheres of government occurs through the IDP/Budget/MSDF legislative processes.	Not Applicable	Planning and Economic Development	Development Planning	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

9.5.18 Ward Priorities: Ward 18



Ward 18: Cllr. JC Anthony

Table 123: Ward 18 - Ward Priorities

Project Rating																		
😊	Project completed.			😐	Project in progress.			😞	Not completed / No budget available / District Function / Provincial Function									
WARD PRIORITIES: WARD 18																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local/	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Access to Housing and basic services	Investigation of social housing at farms 739 and 737 Klapmuts.	Klapmuts is currently not registered as a Restructuring Zone for Social Housing.	Not Applicable	Planning and Economic Development	Integrated Human Settlements	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Social Housing can only be implemented if the National Minister of Human Settlements approved a Restructuring Zone (RZ). Land must first be identified for a Social Housing Project and thereafter an application can be submitted to the National and Provincial Governments
		Installation and upgrading of ablution facilities within the La Rochelle and Mandela City informal settlements for all residents	The Department: Informal Settlements monitors and reports on these facilities regularly.	Not Applicable	Infrastructure Services	Water and Sanitation Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Upgrading the electricity network capacity to provide electricity access for residents in La Rochelle informal settlements and the whole of Klapmuts Town	The area is an Eskom area of supply. The project must be implemented by Eskom.	Not Applicable	Infrastructure Services	Electrical Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The Department: Electrical Services will forward the request to Eskom. Progress report to be provided during the September 2023 public participation process.
		Municipality to provide funding to buy land in Klapmuts for 600 RDP housing development units. Various portions of land are available in Klapmuts to buy in Land adjacent to Mandela City at Arra Farms and various other portions are available to supply Klapmuts Communities with residential units	A desktop study was conducted to investigate for potential developable sites in the greater Klapmuts area for future housing developments.	Not Applicable	Planning and Economic Development	Integrated Human Settlements	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The Provincial Department of Human Settlements (PDoHS) is responsible to provide funding to acquire land for housing. A funding application will only be submitted to PDoHS once the Council approves the acquisition of a specific site/s.
	Priority 2: Burial Land / Graveyard	There is currently no burial place for our deceased people in town – We note the municipalities proposal for a regional graveyard – The Klapmuts Community, however, insisted to have a locally based graveyard. Land at the old Refuse station has been identified by the Klapmuts Community for this purpose. The land is currently within the Drakenstein area of jurisdiction. Liaise with Drakenstein Municipality	The development of a Stellenbosch Memorial Park.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Funding is only available for the new Stellenbosch Memorial Park. The residents of Klapmuts will be able to make use of the park once it is developed.

TBC	Priority 3: Local Economic Development	Job creation projects in Klapmuts. EPWP workers / learnership should be made available to young people to be trained as firefighters in Klapmuts to sustain the need	Those who are interested can join the Fire Reservist Project. The Reservist process allows access to training.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Becoming part of the project will make participants eligible to receive training as firefighters depending on the availability of positions and training conducted by the District Municipality. Learnership funding opportunities will be tabled with the Department: LED.
		No jobs currently for the Klapmuts Community. A structured method should be done to secure Klapmuts Community with permanent jobs as security workers at the sports field and EPWP to clean Mandela City and La Rochelle	This is funding-dependent.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Job creation projects - The buying / selling of refuse or Swop Shop idea should be introduced in Klapmuts	The procurement process was concluded to obtain a service provider to operate a Swop Shop, which was unsuccessful.	Not Applicable	Infrastructure Services	Waste Management	Local	n/a	n/a	n/a	n/a	n/a	😬	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

TBC	Priority 4: Safety and security	Cameras should be put in all strategic areas in the Ward to stop the flow of crime in Ward 18. LPQ and 360 rotating cameras must be installed at the 2 robots on R44 and 1 camera on the N1 Bridge entrance, 1 camera on Groenfontein road, 1 camera in Klapmuts Clubhouse and 1 camera in Mandela City.	Installation of CCTV cameras is done per the CCTV Camera Master Plan and is funding-dependent.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Installation of cameras on the R44 and inside the Klapmuts area to stop the highflyers coming in to rob the business sector of the town	Installation of CCTV cameras is done per the CCTV Camera Master Plan and is funding-dependent.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Increase Law Enforcement personnel to render services in Klapmuts. 15 EPWP workers should be deployed as urgently as possible to address this big shortcoming	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Traffic calming measures at Groenfontein Street, Klapmuts. Two people have already died on this road within one year. Speed calming should be done urgently.	Due to road classification, it is not possible to construct traffic calming measures.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Traffic enforcement is to be increased.

TBC	Priority 5: Spatial Development Planning	The spatial development plan for Klapmuts needs to be updated for the town to be united – as the boundaries of the town are divided into two municipalities - Drakenstein and Stellenbosch. Ward base planning needs to be a continuous function in this area – as apartheid planning is still on in Klapmuts	The application to the Municipal Demarcation Board ("MDB") for the re-alignment of the boundaries between Klapmuts North and South has been submitted on 31 March 2022.	Not Applicable	Planning and Economic Development	Development Planning	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The proposal to include Klapmuts North within the municipal administrative boundaries of Stellenbosch Municipality has been advertised in the media on 30 March 2023 for public comment, by the Municipal Demarcation Board.
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9.5.19 Ward Priorities: Ward 19



Ward 19: Cllr. James Williams

Table 124: Ward 19 – Ward Priorities

Project Rating																		
😊	Project completed.			😐	Project in progress.			😞	Not completed / No budget available / District Function / Provincial Function									
WARD PRIORITIES: WARD 19																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local/	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Local Economic Development	Provide Learnership, Internships and skills development for the youth of Ward 19.	Accredited skills training and establishment of food gardens.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Established food gardens for adults: The food gardens project is progressing well. Some participants wish to establish a co-op, while others do not. The ward councillor will continue to communicate with SEDA to assist the group. The Department: LED will be approached to elicit support. Food gardens for the Youth (De Novo, Kromme Rhee and Vaaldraai) and skills development programmes.

TBC	Priority 2: Access to Housing	Upgrade and rectify houses at Elsenburg (Vaaldraai / Elsenburg). Elsevier Project which includes De Novo and Kromme Rhee as promised by the Department of Transport and Public Works.	The properties are owned by the Department of Transport and Public Works and Infrastructure (DoTPW&I).	Not Applicable	Planning and Economic Development	Integrated Human Settlements	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<p>The ward priority will be forwarded to DoTPW&I for comment / feedback as the properties are being managed by DoTPW&I.</p> <p>The Department: Spatial Planning is in the process of re-advertising a "Development of Local Community Investment Plans that address Localised Planning and Development Outcomes". This process will entail significant community participation, and only after the outcome of this study, a decision can be made about the projects.</p>
		Re-establish and provide an update on the Elsevier housing Project that was established more than 20 years back but was stopped.	Conduct a desktop study on the Elsevier housing project	Number of desktop studies conducted on the Elsevier housing project by 30 June	Planning and Economic Development	Integrated Human Settlements	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<p>There are no funds available in this MTREF to conduct a desktop study on the Elsevier housing project.</p> <p>The Department: Spatial Planning is in the process of re-advertising a "Development of Local Community Investment Plans that address Localised Planning and Development Outcomes". This process will entail significant community participation, and only after the outcome of this study, a decision can be made about the projects.</p>
		Provision of title deeds to all residents of Elsenburg (Vaaldraai / Elsenburg). Elsevier Project which includes De Novo and Kromme Rhee.	The land is under the jurisdiction of the City of Cape Town and the Provincial Department of Public Works and Infrastructure (DoTPW&I).	Not Applicable	Planning and Economic Development	Integrated Human Settlements	Provincial	n/a	n/a	n/a	n/a	n/a	🚫	n/a	n/a	n/a	n/a	n/a	<p>The properties are not in Stellenbosch's jurisdiction for transfers of title deeds.</p>

TBC	Priority 3: Sport	Upgrade Kromme Rhee clubhouse. (Built by the Department of Transport and Public Works and Cape Winelands District.	The Provincial Department of Public Works owns the facility.	Not Applicable	Community and Protection Services	Community Services	Provincial	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	The municipality will forward the ward priorities to the provincial sector department and provide feedback during the September 2023 public participation process.
		Construct tennis courts for Vaaldraai / Elsenburg, Kromme Rhee and De Novo. (1 per community) and train more players	There is no municipal land available in Vaaldraai / Elsenburg, Kromme Rhee and De Novo to construct tennis courts.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	The municipality will forward the ward priorities to the provincial sector department and provide feedback during the September 2023 public participation process.
		Construct a soccer field for Vaaldraai / Elsenburg, Kromme Rhee and De Novo. (2 Fields Per community), like Nietvoorbij (Stellenbosch) Field was built by the Department of Sports, Arts and Culture.	There is no municipal land available in Vaaldraai / Elsenburg, Kromme Rhee and De Novo to construct a soccer field.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	There is no municipal land available in Vaaldraai / Elsenburg, Kromme Rhee and De Novo to construct a soccer field.
		Construction of netball fields like Ida's Valley field for Vaaldraai / Elsenburg, Kromme Rhee and De Novo, (2 Fields per community).	There is no municipal land available in Vaaldraai / Elsenburg, Kromme Rhee and De Novo to construct a netball field.		Community and Protection Services	Community Services	Local											The municipality will forward the ward priorities to the provincial sector department and provide feedback during the September 2023 public participation process.
		Provision of Chess equipment for Ward 19.	There are no available funds on the MTREF.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	The proposal is for the ward councillor to avail funding from the ward allocations.

		Construct swimming pools for Vaaldraai / Elsenburg, Kromme Rhee and De Novo.	There is no municipal land available in Vaaldraai / Elsenburg, Kromme Rhee and De Novo to construct swimming pools.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	⊗	n/a	n/a	n/a	n/a	The municipality will forward the ward priorities to the provincial sector department and provide feedback during the September 2023 public participation process.
		Construct clubhouses at Vaaldraai and De Novo.	There is no municipal land available in Vaaldraai and De Novo to construct club houses.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	⊗	n/a	n/a	n/a	n/a	There is no municipal land available in Vaaldraai and De Novo to construct clubhouses. The municipality will forward the ward priorities to the provincial sector department and provide feedback during the September 2023 public participation process.
		Establish a Sports Council in Ward 19.	Ward 19 does not have municipal sports facilities.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Ward 19 does not qualify for a Sports Council.
		Implementation of more sport, arts and culture programmes for the elderly.	A meeting was held with the ward councillor on 17 March 2023.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The process for the Golden Games must begin with the formalisation of the elderly into a club through which Golden Games participation will be initiated. The ward administrator will compile a contact list of the Ward 19 elderly with all contact details for the department to initiate a first meeting towards the establishment of a club in the 2023/24 financial year.

		Lifeguard training	This should be a joint initiative between the Section: Community Development, Skills Development and Sports and Halls.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The Section: Sport and Halls will convene the lifeguard training meeting.
TBC	Priority 4: Road safety and transport	Issuing of taxi licences and permission to the taxi association in Klapmuts, Muldersvlei, Elsenburg / Vaaldrail, Kromme Rhee, Koelenhof to Stellenbosch.	The CITP is currently in the review process.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Demand will be established after a route survey and feedback will be provided to the ward councillor by 30 June 2023.
		Issuing of taxi licences and permission to taxi associations in De Novo and surrounding farms to Kraaifontein and Paarl.	The municipality does not have jurisdiction over the Kraaifontein route.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This request is not feasible due to the municipal jurisdiction.
TBC	Priority 5: Infrastructure	Construction of tar road and new speed humps in the communities of De Novo, there is gravel roads but no street names. Kromme Rhee have no street names. Rural area with tar road. Request for 4 speedhumps in Smartie Town, 1 in End of Hoek Street and 2 in Weltevrede and Waaierpalm Street (Northside).	Conduct an assessment for speedhumps on Hoek Street and Waaierpalm Street	Number of assessments conducted for speedhumps on Hoek Street and Waaierpalm Street by 31 December.	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	De Novo and Kromme Rhee are not municipal or public roads. In terms of the municipal roads, a progress report will be provided during the September 2023 public participation process.

		Re-construction of speedhumps in Vaaldraai. Weltevrede Street and 25 Waaierpalm Street, the current speedhumps are too high for motor vehicles.	Conduct an assessment on the height of the speedhump	Number of assessments conducted on the height of Speedhump by June 2023.	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Waaierpalm Street: The potholes are currently being repaired.
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9.5.20 Ward Priorities: Ward 20



Ward 20: Cllr. Joseph Joon

Table 125: Ward 20 - Ward Priorities

Project Rating																		
😊	Project completed.			😐	Project in progress.			😞	Not completed / No budget available / District Function / Provincial Function									
WARD PRIORITIES: WARD 20																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local/	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Access to housing	Local farmworker families who have lived generations in this community cannot afford access to safe and decent housing	The municipality does not own any property for possible housing development within the Vlothenburg, Raithby and Lynedoch areas. Therefore, the provision for housing opportunities is extremely limited.	Not Applicable	Planning and Economic Development	Integrated Human Settlements	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Alternative housing opportunities should be considered in line with the approved Housing Pipeline to the south of Stellenbosch.

TBC	Priority 2: Youth, Sports, Arts and Culture	Because of unemployment many of the community needs food security. Projects can be implemented for the youth and parents to be self-sufficient which can then also be used for developing skills and self-employment	The Department: Community Development suggests that the ward committee first establish an interest in home gardens, after which the Provincial Department: Agriculture can be approached to conduct an investigation, with a focus on youth.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	🙄	n/a	n/a	n/a	n/a	Progress feedback will be provided to the Department: Community Development by the ward administrator once interest has been established.
		Activities and facilities for the youth to develop sport, arts and culture in Vlottenburg is urgently needed	Existing skills programmes will be communicated to the youth of the area through the ward administrator.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		There are no sports grounds to practice their soccer, rugby and netball	Land has not been identified yet because municipal land is extremely rare in the Vlottenburg area. At the moment, the municipality hasn't been successful.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		A hall / place is needed to do extra mural activities	There are no available funds on the MTREF.	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Local	n/a	n/a	n/a	n/a	n/a	🚫	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Provide a Ward office for the Ward 20 councillor	There are no available funds on the MTREF.	Not Applicable	Office of the Speaker	Office of the Speaker	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The current space is leased from Vlottenburg Primary School.

		Because of the lack of facilities our youth are walking around aimlessly and this leads to crime and participation in substance abuse	The building of facilities is dependent on land identification.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Facilities are dependent on land identification. A progress report is to be provided during the September 2023 public participation process.
		Because of the lack of facilities our youth are walking around aimlessly and this leads to crime and participation in substance abuse	The building of facilities is dependent on land identification.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Facilities dependent on land identification. A meeting will be set up with the ward councillor to establish the need of the youth and action plans in Q3.
		The grounds on the outside at the Vlotenburg Primary School can be developed into sports grounds	Department: Community Services will establish ownership of the property.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Department: Community Services will establish ownership of the property. Department: Community services will take the lead with the specific need from a sports perspective and spatial land use management, and property management will assist.
		Upgrading of the Raithby Playpark. Placing sitting benches, shading trees, removing thorns in the park, replacing broken equipment, and flower bowls and placing tar sidewalks.	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Providing a Playpark in Longlands, Vlotenburg	The Section: Parks is in contact with the housing developer about plans to develop a play park area.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		A public library will also make a huge difference in developing the children's and	Public libraries are not a municipal function.	Not Applicable	Community and Protection Services	Community Services	Provincial	n/a	n/a	n/a	n/a	n/a	⚠	n/a	n/a	n/a	n/a	The ward priority will be referred to the Provincial Department of Culture Affairs and Sport (DCAS).

TBC	Priority 3: Infrastructure	Making rail transport a priority and liaising with Metrorail and PRASA to get infrastructure back and running again. Employees are severely affected by the lack of alternative transport	Hold a consultation meeting with relevant stakeholders	Number of consultation meetings held with relevant stakeholders by 31 March	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Relocation of the irrigation water pump / valve from the private property on the Winelands Village Estate to the Municipal Raithby Sport grounds	An assessment will be conducted in conjunction with the Department: Community Services.	Not Applicable	Infrastructure Services	Water and Wastewater Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Bus transport with Golden Arrow extending to some routes would also be an option for further consideration. This will also ensure the importance of road safety	There is a service operating from Stellenbosch to Cape Town and from Metro South East to Stellenbosch.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A bus service is operating.

		Prevention of load shedding and implementation of plans and timelines shared for the plan to eliminate loading	Vlottenburg, Raithby, and Lynedoch fall within the Eskom area of supply.	Not Applicable	Infrastructure Services	Electrical Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Stellenbosch Municipality is one of the five pilot sites that the Western Cape Provincial Government is funding through its Municipal Energy Resilience Programme. Various alternative energy projects are being investigated to alleviate load shedding in the Stellenbosch Municipality.
		Streetlights on Raithby Road, Watson Way, Herman Street, Shaw Street, and Raithby Park.	Installation of streetlights in Raithby Road, Watson Way, Herman Street, Shaw Street, and Raithby Park.	Number of streetlights installed in Raithby Road, Watson Way, Herman Street, Shaw Street and the Raithby Park by 31 December	Infrastructure Services	Electrical Services	Local	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	The work commenced on 28 November 2022 and was completed by mid-December 2022.
		Water pipes are to be upgraded and the removal of asbestos pipes in Raithby Main Road / Watson Way Raithby	The replacement of old infrastructure remains a priority and will be addressed according to the pipe replacement programme.	Not Applicable	Infrastructure Services	Water and Wastewater Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The replacement of the bulk water main is currently in the planning phase. No funds are currently available for this project, but it will be prioritised for possible inclusion and implementation in the 2027/28 financial year.

		Construct sidewalks (with paving) on both sides of Raithby Road from the Winery Road Intersection	The road falls under the provincial government's authority.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Provincial	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The municipality will forward the request to the provincial sector department and provide feedback during the September 2023 public participation process.
		Upgrading of all signage and street markings throughout Raithby	Conduct a signage assessment by 30 June 2023.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Street marking will be completed by 30 June 2023.
		Re-implement the recycling programme in Raithby which includes signage and recycling bins	Installation of bulk underground waste receptacles for recycling (subject to suitable location)	Number of bulk underground waste receptacles installed for recycling (subject to suitable location) by 30 June	Infrastructure Services	Waste Management	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The recycling programme is in place in Raithby in the form of weekly collection.
		Installation of traffic lights at the R44 / Winery Road Intersection	This is a provincial competency.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Provincial	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The municipality will forward the request to the provincial sector department and provide feedback during the September 2023 public participation process.
TBC	Priority 4: Safety and Security	CCTV Cameras at the entrances in Raithby	Installation of CCTV cameras is done per the CCTV Camera Master Plan and is funding-dependent.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		CCTV Cameras on the R44 / Winery Road Intersection	Installation of CCTV cameras is per the CCTV Camera Master Plan and is funding-dependent.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		CCTV Cameras on Stellenbosch Kloof Road, Vlotenburg road, Annandale Road and Vlaeberg.	Installation of CCTV cameras is done per the CCTV Camera Master Plan and is funding dependent.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 5: Environment Management	Clearing of alien vegetation in the biodiversity area / municipal properties / water streams in Raithby	Clearing of alien vegetation in the biodiversity area / municipal properties / water streams in WC024	Number of hectares of alien vegetation cleared by 30 June	Community and Protection Services	Community Services	Local	200	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Clearing of alien vegetation in the biodiversity area / municipal properties / water streams in Raithby is ongoing.
		Town beautification of Raithby	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.
		Beautification and fencing of Longlands Vlotenburg.	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.



9.5.21 Ward Priorities: Ward 21

Ward 21: Cllr. Mynard Slabbert

Table 126: Ward 21 – Ward Priorities

Project Rating																		
	Project completed.				Project in progress.			Not completed / No budget available / District Function / Provincial Function										
WARD PRIORITIES: WARD 21																		Departmental Comment
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local/ JDMA)	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Local Economic Development	Jamestown has many Tuin Erven where residents cultivate fresh fruit, vegetables, and flowers. There is a need for a marketplace where local produce can be easily traded.	The Jamestown Economic Hub has been aligned with the implementation of the Jamestown Housing Project.	Not Applicable	Planning and Economic Development	Development Planning	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The Jamestown Housing Project is estimated to be developed during the 2024/25 financial year.
TBC	Priority 2: Sport, Arts and Culture	Fencing around sports club (betta fencing or solid wall) in Jamestown	There are no available funds on the MTREF.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

TBC	Priority 3: Light Industrial Park	Light industrial park to accommodate appropriate enterprises located near Jamestown	The only land available for an industrial area / park is in Klapmuts, other than that, there is no land available in Jamestown for light industrial park purposes.	Not Applicable	Planning and Economic Development	Development Planning	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The only land available for an industrial area / park is in Klapmuts, other than that there is no land available in Jamestown for Light industrial park purposes.
TBC	Priority 4: Roads and Transport	Traffic calming measures and pedestrian walkways at Webersvallei Road, Festival Road, Torrey Road, Pajaro Avenue Mountainview entrance road, the intersection of Paradyskloof Road and Houtkapper Street up to Eden Forest, Schuilplaats Road (Make One way) and Serruria	Implementation of some of the requests will be between the 2023 – 2027 financial years. Schuilplaats Road is currently being addressed, and feedback was provided to the ward councillor.		Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Upgrade of NMT surface from Paradyskloof Engen to Dalsig (Vd Rheede intersection)	Completion of the NMT path from Paradyskloof to Dalsig (Vd Rheede intersection)	Number of NMT paths completed from Paradyskloof to Dalsig (Vd Rheede intersection) by 30 June	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 5: Parks	Upgrading of playparks in Jamestown and Paradyskloof with new play equipment / benches and fencing where possible	Installation of play park equipment in Jamestown	Number of play park equipment installed in Jamestown by 30 November	Community and Protection Services	Community Services	Local	3	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	Target achieved. New play park equipment has been installed.

		Upgrading of playparks in Jamestown and Paradyskloof with new play equipment / benches and fencing where possible	There will be no more fences or benches installed in Jamestown. The Department: Community Services will consult with the ward councillor for Paradyskloof.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	No more fences and benches will be installed in Jamestown. The Department: Community Services will consult with the ward councillor for Paradyskloof.
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9.5.22 Ward Priorities: Ward 22

Table 127: Ward 22 – Ward Priorities

Ward 22: Cllr. Esther Groenewald

Project Rating																
😊	Project completed.			😐	Project in progress.			😞	Not completed / No budget available / District Function / Provincial Function							

WARD PRIORITIES: WARD 22																	Departmental Comment	
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local)	Deliverable Target					Performance Rating					
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26		2026/27
TBC	Priority 1: Safety and security	Safety in Ward 22 and alongside the Eerste Riviera	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.	
		All safety requests previously mentioned are top priority. Together with that is the priority that all the cameras in Ward 22 should be linked to the internal system with sustainable and reliable internet and be monitored by the control room.	All municipally owned CCTV cameras in Ward 22 are maintained and monitored regularly.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	😐	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 2: Road safety	Sealing of roads was put on the list as well, but it has somehow disappeared. The internal roads in the suburb of Ward 22 need serious attention	Roads are assessed annually. Roads in poor conditions will receive priority, depending on available funding.		Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

		Maintenance of all pedestrian and cycle paths in Ward 22	The sidewalks will be assessed. Sidewalks in poor conditions will receive priority, depending on available funding.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Raised Intersection at Rokewood and Saffraan Avenue, Boord.	Conduct an assessment to determine the feasibility for the construction of a raised intersection at Rokewood and Saffraan Avenue, Boord	Number of assessments conducted to determine the feasibility for the construction of a raised intersection at Rokewood and Saffraan Avenue, Boord by 31 December	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Speed hump in Brandwacht Street near number 40.	Conduct an assessment to determine the feasibility for the construction speed hump in Brandwacht Street (near number 40)	Number of assessments to determine the feasibility for the construction speed hump in Brandwacht Street (near number 40) by 31 December	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Cleaning of vegetation on the Rokewood sidewalk at the corner of Rokewood / Elbertha Streets	Vegetation encroachment on sidewalks throughout the municipality is receiving priority. A Sidewalk Accessibility Policy is being tabled at Council.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 3: Parks	The play parks have not all been upgraded and / or painted in Ward 22.	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Play-Equipment on the parks to be painted and / or replaced in Ward 22.	Paint, the replacement of playground equipment, and the placement of trash bins in the parks in Ward 22 are completed.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Completed.

		Bins on parks need to be replaced in ward 22.	Paint, the replacement of playground equipment, and the placement of trash bins in the parks in Ward 22 are completed.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Completed.
TBC	Priority 4: Environmental management	Clearing of overhanging trees, branches and bushes that are obstructive in front of traffic signs in Ward 22 needs serious attention	An inspection will be conducted, and the matter will be addressed.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Fixing of the two gates that give entry to the Brandwacht mountain area; one of which goes from Nooitgedacht Street and the other one from Brandwacht Street	Repair the gates at the Brandwacht mountain area (Nooitgedacht Street / Brandwacht Street).	Number of gates repaired at the Brandwacht mountain area (Nooitgedacht Street / Brandwacht Street) by 30 December.	Community and Protection Services	Community Services	Local	1	n/a	n/a	n/a	n/a	😊	n/a	n/a	n/a	n/a	Completed.
TBC	Priority 5: Electricity	More streetlamps in Welgevallen Street on the farm side of the street and the replacement of old electric bulbs with LED Lights will be appreciated by the owners of that area	Installation of an extra pole with 2 fittings at the cul-de-sac at the end of Welgevallen Street	Number of extra poles with 2 fittings installed at the cul-de-sac at the end of Welgevallen Street by 28 February	Infrastructure Services	Electrical Services	Local	n/a	n/a	n/a	n/a	n/a	😞	n/a	n/a	n/a	n/a	The expected completion date is 28 February 2023.

		Floodlights are to be installed at the upper and lower sections of Formosa Park, Boord. This park has become a security risk to the neighbouring residents at night time.	The superintendent will arrange a site meeting with the ward councillor by 30 June	Not Applicable	Infrastructure Services	Electrical Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
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9.5.23 Ward Priorities: Ward 23

Table 128: Ward 23 – Ward Priorities

Ward 23: Cllr. Lwando Nkamisa

Project Rating																		
	Project completed.				Project in progress.			Not completed / No budget available / District Function / Provincial Function										
WARD PRIORITIES: WARD 23																		
IDP Ref No	Ward Priority	Description of Ward Priority	Key Performance Deliverables	Unit of Measurement	Linkage to Directorate	Linkage to Department	(National / Provincial / District / Local/	Deliverable Target					Performance Rating					Departmental Comment
								2022/23	2023/24	2024/25	2025/26	2026/27	2022/23	2023/24	2024/25	2025/26	2026/27	
TBC	Priority 1: Safety and Security in Town Central	Increase the number and frequency of Law Enforcement patrols in Ward 23, especially in the CBD area	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.	
		Increase the number of security cameras in the CBD, Dennesig and Plankeberg Industrial Area (Stellenbosch)	Installation of CCTV cameras is done in accordance with the CCTV Camera Master Plan and is funding dependent.	Not Applicable	Community and Protection Services	Protection Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.	
		Increase the number of cameras in public parking areas and increase Law Enforcement patrols to prevent theft of materials from vehicles	Conduct sporadic crime prevention operations within the WCO24	Number of sporadic crime prevention operations conducted within the WCO24 by 30 June	Community and Protection Services	Protection Services	Local	n/a	92	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.	

		Create a safe dedicated and protected NMT corridor from Kayamandi to Central Stellenbosch	The replacement of brick paving with asphalt surfacing is currently underway on George Blake Road.	Not Applicable	Infrastructure Services	Roads, Transport and Storm Water (RTS)	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Assist to curb the impact of homelessness by moving them to the homeless shelter Stellenbosch Central	The Section: Property Management is to investigate the potential of property transfer at 18 Mark Street.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	There are already two homeless shelters in the Stellenbosch municipal area. Establishment / construction of homeless shelters is not a municipal function.
TBC	Priority 2: Community Development in Ward 23	Collaborate with civil society organisations to curb the negative impact of homelessness in Stellenbosch Central	The Section: Community Development, together with civil society, is in the process of establishing a forum to look at the needs of people on the street. The focus of the structure will be to conduct a follow-up survey of people living on the street and a health promotion programme.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Conversations around homelessness were conducted during Aug 2022. This led to a learning exchange between Stellenbosch Municipality and CT-based NGOs addressing homelessness. To establish a homelessness forum to collaboratively look at possible local solutions. A progress report is to be provided during the September 2023 public participation process.

		Promote the give responsible campaign and encourage people to stop giving cash at WC024	Give Responsibly campaigning takes place at the university and includes the training of parking attendants, traffic wardens, and law enforcement officials to assist with spreading the message. Facebook and WhatsApp messages on local groups are also used as campaign platforms.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Section: Community Development requested the ward councillor to provide any new ideas or other initiatives to spread the message.
		Have a municipality led recycling programme and development to prevent homeless people from trashing Ward 23	Confirmed that the municipality is funding the Stellenbosch Night Shelter at 100% of the business plan submitted by the NGO through GiA.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Future funding will be dependent on the business plan submitted by the shelter and is not in the control of the Section: Community Development.
		Proper funding of NGOs such as the night shelter to cope with the massive increases in street living in Ward 23	Annual GiA applications to support these services financially are paid up to the value of R5 000 000.	Not Applicable	Community and Protection Services	Community Development	Local	n/a	n/a	n/a	n/a	n/a	😞	n/a	n/a	n/a	n/a	R1.5m was budgeted for the Stellenbosch Night Shelter in the 2022/23 financial year. GiA applications closed on 2 December 2022 for the 2023/24 financial year. A new call for proposals will be advertised during September / October 2023.

		Use the municipal / state house in Mark Street 18 to build a homeless centre, to provide skills, counselling and help for homeless people in the town's central	The Section: Property Management to investigate the potential of property transfer.	Not Applicable	Corporate Services	Properties Management and Municipal Building Maintenance	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 3: Ward-Based Planning	Ward 23 Comprehensive Development Plan. To Develop a ward-based development plan that will include all major developments the municipality plans. Private development that the municipality will approve with the ward for the next 5 years	A Comprehensive Development Plan will be discussed with Development Planning in terms of the ATC.	Not Applicable	Planning and Economic Development	Development management	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Alternatively, have a proper town central special development zone, that will cater for the needs of long-term residents, new property development and student accommodation in Ward 23.	The ward priority will be discussed with Department: Development Planning in terms of the ATC.	Not Applicable	Planning and Economic Development	Development management	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
TBC	Priority 4: Planning and Economic Development and access to land	Prioritise young people on job opportunities in Ward 23	The number of jobs created through the municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	The number of jobs created through the municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	Planning and Economic Development	Development management	Local	1300	n/a	n/a	n/a	n/a	😬	n/a	n/a	n/a	n/a	Target applies to the WCO24.
		Access to housing: Release municipal land for developers to build affordable housing for young working adults in Stellenbosch.	Housing programmes are time-bound and linked to the availability of funding as and when provided by the Provincial Department of Human Settlements.	Not Applicable	Planning and Economic Development	Integrated Human Settlements	Local	n/a	n/a	n/a	n/a	n/a	😬	n/a	n/a	n/a	n/a	The approved Housing Pipeline makes provision for various housing opportunities which includes but is not limited to service sites, Social Housing, medium to high GAP-housing as well as BNG housing. These programmes are time bound and linked to the availability of funding as and when provided by the Provincial Department of Human Settlements.

TBC	Priority 5: Environmental Management	Regularly clean the Kromrivier and Plankenberg River	The Department: Community Services will investigate and provide feedback to the ward councillor.	Not Applicable	Community and Protection Services	Community Services	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Provide educational programmes for residents to stop littering and polluting rivers and the environment in Stellenbosch	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Infrastructure Services	Waste Management	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.
		Ensure the ward is clean with sufficient bins in key places, such as the taxi rank, Mark Street, Plankenberg and Kromrivier	Further discussions will be facilitated with the ward councillor to determine the feasibility of the request.	Not Applicable	Infrastructure Services	Waste Management	Local	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A progress report is to be provided during the September 2023 public participation process.

CHAPTER 10:

Financial Plan

To achieve delivery on the 5th Generation IDP 2022 – 2027 strategic focus areas and objectives, it is essential to align the municipal budget with the strategy. The sections below expand on aspects of the Stellenbosch Municipality's medium-term financial planning and the extent to which it is possible to align the budget to all the priorities of the wards, given our financial constraints and the need to concentrate on basic service delivery.

10.1 Introduction

The long-term financial viability of municipalities depends largely on:

- the extent to which improved and sustainable revenue capacity can be achieved; and
- the sound **financial management of its resources.**

These imperatives necessitate proper multi-year financial planning. Future impacts of revenue and expenditure streams and the financial implications for the community (i.e. the potential influence on rates, tariffs and service charges) must be identified and assessed to determine the sustainability of planned interventions, programmes, projects and sundry service delivery actions.

10.2 Capital and Operating Budget Estimates

10.2.1 Budget Assumptions

The selected key assumptions relating to this budget are as follows:

- Government grants for the years 2023/24 to 2025/26 are as per the Division of Revenue Act and Provincial Gazette (capital and operational); and
- The inflation **rate has been estimated at 5.2% for 2023/24.**

10.2.2 Operating Budget Estimates

A municipality is a non-profit organisation and it should break even after contributing to the different funds and reserves and meeting normal operating expenses. With the structuring of rates and tariffs, both the user-pay principle and the full cost recovery principle are applied. It should be noted that the surplus is calculated in terms of the accrual principle and therefore is not 100% cash-backed.

Table 129: Operating Budget Estimates

	(Current) 2022/23 Budget	Year 1 2023/24 Budget	Year 2 2024/25 Budget	Year 3 2025/26 Budget
Revenue Sources				
Property Rates	438 941 447	473 588 918	504 285 202	534 542 314
Electricity	812 307 977	913 669 187	1 046 151 218	1 160 181 699
Water	176 782 708	185 621 843	194 902 936	204 648 084
Sewerage	109 133 951	108 646 667	115 165 467	122 075 396
Refuse	94 971 363	107 653 574	117 342 398	127 903 213
Rental of facilities	10 098 683	10 603 901	11 102 285	11 624 090
Fines	124 955 174	131 570 078	137 753 873	144 228 305
Licences and Permits	7 482 512	7 871 599	8 241 564	8 628 917
Operational and Capital grants	344 598 437	344 766 000	340 957 000	400 695 000
Other Income	90 425 846	104 791 061	120 209 464	132 730 482
Total Operating Revenue	2 209 698 098	2 388 782 828	2 596 111 407	2 847 257 500
Operating Expenditure				
Employee Related Costs	590 885 967	617 695 992	631 369 707	674 743 047
Remuneration of Councillors	20 845 768	22 096 514	23 422 304	24 827 641
Depreciation and Impairment	214 992 797	220 283 469	225 790 548	230 390 566
Finance Charges	68 069 222	59 688 487	72 516 590	91 614 910
Bulk Purchases- Electricity	543 925 482	636 392 814	776 399 233	947 207 065
Other Expenditure	680 945 271	702 194 035	710 018 216	721 586 080
Operating Expenditure	2 119 664 507	2 258 351 311	2 439 516 598	2 690 369 309
Surplus / (Deficit)-Year	90 033 591	130 431 517	156 594 809	156 888 191

Table 130: Capital Budget Estimates

	(Current) 2022/23 Budget	Year 1 2023/24 Budget	Year 2 2024/25 Budget	Year 3 2025/26 Budget
Funding Sources				
Capital Replacement Reserve	151 326 558	176 826 279	274 946 329	218 796 875
External Loan	94 368 337	200 000 000	200 000 000	175 000 000
National Government	99 191 820	79 189 500	57 816 150	58 603 100
Provincial Government	20 552 543	24 666 000	34 133 000	30 656 000
Development Contribution	13 269 883	24 118 086	22 199 985	20 000 000
Total Funding Sources	378 709 141	504 799 865	589 095 464	503 055 975
Municipal Manager	40 000	40 000	40 000	40 000
Planning and Economic Development	12 665 281	9 043 500	29 835 000	31 450 000
Community and Protection Services	29 774 773	24 642 002	45 115 000	16 080 000
Infrastructure Services	296 643 879	436 423 363	494 235 464	445 965 975
Corporate Services	37 708 208	33 901 000	19 620 000	9 270 000
Financial Services	1 877 000	750 000	250 000	250 000
Capital Expenditure	378 709 141	504 799 865	589 095 464	503 055 975

10.3 Financial Management Arrangements

For the effective and efficient financial management of the municipality, all role-players, inclusive of the municipal councillors, must provide an environment conducive to good management. Local government legislation and National Treasury circulars articulate and provide regulatory structure. Council and officials define this environment by developing and accepting policy guidelines to govern financial decision-making and fiscal discipline.

The management arrangements of Stellenbosch Municipality are reflected in the policy documents listed in the table below:

Table 131: Management Arrangements

Document	Purpose	Status
Delegation Register	To provide for administrative, managerial and institutional arrangements in respect of the delegation of responsibilities.	In place
Credit Control and Debt Collection Policy	<ul style="list-style-type: none"> To establish consolidated, sound and practically executable credit control measures to be applied in respect of all property owners and consumers. To regulate the actions about arrear accounts, including extensions granted, written arrangements to pay off arrears, the monitoring thereof and legal actions associated with unpaid accounts. 	In place
Indigent Policy	To subsidise indigent households with a specified level of income enabling them to pay for a basic package of municipal services.	In place
Irrecoverable Debt Policy	To provide a framework for the writing off of irrecoverable debt, to ensure that Council is in a position where it is not carrying debt that has been prescribed or which is irrecoverable on its books.	In place
Tariff Policy	To provide a framework to determine rates and tariffs to finance expenditure.	In place
Rates Policy	To ensure that all the stipulations of the Municipal Property Rates Act are effected administratively and also layout and stipulate all the requirements for rebates for all qualifying property owners.	In place
Special Rating Areas Policy	To strike an appropriate balance between facilitating self / funded community initiatives that aim to improve and / or upgrade neighbourhoods.	In place
Supply Chain Management Policy	To provide a system of procurement that gives effect to the principles of: <ul style="list-style-type: none"> Fairness; Equity; Transparency; Competitiveness; and Cost-effectiveness. 	In place
Budget Implementation and Monitoring Policy	<ul style="list-style-type: none"> Sets out the budgeting principles that Stellenbosch Municipality will follow in preparing each annual budget. To give effect to the requirements and stipulations of the Municipal Finance Management Act (MFMA) and Municipal Budget and Reporting Framework in terms of the planning, preparation and approval of the annual and adjustments budgets. 	In place
Borrowing, Funding and Reserves Policy	To provide a framework to ensure that the annual budget of Stellenbosch Municipality is fully funded and that all funds and reserves are maintained at the required level to avoid future year non-cash-backed liabilities.	In place
Cash Management and Investment Policy	To regulate and provide directives in respect of the investment of funds and to maximise returns from authorised investments, consistent with the primary objective of minimising risk.	In place
Travel and Subsistence Policy	To set out the basis for the payment of subsistence, travel allowance, and hourly rate when applying for official travelling.	In place
Accounting Policy	To provide the accounting framework applicable to the finances of the municipality and is informed by the Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003).	In place

Document	Purpose	Status
Grant-in-aid Policy	To provide the framework for grants-in-aid to NGOs, CBOs or NPOs and bodies that are used by the government as an agency to serve the poor, marginalised or otherwise vulnerable as envisaged by Sections 12 and 67 of the MFMA.	In place
Development Contributions for Bulk Engineering Services	<ul style="list-style-type: none"> Local government has the discretionary power when granting development approvals to impose conditions about the provision of engineering services and the payment of money that is directly related to requirements resulting from those approvals in respect of the provision of the necessary services to the land to be developed. To provide the framework for the calculation of these contributions. 	In place
Petty Cash Policy	To stipulate clear processes and procedures to ensure that all transactions are processed effectively and efficiently in a bid to ensure prudent financial control. All purchases below R2 000 are regulated by this policy.	In place
Asset Management Policy	The Municipal Manager as Accounting Officer of municipal funds, assets and liabilities is responsible for the effective implementation of the asset management policy which regulates the acquisition, safeguarding, maintenance of all assets and disposal of assets where the assets are no longer used to provide a minimum level of basic service as regulated in terms of section 14 of the MFMA.	In place
Liquidity Policy	The documented policy sets out the minimum risk management measures that Stellenbosch Municipality has to implement and adhere to ensure that its current and future liquidity position is managed prudently.	In place
Virement Policy	The policy sets out the virement principles and processes which the Stellenbosch Municipality will follow during a financial year. These virements will represent a flexible mechanism to effect budgetary amendments within a municipal financial year.	In place

10.4 Financial Strategies and Programmes

The optimal use of available resources, the maximum raising of revenue and the sustainable delivery of services are the key elements to a successful financial strategy. The municipality has developed and implemented various strategies in this regard. The table below summarises the key strategies:

Table 132: Key Financial Strategies

Strategy	Currently in Place
Financial viability and sustainability through long-term financial planning	<ul style="list-style-type: none"> Long-term financial planning tool effective implementation and monitoring.
COVID-19 Policy Initiatives and Incentives to enhance vaccinations	<ul style="list-style-type: none"> Revise budget and related policies
Clean Audit	<ul style="list-style-type: none"> Audit Action Plan Annual Financial Statement compilation standard operating procedure Monthly Reconciliations Training Sessions Participation in Forums
Staffing	<ul style="list-style-type: none"> Revise Organogram Fill critical vacancies
Capital expenditure	<ul style="list-style-type: none"> Implementation of Project Management System including in-year reporting
Revenue Enhancement Strategy	<ul style="list-style-type: none"> Implementation of Revenue Enhancement Strategy Roll-out of WMD and Pre-payment Water Meters Data cleansing Validity of registered indigent households
Billing system enhancement	<ul style="list-style-type: none"> Web-based billing system Review Municipal Account Layout Investigate payment methods
Debt management	<ul style="list-style-type: none"> Debt Review Committee Quarterly Report on Debt and Possible Debt to be written off

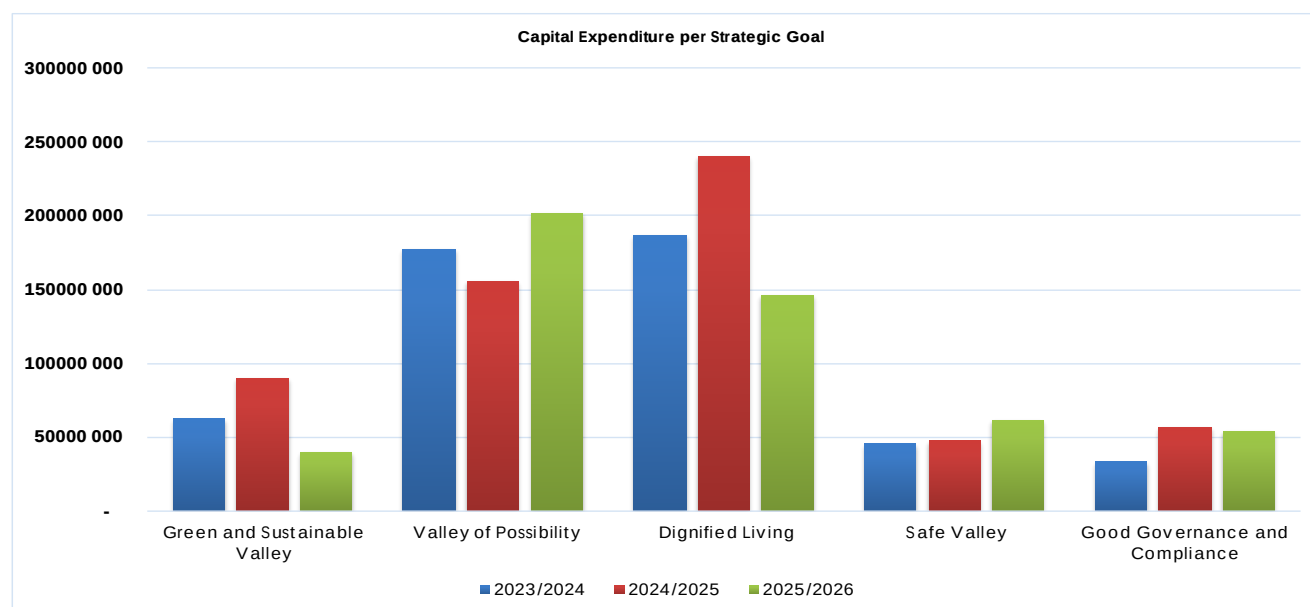
10.5 Medium – Term Capital Expenditure per Strategic Focus Area

The proposed capital expenditure per strategic focus area over the medium term is illustrated in the table below:

Table 133: Capital Expenditure per Strategic Focus Area

Strategic Goal	2023/24	2024/25	2025/26
SFA 1 - Valley of Possibility	177 041 706	155 497 637	201 628 695
SFA 2 - Green and Sustainable Valley	62 400 000	89 749 985	39 642 500
SFA 3 - Safe Valley	45 168 307	47 218 490	61 968 764
SFA 4 - Dignified Living	186 499 880	240 125 378	146 516 698
SFA 5 - Good Governance and Compliance	33 689 972	56 503 974	53 699 318

Figure 56: Capital Expenditure per Strategic Focus Area



Source: Capital Budget 2023/24

The most capital-intensive strategic focus area is Dignified Living with an allocation of R186,5 million in the upcoming financial year, totalling R572,7 million over the MTREF. Water projects dominate this strategic objective receiving an investment of R59,1 million in 2023/24, and it is increasing over the outer years.

The second most capital-intensive strategic focus area is Valley of Possibility, with a total allocation of R534,1 million for the duration of the MTREF. Project highlights include:

- Bien don 66/11kV substation new;
- Electrification INEP;
- Kayamandi(Costa grounds) new substation 11 kV switching station;
- Bulk Water Supply Pipe and Reservoir: Stellenbosch; and
- Bulk Water Supply Pipeline and Reservoir - Jamestown.

The Green and Sustainable Valley strategic focus area receives the 3rd highest capital investment with the total MTREF budget amounting to R191,7 million. Solid Waste Management takes centre stage as part of the broader Green and Sustainable Valley Strategy, for the expansion of the landfill site.

The municipality is also making a concerted effort to improve ICT infrastructure platforms, allocating R31,8 million for this purpose over the multi-year budget period.

10.6 Medium – Term Operational Expenditure

The proposed Operational Expenditure per Strategic Focus Area over the medium term is illustrated in the table below.

Table 134: Operational Expenditure per Strategic Focus Area

Operational Expenditure	2023/24	2024/25	2025/26
SFA 1 - Valley of Possibility	761 893 964	806 355 626	812 619 156
SFA 2 - Green and Sustainable Valley	24 547 730	24 140 241	24 712 286
SFA 3 - Safe Valley	33 245 154	34 662 807	35 491 388
SFA 4 - Dignified Living	911 865 888	1 024 497 825	1 242 078 891
SFA 5 - Good Governance and Compliance	526 796 132	549 857 480	575 467 588

10.7 Medium–Term Operational Revenue per Strategic Focus Area

The proposed Operational Revenue per Strategic Focus Area over the medium term is illustrated in the table below.

Table 135: Operational Revenue per Strategic Focus Area

Operational Revenue	2023/24	2024/25	2025/26
SFA 1 - Valley of Possibility	-	-	-
SFA 2 - Green and Sustainable Valley	-	-	-
SFA 3 - Safe Valley	142 799 374	149 510 946	156 537 959
SFA 4 - Dignified Living	1 315 591 271	1 473 562 019	1 614 808 392
SFA 5 - Good Governance and Compliance	826 536 683	881 089 292	986 652 049

10.8 Capital Budget 2023/24 – 2025/26 per Directorate

10.8.1 Capital Budget 2023/24 – 2025/26: Office of the Municipal Manager

Table 136: Capital Budget 2023/24 – 2025/26: Office of the Municipal Manager

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
MUNICIPAL MANAGER					
Municipal Manager	Furniture, Tools and Equipment: MM	CRR (Own funds)	40 000	40 000	40 000
			40 000	40 000	40 000

10.8.2 Capital Budget 2023/24 – 2025/26- Directorate: Planning and Economic Development

Table 137: Capital Budget 2023/24 – 2025/26- Directorate: Planning and Economic Development

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
PLANNING AND ECONOMIC DEVELOPMENT					
Economic Development and Tourism	Furniture, Tools and Equipment: LED	CRR (Own funds)	75 000	75 000	75 000
Economic Development and Tourism	Establishment of the Kayamandi Informal Trading Area	RSEP	1 000 000	-	-
Housing Development	Erf 64, Kylemore	Human Settlements Grant	833 000	2 000 000	-
Housing Development	Erf 7001 Cloetesville (380) FLISP	Human Settlements Grant	1 300 000	-	6 000 000
Housing Development	Erf 7001 Cloetesville (380) FLISP	CRR (Own funds)	-	4 100 000	500 000
Housing Development	Erven 81/2 and 82/9, Stellenbosch	CRR (Own funds)	437 500	-	-
Housing Development	Furniture, Tools and Equipment: Housing Development	CRR (Own funds)	70 000	80 000	150 000
Housing Development	Housing Projects (Social housing planning)	CRR (Own funds)	750 000	500 000	500 000
Housing Development	Jamestown: Housing	Human Settlements Grant	-	6 000 000	6 000 000
Housing Development	Kayamandi Town Centre	ISUP	-	6 000 000	6 000 000
Housing Development	Kayamandi Watergang Northern Extension (2000)	Human Settlements Grant	-	6 000 000	6 000 000
Housing Development	Klapmuts La Rochelle (100)	ISUP	283 000	-	-

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
PLANNING AND ECONOMIC DEVELOPMENT					
Housing Development	La Motte Old Forest Station (±430 services and ±430 units)	Human Settlements Grant	1 500 000	-	6 000 000
Housing Development	Droë Dyke 100 TOD	Human Settlements Grant	1 400 000	3 425 000	-
IHS: Informal Settlements	Langrug UISP (1899) Sub divisional area	CRR (Own funds)	250 000	500 000	-
Housing Administration	Flats: Interior Upgrading - Kayamandi	CRR (Own funds)	1 000 000	1 000 000	-
Housing Administration	Furniture, Tools and Equipment: Housing Administration	CRR (Own funds)	70 000	80 000	150 000
Development Planning	Furniture, Tools and Equipment: Spatial Planning	CRR (Own funds)	75 000	75 000	75 000
			9 043 500	29 835 000	31 450 000

10.8.3 Capital Budget 2023/24 – 2025/26- Directorate: Community and Protection Services

Table 138: Capital Budget 2023/24 – 2025/26- Directorate: Community and Protection Services

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
COMMUNITY AND PROTECTION SERVICES					
Community Development	Furniture, Tools and Equipment: Comm Development	CRR (Own funds)	55 000	60 000	-
Community Development	Early Childhood Development Centres	IUDG	1 000 000	1 000 000	1 000 000
Community Services: Library Services	Furniture, Tools and Equipment: Pniël Library	CRR (Own funds)	20 000	-	10 000
Community Services: Library Services	Library Books	CRR (Own funds)	180 000	180 000	200 000
Community Services: Library Services	Upgrading: Cloetesville Library	CRR (Own funds)	180 000	-	-
Community Services: Library Services	Ida's Valley: Furniture, Tools and Equipment	CRR (Own funds)	-	30 000	-
Community Services: Library Services	Kayamandi: Furniture, Tools and Equipment	CRR (Own funds)	-	-	20 000
Halls	Community Hall	CRR (Own funds)	200 000	1 500 000	-

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
COMMUNITY AND PROTECTION SERVICES					
Halls	Furniture, Tools and Equipment: Halls	CRR (Own funds)	150 000	-	-
Halls	Upgrading of Halls	CRR (Own funds)	-	250 000	-
Sports Grounds and Picnic Sites	Borehole: Rural Sports Grounds	CRR (Own funds)	-	1 100 000	-
Sports Grounds and Picnic Sites	Fencing of Netball Courts	CRR (Own funds)	350 000	-	-
Sports Grounds and Picnic Sites	Fencing: Sports Grounds (WC024)	CRR (Own funds)	-	1 750 000	-
Sports Grounds and Picnic Sites	Furniture, Tools and Equipment: Sports	CRR (Own funds)	-	400 000	-
Sports Grounds and Picnic Sites	Install Prepaid Meters at Sports Facilities	CRR (Own funds)	-	200 000	-
Sports Grounds and Picnic Sites	Installation of Boreholes	CRR (Own funds)	-	1 500 000	-
Sports Grounds and Picnic Sites	Jonkershoek Picnic Site upgrades	CRR (Own funds)	500 000	-	-
Sports Grounds and Picnic Sites	Kayamandi Sports Ground	CRR (Own funds)	300 000	-	-
Sports Grounds and Picnic Sites	La Motte Open Air Gym	CRR (Own funds)	300 000	-	-
Sports Grounds and Picnic Sites	Upgrade of netball courts	CRR (Own funds)	-	1 000 000	-
Sports Grounds and Picnic Sites	Upgrade of Sport Facilities	CRR (Own funds)	-	3 000 000	-
Sports Grounds and Picnic Sites	Upgrade of Sport Facilities	DC - Community	3 561 030	-	-
Sports Grounds and Picnic Sites	Installation of cricket nets	CRR (Own funds)	200 000	150 000	-
Sports Grounds and Picnic Sites	Clubhouse Devon Valley Sport Facility	CRR (Own funds)	-	200 000	2 000 000
Sports Grounds and Picnic Sites	Specialised Vehicles	CRR (Own funds)	-	1 000 000	-
Sports Grounds and Picnic Sites	Upgrading of Swimming Pool	CRR (Own funds)	-	-	200 000

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
COMMUNITY AND PROTECTION SERVICES					
Environmental Management: Implementation	Furniture, Tools and Equipment: Environmental Management	CRR (Own funds)	100 000	150 000	150 000
Environmental Management: Implementation	Jonkershoek Picnic Site: Upgrade of Facilities.	CRR (Own funds)	700 000	-	-
Environmental Management: Implementation	Mont Rochelle Nature Reserve: Upgrade of Facilities	CRR (Own funds)	1 000 000	-	-
Environmental Management: Implementation	Specialised Equipment: Workshop	CRR (Own funds)	-	1 500 000	-
Environmental Management: Implementation	Specialised Vehicles: Workshop	CRR (Own funds)	800 000	-	-
Environmental Management: Implementation	Vehicle Fleet: Workshop	CRR (Own funds)	-	100 000	-
Environmental Management: Implementation	Workshop: Upgrading of facilities	CRR (Own funds)	-		3 500 000
Environmental Management: Urban Forestry	Design and implement an electronic Urban Forestry management tool	CRR (Own funds)	250 000	250 000	-
Environmental Management: Urban Forestry	Furniture, Tools and Equipment: Urban Forestry	CRR (Own funds)	-	1 500 000	-
Environmental Management: Urban Forestry	Specialised equipment: Urban Forestry	CRR (Own funds)	-	1 500 000	-
Environmental Management: Urban Forestry	Installation of Boreholes	CRR (Own funds)	500 000	-	-
Environmental Management: Urban Forestry	Landscaping of Nature Areas	CRR (Own funds)	-	1 000 000	-
Cemeteries	Extension of Cemetery Infrastructure	CRR (Own funds)		10 000 000	-
Cemeteries	Extension of Cemetery Infrastructure	IUDG	5 500 000		
Cemeteries	Vehicle Fleet: Cemeteries	CRR (Own funds)	-	500 000	-
Parks and Cemeteries	Beautification of Parks and Cemeteries	IUDG	300 000	800 000	1 000 000
Parks and Cemeteries	Fencing: Parks and Gardens	IUDG	200 000	200 000	-
Parks and Cemeteries	Furniture, Tools and Equipment: Parks and Cemeteries	CRR (Own funds)	-	50 000	-
Parks and Cemeteries	Vehicle Fleet: Parks and Cemeteries	CRR (Own funds)	-	1 000 000	-

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
COMMUNITY AND PROTECTION SERVICES					
Fire and Rescue Services	Furniture, Tools and Equipment: Fire	CRR (Own funds)	200 000	50 000	-
Fire and Rescue Services	Specialised Vehicles: Fire	CRR (Own funds)	2 500 000	1 000 000	-
Fire and Rescue Services	Fire Station - Jamestown	CRR (Own funds)	300 000	1 000 000	8 000 000
Fire and Rescue Services	Rescue equipment	CRR (Own funds)	-	1 000 000	-
Law Enforcement and Security	Furniture, Tools and Equipment: Law Enforcement	CRR (Own funds)	150 000	200 000	-
Law Enforcement and Security	Install and Upgrade CCTV / LPR Cameras In WC024	CRR (Own funds)	1 000 000	2 000 000	-
Law Enforcement and Security	Install Computerised Access Security Systems and CCTV Cameras At Municipal Buildings	CRR (Own funds)	1 200 000	1 000 000	-
Law Enforcement and Security	Law Enforcement Tools and Equipment	CRR (Own funds)	-	300 000	-
Law Enforcement and Security	Neighbourhood Watch Safety equipment	CRR (Own funds)	250 000	250 000	-
Law Enforcement and Security	Security Upgrades	CRR (Own funds)	-	650 000	-
Law Enforcement and Security	Vehicle Fleet: Law Enforcement	CRR (Own funds)	1 365 972	2 500 000	-
Traffic Services	Furniture, Tools and Equipment: Traffic Services	CRR (Own funds)	130 000	45 000	-
Traffic Services	Specialised Equipment: Traffic	CRR (Own funds)	-	1 500 000	-
Traffic Services	Specialised Vehicles: Traffic	CRR (Own funds)	-	1 750 000	-
Traffic Services	Vehicle Fleet: Traffic	CRR (Own funds)	1 200 000	-	-
			24 642 002	45 115 000	16 080 000

10.8.4 Capital Budget 2023/24 – 2025/26- Directorate: Corporate Services

Table 139: Capital Budget 2023/24 – 2025/26- Directorate: Corporate Services

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
CORPORATE SERVICES					
Information and Communications Technology (ICT)	Fibre Optic Implementation	CRR (Own funds)	2 000 000	2 000 000	2 000 000
Information and Communications Technology (ICT)	ICT Cable Reticulation and Management	CRR (Own funds)	1 000 000	500 000	500 000
Information and Communications Technology (ICT)	Purchase and Replacement of Computer / software and Peripheral devices	CRR (Own funds)	1 270 000	1 270 000	1 270 000
Information and Communications Technology (ICT)	Server Storage Expansion and Upgrades	CRR (Own funds)	2 000 000	1 000 000	1 000 000
Information and Communications Technology (ICT)	Upgrade and Expansion of IT Infrastructure Platforms	CRR (Own funds)	3 500 000	3 500 000	2 000 000
Information and Communications Technology (ICT)	Upgrading Communication Network	CRR (Own funds)	4 000 000	1 500 000	1 500 000
Properties and Municipal Building Maintenance	Air conditioners	CRR (Own funds)	300 000	500 000	-
Properties and Municipal Building Maintenance	Upgrade Facilities for the Disabled	CRR (Own funds)	200 000	-	-
Properties and Municipal Building Maintenance	Furniture, Tools and Equipment: Property Management	CRR (Own funds)	250 000	250 000	-
Properties and Municipal Building Maintenance	Kayamandi: Upgrading of Makapula Hall	CRR (Own funds)	2 000 000	1 000 000	-
Properties and Municipal Building Maintenance	New Depot: La Motte	CRR (Own funds)	-	300 000	-
Properties and Municipal Building Maintenance	Structural Improvement: General	CRR (Own funds)	2 000 000	3 000 000	-
Properties and Municipal Building Maintenance	Structural improvements: Sports grounds	CRR (Own funds)	3 500 000	-	-
Properties and Municipal Building Maintenance	Structural Maintenance / Upgrade: Beltana	CRR (Own funds)	2 000 000	2 000 000	-
Properties and Municipal Building Maintenance	Structural Upgrade: Jamestown Ward Office and Library	CRR (Own funds)	2 900 000	1 000 000	-
Properties and Municipal Building Maintenance	Structural Upgrade: Heritage Building	CRR (Own funds)	5 781 000	-	-
Properties and Municipal Building Maintenance	Upgrade Millennium Hall Pniël	CRR (Own funds)	200 000	800 000	-

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
CORPORATE SERVICES					
Properties and Municipal Building Maintenance	Upgrading Fencing	CRR (Own funds)	1 000 000	1 000 000	1 000 000
			33 901 000	19 620 000	9 270 000

10.8.5 Capital Budget 2023/24 – 2025/26- Directorate: Infrastructure Services

Table 140: Capital Budget 2023/24 – 2025/26- Directorate: Infrastructure Services

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
INFRASTRUCTURE SERVICES					
Infrastructure Services	Furniture, Tools and Equipment: IS	CRR (Own funds)	75 000	75 000	75 000
Waste Management: Solid Waste Management	Expansion of the landfill site (New cells)	External Loan	46 000 000	39 251 050	1 000 000
Waste Management: Solid Waste Management	Expansion of the landfill site (New cells)	CRR (Own funds)	-	16 348 950	-
Waste Management: Solid Waste Management	Furniture, Tools and Equipment: Solid Waste	CRR (Own funds)	45 000	50 000	50 000
Waste Management: Solid Waste Management	Landfill Gas To Energy	External Loan	10 000 000	20 000 000	11 000 000
Waste Management: Solid Waste Management	Major Drop-Offs: Construction - Franschhoek	External Loan	500 000	3 000 000	2 000 000
Waste Management: Solid Waste Management	Major Drop-offs: Construction - Klapmuts	CRR (Own funds)	800 000	4 000 000	3 000 000
Waste Management: Solid Waste Management	Major Drop-offs: Construction - Klapmuts	DC - Refuse	-	2 199 985	-
Waste Management: Solid Waste Management	Mini Waste drop-off facilities at Inf Settlements	CRR (Own funds)	200 000	100 000	-
Waste Management: Solid Waste Management	Skips (5,5Kl)	CRR (Own funds)	200 000	200 000	200 000
Waste Management: Solid Waste Management	Street Refuse Bins	CRR (Own funds)	300 000	-	-
Waste Management: Solid Waste Management	Transfer Station: Stellenbosch Planning and Design	External Loan	-	1 000 000	10 000 000

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
INFRASTRUCTURE SERVICES					
Waste Management: Solid Waste Management	Vehicles: Solid Waste	CRR (Own funds)	2 500 000	2 500 000	3 500 000
Waste Management: Solid Waste Management	Waste Minimisation Projects	CRR (Own funds)	500 000	500 000	500 000
Waste Management: Solid Waste Management	Upgrade Refuse disposal sites	CRR (Own funds)	-	-	300 000
Waste Management: Solid Waste Management	Upgrade Material Recovery Facility	CRR (Own funds)	500 000	2 000 000	-
Waste Management: Solid Waste Management	Area Cleaning Depot: Franschhoek	CRR (Own funds)	1 000 000	2 000 000	-
Electrical Services	Ad-Hoc Provision of Streetlighting	CRR (Own funds)	2 000 000	2 100 000	2 140 000
Electrical Services	Alternative Energy	External Loan	5 018 307	5 068 490	5 828 764
Electrical Services	Automatic Meter Reader	CRR (Own funds)	400 000	400 000	440 000
Electrical Services	Bien don 66/11kV substation new	External Loan	24 152 773	25 000 000	25 000 000
Electrical Services	Bien don 66/11kV substation new	DC - Electricity	847 227	-	-
Electrical Services	Cable replacement 66kV	CRR (Own funds)	-	-	400 000
Electrical Services	Demand Side Management Geyser Control	CRR (Own funds)	450 000	450 000	450 000
Electrical Services	Electricity Network: Pniël	External Loan	3 500 000	3 500 000	3 500 000
Electrical Services	Electrification INEP	INEP	18 450 000	16 000 000	15 000 000
Electrical Services	Energy Balancing - Metering and Mini-Substations	CRR (Own funds)	250 000	250 000	250 000
Electrical Services	Energy Efficiency and Demand Side Management	CRR (Own funds)	1 000 000	1 000 000	-
Electrical Services	Feeder cable (Watergang to Enkanini) 11kV 95cu	INEP	4 300 000	-	-
Electrical Services	General System Improvements - Franschhoek	External Loan	2 000 000	2 000 000	2 000 000
Electrical Services	General Systems Improvements - Stellenbosch	External Loan	5 000 000	4 000 000	4 400 000
Electrical Services	General Systems Improvements - Stellenbosch	CRR (Own funds)	-	-	800 000
Electrical Services	Infrastructure Improvement - Franschhoek	External Loan	1 500 000	1 500 000	1 500 000

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
INFRASTRUCTURE SERVICES					
Electrical Services	Integrated National Electrification Programme	CRR (Own funds)	321 957	321 957	321 957
Electrical Services	Jan Marais Upgrade: Remove Existing Tx and replace with 20MVA	External Loan	6 630 746	-	-
Electrical Services	Kayamandi(Costa grounds)new substation 11 kV switching station	External Loan	300 000	30 000 000	-
Electrical Services	Lattera Substation	DC - Electricity	7 709 829	-	-
Electrical Services	Lattera Substation	External Loan	15 398 174	225 680	-
Electrical Services	Meter Panels	CRR (Own funds)	250 000	250 000	250 000
Electrical Services	Network Cable Replace 11 Kv	CRR (Own funds)	3 000 000	3 000 000	3 300 000
Electrical Services	Replace Control Panels 66 kV and Circuit breakers	External Loan	-	-	8 664 498
Electrical Services	Replace Ineffective Meters	CRR (Own funds)	250 000	-	302 500
Electrical Services	Replace Switchgear - Franschhoek	CRR (Own funds)	-	-	9 500 000
Electrical Services	Furniture, Tools and Equipment: Electrical Services	CRR (Own funds)	100 000	100 000	333 182
Electrical Services	STB Switchgear (11kV) SF6	External Loan	-	-	27 606 738
Electrical Services	Substation 66kV equipment	CRR (Own funds)	2 184 000	2 295 974	5 301 136
Electrical Services	System Control Centre and Upgrade Telemetry	External Loan	3 000 000	2 075 428	-
Electrical Services	System Control Centre and Upgrade Telemetry	CRR (Own funds)	3 600 000	3 960 000	4 356 000
Electrical Services	Third transformer and associated works 20MVA Cloetesville	CRR (Own funds)	-	550 000	450 000
Electrical Services	Uninterrupted Power Supply for buildings	CRR (Own funds)	1 000 000	2 000 000	2 000 000
Electrical Services	Upgrade transformers at Main substation 7.5MVA to 20MVA	CRR (Own funds)	-	500 000	27 571 200
Electrical Services	Upgrading of Offices Beltana	CRR (Own funds)	500 000	500 000	500 000

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
INFRASTRUCTURE SERVICES					
Electrical Services	Vehicles: Electrical Services	CRR (Own funds)	-	2 800 000	-
Electrical Services	Cable Network: Franschhoek	CRR (Own funds)	-	-	500 000
Electrical Services	Streetlights R304	CRR (Own funds)	-	-	1 000 000
Project Management Unit (PMU)	Kayamandi: Zone O (±711 services)	ISUP	13 350 000	10 080 000	-
Project Management Unit (PMU)	Franschhoek Mooiwater 236	ISUP	5 000 000	-	-
Project Management Unit (PMU)	Furniture, Tools and Equipment: PMU	CRR (Own funds)	50 000	75 000	75 000
Project Management Unit (PMU)	Housing Projects	CRR (Own funds)	250 000	300 000	350 000
Water and Wastewater Services: Water	Bulk Water Supply Klapmuts	External Loan	8 000 000	-	-
Water and Wastewater Services: Water	Bulk Water Supply Pipe: Cloetesville / Ida's Valley	CRR (Own funds)	-	1 000 000	7 000 000
Water and Wastewater Services: Water	Bulk Water Supply Pipe and Reservoir: Stellenbosch	External Loan	1 500 000	879 352	35 000 000
Water and Wastewater Services: Water	Bulk Water Supply Pipe and Reservoir: Stellenbosch	IUDG	-	-	25 103 100
Water and Wastewater Services: Water	Bulk Water Supply Pipe and Reservoir: Stellenbosch	CRR (Own funds)	-	39 120 648	14 896 900
Water and Wastewater Services: Water	Bulk Water Supply Pipe Line and Pumpstations: Franschhoek	External Loan	1 000 000	9 000 000	4 000 000
Water and Wastewater Services: Water	Bulk Water Supply Pipe: Ida's Valley / Papegaaiberg and Network Upgrades	CRR (Own funds)	1 000 000	1 000 000	-
Water and Wastewater Services: Water	Bulk Water Supply Pipeline and Reservoir - Jamestown	External Loan	32 500 000	-	-
Water and Wastewater Services: Water	Bulk Water Upgrades Franschhoek	CRR (Own funds)	-	1 000 000	-
Water and Wastewater Services: Water	Bulk Water Upgrades Franschhoek	External Loan	-	-	15 000 000
Water and Wastewater Services: Water	Chlorination Installation: Upgrade	CRR (Own funds)	2 000 000	2 000 000	1 500 000
Water and Wastewater Services: Water	Dwarsriver Bulk Supply Augmentation and Network Upgrades	CRR (Own funds)	7 000 000	-	750 000
Water and Wastewater Services: Water	Furniture, Tools and Equipment: Water	CRR (Own funds)	150 000	150 000	200 000
Water and Wastewater Services: Water	New Developments Bulk Water Supply WC024	IUDG	1 500 000	1 500 000	1 500 000

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
INFRASTRUCTURE SERVICES					
Water and Wastewater Services: Water	Uniepark and Helshoogte Storage and Supply scheme	CRR (Own funds)	-	-	1 000 000
Water and Wastewater Services: Water	New Reservoir and Pipeline: Vlottenburg	CRR (Own funds)	7 060 500	10 683 850	-
Water and Wastewater Services: Water	New Reservoir and Pipeline: Vlottenburg	DC - Water	7 000 000	-	-
Water and Wastewater Services: Water	New Reservoir and Pipeline: Vlottenburg	IUDG	31 939 500	23 316 150	-
Water and Wastewater Services: Water	Reservoirs and Dam Safety	External Loan	2 000 000	-	500 000
Water and Wastewater Services: Water	Update Water Masterplan	CRR (Own funds)	1 000 000	1 000 000	1 000 000
Water and Wastewater Services: Water	Upgrade and Replace Water Meters	CRR (Own funds)	2 500 000	1 000 000	1 000 000
Water and Wastewater Services: Water	Vehicles: Water	CRR (Own funds)	-	1 000 000	1 000 000
Water and Wastewater Services: Water	Water Conservation and Demand Management	External Loan	2 000 000	2 000 000	6 000 000
Water and Wastewater Services: Water	Water Telemetry Upgrade	CRR (Own funds)	1 500 000	1 500 000	1 500 000
Water and Wastewater Services: Water	Water Treatment Works: Franschhoek	CRR (Own funds)	2 500 000	-	-
Water and Wastewater Services: Water	Water Treatment Works: Ida's Valley	External Loan	1 000 000	-	-
Water and Wastewater Services: Water	Waterpipe Replacement	External Loan	4 000 000	4 000 000	7 000 000
Water and Wastewater Services: Water	New 5 MI Reservoir: Cloetesville	CRR (Own funds)	-	-	500 000
Water and Wastewater Services: Water	Specialised Vehicles: Water	CRR (Own funds)	-	-	5 500 000
Water and Wastewater Services: Sanitation	New Development Bulk Sewer Supply WC024	CRR (Own funds)	-	-	2 000 000
Water and Wastewater Services: Sanitation	New Development Bulk Sewer Supply WC024	IUDG	1 000 000	2 000 000	-
Water and Wastewater Services: Sanitation	Sewerpipe Replacement: Alexander Street	CRR (Own funds)	-	-	2 000 000
Water and Wastewater Services: Sanitation	Sewer Pumpstation and Telemetry Upgrade	CRR (Own funds)	500 000	2 500 000	2 500 000
Water and Wastewater Services: Sanitation	Sewerpipe Replacement	CRR (Own funds)	4 000 000	4 000 000	8 000 000
Water and Wastewater Services: Sanitation	Specialised Vehicles: Sanitation	CRR (Own funds)	-	4 500 000	-

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
INFRASTRUCTURE SERVICES					
Water and Wastewater Services: Sanitation	Update Sewer Masterplan	CRR (Own funds)	500 000	500 000	500 000
Water and Wastewater Services: Sanitation	Compilation of Water Service Development Plan (tri-annually)	CRR (Own funds)	300 000	300 000	400 000
Water and Wastewater Services: Sanitation	Upgrade of WWTW: Klapmuts	CRR (Own funds)	15 040 350	35 000 000	10 500 000
Water and Wastewater Services: Sanitation	Upgrade of WWTW Wemmershoek	External Loan	19 500 000	45 000 000	5 000 000
Water and Wastewater Services: Sanitation	Extension Of WWTW: Stellenbosch	CRR (Own funds)	2 000 000	4 000 000	-
Water and Wastewater Services: Sanitation	Refurbish Plant and Equipment - Raithby WWTW	External Loan	5 500 000	2 500 000	-
Water and Wastewater Services: Sanitation	Furniture, Tools and Equipment: Sanitation	CRR (Own funds)	300 000	400 000	400 000
Water and Wastewater Services: Sanitation	Upgrade Laboratory Equipment	CRR (Own funds)	-	500 000	-
Water and Wastewater Services: Sanitation	Upgrade Auto-Samplers	CRR (Own funds)	200 000	-	-
Water and Wastewater Services: Sanitation	Cloetesville Bulk Sewer Upgrade	IUDG	1 000 000	-	-
Water and Wastewater Services: Sanitation	Dorp Street Bulk Sewer Upgrade	CRR (Own funds)	-	500 000	-
Water and Wastewater Services: Sanitation	Industrial Effluent Monitoring	CRR (Own funds)	1 500 000	-	-
Water and Wastewater Services: Sanitation	Vehicles: Sanitation	CRR (Own funds)	800 000	1 500 000	2 000 000
Water and Wastewater Services: Sanitation	Vlottenburg Outfall Sewer: Construction of Digteby Sewerpipe	CRR (Own funds)	500 000	-	-
Water and Wastewater Services: Sanitation	Pond rehabilitation and pond pumping systems construction WWTW	CRR (Own funds)	500 000	-	-
Roads and Stormwater	Ad hoc Reconstruction of Roads (WC024)	IUDG	3 000 000	3 000 000	5 000 000
Roads and Stormwater	Furniture, Tools and Equipment: Roads and Stormwater	CRR (Own funds)	400 000	400 000	400 000
Roads and Stormwater	Gravel Roads Devon Valley - Safety Improvements Structural Repairs	CRR (Own funds)	-	500 000	300 000
Roads and Stormwater	Klapmuts Transport Network	CRR (Own funds)	600 000	-	-

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
INFRASTRUCTURE SERVICES					
Roads and Stormwater	Lanquedoc Access Road and Bridge	DC - Roads	5 000 000	12 000 000	15 000 000
Roads and Stormwater	Lanquedoc Access road and Bridge	CRR (Own funds)	-	3 000 000	-
Roads and Stormwater	Reseal Roads - Klapmuts, Raithby and Surrounding	CRR (Own funds)	1 250 000	100 000	100 000
Roads and Stormwater	Reseal Roads - Kylemore and Surrounding	CRR (Own funds)	100 000	100 000	1 500 000
Roads and Stormwater	Reseal Roads - Stellenbosch and Surrounding	CRR (Own funds)	3 000 000	4 000 000	5 000 000
Roads and Stormwater	Reseal Roads - Franschoek and Surrounding	CRR (Own funds)	2 000 000	100 000	100 000
Roads and Stormwater	River Rehabilitation Implementation	CRR (Own funds)	1 000 000	100 000	100 000
Roads and Stormwater	Specialised Vehicles: Heavy Duty Vehicles: Roads	CRR (Own funds)	2 500 000	2 000 000	2 500 000
Roads and Stormwater	Upgrade Stormwater Retention Facilities	CRR (Own funds)	500 000	1 000 000	500 000
Roads and Stormwater	Update Pavement Management System	CRR (Own funds)	1 000 000	-	-
Roads and Stormwater	Upgrade Stormwater System	CRR (Own funds)	100 000	50 000	50 000
Roads and Stormwater	Update Stormwater Masterplan	CRR (Own funds)	1 000 000	-	-
Roads and Stormwater	Wilderbosch Extension to Trumali	CRR (Own funds)	1 500 000	1 500 000	3 000 000
Roads and Stormwater	Adam Tas Road Intersection Upgrades	CRR (Own funds)	1 000 000	300 000	300 000
Roads and Stormwater	Specialised Vehicles - Digger Loader	CRR (Own funds)	-	3 000 000	-
Roads and Stormwater	Ad hoc Minor Upgrading of Roads (WC024)	CRR (Own funds)	300 000	300 000	700 000
Traffic Engineering	Bird Street Dualling - Adam Tas to Kayamandi	CRR (Own funds)	500 000	5 000 000	10 000 000
Traffic Engineering	Road Upgrades at School Precincts	CRR (Own funds)	200 000	200 000	200 000

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
INFRASTRUCTURE SERVICES					
Traffic Engineering	Furniture, Tools and Equipment: Traffic Engineering	CRR (Own funds)	150 000	150 000	150 000
Traffic Engineering	Jamestown Transport Network - School Street	CRR (Own funds)	3 000 000	-	2 000 000
Traffic Engineering	Main Road Intersection Improvements: Franschhoek	CRR (Own funds)	10 000 000	2 129 950	-
Traffic Engineering	Main road intersection improvements: Helshoogte Road / La Colline	CRR (Own funds)	3 000 000	-	-
Traffic Engineering	Main Road Intersection Improvements: R44 / Merriman Street	DC - Roads	-	4 000 000	-
Traffic Engineering	Main Road Intersection Improvements: Strand / Adam Tas / Alexander	DC - Roads	-	4 000 000	5 000 000
Traffic Engineering	Optic Fibre for Traffic Signals	CRR (Own funds)	500 000	-	-
Traffic Engineering	Pedestrian Crossing Implementation	CRR (Own funds)	300 000	100 000	100 000
Traffic Engineering	Raised Intersection Implementation	CRR (Own funds)	-	600 000	-
Traffic Engineering	Road Safety Improvements	CRR (Own funds)	-	500 000	-
Traffic Engineering	Signalisation implementation	CRR (Own funds)	500 000	-	-
Traffic Engineering	Specialised Equipment: Roadmarking Machine + Trailer	CRR (Own funds)	-	500 000	600 000
Traffic Engineering	Traffic Calming Projects: Implementation	CRR (Own funds)	300 000	-	400 000
Traffic Engineering	Traffic Management Improvement Programme	CRR (Own funds)	1 000 000	-	-
Traffic Engineering	Traffic Signal Control: Installation and Upgrading of Traffic Signals and Associated Components	CRR (Own funds)	500 000	500 000	500 000
Traffic Engineering	Universal Access Implementation	CRR (Own funds)	200 000	-	-
Traffic Engineering	Ad hoc Intersection Improvements	CRR (Own funds)	-	-	2 000 000
Traffic Engineering	Vehicle Fleet: Traffic Engineering	CRR (Own funds)	500 000	-	-

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
INFRASTRUCTURE SERVICES					
Traffic Engineering	Traffic Signal Management System	CRR (Own funds)	-	-	1 000 000
Transport Planning	Adam Tas - Technopark Link Road	CRR (Own funds)	3 000 000	5 000 000	20 000 000
Transport Planning	Adam Tas - Corridor Transport	CRR (Own funds)	1 000 000	-	1 000 000
Transport Planning	Bicycle Lockup Facilities	CRR (Own funds)	300 000	-	-
Transport Planning	Comprehensive Integrated Transport Plan	CRR (Own funds)	600 000	-	344 000
Transport Planning	Comprehensive Integrated Transport Plan	ITP	-	628 000	656 000
Transport Planning	Cycle Plan – Design and Implementation	CRR (Own funds)	500 000	-	500 000
Transport Planning	Freight Strategy for Stellenbosch and Franschhoek	CRR (Own funds)	500 000	-	-
Transport Planning	Kayamandi Pedestrian Bridge (R304, River and Railway Line)	IUDG	11 000 000	10 000 000	10 000 000
Transport Planning	Non-Motorised Transport Implementation	CRR (Own funds)	1 000 000	-	3 000 000
Transport Planning	Park and Ride (Transport Interchange)	CRR (Own funds)	250 000	-	-
Transport Planning	Provision of Bulk Parking Planning and Development	CRR (Own funds)	3 000 000	3 000 000	3 000 000
Transport Planning	Pedestrian Streets in Stellenbosch	CRR (Own funds)	-	1 700 000	-
Transport Planning	Public Transport Infrastructure (Public Transport Shelters and Embayments)	CRR (Own funds)	-	400 000	-
Transport Planning	Public Transport Planning - WC024	CRR (Own funds)	600 000	-	2 000 000
Transport Planning	Public Transport Service (Inclusive of Disabled)	CRR (Own funds)	-	500 000	-
Transport Planning	Stellenbosch - Bicycle network	CRR (Own funds)	1 000 000	-	-
Transport Planning	Stellenbosch Tour Bus Parking	CRR (Own funds)	600 000	-	-
Transport Planning	Technopark Kerb and Channel Upgrade	CRR (Own funds)	-	1 500 000	-

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
INFRASTRUCTURE SERVICES					
Transport Planning	Update Roads Master Plan for WC024	CRR (Own funds)	-	2 000 000	-
Transport Planning	Public Transport Facilities (Taxi Ranks) Ad hoc Upgrades	CRR (Own funds)	3 000 000	3 500 000	-
Transport Planning	Taxi Rank Franschhoek	CRR (Own funds)	500 000	-	-
			433 423 363	491 235 464	445 965 975

10.8.6 Capital Budget 2023/24 – 2025/26- Directorate: Financial Services

Table 141: Capital Budget 2023/24 – 2025/26- Directorate: Financial Services

Department	Project name	Funding	Proposed budget 2023/24	Proposed budget 2024/25	Proposed budget 2025/26
FINANCIAL SERVICES					
Financial Management Services	Furniture, Tools and Equipment: FS	CRR (Own funds)	250 000	250 000	250 000
Financial Management Services	Vehicle Fleet: FMS	CRR (Own funds)	500 000	-	-
			750 000	250 000	250 000

10.9 National and Provincial Investment

The following tables depict the National and Provincial allocations to the municipality over the MTREF period. It should be noted that the information is subject to change depending on fiscal constraints and the availability of resources.

The table below sets out the allocations by the national government for the MTREF period for Stellenbosch Municipality.

As indicated in the table below the total National allocation for Stellenbosch amounts to **R289 337** million for the 2023/24 financial year.

Table 142: National and Provincial Investment

National Allocations / Provincial (R'000)	2023/2024	2024/25	2025/26
Stellenbosch Municipality			
Equitable Share	200 841 000	222 190 000	247 200 000
Integrated Urban Development Grant	59 410 000	44 017 000	45 898 000
Integrated National Electrification Programme (Municipal) Grant (Schedule 5)	22 750 000	16 000 000	15 000 000
Local Government Financial Management Grant	1 550 000	1 550 000	1 688 000
EPWP Integrated Grant for Municipalities	4 786 000	-	-
Total	289 337 000	283 757 000	309 786 000

The table below sets out the allocations by the provincial government for the MTREF period for Stellenbosch Municipality.

As indicated in the table below the total Provincial allocation for Stellenbosch Municipality amounts to **R55 429** million for the 2023/24 financial year.

Table 143: Provincial allocation to the Stellenbosch Municipality

WCG Departments and funding (R'000)	2023/24	2024/25	2025/26
Department of Local Government			
Community Development Workers Operational Support Grant	38 000	38 000	38 000
Human Settlements			
Informal Settlements Upgrading Partnership Grant: Provinces (BENEFICIARIES)	18 633 000	16 080 000	6 000 000
Title Deeds Restoration Grant	1 503 000	-	-
Human Settlements Development Grant	22 413 000	28 169 000	71 400 000
Environmental Affairs and Development Planning			
Regional Socio-Economic Project/violence through urban upgrading (RSEP/VPUU)	1 000 000	-	-
Provincial Treasury			
Municipal Accreditation and Capacity Building Grant	245 000	249 000	249 000
Transport and Public Works			
Integrated Transport Planning	-	628 000	656 000
Financial assistance to municipalities for maintenance and construction of transport infrastructure	345 000	345 000	350 000
Economic Development and Tourism			
Community Library Service Grant	11 252 000	11 691 000	12 216 000

WCG Departments and funding (R'000)	2023/24	2024/25	2025/26
District Municipality			
	-	-	-
Total	R55 429 000	57 200 000	90 909 000

CHAPTER 11:

Organisational Scorecard (5 – years)

The Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003) (MFMA) requires that municipalities prepare a Service Delivery and Budget Implementation Plan (SDBIP) as a strategic financial management tool to ensure that budgetary decisions that are adopted by municipalities for the financial year are aligned with their strategic planning tool, the Integrated Development Plan (IDP). The SDBIP is a contract between Council, administration and the community. It gives effect to the IDP and budget of the municipality.

The municipal budget shall give effect to the Strategic Focus Areas as contained in the IDP. The Top Layer (TL) Service Delivery and Budget Implementation Plan (SDBIP) shall contain details on the execution of the budget and information on programmes and projects. Quarterly, half-yearly and annual performance reports must also be submitted to Council as a means to monitor the implementation of the predetermined objectives as contained in the IDP.

The SDBIP is a one-year detailed implementation plan which gives effect to the IDP and Budget of the municipality. It is a contract between the administration, Council and community expressing the goals and objectives set by the Council as quantifiable outcomes that can be implemented by the administration over the next twelve months. This provides the basis for measuring the performance in service delivery against end-year targets and implementing the budget.

Indicators developed for the Stellenbosch Municipality address the Strategic Focus Areas of the municipality. The municipality utilises the one-year TL SDBIP to ensure that it delivers its service delivery mandate by indicating clear indicators and targets. These indicators also form the basis of the performance plans of the Directors, hence, the Directors are being evaluated on the approved TL SDBIP indicators.

The five necessary components are:

1. Monthly projections of revenue to be collected for each month;
2. Monthly projections of expenditure (operating and capital) and revenue for each vote;
3. Quarterly projections of service delivery targets and performance indicators;
4. Ward information for expenditure and service delivery; and
5. Detailed capital works plan broken down by ward over three years.

11.1 Five-Year Top-Level Service Delivery and Budget Implementation Plan (SDBIP)

The SDBIP gives effect to the Integrated Development Plan (IDP) and is essentially the management and implementation tool setting out the quarterly service delivery targets.

The Top Layer SDBIP include the main service delivery indicators of the municipality. The following table reflects the 5 Year Implementation Plan of the Integrated Development Plan:

11.2 SFA 1 – Valley of Possibility

SFA 1 – Valley of Possibility																				
IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP (National Planning	PSO (VIP) link	CWDM link	PDO link	SDG LINK	Delivery Indicator
KPI001	Planning and Economic Development	Submission of the Economic Development Strategy to the MayCo	Number of Economic Development Strategies submitted to the MayCo by 31 May	Programme	All	New KPI	1	n/a	1	n/a	n/a	n/a	n/a	NKPA 3	NDP 1	VIP 2	CWDM 1	PDO 1.1	SDG 8	Output
KPI002	Planning and Economic Development	Review the Economic Development Strategy	Number of Economic Development Strategies reviewed by 31 March	Programme	All	New KPI	4	n/a	1	1	1	1	n/a	NKPA 3	NDP1	VIP 2	CWDM 1	PDO 1.1	SDG 8	Output
KPI003	Planning and Economic Development	The number of jobs created through the municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	Number of job opportunities created through the municipality's local economic development initiatives including capital projects by 30 June	Programme	All	1120	1 100-per annum	1 400	1100	1100	1100	1100	n/a	NKPA 3	NDP 1	VIP 2	CWDM 1	PDO 1.1	SDG 8	Output
KPI004	Planning and Economic Development	Submission of Land-use applications to the Municipal Planning Tribunal (MPT) within 120 days from the conclusion of the	Percentage of Land-use applications submitted to the MPT within 120 days from the conclusion of the administrative processing of	Programme	All	66.66 %	75% of land-use applications submitted to the Municipal MPT within 120 days from the conclusion of the administrative	75%	75%	75%	75%	75%	n/a	NKPA 3	NDP 1	VIP 2	CWDM 1	PDO 2.4	SDG 11	Outcome

SFA 1 – Valley of Possibility																				
IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP (National Planning	PSO (VIP) link	CWDM link	PDO link	SDG LINK	Delivery Indicator
		administrative processing of the application	the application				processing of the application													
KPI005	Planning and Economic Development	Provide training opportunities to entrepreneurs and Small, Medium and Micro Enterprises (SMMEs)	Number of quarterly training opportunities provided to entrepreneurs and SMMEs	Programme	All	11	4 per annum	4	4	4	4	4	n/a	NKPA 3	NDP 1	VIP 2	CWDM 1	PDO 1.2	SDG 8	Output
KPI006	Planning and Economic Development	Submission of the revised Spatial Development Framework (SDF) to the Council	Number of revised SDFs submitted to the Council by 30 June	Programme	All	1	1 per annum	1	1	n/a	n/a	n/a	n/a	NKPA 3	NDP 1	VIP 2	CWDM 1	PDO2.4	SDG 11; 15	Output
KPI007	Planning and Economic Development	Submission of the revised Housing Pipeline (document) to the MayCo	Number of revised Housing Pipelines (document) submitted to the MayCo by 31 May	Programme	All	1	1 per annum	1	1	1	1	1	n/a	NKPA 3	NDP 1	VIP 2	CWDM 1	PDO4.1	SDG 11	Output
KPI008	Planning and Economic Development	Submission of the Rural Economic Development Strategy to the	Number of Rural Economic Development Strategies	Key Initiative	All	New KPI	1 per annum	n/a	n/a	n/a	n/a	n/a	n/a	NKPA 3	NDP 1	VIP 2	CWDM 1	PDO 1.1	SDG 8	Output

11.3 SFA 2 – Green and Sustainable Valley

SFA 2 – Green and Sustainable Valley																				
IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP link	PSO link	CWDM link	PDO link	SDG link	Delivery Indicator
KPI009	Infrastructure Services	Construction of a new intake substation in Dwarsriver Valley	Number of new intake substations constructed by 30 June	Project	4	New KPI	1 Per annum	n/a	n/a	n/a	1	N/A	n/a	NKPA 8	NDP 2	VIP 2	CWDM 1	PDO 4.1	SDG9	Output
KPI010	Infrastructure Services	Upgrade the telemetry monitoring system	Number of telemetry monitoring systems upgraded by 30 June	Project	All	New KPI	1 Per annum	n/a	1	n/a	n/a	n/a	n/a	NKPA 8	NDP 2	VIP 2	CWDM 1	PDO 4.1	SDG 9	Output
KPI011	Infrastructure Services	Construction of a New Landfill Cell at Stellenbosch Landfill facility	Number of New Landfill Cells constructed at the Stellenbosch Landfill facility by 30 June	Project	All	New KPI	1 Per annum	n/a	1	n/a	n/a	n/a	n/a	NKPA 8	NDP 2	VIP 2	CWDM 1	PDO 4.1	SDG 9	Output
KPI012	Community and Protection Services	Establishment of a Friends Group for the nature reserves	Number of Friends Groups for the nature reserves established by 30 June	Key Initiative	All	New KPI	n/a	n/a	n/a	n/a	n/a	n/a	n/a	NKPA 8	NDP 2	VIP 2	CWDM 1	PDO 2.4	SDG 15	Output
KPI013	Community and Protection Services	Submission of a revised Friends Group Memorandum of Understanding (MOU) to the Municipal Manager	Number of revised Friends Group MOUs submitted to the Municipal Manager by 30 June	Programme	All	New KPI	1 per annum	n/a	n/a	1	n/a	1	n/a	NKPA 8	NDP 2	VIP 2	CWDM 1	PDO 42.4	SDG 11	Output

SFA 2 – Green and Sustainable Valley

IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP link	PSO link	CWDM link	PDO link	SDG link	Delivery Indicator
KPI014	Planning and Economic Development	Process building plan applications of <500sqm within 30 days after the date of receipt	Percentage of building plan applications of <500sqm processed within 30 days after the date of receipt	Programme	All	62,35%	70% per annum	70%	70%	70%	70%	70%	n/a	NKPA 8	NDP 2	VIP 2	CWDM 1	PDO 4.1	SDG11	Output
KPI015	Infrastructure Services	Submission of a Draft Organic Waste Plan to the Municipal Manager	Number of Draft Organic Waste Plans submitted to the Municipal Manager by 30 June	Key Initiative	All	New KPI	1 per annum	n/a	n/a	n/a	n/a	1	n/a	NKPA 8	NDP 2	VIP 2	CWDM 1	PDO 2.4	SDG 15	Output
KPI016	Infrastructure Services	Reduce organic waste	Percentage of organic waste reduced by 30 June	Programme	All	42%	20% per annum	20%	20%	20%	20%	20%	n/a	NKPA 8	NDP 2	VIP 2	CWDM 1	PDO 2.4	SDG 15	Output
KPI017	Infrastructure Services	Submission of the Fourth Generation Integrated Waste Management (IWMP) Plan to the MayCo	Number of Fourth Generation IWM Plan submitted to the MayCo by 30 June	Programme	All	New KPI	1 per annum	n/a	n/a	n/a	1	n/a	n/a	NKPA 8	NDP 2	VIP 2	CWDM 1	PDO 2.7	SDG 15	Output

SFA 2 – Green and Sustainable Valley																				
IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP link	PSO link	CWDM link	PDO link	SDG link	Delivery Indicator
KPI018	Infrastructure Services	Submission of a Waste Reclaimers Strategy to the Municipal Manager	Number of Waste Reclaimers Strategies submitted to the Municipal Manager by 30 June	Key Initiative	All	New KPI	1 per annum	n/a	n/a	1	n/a	n/a	n/a	NKPA 8	NDP 2	VIP 2	CWDM 1	PDO 4.1	SDG 15	Output
KPI019	Infrastructure Services	Submission of a Service Level Charter to the Municipal Manager	Number of Service Level Charters submitted to the Municipal Manager by 30 June	Key Initiative	All	New KPI	1 per annum	n/a	1	n/a	n/a	n/a	n/a	NKPA 8	NDP 2	VIP 2	CWDM 1	PDO 4.1	SDG 15	Output
KPI020	Infrastructure Services	Conduct an External Audit of the Stellenbosch Municipal Waste Disposal Facilities	Number of external audits of the Stellenbosch Municipal Waste Disposal Facilities conducted by 30 June	Programme	All	1	1 per annum	1	1	1	1	1	n/a	NKPA 8	NDP 2	VIP 2	CWDM 1	PDO 2.1	SDG 15	Output
KPI021	Infrastructure Services	Implementation of identified waste minimisation projects	Number of identified waste minimisation projects implemented by 30 June	Programme	All	2	2 per annum	2	2	2	2	2	n/a	NKPA 8	NDP 2	VIP 2	CWDM 1	PDO 2.1	SDG 15	Output
KP022	Infrastructure Services	Wastewater quality measured ito the Department of Water and	Percentage of wastewater quality compliance as per the	Programme	All	51,75%	70% per annum	70%	70%	70%	70%	70%	n/a	NKPA 6	NDP 2	VIP 2	CWDM 2	PDO 4.4	SDG 6	Outcome

SFA 2 – Green and Sustainable Valley																				
IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP link	PSO link	CWDM link	PDO link	SDG link	Delivery Indicator
		Sanitation's License Conditions for physical and micro parameters	analysis certificate, measured quarterly																	
KPI023	Community and Protection Services	Submission of the revised Facility Management Plan to MayCo	Number of revised Facility Management Plans submitted to MayCo by 31 May	Programme	All	1	1 per annum	n/a	n/a	1	1	1	1	NKPA 9	NDP 8	VIP 5	CWDM 1	PDO 1.1	SDG 9	Output

11.4 SFA 3 – Safe Valley

SFA 3 – Safe Valley																				
IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP link	PSO link	CWDM link	PDO link	SDG link	Delivery Indicator
KPI024	Community and Protection Services	Submission of the revised Disaster Management Plan to the Municipal Manager	Number of revised Disaster Management Plans submitted to the Municipal Manager by 31 March	Programme	All	1	1 per annum	1	1	1	1	1	n/a	NKPA 9	NDP 8	VIP 5	CWDM 2	PDO 3.1	SDG 13	Output
KPI025	Community and Protection Services	Submission of the revised Safety and Security Strategy to the Municipal Manager	Number of revised Safety and Security Strategies submitted to the Municipal Manager by 30 April	Programme	All	1	1 per annum	1	1	1	1	1	n/a	NKPA 7	NDP 6	VIP 5	CWDM 2	PDO 3.2	SDG 16	Output
KPI026	Community and Protection Services	Submission of the revised Traffic Management Plan to the Municipal Manager	Number of revised Traffic Management Plans submitted to the Municipal Manager by 31 March	Programme	All	1	1 per annum	1	1	1	1	1	n/a	NKPA 7	NDP 6	VIP 5	CWDM 2	PDO 3.2	SDG 16	Output

11.5 SFA 4 – Dignified Living

SFA 4 – Dignified Living																				
IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP link	PSO link	CWDM link	PDO link	SDG link	Delivery Indicator
KPI027	Infrastructure Services	Installation of new standpipes	Number of new standpipes installed by 30 June	Programme	All	New KPI	50 new standpipes installed by 30 June	50	n/a	n/a	n/a	n/a	n/a	NKPA 8	NDP 2	VIP 5	CWDM 2	PDO 4.4	SDG 9	Output
KPI028	Infrastructure Services	Provision of waterborne toilet facilities in informal settlements as identified by the Department: Integrated Human Settlements	Number of waterborne toilet facilities provided in Informal settlements as identified by the Department: Integrated Human Settlements by 30 June	Programme	All	0	50 per annum	50	20	25	30	50	n/a	NKPA 2	NDP 2	VIP 5	CWDM 2	PDO 4.4	SDG 9	Output
KPI029	Infrastructure Services	Limit unaccounted electricity to less than 9% annually {(Number of Electricity Units Purchased and / or Generated - Number of Electricity Units Sold (incl. Free basic electricity)) / Number of Electricity Units Purchased	Percentage of average electricity losses, measured by 30 June	Programme	All	9,60%	<9% per annum	<9%	<9%	<9%	<9%	<9%	n/a	NKPA 9	NDP 8	VIP 5	CWDM 3	PDO 4.4	SDG 12	Outcome

SFA 4 – Dignified Living																				
IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP link	PSO link	CWDM link	PDO link	SDG link	Delivery Indicator
		and/or Generated) x 100}																		
KPI030	Infrastructure Services	Water quality measured quarterly to the SANS 241 physical and micro parameters	Percentage of water quality level as per the analysis certificate, measured quarterly	Programme	All	95%	90% per annum	90%	90%	90%	90%	90%	n/a	NKPA 2	NDP 2	VIP 2	CWDM 1	PDO 4.4	SDG 7	Outcome
KPI031	Infrastructure Services	Limit unaccounted water to less than 25%	Percentage of average unaccounted water, measured by 30 June	Programme	All	18,70%	<25% per annum	<25%	<25%	<25%	<25%	<25%	n/a	NKPA 3	NDP 3	VIP 5	CWDM 2	PDO 4.5	SDG 7	Outcome
KPI032	Financial Services	Registered indigent formal households with access to free basic water (NKPI Proxy - MSA, Reg. S10(a), (b)	Percentage of registered indigent formal households with access to free basic water, measured quarterly	Programme	All	100%	100% per annum	100%	100%	100%	100%	100%	n/a	NKPA 6	NDP 2	VIP 5	CWDM 2	PDO 4.4	SDG 7	Outcome

SFA 4 – Dignified Living																				
IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP link	PSO link	CWDM link	PDO link	SDG link	Delivery Indicator
KPI033	Financial Services	Registered indigent formal households with access to free basic electricity provided by the municipality (NKPI Proxy - MSA, Reg. S10(a), (b))	Percentage of registered indigent formal households with access to free basic electricity provided by the municipality, measured quarterly	Programme	All	100%	100% per annum	100%	100%	100%	100%	100%	n/a	NKPA 6	NDP 2	VIP 5	CWDM 3	PDO 4.4	SDG 7	Outcome
KPI034	Financial Services	Registered indigent formal households with access to free basic refuse removal (NKPI Proxy - MSA, Reg. S10(a), (b))	Percentage of registered indigent formal households with access to free basic refuse removal, measured quarterly	Programme	All	100%	100% per annum	100%	100%	100%	100%	100%	n/a	NKPA 7	NDP 3	VIP 5	CWDM 3	PDO 4.4	SDG 7	Outcome
KPI035	Financial Services	Registered indigent formal households with access to free basic sanitation (NKPI Proxy - MSA, Reg. S10(a), (b))	Percentage of registered indigent formal households with access to free basic sanitation, measured quarterly	Programme	All	100%	100% per annum	100%	100%	100%	100%	100%	n/a	NKPA 8	NDP 4	VIP 5	CWDM 3	PDO 4.4	SDG 7	Outcome

SFA 4 – Dignified Living																				
IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP link	PSO link	CWDM link	PDO link	SDG link	Delivery Indicator
KPI036	Financial Services	Formal households with access to water (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to water, measured quarterly	Programme	All	26 825	27 000 per annum	26 000	27 000	27 000	27 000	27 000	n/a	NKPA 8	NDP 4	VIP 5	CWDM 3	PDO 4.4	SDG 7	Outcome
KPI037	Financial Services	Formal households with access to electricity (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to electricity, measured quarterly	Programme	All	26 825	27 000 per annum	26 000	27 000	27 000	27 000	27 000	n/a	NKPA 8	NDP 4	VIP 5	CWDM 3	PDO 4.4	SDG 7	Outcome
KPI038	Financial Services	Formal households with access to refuse removal (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to refuse removal, measured quarterly	Programme	All	26 825	27 000 per annum	26 000	27 000	27 000	27 000	27 000	n/a	NKPA 8	NDP 4	VIP 5	CWDM 3	PDO 4.4	SDG 7	Outcome
KPI039	Financial Services	Formal households with access to sanitation (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to sanitation, measured quarterly	Programme	All	26 825	27 000 per annum	26 000	27 000	27 000	27 000	27 000	n/a	NKPA 8	NDP 4	VIP 5	CWDM 3	PDO 4.4	SDG 7	Outcome

11.6 SFA 5 – Good Governance and Compliance

SFA 5 – Good Governance and Compliance																				
IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP link	PSO link	CWDM link	PDO link	SDG link	Delivery Indicator
KPI040	Financial Services	Actual expenditure on the approved Capital Budget for the municipality by 30 June (NKPI - MSA, Reg. S10(c))	Percentage of the approved Capital Budget for the municipality actually spent by 30 June	Programme	All	84,29%	90% per annum	90%	90%	90%	90%	90%	n/a	NKPA 9	NDP 8	VIP 5	CWDM 3	PDO 5.9	SDG 9	Input
KPI041	Planning and Economic Development	Submission of the revised Integrated Zoning Scheme to the MayCo	Number of revised Integrated Zoning Schemes submitted to the MayCo by 30 June	Key Initiative	All	New KPI	1 per annum	1	n/a	n/a	n/a	n/a	n/a	NKPA 11	NDP 4	VIP 5	CWDM 1	PDO 1.3	SDG15	Output
KPI042	Financial Services	Financial viability measured in terms of the available cash to cover fixed operating expenditure (NKPI Proxy - MSA, Reg. S10(g)(iii))	Cost coverage as at 30 June annually [(Cash and Cash Equivalents - Unspent Conditional Grants - Overdraft) + Short Term Investment) / Monthly Fixed Operational Expenditure excluding (Depreciation)	Programme	All	3	4 per annum	4	4	4	4	4	n/a	NKPA 9	NDP 8	VIP 5	CWDM 3	PDO 5.8	SDG 16	Input
KPI043	Financial Services	Achieve an average payment percentage of 96% by 30 June (Gross Debtors	(Gross Debtors Opening Balance + Billed Revenue - Gross Debtors Closing Balance - Bad Debts Written	Programme	All	96%	96% per annum	96%	96%	96%	96%	96%	n/a	NKPA 10	NDP 9	VIP 5	CWDM 3	PDO 5.9	SDG 16	Input

SFA 5 – Good Governance and Compliance

IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP link	PSO link	CWDM link	PDO link	SDG link	Delivery Indicator
		Opening Balance + Billed Revenue - Gross Debtors Closing Balance - Bad Debts Written Off) / Billed Revenue x 100	Off) / Billed Revenue x 100																	
KPI044	Office of the Municipal Manager	Employment equity appointments made within the financial year in the three highest levels of management	Percentage of employment equity appointments made within the financial year in the three highest levels of management, measured by 30 June	Programme	All	33,30%	50% per annum	50%	50%	50%	50%	50%	n/a	NKPA 9	NDP 8	VIP 5	CWDM 3	PDO 5.6	SDG 16	Output
KPI045	Corporate Services	The percentage of the actual payroll budget spent on implementing the Municipal Workplace Skills Plan (NKPI Proxy-MSA, Reg. S10(f))	Percentage of the municipality's payroll budget actually spent on implementing its Workplace Skills Plan ((Total Actual Training Expenditure / Total Annual payroll Budget) x 100), measured by 30 June	Programme	All	0.43%	0.20% per annum	0.20%	0.20%	0.20%	0.20%	0.20%	n/a	NKPA 10	NDP 9	VIP 5	CWDM 3	PDO 5.7	SDG 16	Input

SFA 5 – Good Governance and Compliance

IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP link	PSO link	CWDM link	PDO link	SDG link	Delivery Indicator
KPI046	Financial Services	Financial viability measured in terms of the municipality's ability to meet its service debt obligations (NKPI Proxy - MSA, Reg. S10(g)(i))	Debt coverage ratio ((Total operating revenue - operating grants received) / (Debt service payments due within the year)) measured by 30 June	Programme	All	17,55%	15% per annum	15%	15%	15%	15%	15%	n/a	NKPA 5	NDP 8	VIP 5	CWDM 3	PDO 5.6	SDG 16	Input
KPI047	Financial Services	Financial viability measured in terms of the outstanding service debtors (NKPI Proxy - MSA, Reg. S10(g)(ii))	Service debtors to revenue ratio – (Total outstanding service debtors / revenue received for services) measured by 30 June	Programme	All	15,56%	27% per annum	27%	27%	27%	27%	27%	n/a	NKPA 5	NDP 9	VIP 5	CWDM 3	PDO 5.7	SDG 16	Input
KPI048	Office of the Municipal Manager	Submission of the revised Risk-Based Audit Plan (RBAP) to the Audit and Performance Audit Committee (APAC)	Number of revised RBAPs submitted to the APAC by 30 June	Programme	All	1	1 per annum	1	1	1	1	1	n/a	NKPA 5	NDP 8	VIP 5	CWDM 3	PDO 5.5	SDG 16	Output
KPI049	Office of the Municipal Manager	Submission of the Auditor General of South Africa (AGSA) Audit Action Plan (AAP) to the APAC	Number of AGSA Audit Action Plans submitted to the APAC by 28 February	Programme	All	1	1 per annum	1	1	1	1	1	n/a	NKPA5	NDP 8	VIP 5	CWDM 3	PDO 5.5	SDG 16	Output

SFA 5 – Good Governance and Compliance

IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP link	PSO link	CWDM link	PDO link	SDG link	Delivery Indicator
KPI050	Office of the Municipal Manager	Submission of the revised Strategic Risk Register (SRR) to the Risk Management Committee	Number of revised SRRs submitted to the Risk Management Committee by 30 June	Programme	All	1	1 per annum	1	1	1	1	1	n/a	NKPA 5	NDP 9	VIP 5	CWDM 3	PDO 5.6	SDG 16	Output
KPI051	Corporate Services	Submission of the revised Information and Communication Technology (ICT) Backup Disaster Recovery Plan to the ICT Steering Committee	Number of revised ICT Backup Disaster Recovery Plans submitted to the ICT Steering Committee by 31 March	Programme	All	1	1 per annum	1	1	1	1	1	n/a	NKPA 5	NDP 8	VIP 5	CWDM 3	PDO 5.1	SDG 16	Output
KPI052	Corporate Services	Submission of the revised Strategic ICT Plan to the ICT Steering Committee	Number of revised Strategic ICT Plans submitted to the ICT Steering Committee by 31 March	Programme	All	1	1 per annum	1	1	1	1	1	1	NKPA 5	NDP 9	VIP 5	CWDM 3	PDO 5.2	SDG 16	Output
KPI053	Office of the Municipal Manager	Submission of the draft Integrated Development Plan (IDP) to the Council	Number of draft IDPs submitted to the Council by 31 March	Programme	All	1	1 per annum	1	1	1	1	1	n/a	NKPA 5	NDP 4	VIP 5	CWDM 3	PDO 5.4	SDG 16	Output
KPI054	Office of the Municipal Manager	Submission of the IDP / Budget / SDF time schedule (process plan) to the Council	Number of IDP / Budget / SDF time schedules (process plan) submitted to the Council by 31 August	Programme	All	1	1 per annum	1	1	1	1	1	1	NKPA 5	NDP 4	VIP 5	CWDM 3	PDO 5.4	SDG 16	Output

SFA 5 – Good Governance and Compliance

IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP link	PSO link	CWDM link	PDO link	SDG link	Delivery Indicator
KPI055	Infrastructure Services	Submission of the revised Wastewater Master Plan to the Municipal Manager	Number of revised Wastewater Master Plans submitted to the Municipal Manager by 30 June	Programme	All	New KPI	1 per annum	1	1	1	1	1	1	NKPA 5	NDP 4	VIP 5	CWDM 3	PDO 5.4	SDG 16	Output
KPI056	Infrastructure Services	Submission of the revised Electrical Master Plan to the Council	Number of revised Electrical Master Plans submitted to the Council by 30 June	Programme	All	New KPI	1 per annum	N/A	1	1	1	1	1	NKPA 5	NDP 8	VIP 5	CWDM 3	PDO 4.4	SDG 16	Output
KPI057	Corporate Services	Submission of a Draft Smart City Framework to the Municipal Manager	Number of draft Smart City Frameworks submitted to the Municipal Manager by 31 May	Key Initiative	All	1	1 per annum	N/A	n/a	1	n/a	n/a	n/a	NKPA 5	NDP 4	VIP 5	CWDM 3	PDO 5.4	SDG 16	Output
KPI058	Corporate Services	Submission of an Integrated Property Maintenance Plan to the Municipal Manager	Number of Integrated Property Maintenance Plans submitted to the Municipal Manager by 30 June	Key Initiative	All	New KPI	1 per annum	1	n/a	n/a	n/a	n/a	n/a	NKPA 5	NDP 4	VIP 5	CWDM 3	PDO 5.4	SDG 16	Output
KPI059	Office of the Municipal Manager	Submission of the revised Communication Policy to the MayCo	Number of revised Communication Policies submitted to the MayCo by 30 June	Key Initiative	All	New KPI	1 per annum	1	1	1	1	1	n/a	NKPA5	NDP 4	VIP 5	CWDM 3	PDO 5.4	SDG 16; 17	Output

SFA 5 – Good Governance and Compliance

IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	Baseline (2021/22)	5-year target	Target 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026/27	Outer years 2027 - 2032	NKPA link	NDP link	PSO link	CWDM link	PDO link	SDG link	Delivery Indicator
KPI060	Infrastructure	Submission of the revised Comprehensive Integrated Transport Plan (CITP) to the Municipal Manager	Number of revised CITPs submitted to the Municipal Manager by 30 June	Programme	All	1	1 per annum	1	1	1	1	1	n/a	NKPA 5	NDP 4	VIP 5	CWDM 3	PDO 5.4	SDG 9; 16	Output

Note: The Five-year Municipal Scorecard will be updated in accordance with the approved Top Layer (TL) Service Delivery and Budget Implementation Plan (SDBIP). The TL SDBIP must be approved by the Executive Mayor within 28 days after the adoption of the Municipal Budget, to be tabled in Council during May.

CHAPTER 12:

Implementation, Monitoring and Review (1 – year)

The Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003) (MFMA) requires that municipalities prepare a Service Delivery and Budget Implementation Plan (SDBIP) as a strategic financial management tool to ensure that budgetary decisions that are adopted by municipalities for the financial year are aligned with their strategic planning tool, the Integrated Development Plan (IDP). The SDBIP is a contract between Council, administration and the community. It gives effect to the IDP and budget of the municipality.

The municipal budget shall give effect to the Strategic Focus Areas as contained in the IDP. The Top Layer (TL) Service Delivery and Budget Implementation Plan (SDBIP) shall contain details on the execution of the budget and information on programmes and projects. Quarterly, half-yearly and annual performance reports must also be submitted to Council as a means to monitor the implementation of the predetermined objectives as contained in the IDP.

The SDBIP is a one-year detailed implementation plan which gives effect to the IDP and Budget of the municipality. It is a contract between the administration, Council and community expressing the goals and objectives set by the Council as quantifiable outcomes that can be implemented by the administration over the next twelve months. This provides the basis of measuring the performance in service delivery against end year targets and implementing budget.

Indicators developed for the Stellenbosch Municipality addresses the Strategic Focus Areas of the municipality. The municipality utilises the one-year TL SDBIP to ensure that it delivers of its service delivery mandate by indicating clear indicators and targets. These indicators also forms the basis of the performance plans of the Directors, hence, the Directors are being evaluated on the approved TL SDBIP indicators.

The **five** necessary components are:

- Monthly projections of revenue to be collected for each month;
- Monthly projections of expenditure (operating and capital) and revenue for each vote;
- Quarterly projections of service delivery targets and performance indicators;
- Ward information for expenditure and service delivery; and
- Detailed capital works plan broken down by ward over three years.

Note: This Chapter, the one-year Municipal Scorecard, will be updated in accordance with the approved Top Layer (TL) Service Delivery and Budget Implementation Plan (SDBIP) 2023/24 during June 2023, and therefore, **is subject to change**. The TL SDBIP 2023/24 must be approved by the Executive Mayor within 28 days after the adoption of the Municipal Budget to be tabled in Council in May 2023.

12.1 SFA 1 – Valley of Possibility

SFA 1 – Valley of Possibility													
IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	5-year target	Baseline (Actual result (2021/22))	Annual Target 2023/24	TOP LAYER: Service Delivery and Budget Implementation Plan (2023/24)				Delivery Indicator
									Q1	Q2	Q3	Q4	
KPI003	Planning and Economic Development	The number of jobs created through the municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	Number of job opportunities created through the municipality's local economic development initiatives including capital projects by 30 June	Programme	ALL	1 100 per annum	1439	1 100 job opportunities created through the municipality's local economic development initiatives including capital projects by 30 June	330 (330)	660 (660)	990 (990)	1100 (1100)	Output
KPI004	Planning and Economic Development	Submission of Land-use applications to the Municipal Planning Tribunal (MPT) within 120 days from the conclusion of the administrative processing of the application	Percentage of Land-use applications submitted to the MPT within 120 days from the conclusion of the administrative processing of the application	Programme	ALL	80% per annum	66,66%	75% of land-use applications submitted to the Municipal MPT within 120 days from the conclusion of the administrative processing of the application	75%	75%	75%	75%	Output
KPI005	Planning and Economic Development	Provide training opportunities to entrepreneurs and Small, Medium and Micro Enterprises (SMMEs)	Number of quarterly training opportunities provided to entrepreneurs and SMMEs	Programme	All	4 per annum	11	4 quarterly training opportunities provided to entrepreneurs and SMMEs	1 (1)	1 (2)	1 (3)	1 (4)	Output
KPI006	Planning and Economic Development	Submission of the revised Spatial Development Framework (SDF) to the Council	Number of revised SDFs submitted to the Council by 30 June	Programme	All	1 per annum	1	1 revised SDF submitted to the Council by 30 June	n/a	n/a	n/a	1	Output
KPI007	Planning and Economic Development	Submission of the revised Housing Pipeline (document) to the MayCo	Number of revised Housing Pipelines (document) submitted to the MayCo by 31 May	Programme	ALL	1 per annum	1	1 revised Housing Pipeline (document) submitted to the MayCo by 31 May	n/a	n/a	n/a	1	Output

SFA 1 – Valley of Possibility													
IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	5-year target	Baseline (Actual result (2021/22))	Annual Target 2023/24	TOP LAYER: Service Delivery and Budget Implementation Plan (2023/24)				Delivery Indicator
									Q1	Q2	Q3	Q4	
KPI061	Planning and Economic Development	Submission of the Economic Development Strategy to the MayCo	Number of Economic Development Strategies submitted to the MayCo by 31 May	Programme	ALL	1 per annum	New KPI	1 Economic Development Strategy submitted to the MayCo by 31 May	n/a	n/a	n/a	1	Output

12.2 SFA 2 – Green and Sustainable Valley

SFA 2 – Green and Sustainable Valley													
IDP Ref No	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator type	Wards	5-year target	Baseline (Actual result (2021/22))	Annual Target 2023/24	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2023/24)				Delivery Indicator
									Q1	Q2	Q3	Q4	
KPI010	Infrastructure Services	Upgrade the telemetry monitoring system	Number of telemetry monitoring systems upgraded by 30 June	Project	All	1	New KPI	1 telemetry monitoring system upgraded by 30 June	n/a	n/a	n/a	1	Output
KPI011	Infrastructure Services	Construction of a New Landfill Cell at Stellenbosch Landfill facility	Number of New Landfill Cells constructed at the Stellenbosch Landfill facility by 30 June	Project	All	1 per annum	New KPI	1 per annum	n/a	n/a	n/a	1	
KPI014	Planning and Economic Development	Process building plan applications of <500sqm within 30 days after the date of receipt	Percentage of building plan applications of <500sqm processed within 30 days after the date of receipt	Programme	All	70% per annum	64,35%	70% of building plan applications of <500sqm processed within 30 days after the date of receipt	70%	70%	70%	70%	Outcome
KPI016	Infrastructure Services	Reduce organic waste	Percentage of organic waste reduced by 30 June	Programme	All	20% per annum	42%	20% of organic waste reduced by 30 June	n/a	n/a	n/a	20%	Output
KPI019	Infrastructure Services	Submission of a Service Level Charter to the Municipal Manager	Number of Service Level Charters submitted to the Municipal Manager by 30 June	Key Initiative	All	1 per annum	New KPI	1 Service Level Charter submitted to the Municipal Manager by 30 June	n/a	n/a	n/a	1	
KPI020	Infrastructure Services	Conduct an External Audit of the Stellenbosch Municipal Waste Disposal Facilities	Number of external audits of the Stellenbosch Municipal Waste Disposal Facilities conducted by 30 June	Programme	All	1 per annum	1	1	n/a	n/a	n/a	1	Output

SFA 2 – Green and Sustainable Valley													
IDP Ref No	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5-year target	Baseline (Actual result (2021/22))	Annual Target 2023/24	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2023/24)				Delivery Indicator
									Q1	Q2	Q3	Q4	
KPI021	Infrastructure Services	Implementation of identified waste minimisation projects	Number of identified waste minimisation projects implemented by 30 June	Programme	All	2	2	2 identified waste minimisation projects implemented by 30 June	n/a	n/a	1 (1)	1 (2)	Output
KP022	Infrastructure Services	Wastewater quality measured to the Department of Water and Sanitation's License Conditions for physical and micro parameters	Percentage of wastewater quality compliance as per the analysis certificate, measured quarterly	Programme	All	70% per annum	51,75%	70%	70%	70%	70%	70%	Outcome

12.3 SFA 3 – Safe Valley

SFA 3 – Safe Valley													
IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	5-year target	Baseline (Actual result 2021/22)	Annual Target 2023/24	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2023/24)				Delivery Indicator
									Q1	Q2	Q3	Q4	
KPI024	Community and Protection Services	Submission of the revised Disaster Management Plan to the Municipal Manager	Number of revised Disaster Management Plans submitted to the Municipal Manager by 31 March	Programme	All	1 per annum	1	1 revised Disaster Management Plan submitted to the Municipal Manager by 31 March	n/a	n/a	1	n/a	Output
KPI025	Community and Protection Services	Submission of the revised Safety and Security Strategy to the Municipal Manager	Number of revised Safety and Security Strategies submitted to the Municipal Manager by 30 April	Programme	All	1 per annum	1	1 revised Safety and Security Strategy submitted to the Municipal Manager by 30 April	n/a	n/a	n/a	1	Output
KPI026	Community and Protection Services	Submission of the revised Traffic Management Plan to the Municipal Manager	Number of revised Traffic Management Plans submitted to the Municipal Manager by 31 March	Programme	All	1 per annum	1	1 revised Traffic Management Plan submitted to the Municipal Manager by 31 March	n/a	n/a	1	n/a	Output

12.4 SFA 4 – Dignified Living

SFA 4 – Dignified Living													
IDP Ref No	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5-year target	Baseline (Actual result (2021/22))	Annual Target 2023/24	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2023/24)				Delivery Indicator
									Q1	Q2	Q3	Q4	
KPI028	Infrastructure Services	Provision of waterborne toilet facilities in informal settlements as identified by the Department: Integrated Human Settlements	Number of waterborne toilet facilities provided in Informal settlements as identified by the Department: Integrated Human Settlements by 30 June	Programme	All	50 per annum	0	20 waterborne toilet facilities provided in Informal settlements as identified by the Department: Integrated Human Settlements by 30 June	n/a	n/a	n/a	20	Outcome
KPI029	Infrastructure Services	Limit unaccounted electricity to less than 9% annually {(Number of Electricity Units Purchased and / or Generated - Number of Electricity Units Sold (incl. Free basic electricity)) / Number of Electricity Units Purchased and/or Generated) x 100}	Percentage of average electricity losses, measured by 30 June	Programme	All	<9% per annum	9,60%	<9% of average electricity losses, measured by 30 June	n/a	n/a	n/a	<9%	Outcome
KPI030	Infrastructure Services	Water quality measured quarterly ito the SANS 241 physical and micro parameters	Percentage of water quality level as per the analysis certificate, measured quarterly	Programme	All	90% per annum	95%	90% of water quality level as per the analysis certificate, measured quarterly	90%	90%	90%	90%	Outcome

SFA 4 – Dignified Living													
IDP Ref No	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5-year target	Baseline (Actual result (2021/22))	Annual Target 2023/24	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2023/24)				Delivery Indicator
									Q1	Q2	Q3	Q4	
KPI031	Infrastructure Services	Limit unaccounted water to less than 25%	Percentage of average unaccounted water, measured by 30 June	Programme	All	<25% per annum	18,70%	<25% of average unaccounted water, measured by 30 June	n/a	n/a	n/a	<25%	Outcome
KPI032	Financial Services	Registered indigent formal households with access to free basic water (NKPI Proxy - MSA, Reg. S10(a), (b))	Percentage of registered indigent formal households with access to free basic water, measured quarterly	Programme	All	100% per annum	100%	100% of registered indigent formal households with access to free basic water, measured quarterly	100%	100%	100%	100%	Outcome
KPI033	Financial Services	Registered indigent formal households with access to free basic electricity provided by the municipality (NKPI Proxy - MSA, Reg. S10(a), (b))	Percentage of registered indigent formal households with access to free basic electricity provided by the municipality, measured quarterly	Programme	All	100% per annum	100%	100% of registered indigent formal households with access to free basic electricity provided by the municipality, measured quarterly	100%	100%	100%	100%	Outcome
KPI034	Financial Services	Registered indigent formal households with access to free basic refuse removal (NKPI Proxy - MSA, Reg. S10(a), (b))	Percentage of registered indigent formal households with access to free basic refuse removal, measured quarterly	Programme	All	100% per annum	100%	100% of registered indigent formal households with access to free basic refuse removal, measured quarterly	100%	100%	100%	100%	Outcome

SFA 4 – Dignified Living													
IDP Ref No	Directorate	Indicator (Activity/ Project/ Programme/ Key Initiative)	Unit of Measurement	Indicator Type	Wards	5-year target	Baseline (Actual result (2021/22))	Annual Target 2023/24	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2023/24)				Delivery Indicator
									Q1	Q2	Q3	Q4	
KPI035	Financial Services	Registered indigent formal households with access to free basic sanitation (NKPI Proxy - MSA, Reg. S10(a), (b))	Percentage of registered indigent formal households with access to free basic sanitation, measured quarterly	Programme	All	100% per annum	100%	100% of registered indigent formal households with access to free basic sanitation, measured quarterly	100%	100%	100%	100%	Outcome
KPI036	Financial Services	Formal households with access to water (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to water, measured quarterly	Programme	All	25 500 per annum	26 825	27 000 formal households with access to water, measured quarterly	27 000 (27 000)	27 000 (27 000)	27 000 (27 000)	27 000 (27 000)	Outcome
KPI037	Financial Services	Formal households with access to electricity (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to electricity, measured quarterly	Programme	All	25 500 per annum	26 825	27 000 formal households with access to electricity, measured quarterly	27 000	27 000	27 000	27 000	Outcome
KPI038	Financial Services	Formal households with access to refuse removal (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to refuse removal, measured quarterly	Programme	All	25 500 per annum	26 825	27 000 formal households with access to refuse removal, measured quarterly	27 000	27 000	27 000	27 000	Outcome
KPI039	Financial Services	Formal households with access to sanitation (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to sanitation, measured quarterly	Programme	All	25 500 per annum	26 825	27 000 formal households with access to sanitation, measured quarterly	27 000	27 000	27 000	27 000	Outcome

12.5 SFA 5 – Good Governance and Compliance

SFA 5 – Good Governance and Compliance													
IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	5-year target	Baseline (Actual result 2021/22)	Annual Target 2023/24	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2023/24)				Delivery Indicator
									Q1	Q2	Q3	Q4	
KPI040	Financial Services	Actual expenditure on the approved Capital Budget for the municipality by 30 June (NKPI - MSA, Reg. S10(c))	Percentage of the approved Capital Budget for the municipality actually spent by 30 June	Programme	All	90% per annum	84,29%	90% of the approved Capital Budget for the municipality actually spent by 30 June	10%	30%	60%	90%	Input
KPI042	Financial Services	Financial viability measured in terms of the available cash to cover fixed operating expenditure (NKPI Proxy - MSA, Reg. S10(g)(iii))	Cost coverage as at 30 June annually [(Cash and Cash Equivalents - Unspent Conditional Grants - Overdraft) + Short Term Investment) / Monthly Fixed Operational Expenditure excluding (Depreciation)	Programme	All	4 per annum	3	4	n/a	n/a	n/a	4	Input
KPI043	Financial Services	Achieve an average payment percentage of 96% by 30 June (Gross Debtors Opening Balance + Billed Revenue - Gross Debtors Closing Balance - Bad Debts Written Off) / Billed Revenue x 100	(Gross Debtors Opening Balance + Billed Revenue - Gross Debtors Closing Balance - Bad Debts Written Off) / Billed Revenue x 100	Programme	All	96% per annum	96%	96%	n/a	n/a	n/a	96%	Input
KPI044	Office of the Municipal Manager	Employment equity appointments made within the financial year in the three highest levels of management	Percentage of employment equity appointments made within the financial year in the three highest levels of management, measured by 30 June	Programme	All	50% per annum	33,30%	50% employment equity appointments made within the financial year in the three highest levels of management, measured by 30 June	n/a	n/a	n/a	50%	Output

SFA 5 – Good Governance and Compliance

IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	5-year target	Baseline (Actual result 2021/22)	Annual Target 2023/24	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2023/24)				Delivery Indicator
									Q1	Q2	Q3	Q4	
KPI045	Corporate Services	The percentage of the actual payroll budget spent on implementing the Municipal Workplace Skills Plan (NKPI Proxy- MSA, Reg. S10(f))	Percentage of the municipality's payroll budget actually spent on implementing its Workplace Skills Plan ((Total Actual Training Expenditure / Total Annual payroll Budget) x 100), measured by 30 June	Programme	All	0.20% per annum	0.43%	0.20% of the municipality's payroll budget actually spent on implementing its Workplace Skills Plan ((Total Actual Training Expenditure / Total Annual payroll Budget) x 100), measured by 30 June	n/a	n/a	n/a	0.20%	Input
KPI046	Financial Services	Financial viability measured in terms of the municipality's ability to meet its service debt obligations (NKPI Proxy - MSA, Reg. S10(g)(i))	Debt coverage ratio ((Total operating revenue - operating grants received) / (Debt service payments due within the year)) measured by 30 June	Programme	All	15% per annum	17,55%	15%	n/a	n/a	n/a	15%	Input
KPI047	Financial Services	Financial viability measured in terms of the outstanding service debtors (NKPI Proxy - MSA, Reg. S10(g)(ii))	Service debtors to revenue ratio – (Total outstanding service debtors / revenue received for services) measured by 30 June	Programme	All	27% per annum	15,56%	27%	n/a	n/a	n/a	27%	Input
KPI048	Office of the Municipal Manager	Submission of the revised Risk-Based Audit Plan (RBAP) to the Audit and Performance Audit Committee (APAC)	Number of revised RBAPs submitted to the APAC by 30 June	Programme	All	1 per annum	1	1 revised RBAP submitted to the APAC by 30 June	n/a	n/a	n/a	1	Output
KPI049	Office of the Municipal Manager	Submission of the Auditor General of South Africa (AGSA) Audit Action Plan (AAP) to the APAC	Number of AGSA Audit Action Plans submitted to the APAC by 28 February	Programme	All	1 per annum	1	1 AGSA Audit Action Plan submitted to the APAC by 28 February	n/a	n/a	1	N/A	Output

SFA 5 – Good Governance and Compliance

IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	5-year target	Baseline (Actual result 2021/22)	Annual Target 2023/24	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2023/24)				Delivery Indicator
									Q1	Q2	Q3	Q4	
KPI050	Office of the Municipal Manager	Submission of the revised Strategic Risk Register (SRR) to the Risk Management Committee	Number of revised SRRs submitted to the Risk Management Committee by 30 June	Programme	All	1 per annum	1	1 revised SRR submitted to the Risk Management Committee by 30 June	n/a	n/a	n/a	1	Output
KPI051	Corporate Services	Submission of the revised Information and Communication Technology (ICT) Backup Disaster Recovery Plan to the ICT Steering Committee	Number of revised ICT Backup Disaster Recovery Plans submitted to the ICT Steering Committee by 31 March	Programme	All	1 per annum	1	1 revised ICT Backup Disaster Recovery Plan submitted to the ICT Steering Committee by 31 March	n/a	n/a	1	N/A	Output
KPI052	Corporate Services	Submission of the revised Strategic ICT Plan to the ICT Steering Committee	Number of revised Strategic ICT Plans submitted to the ICT Steering Committee by 31 March	Programme	All	1 per annum	1	1 revised Strategic ICT Plan submitted to the ICT Steering Committee by 31 March	n/a	n/a	1	N/A	Output
KPI053	Office of the Municipal Manager	Submission of the draft Integrated Development Plan (IDP) to the Council	Number of draft IDPs submitted to the Council by 31 March	Programme	All	1 per annum	1	1 draft IDP submitted to the Council by 31 March	n/a	n/a	1	N/A	Output
KPI054	Office of the Municipal Manager	Submission of the IDP / Budget / SDF time schedule (process plan) to the Council	Number of IDP / Budget / SDF time schedules (process plan) submitted to the Council by 31 August	Programme	All	1 per annum	1	1 IDP / Budget / SDF time schedule (process plan) submitted to the Council by 31 August	1	n/a	n/a	N/A	Output
KPI055	Infrastructure Services	Submission of the revised Wastewater Master Plan to the Municipal Manager	Number of revised Wastewater Master Plans submitted to the Municipal Manager by 30 June	Programme	All	1 per annum	New KPI	1 revised Wastewater Master Plan submitted to the Municipal Manager by 30 June	n/a	n/a	n/a	1	Output

SFA 5 – Good Governance and Compliance													
IDP Ref No	Directorate	Indicator (Activity / Project / Programme / Key Initiative)	Unit of Measurement	Indicator Type	Wards	5-year target	Baseline (Actual result 2021/22)	Annual Target 2023/24	TOP LAYER: Service Delivery and Budget Implementation Plan (SDBIP 2023/24)				Delivery Indicator
									Q1	Q2	Q3	Q4	
KPI056	Infrastructure Services	Submission of the revised Electrical Master Plan to the Council	Number of revised Electrical Master Plans submitted to the Council by 30 June	Key Initiative	All	1 per annum	New KPI	1 revised Electrical Master Plan submitted to the Council by 30 June	n/a	n/a	n/a	1	Output
KPI059	Office of the Municipal Manager	Submission of the revised Communication Policy to the MayCo	Number of revised Communication Policies submitted to the MayCo by 30 June	Programme	All	1 per annum	New KPI	1 revised Communication Policy submitted to the MayCo by 30 June	n/a	n/a	n/a	1	Output
KPI060	Infrastructure	Submission of the revised Comprehensive Integrated Transport Plan (CITP) to the Municipal Manager	Number of revised CITPs submitted to the Municipal Manager by 30 June	Programme	All	1 per annum	New KPI	1 revised CITP submitted to the Municipal Manager by 30 June	n/a	n/a	n/a	1	Output

~~Annexure A: 4th Generation IDP 2017 – 2022 Close-out Report~~

Annexure C

**Advertisement published in the local
newspaper on 24 August 2023**

SBOs warned of active robbers

Stellenbosch police have issued a warning to small-business owners to be on alert following two business robberies mere minutes apart in the Khayamandi area earlier this week.

In both incidents the businesses were apparently targeted by a group of unknown men, although it’s unclear whether it’s the same group and whether the incidents are related. Captain Nathalie Martin, spokesperson for Stellenbosch police, said the first

armed robbery took place at Shop AZ 474 in Azania at 12:45 on Monday (21 August). “The complainant was inside his shop when four unknown men entered,” she said. “One of the suspects pointed a firearm at the complainant as the men took his cellphone, cigarettes, bank card, an unknown amount of cash and a customer’s cellphone.” The second incident transpired only 30 minutes later at the Masha Allah Shop in Watergang at 13:15. “The complainant and his friend were inside the shop when six unknown men entered the shop,” Martin related. “Two of the men were armed with firearms and instructed the complainant to open the gate which leads to the back of the store’s counter. The suspects took cigarettes, four cellphones, a television set, a camera and an unknown amount of cash before fleeing the scene.” In both incidents no-one was injured and no arrests have been made. Martin called on business owners to be vigilant and sharpen the security measures. “Consider installing necessary CCTV cameras and do not keep too much cash in till or safe,” she implored. ● *Anyone with information is asked to call the police station on 021 809 5012/15.*

Oortreders vasgevat

Twee mans het Maandag (21 Augustus) op aanklagte van onder meer bedrog en die besit van ’n ongelisensieerde vuurwapen in die Stellenbosch-landdroshof verskyn. Dit volg ná die mans, 40 en 37 jaar oud, se inhegtenisneming tydens ’n roetine-onderzoek in Stellenbosch verlede Woensdagoggend (17 Augustus). Volgens kapt. Nathalie Martin, ’n woordvoerder van die Stellenbosch-polisie, het lede van die Stellenbosch-misdadaadvoorkomingsseenheid en die Stellenbosch-verkeersdepartement omstreeks 10:15 ’n grys Opel op George Blake-pad in Stellenbosch afgetrek. “Die polisiebeamptes het die voertuig met twee insittendes deursoek en ’n vuurwapen met ammunisie ontdek. Toe hulle die vuurwapen se reeksnommer toets, is bevestig dat die eienaar reeds in 2008 oorlede is,” het Martin gesê. “’n Onbekende, maar groot som kontant is ook in die voertuig gevind en albei insittendes is op die toneel in hegtenis geneem.” Die verdagtes het Maandag op aanklagte van die besit van ’n

ongelisensieerde vuurwapen en ammunisie, besit van vermeende gesteelde goedere en bedrog in die hof verskyn. Die bestuurder is ook aangekla van die oortreding van die Immigrasiewet van 2002 seksie 49(1)(a). Die uitkoms van die hofverskyning kon teen druktyd nie vasgestel word nie. Oor die naweek (18 en 19 Augustus) is talle suksesse behaal, insluitend inhegtenisnemings: ● Besit van gevaarlike wapens (messe, ensorvoorts) – 5 ● Besit van huisbraaktoerusting – 1 ● Besit van vermeende gesteelde eiendom – 3 ● Besit van dwelms (tik, Mandrax) – 7 ● Besit van toerusting om by voertuie in te breek – 1 ● Besit of ontvangs van vermeende gesteelde goedere – 1.



Die vuurwapen, geld en vermeende gesteelde goedere wat tydens ’n soektog in George Blake-straat gevind is.

StellSorg soek Arendse, Millar

StellSorg is op soek na Chantal Arendse, wat glo laas in 2008 in Cloetesville gesien is. Mense met inligting oor waar Arendse haarself bevind, kan die maatskaplike werker, Kholiswa Dubula, by 021 887 2816

bel. Daar word ook gesoek na Malcolm Junior Millar. Die aangeleentheid handel oor sy seun wat tans in alternatiewe sorg is. Enigeen met inligting oor Millar kan Chanda Conradie by 021 202 3339 kontak.



Invites you to join us for our virtual

ANNUAL GENERAL MEETING

via ZOOM link Thursday,
14 September 2023
at 15:00

Please RSVP by 5 September 2023
to secretary@stellhospice.co.za
Or 021 886 5994 / 021 883 2701



Frozen Seafood Products

Frozen Chicken Products

SPECIALS AVAILABLE AT ALL STORES

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R35⁰⁰
750g

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Atlantis Crumbed Fish Fingers



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2kg

Sovereign Crumbed Chicken Thighs



R99⁵⁰
1.5kg

Pie Place Pies



R69⁵⁰

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NOTICE: SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN 2024/25

Notice is hereby given that Stellenbosch Municipality, at a Council Meeting, held on 23 August 2023, has approved the Spatial Development Framework (SDF) / Integrated Development Plan (IDP) / Budget Time Schedule / Process Plan 2024/25 for the planning, drafting and adoption of the IDP, Budget and SDF.

The SDF / IDP / Budget Time Schedule / Process Plan 2024/25 has been developed in accordance with the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA), Section 29(1), Chapter 4, and Section 21(1)(b) of the Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003) (MFMA), which guides the planning, drafting and adoption of the IDP and Budget.

The SDF / IDP / Budget Time Schedule / Process Plan 2024/25 outlines the key activities and dates for the preparation, tabling, and approval of the IDP and Budget. The SDF / IDP / Budget Time Schedule / Process Plan 2024/25 may be inspected at all libraries and ward offices during normal office hours and is displayed on the Stellenbosch Municipality's website at: www.stellenbosch.gov.za.

Should you wish to receive an electronic copy of the document via email, please contact our offices at 021 808 8129 / 021 808 8060 or email: idp@stellenbosch.gov.za.

G Mettler
Municipal Manager

KENNISGEWING: ROR / GOP / BEGROTING TYDSKEDULE / PROSESPLAN 2024/25

Kennis geskied hiermee dat Stellenbosch Munisipaliteit, tydens ’n Raads-vergadering van 23 Augustus 2023, die Ruimtelike Ontwikkelings-Raamwerk (ROR) / Geïntegreerde Ontwikkelingsplan (GOP) / Begroting Tydskedule / Prosesplan 2024/25 goedgekeur het vir die beplanning, opstel en goedkeuring van die GOP, Begroting en ROR.

Die ROR / GOP / Begroting Tydskedule / Prosesplan 2024/25 is kragtens die Plaaslike Regering: Wet op Munisipale Stelsels, 2000 (Wet Nr. 32 van 2000), Artikel 29(1), Hoofstuk 4 en die Plaaslike Regering: Wet op Munisipale Finansiële Bestuur, 2003 (Wet Nr. 56 van 2003), Artikel 21(1)(b) opgestel en omskryf die beplanning, opstel, hersiening en goedkeuring van die GOP en Begroting.

Die ROR / GOP / Begroting Tydskedule / Prosesplan 2024/25 omskryf die sleutelaktiwiteite en datums vir die voorbereiding, indiening en goedkeuring van die GOP en Begroting. Die ROR / GOP / Begroting Tydskedule / Prosesplan 2024/25 kan by alle biblioteke en wykskantore gedurende normale kantoorure besigtig word en ook op die Stellenbosch Munisipaliteit webwerf by: www.stellenbosch.gov.za.

Indien u 'n elektroniese afskrif van die dokument per e-pos wil ontvang, kontak gerus ons kantore by 021 808 8129 / 021 808 8060 of epos: idp@stellenbosch.gov.za.

G Mettler
Munisipale Bestuurder

ISAZISO: I-SDF / IDP / ISHEDYULI YEXESHA LOHLAHO-LWABIWO-MALI/ ISICWANGCISO SENKQUBO 2024/25

Kwenziwa isaziso sokuba uMasipala waseStellenbosch, kwiNtlanganisye yeBhunga, eyayibanjwe ngomhla wama-23 ku-Agasti ka-2023, uye wasamkela iSikhokelo soPhuhliso lweSithuba (SDF) / iSicwangciso soPhuhliso esiHlanganisiweyo (IDP) / iShedyuli yeXesha loHlahlo-lwabiwo-mali / iSicwangciso seNkqubo ka-2024/25 ukulungiselela ukucwangciswa, ukuyila. kunye nokwamkelwa kwe-IDP, uHlahlo-lwabiwo-mali kunye neSDF.

I-SDF / IDP / iShedyuli yeXesha loHlahlo-lwabiwo-mali / iSicwangciso seNkqubo yowama-2024/25 siphuhlisiwe ngokungqinelana noMthetho woRhulumente baseKhaya: uMthetho weNkqubo zikaMasipala, wama-2000 (uMthetho Nombolo. 32 ka-2000) (MSA), iCandelo lama-29(1), iSahluko 4 kunye neCandelo 21(1)(b) kaRhulumente waseKhaya: UMthetho woLawulo lweMali kaMasipala, ka-2003 (uMthetho Nombolo 56 ka-2003) (MFMA), okhokela ukucwangciswa, ukuyilwa nokwamkelwa kwe-IDP noHlahlo-lwabiwo mali.

I-SDF / IDP / iShedyuli yeXesha loHlahlo-lwabiwo-mali / iNkqubo yoCwangciso yowama-2024/25 icacisa amaxesha abekiweyo okulungiselela, ukwandlalwa nokwamkelwa kweIDP nohlahlo-lwabiwo mali. I-SDF / IDP / iShedyuli yeXesha loHlahlo-lwabiwo-mali / iSicwangciso seNkqubo yowama-2024/25 singahlolwa kuwo onke amathala eencwadi nakwii-ofisi zeewadi ngamaxesha omsebenzi kwaye zibonisiwe kwiwebhusayithi kaMasipala waseStellenbosch apha: www.stellenbosch.gov.za.

Ukuba unqwenela ukufumana ikopi yekhompnyutha yolu xwebhu nge-imeyile, nceda unxibelelane neofisi zethu kwezi nombolo: 021 808 8129 / 021 808 8060 okanye nge-imeyile: idp@stellenbosch.gov.za.

uG Mettler
UMphathi kaMasipala



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NOTICE: DRAFT 1st AMENDMENT OF THE 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027

Notice is hereby given in terms of Section 34(b) and Chapter 4 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA) and Regulation 3(4)(b) of the Local Government: Municipal Planning and Performance Management Regulations, 2001, that the Draft 1st Amendment of the 5th Generation IDP 2022 – 2027, for the Stellenbosch Municipality, are available for inspection, inputs, and comments on the municipality's website (www.stellenbosch.gov.za) and in hard copy at all libraries and ward offices during normal office hours.

Comments must be in writing and addressed to the Municipal Manager, PO Box 17, Stellenbosch 7599, or sent to the following email address: idp@stellenbosch.gov.za, clearly stating “Comments: Draft 1st Amendment of the 5th Generation IDP 2022 - 2027”.

Persons wishing to comment on the Draft 1st Amendment of the 5th Generation IDP 2022 - 2027, but cannot read or write will be assisted during office hours by the IDP Officer (Ms Catherine Muller), Second Floor, Ecclesia Building, 71 Plein Street, Stellenbosch, at 021 808 8129 / 8060, to write down his / her comments.

The official date for public release is **25 August 2023**, as published on the municipality's website. The public participation period commences on **Monday, 28 August 2023** and the closing date for comments is Monday, 18 September 2023 at 16:30.

G Mettler
Municipal Manager

KENNISGEWING: KONSEP 1^{ste} WYSIGING VAN DIE 5^{de} GENERASIE GEÏNTEGREERDE ONTWIKKELINGSPLAN (GOP) 2022 – 2027

Kennis geskied hiermee ingevolge Artikel 34(b) en Hoofstuk 4 van die Wet op Plaaslike Regering: Munisipale Stelsels, 2000 (Wet No. 32 van 2000) en Regulasie 3(4)(b) van die Plaaslike Regering: Munisipale Beplanning en Prestasiebestuursregulasies, 2001 dat die Konsep 1^{ste} Wysiging van die 5^{de} Generasie Geïntegreerde Ontwikkelingsplan (GOP) 2022 – 2027, vir die Stellenbosch Munisipaliteit is beskikbaar vir inspeksie, insette en kommentaar op die munisipaliteit se webwerf (www.stellenbosch.gov.za) en in harde kopie by alle biblioteke en wykskantore gedurende normale kantoorure.

Kommentaar moet skriftelik gerig word aan die Munisipale Bestuurder, Posbus 17, Stellenbosch 7599, of gestuur word na die volgende e-pos adres: idp@stellenbosch.gov.za, met die aanduiding “Kommentaar: Konsep 1^{ste} Wysiging van die 5^{de} Generasie Geïntegreerde Ontwikkelingsplan (GOP) 2022 – 2027”.

Personne wat kommentaar wil lewer op die Konsep 1^{ste} Wysiging van die 5^{de} Generasie Geïntegreerde Ontwikkelingsplan (GOP) 2022 – 2027, maar nie kan lees of skryf nie, sal tydens kantoorure bygestaan word deur die GOP-beampte (Me Catherine Muller), Tweede Vloer, Ecclesia-gebou, Pleinstraat 71, Stellenbosch by 021 808 8129 / 8060 om sy / haar kommentaar neer te skryf.

Die amptelike datum vir openbare vrystelling is **25 August 2023**, soos gepubliseer op die munisipaliteit se webwerf. Die tydperk vir openbare deelname begin op **Maandag, 28 August 2023** en die sluitingsdatum vir kommentaar is Maandag, 18 September 2023 om 16:30.

G Mettler
Munisipale Bestuurder

ISAZISO: UYILO LOKUQALA LOKULUNGISWA KWESICWANGCISO ESIHLANGANISIWEYO SESIZUKULWANA SESI-5 (IDP) 2022 – 2027

Isaziso sinikezelwa ngokweCandelo lama-34(b) kunye neSahluko sesi-4 soMthetho weNkqubo zikaMasipala kuRhulumente weNgingqi, ka-2000 (uMthetho onguNombolo 32 ka-2000) (MSA) kunye noMgaqo 3(4)(b) kaRhulumente waseKhaya: UCwangciso lukaMasipala kunye neMimiselo yoLawulo lokuSebenza, ka-2001, ukuba uYilo loku-1 lweSihlomelo seSizukulwana sesi-5 se-IDP 2022 - 2027, silungiselelwe uMasipala waseStellenbosch, siyafumaneka ukuze sihlolwe, kufakwe kunye nezimvo kwiwebhusayithi kaMasipala (www.stellenbosch.gov.za) iikopi eziprintiweyo kuwo onke amathala eencwadi nakwii-ofisi zeewadi ngamaxesha omsebenzi aqhelekileyo.

Izimvo mazibhalwe phantsi kwaye zithunyelwe kuMphathi kaMasipala, PO Box 17, Stellenbosch 7599, okanye zithunyelwe kule dilesi ye-imeyile ilandelayo: idp@stellenbosch.gov.za, uchaze ngokucaacileyo “Amagqabantshintshi: UYilo loku-1 lweSihlomelo seSizukulwana sesi-5 se-IDP 2022 - 2027”.

Abantu abanqwenela ukunika izimvo zabo kuYilo lokuqala lweSizukulwana sesiHlanu se-IDP 2022 – 2027 kodwa abangakwaziyo ukubhala okanye ukufunda baya kuncediswa ngamaxesha omsebenzi liGosa le-IDP (uNksz Catherine Muller), kuMgangatho weSibini, kwiSakhiwo sase-Ecclesia, 71 Plein Street, Stellenbosch kule nombolo 021 808 8129 / 8060, ukubhala phantsi izimvo zabo.

Umhla osemthethweni wokukhululwa koluntu ngowama- **25 Agasti 2023**, njengoko kupapashiwe kwiwebhusayithi kamasipala. Ithuba lokuthatha inxaxheba koluntu licala ngoMvulo, **we-28 Agasti 2023** kwaye umhla wokuvala wokungeniswa kwezimvo nguMvulo, **we-18 Septemba 2023** ngo-16:30.

uG Mettler
UMphathi kaMasipala

Annexure D

Submissions

MEC for Local Government, Environmental Affairs and Development Planning, Western Cape: Department of Local Government, Western Cape: Provincial Treasury, the Cape Winelands District Municipality and the Office of the Provincial Speaker

Catherine Muller

From: Catherine Muller
Sent: Monday, 28 August 2023 11:53
To: Bernice Labuschagne
Cc: Geraldine Mettler; Gurswin Cain; Isaac McKenzie; Ivan Meyer; DLG.IntegratedDevelopmentPlanning@westerncape.gov.za; Nomie Tshefu; Raydine Wenn
Subject: Submission: WCO24_SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN 2024/25 AND THE DRAFT 1ST AMENDMENT OF THE 5TH GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027
Attachments: WCO24 202308 Council Resolution - SDF IDP and Budget Time Schedule 2024 2025.pdf; WCO24 202308 Council Resolution - Draft 1st Amendment of the 5th Generation IDP 2022 - 2027.pdf

Dear Ms Labuschagne,

RE: THE SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN 2024/25 AND THE DRAFT 1ST AMENDMENT OF THE 5TH GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027

Notice is hereby given that the Stellenbosch Municipality at a Council meeting held on 23 August 2023 approved the following documents:

- (a) The Spatial Development Framework (SDF) / Integrated Development Plan (IDP) / Budget Time Schedule / Process Plan 2024/25;
- (b) The memorandum in accordance with Regulation 3(2)(a) of the Municipal Planning and Performance Management Regulations, 2001; and
- (c) The Draft 1st Amendment of the 5th Generation IDP 2022 – 2027 to obtain public input and comments.

In view, and in accordance with the requirements of Sections 29(1) and 34(b) of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA), Section 21(1)(b) of the Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003) (MFMA) and Regulation 3(2)(a) of the Municipal Planning and Performance Management Regulations, 2001, the documents listed below have been shared via OneDrive; herewith is the link:

 [WCO24 2023 Proposed Draft 1st Amendment of the 5th Generation IDP 2022 - 2027 and Approved SDF IDP Budget Time Schedule](#)

- a) A copy of the approved SDF / IDP / Budget Time Schedule / Process Plan 2024/25;
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- d) Minutes of the Council meeting held on 23 August 2023;
- e) A copy of the IDP Process Plan 2022 – 2027;
- f) A copy of the Section 27 Framework; and
- g) A copy of the adopted amended Spatial Development Framework (and Capital Expenditure Framework (CEF).

The Draft 1st Amendment of the 5th Generation IDP 2022 – 2027 complies with the legal requirements as per the MSA and the regulations.

Please acknowledge receipt of the documents, shared via OneDrive.

Yours faithfully,



Catherine Muller

Integrated Development Planning Officer

Department: Governance

Office of the Municipal Manager

T: +27 21 808 8060 | C: +27 72 661 9883

71 Plein Street, Stellenbosch, 7600

Private Bag X17, Stellenbosch, 7599

www.stellenbosch.gov.za



Catherine Muller

From: Catherine Muller
Sent: Monday, 28 August 2023 12:00
To: DLG.IntegratedDevelopmentPlanning@westerncape.gov.za; Isaac McKenzie
Cc: Geraldine Mettler; Gurswin Cain; Ivan Meyer; Nomie Tshetu; Raydine Wenn
Subject: Submission: WCO24_SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN 2024/25 AND THE DRAFT 1ST AMENDMENT OF THE 5TH GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027
Attachments: WCO24 202308 Council Resolution - SDF IDP and Budget Time Schedule 2024 2025.pdf; WCO24 202308 Council Resolution - Draft 1st Amendment of the 5th Generation IDP 2022 - 2027.pdf

Dear Mr McKenzie,

RE: THE SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN 2024/25 AND THE DRAFT 1ST AMENDMENT OF THE 5TH GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027

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- g) A copy of the adopted amended Spatial Development Framework (SDF) and Capital Expenditure Framework (CEF).

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Yours faithfully,



Catherine Muller

Integrated Development Planning Officer

Department: Governance

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71 Plein Street, Stellenbosch, 7600

Private Bag X17, Stellenbosch, 7599

www.stellenbosch.gov.za



Catherine Muller

From: Catherine Muller
Sent: Monday, 28 August 2023 12:27
To: Theresa Ackermann
Cc: Geraldine Mettler; Gurswin Cain; jason.cleophas@WCPP.GOV.ZA; Nomie Tshefu; Raydine Wenn
Subject: Submission: WCO24_SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN 2024/25 AND THE DRAFT 1ST AMENDMENT OF THE 5TH GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027
Attachments: WCO24 202308 Council Resolution - SDF IDP and Budget Time Schedule 2024 2025.pdf; WCO24 202308 Council Resolution - Draft 1st Amendment of the 5th Generation IDP 2022 - 2027.pdf

Dear Ms Ackermann,

RE: THE SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN 2024/25 AND THE DRAFT 1ST AMENDMENT OF THE 5TH GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027

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 https://stellenboschgov-my.sharepoint.com/:f/g/personal/catherine_muller_stellenbosch_gov_za/ErKYOxNg-dNHoKBYdHQh4M8Bww4sZzdV3F3qvnRlic33g?e=JdAwZL

- a) A copy of the approved SDF / IDP / Budget Time Schedule / Process Plan 2024/25;
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Please acknowledge receipt of the documents, shared via OneDrive.

Yours faithfully,



Catherine Muller

Integrated Development Planning Officer

Department: Governance

Office of the Municipal Manager

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71 Plein Street, Stellenbosch, 7600

Private Bag X17, Stellenbosch, 7599

www.stellenbosch.gov.za



Catherine Muller

From: Catherine Muller
Sent: Monday, 28 August 2023 11:57
To: Paul.Pienaar@westerncape.gov.za
Cc: Geraldine Mettler; Gurswin Cain; Nomie Tshefu; Raydine Wenn; Tania Bosser
Subject: Submission: WCO24_SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN 2024/25 AND THE DRAFT 1ST AMENDMENT OF THE 5TH GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027
Attachments: WCO24 202308 Council Resolution - SDF IDP and Budget Time Schedule 2024 2025.pdf; WCO24 202308 Council Resolution - Draft 1st Amendment of the 5th Generation IDP 2022 - 2027.pdf

Dear Mr Pienaar,

RE: THE SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN 2024/25 AND THE DRAFT 1ST AMENDMENT OF THE 5TH GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027

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Catherine Muller

Integrated Development Planning Officer

Department: Governance

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Private Bag X17, Stellenbosch, 7599

www.stellenbosch.gov.za



Catherine Muller

From: Catherine Muller
Sent: Monday, 28 August 2023 12:06
To: Henry Prins
Cc: Geraldine Mettler; Gurswin Cain; Bongiwe Binta; Bianca Tammy Daries; Natalie Fortuin; Raydine Wenn; Nomie Tshefu
Subject: Submission: WCO24_SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN 2024/25 AND THE DRAFT 1ST AMENDMENT OF THE 5TH GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027
Attachments: WCO24 202308 Council Resolution - SDF IDP and Budget Time Schedule 2024 2025.pdf; WCO24 202308 Council Resolution - Draft 1st Amendment of the 5th Generation IDP 2022 - 2027.pdf

Dear Mr Prins,

RE: THE SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN 2024/25 AND THE DRAFT 1ST AMENDMENT OF THE 5TH GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027

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The Draft 1st Amendment of the 5th Generation IDP 2022 – 2027 complies with the legal requirements as per the MSA and the regulations.

Please acknowledge receipt of the documents, shared via OneDrive.

Yours faithfully,



Catherine Muller

Integrated Development Planning Officer

Department: Governance

Office of the Municipal Manager

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Private Bag X17, Stellenbosch, 7599

www.stellenbosch.gov.za



8.2	MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR SEPTEMBER 2023
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Collaborator No:

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: Mayco: 11 October 2023 & 17th Council: 25 October 2023

1. SUBJECT: MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR SEPTEMBER 2023

2. PURPOSE

To comply with Regulation 36(2) of the Municipal Supply Chain Management Regulations and Section 36 of the Supply Chain Management Policy 2023/2024 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 (2023/2024) stipulate that SCM deviations be reported to Council. In compliance thereto, this report presents to Council the SCM deviations that occurred during September 2023.

5. RECOMMENDATION

that Council notes the deviations as listed for the month of September 2023.

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 September 2023:

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 2/24	2023/09/22	Actom (Pty) Ltd	Supply and delivery of an 11kV circuit breaker at Franschoek 66kV substation	Emergency	The SCM process could not be followed because of the urgency to have the 11kV circuit breaker purchased and installed as soon as possible and to prevent possible power outage that will affect all residents of Franschoek should the circuit breaker feeding transformer number 1 also fail.	R 204 028,40 (Incl. VAT)
D/SM 3/24	2023/09/29	Fidelity ADT (Pty) Ltd	Appointment of service provider for armed security	Emergency	Tender 14/21: The Appointment of Private Armed Security Service for The Greater WC024, lapsed on 30 June 2023. Tender 85/23 is still in process to be finalized. The reason for the extension is to provide a critical and specialized service that the municipality does not have capacity to render but an external service provider, hence therefore all municipal site, property and assets needs to be protected by using armed security service as from the 01 October 2023 until 30 November 2023.	R5 903 526,19
D/SM 4/24	2023/09/19	Asara Wine Estate and Hotel Pty Ltd	Permission to incur cost for the BDM Conference (National Regulator Awareness Program) to be hosted on 21-22 September 2023	Exceptional case and it is impractical or impossible to follow the official procurement processes	The municipality received confirmation on 14 September 2023 pertaining to the BDM conference (National Regulator Awareness Program) to be hosted on the 21-22 September 2023. More than 50 venues were contacted and only one of the venues were suitable to host conference. Considering this confirmation, the only procurement process to be followed was a deviation, due to the impracticality to follow any other process. The Acting Municipal Manager applied its mind and gave approval for the deviation process to be followed.	R 95 180,00 (Incl. VAT)
D/SM 5/24	2023/09/29	Toncu (PTY) LTD	Emergency tree felling, pruning and	Emergency	A level 9 disaster were declared late September and after that the municipality suffered severe damages to	R 158 250.00 (Incl. VAT)

			boimass removal		our Road infrastructure, water and sewerage etc. The Contractors on tender BSM 69/21 was non-responsive to emergency work due to the high volume of requests externally and the municipality had no other option available other than to deviate .	
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6.3 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.**

6.4 Staff Implications:

No staff implications.

6.5 Previous / Relevant Council Resolutions:

None

6.6 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.

6.7 Comments from Senior Management:

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

6.7.1 Municipal Manager

Supports the recommendations.

**RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE
EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 6.2**

that Council notes the deviations as listed for the month of September 2023.

FOR FURTHER DETAILS CONTACT:

NAME	Kevin Carolus
CONTACT NUMBERS	021 808 8528
E-MAIL ADDRESS	Kevin.Carolus@Stellenbosch.gov.za
DIRECTORATE	Financial Services
REPORT DATE	03 October 2023

8.3	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 2023 – 30 SEPTEMBER 2023)
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Collaborator No:

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: Mayco: 11 October 2023 & 17th Council: 25 October 2023

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 2023 – 30 SEPTEMBER 2023)

2. PURPOSE

To submit to Management a report for the period 01 July 2023 – 30 September 2023 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 2023/2024, 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.

5. RECOMMENDATIONS

- (a) that Council approves this report and **ANNEXURE A** attached to the report, and
- (b) that the report be made public in accordance with section 21A of the Municipal Systems Act.

6 DISCUSSION/CONTENTS

6.1 Background

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

6.2 Constitutional and Policy Implications

Paragraph 2(1) of Council's SCM Policy determines that all officials and other role players in the supply chain management system of the Stellenbosch Municipality must implement the SCM Policy in a way that gives effect to section 217 of the Constitution

and Part 1 of Chapter 11 of the Municipal Finance Management Act (56 of 2003) and other applicable provisions of the Act; is fair, equitable, transparent, competitive and cost-effective; complies with the Regulations and any norms and standards that may be prescribed in terms of section 168 of the MFMA; is consistent with other applicable legislation; does not undermine the objective for uniformity in supply chain management systems between organs of state in all spheres; and is consistent with national economic policy concerning the promotion of investments and doing business with the public sector.

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

6.3 Environmental implications

None.

6.4 Financial Implications

The financial implications are the transactions for the procurement of goods and services that were processed during the 01 July 2023 – 30 September 2023 and the payments that will derive from these commitments.

6.5 Legal Implications

The Municipal Finance Management Act (section 112) stipulates that the SCM Policy should comply with a prescribed framework as set out in section 112(1) and section 112(2) that stipulates that the regulatory framework for the municipal supply chain management must be fair, equitable, transparent, competitive, and cost-effective. Reporting back in terms of paragraph 6(3) of the SCM Policy 2023/2024 to the Executive Mayor and Council on the implementation of the supply chain management system and processes enables the Executive Mayor and Council to maintain the oversight role over the implementation of the SCM Policy as approved by Council.

6.6 Staff Implications

None.

6.7 Previous / Relevant Council Resolutions

None.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 6.3

- (a) that Council approves this report and **ANNEXURE A** attached to the report, and
- (b) that the report be made public in accordance with section 21A of the Municipal Systems Act.

APPENDICES

ANNEXURE A: Report for the period 01 July 2023 – 30 September 2023 on the Implementation of Council's Supply Chain Management Policy

FOR FURTHER DETAILS CONTACT:

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DIRECTORATE	<i>Financial Services</i>
REPORT DATE	<i>03 October 2023</i>

ANNEXURE A

STELLENBOSCH MUNICIPALITY

IMPLEMENTATION OF SYSTEM – SUPPLY CHAIN MANAGEMENT

**SECTION 6 (3) OF SCM REGULATIONS:
OVERSIGHT ROLE OF COUNCIL OVER THE IMPLEMENTATION OF SCM POLICY**

PERIOD: 01 JULY 2023 – 30 SEPTEMBER 2023

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

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
5(2)(a)	Make a final award above R10 million (VAT included).	Accounting Officer (after considering recommendation of Bid Adjudication Committee)		YES	In the first quarter, there were three (3) final award above R10 million.
5(2)(b)	Make a final award above R200 000(VAT included), but not exceeding R10 million (VAT included).	Accounting Officer	Bid Adjudication Committee	YES	In the first quarter, there were fifteen (15) final awards above R200 000 but not exceeding R10 million.
5(2)(c)	Make a final award not exceeding R200 000(VAT included) including the appointment of consultants	Accounting Officer	CFO and Senior Manager - SCM and Senior Accountants	YES	Operational Delegations are in place with clear segregation of duties as stipulated in MFMA section 115 (b)
5(3)	Submit to the officials referred to in regulation 5(4) within five days of the end of each month a written report containing particulars of each final award, except procurements made out of petty cash, made during that month, including – (a) the amount of the award; (b) the name of the person to whom the award was made; (c) the reason why the award was made to that person; and (d) the BEE/HDI status of that entity/person.	Bid Adjudication Committee (refer regulation 5(4)(a) Chief Financial Officer – 5(4)(b)	Chief Financial Officer Senior Manager SCM	YES	The awards made were submitted on the following dates within this quarter: 03 August 2023 01 September 2023 03 October 2023
6(1)	Maintain oversight over the implementation of the supply chain management policy	Municipal Council		YES	The Supply Chain Management policy has been submitted to council in the last quarter of the previous financial year as part of the Budget Related policies.

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

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
12(2)(a)	Allow the Accounting Officer to lower, but not to increase, the different threshold values specified in sub regulation(1).	Accounting Officer	Chief Financial Officer	YES	Delegated officials act within delegated thresholds.
14(1)(a)(ii)	Invite prospective providers of goods and services at least once a year through newspaper commonly circulating locally, the website of the municipality	Accounting Officer	Senior : Manager SCM	YES	To be advertised in quarter three
14(1)(b)	Specify the listing criteria for accredited prospective providers.	Accounting Officer	Chief Financial Officer	YES	Listing criteria is contained within the registration form.
14(1)(c)	Disallow the listing of any prospective provider whose name appears on the National Treasury's database as a person prohibited from doing business with the public sector.	Accounting Officer		YES	SCM consult National Treasury's database of defaulters before awarding of tenders and quotations
14(2)	Update the list of prospective providers at least quarterly to include any additional prospective providers and any new commodities or types of services.	Municipal Council	Chief Financial Officer	YES	Done
15	Requesting reconciliation's on petty cash purchases on a monthly basis.	Chief Financial Officer	Manager: Expenditure section	YES	Done
16(c)	If it is not possible to obtain at least three written quotations, record and report quarterly to the accounting officer, or another official designated by the accounting officer, the reasons for this.	Accounting Officer	Chief Financial Officer	YES	Reports were submitted on the following dates within this quarter: 03 August 2023 01 September 2023 03 October 2023

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
16(e)	Record the name of potential providers requested to provide written quotation with their quoted prices.	Accounting Officer	Chief Financial Officer	YES	Reports were submitted on the following dates within this quarter: 03 August 2023 01 September 2023 03 October 2023
17(1)(c)	Approve the recorded reasons for not obtaining at least three written price quotations.	Chief Financial Officer	Senior Manager SCM & CFO: below R200,000 Accountants: Acquisitions, Contracts and SCM: Accountant Demand and Chief Buyer : below R200,000	YES	
17(1)(d)	Record the names of the potential formal written price quotation providers and their written quotations.	Accounting Officer	Senior Manager : Supply Chain Management	YES	
17(2)	Report to the CFO within three days at the end of the month on any approvals given during that month by that the designed official referred to in sub-regulation (1) (c).	Chief Financial Officer	Senior Manager: Supply Chain Management	YES	
18 (a)	All requirements in excess of R30,000 (VAT included) by means of formal written price quotations should be advertised for at least 7 days on the website and municipal official website.	Chief Financial Officer	Senior Manager: Supply Chain Management	YES	Done
18 (b)	When using the list of accredited prospective providers, it should promote ongoing competition amongst providers by inviting providers to submit quotations on a rotational basis.	Chief Financial Officer	Senior Manager: Supply Chain Management	YES	Done
18(c)	Must take all reasonable steps to ensure that the procurement of goods and services through written quotations or formal written price quotations is not abused.	Accounting Officer	Chief Financial Officer	YES	Quotations and Formal written quotations are placed on the website and only opened on the closing date and time and mitigate the risks during the calling for quotations.

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
18(d)	Notify the Accounting Officer or CFO in writing on a monthly basis of all written quotations and formal written price quotations accepted by the official acting in terms of a sub-delegation	Chief Financial Officer	Senior Manager : Supply Chain Management	YES	Reports were submitted on the following dates within this quarter: 03 August 2023 01 September 2023 03 October 2023
22 (b) (i)	The publication notice must contain the closure date for the submission of bids, which may not be less than 3 weeks in case of transactions over R10m (VAT included), or which are of long term nature, or 14 days in any other case, from date on which the advertisement is placed in a newspaper.	Accounting Officer	Bid Specifications Committee	YES	For quarter one, twenty (20) tenders specifications served before the Bid Specifications committee.
22(2)	The Accounting Officer may determine the closure date for the submission of bids which is less than the 30 days or 14 days requirement, but only if such shorter period can be justified on the grounds of urgency or emergency or any exceptional case where it is impractical or impossible to follow the official procurement process.	Accounting Officer		YES	None
23(a) (i)(ii)	The handling, opening and recording of bids should be (i) be opened in public (ii) must be opened at the same time and as soon as possible after the period for the submission of bids has expired;	Accounting Officer	Senior Manager: Supply Chain Management	YES	Done
23 (c)	(ii) make the register available for public inspection (iii) publish the entries in the register and the bid results on the website of the municipality	Accounting Officer	Senior Manager: Supply Chain Management	YES	Done
24(1)	Negotiate the final terms of a contract with bidders identified through a competitive bidding process as preferred bidders, provided that such negotiation –	Accounting Officer	Relevant user department Head of Department or Director	YES	Provision for the signing of a Form of Tender/Service Level Agreement with successful vendors is being made in

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
	<p>(a) does not allow any preferred bidder a second or unfair opportunity;</p> <p>(b) is not to the detriment of any other bidder; and</p> <p>(c) does not lead to a higher price than the bid submitted.</p> <p>Minutes of such negotiations must be kept.</p>				the tender documents
26(1)(b)	Appoint the members of the bid specification, evaluation and adjudication committees, taking into account Section 117 of the MFMA.	Accounting Officer		YES	Done
26(1)(c)	Appoint a neutral or independent observer to a bid specification, evaluation or adjudication committee for an attendance and oversight process when this is appropriate for ensuring fairness and promoting transparency.	Accounting Officer		N/A	Not Applicable
26(3)	Apply the committee system to formal written price quotations.	Accounting Officer		N/A	Committee system is applied for goods/services above R200 000
27(1)	Compile specifications for the procurement of goods and services by the municipality.	Accounting Officer	Bid Specifications Committee, upon advice of the relevant user department	YES	The Director signs for items to serve on Specification committee.
27(2)(g)	Approve specifications compiled by the bid specification committee prior to publication of the invitation for bids.	Accounting Officer	Bid Specifications Committee, upon advice of the relevant user department	YES	The specifications are accompanied with a questionnaire that the relevant department has to complete. Meetings are held according pre-determined schedule.
28(1)(a)	<p>Evaluate bids in accordance with –</p> <p>(i) the specifications for a specific procurement ; and</p> <p>(ii) the points system as must be set out in the supply chain management policy of the municipality in terms of Regulation 27(2)(f)</p>	Accounting Officer	Bid Evaluation Committee upon advice of the relevant user department.	YES	Have regular BEC scheduled meetings.

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
	and a prescribed in terms of the Preferential Procurement Policy Framework Act.				
28(1)(b)	Evaluate each bidder's ability to execute the contract.	Accounting Officer	Bid Evaluation Committee, upon advice from SCM	YES	Currently part of the Standard Evaluation Report
28(1)(c)	Check in respect of the recommended bidder whether municipal rates and taxes and municipal service charges are not in arrears.	Accounting Officer	Bid Evaluation Committee	YES	Has a screening list that has to be completed.
28(1)(d)	Submit to the adjudication committee a report and recommendations regarding the award of the bid or any other related matter.	Bid Evaluation Committee		YES	Currently part of the Standard Evaluation Report
29(1)(a)	Consider the report and recommendations of the bid evaluation committee where the award value exceeds R200 000 (VAT incl.) and make the award up to value of R10m (as per delegated authority)	Accounting Officer	Bid Adjudication Committee	YES	In the first quarter there were thirteen (13) BAC meetings
29(1)(b)(i)	For bids above R10 million, the SCM BAC will make recommendation to the Municipal Manager to make the final award.	Accounting Officer		YES	In the first quarter there were three (3) final awards above R10 million.
29(1)(b)(ii)	Make another recommendation to the accounting officer on how to proceed with the relevant procurement.	Accounting Officer		YES	None.
29(3)	Appoint the chairperson of the bid adjudication committee.	Accounting Officer		YES	Delegations given is kept for record purposes
29(5)(a)	If a bid adjudication committee decides to award a bid other than the one recommended by the bid evaluation committee, the bid adjudication committee must prior to awarding the bid – (i) check in respect of the preferred bidder whether that bidder's municipal rates and taxes and municipal service charges are not in arrears; and (ii) notify the accounting officer.	Bid Adjudication Committee		YES	None

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
29(5)(b)	<p>(i) After due consideration of the reasons for the deviation, ratify or reject the decision of the bid adjudication committee referred to in Regulation 29(5)(a); and</p> <p>(ii) If the decision of the bid adjudication committee is rejected, refer the decision of the adjudication committee back to that committee for reconsideration.</p>	Accounting Officer		YES	None
29(6)	Refer any recommendation made by the evaluation committee or adjudication committee back to that committee for reconsideration of the recommendation.	Accounting Officer		YES	One (1) tender was referred back to the BEC in the first quarter
29(7)	Comply with Section 114 of the MFMA within ten working days.	Accounting Officer		YES	Not applicable
31(1)	Request the State Information Technology Agency (SITA) to assist the municipality with the acquisition of IT related goods or services through a competitive bidding process.	Accounting Officer	Bid Adjudication Committee	YES	Not Applicable
31(2)	Enter into a written agreement to regulate the services rendered by, and the payments made to, SITA.	Accounting Officer		YES	Not Applicable
31(3)	<p>Notify SITA together with a motivation of the IT needs of the municipality if –</p> <p>(a) the transaction value of IT related goods or services required by the municipality in any financial year will exceed R50 million (VAT incl); or</p> <p>(b) the transaction value of a contract to be procured by the municipality whether for one</p>	Accounting Officer		YES	Not Applicable

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
	or more years exceeds R50 million.				
31(4)	Submit to the Council, the National Treasury, the relevant provincial treasury and the Auditor General the SITA comments and the reasons for rejecting or not following such comments if the municipality disagrees with SITA's comments.	Accounting Officer	Senior Manager: Supply Chain Management	YES	Not Applicable
32(1)	<p>To procure goods or services for the municipality under a contract secured by another organ of state, but only if –</p> <p>(a) the contract has been secured by that organ of state by means of a competitive bidding process applicable to that organ of state;</p> <p>(b) the municipality has no reason to believe that such contract was not validly procured;</p> <p>(c) there are demonstrable discounts or benefits for the municipality; and</p> <p>that other organ of state and the provider have consented to such procurement in writing.</p>	Accounting Officer	Bid Adjudication Committee	YES	None
35(1)	Procure consulting services above the value of R200 000 (VAT incl.) provided that any Treasury guidelines in respect of consulting services or CIDB guidelines in respect of services related to the build environment and construction works are taken into account when such procurements are made.	Accounting Officer	Bid Adjudication Committee	YES	Tender in place.
35(4)	Ensure that copyright in any document produced, and the patent rights or ownership in any plant, machinery, thing, system or process designed or devised, by a consultant in the course of the consultancy service is vested in the municipality.	Municipal Council	Relevant user Department	YES	Not Applicable

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

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

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

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
	<p>more than three months;</p> <p>(ii) who during the last five years has failed to perform satisfactorily on a previous contract with the municipality or any other organ of state after written notice was given to that bidder that performance was unsatisfactory.</p>				
38(1)(e)	Reject a recommendation for the award of a contract if the recommended bidder, or any of its directors, has committed a corrupt or fraudulent act in competing for the particular contract.	Accounting Officer	Bid Adjudication Committee Senior Manager: Supply Chain Management	YES	Bid Evaluation checklist is in place
38(1)(f)	<p>Cancel a contract awarded to a person if – the person committed any corrupt or fraudulent act during the bidding process or the execution of the contract; or</p> <p>(i) an official or other role player committed any corrupt or fraudulent act during the bidding process or the execution of the contract that benefited that person.</p>	Accounting Officer	Bid Adjudication Committee Senior Manager: Supply Chain Management	YES	Bid Evaluation checklist is in place
38(1)(g)	<p>Reject the bid of any bidder if that bidder or any of its directors –</p> <p>(i) has abused the supply chain management system of the municipality or has committed any improper conduct in relation to such system;</p> <p>(ii) has been convicted for fraud or corruption during the last five years;</p> <p>(iii) has willfully neglected or reneged on or failed to comply with any government, municipal or</p>	Accounting Officer	Bid Adjudication Committee Senior Manager: Supply Chain Management	YES	Bid Evaluation checklist is in place

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

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
	Immoveable property may be sold only at market related prices except when public interest or the plight of the poor demands otherwise				
40(2)(b)(ii)	Movable assets may be sold either by way of written price quotations, a competitive bidding process, auction or at market related prices, whichever is the most advantageous to the municipality	Accounting Officer	Chief Financial Officer	YES	As per delegations
40(2)(b)(iii)	In the case of the free disposal of computer equipment, the Provincial Department of Education must first be approached to indicate within 30 days whether any of the local schools are interested in the equipment.	Accounting Officer	Chief Financial Officer	N/A	Not Applicable
40(2)(b)(iv)	In the case of the disposal of firearms, the National Conventional Arms Control Committee has approved any sale or donation of firearms to any person or institution within or outside the Republic	Accounting Officer		N/A	Not Applicable
40(2)(c)(ii)	All fees, charges, rates, tariffs, scales of fees or other charges relating to the letting of immovable property are annually reviewed	Municipal Council		YES	Not Applicable
40(2)(d)	Ensure that where assets are traded in for other assets, the highest possible trade-in is negotiated	Municipal Council		N/A	None
40(2)(b)(iii)	In the case of the free disposal of computer equipment, the provincial department of education is first approached to indicate within 30 days whether any of the local schools are interested in the equipment.			N/A	Not Applicable
41(1)	A Supply chain management policy must provide for	Accounting Officer	Internal Audit	YES	Busy implementing a system for risk

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
	an effective system of risk management for the identification, consideration and avoidance of potential risks in the supply chain management system				management
42	Establish and implement an internal monitoring system in order to determine, on a retrospective analysis, whether the authorized supply chain management processes were followed and whether the objectives of this policy were achieved.	Accounting Officer	Chief Financial Officer	YES	Implemented a system for performance management in SCM
43(2)	Check with SARS whether a person's tax matters are in order before making an award to such person.	Municipal Council	Senior Manager: Supply Chain Management	YES	The Tax Clearance of vendors registered on the Central Supplier Database are checked regularly and before awards are made.
45	Disclose in the notes to the annual financial statements of the municipality particulars of any award of more than R2,000 to a person who is a spouse, child or parent of a person in the service of the state, or has been in the service of the state in the previous twelve months, including – (a) the name of that person; (b) the capacity in which that person is in the service of the state; and (c) the amount of the award.	Municipal Council	Chief Financial Officer	YES	This information was disclosed within financial statements of the municipality.
46(3)(a)	Keep a register of all declarations in terms of Regulation 46(2)(d) and (e).	Accounting Officer	Senior Manager: Supply Chain Management	YES	SCM keep record of it.
46(3)(b)	Declarations must be made to the mayor of the municipality who must ensure that such declarations are recorded in the register.	Accounting Officer	Chief Financial Officer	YES	Declarations are kept at SCM section and hard copy on file.

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
46(4)	Adopt the National Treasury's code of conduct and Schedule 2 of the Systems Act for supply chain management practitioners and other role players involved in supply chain management.	Accounting Officer	Senior Manager: Supply Chain Management Council's Speaker	YES	Code of conduct are circulated annually to all officials
47(2)	Report any alleged contravention of Regulation 47(1) to the National Treasury for considering whether the offending person, and any representative or intermediate through which such person is alleged to have acted, should be listed in the National Treasury's database of persons prohibited from doing business with the public sector.	Accounting Officer	Chief Financial Officer	YES	Not Applicable
48	Disclose to the National Treasury and the relevant provincial treasury any sponsorship promised, offered or granted to the municipality whether directly or through a representative or intermediate, by any person who is – (a) a provider or prospective provider of goods or services to the municipality; or (b) a recipient or prospective recipient of goods disposed or to be disposed, of by the municipality.	Accounting Officer	Senior Manager: Supply Chain Management	YES	None.
49	Persons aggrieved by decisions or actions taken in the implementation of this supply chain management system, may lodge within 14 days of the decision or action, a written objection or complaint against the decision or action.	Accounting Officer		YES	Have an administrative process in place.
50(1)	Appoint an independent and impartial person to assist in the resolution of disputes between the municipality and other persons and to deal with objections, complaints or queries as described more fully in Regulation 49.	Accounting Officer		YES	Done.
50(1)(a)	Responsible to assist the person appointed in terms	Accounting Officer		YES	Done

REG. NO.	CRYPTIC DESCRIPTION OF POWER OR DUTY	POWER CURRENTLY RESIDING	DELEGATED	IMPLEMENTED	COMMENTS
	of Regulation 50(1) to perform his or her functions effectively.				
50(4)(b)	Appointed must submit monthly reports to the Accounting Officer on all disputes, objections, complaints or queries received, attended to or resolved.	Accounting Officer		YES	The appointed official is responsible for the submission of the monthly report to the Municipal Manager.
51	Service provider that acts on behalf of municipality to provide any service or act as a collector of fees, service charges or taxes and the compensation payable to service provider, contract must stipulate a cap on compensation payable to the service provider; that such compensation must be performance based.	Accounting Officer		YES	Done

8.4	MFMA SECTION 52 REPORTING UP TO SEPTEMBER 2023
------------	---

Collaborator No:

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: 17th Council: 25 October 2023

1. SUBJECT: MFMA SECTION 52 REPORTING UP TO SEPTEMBER 2023

2. PURPOSE

To comply with section 52(d) of the Municipal Finance Management Act and report to Council on the implementation of the budget; and service delivery budget plan of the Municipality for the 1st quarter of the 2023/24 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 and the financial affairs 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 2023 to 30 September 2023.

5. RECOMMENDATIONS

that the Section 52 Report (including quarterly performance report) – First Quarter (July to September 2023), be noted.

6. DISCUSSION / CONTENTS

6.1 Background

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 of the Municipality for the 1st quarter of the financial year. The report is indicated under **APPENDIX 1**.

6.2 Discussion

This report illustrates the implementation of the budget as well as the non-financial performance of the municipality for quarter 1.

In terms of the Municipal Finance Management Act (MFMA) Section 52(d) *"must, within 30 days of the end of each quarter, submit a report to the council on the implementation of the budget and the financial state of affairs of the municipality;"*

6.3 Financial Implications

As per the approved budget.

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 staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions

None

6.7 Risk Implications

Addressed in the content of the item.

6.8 Comments from Senior Management

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

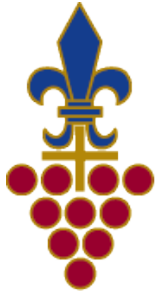
6.8.1 Municipal Manager:

Supports the recommendations.

ANNEXURES

Appendix 1: Section 52 Report – First Quarter

APPENDIX 1



STELLENBOSCH

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QUARTERLY BUDGET MONITORING REPORT

1st Quarter 2023/24



QUALITY CERTIFICATE

I, Geraldine Mettler, the Municipal Manager of Stellenbosch Municipality, hereby certify that the quarterly report the period ending September 2023 has been prepared in accordance with Section 52 of the Municipal Finance Management Act and regulations made under the Act and accordingly submit the required quarterly statement on the state of Stellenbosch Municipality's budget reflecting the particulars up until the end of September 2023.

Name: Geraldine Mettler

Municipal Manager of Stellenbosch Municipality- WC024

Signature _____



Date: 25 October 2023

To Council

In accordance with Section 52(d) of the Municipal Finance Management Act, I submit the required report on the implementation of the budget and the financial situation of Stellenbosch Municipality reflecting the particulars of the third quarter of the financial year 2023/24.

The submission of this report forms part of my general responsibilities as the Mayor of Stellenbosch Municipality. The purpose of the report serves to inform Council on the financial affairs of Stellenbosch Municipality and to enable Council to fulfil its oversight responsibility in this regard.



.....
Advocate G M van Deventer
Executive Mayor
Date: 25 October 2023

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1. Recommendations

These recommendations are linked to the responsibilities of the Mayor under Section 52 of the MFMA.

- (a) That the content of the quarterly budget statement and supporting documentation be noted.

2. Executive Summary

2.1 Introduction

The mayor, who must provide general political guidance over the fiscal and financial affairs of the Municipality, 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 state of affairs of the Municipality, to the Council within 30 days after end of each quarter.

This report is a summary of the main budget issues arising from the monitoring process. It compares the implementation of the budget to the commitments/promises made and contained in the Service Delivery and Budget Implementation Plan (SDBIP) and is intended to inform and enable the Council with a view of giving effect to Council's oversight responsibility.

2.2 Summary of 2023/24 budget progress / implementation

The following table summarises the overall position of the capital and operating budgets.

The above figures are explained in more detail throughout this report.

Detail	Capital Expenditure	Operating Expenditure	Operating Revenue (excluding capital transfers and contributions)
Original Budget	504 799 865	2 258 348 868	2 284 927 328
Adjustment Budget	539 909 625	2 258 348 868	2 284 927 328
Plan to Date (SDBIP)	83 185 656	396 118 225	601 922 789
Actual	26 847 319	431 743 130	669 256 735
Variance to SDBIP	(56 338 337)	35 624 905	67 333 946
Year to date % Variance to SDBIP	-67,73%	8,99%	11,19%

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

3. Operating Revenue

The following table shows the actual operating revenue per National Treasury Reporting regulations against that planned in the SDBIP for the 1st Quarter of 2023/24.

Operating Revenue by Source

Description	ORIGINAL BUDGET	ADJUSTMENT BUDGET
Exchange Revenue		
Service charges - Electricity	913 669 187,00	913 669 187,00
Service charges - Water	185 621 843,00	185 621 843,00
Service charges - Waste Water Management	108 646 667,00	108 646 667,00
Service charges - Waste Management	107 653 574,00	107 653 574,00
Sale of Goods and Rendering of Services	22 189 670,00	22 189 670,00
Agency services	3 357 697,00	3 357 697,00
Interest	-	-
Interest earned from Receivables	15 412 628,00	15 412 628,00
Interest earned from Current and Non Current Ass	41 192 661,00	41 192 661,00
Rental from Fixed Assets	10 603 901,00	10 603 901,00
Licence and permits	7 871 599,00	7 871 599,00
Operational Revenue	19 345 609,00	19 345 609,00
Non-Exchange Revenue		
Property rates	473 588 918,00	473 588 918,00
Fines, penalties and forfeits	131 570 078,00	131 570 078,00
Transfer and subsidies - Operational	240 910 500,00	240 910 500,00
Interest	3 292 796,00	3 292 796,00
Total Revenue (excluding capital transfers and contributions)	2 284 927 328	2 284 927 328

QUARTER 1 2023/24		
PLANNED	ACTUAL	VAR
197 248 209	246 768 929	-25%
37 645 121	33 410 567	11%
29 009 775	31 232 443	-8%
28 727 644	30 696 473	-7%
4 847 796	5 738 091	-18%
747 098	911 632	-0
-	-	0%
3 101 131	5 014 363	-62%
10 298 166	14 282 312	-39%
1 306 404	2 306 962	-77%
1 836 969	2 090 950	-14%
1 784 945	12 853 581	-620%
193 780 642	176 481 540	9%
17 523 192	22 811 816	-30%
73 441 475	83 724 000	-14%
624 222	933 078	-49%
601 922 789	669 256 735	-11%

QUARTER 1 2022/23		
PLANNED	ACTUAL	VAR
244 542 913	228 980 763	6%
33 228 684	37 650 065	-13%
31 038 388	28 931 132	7%
31 979 155	29 387 216	8%
-	-	0%
1 070 343	747 099	30%
-	-	0%
2 666 613	3 936 697	-48%
5 099 331	8 416 453	-65%
3 884 478	2 264 648	42%
-	-	0%
-	-	0%
160 756 955	168 801 963	-5%
31 238 796	17 943 398	43%
53 345 065	80 052 447	-50%
-	-	0%
610 662 396	616 511 491	-1%

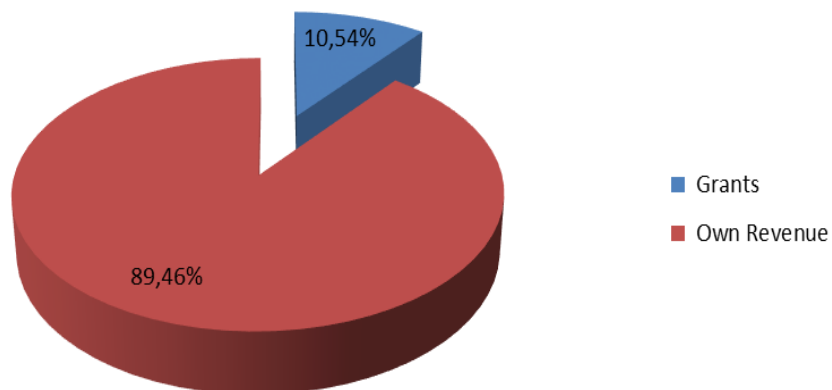
NB: - The “year to date actual for property rates income” refers to the total billed for the year and not actual receipts.

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

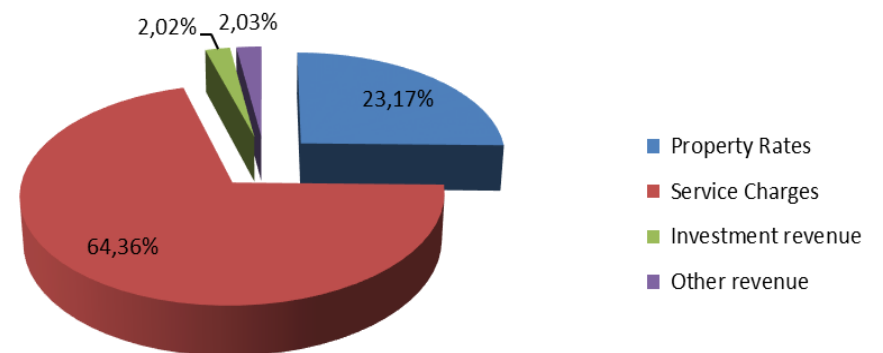
Stellenbosch municipality is not dependant on grant funding to fund the operating budget as is evident in the graph below.

Own revenue consists mainly of service charges at 64.36 per cent of the 2 044 016 828 billion own revenue budget.

Funding of the 2023/24 operating budget



Composition of own revenue



Operating Revenue Variance Report

The variances between actual operating revenue and the planned operating revenue contained in the SDBIP are explained per revenue source and are as follows:

Revenue by Source

3.1 Property Rates

Property rates are billed monthly, and service charges water are billed monthly. However, some consumers applied to have their property rates and service charges billed annually. This has resulted in an underperformance of R17 299 102 for property rates when compared to the year-to-date budget projections as the annual applications did not form part of the monthly budgeted revenue projections.

3.2 Service charges - electricity revenue

The municipality has billed R49 514 661 more electricity charges than initially anticipated. The largest overperformance relates to the Time of Use Tariffs (R10 240 291) and Domestic High prepaid (R36 719 830). The overperformance is due to reduced loadshedding stages, an influx of students following the mid-year holiday period and the fluctuations in the weather resulting in increased consumption.

3.3 Service charges - water revenue

The municipality has billed R4 238 494 less water charges than initially anticipated. The largest underperformance was noted for the sale of conventional water (R3 803 666). This decline in billings is a result of a decrease in consumption than initially anticipated.

3.4 Transfers and subsidies

The municipality has noted an overperformance of R10 282 525 than initially anticipated. The over performance is due to an inflow of tranche payments from the beginning of the financial year to date from both the National and provincial treasuries and departments.

3.5 Operational Revenue

The municipality has noted an overperformance of R11 068 636 than initially anticipated. The items that attributed to the overperformance are as follows:

3.5.1 Revenue: Exchange Revenue: Operational Revenue: Development Charges

The municipality noted and overperformance of R12 140 739 for Development charges. This is a result of more payments being received from developments carried out by the municipality than initially anticipated.

3.6 Fines, penalties, and forfeits

The municipality has noted an overperformance of R5 288 624 than initially anticipated. The recognition of traffic fines in terms of interpretation generally recognised accounting practice (iGRAP) 1 is done monthly, including the journal processed on the financial system

4. Operating Expenditure

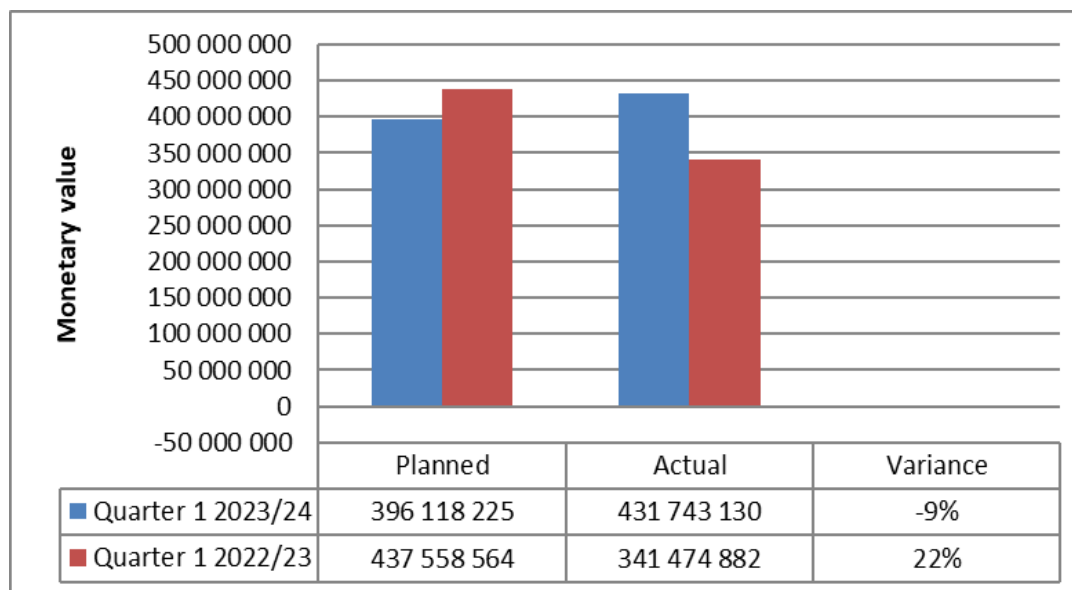
The following table illustrates the actual operating expenditure for each Directorate against planned expenditure for the first Quarter of 2023/24.

Operating Expenditure (Per Directorate):

DIRECTORATE	ORIGINAL BUDGET	AMENDED BUDGET	QUARTER 1 2023/24	
			PLANNED	ACTUALS
Municipal Manager	17 841 031	17 841 031	3 264 780	4 259 130
Planning & Development	93 402 566	93 402 566	18 306 540	22 639 130
Infrastructure Services	1 366 656 493	1 366 656 493	256 078 400	276 765 130
Community and Protection Services	422 902 773	422 902 773	59 240 468	65 103 130
Corporate Services	234 756 698	234 756 698	33 727 831	36 341 130
Financial Services	122 789 307	122 789 307	25 500 206	26 633 130
TOTALS	2 258 348 868	2 258 348 868	396 118 225	431 743 130

During the first quarter of the financial year the directorates spent R431 743 130, 9% more than the planned expenditure for the first quarter of last year, the directorate spent R341 474 882, 22% less than the planned expenditure.

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023



The year on year comparison for the first quarter is 109% actual spending rate of the planned operating budget for the financial year 2023/24, compared to a 78% actual spending rate for the same period in the previous financial year.

Operating Expenditure Variance Report

The variances between actual operating expenditure and planned operating expenditure contained in the SDBIP are explained per item and are as follows:

4.1 Planning and Development Services

The Planning and Development Services directorate planned to spend R18 306 540 of the budget. The year- to- date actual expenditure incurred amounted to R22 639 694 which resulted in an overperformance of R4 333 153. The items that attributed to the overperformance are as follows:

4.1.1 Expenditure: Transfers and Subsidies: Operational: Monetary Allocations: Non-profit institutions: Tourism

The user department planned to spend R1 156 338 of the budget. The year-to- date actual expenditure incurred amounted to R5 203 517. The user department indicated that due to a decision taken during the Grant committee and Special Council meeting, the payment to a local tourism organisation was made.

4.1.2 Expenditure: Contracted Services: Consultants and Professional Services: Business and Advisory: Audit Committee

The user department planned to spend R10 125 of the budget. The year- to- date actual expenditure incurred amounted to R53 470. The expenditure is still within the approved budget.

4.2 Infrastructure Services

The Infrastructure Services directorate planned to spend R256 078 400 of the budget. The year-to-date actual expenditure incurred amounted to R276 765 547 which resulted in an overperformance of R20 687 147. The items that attributed to the underperformance are as follows:

4.2.1 Expenditure: Bulk Purchases: Electricity: ESKOM

The user department planned to spend R125 807 728 of the budget. The year-to- date actual expenditure incurred amounted to R137 257 091.29. The increase in usage can be directly linked to the decrease in loadshedding stages which has attributed to the variance.

4.2.2 Expenditure: Contracted Services: Outsourced Services: Refuse Removal (Refuse Removal)

The user department had no planned expenditure on the budget. The year- to-date actual expenditure incurred amounted to R4 014 291. The cash flows will be amended in the mid-year adjustment budget.

4.2.3 Expenditure: Contracted Services: Contractors: Transportation

The user department had no planned expenditure on the budget. The year- to-date actual expenditure incurred amounted to R3 209 917. The cash flows will be amended in the mid-year adjustment budget.

4.2.4 Expenditure: Contracted Services: Outsourced Services: Refuse Removal (Landfill site)

The user department planned to spend R389 311 of the amended budget. The year-to-date actual expenditure incurred amounted to R3 096 564. The cash flows will be amended in the mid-year adjustment budget.

4.2.5 Expenditure: Operational Cost: Hire Charges

The user department had no planned expenditure on the budget. The year- to-date actual expenditure incurred amounted to R1 152 815. The cash flows will be amended in the mid-year adjustment budget.

4.3 Community and Protection Services

The Community and Protection Services directorate planned to spend R59 240 593 of the budget. The year-to-date actual expenditure incurred amounted to R65 103 656 which resulted in an overperformance of R5 863 188. The items that attributed to the overperformance are as follows:

4.3.1 Expenditure: Contracted Services: Outsourced Services: Security Services

The user department had no planned expenditure on the budget. The year- to-date actual expenditure incurred amounted to R8 091 399. The cash flows will be amended in the mid-year adjustment budget.

4.3.2 Expenditure: Contracted Services: Outsourced Services: Traffic Management

The user department planned to spend R726 138 of the budget. The year-to-date actual expenditure incurred amounted to R874 564. The expenditure incurred is within the approved budget for the line item.

4.3.3 Expenditure: Operational Cost: Communication: Radio and TV Transmissions

The user department had no planned expenditure on the budget. The year-to-date actual expenditure incurred amounted to R581 897. The cash flows will be amended in the mid-year adjustment budget.

4.3.4 Expenditure: Transfers and Subsidies: Operational: Allocations In-kind: Households: Social Assistance: Social Relief

The user department planned to spend R55 319 of the amended budget. The year-to-date actual expenditure incurred amounted to R238 677. The expenditure incurred is within the approved budget for the line item.

4.4 Corporate Services

The Corporate Services directorate planned to spend R33 727 831 of the budget. The year-to-date actual expenditure incurred amounted to R36 341 056 which resulted in an overperformance of R2 613 225. The items that attributed to the overperformance are as follows:

4.4.1 Expenditure: Operational Cost: External Computer Service: Software Licences

The user department planned to spend R622 253 of the budget. The year-to-date actual expenditure incurred amounted to R8 458 114. The expenditure incurred is within the approved budget for the line item. Most of the Annual software licenses were paid in the First Quarter.

4.4.2 Expenditure: Operational Cost: External Computer Service: System Development

The user department planned to spend R25 655 of the budget. The year-to-date actual expenditure incurred amounted to R891 919. The expenditure incurred is within the approved budget for the line item.

4.4.3 Expenditure: Contracted Services: Contractors: Maintenance of Buildings and Facilities

The user department planned to spend R26 315 of the budget. The year-to-date actual expenditure incurred amounted to R390 127. The expenditure incurred is within the approved budget for the line item.

4.4.4 Expenditure: Operational Cost: Registration Fees: Seminars, Conferences, Workshops and Events: National

The user department had no planned expenditure on the budget. The year-to-date actual expenditure incurred amounted to R495 790. The cash flows will be amended in the mid-year adjustment budget.

4.5 Financial Services

The Financial Services directorate planned to spend R25 500 266 of the budget. The year-to-date actual expenditure incurred amounted to R26 633 274 which resulted in an overperformance of R1 133 068. The items that attributed to the overperformance are as follows:

4.5.1 Expenditure: Operational Cost: Management Fee

The user department planned to spend R871 259 of the amended budget. The year-to-date actual expenditure incurred amounted to R1 382 000. The expenditure incurred is within the approved budget for the line item.

4.5.2 Expenditure: Operational Cost: External Audit Fees

The user department planned to spend R200 000 of the amended budget. The year-to-date actual expenditure incurred amounted to R734 462. The expenditure incurred is within the approved budget for the line item.

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

5. Capital Expenditure

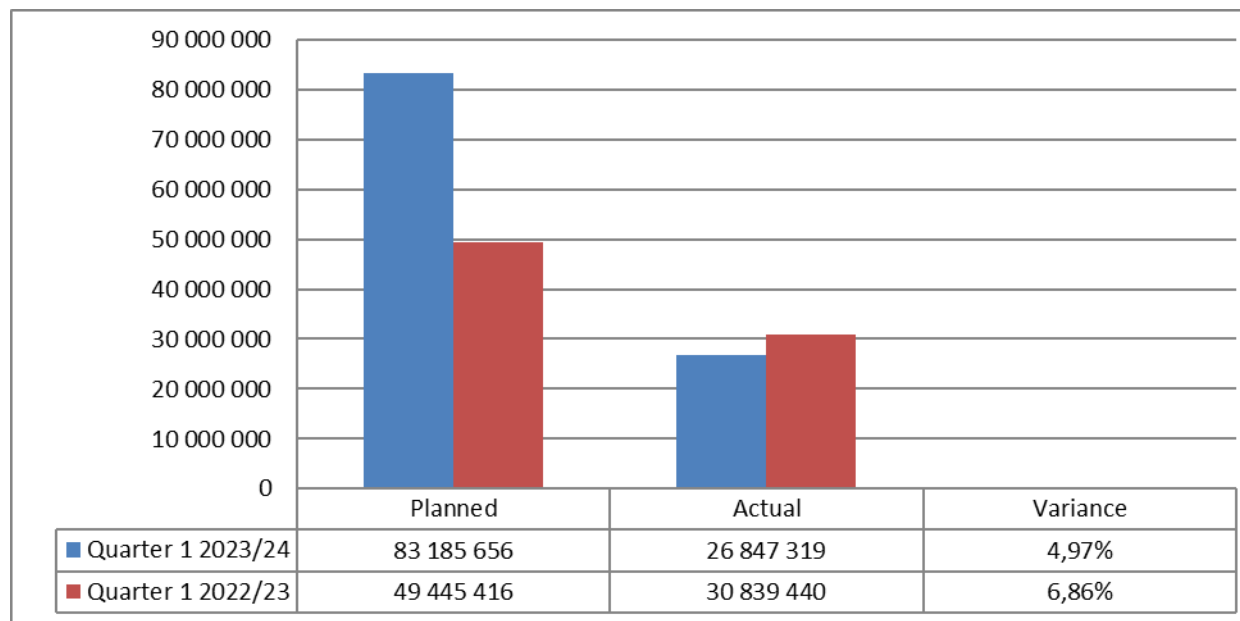
The following table illustrates the actual capital expenditure per directorate against the planned in the SDBIP for the 1st Quarter of 2023/24.

DIRECTOR	ORIGINAL BUDGET	AMENDED BUDGET
Municipal Manager	40 000	40 000
Planning & Development	9 043 500	9 056 056
Infrastructure Services	436 423 363	455 193 165
Community and Protection Services	24 642 002	33 968 390
Corporate Services	33 901 000	39 733 166
Financial Services	750 000	1 918 848
TOTALS	504 799 865	539 909 625

QUARTER 1 2023/24		
PLANNED	ACTUAL EXPENDITURE	VAR %
-	4 249	#DIV/0!
572 634	414 839	-28%
71 536 051	24 873 200	-65%
6 344 768	156 880	-98%
4 688 873	1 394 020	-70%
43 330	4 131	-90%
83 185 656	26 847 319	-68%

QUARTER 1 2022/23		
PLANNED	ACTUAL EXPENDITURE	VAR %
12 000	25 832	100%
570 451	1 296 689	127%
42 664 245	20 903 516	-51%
5 050 000	8 254 150	63%
1 104 900	330 332	-70%
43 820	28 922	-34%
49 445 416	30 839 440	-38%

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023



The year-on-year comparison for the end of the first quarter is [R26 847 319/ R539 909 625] 4.97% of the total capital budget of R539 909 625 for the 2023/24 financial year compared to a [R30 839 440/ R449 751 820] 6.86% spending rate for the same period in the previous financial year measured against a budget of R449 751 820.

Capital Expenditure Variance Report

The variances between actual capital expenditure and the planned capital expenditure contained in the SDBIP are explained per directorate and are as follows:

5.1 Planning and Development

The Directorate planned to spend R572 634 of the amended budget. The year-to-date actual expenditure incurred amounted to R414 839. This resulted in an underperformance of R157 795. The projects that attributed to the underperformance are as follows:

5.1.1 Erf 7001 Cloetesville (380) FLISP

The user department planned to spend R258 828 of the budget. The year-to-date actual expenditure incurred amounted to R35 000. Orders to the amount of R96 870 have been loaded onto the financial system. The user department indicated that they require a reduction in the budget due to the approved tender coming in below the anticipated amount. An invoice to the order amount has been submitted for payment and will reflect in the next reporting period.

5.2 Community and Protection Services

The Directorate planned to spend R6 344 768 of the amended budget. The year-to-date actual expenditure incurred amounted to R156 880. This resulted in an underperformance of R6 187 888. The projects that attributed to the underperformance are as follows:

5.2.1 Upgrade of Sport Facilities

The user department planned to spend R3 561 030. The year-to-date actual expenditure incurred amounted to R34 647. Orders to the amount of R1 289 172 have been loaded onto the financial system. The user department indicated that the tender for the appointment of a consultant has been advertised and is expected to close on the 3rd October 2023.

5.2.2 Botmaskop: Security Fencing

The user department planned to spend R768 843. No expenditure has been incurred to date. Orders to the amount of R218 921 have been loaded onto the financial system. The user department indicated that they are expecting the final invoice for the project from the service provider on the 15th October 2023.

5.2.3 Install and Upgrade CCTV/ LPR Cameras In WC024

The user department planned to spend R555 727. No expenditure has been incurred to date. The user department indicated that the tender for the procurement of cameras is still in progress.

5.2.4 Install Computerized Access Security Systems and CCTV Cameras At Municipal Buildings

The user department planned to spend R764 394. No expenditure has been incurred to date. The user department indicated that the tenders for biometrics and intrusions have been cancelled due to the non-responsiveness of bidders. The tenders will be resubmitted for advertisement.

5.3 Infrastructure Services

The Directorate planned to spend R71 536 051 of the amended budget. The year-to-date actual expenditure incurred amounted to R24 873 200. This resulted in an underperformance of R46 662 851. The projects that attributed to the underperformance are as follows:

5.3.1 Bien don 66/11kV substation new

The user department planned to spend R3 301 950 of the budget. No expenditure has been incurred to date. Orders to the amount of R2 108 432 have been loaded onto the financial system. The user department indicated that they are currently negotiating the procurement of the land for the substation and finalising the project designs.

5.3.2 Expansion of the landfill site (New cells)

The user department planned to spend R15 577 168 of the budget. The year-to-date actual expenditure incurred amounted to R3 555 191. Orders to the amount of R42 444 809 have been loaded onto the financial system. The user department indicated that the project is currently in progress but delays due to rainy weather have been experienced.

5.3.3 Landfill Gas To Energy

The user department planned to spend R5 121 927 of the budget. No expenditure has been incurred to date. Orders to the amount of R3 034 886 have been loaded onto the financial system. The user department indicated that a tender has been advertised and they are awaiting the appointment of a service provider.

5.3.4 Laterra Substation

The user department planned to spend R3 337 502 of the budget. No expenditure has been incurred to date. Orders to the amount of R13 389 717 have been loaded onto the financial system. The user department indicated that the project is currently underway and that an invoice has been submitted. An improvement will be seen in the next reporting period.

5.3.5 New Reservoir & Pipeline: Vlottenburg

The user department planned to spend R24 654 588 of the budget. The year-to-date actual expenditure incurred amounted to R8 495 258. Orders to the amount of R24 293 373 have been loaded onto the financial system. The user department indicated that Phase 1 is currently under construction. A consultant has been appointed and is currently busy with the completion of the tender documents for the appointment of a contractor for the construction of the second phase envisaged to commence in the 2024/2025 financial year.

5.3.6 Kayamandi: Zone O (±711 services)

The user department planned to spend R2 000 000 of the budget. The year-to-date actual expenditure incurred amounted to R957 557. Orders to the amount of R12 392 442 have been loaded onto the financial system. The user department indicated that a contractor has been appointed and an invoice has been submitted for payment. An improvement will be seen in the next reporting period.

5.4 Corporate Services

The Directorate planned to spend R4 688 873 of the budget. The year-to-date actual expenditure incurred amounted to R1 394 020. This resulted in an underperformance of R3 294 853. The projects that attributed to the underperformance are as follows:

5.4.1 Structural Improvement: General

The user department planned to spend R1 903 604 of the budget. The year-to-date actual expenditure incurred amounted to R196 496. Orders to the amount of R2 679 337 have been loaded onto the financial system. The user department indicated that a contractor has been appointed and is currently on site. They envisage completion to be on the 15th of December 2023.

5.4.2 Structural Upgrade: Heritage Building

The user department planned to spend R1 870 713 of the budget. The year-to-date actual expenditure incurred amounted to R172 991. Orders to the amount of R6 364 725 have been loaded onto the financial system. The user department indicated that the project is a multi-year project, and they envisage completion to be in the 2023/2024 financial year.

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

6. Investments and Borrowings

6.1 Investments

ACC. NR	BANK	Type/ Period	INTEREST RATE	MATURITY DATE	OPENING BALANCE AS AT 1 JULY 2023	QUARTER 1		TOTAL INVESTMENTS/ WITHDRAWALS	INTEREST CAPITALISED FOR THE MONTH UNDER REVIEW	INTEREST ACCRUED YTD	CLOSING BALANCE YTD
						INVEST	WITHDRAWAL				
	<u>ABSA BANK</u>										
93-6748-9415	A#9415	CALL	8,900%		97 732 102,17	-	-		725 765,85	2 208 845,15	99 940 947,31
20-8097-3316	A#3316	FIXED/4 MTHS	8,550%	14-Jul-23	51 253 219,18	-	51 405 479,45	(51 405 479,45)	-	152 260,27	(0,00)
20-8103-0741	A#0741	FIXED/3 MTHS	8,550%	19-Jul-23	71 246 000,00	-	71 536 164,38	(71 536 164,38)	-	290 164,38	0,00
20-8116-1722	A#1722	FIXED/6 MTHS	9,780%	11-Dec-23	-	94 518 353,02	-	94 518 353,02	759 772,19	2 076 710,64	96 595 063,66
					220 231 321,35	94 518 353,02	122 941 643,84	(28 423 290,82)	1 485 538,03	4 727 980,45	196 536 010,98
	<u>NEDBANK</u>										
03/7881123974/...024	N#024	FIXED / 12 MTHS	5,800%	12-Oct-22	-						
03/7881123974/...025	N#025	FIXED / 6 MTHS	6,100%	22-Sep-22	-						
03/7881123974/...026	N#026	FIXED / 12 MTHS	7,950%	21-Jun-23	(0,01)						
03/7881123974/...028	N#028	FIXED / 12 MTHS	9,050%	13-Oct-23	106 471 369,86	-	-		743 835,62	2 281 095,89	108 752 465,75
03/7881123974/...030	N#030	FIXED / 12 MTHS	9,540%	15-Mar-24	102 796 657,53	-	-		784 109,59	2 404 602,74	105 201 260,27
03/7881123974/...031	N#031	FIXED / 12 MTHS	10,300%	10-Jul-24		105 481 646,98	-	105 481 646,98	892 981,61	2 440 816,41	107 922 463,39
					209 268 027,39	105 481 646,98	-	105 481 646,98	2 420 926,82	7 126 515,04	321 876 189,42
						-	-				
INVESTMENT TOTAL					429 499 348,74	200 000 000,00	122 941 643,84	77 058 356,16	3 906 464,85	11 854 495,49	518 412 200,40

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

6.2 Borrowings

Lending Institution	Balance 1/07/2023	Received Quarter 1 2024	Interest Capitalised Quarter 1 2024	Capital Repayments Quarter 1 2024	Balance 30/09/2023	Percentage	Sinking Funds
							(R'000)
DBSA@ 11.1%	7 433 651	-	-	-	7 433 651	11,10%	
DBSA@ 10.25%	26 553 667	-	-	-	26 553 667	10,25%	
DBSA @ 9.74%	61 169 896	-	-	-	61 169 896	9,74%	
NEBANK @ 9.70%	113 406 823	-	-	-	113 406 823	9,70%	
NEBANK @ 8.8%	88 636 094	-	-	-	88 636 094	6,73%	
STANDARD BANK @ 11.00%	135 505 535	-	-	-	135 505 535	11,00%	
NEDBANK @9.70%	69 244 294	-	-	-	69 244 294	9,70%	
TOTAL	501 949 960	-	-	-	501 949 960		

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

7. Allocations and grant receipts and expenditure for the 1st Quarter of 2023/24

		EXPECTED	OPENING	CAPITAL	ACCUMULATE	ACCUMULATED	QUARTER 1	QUARTER 1	UNSPENT
OPERATING & CAPITAL GRANTS	TOTAL 2022/23	ALLOCATION	BALANCE 1	DEBTORS	D ACTUAL	ACTUAL	RECEIPTS	ACTUAL	CONDITIONAL
			JULY 2023		RECEIPTS	EXPENDITURE		EXPENDITURE	GRANTS - 30
									SEPTEMBER
									2023
Unconditional Grant:Equitable Share	200 841 000	200 841 000	-		83 684 000	28 380 095	83 684 000	28 380 095	55 303 905
Grand Total (Unconditional Grants)	200 841 000	200 841 000	-	-	179 634 000	51 339 778	83 684 000	28 380 095	55 303 905
EPWP Integrated Grant for Municipalities	4 786 000	4 786 000	-		1 197 000	-	1 197 000	-	1 197 000
Local Government Financial Management Grant	1 550 000	1 550 000	-		1 550 000	-	1 550 000	-	1 550 000
Integrated National Electrification Programme (Municipal) Grant	22 750 000	22 750 000	-		6 000 000	1 146 895	6 000 000	1 146 895	4 853 105
Integrated Urban Development Grant	59 410 000	59 410 000	-		24 000 000	8 403 144	24 000 000	8 403 144	15 596 856
LGSETA Funding	-	-	-		-	-	-	-	-
DBSA Grant	-	-	-		-	-	-	-	-
Community Development Workers Operational Support	38 000	38 000	-		-	-	-	-	-
Community Library Service Grant	11 252 000	11 252 000	-		3 751 000	-	3 751 000	-	3 751 000
Library Services: Conditional Grant	-	-	-		-	-	-	-	-
Financial Management Support Grant	-	-	-		-	-	-	-	-
Human Settlements Development Grant	23 645 665	22 413 000	1 232 665	6 364 601	-	125 352	-	125 352	-125 352
Informal Settlements Upgrading Partnership Grant:	18 633 000	18 633 000	-		-	957 557	-	957 557	-957 557
Title Deeds Restoration Grant	1 503 000	1 503 000	-		-	-	-	-	-
Municipal Accreditation and Capacity Building Grant	245 000	245 000	-		-	-	-	-	-
Financial Management Capacity Building Grant	-	-	-		-	-	-	-	-
Maintenance and Construction of Transport Infrastructure	345 000	345 000	-	450 000	-	-	-	-	-
Regional Socio-Economic Project/violence through urban upgrading (RSEP/VPUU)	1 000 000	1 000 000	-		-	278 413	-	278 413	-278 413
Cape Winelands District Grant	500 000	-	500 000		-	-	-	-	-
Western Cape Municipal Energy Resilience Grant (WC MER Grant)	-	-	-		-	-	-	-	-
EMERGENCY MUNICIPAL LOAD SHEDDING RELIEF GRANT	6 175 000	-	6 175 000		-	-	-	-	-
Khaya Lam Free Market Foundation	102 000	-	102 000		-	-	-	-	-
Grand total (Conditional Grants)	151 934 665	143 925 000	8 009 665	6 814 601	36 498 000	10 911 361	36 498 000	10 911 361	25 586 639

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

8. Personnel Expenditure

In terms of Section 66 of the MFMA, all expenditure incurred by the municipality on staff salaries, wages, allowances, and benefits must be reported to council.

Employee - Related Costs	Original Budget	Adjustments Budget	Quarter 1 Budget	Quarter 1 Actual	YTD Budget	YTD Actual	YTD %
Basic Salary and Wages	371 654 806	372 850 242	92 624 058	90 232 038	92 624 058	90 232 038	24%
Bonus	29 944 562	29 944 562	167 647	2 068 041	167 647	2 068 041	7%
Acting and Post Related Allowances	828 139	828 139	207 027	106 414	207 027	106 414	13%
Non Structured	38 106 984	38 106 984	9 523 618	10 577 104	9 523 618	10 577 104	28%
Standby Allowance	13 941 228	13 941 228	3 485 316	3 578 596	3 485 316	3 578 596	26%
Travel or Motor Vehicle	12 005 630	12 005 630	3 010 009	2 407 630	3 010 009	2 407 630	20%
Accommodation, Travel and Incidental	39 540	39 540	9 885	161 360	9 885	161 360	408%
Bargaining Council	160 407	160 407	40 044	81 459	40 044	81 459	51%
Cellular and Telephone	2 745 713	2 745 713	681 675	530 514	681 675	530 514	19%
Current Service Cost	6 060 476	6 060 476	1 515 120	-	1 515 120	-	0%
Essential User	656 632	656 632	164 157	234 489	164 157	234 489	36%
Entertainment	-	-	-	-	-	-	0%
Fire Brigade	3 082 530	3 082 530	770 634	718 325	770 634	718 325	23%
Group Life Insurance	5 271 974	5 271 974	1 322 897	1 865 364	1 322 897	1 865 364	35%
Housing Benefits	3 057 120	3 057 120	769 503	690 054	769 503	690 054	23%
Interest Cost	19 795 274	19 795 274	-	-	-	-	0%
Leave Gratuity	7 522 722	7 522 722	940 341	-	940 341	-	0%
Leave Pay	-	-	-	-	-	-	0%
Long Term Service Awards	2 402 222	2 402 222	600 555	-	600 555	-	0%
Medical	28 434 382	28 434 382	7 108 635	9 423 438	7 108 635	9 423 438	33%
Non-pensionable	228 827	228 827	57 207	16 589	57 207	16 589	7%
Pension	61 143 718	61 143 718	15 269 557	14 963 134	15 269 557	14 963 134	24%
Scarcity Allowance	823 560	823 560	205 890	1 208 733	205 890	1 208 733	147%
Shift Additional Remuneration	4 414 274	4 414 274	1 103 565	1 096 132	1 103 565	1 096 132	25%
Structured	2 583 399	2 583 399	446 178	658 884	446 178	658 884	26%
Unemployment Insurance	2 789 430	2 789 430	696 786	654 432	696 786	654 432	23%
Totals	617 693 549	618 888 985	140 720 304	141 272 733	140 720 304	141 272 733	23%

During the first quarter of the financial year the directorates spent R141 272 733, 100.39% more than the planned expenditure of R140 720 304. This overspending mainly relates to the expenditure incurred in respect of medical benefit and Bonuses.

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

9. Withdrawals

<i>Consolidated Quarterly Report for period 01/07/2023 to 30/09/2023</i>				
Date	Payee	Amount in R'000	Description and Purpose (including section reference e.g. sec 11(f))	Authorised by (name)
Monthly	Provincial Government Western Cape	10 030 205	The Municipality acts as an agent for PAWC for collection of licencing fees. S 11(e)(i)	Acting Director: Community and Protection Services
Monthly	VERSO Group Insurance and Sanlam Group Insurance	2 146 378	Group Insurance. S11(e) (ii)	Council
Ad Hoc	Investment Management	200 000 000	Investment in accordance with the Cash Management and Investment Policy. S11(h)	Accounting Officer (Municipal Manager)

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

10. Cost Containment Reporting

Measures	Cost Containment In - Year Report							
	Original Budget	Amended Budget	Quarter 1		Saving/ (Over spending)	YTD		Saving/ (Over spending)
			Budget	Actual		Total YTD Budget	Total YTD Actual	
Use of consultants	47 012 591	46 964 717	5 935 595	1 468 631	4 466 964	5 935 595	1 468 631	4 466 964
Vehicles used for political office -bearers	-	-	-	-	-	-	-	-
Accommodation, Travel and Incidental costs	14 764 079	14 784 081	3 267 571	208 500	3 059 071	3 267 571	208 500	3 059 071
Sponsorships, events and catering	3 241 938	3 404 758	349 512	183 640	165 872	349 512	183 640	165 872
Communication	15 797 204	15 797 204	1 389 496	1 667 164	- 277 668	1 389 496	1 667 164	- 277 668
Other related expenditure items	45 453 089	45 453 089	11 073 361	19 890	11 053 471	11 073 361	19 890	11 053 471
Grand Total	126 268 901	126 403 849	22 015 535	3 547 825	18 467 710	22 015 535	3 547 825	18 467 710

The largest year to date overspending was noted for Communication related expenditure items of which the largest component relates to Communication: Radio and TV Transmissions.

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

Item for report	Item longcode	Description	Original Budget	Amended Budget	Quarter 1		Saving/ (Over spending)	YTD		Saving/ (Overspending)
					Budget	Actual		Total YTD Budget	Total YTD Actual	
Use of consultants	IE0030020010010000000000000000000000	Business and Advisory:Accounting and Auditing	-	-	-	-	-	-	-	-
	IE0030020010030000000000000000000000	Business and Advisory:Audit Committee	817 800	817 800	39 125	137 845	- 98 720	39 125	137 845	- 98 720
	IE0030020010050000000000000000000000	Business and Advisory:Business and Financial Manag	5 657 859	5 579 859	288 060	389 846	- 101 786	288 060	389 846	- 101 786
	IE0030020010060000000000000000000000	Business and Advisory:Commissions and Committees	-	-	-	-	-	-	-	-
	IE0030020010070000000000000000000000	Business and Advisory:Communications	8 262	8 262	-	-	-	-	-	-
	IE0030020010080000000000000000000000	Business and Advisory:Human Resources	334 642	334 642	38 400	-	38 400	38 400	-	38 400
	IE0030020010100000000000000000000000	Business and Advisory:Occupational Health and Safe	-	-	-	-	-	-	-	-
	IE0030020010110000000000000000000000	Business and Advisory:Organisational	110 160	110 160	-	-	-	-	-	-
	IE0030020010120000000000000000000000	Business and Advisory:Project Management	20 332 130	20 208 154	4 530 559	7 197	4 523 362	4 530 559	7 197	4 523 362
	IE0030020010130000000000000000000000	Business and Advisory:Research and Advisory	5 452 217	6 329 972	470 307	72 960	397 347	470 307	72 960	397 347
	IE0030020010140000000000000000000000	Business and Advisory:Qualification Verification	-	-	-	-	-	-	-	-
	IE0030020010150000000000000000000000	Business and Advisory:Quality Control	-	-	-	-	-	-	-	-
	IE0030020010160000000000000000000000	Business and Advisory:Valuer and Assessors	3 954 965	3 954 965	77 752	171 568	- 93 816	77 752	171 568	- 93 816
	IE0030020010170000000000000000000000	Business and Advisory:Forensic Investigators	565 781	565 781	-	7 700	- 7 700	-	7 700	- 7 700
	IE0030020020010000000000000000000000	Infrastructure and Planning:Architectural	-	-	-	-	-	-	-	-
	IE0030020020040040000000000000000000	Engineering:Civil	-	-	-	-	-	-	-	-
	IE0030020020040100000000000000000000	Engineering:Structural	-	-	-	-	-	-	-	-
	IE0030020020080000000000000000000000	Infrastructure and Planning:Land and Quantity Surv	-	-	-	-	-	-	-	-
	IE0030020030040000000000000000000000	Laboratory Services:Water	2 798 855	2 075 202	36 548	143 113	- 106 565	36 548	143 113	- 106 565
	IE0030020040010000000000000000000000	Legal Cost:Legal Advice and Litigation	6 493 080	6 493 080	454 844	531 721	- 76 877	454 844	531 721	- 76 877
	IE0030020040020000000000000000000000	Legal Cost:Issue of Summons	486 840	486 840	-	6 680	- 6 680	-	6 680	- 6 680
Vehicles used for political office - bearers	N/A	N/A	-	-	-	-	-	-	-	-

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

	IE0050010010010050050000000000000000	Allowance:Travel or Motor Vehicle	134 446	134 446	33 612	-	33 612	33 612	-	33 612
	IE0050010020010050050000000000000000	Allowance:Travel or Motor Vehicle	268 891	268 891	67 224	-	67 224	67 224	-	67 224
	IE0050010020010050070000000000000000	Allowance:Accommodation, Travel and Incidental	-	-	-	-	-	-	-	-
	IE0050010040010050050000000000000000	Allowance:Travel or Motor Vehicle	-	-	-	-	-	-	-	-
	IE0050010070010050050000000000000000	Allowance:Travel or Motor Vehicle	-	-	-	-	-	-	-	-
	IE0050010090010050070000000000000000	Allowance:Accommodation, Travel and Incidental	-	-	-	-	-	-	-	-
	IE0050010100010050050000000000000000	Allowance:Travel or Motor Vehicle	-	-	-	-	-	-	-	-
	IE0050010110010050050000000000000000	Allowance:Travel or Motor Vehicle	-	-	-	-	-	-	-	-
	IE0050010140010050070000000000000000	Allowance:Accommodation, Travel and Incidental	-	-	-	-	-	-	-	-
	IE0050010170010050050000000000000000	Allowance:Travel or Motor Vehicle	-	-	-	-	-	-	-	-
	IE0050020010050010000000000000000000	Allowances:Accommodation, Travel and Incidental	38 540	38 540	9 636	-	9 636	9 636	-	9 636
	IE0050020010050060000000000000000000	Allowances:Travel or Motor Vehicle	11 404 727	11 404 727	2 859 781	190	2 859 591	2 859 781	190	2 859 591
	IE0080010010030000000000000000000000	Allowances and Service Related Benefits:Travelling	190 800	190 800	47 700	-	47 700	47 700	-	47 700
	IE0080020010030000000000000000000000	Allowances and Service Related Benefits:Travelling	19 052	19 052	4 761	-	4 761	4 761	-	4 761
	IE0080030010030000000000000000000000	Allowances and Service Related Benefits:Travelling	190 800	190 800	47 700	-	47 700	47 700	-	47 700
	IE0080040010030000000000000000000000	Allowances and Service Related Benefits:Travelling	-	-	-	-	-	-	-	-
	IE0080050010030000000000000000000000	Allowances and Service Related Benefits:Travelling	171 475	171 475	42 867	-	42 867	42 867	-	42 867
	IE0080060010030000000000000000000000	Allowances and Service Related Benefits:Travelling	191 190	191 190	47 796	-	47 796	47 796	-	47 796
	IE0100390000000000000000000000000000	Travel Agency and Visa's	81 600	81 600	22 817	2 140	20 677	22 817	2 140	20 677
	IE0100570010010000000000000000000000	Travel and Subsistence:Domestic:Accommodation	632 281	642 283	16 527	61 442	44 915	16 527	61 442	44 915
	IE0100570010020000000000000000000000	Travel and Subsistence:Domestic:Daily Allowance	389 047	339 047	46 684	64 832	18 148	46 684	64 832	18 148
	IE0100570010030000000000000000000000	Travel and Subsistence:Domestic:Food and Beverage (Served)	317 728	317 728	337	22 509	22 172	337	22 509	22 172
	IE0100570010040000000000000000000000	Travel and Subsistence:Domestic:Incidental Cost	29 340	29 340	460	1 696	1 236	460	1 696	1 236
	IE0100570010050010000000000000000000	Travel and Subsistence:Domestic:Transport without Operator:Car Rental	49 039	59 039	-	4 019	4 019	-	4 019	4 019
	IE0100570010060010000000000000000000	Travel and Subsistence:Domestic:Transport with Operator:Other Transport Provider	49 339	49 339	-	-	-	-	-	-
	IE0100570010060020010000000000000000	Travel and Subsistence:Domestic:Transport with Operator:Public Transport:Air Transport	605 784	655 784	19 669	51 672	32 003	19 669	51 672	32 003
	IE0030030100000000000000000000000000	Contractors:Catering Services	1 169 709	1 369 709	349 512	183 640	165 872	349 512	183 640	165 872
	IE0030010060000000000000000000000000	Outsourced Services:Catering Services	-	-	-	-	-	-	-	-
	IE0100020050000000000000000000000000	Advertising, Publicity and Marketing:Gifts and Pro	32 229	32 229	-	-	-	-	-	-
	IE0030030140000000000000000000000000	Contractors:Event Promoters	2 040 000	2 002 820	-	-	-	-	-	-

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

Communication	IE01001500100000000000000000000000	Communication:Cellular Contract (Subscription and	3 193 977	3 193 977	-	336 177	-	336 177	-	336 177	-	336 177
	IE01001500200000000000000000000000	Communication:Licences (Radio and Television)	102 000	102 000	-	-	-	-	-	-	-	-
	IE01001500400000000000000000000000	Communication:Radio and TV Transmissions	2 632 620	2 632 620	-	581 897	-	581 897	-	581 897	-	581 897
	IE01001500300000000000000000000000	Communication:Postage/Stamps/Frinking Machines	2 263 000	2 263 000	195 135	247 114	-	51 979	195 135	247 114	-	51 979
	IE01001500700000000000000000000000	Communication:SMS Bulk Message Service	250 000	250 000	-	-	-	-	-	-	-	-
	IE01001500900000000000000000000000	Communication:Telemetric Systems	-	-	-	-	-	-	-	-	-	-
	IE0050020010050030000000000000000000	Allowances:Cellular and Telephone	2 576 625	2 576 625	639 399	-	639 399	639 399	-	639 399	-	639 399
	IE0100150080000000000000000000000000	Communication:Telephone, Fax, Telegraph and Telex	4 778 982	4 778 982	554 962	501 975	52 987	554 962	501 975	52 987	-	52 987
Other related expenditure items	IE0100230030000000000000000000000000	Entertainment:Senior Management	40 800	40 800	-	18 200	-	18 200	-	18 200	-	18 200
	IE0100230020000000000000000000000000	Entertainment:Total for All Other Councillors	53 040	53 040	-	-	-	-	-	-	-	-
	IE0100230010000000000000000000000000	Entertainment:Executive Mayor	254 592	254 592	-	1 690	-	1 690	-	1 690	-	1 690
	IE0100230040000000000000000000000000	Entertainment:Deputy Executive Mayor	-	-	-	-	-	-	-	-	-	-
	IE0100230050000000000000000000000000	Entertainment:Speaker	-	-	-	-	-	-	-	-	-	-
	IE0100230060000000000000000000000000	Entertainment:Chief Whip	-	-	-	-	-	-	-	-	-	-
	IE0100230070000000000000000000000000	Entertainment:Executive Committee	-	-	-	-	-	-	-	-	-	-
	IE0100230080000000000000000000000000	Entertainment:Section 79 committee chairperson	-	-	-	-	-	-	-	-	-	-
	IE005002001005009012002000000000000000	Overtime:Non Structured	38 106 984	38 106 984	9 523 618	-	9 523 618	9 523 618	-	9 523 618	-	9 523 618
	IE005002001005009012004000000000000000	Overtime:Shift Additional Remuneration	4 414 274	4 414 274	1 103 565	-	1 103 565	1 103 565	-	1 103 565	-	1 103 565
	IE005002001005009012003000000000000000	Overtime:Structured	2 583 399	2 583 399	446 178	-	446 178	446 178	-	446 178	-	446 178
		Grand Total	126 268 901	126 403 849	22 015 535	3 547 825	18 467 710	22 015 535	3 547 825	18 467 710		

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

11. Quarterly Budget Statements

Table C1: Quarterly Budget Statement Summary

WC024 Stellenbosch - Table C1 Monthly Budget Statement Summary - Q1 First Quarter

Description	2022/23	Budget Year 2023/24							
	Audited Outcome	Original Budget	Adjusted Budget	Monthly Actual	YearTD Actual	YearTD Budget	YTD Variance	YTD Variance %	Full Year Forecast
R thousands									
Financial Performance									
Property rates	452 019	473 589	473 589	34 401	176 482	193 781	(17 299)	-9%	473 589
Service charges	1 138 698	1 315 591	1 315 591	117 310	342 108	292 631	49 478	17%	1 315 591
Investment revenue	42 250	41 193	41 193	4 856	14 282	10 298	3 984	39%	41 193
Transfers and subsidies - Operational	211 107	240 911	240 911	-	83 724	73 441	10 283	14%	240 911
Other own revenue	257 943	213 644	213 644	29 298	52 660	31 772	20 889	66%	213 644
Total Revenue (excluding capital transfers and contributions)	2 102 017	2 284 927	2 284 927	185 864	669 257	601 923	67 334	11%	2 284 927
Employee costs	546 292	617 694	618 889	141 273	141 273	140 720	552	0%	618 889
Remuneration of Councillors	21 818	22 097	22 097	3 538	3 538	5 524	(1 986)	-36%	22 097
Depreciation and amortisation	241 691	220 283	220 283	39 562	60 875	54 481	6 394	12%	220 283
Interest	59 928	59 688	59 688	-	-	10 700	(10 700)	-100%	59 688
Inventory consumed and bulk purchases	608 174	736 842	733 970	82 346	160 326	144 888	15 438	11%	733 970
Transfers and subsidies	17 758	20 636	19 758	593	9 609	4 374	5 235	120%	19 758
Other expenditure	468 871	581 109	583 663	29 540	56 122	35 430	20 692	58%	583 663
Total Expenditure	1 964 534	2 258 349	2 258 349	296 851	431 743	396 118	35 625	9%	2 258 349
Surplus/(Deficit)	137 483	26 578	26 578	(110 986)	237 514	205 805	31 709	15%	26 578
Transfers and subsidies - capital (monetary allocations)	100 312	103 856	103 856	10 911	10 911	1 258	9 653	767%	103 856
Transfers and subsidies - capital (in-kind)	23	-	-	-	-	-	-	-	-
Surplus/(Deficit) after capital transfers & contributions	237 818	130 434	130 434	(100 075)	248 425	207 063	41 362	20%	130 434
Share of surplus/ (deficit) of associate	-	-	-	-	-	-	-	-	-
Surplus/ (Deficit) for the year	237 818	130 434	130 434	(100 075)	248 425	207 063	41 362	20%	130 434
Capital expenditure & funds sources									
Capital expenditure	321 989	504 800	539 910	17 038	26 847	82 961	(56 114)	-68%	539 910
Capital transfers recognised	116 751	127 974	131 701	4 008	11 148	34 983	(23 835)	-68%	131 701
Borrowing	84 534	200 000	210 901	5 747	7 399	32 604	(25 205)	-77%	210 901
Internally generated funds	120 704	176 826	197 307	7 282	8 299	15 373	(7 074)	-46%	197 307
Total sources of capital funds	321 989	504 800	539 910	17 038	26 847	82 961	(56 114)	-68%	539 910
Financial position									
Total current assets	928 958	812 698	780 098		1 312 536				780 098
Total non current assets	6 070 173	6 443 332	6 478 442		6 032 368				6 478 442
Total current liabilities	492 083	448 318	450 827		576 111				450 827
Total non current liabilities	734 220	1 059 662	1 059 662		734 223				1 059 662
Community wealth/Equity	5 786 146	5 748 050	5 748 050		5 786 146				5 748 050
Cash flows									
Net cash from (used) operating	2 557 246	428 518	433 442	212 263	560 492	277 182	(283 310)	-102%	2 327 241
Net cash from (used) investing	(300 074)	(576 970)	(617 346)	(16 805)	(61 937)	95 735	157 672	165%	617 346
Net cash from (used) financing	-	200 000	200 000	-	-	-	-	-	200 000
Cash/cash equivalents at the month/year end	2 700 573	484 189	448 737	-	1 376 809	805 557	(571 251)	-71%	4 022 840
Debtors & creditors analysis	0-30 Days	31-60 Days	61-90 Days	91-120 Days	121-150 Dys	151-180 Dys	181 Dys-1 Yr	Over 1Yr	Total
Debtors Age Analysis									
Total By Income Source	118 133	38 304	13 915	311 071	-	-	-	-	481 423
Creditors Age Analysis									
Total Creditors	21 061	-	-	-	-	-	-	-	21 061

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

Table C2: Monthly Budget Statement – Financial Performance (standard classification)

WC024 Stellenbosch - Table C2 Monthly Budget Statement - Financial Performance (functional classification) - Q1 First Quarter

Description	Ref	2022/23	Budget Year 2023/24							
		Audited Outcome	Original Budget	Adjusted Budget	Monthly Actual	YearTD Actual	YearTD Budget	YTD Variance	YTD Variance %	Full Year Forecast
R thousands	1									
Revenue - Functional										
<i>Governance and administration</i>		585 336	607 693	607 693	40 469	225 432	234 021	(8 589)	-4%	607 693
Executive and council		624	1 205	1 205	96	187	303	(116)	-38%	1 205
Finance and administration		584 162	606 488	606 488	40 373	225 245	233 718	(8 473)	-4%	606 488
Internal audit		550	-	-	-	-	-	-		-
<i>Community and public safety</i>		197 351	179 869	179 869	25 142	31 234	26 622	4 612	17%	179 869
Community and social services		23 288	14 918	14 918	274	2 540	2 401	139	6%	14 918
Sport and recreation		1 073	1 242	1 242	0	0	185	(184)	-100%	1 242
Public safety		162 526	147 892	147 892	24 176	26 859	21 262	5 597	26%	147 892
Housing		10 464	15 817	15 817	692	1 834	2 774	(940)	-34%	15 817
Health		-	-	-	-	-	-	-		-
<i>Economic and environmental services</i>		105 522	113 925	113 925	10 759	16 117	2 662	13 456	506%	113 925
Planning and development		94 388	106 375	106 375	10 623	12 235	2 523	9 713	385%	106 375
Road transport		10 012	6 826	6 826	109	3 806	99	3 708	3746%	6 826
Environmental protection		1 121	725	725	27	75	40	35	88%	725
<i>Trading services</i>		1 314 143	1 487 296	1 487 296	120 406	407 385	339 876	67 509	20%	1 487 296
Energy sources		858 023	979 174	979 174	90 188	265 274	212 260	53 013	25%	979 174
Water management		174 310	196 564	196 564	13 049	38 753	39 400	(648)	-2%	196 564
Waste water management		151 046	160 222	160 222	9 525	54 387	44 686	9 701	22%	160 222
Waste management		130 764	151 336	151 336	7 645	48 972	43 530	5 442	13%	151 336
<i>Other</i>	4	-	-	-	-	-	-	-		-
Total Revenue - Functional	2	2 202 352	2 388 783	2 388 783	196 776	680 168	603 181	76 987	13%	2 388 783
Expenditure - Functional										
<i>Governance and administration</i>		283 877	362 614	362 764	48 888	63 650	61 904	1 746	3%	362 764
Executive and council		38 323	42 363	42 613	5 956	6 088	9 188	(3 101)	-34%	42 613
Finance and administration		232 119	314 447	314 347	41 572	56 083	51 636	4 446	9%	314 347
Internal audit		13 434	5 804	5 804	1 360	1 480	1 079	400	37%	5 804
<i>Community and public safety</i>		491 719	433 048	432 568	63 246	76 910	59 804	17 106	29%	432 568
Community and social services		43 151	52 702	52 702	7 882	10 976	11 307	(331)	-3%	52 702
Sport and recreation		55 283	81 085	80 605	10 587	11 663	14 768	(3 105)	-21%	80 605
Public safety		354 777	268 165	268 165	38 918	47 549	28 021	19 528	70%	268 165
Housing		38 508	31 096	31 096	5 859	6 722	5 708	1 014	18%	31 096
Health		-	-	-	-	-	-	-		-
<i>Economic and environmental services</i>		156 428	220 371	220 201	26 022	34 073	44 686	(10 614)	-24%	220 201
Planning and development		74 847	98 596	98 446	12 835	19 570	19 937	(367)	-2%	98 446
Road transport		65 219	103 690	103 190	10 862	11 940	21 940	(9 999)	-46%	103 190
Environmental protection		16 362	18 085	18 565	2 325	2 562	2 810	(248)	-9%	18 565
<i>Trading services</i>		1 032 511	1 242 315	1 242 815	158 694	257 111	229 724	27 387	12%	1 242 815
Energy sources		648 134	768 674	768 840	98 528	175 824	160 898	14 926	9%	768 840
Water management		140 082	146 032	142 302	18 336	25 961	24 244	1 718	7%	142 302
Waste water management		170 361	176 993	181 058	24 008	32 651	34 217	(1 566)	-5%	181 058
Waste management		73 934	150 616	150 616	17 822	22 674	10 364	12 310	119%	150 616
<i>Other</i>		-	-	-	-	-	-	-		-
Total Expenditure - Functional	3	1 964 534	2 258 349	2 258 349	296 851	431 743	396 118	35 625	9%	2 258 349
Surplus/ (Deficit) for the year		237 818	130 434	130 434	(100 075)	248 425	207 063	41 362	20%	130 434

Table C2: Monthly Budget Statement – Financial Performance, reflects the operating revenue and operating expenditure in the standard classifications which are the Government Finance Statistics Functions and Sub-functions. The main functions are Governance and Administration; Community and public safety; Economic and environmental services; and Trading services.

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

Table C3: Monthly Budget Statement – Financial Performance (revenue & expenditure by municipal vote)**WC024 Stellenbosch - Table C3 Monthly Budget Statement - Financial Performance (revenue and expenditure by municipal vote) - Q1 First Quarter**

Vote Description	Ref	2022/23	Budget Year 2023/24							
		Audited Outcome	Original Budget	Adjusted Budget	Monthly Actual	YearTD Actual	YearTD Budget	YTD Variance	YTD Variance %	Full Year Forecast
R thousands										
Revenue by Vote	1									
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		550	-	-	-	-	-	-		-
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		20 629	26 357	26 357	1 891	4 547	5 091	(544)	-10,7%	26 357
Vote 3 - INFRASTRUCTURE SERVICES		1 406 076	1 589 956	1 589 956	129 939	420 714	340 181	80 533	23,7%	1 589 956
Vote 4 - COMMUNITY AND PROTECTION SERVICES		190 311	164 777	164 777	24 477	29 475	23 888	5 587	23,4%	164 777
Vote 5 - CORPORATE SERVICES		11 557	10 179	10 179	642	2 198	2 080	118	5,7%	10 179
Vote 6 - FINANCIAL SERVICES		573 229	597 514	597 514	39 827	223 234	231 941	(8 707)	-3,8%	597 514
Vote 7 - [NAME OF VOTE 7]		-	-	-	-	-	-	-		-
Vote 8 - [NAME OF VOTE 8]		-	-	-	-	-	-	-		-
Vote 9 - [NAME OF VOTE 9]		-	-	-	-	-	-	-		-
Vote 10 - [NAME OF VOTE 10]		-	-	-	-	-	-	-		-
Vote 11 - [NAME OF VOTE 11]		-	-	-	-	-	-	-		-
Vote 12 - [NAME OF VOTE 12]		-	-	-	-	-	-	-		-
Vote 13 - [NAME OF VOTE 13]		-	-	-	-	-	-	-		-
Vote 14 - [NAME OF VOTE 14]		-	-	-	-	-	-	-		-
Vote 15 - [NAME OF VOTE 15]		-	-	-	-	-	-	-		-
Total Revenue by Vote	2	2 202 352	2 388 783	2 388 783	196 776	680 168	603 181	76 987	12,8%	2 388 783
Expenditure by Vote	1									
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		25 844	17 841	17 841	4 093	4 260	3 265	995	30,5%	17 841
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		78 814	93 403	93 403	15 343	22 640	18 307	4 333	23,7%	93 403
Vote 3 - INFRASTRUCTURE SERVICES		1 162 250	1 366 656	1 366 656	174 358	276 766	256 078	20 687	8,1%	1 366 656
Vote 4 - COMMUNITY AND PROTECTION SERVICES		434 010	422 903	422 903	55 636	65 104	59 240	5 863	9,9%	422 903
Vote 5 - CORPORATE SERVICES		170 713	234 757	234 357	29 950	36 341	33 728	2 613	7,7%	234 357
Vote 6 - FINANCIAL SERVICES		92 903	122 789	122 789	17 470	26 633	25 500	1 133	4,4%	122 789
Vote 7 - [NAME OF VOTE 7]		-	-	-	-	-	-	-		-
Vote 8 - [NAME OF VOTE 8]		-	-	-	-	-	-	-		-
Vote 9 - [NAME OF VOTE 9]		-	-	-	-	-	-	-		-
Vote 10 - [NAME OF VOTE 10]		-	-	-	-	-	-	-		-
Vote 11 - [NAME OF VOTE 11]		-	-	-	-	-	-	-		-
Vote 12 - [NAME OF VOTE 12]		-	-	-	-	-	-	-		-
Vote 13 - [NAME OF VOTE 13]		-	-	-	-	-	-	-		-
Vote 14 - [NAME OF VOTE 14]		-	-	-	-	-	-	-		-
Vote 15 - [NAME OF VOTE 15]		-	-	-	-	-	-	-		-
Total Expenditure by Vote	2	1 964 534	2 258 349	2 257 949	296 851	431 743	396 118	35 625	9,0%	2 257 949
Surplus/ (Deficit) for the year	2	237 818	130 434	130 834	(100 075)	248 425	207 063	41 362	20,0%	130 834

Table C3: Monthly Budget Statement – Financial Performance, reflects the operating revenue and operating expenditure by municipal vote. The municipal directorates are Municipal Manager; Planning Development; Infrastructure Services; Community and Protection Services; Corporate Services; and Financial Services. The operating expenditure budget is approved by Council on the municipal vote level.

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

Table C4: Monthly Budget Statement – Financial Performance (revenue & expenditure)

WC024 Stellenbosch - Table C4 Monthly Budget Statement - Financial Performance (revenue and expenditure) - Q1 First Quarter

Description		Ref	2022/23	Budget Year 2023/24							
			Audited Outcome	Original Budget	Adjusted Budget	Monthly Actual	YearTD Actual	YearTD Budget	YTD Variance	YTD Variance %	Full Year Forecast
R thousands											
Revenue											
Exchange Revenue			1 287 586	1 435 565	1 435 565	128 613	385 306	316 553	68 753	22%	1 435 565
Service charges - Electricity			779 984	913 669	913 669	88 672	246 769	197 248	49 521	25%	913 669
Service charges - Water			162 138	185 622	185 622	12 120	33 411	37 645	(4 235)	-11%	185 622
Service charges - Waste Water Management			106 739	108 647	108 647	9 207	31 232	29 010	2 223	8%	108 647
Service charges - Waste management			89 837	107 654	107 654	7 312	30 696	28 728	1 969	7%	107 654
Sale of Goods and Rendering of Services			21 698	22 190	22 190	2 049	5 738	4 848	890	18%	22 190
Agency services			3 438	3 358	3 358	341	912	747	165	22%	3 358
Interest			-	-	-	-	-	-	-	-	-
Interest earned from Receivables			16 467	15 413	15 413	1 710	5 014	3 101	1 913	62%	15 413
Interest earned from Current and Non Current Assets			42 250	41 193	41 193	4 856	14 282	10 298	3 984	39%	41 193
Dividends			-	-	-	-	-	-	-	-	-
Rent on Land			-	-	-	-	-	-	-	-	-
Rental from Fixed Assets			12 373	10 604	10 604	721	2 307	1 306	1 001	77%	10 604
Licence and permits			8 408	7 872	7 872	903	2 091	1 837	254	14%	7 872
Operational Revenue			44 254	19 346	19 346	721	12 854	1 785	11 069	620%	19 346
Non-Exchange Revenue			814 431	849 362	849 362	57 252	283 950	285 370	(1 419)	0%	849 362
Property rates			452 019	473 589	473 589	34 401	176 482	193 781	(17 299)	-9%	473 589
Surcharges and Taxes			-	-	-	-	-	-	-	-	-
Fines, penalties and forfeits			146 658	131 570	131 570	22 533	22 812	17 523	5 289	30%	131 570
Licence and permits			-	-	-	-	-	-	-	-	-
Transfer and subsidies - Operational			211 107	240 911	240 911	-	83 724	73 441	10 283	14%	240 911
Interest			3 418	3 293	3 293	318	933	624	309	49%	3 293
Fuel Levy			-	-	-	-	-	-	-	-	-
Operational Revenue			-	-	-	-	-	-	-	-	-
Gains on disposal of Assets			1 084	-	-	-	-	-	-	-	-
Other Gains			145	-	-	-	-	-	-	-	-
Discontinued Operations			-	-	-	-	-	-	-	-	-
Total Revenue (excluding capital transfers and contributions)			2 102 017	2 284 927	2 284 927	185 864	669 257	601 923	67 334	11%	2 284 927
Expenditure By Type											
Employee related costs			546 292	617 694	618 889	141 273	141 273	140 720	552	0%	618 889
Remuneration of councillors			21 818	22 097	22 097	3 538	3 538	5 524	(1 986)	-36%	22 097
Bulk purchases - electricity			521 012	636 393	636 393	78 039	148 655	137 264	11 391	8%	636 393
Inventory consumed			87 162	100 449	97 578	4 307	11 671	7 624	4 047	53%	97 578
Debt impairment			75 205	16 684	16 684	-	-	-	-	-	16 684
Depreciation and amortisation			241 691	220 283	220 283	39 562	60 875	54 481	6 394	12%	220 283
Interest			59 928	59 688	59 688	-	-	10 700	(10 700)	-100%	59 688
Contracted services			228 438	288 868	292 472	15 937	27 180	13 366	13 814	103%	292 472
Transfers and subsidies			17 758	20 636	19 758	593	9 609	4 374	5 235	120%	19 758
Irrecoverable debts written off			91 946	94 958	94 958	-	24	-	24	-	94 958
Operational costs			71 085	180 599	179 549	13 603	28 918	22 064	6 854	31%	179 549
Losses on Disposal of Assets			1 664	-	-	-	-	-	-	-	-
Other Losses			534	-	-	-	-	-	-	-	-
Total Expenditure			1 964 534	2 258 349	2 258 349	296 851	431 743	396 118	35 625	9%	2 258 349
Surplus/(Deficit)			137 483	26 578	26 578	(110 986)	237 514	205 805	31 709	0	26 578
Transfers and subsidies - capital (monetary allocations)			100 312	103 856	103 856	10 911	10 911	1 258	9 653	0	103 856
Transfers and subsidies - capital (in-kind)			23	-	-	-	-	-	-	-	-
Surplus/(Deficit) after capital transfers & contributions			237 818	130 434	130 434	(100 075)	248 425	207 063			130 434
Income Tax			-	-	-	-	-	-	-	-	-
Surplus/(Deficit) after income tax			237 818	130 434	130 434	(100 075)	248 425	207 063			130 434
Share of Surplus/Deficit attributable to Joint Venture			-	-	-	-	-	-			-
Share of Surplus/Deficit attributable to Minorities			-	-	-	-	-	-			-
Surplus/(Deficit) attributable to municipality			237 818	130 434	130 434	(100 075)	248 425	207 063			130 434
Share of Surplus/Deficit attributable to Associate			-	-	-	-	-	-			-
Intercompany/Parent subsidiary transactions			-	-	-	-	-	-			-
Surplus/ (Deficit) for the year			237 818	130 434	130 434	(100 075)	248 425	207 063			130 434

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

Table C5: Monthly Budget Statement – Capital Expenditure

WC024 Stellenbosch - Table C5 Monthly Budget Statement - Capital Expenditure (municipal vote, functional classification and funding) - Q1 First Quarter

2023-24 Capital Expenditure - Functional Classification and Funding										
Vote Description	Ref	2022/23	Budget Year 2023/24							
		Audited Outcome	Original Budget	Adjusted Budget	Monthly Actual	YearTD Actual	YearTD Budget	YTD Variance	YTD Variance %	Full Year Forecast
R thousands	1									
Multi-Year expenditure appropriation	2									
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		39	40	40	4	4	-	4		40
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		11 214	7 824	7 824	125	404	526	(123)	-23%	7 824
Vote 3 - INFRASTRUCTURE SERVICES		263 370	432 123	450 893	15 381	25 303	71 496	(46 193)	-65%	450 893
Vote 4 - COMMUNITY AND PROTECTION SERVICES		13 868	20 492	28 062	145	150	5 870	(5 720)	-97%	28 062
Vote 5 - CORPORATE SERVICES		30 209	30 201	35 101	401	424	4 145	(3 721)	-90%	35 101
Vote 6 - FINANCIAL SERVICES		571	250	1 419	4	4	43	(39)	-90%	1 419
Total Capital Multi-year expenditure	4,7	319 271	490 930	523 338	16 061	26 289	82 081	(55 792)	-68%	523 338
Single Year expenditure appropriation	2									
Vote 1 - OFFICE OF THE MUNICIPAL MANAGER		-	-	-	-	-	-	-		-
Vote 2 - PLANNING AND DEVELOPMENT SERVICES		524	1 220	1 233	0	11	46	(35)	-76%	1 233
Vote 3 - INFRASTRUCTURE SERVICES		-	4 300	4 300	-	(429)	40	(469)	-1174%	4 300
Vote 4 - COMMUNITY AND PROTECTION SERVICES		1 625	4 150	5 906	7	7	475	(468)	-99%	5 906
Vote 5 - CORPORATE SERVICES		569	3 700	4 633	970	970	544	426	78%	4 633
Vote 6 - FINANCIAL SERVICES		-	500	500	-	-	-	-		500
Total Capital single-year expenditure	4	2 718	13 870	16 571	977	558	1 105	(547)	-49%	16 571
Total Capital Expenditure	3	321 989	504 800	539 910	17 038	26 847	83 186	(56 338)	-68%	539 910
Capital Expenditure - Functional Classification										
Governance and administration		31 388	34 691	41 692	1 380	1 402	4 732	(3 330)	-70%	41 692
Executive and council		39	40	40	4	4	-	4		40
Finance and administration		31 348	34 651	41 652	1 375	1 398	4 732	(3 334)	-70%	41 652
Internal audit		-	-	-	-	-	-	-		-
Community and public safety		15 395	28 606	37 163	271	276	5 472	(5 196)	-95%	37 163
Community and social services		2 323	7 285	8 969	111	116	25	91	369%	8 969
Sport and recreation		4 620	6 461	9 778	35	35	3 561	(3 526)	-99%	9 778
Public safety		1 638	6 966	10 523	-	-	1 495	(1 495)	-100%	10 523
Housing		6 815	7 894	7 894	125	125	391	(266)	-68%	7 894
Health		-	-	-	-	-	-	-		-
Economic and environmental services		78 737	95 480	98 830	2 997	4 265	8 021	(3 755)	-47%	98 830
Planning and development		13 953	19 800	21 813	1 546	1 846	2 181	(335)	-15%	21 813
Road transport		58 013	73 080	73 649	1 445	2 413	5 021	(2 607)	-52%	73 649
Environmental protection		6 772	2 600	3 369	6	6	819	(813)	-99%	3 369
Trading services		196 469	346 023	362 225	12 389	20 903	64 961	(44 057)	-68%	362 225
Energy sources		73 934	113 188	113 256	5 768	6 955	13 564	(6 609)	-49%	113 256
Water management		73 907	117 150	126 087	3 349	9 208	28 080	(18 872)	-67%	126 087
Waste water management		40 101	53 140	56 230	1 104	1 104	1 821	(718)	-39%	56 230
Waste management		8 527	62 545	66 651	2 169	3 637	21 496	(17 859)	-83%	66 651
Other		-	-	-	-	-	-	-		-
Total Capital Expenditure - Functional Classification	3	321 989	504 800	539 910	17 038	26 847	83 186	(56 338)	-68%	539 910
Funded by:										
National Government		91 031	79 190	79 190	2 689	9 550	27 262	(17 712)	-65%	79 190
Provincial Government		8 543	24 666	24 666	1 083	1 361	2 509	(1 148)	-46%	24 666
District Municipality		-	-	-	-	-	-	-		-
Transfers and subsidies - capital (monetary allocations) (Nat / Prov Departm Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporatons, Higher Educ Institutions)		17 178	24 118	27 846	237	237	5 310	(5 073)	-96%	27 846
Transfers recognised - capital		116 751	127 974	131 701	4 008	11 148	35 080	(23 932)	-68%	131 701
Borrowing	6	84 534	200 000	210 901	5 747	7 399	32 604	(25 205)	-77%	210 901
Internally generated funds		120 704	176 826	197 307	7 282	8 299	15 501	(7 202)	-46%	197 307
Total Capital Funding	7	321 989	504 800	539 910	17 038	26 847	83 186	(56 338)	-68%	539 910

Table C5: Monthly Budget Statement – Capital Expenditure consists of three sections: Appropriations by vote; Standard classification and funding portion.

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

Table C6: Monthly Budget Statement – Financial Position

WC024 Stellenbosch - Table C6 Monthly Budget Statement - Financial Position - Q1 First Quarter

Description	Ref	2022/23	Budget Year 2023/24			
		Audited Outcome	Original Budget	Adjusted Budget	YearTD Actual	Full Year Forecast
R thousands	1					
ASSETS						
Current assets						
Cash and cash equivalents		580 301	428 557	393 105	836 232	393 105
Trade and other receivables from exchange transactions		248 213	219 378	219 378	290 953	219 378
Receivables from non-exchange transactions		46 437	113 233	113 233	103 655	113 233
Current portion of non-current receivables		–	–	–	–	–
Inventory		36 031	28 822	31 674	39 997	31 674
VAT		12 014	17 358	17 358	39 179	17 358
Other current assets		5 961	5 349	5 349	2 522	5 349
Total current assets		928 958	812 698	780 098	1 312 538	780 098
Non current assets						
Investments		–	–	–	–	–
Investment property		427 316	418 091	418 091	427 210	418 091
Property, plant and equipment		5 625 704	6 004 827	6 039 937	5 588 028	6 039 937
Biological assets		5 143	5 643	5 643	5 143	5 643
Living and non-living resources		–	–	–	–	–
Heritage assets		1 313	3 537	3 537	1 313	3 537
Intangible assets		6 099	4 514	4 514	6 076	4 514
Trade and other receivables from exchange transactions		4 582	6 649	6 649	4 582	6 649
Non-current receivables from non-exchange transactions		17	72	72	17	72
Other non-current assets		–	–	–	–	–
Total non current assets		6 070 173	6 443 332	6 478 442	6 032 368	6 478 442
TOTAL ASSETS		6 999 131	7 256 030	7 258 540	7 344 906	7 258 540
LIABILITIES						
Current liabilities						
Bank overdraft		–	–	–	–	–
Financial liabilities		55 047	63 043	63 043	55 047	63 043
Consumer deposits		23 689	22 755	22 755	23 983	22 755
Trade and other payables from exchange transactions		322 605	278 475	281 862	162 610	281 862
Trade and other payables from non-exchange transactions		28 945	6 113	5 235	61 468	5 235
Provision		61 797	74 461	74 461	61 797	74 461
VAT		–	3 472	3 472	65 050	3 472
Other current liabilities		–	–	–	–	–
Total current liabilities		492 083	448 318	450 827	429 954	450 827
Non current liabilities						
Financial liabilities		447 598	655 062	655 062	447 601	655 062
Provision		120 238	204 748	204 748	120 238	204 748
Long term portion of trade payables		–	–	–	–	–
Other non-current liabilities		166 384	199 852	199 852	166 384	199 852
Total non current liabilities		734 220	1 059 662	1 059 662	734 223	1 059 662
TOTAL LIABILITIES		1 226 303	1 507 980	1 510 490	1 164 177	1 510 490
NET ASSETS	2	5 772 828	5 748 050	5 748 050	6 180 729	5 748 050
COMMUNITY WEALTH/EQUITY						
Accumulated Surplus/(Deficit)		5 614 259	5 561 338	5 561 338	5 614 259	5 561 338
Reserves and funds		171 887	186 712	186 712	171 887	186 712
Other		–	–	–	–	–
TOTAL COMMUNITY WEALTH/EQUITY	2	5 786 146	5 748 050	5 748 050	5 786 146	5 748 050

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

Table C7: Monthly Budget Statement – Cash Flow

WC024 Stellenbosch - Table C7 Monthly Budget Statement - Cash Flow - Q1 First Quarter

Description	Ref	2022/23	Budget Year 2023/24							
		Audited Outcome	Original Budget	Adjusted Budget	Monthly Actual	YearTD Actual	YearTD Budget	YTD Variance	YTD Variance %	Full Year Forecast
R thousands	1									
CASH FLOW FROM OPERATING ACTIVITIES										
Receipts										
Property rates		1 249 264	481 350	481 008	89 917	472 811	186 546	286 265	153%	481 008
Service charges		920 983	1 479 263	1 479 263	103 373	293 489	328 940	(35 451)	-11%	1 479 263
Other revenue		43 508	146 227	151 493	4 121	21 165	10 689	10 476	98%	151 493
Transfers and Subsidies - Operational		1 235	240 911	240 911	0	2	79 709	(79 707)	-100%	240 911
Transfers and Subsidies - Capital		52	103 856	103 856	-	-	25 964	(25 964)	-100%	103 856
Interest		5 423	41 193	41 193	949	2 428	10 298	(7 870)	-76%	41 193
Dividends		-	-	-	-	-	-	-		-
Payments										
Suppliers and employees		341 567	(2 000 844)	(2 000 844)	13 903	(229 402)	(349 104)	(119 702)	34%	(107 046)
Interest		-	(42 802)	(42 802)	-	-	(10 700)	(10 700)	100%	(42 802)
Transfers and Subsidies		(4 786)	(20 636)	(20 636)	-	-	(5 159)	(5 159)	100%	(20 636)
NET CASH FROM/(USED) OPERATING ACTIVITIES		2 557 246	428 518	433 442	212 263	560 492	277 182	(283 310)	-102%	2 327 241
CASH FLOWS FROM INVESTING ACTIVITIES										
Receipts										
Proceeds on disposal of PPE		-	-	-	-	-	-	-		-
Decrease (increase) in non-current receivables		(2 122)	-	-	-	-	-	-		-
Decrease (increase) in non-current investments		-	-	-	-	-	-	-		-
Payments										
Capital assets		(297 952)	(576 970)	(617 346)	(16 805)	(61 937)	95 735	157 672	165%	617 346
NET CASH FROM/(USED) INVESTING ACTIVITIES		(300 074)	(576 970)	(617 346)	(16 805)	(61 937)	95 735	157 672	165%	617 346
CASH FLOWS FROM FINANCING ACTIVITIES										
Receipts										
Short term loans		-	-	-	-	-	-	-		-
Borrowing long term/refinancing		-	200 000	200 000	-	-	-	-		200 000
Increase (decrease) in consumer deposits		-	-	-	-	-	-	-		-
Payments										
Repayment of borrowing		-	-	-	-	-	-	-		-
NET CASH FROM/(USED) FINANCING ACTIVITIES		-	200 000	200 000	-	-	-	-		200 000
NET INCREASE/ (DECREASE) IN CASH HELD		2 257 173	51 548	16 096	195 458	498 555	372 917			3 144 587
Cash/cash equivalents at beginning:		443 400	432 641	432 641		878 253	432 641			878 253
Cash/cash equivalents at month/year end:		2 700 573	484 189	448 737		1 376 809	805 557			4 022 840

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

12. Supporting Documentation

Debtors Age Analysis

Supporting Table SC3: Monthly Budget Statement - Aged Debtors

WC024 Stellenbosch - Supporting Table SC3 Monthly Budget Statement - aged debtors - Q1 First Quarter

2022/23 - Customer Group - Supporting Table 300 Monthly Budget Statement - aged debtors - Q1 First Quarter													
Description	NT Code	Budget Year 2023/24										Actual Bad Debts Written Off against Debtors	Impairment - Bad Debts i.t.o Council Policy
		0-30 Days	31-60 Days	61-90 Days	91-120 Days	121-150 Dys	151-180 Dys	181 Dys-1 Yr	Over 1Yr	Total	Total over 90 days		
R thousands													
Debtors Age Analysis By Income Source													
Trade and Other Receivables from Exchange Transactions - Water	1200	12 530	2 092	3 179	127 453	-	-	-	-	145 254	127 453	-	-
Trade and Other Receivables from Exchange Transactions - Electricity	1300	69 895	4 453	6 833	46 697	-	-	-	-	127 878	46 697	-	-
Receivables from Non-exchange Transactions - Property Rates	1400	21 065	24 319	1 982	33 445	-	-	-	-	80 811	33 445	-	-
Receivables from Exchange Transactions - Waste Water Management	1500	7 501	2 635	623	33 339	-	-	-	-	44 098	33 339	-	-
Receivables from Exchange Transactions - Waste Management	1600	5 946	4 457	919	42 996	-	-	-	-	54 318	42 996	-	-
Receivables from Exchange Transactions - Property Rental Debtors	1700	629	191	195	13 288	-	-	-	-	14 303	13 288	-	-
Interest on Arrear Debtor Accounts	1810	-	-	-	-	-	-	-	-	-	-	-	-
Recoverable unauthorised, irregular, fruitless and wasteful expenditure	1820	-	-	-	-	-	-	-	-	-	-	-	-
Other	1900	568	158	184	13 852	-	-	-	-	14 762	13 852	-	-
Total By Income Source	2000	118 133	38 304	13 915	311 071	-	-	-	-	481 423	311 071	-	-
2022/23 - totals only										-	-		
Debtors Age Analysis By Customer Group													
Organs of State	2200	3 472	1 103	178	1 184	-	-	-	-	5 936	1 184	-	-
Commercial	2300	23 815	5 575	6 431	49 592	-	-	-	-	85 413	49 592	-	-
Households	2400	65 152	26 171	6 865	233 833	-	-	-	-	332 021	233 833	-	-
Other	2500	25 695	5 455	441	26 462	-	-	-	-	58 053	26 462	-	-
Total By Customer Group	2600	118 133	38 304	13 915	311 071	-	-	-	-	481 423	311 071	-	-

Creditors Age Analysis

Supporting Table SC4: Monthly Budget Statement – Aged Creditors

WC024 Stellenbosch - Supporting Table SC4 Monthly Budget Statement - aged creditors - Q1 First Quarter

Description		NT Code	Budget Year 2023/24							
			0 - 30 Days	31 - 60 Days	61 - 90 Days	91 - 120 Days	121 - 150 Days	151 - 180 Days	181 Days - 1 Year	Over 1 Year
R thousands										
Creditors Age Analysis By Customer Type										
Bulk Electricity	0100	-	-	-	-	-	-	-	-	-
Bulk Water	0200	-	-	-	-	-	-	-	-	-
PAYE deductions	0300	8 093	-	-	-	-	-	-	-	8 093
VAT (output less input)	0400	-	-	-	-	-	-	-	-	-
Pensions / Retirement deductions	0500	-	-	-	-	-	-	-	-	-
Loan repayments	0600	-	-	-	-	-	-	-	-	-
Trade Creditors	0700	12 968	-	-	-	-	-	-	-	12 968
Auditor General	0800	-	-	-	-	-	-	-	-	-
Other	0900	-	-	-	-	-	-	-	-	-
Total By Customer Type		1000	21 061	-	-	-	-	-	-	21 061

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

Investments and Borrowings

Supporting Table SC5: Monthly Budget Statement – Investment Portfolio

WC024 Stellenbosch - Supporting Table SC5 Monthly Budget Statement - investment portfolio - Q1 First Quarter

Investments by maturity Name of institution & investment ID	Ref	Period of Investment	Type of Investment	Capital Guarantee (Yes/ No)	Variable or Fixed interest rate	Interest Rate ,	Commission Paid (Rands)	Commission Recipient	Expiry date of investment	Opening balance	Interest to be realised	Partial / Premature Withdrawal (4)	Investment Top Up	Closing Balance
R thousands		Yrs/Months												
Municipality														
A#9415		CALL ACCOUN	Deposits - Bank (03)		Yes	8,40%			12/10/2024	99 215	726		-	99 941
N#028		1Y	Deposits - Bank (03)		Yes	9,05%			13/10/2023	108 009	744		-	108 752
N#030		1Y	Deposits - Bank (03)		Yes	9,54%			15/03/2024	104 417	784		-	105 201
A#3316		4M	Deposits - Bank (03)		Yes	8,55%			16/07/2023	(0)	-		-	(0)
A#0741		3M	Deposits - Bank (03)		Yes	8,55%			19/07/2023	0	-		-	0
N#031		1Y	Deposits - Bank (03)		Yes	10,30%			11/07/2024	107 029	893		-	107 922
A#1722		6M	Deposits - Bank (03)		Yes	9,78%			11/12/2023	95 835	760		-	96 595
-		-								-	-		-	-
-		-								-	-		-	-
-		-								-	-		-	-
Municipality sub-total										514 506	3 906		-	518 412
TOTAL INVESTMENTS AND INTEREST	2									514 506	3 906		-	518 412

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

Supporting Table SC6: Monthly Budget Statement – Transfers and grant receipts

WC024 Stellenbosch - Supporting Table SC6 Monthly Budget Statement - transfers and grant receipts - Q1 First Quarter

Description	Ref	2022/23	Budget Year 2023/24							
		Audited Outcome	Original Budget	Adjusted Budget	Monthly Actual	YearTD Actual	YearTD Budget	YTD Variance	YTD Variance %	Full Year Forecast
R thousands										
RECEIPTS:	1,2									
Operating Transfers and Grants										
National Government:		186 112	207 177	207 177	-	86 431	1 289	85 142	6603,1%	6 336
Operational Revenue:General Revenue:Equitable Share		179 634	200 841	200 841	-	83 684	-	83 684		-
Expanded Public Works Programme Integrated Grant for Municipalities [Schedule 5B]		4 928	4 786	4 786	-	1 197	1 196	1	0,0%	4 786
Local Government Financial Management Grant [Schedule 5B]		1 550	1 550	1 550	-	1 550	93	1 457	1568,2%	1 550
Integrated Urban Development Grant		3 287	2 971	2 971	-	-	743	(743)	-100,0%	2 971
Provincial Government:		23 039	30 763	30 763	3 751	3 995	7 620	(3 625)	-47,6%	30 763
Library Services: Conditional Grant		14 112	11 252	11 252	3 751	3 751	2 813	938	33,3%	11 252
Municipal Accreditation and Capacity Building Grant		256	245	245	-	-	-	-		245
Title Deeds Restoration Grant		-	1 503	1 503	-	-	376	(376)	-100,0%	1 503
Maintenance and Construction of Transport Infrastructure		495	345	345	-	-	86	(86)	-100,0%	345
Community Development Workers Operational Support Grant		38	38	38	-	-	-	-		38
Western Cape Municipal Energy Resilience Grant (WC MER Grant)		1 184	-	-	-	244	-	244		-
HUMAN SETTLEMENTS DEVELOPMENT GRANT		6 954	17 380	17 380	-	-	4 345	(4 345)	-100,0%	17 380
District Municipality:		615	-	-	-	-	-	-		-
Cape Winelands District Grant		500	-	-	-	-	-	-		-
Cape winelands community safety		115	-	-	-	-	-	-		-
Other grant providers:		2 365	-	-	176	196	-	196		-
Private Enterprises		2 365	-	-	176	196	-	196		-
Total Operating Transfers and Grants	5	212 132	237 940	237 940	3 927	90 622	8 909	81 712	917,1%	37 099
Capital Transfers and Grants										
National Government:		90 810	79 190	79 190	-	30 000	19 797	10 203	51,5%	79 190
Integrated National Electrification Programme (Municipal Grant) [Schedule 5B]		28 350	22 750	22 750	-	6 000	5 687	313	5,5%	22 750
Integrated Urban Development Grant		62 460	56 440	56 440	-	24 000	14 110	9 890	70,1%	56 440
Provincial Government:		10 895	24 666	24 666	-	-	6 166	(6 166)	-100,0%	24 666
EMERGENCY MUNICIPAL LOAD SHEDDING RELIEF GRANT		6 175	-	-	-	-	-	-		-
HUMAN SETTLEMENTS DEVELOPMENT GRANT		-	5 033	5 033	-	-	1 258	(1 258)	-100,0%	5 033
Development of Sport and Recreational Facilities		220	-	-	-	-	-	-		-
Informal Settlements Upgrading Partnership Grant: Provinces (Beneficiaries)		4 500	18 633	18 633	-	-	4 658	(4 658)	-100,0%	18 633
RSEP/ VPUU		-	1 000	1 000	-	-	250	(250)	-100,0%	1 000
District Municipality:		-	-	-	-	-	-	-		-
Specify (Add grant description)		-	-	-	-	-	-	-		-
Other grant providers:		-	-	-	-	-	-	-		-
Departmental Agencies and Accounts		-	-	-	-	-	-	-		-
Total Capital Transfers and Grants	5	101 704	103 856	103 856	-	30 000	25 964	4 036	15,5%	103 856
TOTAL RECEIPTS OF TRANSFERS & GRANTS	5	313 836	341 796	341 796	3 927	120 622	34 873	85 749	245,9%	140 955

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

Supporting Table SC7 (1) Monthly Budget Statement – transfers and grant expenditure**WC024 Stellenbosch - Supporting Table SC7(1) Monthly Budget Statement - transfers and grant expenditure - Q1 First Quarter**

Description	Ref	2022/23	Budget Year 2023/24							
		Audited Outcome	Original Budget	Adjusted Budget	Monthly Actual	YearTD Actual	YearTD Budget	YTD Variance	YTD Variance %	Full Year Forecast
R thousands										
EXPENDITURE										
Operating expenditure of Transfers and Grants										
National Government:		188 219	210 148	210 148	8 502	28 382	(1 289)	29 672	-2301,2%	(9 307)
Operational Revenue:General Revenue:Equitable Share		179 634	200 841	200 841	8 502	28 382	-	28 382		-
Expanded Public Works Programme Integrated Grant for Municipalities [Schedule 5B]		3 748	4 786	4 786	-	-	-	-		-
Local Government Financial Management Grant [Schedule 5B]		1 550	1 550	1 550	-	-	-	-		-
Integrated Urban Development Grant		3 287	2 971	2 971	-	-	-	-		(2 971)
Provincial Government:		20 424	30 763	30 763	-	-	(2 095)	2 095	-100,0%	(30 763)
Library Services: Conditional Grant		10 628	11 252	11 252	-	-	(1 977)	1 977	-100,0%	(11 252)
Municipal Accreditation and Capacity Building Grant		256	245	245	-	-	(118)	118	-100,0%	(245)
Title Deeds Restoration Grant		-	1 503	1 503	-	-	-	-		-
Maintenance and Construction of Transport Infrastructure		495	345	345	-	-	-	-		(345)
Financial Management Capability Building Grant		319	-	-	-	-	-	-		-
Community Development Workers Operational Support Grant		38	38	38	-	-	-	-		(38)
Financial Management Support Building Grant		550	-	-	-	-	-	-		-
Western Cape Municipal Energy Resilience Grant (WC MER Grant)		1 184	-	-	-	-	-	-		-
HUMAN SETTLEMENTS DEVELOPMENT GRANT		6 954	17 380	17 380	-	-	-	-		(17 380)
District Municipality:		599	-	-	-	-	-	-		-
Cape Winelands District Grant		484	-	-	-	-	-	-		-
Cape winelands community safety		115	-	-	-	-	-	-		-
Other grant providers:		103	-	-	0	13	-	13		-
Private Enterprises		103	-	-	0	13	-	13		-
Public Corporations		-	-	-	-	-	-	-		-
Higher Educational Institutions		-	-	-	-	-	-	-		-
Parent Municipality / Entity		-	-	-	-	-	-	-		-
Total operating expenditure of Transfers and Grants:		209 346	240 911	240 911	8 503	28 395	(3 384)	31 780	-939,0%	(40 070)
Capital expenditure of Transfers and Grants										
National Government:		91 162	79 190	79 190	2 689	9 550	-	9 550		(79 190)
Integrated National Electrification Programme (Municipal Grant) [Schedule 5B]		28 702	22 750	22 750	13	1 147	-	1 147		(22 750)
Integrated Urban Development Grant		62 460	56 440	56 440	2 676	8 403	-	8 403		(56 440)
Provincial Government:		7 720	24 666	24 666	1 361	1 361	(1 258)	2 620	-208,2%	(24 666)
HUMAN SETTLEMENTS DEVELOPMENT GRANT		1 576	5 033	5 033	125	125	(1 258)	1 384	-110,0%	(5 033)
Development of Sport and Recreational Facilities		220	-	-	-	-	-	-		-
Informal Settlements Upgrading Partnership Grant: Provinces (Beneficiaries)		4 786	18 633	18 633	958	958	-	958		(18 633)
Library Services: Conditional Grant		69	-	-	-	-	-	-		-
RSEP/ VPUU		1 000	1 000	1 000	278	278	-	278		(1 000)
District Municipality:		-	-	-	-	-	-	-		-
Specify (Add grant description)		-	-	-	-	-	-	-		-
Other grant providers:		-	-	-	-	-	-	-		-
Departmental Agencies and Accounts		-	-	-	-	-	-	-		-
Foreign Government and International Organisations		-	-	-	-	-	-	-		-
Households		-	-	-	-	-	-	-		-
Total capital expenditure of Transfers and Grants		98 881	103 856	103 856	4 050	10 911	(1 258)	12 170	-967,2%	(103 856)
TOTAL EXPENDITURE OF TRANSFERS AND GRANTS		308 227	344 766	344 766	12 552	39 307	(4 643)	43 949	-946,6%	(143 925)

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

Supporting Table SC7 (2) Monthly Budget Statement – expenditure against approved roll-overs

WC024 Stellenbosch - Supporting Table SC7(2) Monthly Budget Statement - Expenditure against approved rollovers - Q1 First Quarter

Description	Ref	Budget Year 2023/24				
		Approved Rollover 2022/23	Monthly Actual	YearTD Actual	YTD Variance	YTD Variance %
R thousands						
EXPENDITURE						
Operating expenditure of Approved Roll-overs						
National Government:		-	-	-	-	-
Operational Revenue:General Revenue:Equitable Share			-	-	-	-
Operational:Revenue:General Revenue:Fuel Levy			-	-	-	-
Municipal Rehabilitation Grant			-	-	-	-
Integrated Urban Development Grant			-	-	-	-
Provincial Government:		-	-	-	-	-
Library Services: Conditional Grant			-	-	-	-
Municipal Accreditation and Capacity Building Grant			-	-	-	-
Financial Management Capability Building Grant			-	-	-	-
Specify (Add grant description)			-	-	-	-
Specify (Add grant description)			-	-	-	-
Community Development Workers Operational Support Grant			-	-	-	-
Financial Management Support Building Grant			-	-	-	-
District Municipality:		-	-	-	-	-
Specify (Add grant description)			-	-	-	-
Specify (Add grant description)			-	-	-	-
Other grant providers:		-	-	-	-	-
Departmental Agencies and Accounts			-	-	-	-
Foreign Government and International Organisations			-	-	-	-
Parent Municipality / Entity			-	-	-	-
Total operating expenditure of Approved Roll-overs		-	-	-	-	-
Capital expenditure of Approved Roll-overs						
National Government:		-	-	-	-	-
Integrated National Electrification Programme (Municipal Grant) [Schedule 5B]			-	-	-	-
Integrated Urban Development Grant			-	-	-	-
Provincial Government:		-	-	-	-	-
Specify (Add grant description)			-	-	-	-
District Municipality:		-	-	-	-	-
Specify (Add grant description)			-	-	-	-
Specify (Add grant description)			-	-	-	-
Other grant providers:		-	-	-	-	-
Departmental Agencies and Accounts			-	-	-	-
Parent Municipality / Entity			-	-	-	-
Transfer from Operational Revenue			-	-	-	-
Total capital expenditure of Approved Roll-overs		-	-	-	-	-
TOTAL EXPENDITURE OF APPROVED ROLL-OVERS		-	-	-	-	-

QUARTERLY BUDGET STATEMENT FOR SEPTEMBER 2023

12. QUARTERLY PERFORMANCE ASSESSMENT REPORT 2023/24, Q1 (01 July – 30 September 2023)**12.1 OVERALL PERFORMANCE OF THE MUNICIPALITY**

(a) Dashboard summary per Municipal Strategic Focus Area (SFA) for the 1st Quarter **(01 July – 30 September 2023)** of the 2023/24 financial year.

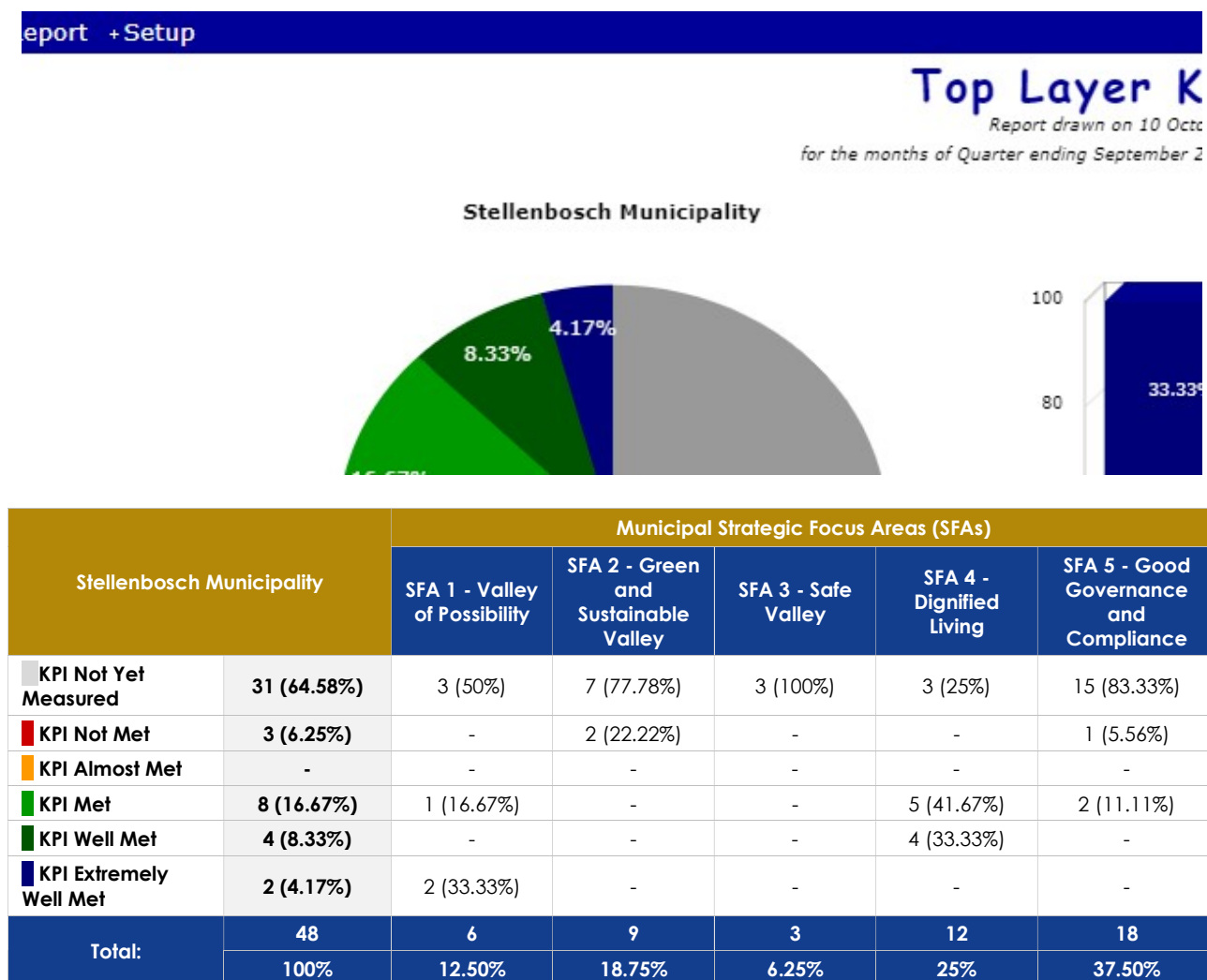


Table: 1 Overall performance for Quarter 1 per SFA- 01 July – 30 September 2023

13. ACTUAL PERFORMANCE AND CORRECTIVE MEASURES TO BE IMPLEMENTED

13.1 SFA 1 - Valley of Possibility

SFA 1 - Valley of Possibility										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2023				
						Target	Actual	R	Performance Comment	Corrective Measures
TL52	KPI061	Submission of the revised Economic Development Strategy to the MayCo	Number of revised Economic Development Strategies submitted to the MayCo by 31 May	1	1	0	0	N/A		
TL53	KPI003	The number of jobs created through the municipality's local economic development initiatives including capital projects (NKPI Proxy - MSA, Reg. S10(d))	Number of job opportunities created through the municipality's local economic development initiatives including capital projects by 30 June	1 100	1 100	330	656	B	Improved internal coordination and oversight of the implementation of EPWP have led to an increase in the creation of job opportunities. This also coincided with the start of the new financial year, where several projects were aimed at commencing.	
TL54	KPI004	Submission of Land-use applications to the Municipal Planning Tribunal (MPT) within 120 days from the conclusion of the administrative processing of the application	Percentage of Land-use applications submitted to the MPT within 120 days from the conclusion of the administrative processing of the application	75%	75%	75%	75%	G	3 / 4 x 100 = 75%	
TL55	KPI005	Provide training opportunities to entrepreneurs and Small, Medium and Micro Enterprises (SMMEs)	Number of quarterly training opportunities provided to entrepreneurs and SMMEs	4	4	1	2	B	2x training opportunities were provided in quarter 1 of the 2023/24 financial year in partnership with the Small Enterprise Development Agency (SEDA). These training opportunities included: (1) a SEDA Co-operative training session for emerging farmers in Stellenbosch. (2) SEDA Networking Event for Women's Day.	

SFA 1 - Valley of Possibility										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2023				
						Target	Actual	R	Performance Comment	Corrective Measures
TL56	KPI006	Submission of the revised Spatial Development Framework (SDF) to the Council	Number of revised SDFs submitted to the Council by 30 June	1	1	0	0	N/A		
TL57	KPI007	Submission of the revised Housing Pipeline (document) to the MayCo	Number of revised Housing Pipelines (document) submitted to the MayCo by 31 May	1	1	0	0	N/A		

Summary of Results: SFA 1 - Valley of Possibility

	KPI Not Yet Measured	3
	KPI Not Met	0
	KPI Almost Met	0
	KPI Met	1
	KPI Well Met	0
	KPI Extremely Well Met	2
Total KPIs		6

13.2 SFA 2 - Green and Sustainable Valley

SFA 2 - Green and Sustainable Valley										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2023				
						Target	Actual	R	Performance Comment	Corrective Measures
TL60	KPI020	Conduct an external audit of the Stellenbosch Municipal Waste Disposal Facilities	Number of external audits of the Stellenbosch Municipal Waste Disposal Facilities conducted by 30 June	1	1	0	0	N/A		
TL61	KPI021	Implementation of identified waste minimisation projects	Number of identified waste minimisation projects implemented by 30 June	2	2	0	0	N/A		
TL62	KPI014	Process building plan applications of <500sqm within 30 days after the date of receipt	Percentage of building plan applications of <500sqm processed within 30 days after the date of receipt	60%	60%	60%	44.13%	R	<p>192 / 435 x 100 = 44.13%</p> <p>A new BDM policy, operational guidelines, and procedures were developed.</p> <p>A new draft BDM Bylaw was developed and is to be submitted to the Council for consideration and public participation. Funding was secured from the WCG for the upgrade of the Building Plan Application Management System (BPAMs), of which Phase 1 upgrades were initiated in July 2023 and which were completed and migrated (going live) on 04 October 2023.</p> <p>The Building and Development Management (BDM) 100-Day Action Plan was implemented and concluded on 30 September 2023. During the process, the focus was on going back to the basics to rectify or strengthen the BDM foundation.</p> <p>1 additional Plans Examiner was</p>	<p>The implementation of the BPAMs Phase 1 upgrades as of October 2023 will result in a minimum of 5% increase in relation to the current performance of 44.13% in quarter 2 of the 2023/24 financial year.</p> <p>The BPAMS Phase 2 upgrades, which are envisaged to be completed by 31 December 2023, will result in an estimated performance increase of at least 5% in quarter 3 from the current actual performance of 44.13%</p>

SFA 2 - Green and Sustainable Valley										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2023				
						Target	Actual	R	Performance Comment	Corrective Measures
									appointed on 01 August 2023.	
TL63	KP022	Wastewater quality measured ito the Department of Water and Sanitation's License Conditions for physical and micro parameters	Percentage of wastewater quality compliance as per the analysis certificate, measured quarterly	70%	70%	70%	46.33%	R	(44 + 42 + 53) / 3 = 46.33%. Staff shortages and Eskom electricity outages hamper some wastewater plants' abilities, adding strain to some equipment on plants.	A specialist service provider was appointed to assist existing staff on plants, which is showing positive results. Repairs to certain equipment were effected, and operations and maintenance items are currently underway.
TL65	KPI016	Reduce organic waste	Percentage of organic waste reduced by 30 June	20%	20%	0%	0%	N/A		
TL94	KPI011	Construct ion of a new landfill cell at Stellenbosch Landfill Facility	Number of new landfill cells constructed at the Stellenbosch Landfill Facility by 30 June	1	1	0	0	N/A		
TL95	KPI019	Submission of a Service Level Charter to the Municipal Manager	Number of Service Level Charters submitted to the Municipal Manager by 30 June	1	1	0	0	N/A		
TL96	KPI010	Upgrade the telemetry monitoring system	Number of telemetry monitoring systems upgraded by 30 June	1	1	0	0	N/A		

Summary of Results: SFA 2 - Green and Sustainable Valley

	KPI Not Yet Measured	6
	KPI Not Met	2
	KPI Almost Met	0
	KPI Met	0
	KPI Well Met	0
	KPI Extremely Well Met	0
Total KPIs		8

13.3 SFA 3 - Safe Valley

SFA 3 - Safe Valley										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2023				
						Target	Actual	R	Performance Comment	Corrective Measures
TL66	KPI024	Submission of the revised Disaster Management Plan to the Municipal Manager	Number of revised Disaster Management Plans submitted to the Municipal Manager by 31 March	1	1	0	0	N/A		
TL67	KPI025	Submission of the revised Safety and Security Strategy to the Municipal Manager	Number of revised Safety and Security Strategies submitted to the Municipal Manager by 30 April	1	1	0	0	N/A		
TL68	KPI026	Submission of the revised Traffic Management Plan to the Municipal Manager	Number of revised Traffic Management Plans submitted to the Municipal Manager by 31 March	1	1	0	0	N/A		

Summary of Results: SFA 3 - Safe Valley

KPI Not Yet Measured	3
KPI Not Met	0
KPI Almost Met	0
KPI Met	0
KPI Well Met	0
KPI Extremely Well Met	0
Total KPIs	3

13.4 SFA 4 - Dignified Living

SFA 4 - Dignified Living										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2023				
						Target	Actual	R	Performance Comment	Corrective Measures
TL70	KPI028	Provision of waterborne toilet facilities in informal settlements as identified by the Department: Integrated Human Settlements	Number of waterborne toilet facilities provided in Informal settlements as identified by the Department: Integrated Human Settlements by 30 June	20	20	0	0	N/A		
TL71	KPI032	Registered indigent formal households with access to free basic water (NKPI Proxy - MSA, Reg. S10(a), (b))	Percentage of registered indigent formal households with access to free basic water, measured quarterly	100%	100%	100%	100%	G	5 894 / 5 894 x 100 = 100%	
TL72	KPI029	Limit unaccounted electricity to less than 9% annually {(Number of Electricity Units Purchased and / or Generated - Number of Electricity Units Sold (incl. Free basic electricity)) / Number of Electricity Units Purchased and/or Generated} x 100}	Percentage of average electricity losses, measured by 30 June	<9%	<9%	0%	0%	N/A		
TL73	KPI030	Water quality measured quarterly to the SANS 241 physical and micro parameters	Percentage of water quality level as per the analysis certificate, measured quarterly	90%	90%	90%	90%	G		
TL74	KPI031	Limit unaccounted water to less than 25%	Percentage of average unaccounted water, measured by 30 June	<25%	<25%	0%	0%	N/A		
TL75	KPI033	Registered indigent formal households with access to free basic electricity provided by the municipality (NKPI Proxy - MSA, Reg. S10(a), (b))	Percentage of registered indigent formal households with access to free basic electricity provided by the municipality, measured quarterly	100%	100%	100%	100%	G	5 894 / 5 894 x 100 = 100%	
TL76	KPI034	Registered indigent formal households with access to free basic refuse removal (NKPI Proxy - MSA, Reg. S10(a), (b))	Percentage of registered indigent formal households with access to free basic refuse removal, measured quarterly	100%	100%	100%	100%	G	5 894 / 5 894 x 100 = 100%	
TL77	KPI035	Registered indigent formal households with access to free	Percentage of registered indigent formal households with	100%	100%	100%	100%	G	5 894 / 5 894 x 100 = 100%	

SFA 4 - Dignified Living										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2023				
						Target	Actual	R	Performance Comment	Corrective Measures
		basic sanitation (NKPI Proxy - MSA, Reg. S10(a), (b))	access to free basic sanitation, measured quarterly							
TL78	KPI036	Formal households with access to water (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to water, measured quarterly	27 000	27 000	27 000	27 036	G2		
TL79	KPI037	Formal households with access to electricity (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to electricity, measured quarterly	27 000	27 000	27 000	27 036	G2		
TL80	KPI038	Formal households with access to refuse removal (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to refuse removal, measured quarterly	27 000	27 000	27 000	27 036	G2		
TL81	KPI039	Formal households with access to sanitation (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to sanitation, measured quarterly	27 000	27 000	27 000	27 036	G2		

Summary of Results: SFA 4 - Dignified Living

	KPI Not Yet Measured	3
	KPI Not Met	0
	KPI Almost Met	0
	KPI Met	5
	KPI Well Met	4
	KPI Extremely Well Met	0
Total KPIs		12

13.5 SFA 5 - Good Governance and Compliance

SFA 5 - Good Governance and Compliance										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2023				
						Target	Actual	R	Performance Comment	Corrective Measures
TL47	KPI059	Submission of the revised Communication Policy to the MayCo	Number of revised Communication Policies submitted to the MayCo by 31 May	1	1	0	0	N/A		
TL48	KPI044	Employment equity appointments made within the financial year in the three highest levels of management	Percentage of employment equity appointments made within the financial year in the three highest levels of management, measured by 30 June	50%	50%	0%	0%	N/A		
TL49	KPI049	Submission of the Auditor General of South Africa (AGSA) Audit Action Plan (AAP) to the APAC	Number of AGSA Audit Action Plans submitted to the APAC by 31 July	1	1	1	1	G		
TL50	KPI053	Submission of the draft Integrated Development Plan (IDP) to the Council	Number of draft IDPs submitted to the Council by 31 March	1	1	0	0	N/A		
TL51	KPI062	Submission of the revised Integrated Zoning Scheme to the MayCo	Number of revised Integrated Zoning Schemes submitted to the MayCo by 30 June	1	1	0	0	N/A		
TL58	KPI055	Submission of the revised Wastewater Master Plan to the Municipal Manager	Number of revised Wastewater Master Plans submitted to the Municipal Manager by 30 June	1	1	0	0	N/A		
TL93	KPI056	Submission of the revised Electrical Master Plan to the Council	Number of revised Electrical Master Plans submitted to the Council by 30 June	1	1	0	0	N/A		
TL59	KPI060	Submission of the updated Comprehensive Integrated Transport Plan (CITP) to the Municipal Manager	Number of updated CITPs submitted to the Municipal Manager by 30 June	1	1	0	0	N/A		
TL82	KPI042	Financial viability measured in terms of the available cash to cover fixed operating expenditure (NKPI Proxy - MSA, Reg. S10(g)(iii))	Cost coverage as at 30 June annually [(Cash and Cash Equivalents - Unspent Conditional Grants - Overdraft) + Short Term Investment) / Monthly Fixed	2	2	0	0	N/A		

SFA 5 - Good Governance and Compliance										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2023				
						Target	Actual	R	Performance Comment	Corrective Measures
			Operational Expenditure excluding (Depreciation)							
TL83	KPI043	Achieve an average payment percentage of 96% by 30 June (Gross Debtors Opening Balance + Billed Revenue - Gross Debtors Closing Balance - Bad Debts Written Off) / Billed Revenue x 100	(Gross Debtors Opening Balance + Billed Revenue - Gross Debtors Closing Balance - Bad Debts Written Off) / Billed Revenue x 100	96%	96%	0%	0%	N/A		
TL84	KPI040	Actual expenditure of the approved Capital Budget for the municipality by 30 June (NKPI - MSA, Reg. S10(c))	Percentage of the approved Capital Budget for the municipality actually spent by 30 June	90%	90%	10%	4.97%	R	Actual expenditure / Amendment Budget (R26 847 319 / R539 909 625 x 100 = 4.97%) Actual expenditure / planned Capital Budget expenditure (R26 847 319 / R83 185 656 x 100 = 32.27%)	Regular engagements with the user departments that are responsible for the implementation of major capital projects were scheduled to expedite spending.
TL85	KPI045	The percentage of the payroll budget spent on implementing the Municipal Workplace Skills Plan (NKPI Proxy- MSA, Reg. S10(f))	Percentage of the municipality's payroll budget actually spent on implementing its Workplace Skills Plan ((Total Actual Training Expenditure / Total Annual payroll Budget) x 100), measured by 30 June	0.20%	0.20%	0%	0%	N/A		
TL86	KPI046	Financial viability measured in terms of the municipality's ability to meet its service debt obligations (NKPI Proxy - MSA, Reg. S10(g)(i))	Debt coverage ratio ((Total operating revenue - operating grants received) / (Debt service payments due within the year)) measured by 30 June	15%	15%	0%	0%	N/A		
TL87	KPI047	Financial viability measured in terms of the outstanding service debtors (NKPI Proxy - MSA, Reg. S10(g)(ii))	Service debtors to revenue ratio - (Total outstanding service debtors / revenue received for services) measured by 30 June	27%	27%	0%	0%	N/A		
TL88	KPI054	Submission of the IDP / Budget / SDF time schedule	Number of IDP / Budget / SDF time schedules (process plan) submitted	1	1	1	1	G	IDP / Budget / SDF time schedule (process plan)	

SFA 5 - Good Governance and Compliance										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Original Annual Target	Revised Annual Target	01 July – 30 September 2023				
						Target	Actual	R	Performance Comment	Corrective Measures
		(process plan) to the Council	to the Council by 31 August						submitted to the Council on 23 August 2023.	
TL89	KPI051	Submission of the revised Information and Communication Technology (ICT) Backup Disaster Recovery Plan to the ICT Steering Committee	Number of revised ICT Backup Disaster Recovery Plans submitted to the ICT Steering Committee by 31 March	1	1	0	0	N/A		
TL90	KPI052	Submission of the revised Strategic ICT Plan to the ICT Steering Committee	Number of revised Strategic ICT Plans submitted to the ICT Steering Committee by 31 March	1	1	0	0	N/A		
TL91	KPI048	Submission of the revised Risk-Based Audit Plan (RBAP) to the Audit and Performance Audit Committee (APAC)	Number of revised RBAPs submitted to the APAC by 30 June	1	1	0	0	N/A		
TL92	KPI050	Submission of the revised Strategic Risk Register (SRR) to the Risk Management Committee	Number of revised SRRs submitted to the Risk Management Committee by 30 June	1	1	0	0	N/A		

Summary of Results: SFA 5 - Good Governance and Compliance

	KPI Not Yet Measured	16
	KPI Not Met	1
	KPI Almost Met	0
	KPI Met	2
	KPI Well Met	0
	KPI Extremely Well Met	0
Total KPIs		19

14. STRATEGIC PERFORMANCE CONCLUSION

- (a) Out of the 48 Key Performance Indicators (KPIs) listed on the Top layer SDBIP 2023/24, 31 were not measured during quarter 1 (01 July – 30 September 2023). 03 of the measured KPIs were not met, 08 were met and 04 were well met.

	KPI Not Yet Measured	31
	KPI Not Met	3
	KPI Almost Met	0
	KPI Met	8
	KPI Well Met	4
	KPI extremely well met	2
Total KPIs		48

Summary of Results: Strategic Focus Areas 1 - 5

9.	REPORT BY THE MUNICIPAL MANAGER ON OUTSTANDING RESOLUTIONS
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No report submitted as outstanding resolutions serves at Section 80 Committees.

10.	ITEMS FOR NOTING
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10.1	REPORT/S BY THE EXECUTIVE MAYOR
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10.1.1	REPORT ON THE DECISIONS TAKEN BY THE EXECUTIVE MAYOR ON MATTERS RESOLVED UNDER AUTHORITY DELEGATED TO THE EXECUTIVE MAYOR IN CONSULTATION WITH THE MAYORAL COMMITTEE [JULY 2023 – SEPTEMBER 2023]
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Collaborator No:

IDP KPA Ref No: Good Governance

Meeting Date: 17th Council: 25 October 2023

- SUBJECT: REPORT ON THE DECISIONS TAKEN BY THE EXECUTIVE MAYOR ON MATTERS RESOLVED UNDER AUTHORITY DELEGATED TO THE EXECUTIVE MAYOR IN CONSULTATION WITH THE MAYORAL COMMITTEE [JULY 2023 – SEPTEMBER 2023]**

- PURPOSE**

To inform Council of the decisions taken by the Executive Mayor on matters resolved under the authority delegated to the Executive Mayor, in consultation with the Mayoral Committee, for meetings from July 2023 to September 2023 (see **APPENDIX 1**).

- DELEGATED AUTHORITY**

As per the delegations from Council and powers vested in the Executive Mayor by legislation. In terms of the Stellenbosch Municipality System of Delegations (2019) EM12 and section 56(5) of the Structures Act, the Executive Mayor must report to Council at such intervals as the latter may determine on decisions taken.

The Executive Mayor is herewith reporting on the decisions taken by the Executive Mayor in consultation the Mayoral Committee.

- EXECUTIVE SUMMARY**

In terms of the Municipal Structures Act 117 of 1998 Section 56 (5) it is stated that:

“An Executive Mayor must report to the municipal council on all decisions taken by the Executive Mayor.”

- RECOMMENDATION**

that Council take note of the decisions by the Executive Mayor taken in consultation with the Mayoral committee meeting from July 2023 until September 2023.

6. DISCUSSION / CONTENTS**6.1 Background and discussion.**

In terms of the Municipal Structures Act 117 of 1998 Section 56 (5) it is stated that:

"An Executive Mayor must report to the municipal council on all decisions taken by the Executive Mayor."

Council approved delegations to the Executive Mayor as per EM 12 of the Stellenbosch Municipality Systems of Delegations, and legislation also contains powers that are vested in the Executive Mayor on which reports are made for notification.

6.3 Financial Implications

Dealt with in terms of the approved budget.

6.4 Legal Implications

The decisions are in line with approved delegations or powers vesting in the Executive Mayor.

6.5 Staff Implications

This report has no additional staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions

Item 10.1.2 – Council meeting: 2023-07-26

6.7 Risk Implications

Addressed through the content of the item.

6.8 Comments from Senior Management

The report was not circulated for comment. The Executive Mayor discusses relevant issues with the Municipal Manager who takes up actions with the Directors directly.

ANNEXURES

Appendix 1: Decisions taken by the Executive Mayor in the period July 2023 to September 2023 at Mayoral Committee meetings.

FOR FURTHER DETAILS CONTACT:

NAME	DONOVAN MULLER
POSITION	MANAGER: COUNCILLOR SUPPORT
DIRECTORATE	CORPORATE SERVICES
CONTACT NUMBERS	021 8088314
E-MAIL ADDRESS	<u>Donovan.Muller@ Stellenbosch.gov.za</u>
REPORT DATE	10 October 2023

ANNEXURE 1

MATTERS RESOLVED UNDER AUTHORITY DELEGATED TO THE MAYOR / MAYORAL COMMITTEE: JULY 2023 – SEPTEMBER 2023

MAYCO Meeting Date	Agenda Item no.	Report Subject	Date Resolved	Resolution
2023-07-19				No matters resolved
2023-08-16				No matters resolved
2023-08-30 [Special Mayco]	5.3	PROPOSED LEASE AGREEMENT: ERF 6083 (43 ADRINGA STREET), STELLENBOSCH: JULIAN'S CAFÉ BAR	2023-08-30	<p>RESOLVED</p> <p>(a) that the land as indicated on Fig 1 and 2, measuring approximately 37m². in extent, be identified as land not needed to provide the minimum level of basic municipal services during the period that the rights are awarded;</p> <p>(b) that the in-principle approval be considered for an initial period of 3 (three) years with the option of a renewal subject to the following conditions:</p> <ul style="list-style-type: none"> (i) the leased area is zoned as road reserve and can therefore not be enclosed to exclude the public, the municipality or other service providers from accessing the area; (ii) council is indemnified from all possible third party claims; (iii) the municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. All structures must be removable to gain access to the area as and when required by the municipality or other public service providers. For planned maintenance, repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture and movable structures in order for the municipality to gain access. For emergency work the applicant will be required to remove all furniture and structures immediately. (iv) no permanent structures will be built on the leased area without the prior written consent of the municipality and only after submitting building plans to the building department for approval; (v) the municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or when the applicant refuses to remove the deck when given notice by the municipality.

**MATTERS RESOLVED UNDER AUTHORITY DELEGATED TO THE MAYOR / MAYORAL COMMITTEE: JULY
2023 – SEPTEMBER 2023**

				<p>(c) that the Municipal Manager be authorised to determine the rental amount and escalation;</p> <p>(a) that the current encroachment agreement be terminated when the lease is concluded;</p> <p>(e) that the applicant removes the umbrellas they are currently using as per the images below; and</p> <p>(f) that the applicant provide full information for the application before a final decision is taken.</p>
	5.6	PROPOSED LEASE AGREEMENT: ERF 6083 (EIKESTAD MALL, ADRINGA STREET), GOCHU GANG	2023-08-30	<p>RESOLVED</p> <p>(a) that the land as indicated on Fig 1and 2, measuring approximately 17m². in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;</p> <p>(b) that the in principle approval be considered for an initial period of 3 years with the option of a renewal subject to the following conditions:</p> <ol style="list-style-type: none"> 1. That no permanent structure or deck be erected without the prior written consent of council, as well as approved building plans from the building department. 2. Council is indemnified against all possible 3rd party claims. 3. The municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. For planned maintenance and repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture for the municipality and any other public service provider to gain access. For emergency work the applicant will be required to remove everything immediately for the municipality or other public service providers to gain access. 4. The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or when the applicant refuses the municipality or other public service providers access if required. <p>(c) that the Municipal Manager be authorised to determine the rental amount and escalation.</p>
	5.7	PROPOSED LEASE AGREEMENT: ERF 1260 (13 RYNEVELD	2023-08-30	RESOLVED

**MATTERS RESOLVED UNDER AUTHORITY DELEGATED TO THE MAYOR / MAYORAL COMMITTEE: JULY
2023 – SEPTEMBER 2023**

		STREET), THE WINE GLASS		<p>(a) that the land as indicated on Fig 1 and 2, measuring approximately 28m². in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;</p> <p>(b) that the in-principle approval be considered for an initial period of 3 years with the option of a renewal subject to the following conditions:</p> <ol style="list-style-type: none"> 1. That no permanent structure or deck be erected without the prior written consent of council, as well as approved building plans from the building department. 2. Council is indemnified against all possible 3rd party claims. 3. The municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. For planned maintenance and repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture for the municipality and any other public service provider to gain access. For emergency work the applicant will be required to remove everything immediately for the municipality or other public service providers to gain access. 4. The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or when the applicant refuses the municipality or other public service providers access if required. 5. An area of 1.5m is left open on the sidewalk for the use of pedestrians. 6. An application for the deck must be submitted to planning and approved. <p>(c) that the Municipal Manager be authorised to determine the rental amount and escalation.</p>
	5.8	PROPOSED LEASE AGREEMENT: ERF 1238 (11 ADRINGA STREET), WIJNHUIS	2023-08-30	<p>RESOLVED</p> <p>that this application be approved in principle, the applicant needs to adhere to the 1.5-meter rule.</p>
	5.9	PROPOSED LEASE AGREEMENT: ERF 1271, 20 RYNEVELD STREET, STELLENBOSCH: DE	2023-08-30	<p>RESOLVED</p> <p>(a) that the land as indicated on Fig 1 and 2, measuring approximately 46m². in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;</p>

**MATTERS RESOLVED UNDER AUTHORITY DELEGATED TO THE MAYOR / MAYORAL COMMITTEE: JULY
2023 – SEPTEMBER 2023**

		WARENMARKT RESTAURANT		<p>(b) that the in-principle approval be considered for an initial period of three (3) years with the option of a renewal subject to the following conditions:</p> <ol style="list-style-type: none"> 1. Should the application to erect a further deck be approved by council the approval will be subject to Heritage approval being obtained as well as submission of building plans with the building department for approval; 2. Council be indemnified against all possible 3rd party claims; 3. The municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. For planned maintenance and repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture for the municipality and any other public service provider to gain access. For emergency work the applicant will be required to remove everything immediately for the municipality or other public service providers to gain access. 4. The cost of removing and re-instating the deck will be for the applicant; <p>(c) that the Municipal Manager be authorised to determine the rental amount and escalation;</p> <p>(d) that the area in Ryneveld Street be kept open for pedestrian use given the trees on the sidewalk; and</p> <p>(e) that an application for the deck in Ryneveld Street must be submitted</p>
	5.10	PROPOSED LEASE AGREEMENT: ERF 3765 (52 DORP STREET, STELLENBOSCH): CIOVITA	2023-08-30	<p>RESOLVED</p> <p>(a) that the land as indicated on Fig 1 and 2, measuring approximately 16m². in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;</p> <p>(b) that the in-principle approval be considered for an initial period of 3 years with the option of a renewal subject to the following conditions;</p> <p>(c) that the application to use a portion of Council-owned land for outdoor dining purposes be approved, subject thereto; -</p> <ol style="list-style-type: none"> 1. The applicant applies for approval from the Heritage Council; 2. Building plans be submitted for approval by the building department;

**MATTERS RESOLVED UNDER AUTHORITY DELEGATED TO THE MAYOR / MAYORAL COMMITTEE: JULY
2023 – SEPTEMBER 2023**

				<p>3. Council is indemnified against all possible 3rd party claims;</p> <p>4. The municipality or other public services providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. The applicant will be responsible for taking the deck down and re-instating same at their own costs. For planned maintenance and repairs the applicant will be provided with a 5-day written notice to remove the deck for the municipality and any other public service provider to gain access. For emergency work the applicant will be required to remove everything immediately for the municipality or other public service providers to gain access;</p> <p>5. The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or when the applicant refuses the municipality or other public services access as required.</p> <p>(d) that the application must be submitted for the deck already erected;</p> <p>(e) that the municipal Manager be authorised to determine the rental amount and escalation; and</p> <p>(f) that the applicant must ensure that the unobstructed pedestrian are ais 1.5 meter wide.</p>
	5.12	PROPOSED LEASE AGREEMENT: ERF 1252 (14 ANDRINGA STREET), STELLENBOSCH: MANOUSHE	2023-08-30	<p>RESOLVED</p> <p>that the application be approved in principle but for any further rights they must apply.</p>
	5.13	PROPOSED LEASE AGREEMENT: ERF 781 (87 DORP STREET), STELLENBOSCH: THE MEETING PLACE	2023-08-30	<p>RESOLVED</p> <p>(a) that the land as indicated on Fig 1and 2, measuring approximately 45m². in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;</p> <p>(b) that the in-principle approval be considered for an initial period of 3 (three) years with the option of a renewal subject to the following conditions:</p> <p>1. the leased area is zoned as road reserve and can therefore not be enclosed to exclude the public, the municipality or other public service providers from accessing the area;</p>

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				<p>2. council is indemnified from all possible third party claims;</p> <p>3. the municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and/or installing new public services with-in the leased area. All structures must be removable to gain access to the area as and when required by the municipality or other public service providers. For planned maintenance, repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture and movable structures in order for the municipality to gain access. For emergency work the applicant will be required to remove all furniture and structures immediately.</p> <p>4. no permanent structures will be built on the leased area without the prior written consent of the municipality and only after submitting building plans to the building department for approval.</p> <p>5. the municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes.</p> <p>(c) that the Municipal Manager be authorised to conclude a Lease Agreement for a period of three (3) years, with the option of renewal;</p> <p>(d) that the demarcated area be adjusted to allow a 1,5 meter unobstructed area for pedestrian use; and</p> <p>(e) that the municipal Manager be authorised to determine the rental amount and escalation.</p>
	5.14	LEASE AGREEMENT: ERF 8403 (3C ADRINGA STREET), STELLENBOSCH: SUSHI BOX	2023-08-30	<p>RESOLVED</p> <p>(a) that the land as indicated on Fig 1and 2, measuring approximately 16m². in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;</p> <p>(b) that the in-principle approval be considered for an initial period of 3 (three) years with the option of a renewal subject to the following conditions:</p> <ol style="list-style-type: none"> the leased area is zoned as road reserve and can therefore not be enclosed to exclude the public, the municipality or other public service providers from accessing the area; council is indemnified from all possible third party claims;

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				<p>3. the municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and/or installing new public services with-in the leased area. All structures must be removable to gain access to the area as and when required by the municipality or other public service providers. For planned maintenance, repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture and movable structures in order for the municipality to gain access. For emergency work the applicant will be required to remove all furniture and structures immediately.</p> <p>4. no permanent structures will be built on the leased area without the prior written consent of the municipality and only after submitting building plans to the building department for approval.</p> <p>5. the municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes.</p> <p>(c) that the demarcated areas be clearly marked and a 1,5 unobstructed area is open for pedestrian use; and</p> <p>(d) that the municipal Manager be authorised to determine the rental amount and escalation.</p>
	5.15	PROPOSED LEASE AGREEMENT: ERF 1264 (CNR VAN RYNEVELD & PLEIN STREETS), STELLENBOSCH: VIDA E CAFFE	2023-08-30	<p>RESOLVED</p> <p>(a) that the land as indicated on Fig 1and 2, measuring approximately 30m². in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded.</p> <p>(b) that the in-principle approval be considered for an initial period of three (3) years with the option of a renewal subject to the following conditions:</p> <p>1. That no permanent structure or deck be erected without the prior written consent of council.</p> <p>2. Council is indemnified against all possible 3rd party claims.</p> <p>3. The municipality or other service providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. For planned maintenance and repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture for the municipality and any other public service provider to gain access. For emergency work the applicant will be</p>

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				<p>required to remove everything immediately for the municipality or other public service providers to gain access.</p> <p>4. The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or when the applicant refuses the municipality or other public service providers access if required.</p> <p>(c) that a 1,5 meter unobstructed area closest to the road is left open for pedestrian use;</p> <p>(d) that the area they use be demarcated properly; and</p> <p>(e) that the municipal Manager be authorised to determine the rental amount and escalation.</p>
	5.16	PROPOSED LEASE AGREEMENT: ERF 722 (53 DORP STREET), STELLENBOSCH – ADAM AND EVE COLLAB	2023-08-30	<p>RESOLVED</p> <p>that this application be not approved.</p>
	5.17	PROPOSED LEASE AGREEMENT: ERF 1265, 24 PLEIN STREET, STELLENBOSCH: FROM THE BLUE FISH AND CHIPS	2023-08-30	<p>RESOLVED</p> <p>that this application be approved in principle subject to compliance with the 1,5-meter requirement and remove the umbrellas.</p>
	5.18	PROPOSED LEASE AGREEMENT: ERF 1237 (13 ANDRINGA STREET), STELLENBOSCH: MORO	2023-08-30	<p>RESOLVED</p> <p>(a) that the land as indicated on Fig 1 and 2, measuring approximately 5m². in extent, be identified as land not needed to provide the minimum level of basic municipal services during the period that the rights are awarded;</p> <p>(b) that the in-principle approval be considered for an initial period of three (3) years with the option of a renewal subject to the following conditions:</p> <p>1. That no permanent structure or deck be erected without the prior written consent of council.</p>

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				<p>2. Council is indemnified against all possible 3rd party claims.</p> <p>3. The municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and/or installing new public services with-in the leased area. All structures must be removable to gain access to the area as and when required by the municipality or other public service providers. For planned maintenance, repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture and movable structures in order for the municipality to gain access. For emergency work the applicant will be required to remove all furniture and structures immediately.</p> <p>4. The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public service purposes or when the applicant refuses the municipality or other public service providers access if required.</p> <p>(c) that the municipal Manager be authorised to determine the rental amount and escalation; and</p> <p>(d) that the applicant files a plan for approval indicating the demarcation and the unobstructed 1,5m are for pedestrian use.</p>
	5.19	PROPOSED LEASE AGREEMENT: ERF 6460 (CHECKERS CENTRE SHOP 18, MILL STREET) STELLENBOSCH: THE WAFFLE MILL	2023-08-30	<p>RESOLVED</p> <p>(a) that the land as indicated on Fig 1 and 2, measuring approximately 40m². in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;</p> <p>(b) that the in-principle approval be considered for an initial period of three (3) years with the option of a renewal subject to the following conditions:</p> <p>1. That no permanent structure or deck be erected without the prior written consent of council.</p> <p>2. Council is indemnified against all possible 3rd party claims.</p> <p>3. The municipality or other service providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. For planned maintenance and repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture for the municipality and any other public service provider to gain access. For emergency work the applicant</p>

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				<p>will be required to remove everything immediately for the municipality or other public service providers to gain access.</p> <p>4. The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or when the applicant refuses the municipality or other public service providers access if required.</p> <p>(c) that the Municipal Manager be authorised to conclude a Lease Agreement for a period of three (3) years, with the option of renewal; and</p> <p>(d) that the municipal Manager be authorised to determine the rental amount and escalation.</p>
	5.20	PROPOSED LEASE AGREEMENT: ERF 645 (100 DORP STREET), STELLENBOSCH BEER AND WINE PURVEYORS - BLIX	2023-08-30	<p>RESOLVED</p> <p>(a) that the land as indicated on Fig 1 and 2, measuring approximately 54m². in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;</p> <p>(b) that the in-principle approval be considered for an initial period of 3 years with the option of a renewal subject to the following conditions:</p> <ol style="list-style-type: none"> 1. That no permanent structure or deck be erected without the prior written consent of council. 2. Council is indemnified against all possible 3rd party claims. 3. The municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. For planned maintenance and repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture for the municipality and any other public service provider to gain access. For emergency work the applicant will be required to remove everything immediately for the municipality or other public service providers to gain access.

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				<p>4. The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or when the applicant refuses the municipality or other public service providers access if required.</p> <p>(c) that the Municipal Manager be authorised to determine the rental amount and escalation.</p>
	5.21	PROPOSED LEASE AGREEMENT: ERF 1319 (132 DORP STREET) STELLENBOSCH: THE MILL COFFEE SHOP	2023-08-30	<p>RESOLVED</p> <p>that this application be approve in principle subject to them adhering to the 1,5-meter requirement.</p>
	5.22	PROPOSED LEASE AGREEMENT: ERF 1289 (2 RYNEVELD STREET), THE POTTERY STELLENBOSCH	2023-08-30	<p>RESOLVED</p> <p>(a) that the land as indicated on Fig 1and 2, measuring approximately 20m². in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;</p> <p>(b) that the in-principle approval be considered for an initial period of 3 years with the option of a renewal subject to the following conditions:</p> <ol style="list-style-type: none"> 1. That the applicant submits building plans to the building department for approval. 2. Council is indemnified against all possible 3rd party claims. 3. The municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. For planned maintenance and repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture for the municipality and any other public service provider to gain access. For emergency work the applicant will be required to remove everything immediately for the municipality or other public service providers to gain access. In the event that the deck needs to be taken down it will be for the costs of the applicant as well as the re-instatement costs. 4. The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or

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				<p>when the applicant refuses the municipality or other public service providers access if required.</p> <p>5. The applicant must submit an application for approval of the deck that was erected.</p> <p>(c) that the Municipal Manager be authorised to determine the rental amount and escalation.</p>
	5.24	PROPOSED LEASE AGREEMENT: ERF 1321 (11 CHURCH STREET), BRAMPTON WINE STUDIO	2023-08-30	<p>RESOLVED</p> <p>(a) be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;</p> <p>(b) that the in-principle approval be considered for an initial period of 3 years with the option of a renewal subject to the following conditions:</p> <ol style="list-style-type: none"> 1. That no permanent structure or deck be erected without the prior written consent of council, as well as approved building plans from the building department. 2. Council is indemnified against all possible 3rd party claims. 3. The municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. For planned maintenance and repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture for the municipality and any other public service provider to gain access. For emergency work the applicant will be required to remove everything immediately for the municipality or other public service providers to gain access. 4. The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or when the applicant refuses the municipality or other public service providers access if required. 5. That the 1,5 m unobstructed pedestrian area be strictly enforced and the area be demarcated. 6. That approval be obtained for the erected deck if not already obtained. <p>(c) that the Municipal Manager be authorised to determine the rental amount and escalation.</p>

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	5.26	PROPOSED LEASE AGREEMENT: ERF 1847 (50 PLEIN STREET), STELLENBOSCH: DECAMERON	2023-08-30	<p>RESOLVED</p> <p>(a) that the land as indicated on Fig 1and 2, measuring approximately 60m². in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;</p> <p>(b) that the in principle approval be considered for an initial period of 3 years with the option of a renewal subject to the following conditions:</p> <ol style="list-style-type: none"> 1. That no permanent structure or deck be erected without the prior written consent of council, including approved building plans. 2. Council is indemnified against all possible 3rd party claims. 3. The municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. For planned maintenance and repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture for the municipality and any other public service provider to gain access. For emergency work the applicant will be required to remove everything immediately for the municipality or other public service providers to gain access. 4. The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or when the applicant refuses the municipality or other public service providers access if required. <p>(c) that the Municipal Manager be authorised to determine the rental amount and escalation; and</p> <p>(d) that the current encroachment agreement be cancelled when the lease is signed</p>
	5.27	PROPOSED LEASE AGREEMENT: ERF 561 (cnr HUGUENOT AND BORDEAUX STREETS, FRANSCHHOEK), FRANKS	2023-08-30	<p>RESOLVED</p> <p>(a) that the land as indicated on Fig 1and 2, measuring approximately 39m² in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;</p> <p>(b) that the in principle approval be considered for an initial period of 3 years with the option of a renewal subject to the following conditions:</p>

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				<p>1. That no permanent structure or deck be erected without the prior written consent of council, as well as approved building plans from the building department.</p> <p>2. Council is indemnified against all possible 3rd party claims.</p> <p>3. The municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. For planned maintenance and repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture for the municipality and any other public service provider to gain access. For emergency work the applicant will be required to remove everything immediately for the municipality or other public service providers to gain access.</p> <p>4. In the event that the deck needs to be removed the cost of the removal and re-installation will be for the applicant.</p> <p>5. The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or when the applicant refuses the municipality or other public service providers access if required.</p> <p>6. That the area to be used be properly demarcated.</p> <p>(c) that the Municipal Manager be authorised to determine the rental amount and escalation.</p>
2023-09-13				No matters resolved

10.1.2	REPORT ON THE DECISIONS TAKEN BY THE EXECUTIVE MAYOR FOR THE QUARTER: JULY 2023 – SEPTEMBER 2023
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Collaborator No:

IDP KPA Ref No: Good Governance

Meeting Date: 25 October 2023

1. SUBJECT: REPORT ON THE DECISIONS TAKEN BY THE EXECUTIVE MAYOR FOR THE QUARTER: JULY 2023 – SEPTEMBER 2023

2. PURPOSE

To inform Council of the decisions taken by the Executive Mayor from July 2023 to September 2023 (see **APPENDIX 1**).

3. DELEGATED AUTHORITY

As per the delegations from Council and powers vested in the Executive Mayor by legislation.

For Notification

4. EXECUTIVE SUMMARY

In terms of the Municipal Structures Act 117 of 1998 Section 56 (5) it is stated that:

“An Executive Mayor must report to the municipal council on all decisions taken by the Executive Mayor.”

5. RECOMMENDATION

that Council take note of the decisions by the Executive Mayor.

6. DISCUSSION / CONTENTS

6.1 Background

In terms of the Municipal Structures Act 117 of 1998 Section 56 (5) it is stated that:

“An Executive Mayor must report to the municipal council on all decisions taken by the Executive Mayor.”

6.2 Discussion

Council approved delegations to the Executive Mayor and legislation also contains powers that are vested in the Executive Mayor on which reports are made for notification.

The Executive Mayor also takes decisions in consultation with the Mayoral committee. The decisions of the 2022/23 financial year will be reported in a separate item.

6.3 Financial Implications

Dealt with in terms of the approved budget.

6.4 Legal Implications

The decisions are in line with approved delegations or powers vesting in the Executive Mayor.

6.5 Staff Implications

This report has no additional staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions

Item 10.1.3 – Council meeting: 2023-07-26

6.7 Risk Implications

Risk implications are mitigated when decisions taken are in line with approved powers and functions.

6.8 Comments from Senior Management

The report was not circulated for comment. The Executive Mayor discusses relevant issues with the Municipal Manager who takes up actions with the Directors directly.

ANNEXURES

Annexure 1: Decisions taken by the Executive Mayor in the period July 2023 to September 2023.

Appendix A Appeal lodged in terms of section 79(2) of the Stellenbosch Municipal Land Use Planning by-law (2025): application for a subdivision, Erf 6007, Stellenbosch.

Appendix B: Appeal lodged in terms of section 79(2) of the Stellenbosch Municipal Land Use Planning by-law (2015): application for departure, technical approval and the removal of restrictive title deed conditions on erf 4765, Stellenbosch.

Appendix C Appeal lodged in terms of section 79(2) of the Stellenbosch Municipal Land Use Planning by-law (2015): application for the removal of restrictive title deed conditions and subdivision on Erf 3526, Stellenbosch

FOR FURTHER DETAILS CONTACT:

NAME	DONOVAN MULLER
POSITION	MANAGER: COUNCILLOR SUPPORT
DIRECTORATE	CORPORATE SERVICES
CONTACT NUMBERS	021 8088314
E-MAIL ADDRESS	Donovan.Muller@stellenbosch.gov.za
REPORT DATE	10 October 2023

APPENDIX 1

DELEGATIONS EXERCISED FOR PERIOD [JULY – SEPTEMBER 2023]

EXECUTIVE MAYOR

Delegation	Category	Report Subject and Recommendations	Date Received	Date Resolved	Resolution and Comments (if any)
110	FINANCE	S 71 monthly budget monitoring report for June 2023	14/07/2023	14/07/2023	Approved
110	FINANCE	S 71 monthly budget monitoring report for July 2023	15/08/2023	15/08/2023	Approved
LUP 63	PLANNING	APPEAL LODGED IN TERMS OF SECTION 79(2) OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW (2015): APPLICATION FOR A SUBDIVISION: ERF 6007, STELLENBOSCH [LU/13601]	02/06/2023	17/08/2023	Dismissed and Confirm [see attached document – APPENDIX A]
LUP 63	PLANNING	APPEAL LODGED IN TERMS OF SECTION 79(2) OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW (2015): APPLICATION FOR DEPARTURE, TECHNICAL APPROVAL & REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS ON ERF 4765, STELLENBOSCH [LU/13422]	19/06/2023	13/07/2023	Vary [see attached document – APPENDIX B]
LUP 63	PLANNING	APPEAL LODGED IN TERMS OF SECTION 79(2) OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW (2015): APPLICATION FOR THE REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS AND SUBDIVISION ON ERF 3526, STELLENBOSCH [LU/13142]	30/03/2023	23/06/2023	Vary [see attached document – APPENDIX C]

APPENDIX A



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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): APPLICATION FOR A SUBDIVISION: ERF 6007, STELLENBOSCH (LU/13601)

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:

DISMISSED	X	CONFIRM	X	VARY		REVOKE	
THE DECISION OF THE AUTHORISED DECISION MAKER ON THE 4 OCTOBER 2022 TO REFUSE IN TERMS OF SECTION 60 OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY- LAW DATED 20 OCTOBER 2015, APPLICATION FOR A SUBDIVISION: ERF 6007 STELLENBOSCH							

A. BACKGROUND

1. The abovementioned appeal refers.
2. The Authorised Decision Maker on 4 October 2022, **Approved**, 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 subdivision into two portions measuring 1108m² in extent (Remainder) and 997m² in extent (Portion 1) (**Annexure A**).
3. The Municipality received an appeal relating to the abovementioned application on the 21st of October 2022 from Mr Holden, in terms of Section 79(2) of the Stellenbosch Municipality By-Law (2015.)



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4. The appellant Mr Holden, informed all objectors of the appeal submission and requested comments on the grounds of appeal. Mr Schaafsma submitted his comments on the appeal on the 10th of November 2022.
5. The appeal assessment report was drafted hereafter, based on all documentation provided.
6. In order to comply with Section 81(6) of the Stellenbosch Municipality Land Use Planning By-Law (2015), an inspection of the documents must be held before the handover to the Appeal Authority for consideration and decision making. The appeal assessment report was forwarded electronically to Messrs. Holden and Schaafsma on the 19th of April 2023 respectively. Mr Schaafsma submitted comments relating to the appeal assessment report on the 20th of April 2023 and Mr Holden submitted his comments on the 26th of April 2023.
7. After careful perusal and consideration of all the relevant information, which included the relevant provisions of the By-law, the documentation submitted in the land use application, the written appeal, the report of the relevant Authorised Employee, as well as various written submissions which was made by the interested parties, I have taken the following decision.

B. APPEAL RESOLUTION

1. The appeal submitted against the refusal of the Authorised Decision Maker dated 4 October 2022, in respect of the application for A Subdivision for Erf



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6007 Stellenbosch, **BE DISMISSED** and that the subject decision **BE CONFIRMED** in terms of section 81(7)(b) of the Stellenbosch Municipal Land Use Planning By-law, 2015, as follows:

1.1 The application in terms of Section 15(2)(o) of the Stellenbosch Municipal Land Use Planning Bylaw, promulgated by notice number 354/2015, dated 20 October 2015 for a **Subdivision** into two portions as follows

- i. Rem of Erf 6007 (1108 m² in extent) and
- ii. Portion 1 of Erf 354 (997 m² in extent)

BE REFUSED in terms of Section 60 of the said By-law.

2. The reasons for the above decision are as follows:

2.1 After having independently considered and weighted all the relevant information and the evaluation of the subject appeal, it is concluded that the decision by the Authorised Employee was rationally connected to all the relevant information, considerations and reasons for the decision. There are consequently no compelling grounds submitted that would warrant to uphold the appeal.

2.2 The proposed subdivision and resulting sizes are not in keeping with the prevailing development context of the neighbourhood.



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- 2.3 There are no unique circumstances or characteristics regarding the surrounding development context to support the proposed subdivision.
- 2.4 The proposed subdivision will have an impact on the prevailing development character and streetscape.

SIGNATURE: 

DATE: 17/08/2023

Adv. Gesie van Deventer

EXECUTIVE MAYOR

(Appeal Authority in terms of Section 79(1) of the Stellenbosch Municipal Land Use Planning By-Law)

APPENDIX B



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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): APPLICATION FOR DEPARTURE, TECHNICAL APPROVAL & REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS ON ERF 4765, STELLENBOSCH (LU/13422)

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:

DISMISSED		CONFIRM		VARY	X	REVOKE	
<p>THE DECISION OF THE AUTHORISED DECISION MAKER ON THE 01ST OF DECEMBER 2022 TO APPROVE IN TERMS OF SECTION 60 OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY-LAW DATED 20 OCTOBER 2015, APPLICATION FOR DEPARTURE, TECHNICAL APPROVAL & REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS ON ERF 4765, STELLENBOSCH</p>							

A. BACKGROUND

1. The abovementioned appeal refers.
2. The Authorised Decision Maker on 01 December 2022, **Partially Approved and Partially 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 Application for departure, technical approval & removal of restrictive title deed conditions on Erf 4765, Stellenbosch. The proposed applications would enable the landowner to build the proposed additions and a second dwelling. **(Annexure A)**.



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3. The Municipality received an appeal relating to the abovementioned application on the 21st of December 2022 from Mr W Claasen, in terms of Section 79(2) of the Stellenbosch Municipality By-Law (2015.)
4. The Administration informed the applicant Ms I Jordaan of the appeal submission and requested comments on the grounds of appeal. Ms Jordaan submitted her comments on the grounds of appeal on the 08th of February 2023.
5. The appeal assessment report was drafted hereafter, based on all documentation provided.
6. In order to comply with Section 81 (6) of the Stellenbosch Municipality Land Use Planning By-Law (2015), an inspection of the documents must be held before the handover to the Appeal Authority for consideration and decision making and the appeal assessment report was forwarded electronically to the appellant and the applicant on the 02nd of June 2023. It should be noted that the appellant did not submit any comments. Ms Jordaan indicated on the 06th of June 2023, that she concurred with the appeal assessment report.
7. After careful perusal and consideration of all the relevant information, which included the relevant provisions of the By-law, the documentation submitted in the land use application, the written appeal, the report of the relevant Authorised Employee, as well as various written submissions which was made by the interested parties, I have taken the following decision.



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B. APPEAL RESOLUTION

The appeal submitted against the approval of the Authorised Decision Maker dated 01 December 2022, in respect of the application for departure, technical approval & removal of restrictive title deed conditions on Erf 4765, Stellenbosch, **BE UPHELD** and that the subject decision **BE VARIED** in terms of Section 81(7)(b) of the Stellenbosch Municipal Land Use Planning By-law, 2015, as follows:

1. That the following applications:
 - 1.1 **Removal of Restrictive Title Conditions** in terms of Section 15(2)(f) of the said by-law, in order to accommodate the proposed additions and second dwelling. The restrictive title deed conditions (as held in the Title Deed No. T45662/2021) to be removed are conditions B.6.(a) and B.6.(b) which reads as follows:
 - a) B.6.(a) – Hierdie erf mag alleenlik gebruik word vir die oprigting daarop van een woning of ander geboue vir die doeleindes wat die Dorpkommissie en die plaaslike owerheid goedkeur, met dien verstande dat indien die erf in die gebied van 'n dorpsaanlegskema ingesluit is, die plaaslike owerheid enige ander geboue wat deur die skema toegelaat word, kan toelaat, onderworpe aan die voorwaardes en beperkings wat in the skema bepaal word.
 - b) B.6. (b) – Geen gebou of struktuur of enige gedeelte daarvan, behalwe grensmure en heinings, mag behalwe die toestemming van die Administrateur nader as 6,30 meter van die straatlyn wat 'n grents van hierdie erf uitmaak, asook nie binne 3,15 meter van enige ander grens opgerig word nie.



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- 1.2 **Permanent Departure** in terms of Section 15 (2) (b) of the said by-law, to relax the common building line adjacent to Erf 4764 from 2.5 to 0m in order to accommodate proposed new covered patio.

BE REFUSED in terms of Section 60 of the said Bylaw for the following reasons:

- (i) The removal of the restrictive title deed condition is not required as the title deed condition is not restrictive and clearly states that permission may be given by the administrator if the zoning scheme allows.
- (ii) The proposed departure to permit a covered patio up to the boundary wall and which will be used as active outdoor space will have a negative impact on the amenity and privacy of the neighbouring property.

2. **That the Permission required in terms of restrictive title deed condition B.6.(a) and B.6.(b) on page 3 of Title Deed No T45662/2021, to relax the restrictive title deed condition street building line and common building line in order to accommodate the new additions (study, garage, covered patio) and second dwelling) as indicated on Drawing No: 401, Project No: 20-055, dated 15 July 2022 & drawn by Red Atlantic Architects BE GRANTED.**

3. That the following application in terms of Section 15 (2) of the Stellenbosch Municipality Land Use Planning By-law, 2015:

- 3.1 Permanent Departure in terms of Section 15 (2) (b) of the said by-law, to relax the following:



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- 3.1.1 Street building line from 4m to 1.57m in order to accommodate the proposed new study attached to the proposed garage extension.
 - 3.1.2 Common building line adjacent to Erf 4767 from 2.5m to 1.23m (as amended) in order to accommodate proposed new covered patio.
 - 3.1.3 Common building line adjacent to Erf 4764 from 2.5m to 1.309m in order to accommodate proposed new second dwelling.
 - 3.1.4 Common building line adjacent to Erf 4764 from 2.5m insofar as to accommodate a covered patio that is limited to the area directly in front of the proposed second dwelling unit and which extends in a direct east-northeast line with the outer wall of the proposed second dwelling unit adjacent to Erf 4764.
 - 3.2 **Permission/Technical approval** in terms of Section 13 of the Stellenbosch Zoning scheme by-law to accommodate a second dwelling unit on Erf 4765, Stellenbosch.
- BE APPROVED** in terms of Section 60 of the by law and subject to conditions in terms of Section 66 of the said By-law.
4. That such approval is subject to the following conditions imposed in terms of Section 66 of the said By-law:
 - 4.1 The approval applies only to the application under consideration as indicated insofar this approval granted on Drawing No: 401, Project No: 20-055, dated 15 July 2022 & drawn by Red Atlantic Architects, and shall not be construed as authority to depart from any other legal prescriptions or requirements from Council.



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- 4.2 That an amended Site Development Plan be submitted for approval that depicts the accurate approvals granted.
- 4.3 The approval granted shall not exempt the applicant from complying with any other legal prescriptions or requirements that might have a bearing on the proposed use.
- 4.4 Building plans must be generally in accordance with the layout plans as Project No: 20-055, dated 15 July 2022 & drawn by Red Atlantic Architects, and attached as **Annexure C** but subject to amendments to the proposed covered stoep and as indicated on the required site development plan to be approved.

4 The reasons for the above decision are as follows:

- 4.2 The proposed additions and second dwelling as approved will not negatively affect the aesthetic appearance of the structure, property or surrounding environment.
- 4.3 The impact of the covered stoep on the boundary of the appellant can be mitigated by limiting the structure to the area directly in front of the proposed second dwelling in lieu of a 0m building line departure.

SIGNATURE: 

Adv. Gesie van Deventer

EXECUTIVE MAYOR

(Appeal Authority in terms of Section 79(1) of the Stellenbosch Municipal Land Use Planning By-Law)

DATE: 13/07/2023

APPENDIX C



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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): APPLICATION FOR THE REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS AND SUBDIVISION ON ERF 3526, STELLENBOSCH (LU/13142)

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:

DISMISSED	☐	CONFIRM	☐	VARY	☒	REVOKE	☐
<p>THE DECISION OF THE AUTHORISED DECISION MAKER ON THE 17 NOVEMBER 2022 TO APPROVE IN TERMS OF SECTION 60 OF THE STELLENBOSCH MUNICIPAL LAND USE PLANNING BY- LAW DATED 20 OCTOBER 2015, APPLICATION FOR THE REMOVAL OF RESTRICTIVE TITLE DEED CONDITIONS AND SUBDIVISION ON ERF 3526, STELLENBOSCH</p>							

A. BACKGROUND

1. The abovementioned appeal refers.
2. The Authorised Decision Maker on 17 November 2022, **Partially Approved and Partially 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 to remove the restrictive title deed conditions restricting the subdivision of the property, the construction of a second dwelling and the restrictive building lines, to enable the subdivision of Erf 3526 Stellenbosch, into two portions (**Annexure A**).



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3. The Municipality received an appeal relating to the abovementioned application on the 12th of December 2022 from Mr Leon Jubilus on behalf of Mr Raymond Loftie-Eaton, in terms of Section 79(2) of the Stellenbosch Municipality By-Law (2015.)
4. It should be noted that the appeal received, was not against the full decision of the Authorised Decision Maker; it was only against paragraph 6 of the decision letter which referred to the Removal of the Restrictive Title Deed Conditions which was refused.
5. The appeal assessment report was drafted hereafter, based on all documentation provided.
6. In order to comply with Section 81 (6) of the Stellenbosch Municipality Land Use Planning By-Law (2015), an inspection of the documents must be held before the handover to the Appeal Authority for consideration and decision making. The appeal assessment report was forwarded electronically to Mr Jubilus on the 01st of June 2023 where he was requested to provide comments on the said report by the 08th of June 2023. It should be noted that no comments were received relating to the assessment report.
7. After careful perusal and consideration of all the relevant information, which included the relevant provisions of the By-law, the documentation submitted in the land use application, the written appeal, the report of the relevant Authorised Employee, as well as various written submissions which was made by the interested parties, I have taken the following decision.

B. APPEAL RESOLUTION

The appeal submitted against the approval of the Authorised Decision Maker dated 17 November 2022, in respect of the application for the Removal of



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Restrictive Title Deed Conditions and Subdivision on Erf 3526, Stellenbosch, **BE UPHELD** and that the subject decision **BE VARIED** In terms of Section 81(7)(b) of the Stellenbosch Municipal Land Use Planning By-law, 2015 to suspend the title deed restriction building lines on the subdivided Remainder of Erf 3526 insofar as they relate to and be limited to the subject property and the building plan that was submitted:

1. The following application(s) in terms of Section 15(2) of the Stellenbosch Municipal Land Use Planning Bylaw, promulgated by notice number 354/2015, dated 20 October 2015 on Erf 3526 Stellenbosch, namely:

- 1.1 **Suspension** in terms of Section 15(2)(f) of the said by-law of restrictive title deed conditions "*D(1)(6)(a) It shall not be subdivided*", in Title Deed No. T53759/1999 on Erf 3526, Stellenbosch to allow the subdivision of the property.
- 1.2 **Subdivision** in terms of Section 15(2)(d) of the said bylaw of Erf 3526, Stellenbosch into two portions namely:
 - (i) Portion A ($\pm 541\text{m}^2$) and
 - (ii) a Remainder ($\pm 522\text{m}^2$).
- 1.3 **Suspension** in terms of Section 15(2)(f) of the said by-law of restrictive title deed conditions "*D(1)(6)(c)*", in Title Deed No. T53759/1999 as it relates to building lines on the subdivided Remainder of Erf 3526, Stellenbosch, to permit the building structure as proposed on Plan with Drawing Number 2022/03/150 and dated 2022/12/08 and attached hereto as **ANNEXURE "A"** as follows:
 - (a) To permit a single storey garage 0m from the street property boundary in lieu of 6,3m title deed building line.



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- (b) To permit the dwelling 2,5m from the rear property boundary in lieu of the 4,72m title deed building line.
- (c) To permit the dwelling 3,135m from the western lateral property boundary in lieu of the 3,15m title deed building line.
- (d) To permit the single storey garage 0m from the eastern lateral property boundary in lieu of the 3,15m title deed building line.

BE APPROVED in terms of Section 60 of the said Bylaw and subject to conditions of approval.

2. That such approval is subject to the following conditions imposed in terms of Section 66 of the said By-law:

Conditions of approval which should be complied with as required in terms of Section 66(11) of the subject By-Law, before the registration of a subdivided portion, or before the sale, development or transfer of the land:

2.1 The approval Development charges are payable in accordance with the prevailing and applicable Council Tariffs at the time of submission of clearance certificates, any building plans or as may be agreed on in writing with the Director Infrastructure Services.

General conditions of approval with no requirement for compliance prior to the development of the land as contemplated in terms of Section 66(11) of the subject By-Law:

2.2 The approval only applies to the proposed suspension of a title deed condition and the subdivision under consideration, as indicated on the referenced Plan No. Erf 3526_sub_rev2 dated 25 August 2021, drawn by ahG Town Planning, attached as **ANNEXURE B** and shall not be construed as authority to depart from any other legal prescriptions or requirements from Council or other legislation or bylaws or regulations that may be applicable.



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2.3 The development must be undertaken generally in accordance with the subdivision plan, as indicated on the referenced Plan No. Erf 3526_sub_rev2 dated 25 August 2021, drawn by ahG Town Planning, attached as **ANNEXURE B**.

2.4 The approval granted shall not exempt the applicant from complying with any other legal prescriptions or requirements that might have a bearing on the proposed use.

2.5 An electronic copy (shp, dwg, dxf) of the approved erf diagrams be submitted to the Directorate Planning and Economic Development for record purposes, which plan must indicate the following information:

2.5.1 Newly allocated erf/farm numbers

2.5.2 Co-ordinates

2.5.3 Survey dimensions

2.6 The conditions listed in the memorandum dated 16/02/2022 (Civil) and 01/04/2022 (Electrical) from the Municipal Director: Infrastructure Services attached as **ANNEXURE E** be complied with.

3. The reasons for the above decision are as follows:

3.1 The proposed subdivision is a moderate form of densification inside an urban edge, which is promoted by the principals of the Stellenbosch Municipal Spatial Development Framework.

3.2 No new accesses need to be created and the new municipal service connection could be provided to the satisfaction of the Director: Infrastructure Services.



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- 3.3 The aesthetic appearance of the property and streetscape will not be negatively affected with the construction of a dwelling on the respective land units from approved access points of public roads.
 - 3.4 All zoning scheme bylaw parameters will still be able to be complied with for any new construction.
 - 3.5 The suspension of the title deed building line restrictions on the remainder of the subdivided property will permit the extent of the proposed development in accordance with the consultation undertaken. The removal of the subject title deed restriction(s) that would permit development beyond the scope of this proposal and consultation cannot be justified.
4. **Matters to be noted:**
- 4.1 The approval only comes into effect as contemplated in Section 33(6) of the Stellenbosch Municipal Land Use Planning By-law, October 2015.
 - 4.2 No additional applications are required for the allocation of street numbers, considering that the existing street number of No. 92 Jonkershoek Street will be retained for Portion A and No. 7 Lanzerac Street for the Remainder.
 - 4.3 Building plans submitted for approval must conform to both the zoning scheme bylaw parameters and the title deed building line restriction, unless a relaxation is approved by the competent decision-making authority.
5. That the following application(s) in terms of Section 15(2) of the Stellenbosch Municipal Land Use Planning Bylaw, promulgated by notice number 354/2015, dated 20 October 2015 on Erf 1036, Stellenbosch, namely,



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5.1 **Removal of restrictive title deed conditions** D(l)(6)(a), D(l)(6)(b) and D(l)(6)(c) of Title Deed No. T53759/1999 on Erf 3526, Stellenbosch in terms of Section 15(2)(f) of the said by-law, prohibiting the subdivision of the property, the construction of a second dwelling and apply restrictive title deed building lines, reading as follows:

- a) It shall not be subdivided;
- b) It shall be used only for the purpose of erecting thereon one dwelling together with such outbuildings as are ordinarily required to be used therewith;
- c) No building or structure or any portion thereof except boundary walls and fences shall be erected nearer than 6.3 metres to the street line which forms a boundary of this erf, nor within 4.72 metres of the rear or 3.15 metres of the lateral boundary common to any adjoining erf, provided that in the full discretion of the local authority it may permit an outbuilding not exceeding 3.05 metres in height, measured from the floor to the wall plate, to be erected within the above prescribed rear space and within the above prescribed lateral space for a distance of 9.45 metres reckoned from the rear boundary.

NOT BE APPROVED in terms of Section 60 of the said By-Law.

6. The reasons for the refusal are as follows:

- 6.1 The removal of the title deed restriction on the subdivided properties to permit further subdivisions is beyond the scope of the proposal and consultation for this subdivision.
- 6.2 The removal of the title deed building line restrictions on the remainder of the subdivided property that would permit development beyond the scope of the proposal and consultation cannot be justified.



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- 6.3 The subject application did not contain any details of the proposed development on the subdivided Portion A to support and properly consider the merits for the suspension or removal of the title deed building line restrictions.
- 6.4 The subject application did not contain any development proposal as grounds to motivate for the proposed removal of the subject title deed restriction to permit second dwelling units, and consequently the application cannot be properly considered in the absence of such information and effective public participation.
- 6.5 The removal of the title deed restrictions without any firm proposals will undermine proper public consultation and permit development which has not been properly considered by any affected parties.

SIGNATURE: Adv. Gesie van Deventer DATE: 7/8/2023

Adv. Gesie van Deventer

EXECUTIVE MAYOR

(Appeal Authority in terms of Section 79(1) of the Stellenbosch Municipal Land Use Planning By-Law)

10.2	REPORT/S BY THE SPEAKER
10.2.1	QUARTERLY REPORT – WARD COMMITTEE FUNCTIONING 1st QUARTER OF 2023/2024 FINANCIAL YEAR

Collaborator No:

IDP KPA Ref No: Good Governance

Meeting Date: 17th Council: 25 October 2023

**1. SUBJECT: QUARTERLY REPORT – WARD COMMITTEE FUNCTIONING
1st QUARTER OF 2023/2024 FINANCIAL YEAR**

2. PURPOSE

For Council to take note of the Functioning of Ward Committees within the Stellenbosch municipal areas.

3. DELEGATED AUTHORITY

For Notification by Municipal Council

4. EXECUTIVE SUMMARY

In terms of section 73 of the Local Government: Municipal Structures Act, no 117 of 1998 and Regulations, Ward Committees must be established for each ward within the municipal area within 120 days after the election.

The system of delegations of the Stellenbosch Municipality (S6 and S7) designates the Speaker of Stellenbosch Municipality to facilitate the establishment of Ward Committees in line with the provisions and stipulations of the Municipal Structures Act and Council's policy for the establishment of Ward Committees.

At the Council meeting of 30 March 2022, Council noted the establishment of Ward Committees for all 23 wards within the Stellenbosch Municipality.

Wards who did not have the full complement of Ward Committees members were allowed to co-opt members in line with Council Policy and Procedures for Ward Committees. Ward 3 co-opted 4 new members in September 2022. All ward committees are fully functional and are performing all duties as set out in the Policy and Procedures for Ward Committees.

Attached herewith as ANNEXURE A is a table outlining the functioning of all Ward Committees for the period January – March 2023, including dates and number of Ward Committee meetings held to date.

5. RECOMMENDATIONS

(a) that Council note the functioning of Ward Committees in all 23 wards; and

(b) that Council take note of the number of Ward Committee and Sector meetings held to date in all 23 wards from July - September 2023.

6. DISCUSSION / CONTENTS**6.1 Background**

In terms of the Policy and Procedures for Ward Committees amended and adopted by Council on 23 November 2021, the Speaker of Council is the custodian of Ward Committees. The Speaker must, in collaboration with Ward Councillors, regulate and monitor the frequency of ward committee and community report back meetings and must through his/her office ensure functionality of ward committees, as outlined in paragraphs 15(1) and 15(3 and 4) of Council's Policy and Procedures for Ward Committees.

In terms of section 73 of the Local Government: Municipal Structures Act, no 117 of 1998 and Regulations, Ward Committees must be established for each ward within the municipal area within 120 days after the election.

6.2 Discussion

At the meeting of 30 March 2022 Council noted the establishment of Ward Committees for all 23 wards within the Stellenbosch Municipality.

Wards who did not have the full complement of Ward Committees members were allowed to co-opt members in line with Council Policy and Procedures for Ward Committees. The following wards co-opted new members in the 1st quarter of 2023/2024 Financial Year:

- Ward 3 – 2 new members
- Ward 8 - 1 new members
- Ward 9 – 3 new members
- Ward 14 – 1 new member

All ward committees are fully functional and are performing all duties as set out in the Policy and Procedures for Ward Committees.

Attached herewith as ANNEXURE A is a table outlining the functioning of all Ward Committees, including dates and number of Ward Committee meetings for the period July - September 2023.

6.3 Financial Implications

As per the approved budget.

6.4 Legal Implications

The recommendations in this report comply with approved delegations, legislation and Council policies.

6.5 Staff Implications

Ward Administrators have been appointed to assist with the functioning of Ward Committees. Where vacancies exist, there are processes in place to fill the vacancies.

6.6 Previous / Relevant Council Resolutions

6TH COUNCIL MEETING: 2022-07-27: ITEM 13.2

- (a) that Council notes the final report on the establishment of the ward committees and the current vacancies on ward committees;
- (b) that Council notes the filling of vacancies during the 2nd round of elections for wards 15 and 19;
- (c) that it be noted that Ward Committees may co-opt members where vacancies exists and inform council accordingly.

6.7 Risk Implications

This report addresses the risk implications for the Municipality.

6.8 Comments from Senior Management:

The report was not circulated for comment

ANNEXURES

Annexure A: Summary of Ward Committee and Public Meetings held: July - September 2023

FOR FURTHER DETAILS CONTACT:

NAME	Jacqueline Beerwinkel
POSITION	EXECUTIVE SUPPORT OFFICER
DIRECTORATE	CORPORATE SERVICES
CONTACT NUMBERS	021808 8618
E-MAIL ADDRESS	Jacqueline.Beerwinkel@ Stellenbosch.gov.za
REPORT DATE	25 October 2023

ANNEXURE A

**ANNEXURE A: SUMMARY OF WARD COMMITTEE AND PUBLIC MEETINGS HELD:
JULY - SEPTEMBER 2023.**

WARD COMMITTEE MEETINGS: JULY - SEPTEMBER 2023					
Wards	No of WC Members	No of WC Meetings	Meeting dates (WC)	Public / Report back meetings	IDP attendance of w comm
1	7	2	26/07/2023; 30/08/2023	17/08/2023	12/09/2023
2			17/08/2023	NONE	12/09/2023
3	10	3	04/07/2023; 30/08/2023; 21/09/2023	NONE	12/09/2023
4	7	2	26/07/2023; 06/09/2023	NONE	12/09/2023
5			01/08/2023; 05/09/2023	18/09/2023	18/09/2023
6	8	2	02/08/2023; 06/09/2023	18/09/2023	18/09/2023
7	10	2	16/08/2023; 20/09/2023	NONE	13/09/2023
8	6	3	27/07/2023; 31/08/2023;	28/09/2023	13/09/2023
9	9	2	03/07/2023; 01/08/2023	28/09/2023	13/09/2023
10	9	3	04/07/2023; 01/08/2023; 05/09/2023	NONE	18/09/2023
11	10	1	25/07/2023	26/09/2023	13/09/2023
12	10	2	24/07/2023; 18/09/2023	NONE	14/09/2023

Wards	No of WC Members	No of WC Meetings	Meeting dates (WC)	Public / Report back meetings	IDP attendance of w comm
13	10	3	31/07/2023; 16/08/2023; 22/09/2023	NONE	14/09/2023
14	11	3	20/07/2023; 01/08/2023; 07/09/2023	NONE	14/09/2023
15	10	2	04/07/2023; 01/08/2023	05/09/2023	14/09/2023
16	10	3	25/07/2023; 28/08/2023; 05/09/2023	NONE	18/09/2023
17	7	2	01/08/2023; 11/09/2023	NONE	18/09/2023
18	10	3	10/07/2023; 15/08/2023; 04/09/2023	NONE	13/09/2023
19	8	2	27/07/2023; 29/08/2023; 29/09/2023	NONE	13/09/2023
20	9	3	25/07/2023; 08/08/2023; 12/09/2023	NONE	14/09/2023
21	7	2	01/08/2023; 12/09/2023	NONE	14/09/2023
22	10	3	02/08/2023; 06/09/2023	NONE	13/09/2023
23	10	3	04/07/2023; 08/08/2023; 05/09/2023	NONE	13/09/2023

10.3	REPORT/S BY THE MUNICIPAL MANAGER
	NONE
11.	CONSIDERATION OF ITEMS BY THE EXECUTIVE MAYOR: [ALD G VAN DEVENTER]
11.1	PROTECTION SERVICES: [PC: CLLR R PHEIFFER]
	NONE
11.2	SPORTS, YOUTH AND CULTURE: [PC: CLLR JC ANTHONY]
	NONE
11.3	CORPORATE SERVICES: [PC: CLLR L NKAMISA]
11.3.1	REQUEST FOR EXEMPTION FROM THE APPROVED TARIFF STRUCTURE – ELECTORAL COMMISSION OF SOUTH AFRICA (IEC)

Collaborator No:

IDP KPA Ref No: Good Governance

Meeting Date: Mayco: 11 October 2023 & 17th Council: 25 October 2023**1. SUBJECT: REQUEST FOR EXEMPTION FROM THE APPROVED TARIFF STRUCTURE – ELECTORAL COMMISSION OF SOUTH AFRICA (IEC)****2. PURPOSE**

To consider an exemption for the Electoral Commission of South Africa to display posters on street poles for voter registration and for the upcoming elections without paying the tariffs for posters indicated in the tariff book.

3. DELEGATED AUTHORITY

For decision by Municipal Council.

4. EXECUTIVE SUMMARY

The next national voter registration for the Local Government Elections is scheduled to be held on 18-19 November 2023. The IEC requested to display the posters on the street poles without having to pay the tariff in the tariff book for the display (**ANNEXURE 1**). The tariff book does not make provision for Government /Government Institutions to hang posters free of charge or provide for a delegation to consider exemption. We are in the preparation process for the upcoming elections and although the current application deals with the upcoming registration weekend in November it is foreseen that there may be further posters related to the election that we may receive requests for, from the IEC. It must be noted that political parties must pay a fixed amount of RR5250.00 to hang as many posters as they need, as per the tariff book. The tariff that an institution pays to display the posters inter alia cover the costs for the municipality to removed posters that are not removed within the time frame provided. If the political party remove all the posters afterwards, they get 95%

of the original amount back. During the previous elections in 2021 a similar request was approved by council, and we entered into an agreement with the IEC in which the IEC undertook to ensure that the posters are taken down and it will be built into the approval agreement.

5. RECOMMENDATIONS

- (a) that the IEC be allowed to display posters for the upcoming registration weekend and National/Provincial election without the payment of any tariffs as displayed in the tariff book 2023/24; and
- (b) that the IEC enters into an agreement to ensure that the posters are taken down within the prescribed period.

6. DISCUSSION / CONTENT

6.1 DISCUSSION

In terms of Chapter 9 of the Constitution of South Africa, 1996, the Electoral Commission is a state institution that strengthens constitutional democracy in the Republic. The national voter registration is scheduled to be held on 18/19 November 2023. The IEC solicited exemption from the approved tariff structure to display voter registration posters on street poles.

6.2 Financial Implications

The current approved tariff structure makes provision for R5250 (deposit) per political party and then they may display an uncapped number of posters. 85% of the deposit is refundable if the posters are removed within the time frames.

6.3 Legal requirements

In terms of Chapter 9, 181 (1) (f), the Electoral Commission is a state institution that strengthen constitutional democracy in the Republic.

There is no delegation in the current tariff book for the Municipal Manager to give exemption from the tariffs to governmental institutions. A delegation to the Municipal Manager is now provided for in the new tariff book.

6.4 Staff Implications

Applications for display of posters are submitted to the office of the Director Corporate Services and the staff in that office then deals with the proses.

6.5 Previous / Relevant Council Resolutions

43RD COUNCIL MEETING: 2021-05-26: ITEM 13.1

RESOLVED (majority vote with abstentions)

- (a) that the IEC be allowed to display posters for the upcoming election without the payment of any tariffs as displayed in the tariff book 2020/2; and
- (b) that the IEC agree to the to ensure that the posters are taken down within the prescribed period.

6.6 Risk Implications

Risks addressed in the item.

6.7 Comments from Senior Management

No comments were requested.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.3.2

- (a) that the IEC be allowed to display posters for the upcoming registration weekend and National/Provincial election without the payment of any tariffs as displayed in the tariff book 2023/24; and
- (b) that the IEC enters into an agreement to ensure that the posters are taken down within the prescribed period.

ANNEXURES:

Annexure 1: Application from IEC

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	05/10/2023

ANNEXURE 1

Rozeeta Petersen

From: Ndinyana, Patience [EPC - WC023] <NdinyanaP@elections.org.za>
Sent: Friday, September 15, 2023 2:46 PM
To: Annalene De Beer
Cc: Rozeeta Petersen
Subject: [EX] IEC Poster hanging project
Attachments: STB Poster Application.pdf; LGE2021 Poster hanging Contract.pdf

Dear Annalene,

In preparation for the NPE2024 the IEC Stellenbosch Local Office would like to request for permission to put up posters to raise awareness about the Registration Weekend 1 scheduled for the 18/19 November 2023 free of charge.

We will again be procuring the Poster hanging service from a supplier.

The posters are normally up 10 days prior the event (6 November 2023) and will be taken down immediately after the event (20 November 2023).

I'm not sure whether the same process applied in 2021 will apply again for the upcoming elections.

I have attached the application form I have on my archives and the previous contract.

If the process has changed, kindly update me and provide guidance.

Kind regards
Patience Nosiphiwo Ndinyana
Stellenbosch IEC Office
0218829045

[1668507378471]

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STELLENBOSCH
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 MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

POSTER APPLICATION - EVENTS

APPLICANT	IEC Stellenbosch Local Office		
NAME OF EVENT	NPE2024 Registration Weekend 1		
DATE OF EVENT	18 and 19 November 2023		
VENUE	Various areas within Stellenbosch Municipality		
DURATION OF EVENT	2 days		
EVENT APPROVED? IF YES, ATTACH PROOF	YES	☒ X	NO ☐
SIZE OF POSTER	A1	NR. OF POSTERS	+/-380

APPLICANT DETAIL

NAME	
ADDRESS	
CONTACT NR/S	
E-MAIL ADDRESS	
COMPANY REGISTRATION NR	
VAT NR	

I, the applicant, acknowledge receipt of poster conditions and rules for the display thereof and acknowledge that I will be liable for any charges incurred for the unauthorised display of the posters.

Patience Ndiyana

DATE 15/09/2023

OFFICE USE

DRAFT POSTER ATTACHED	YES ☐	NO ☐
FEE	R	
APPROVED	☐	NOT APPROVED ☐
MUNICIPAL MANAGER	☐	DATE ☐

NOTE: All posters relating to an Event must comply with all other applicable legislation.

11.3.2	REQUEST TO RELEASE ERVEN 622 AND 623, STELLENBOSCH FOR RESTITUTION PURPOSES TO THE REGIONAL LAND CLAIMS COMMISSIONER: WESTERN CAPE
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Collaborator No: 757242

IDP KPA Ref No: Good Governance

Meeting Date: Mayco: 11 October 2023 & 17th Council: 25 October 2023

1. SUBJECT: REQUEST TO RELEASE ERVEN 622 AND 623, STELLENBOSCH FOR RESTITUTION PURPOSES TO THE REGIONAL LAND CLAIMS COMMISSIONER: WESTERN CAPE

2. PURPOSE

Is to consider a request by the Regional Land Claim Commissioner: Western Cape (RLCC: WC) for the release of erven 622 and 623, Stellenbosch for restitution purposes (now part of erf 9672, Stellenbosch).

3. DELEGATED AUTHORITY

Council must consider the request.

4. EXECUTIVE SUMMARY

The Rynse Sending Gemeente Kerk lodged a claim when the RLCC: WC on 1997-03-25 and has indicated that they would prefer restoration of the properties as preferred method of compensation.

The claim has subsequently been accepted by the RLCC WC as a *prima face* complaint.

They have requested Stellenbosch Municipality, the current owner of erf 9672, Stellenbosch, to release the property to the RLCC WC at a minimal cost or gratis, for restitution purposes. Council must consider the request.

There are also plans in the pipeline on the precinct plan – future development and utilisation of the Rhenish complex flowing from a study requested by council in 2022 – see input from Director Planning and Economic Development in 6.8.1 below.

The item served before Mayco in March 2023 and was referred back for further discussion. The precinct plan for the future development of the Rhenish complex served before Council in March 2023 where a public participation process was approved.

The item again served before Council in July 2023 and was referred back for the three parties to have further discussions. No further solutions have been reported to the properties section.

The item is resubmitted for consideration of the land claim.

5. RECOMMENDATION

For consideration.

6. DISCUSSION / CONTENT**6.1 Background****6.1.1 Deed of Donation: Erf 9672**

Erf 9672 was donated to Stellenbosch Municipality during 1995 by the Provincial Government of the Western Cape, subject to certain conditions.

Council's attention specifically drawn to the following restrictive conditions, as contained in the Title Deed of erf 9672 (See page 9 and 10 of Title Deed) attached as **APPENDIX 1**:

- a) The property may only be used for community purposes, failing which the ownership will revert to the State; and
- b) The State has a right of use servitude in relation to the building marked ABCDEF (currently used by the Youth Trust); The Municipality may only dispose of the property with the approval of the Transferor (Provincial Government: WC).

A copy of the Title Deed (T52595/1995) is attached as **APPENDIX 1**.

Should Council therefore decide to release the land (dispose of it) in question, the Provincial Government: Western Cape will have to consent to the waive the fall-back clause and remove the restriction.

6.1.2 Request to release Erf 622 and 623 for restitution purposed

Hereto attached as **APPENDIX 2** a self-explanatory letter received from the RLCC: WC, requesting Stellenbosch Municipality to release erven 622 and 623 (now part of erf 9672) to them for restitution purposes. In terms hereof the Rynse NG Sending Gemeente Kerk lodged a land claim with them on 1997/03/25. The claimant has indicated that they would prefer restoration of the properties as preferred method of compensation.

Should Council resolve to adhere to the request, it is requested that the Stellenbosch Municipality release them for restitution purposes at a minimal cost or gratis.

6.2. DISCUSSION**6.2.1 Location and context**

Erf 9672 is situated off Mark Street, Stellenbosch, as shown on Fi.1 and Fig.2, below



Fig 1: Location and context Erf 9672



Fig 2: The site Erf 9672

6.2.2 Extent of erven 622 and 623

Erven 622 and 623, measuring 8622m² and 8389m² in extent, respectively, forms part of erf 9672, as indicated on Fig 3, below.



Fig 3: Extent of erven 622 and 623

Should Council, therefore decide to release erven 622 and 623, for restitution purposes, erf 9672 will have to be subdivided.

6.2.3 Ownership

As indicated above, erf 9672 was donated to Stellenbosch Municipality during 1995. Ownership therefore vests with the Stellenbosch Municipality by virtue of Title Deed T5295/1995. See copy of Windeed records attached as **APPENDIX 3**.

6.2.4 Improvements

Various buildings are situated on erf 9672, as shown of Fig 2, above.

6.2.5 Legal requirements

6.2.5.1 Constitution

Although land reform is a National Government Competency, it is expected of local government to “*participate*”, in this program of land reform and “*contribute towards the progressive realization of the objectives contained in Section 25*” of the Constitution (see section 153 of the Constitution).

6.2.5.2 Local Government: Municipal Finance Management Act, No 56/2003

In terms of Section 14(2) a Municipality may dispose of a capital asset, but only after the municipal council, in a meeting open to the public –

- (a) has decided on reasonable grounds that the asset is not needed to provide the minimum level of basic municipal services; and
- (b) has considered the fair market value of the asset and the economic and community value to be received in exchange for the asset.

6.2.5.3 Municipal Supply Chain Management Regulations

In terms of Section 40 a municipality’s supply chain management policy must, *inter alia*, specify the ways in which assets may be disposed of to another organ of state at market related value or, whether free of charge.

Such policy must stipulate that immovable property may be sold only at market related prices, except when the public interest or the plight of the poor demands otherwise.

Stellenbosch Municipality’s Supply Chain Management Policy, however, is silent on ways in which assets may be transferred to another organ of state.

6.2.5.4 Municipal Asset Transfer Regulations (R878/2008)

In terms of Chapter 3 the transfer of certain assets to another organ of state may be exempted from the provisions of Section 14 of the MFMA.

Sub-regulation 20 (1) (a) to (e) of the Regulations define the circumstances in which such transfer is exempted. The property in question does not fall within these provisions.

In terms of sub-regulation 20 (f)(i), however, section 14 (1) to (5) of the MFMA does not apply if a municipality transfer a capital asset to an organ of state in any other circumstances not provided in (a) to (e) (above), provided that –

(i) the capital asset to be transferred is determined by resolution of the Council to be not needed for the provision of the minimum level of basic municipal services and to be surplus to the requirements of the Municipality; and

(ii) if the capital asset is to be transferred for less than fair market value, the municipality has taken into account, *inter alia* the expected loss or gain that is to result from the proposed transfer.

Further, in terms of Section 29 of the Regulations, the value of a capital asset to be transferred to an organ of state (as contemplated in section 20) must be determined in accordance with the accounting standards that the Municipality is required by legislation to apply in preparing its annual financial statements.

In the absence of such guidelines, any of the following valuation method must be applied:

- (a) Historical cost of the asset;
- (b) Fair market value of the asset;
- (c) Depreciated replacement cost of the asset; or
- (d) Realizable value of the asset.

From the above, although the property under discussion does not fall in the categories described in section 20 (a) to (e) (exempted), Council can indeed regard it as being exempted, provided that the provisions of section 20 (f) (i) and (ii) have been considered.

6.3 Financial Implications

Council has money on the budget and a project is planned for maintenance on this property. It is also part of the properties identified as heritage properties not to be sold off as per the Property Framework approved by Council in June 2022. It was also resolved that the MM bring a plan to Council as to how to ensure proper maintenance of these properties and discussions are currently underway to prepare this plan.

6.4 Legal Implications

See paragraph 6.2.5 above.

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 11.3.3

RESOLVED (majority vote with abstentions)

- (a) that the new list of categories be approved by Council;
- (b) that council identify and classify the properties under strategic properties (as discussed under 6.1.2 as strategic properties needed for municipal services and not to be disposed of (kept) unless specifically dealt with per property in future (**APPENDIX 1**);

- (c) that Corporate Services investigate the possibility of adding this decision on the title deed of these properties;
- (d) that the Municipal Manager be requested to investigate how to maintain the heritage portfolio in a sustainable manner and make a proposal to Council;
- (e) that the properties identified under Community Benefit be classified as properties to be used for community benefit and retained for that purpose until otherwise determined by Council (**APPENDIX 2**);
- (f) that the properties identified as Rural Properties be referred back for further refinement in sub-categories and be brought back to the next Mayco meeting for consideration;
- (g) that the properties identified under non-core assets be referred back for further refinement, whilst council note the process approved to deal with encroachments during the June 2022 Council meeting; and
- (h) that the properties identified under “other properties be referred back for further discussions and refinement.

EXECUTIVE MAYORAL COMMITTEE MEETING: 2023-03-22: ITEM 7.3.2**RESOLVED**

that this item be referred back to the Administration for further discussion.

12TH COUNCIL MEETING: 2023-03-29: ITEM 11.8.1**RESOLVED** (majority vote)

- (a) that Council takes note of the precinct plan for the Rhenish Complex attached as **APPENDIX 1** to the agenda;
- (b) that Council gives approval for the commencement of a public participation process and advertisement of the precinct plan for the Rhenish Complex for a period of 60 days; and
- (c) that after the process of public participation is concluded, the precinct plan for the Rhenish Complex must be resubmitted to Council together with all comments received for consideration within 2 months.

EXECUTIVE MAYORAL COMMITTEE: 2023-07-19: ITEM 7.3.3**RESOLVED**

that this item be referred back to allow further engagement and discussions between the three parties.

6.7 Risk Implications

The risks have been addressed in the content of the document.

6.8 Comments from Senior Management**6.8.1 Director Planning and Economic Development**

It should be noted that the land in question is critical for unlocking of the tourist economy and to activate the core of the historical precinct for tourist activity and preserving the cultural heritage of town. Being of significant historical value, the further development of the property is limited, whilst on the other hand, the maintenance and preservation thereof is necessary and will come at great costs - something that only the municipality or an NGO will be able to afford.

In respect of the above, the Municipal Council at its 38th Council Meeting approved that the Directorate: Planning and Economic Development investigate the development of all the municipal owned landholdings within the Rhenish Complex Study area, that included the properties within the boundaries of Dorp, Herte, Alexander, Market, Bird, and Mill Street. This investigation was aimed at identifying potential economic opportunities that would kickstart the development of the Rhenish Complex, which included Erf 9672, Stellenbosch as a focal site in kickstarting such proposed development.

The Council decision resulted in the preparation of the final draft "The Rhenish Complex and Surroundings, Stellenbosch: Unlocking its Potential, November 2021", compiled by Square One, Piet Louw Architect Urban Designer City Planner, Innovative Transport Solutions on behalf of the Stellenbosch Municipality.

The final draft Precinct Plan clearly identifies Erf 9672, Stellenbosch and its buildings and structures as the main development asset to unlocking the potential economic opportunities and therefore, the property is of utmost importance to be retained in respect of the draft planning policy.

The Department: Development Planning was requested by the Municipal Manager to arrange a meeting with the Rhenish Church to discuss the land claim and also to ascertain whether any other options were considered by the Church. The meeting occurred on 20 July 2023 and a copy of the attendance register is attached as **APPENDIX 4** to this report.

The members of the Rhenish Church present at the meeting indicated that they were afforded the right to discuss the matters on behalf of the church and indicated that the church requires the land for expansion purposes, and that the open area on Erf 623 may be discussed with the municipality for a potential partnership. The Church however noted that discussions may only commence once the land has been transferred to the church. It was also noted by Mr. Brian Poole, the convener of the members of the church that the church has not received any compensation for the properties in question, but that the claim payouts received were for land claims on other properties.

This is however contradictory to the Report of the Commission on Restitution of Land Rights, which clearly indicate under point 10.2 that compensation was received for Erf 622, Stellenbosch, in the amount of £3000, which equated to R6000 on 15 February 1947. At the time the historical value was R6250.00 and therefore the compensation was R250.00 below the historical value, which equates to R33 888,89 shortfall from the value as determined using the CPI of 2016.

It further notes that in the case of Erf 623, Stellenbosch, which represents the open field, no indication of compensation was indicated on the Title deed, but the value was determined at R496 133.33. The contention that no compensation was received is thus flawed and incorrect as compensation was received and the property in question,

specifically Erf 622, Stellenbosch was not dispossessed, but in fact sold by the Rhenish Church during 1947.

It is further noted that both properties were proclaimed as National Monuments and further enhances its potential for economic opportunity for the greater Stellenbosch and should therefore be retained.

6.8.2 Municipal Manager:

Supports the input by the Director Planning and Economic Development

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.3.3

- (a) that the Commission be informed that the Municipality cannot agree to the restitution of the land to the church; and
- (b) that the Commission be requested to compensate the claimants.

ANNEXURES:

Appendix 1: Title Deed

Appendix 2: Self-explanatory letter received from Regional Land Claim Commissioner: Western Cape (RLCC: WC)

Appendix 3: Windeed Records

Appendix 4: Attendance register regarding the Land Claim and Rhenish Complex held on 20 July 2023.

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	5.10.2023

APPENDIX 1



4701/93/A/S

/cib

TRANSPORTAKTE

REPUBLIEK VAN SUID-AFRIKA

ten gunste van

MUNISIPALITEIT VAN STELLENBOSCH

T52595/1995

STAATSPROKUREUR

KONINGIN VICTORIASTRAAT 38

KAAPSTAD

cash

SEELREG DUTY	R. 100
FOOI FEE	R. 100

B75-00

RECEIVED BY THE REGISTRAR OF DEEDS		
DATE OF RECEIPT	20-10-94	BY THE REGISTRAR OF DEEDS
<i>mo</i>		

T 52595,95

Opgestel deur my,

J.E. McGregor
TRANSPORTBESORGER

McGREGOR I.E.

TRANSPORTAKTE

SY DIT HIERBY KENTLIK:

DAT MARIUS STOCKENSTRÖM voor my, REGISTRATEUR VAN AKTES te
KAAPSTAD verskyn het, hy die Komparant, daartoe behoorlik
gemagtig kragtens Volmag aan hom verleen deur die
REPUBLIEK VAN SUID-AFRIKA

gedateer die 24ste OKTOBER 1994 en geteken te KAAPSTAD.

EN die genoemde Komparant het verklaar dat sy genoemde Prinsipaal waarlik en wettiglik geskenk het op 16 JUNIE 1993 en dat hy, in sy voornoemde hoedanigheid, by hierdie Akte sedeer en transporteer, in volle en vrye eiendom, aan en ten behoewe van die

MUNISIPALITEIT VAN STELLENBOSCH

Die se Opvolgers-in-titel of regverkrygendes:

ERF 9672 STELLENBOSCH, in die Munisipaliteit van Stellenbosch, Administratiewe Distrik Stellenbosch, Provinsie van die Wes-Kaap.

GROOT: 1,5052 (Een komma Vyf Nul Vyf Twee)
Hektaar

AANVANKLIK GEREgistreER EN STEEDS GEHOU KRAGTENS SERTIFIKAAT VAN VERENIGDE TITEL NR. T 525 96/95 MET KAART NR. 9669/93 WAT DAAROP BETREKKING HET.

I. INSOVERRE die figuur B n p f op die gemelde Kaart Nr. 9669/1993 betref:

A. ONDERHEWIG aan die voorwaardes waarna verwys word in Transportakte Nr. T 27503/1965.

B. ONDERHEWIG VERDER aan die bepalings van Artikel 13(3) van Wet 28 van 1969 kragtens Proklamasie Nr. 1374 gedateer 11 Augustus 1972 soos na verwys in endossement gedateer 21 Maart 1975 op Transportakte Nr. T 27503/1965 welke endossement soos volg lees:

"Endorsement in terms of Section 13(3) of Act 28 of 1969

In terms of Section 10(1) of Act 28 of 1969, the Historic Rhenish Parsonage Complex at Stellenbosch situate on the withinmentioned properties have been preclaimed a monument by proclamation No. 1374 dated 11.8.1972 published in the Government Gazette of the same date.

gm

For further particulars refer to said Proclamation from the Director N.M.C. filed with I. 895/75C."

II. INSOVERRE die figuur cl bl al dl op die gemelde Kaart Nr. 9669/1993 betref:

A. ONDERHEWIG aan die voorwaardes waarna verwys word in Transportakte Nr. T 27503/1965.

B. ONDERHEWIG VERDER aan die bepalinge van Artikel 13(3) van Wet 28 van 1969 kragtens Proklamasie Nr. 1374 gedateer 11 Augustus 1972 soos na verwys in endossement gedateer 21 Maart 1975 op Transportakte Nr. T 27503/1965 welke endossement meer volledig uiteengesit is paragraaf I.B. hierbo.

III. INSOVERRE die figuur bl x y al op die gemelde Kaart Nr. 9669/1993 betref:

A. ONDERHEWIG aan die voorwaardes waarna verwys word in Transportakte Nr. T 27503/1965.

B. ONDERHEWIG VERDER aan die bepalinge van Artikel 13(3) van Wet 28 van 1969 kragtens Proklamasie Nr. 1374 gedateer 11 Augustus 1972 soos na verwys in endossement gedateer 21 Maart 1975 op Transportakte Nr. T 27503/1965 welke endossement meer volledig uiteengesit is paragraaf I.B. hierbo.

IV. INSOVERRE die figuur e f q s op die gemelde Kaart Nr. 9669/1993 betref:

A. ONDERHEWIG aan die voorwaardes waarna verwys word in Transportakte Nr. T 27504/1965.

B. ONDERHEWIG VERDER aan die bepalinge van Artikel 13(3) van Wet 28 van 1969 kragtens Proklamasie Nr. 1374 gedateer 11 Augustus 1972 soos na verwys in endossement gedateer 21 Maart 1975 op Transportakte Nr. T 27504/1965 welke endossement meer volledig



uiteengesit is in paragraaf I.B. hierbo.

V. INSOVERRE die figuur x n m z op die gemelde Kaart Nr. 9669/1993 betref:

A. ONDERHEWIG aan die voorwaardes waarna verwys word in Transportakte Nr. T 27503/1965.

B. ONDERHEWIG VERDER aan die bepalinge van Artikel 13(3) van Wet 28 van 1969 kragtens Proklamasie Nr. 1374 gedateer 11 Augustus 1972 soos na verwys in endossement gedateer 21 Maart 1975 op Transportakte Nr. T 27503/1965 welke endossement meer volledig uiteengesit is paragraaf I.B. hierbo.

VI. INSOVERRE die figuur ~~a b d l y z m G H g l~~ op die gemelde Kaart Nr. 9669/1993 betref:

A. ONDERHEWIG ten opsigte van die gedeelte gemerk a b c l d l e l en f l z F G H g l op gesegde Kaart Nr. 9669/1993, aan die voorwaardes waarna verwys word in Transportakte Nr. T 27503/1965.

B. ONDERHEWIG VERDER aan die serwituut waarna verwys word in die Aantekening op Transportakte No. T 2460/1947, welke Aantekening soos volg lees:

"By Notarial Deed No. 301/1949 dated the 25th July, 1949, the owner of the property held hereby has granted to and in favour of the owners and their successors in title of the property held under Deed of Transfer No. 2459/1947 a Right of Way over the property held hereby, along the line of route as is described in the aforesaid Notarial Deed and together with the right of the owners of the property held under the abovementioned Deed of Transfer No. 2459/1947, to construct a bridge at the place where the abovementioned Right of Way crosses a certain Mill stream, all of which will more fully appear on reference to the said Notarial Deed a copy of which is hereunto annexed."

AM

C. ONDERHEWIG VERDER aan die bepalings van Artikel 13(3) van Wet 28 van 1969 kragtens Proklamasie Nr. 1953 gedateer 18 November 1994 soos na verwys in endossement gedateer 19 Desember 1994 op Transportakte Nr. T 27503/1965 welke endossement meer volledig uiteengesit is in paragraaf I.B. hierbo.

D. ONDERHEWIG VERDER aan die bepalings van Artikel 13(3) van Wet 28 van 1969 kragtens Proklamasie Nr. 1953 gedateer 11 Augustus 1972 soos na verwys in endossement gedateer 21 Maart 1975 op Transportakte Nr. T 27503/1965 welke endossement soos volg lees:

"Endorsement in terms of Section 13(3) of Act 28 of 1969

In terms of Section 10(1) of Act 28 of 1969, the Historic Rhenish Parsonage Complex at Stellenbosch situate on the withinmentioned properties have been preclaimed a monument by proclamation No. 1374 dated 11.8.1972 published in the Government Gazette of the same date.

For further particulars refer to said Proclamation from the Director N.M.C. filed with I. 895/75C."

VII. INSOVERRE die figuur A a gl J K op die gemelde Kaart Nr. 9669/1993 betref:

A. ONDERHEWIG ten opsigte van die figure A a el hl en hl fl gl J K op Kaart Nr. 9669/1993 aan die voorwaardes waarna verwys word in Transportakte Nr. T 2459/1947.

B. ONDERHEWIG VERDER aan die bepalings van Artikel 13(3) van Wet 28 van 1969 kragtens Proklamasie Nr. 1953 gedateer 18 November 1994 soos na verwys in endossement gedateer 19 Desember 1994 op Transportakte Nr. T 2459/1947 welke endossement meer volledig uiteengesit is in paragraaf I.B. hierbo.

C. ONDERHEWIG VERDER aan die bepalings van Artikel 13(3) van Wet 28 van 1969 kragtens Proklamasie Nr. 1374 gedateer 11 Augustus 1972

soos na verwys in endossement gedateer 21 Maart 1975 op Transportakte Nr. T 2459/1947 welke endossement meer volledig uiteengesit is paragraaf IV.D. hierbo.

VIII. INSOVERRE die figuur C D k h op die gemelde Kaart Nr. 9669/1993 betref:

A. ONDERHEWIG aan die voorwaardes waarna verwys word in Transportakte Nr. T 27503/1965.

B. ONDERHEWIG VERDER aan die bepalings van Artikel 13(3) van Wet 28 van 1969 kragtens Proklamasie Nr. 1374 gedateer 11 Augustus 1972 soos na verwys in endossement gedateer 21 Maart 1975 op Transportakte Nr. T 27503/1965 welke endossement meer volledig uiteengesit is paragraaf I.B. hierbo.

IX. INSOVERRE die figuur c d u v w op die gemelde Kaart Nr. 9669/1993 betref:

A. NDERHEWIG aan die voorwaardes waarna verwys word in Transportakte Nr. T 27504/1965.

B. ONDERHEWIG VERDER aan die bepalings van Artikel 13(3) van Wet 28 van 1969 kragtens Proklamasie Nr. 1374 gedateer 11 Augustus 1972 soos na verwys in endossement gedateer 21 Maart 1975 op Transportakte Nr. T 27503/1965 welke endossement meer volledig uiteengesit is paragraaf I.B. hierbo.

X. INSOVERRE die figuur d e s u op die gemelde Kaart Nr. 9669/1993 betref:

A. ONDERHEWIG aan die voorwaardes waarna verwys word in Transportakte Nr. T 27504/1965.

B. ONDERHEWIG VERDER aan die bepalings van Artikel 13(3) van Wet 28 van 1969 kragtens Proklamasie Nr. 1374 gedateer 11 Augustus 1972 soos na verwys in endossement gedateer 21 Maart 1975 op

cam

Transportakte Nr. T 27503/1965 welke endossement meer volledig uiteengesit is paragraaf I.B. hierbo.

XI. INSOVERRE die figuur t r s q p x op die gemelde Kaart Nr. 9669/1993 betref:

A. ONDERHEWIG aan die voorwaardes waarna verwys word in Transportakte Nr. T 27503/1965.

B. ONDERHEWIG VERDER aan die bepalinge van Artikel 13(3) van Wet 28 van 1969 kragtens Proklamasie Nr. 1374 gedateer 11 Augustus 1972 soos na verwys in endossement gedateer 21 Maart 1975 op Transportakte Nr. T 27503/1965 welke endossement meer volledig uiteengesit is paragraaf I.B. hierbo.

XII. INSOVERRE die figuur b c w v u x cl op die gemelde Kaart Nr. 9669/1993 betref:

A. ONDERHEWIG aan die voorwaardes waarna verwys word in Transportakte Nr. T 27503/1965.

B. ONDERHEWIG VERDER aan die bepalinge van Artikel 13(3) van Wet 28 van 1969 kragtens Proklamasie Nr. 1374 gedateer 11 Augustus 1972 soos na verwys in endossement gedateer 21 Maart 1975 op Transportakte Nr. T 27503/1965 welke endossement meer volledig uiteengesit is paragraaf I.B. hierbo.

XIII. INSOVERRE die figuur j k E l op die gemelde Kaart Nr. 9669/1993 betref:

A. ONDERHEWIG aan die voorwaardes waarna verwys word in Transportakte Nr. T 27503/1965.

B. ONDERHEWIG VERDER aan die bepalinge van Artikel 13(3) van Wet 28 van 1969 kragtens Proklamasie Nr. 1374 gedateer 11 Augustus 1972 soos na verwys in endossement gedateer 21 Maart 1975 op Transportakte Nr. T 27503/1965 welke endossement meer volledig



uiteengesit is paragraaf I.B. hierbo.

XIV. INSOVERRE die figuur u s r t op die gemelde Kaart Nr.
9669/1993 betref:

A. ONDERHEWIG aan die voorwaardes waarna verwys word in
Transportakte Nr. T 27503/1965.

B. ONDERHEWIG VERDER aan die bepalinge van Artikel 13(3) van Wet
28 van 1969 kragtens Proklamasie Nr. 1374 gedateer 11 Augustus 1972
soos na verwys in endossement gedateer 21 Maart 1975 op
Transportakte Nr. T 27503/1965 welke endossement meer volledig
uiteengesit is paragraaf I.B. hierbo.

~~XV. INSOVERRE die figuur B C h g op die gemelde Kaart Nr.~~
9669/1993 betref:

A. ONDERHEWIG aan die volgende voorwaarde vervat in Grondbrief
gedateer 8 Januarie 1908 (Stellenbosch Eiendomsbriewe Volume 8 Nr.9)
naamlik:

"On condition that the land hereby granted shall be set aside and

AM

used for the purpose of a Market Square under the control of the Municipality."

B. ONDERHEWIG VERDER aan die bepalings van Artikel 10(1) van Wet 28 van 1969 kragtens Proklamasie Nr. 747 gedateer 10 Mei 1940 soos na verwys in endossement gedateer 6 Mei 1977 op Grondbrief gedateer 8 Januarie 1908 (Stellenbosch Eiendomsbriewe Volume 8 Nr. 9) welke endossemente soos volg lees:

"Endorsement i.t.o. Section 13(3) of Act 28 of 1969

In terms of Section 101) of Act 28 of 1969 the Old Powder Magazine, Stellenbosch, situate on Remainder Erf 624 Stellenbosch, has been proclaimed a National Monument by Proclamation No. 747 dated 10/5/1940, published in the Government Gazette of the same date.

For further particulars refer to said proclamation and minute AD/1/15 dated 13/11/75 from the Director of Archives, Pretoria, filed in file 24/4/6/16.

Endorsement i.t.o. Section 13(3) of Act 28 of 1969

In terms of Section 101) of Act 28 of 1969 the Braak, Stellenbosch situated on the property herein has been proclaimed a monument by proclamation No. 529 dated 6-4-1936 published in the Government Gazette of the same date. For further particulars refer to said Proclamation and minute no. AD/1/15 dated 5-12-1975 from the Director of Archives, Pretoria, filed in file 24/4/6/16."

XVI. INSOVERRE die eiendom as 'n geheel betref:

ONDERHEWIG aan die volgende voorwaardes opgelê deur en ten gunste van die Republiek van Suid-Afrika, naamlik:

1. Die eiendom moet vir Gemeenskapsdoeleindes deur die TRANSPORT-NEMER aangewend word. Indien dit nie as sulks aangewend word nie, val die eiendom terug aan die Staat. Indien die



Transportnemer die eiendom verbeter het op enige stadium deur die aanbring van aanbouings en die oprigting van geboue kan die Staat in sy absolute diskresie besluit -

- (a) of hy die Transportnemer sal vergoed vir die aldus bedoelde aanbouings en opgerigte geboue teen die betaling van die dan geldende markwaarde van die aanbouings en opgerigte geboue;
 - (b) of die eiendom verkoop word en die Staat die Transportnemer vergoed vir die bedoelde aanbouings en/of opgerigte geboue en wel teen die dan geldende markwaarde van die aanbouings en geboue.
2. Die Staat n serwituutreg het ten opsigte van die gebou op die area voorgestel deur die figuur A B C D E F op serwituutkaart Nr. 9670/93 op voorwaarde dat sy gemelde reg beperk is tot die gebruik van die gemelde geboue.
3. Die Transportnemer mag slegs die eiendom vervreem met die skriftelike goedkeuring van die Transportgewer.
4. Vanaf 12 Maart 1993 is die Transportnemer verplig om op eie koste herstelwerk te doen aan die eiendom en dit in stand te hou ten minste in die toestand waarin die op 12 Maart 1993 was ten einde alle fasiliteite bruikbaar te maak vir die doeleindes van die Gemeenskap. Indien die Transportnemer in gebreke bly om dit te doen, dan is die Transportgewer geregtig maar nie verplig nie om dit namens die Transportnemer te doen of te laat doen en om die aangegane onkoste van die Transportnemer te verhaal. Vir hierdie doeleindes kan n amptenaar of ander persoon wat in die algemeen of spesiaal deur die Transportgewer gemagtig is te enige redelike tyd die eiendom binnegaan of betree om n inspeksie uit te voer of om werk te verrig. n Sertifikaat van die Transportgewer sal as prima facie bewys dien van sodanige instandhoudingsonkoste.

WESHALWE die Komparant, afstand doen van alle regte en aanspraak

AM

wat die

TRANSPORTGEWER

voorheen op genoemde eiendom gehag het en gevolglik ook erken dat dit, geheel en al van die besit daarvan onthef is en nie meer daartoe geregtig is nie en dat kragtens hierdie Akte, die bogenoemde

TRANSPORTNEMER

Die se Opvolgers-in-titel of regverkrygendes, nou en voortaan daartoe geregtig sal wees, ooreenkomstig plaaslike gebruik, behoudens die regte van die Staat.

TEN BEWYSE WAARVAN EK, genoemde REGISTRATEUR, tesame met die Komparant hierdie Akte onderteken en dit met die ampseël bekragtig het.

ALDUS GEDOEN EN VERLY op die Kantoor van die REGISTRATEUR VAN AKTES te KAAPSTAD op hede die 17^{de} dag van Julie in die Jaar van Ons Heer Eenduisend Negehoenderd Vyf-en-negentig (1995).

.....
q.q

In my teenwoordigheid:

.....

REGISTRATEUR VAN AKTES

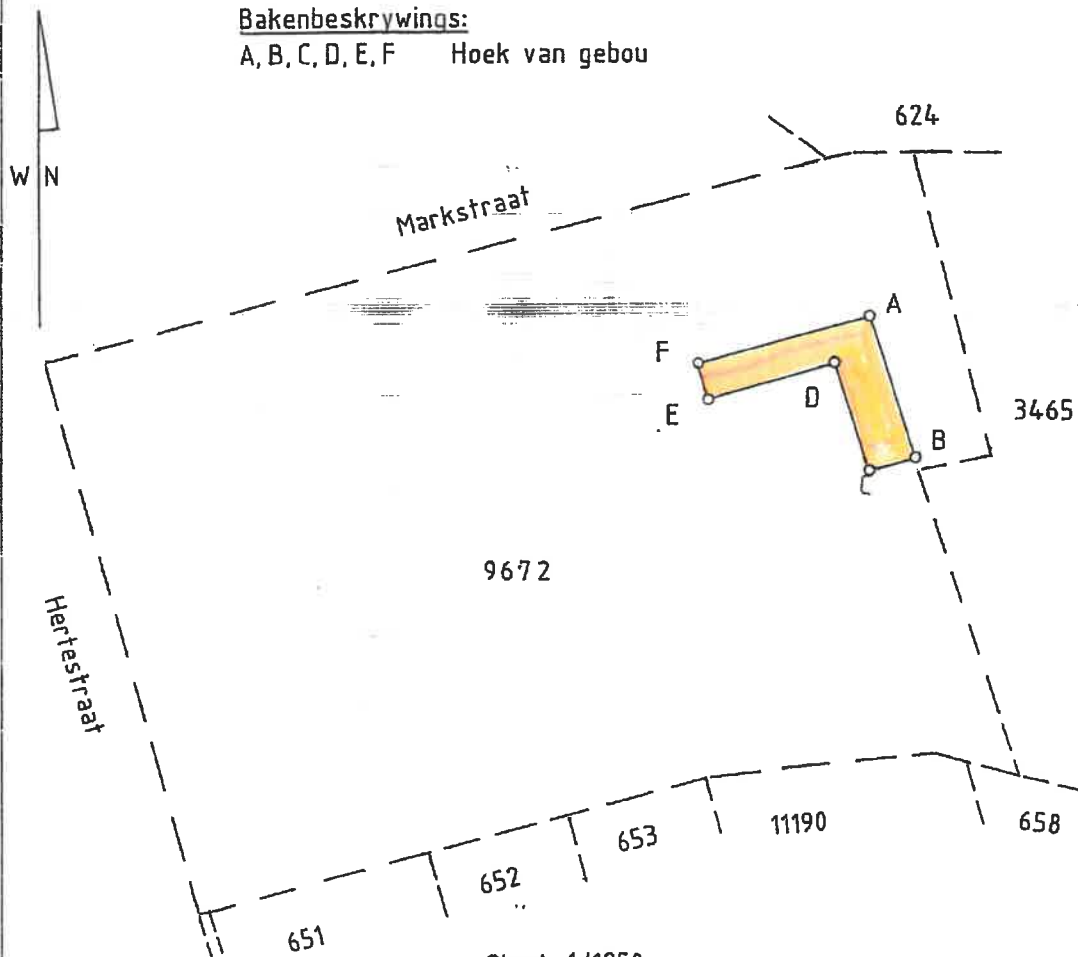
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SERWITUUTKAART

SYE Meter		RIGTINGS -HOEKE		KOÖRDINATE Stelsel Lo 19°		L.G. No.
				Y	X	
		<u>Konstantes</u>		<u>+10 000.00</u>	<u>+3750 000.00</u>	9670 - 93
AB	25,83	342 31 10	A	+ 3 139,03	+ 6 416,84	
BC	7,96	73 43 40	B	+ 3 131,27	+ 6 441,48	Goedgekeur <i>P. Roussouw</i> nms Landmeter-generaal 1994 - 03 - 09
CD	19,49	162 48 40	C	+ 3 138,91	+ 6 443,71	
DE	22,90	74 14 30	D	+ 3 144,67	+ 6 425,09	
EF	6,27	162 10 20	E	+ 3 166,71	+ 6 431,31	
FA	30,80	253 58 40	F	+ 3 168,63	+ 6 425,34	
		N31B	⊕	+ 3 115,38	+ 6 371,96	
		N32B	⊕	+3 217,41	+ 6 665,02	

Bakenbeskrywings:

A, B, C, D, E, F Hoek van gebou



Skaal: 1/1250

Die figuur A B C D E F

stel voor 'n SERWITUUTGEBOU op Erf 9672 Stellenbosch soos aangetoon. grond, synde

geleë in die Munisipaliteit Stellenbosch

STELLENBOSCH

Opgemeet in Oktober 1993

deur my,

Administratiewe Distrik

Provinsie Kaap die Goeie Hoop.

N. Loubser
N Loubser

Landmeter

Hierdie kaart is geheg aan

No. 52595/95
gedateer
t.g.v. 1995-07-17

Registrateur van Aktes

Die oorspronklike kaart is.

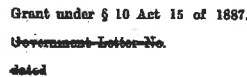
No. 9669/93 geheg aan
Transport/Grondbrief
No.

Lêer No. S 2641/17

M.S. No. 3282/93

Komp. BHSZ-1441 (M2756)

SERWITUUTKAART 9670/93



UNDER and by virtue of the provisions contained in the 10th Section of the Act No. 15 of 1877, entitled an "Act for regulating the manner in which the Crown Lands of the Colony shall be disposed of,"

Governor.

Exd. 1902

Surveyor-General.

BLADSY/PAGE

3

ENDOSSEMENT OF S.F. 9/9/1908
ENDORSEMENT ON

EINDOM/PROPERTY Erf 624

Stellenbosch

Erf 6194 meas. 213 sq. M.

GETRANSPORTER: 6-05-1977	aan Die Trusteers van
TRANSFER: 0	na die Stellenbosch Museum
T 10672	Restant 3283 sq. M.
No. 10672	Remainder
Asst.-Registrar/Asst. Registrar	

The following endorsements dated 8-12-1975 and 12-12-1975 appears on the D10 copy hereof:-

Endorsement i.t.o. Section 13(3) of Act 28 of 1969

In terms of Section 10(1) of Act 28 of 1969 the Old Lowder Magazine, Stellenbosch, situate on Remainder Erf 624 Stellenbosch, has been proclaimed a National Monument by Proclamation No. 747 dated 10/5/1940, published in the Government Gazette of the same date.

For further particulars refer to said proclamation and minute AD/1/15 dated 13/11/75 from the Director of Archives, Pretoria, filed in file 24/4/6/16.

Deeds Registry,
Cape Town

Asst. Registrar of Deeds.

Endorsement i.t.o. Section 13(3) of Act 28 of 1969

In terms of Section 10(1) of Act 28 of 1969 the brick, Stellenbosch situated on the property herein has been proclaimed a monument by Proclamation No. 529 dated 6-4-1936 published in the Government Gazette of the same date. For further particulars refer to said proclamation and minute No. AD/1/15 dated 5-12-1975 from the Director of Archives, Pretoria, filed in file 24/4/6/16.

Deeds Registry,
Cape Town.

Asst. Registrar of Deeds

- 6-05-1977

VIR ENDOSSEMENTE KYK BLADSY
FOR ENDORSEMENTS SEE PAGE

ET SEC.

me
the owner
under Deeds
Erf 9889 the
owner to
created by
the owner
by and
Dated

3

BLADSY/PAGE

ENDOSSEMENT OF S.F. 8/9/1908
ENDORSEMENT ONEINDOM/PROPERTY Erf 624
Stellenbosch

4

BLADSY/PAGE

ENDOSSEMENT OF S.F. 8/9/1908
ENDORSEMENT ONEINDOM/PROPERTY Remainder
Erf 624 StellenboschEndorsement i.to. Sect 2(A)(2) of Act 48/1961

by virtue of the consent of the Minister
of Agriculture dated 6-4-1977 in terms
of the said provision of the State Law
Disposal Act the condition on page 1 hereof
relating to land set aside and used for the
purpose of a Market Square has been
cancelled. Consent filed as BC 9004 /77

Deeds Registry,
Cape Town.

16-05-1977

Christ
inst. Reg. of Deeds.

Erf 9670 = 92 m²

GETRANSPORTEER VAN	TRANSFERRED TO
<u>Republiek van Suid-Afrika</u>	
RESTANT/REMAINDER	
T 4 52593 195	<u>[Signature]</u>
1995-07-18	REGISTRATEUR/REGISTRAR

Stellenbosch
a
1936
date.
d
for of

A Cape Town.

Christ

29 APR 67

S.B. folio 2641.

DIE GROND HIERIN BESKRYWE
THE LAND DESCRIBED HEREIN
IS GEREISTREER EN MOET IN DIE TOEKOMS BE-
IS REGISTERED AS, AND MUST IN FUTURE BE
SKRYWE WORD AS
DISCRIBED AS *Rem E 624*
Stella bodt
AKTEKANTOOR,
DEEDS REGISTRY,
KAAPSTAD,
CAPE TOWN.
1-2-77
HOOF-REGISTRARSGEMTEHAAR,
CHIEF REGISTRATION OFFICER.

Reminders
By Notarial Deed No. 685/57 dated 10/12/1957 the
Municipality of Stellenbosch as owner of the Remains
of the property held hereunder, has given and granted
for the owner of Lot B-K held by Certificate of Stipulated
title in Consolidation No. 10341 dated 4 July 1955
a width of encroachment 6 Cape feet wide over
the remains of the property held hereunder along the
Northern boundary marked E.D. on diagram 2159/1107
thereof, subject to conditions and as will more
fully appear on reference to the said Notarial Deed

for the Registrar
Roos
Roos Registrar of Deeds

Deeds Registry
Cape Town.
28 DEC 1957

Endorsement (Remains)
The within Deed, the Municipality having become
the owner of Lot 3099 (Burgundy) containing 12,986 sq. ft.
more or less of land situated 12/1/1960 128 (200) 1960, the said
Lot 3099 being a portion of Lot G-H then and still being
owned by the Municipality of Stellenbosch, the said
encroachment being created by Not. Deed No. 685/57 and referred to in
the endorsement dated 28/12/1957 herein, has been
by me in so far as the said Deed No. 685/57
is concerned.

for the Registrar
Cape Town.
29 NOV 1960
for the Registrar

GETRANSK	<i>Rep</i>
RESTANT/REI	<i>T</i>

Stellenbosch L^{IV} 372

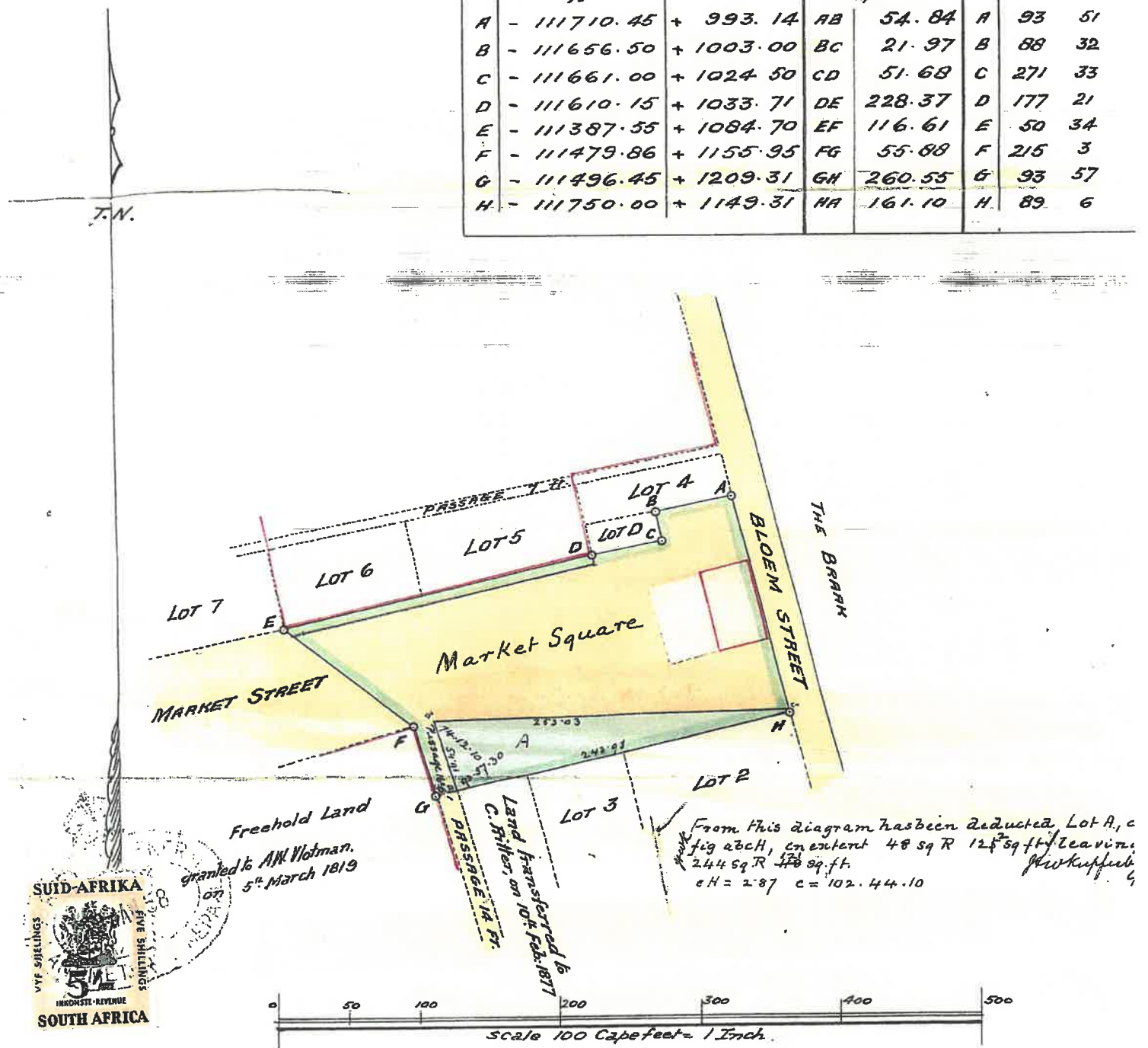
A1/33

The numerical data of this diagram are sufficiently cons

N^o 2159, 1907

Examiner

Co-ordinates		Sides		Angles	
			Cape Feet		
A	- 111710.45 + 993.14	AB	54.84	A	93 51
B	- 111656.50 + 1003.00	BC	21.97	B	88 32
C	- 111661.00 + 1024.50	CD	51.68	C	271 33
D	- 111610.15 + 1033.71	DE	228.37	D	177 21
E	- 111387.55 + 1084.70	EF	116.61	E	50 34
F	- 111479.86 + 1155.95	FG	55.88	F	215 3
G	- 111496.45 + 1209.31	GH	260.55	G	93 57
H	- 111750.00 + 1149.31	HA	161.10	H	89 6



The above figure A B C D E F G H, represents 293 square roods 99 square feet of land in the Town of STELLENBOSCH being LOT N^o LVIII.

APPENDIX 2



OFFICE OF THE REGIONAL LAND CLAIMS COMMISSIONER: WESTERN CAPE

1st and 2nd floors. 14 Long Street, Cape Town, 8000 | Private Bag X9163, Cape Town, 8000
Tel: (021) 409 0300 | Fax: (021) 418 0205

ROUTE FORM

SUBJECT: LAND REQUEST MEMO

REF NO: D302

RANK/DESIGNATION	SURNAME & INITIALS	TO CLCC INITIAL / DATE
PROJECT OFFICER / AUTHOR	MS PORTIA MAZWAI	<i>[Signature]</i> 3/11/2020
DEPUTY DIRECTOR: PRE- SETTLEMENT	MS KOLEKA MARTINS	<i>[Signature]</i> 06/11/2020
CHIEF RESTITUTION ADVISOR: LEGAL UNIT	MR BEN MARS	<i>[Signature]</i> 06/11/20
DIRECTOR: OPERATIONS	MR DAVID SMIT	<i>[Signature]</i> 06/11/20
DIRECTOR: QUALITY ASSURANCE	MR R. JANSE VAN RENSBURG	<i>[Signature]</i> 06/11/20
CHIEF DIRECTOR: RESTITUTION SUPPORT	DR WAYNE ALEXANDER	<i>[Signature]</i> 06/11/20

Note: Route form must be filed with completed documentation.



OFFICE OF THE REGIONAL LAND CLAIMS COMMISSIONER: WESTERN CAPE

1st and 2nd floors, 14 Long Street, Cape Town, 8000 | Private Bag X9163, Cape Town, 8000

Tel: (021) 409 0300 | Fax: (021) 418 0205

ENQUIRIES: Ms. Portia Mazwai

Ref No: D302

Mr Piet Smit
The Property Manager
Stellenbosch Municipality
PO Box 17
Stellenbosch
7600

Attention: Mr Smit

RE: REQUEST TO RELEASE ERVEN 622 & 623 STELLENBOSCH MEASURING 8622M² & 8389M², WESTERN CAPE FOR RESTITUTION PURPOSES.

1. PURPOSE

- 1.1 To request the Stellenbosch Municipality to release Erven 622 & 623 in Stellenbosch measuring 8622m² & 8389m² to the Office of the Regional Land Claims Commissioner: Western Cape (RLCC: WC) for restitution purposes.

2. BACKGROUND

- 2.1 The Rynse NG Sendinggemeente Kerk lodged a land claim with the RLCC: WC on 25/03/1997 which was before the cut – off date of 31st December 1998 for two ownership rights which were lost in Stellenbosch due to implementation of Group Areas Act. Research was conducted for this claim and the Commissioner was satisfied that it complies with the provisions of Restitution of Land Rights Act 22 of 1994 as amended. The Group Areas Act of 1957 made provisions on how to control occupation, removal and designation of “disqualified” persons and companies. The Group Areas Development Act of 1957 dictated acquisition, dispossession and compensation of the affected properties within the framework of the Group Areas Development Board. **(See attached as Annexure A the approved Research Report and a Government Gazette Notice)**
- 2.2 The Rynse NG Sendinggemeente Kerk has shown interest for restoration of the properties they lost in Stellenbosch as the preferred method of compensation.
- 2.3 Should the requested properties be available it is requested that the Stellenbosch Municipality release them for Restitution purposes at a minimal cost or gratis.
- 2.5 The RLCC in association with the Department of Agriculture Land Reform and Rural Development promote and support complete integrated development as a social

upliftment strategy and the Stellenbosch Municipality as an organ of State is required to allocate land for restitution purposes.

- 2.6 By releasing the requested properties to the RLCC: WC, it will assist in addressing the skewed patterns of land rights and redress the claimant's needs for the injustices caused by the dispossession.
- 2.7 Finally, it will be highly appreciated if this matter could receive urgent attention as the Commission is under pressure to finalise all claims that were submitted by 31 December 1998 as ordered by the Land Claim Court.

3. SUMMARY

- 3.1 The Land Restitution Programme (LRP) has been introduced in terms of and is governed by the provisions of the Restitution of Land Rights Act, Act No. 22 of 1994, as amended. This programme forms part of a comprehensive land reform strategy.
- 3.2 The key objective of the LRP is that it serves as the Government's instrument to redress the injustices of land dispossession. The injustices, in brief, refer to the dispossession of people of the land they occupied and the resettlement of such individuals at alternative locations. Under the previous legislative dispensation, the majorities of the people were not allowed to own property as this abolished previous legislation was utilized to dispossess and forcefully removed thousands of people to alternative locations.
- 3.3 The LRP thus aims to restore affected persons to their previous situations or to compensate them for their losses. In the case of the Rynse NG Sendinggemeente the Church opted for the restoration of dispossessed properties.

4. RECOMMENDATIONS

It is hereby recommended that the Municipality of Stellenbosch:

- 4.1. Releases Erven 622 and 623 Stellenbosch to the RLCC: WC, for restitution purposes.
- 4.2. Provides the office of the RLCC: WC with any requirements and or conditions pertaining to the possible release of the properties requested.


DR. W. ALEXANDER
CHIEF DIRECTOR: RESTITUTION SUPPORT
WESTERN CAPE
DATE: 06/11/20



OFFICE OF THE REGIONAL LAND CLAIMS COMMISSIONER, WESTERN CAPE
 1st and 2nd floors, 14 Long Street, Cape Town, 8000 | Private Bag X9163, Cape Town, 8000
 Tel: (021) 409 0300 | Fax: (021) 418 0205

ROUTE FORM

SUBJECT: RULE 5 RESEARCH REPORT

REF NO: D302

RANK/DESIGNATION	SURNAME & INITIALS	TO CLCC INITIAL / DATE
PROJECT OFFICER / AUTHOR	MS P.N MAZWAI	28/8/19
DEPUTY DIRECTOR: PRESETTLEMENT	MS K. MARTINS	09/09/2019
CHIEF RESTITUTION ADVISOR: LEGAL UNIT	MR B. MARS	09/09/18
DIRECTOR: OPERATIONS	MR D. SMIT	09/09/19
CHIEF DIRECTOR: RESTITUTION SUPPORT	DR W. ALEXANDER	16/11/19
REGIONAL LAND CLAIMS COMMISSIONER	MR H.L. MAPHUTHA	20/11/25

Note: Route form must be filed with completed documentation.



OFFICE OF THE REGIONAL LAND CLAIMS COMMISSIONER WESTERN CAPE
1st and 2nd floors, 14 Long Street, Cape Town, 8000 | Private Bag X9163, Cape Town, 8000
Tel: (021) 409 0300 | Fax: (021) 418 0205

RESEARCH (RULE 5) REPORT

LAND CLAIMS LODGED BY ANDRIES DANIELS AND D STEPHANUS AS MEMBERS OF THE DISPOSSESSED DIE RYNSE NG SENDINGGEMEENTE VAN STELLENBOSCH, ERVEN 622 & 623 CORNER OF MARK AND HERTE STREET, ERVEN 604 & 607 MARK STREET, ERVEN 602, 603, 605, 608 & 612 ALEXANDER STREET SITUATED IN STELLENBOSCH MUNICIPALITY WHICH FORMS PART OF THE CAPE WINELANDS, WESTERN CAPE.

REFERENCE NO: KRK6/2/3/9/77/0/17(D302)

**Compiled by: Ms. Portia Mazwai
RLCC: Pre-Settlement Unit
Date: July 2019**

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1. Introduction

- 1.1. This is an investigative research in terms of Section 11 and 2(1) and 2(2) of the Restitution of Land Rights Act 22 of 1994 (as amended) as read with Rules 3 and 5 of the rules regarding the procedure of the Commission on Restitution of Land Rights.
 - 1.2. These claims were lodged in the prescribed manner as stated in the Restitution Act.
 - 1.3. The claims were lodged against H/vof Mark en Hertestraat, Stellenbosch Erfnrns 622 en 623. Markstraat, Stellenbosch Erfnrns 604 en 607. Alexanderstraat, Stellenbosch Erfnrns 602, 603, 605, 608 & 612 situated in the Stellenbosch Municipality which forms part of the Cape Winelands, Western Cape (Annexure A¹: Claim forms)
 - 1.4. **Please Note:** A claim was also submitted for Erven (6589 & 6590) H/V Ryneveldt and Hammanshand Straat, research was approved by the RLCC on 20 February 2013. (Annexure A²: Approved Research Report)
 - 1.5. The office of the Valuer General be requested to make recommendations on the attached valuation reports.
 - 1.6. The purpose of this research is to advise the RLCC on the compliance of these Rights Act 22 of 1994 (as amended) in respect of the application of racially discriminatory laws and practices.
- ## **2. Particulars of claimants**
- 2.1 Mr A Daniels and Mr D Stephanus, who are the members of the Rynse NG Sending Gemeente Stellenbosch, lodged the claims with the office of the Regional Land Claims Commission: Western Cape, on the 25/03/1997, which was before the December 31st 1998 cut-off date. (Annexure A¹: Claim Forms) Mr Brian Poole has since been appointed as the representative. (Annexure A³: Power of Attorney)
 - 2.2 The date is within the period for lodgment of claims as provided for in Section 2(1)(e) of the Restitution of Land Rights Act, 1994 (Act 22 of 1994, as amended).

3. **Property description and Locality Research – Rule 5(j)**
 - 3.1 **Property as was and as is**
 - 3.1.1 These claims were lodged against H/vof Mark en Hertestraat, Stellenbosch Erfnr's 622 en 623, Markstraat, Stellenbosch Erfnr's 604 en 607, Alexanderstraat, Stellenbosch Erfnr's 602, 603, 605, 608 & 612. After an in-depth deed search it was established that the claimed properties are indeed Erven 622 & 623 measuring 8622m² & 8389m². Erven 604 & 607 measuring 112m² & 343m² and Erven 602, 603, 605, 608 & 612 Stellenbosch measuring 1069m², 1193m², 706m², 522m² and 659m² respectively. (Annexure A⁴: Erf Registers and calculators)
 - 3.1.2 Erven 622 & 623 were consolidated into Erf 9672, Erven 602, 603, 605, 608 & 612 were consolidated into Erf 613. (Annexure A³: Aktex Reports)
 - 3.2 **Locality Research**
 - 3.2.1. Erven 622 & 623 corner of Mark and Herte Street, Erven 604, 607 Mark Street, Erven 602, 603, 605, 608 & 612 Alexander Street are situated in the Stellenbosch Municipality which forms part of the Cape Winelands, Western Cape. (Annexure A⁴: Erf Registers)
4. **History of acquisition of property of the claimed land – Rule 5(b)**
 - 4.1 The dispossessed properties were acquired by the Rynse Sendinggemeente van Stellenbosch, Erven 622 & 623, Erven 604 and 607 on 30/11/1931 through T9153/31, Erven 602, 603, 605, 608 & 612 on 15/08/1946 through 13542/46. (Annexure A⁴: Erf Registers)
5. **Establish the nature of rights in land the claimants were dispossessed of – Rule 5(g)**
 - 5.1 The dispossessed lost ownership rights. (Annexure A⁶: Deeds of Dispossession)
6. **Particulars of legislation or practice used to dispossess the claimants – Rule 5(f)**
 - 6.1 The area where the properties were dispossessed was declared a White area by the Group Areas Act through Proclamation 205 of 1962. (Annexure A⁴: Erf Registers)
7. **Establish which Government Department or Institution dealt with the Dispossession – Rule 5(f)**
 - 7.1 Municipality of Stellenbosch, The Republic of South Africa, The Council of the Municipality of Stellenbosch, The Onderwystreus and The Government of the Union of South Africa. (Annexure A⁴: Erf Registers)

8. Date and circumstances of the dispossession of the rights in land – Rule 5(d)

8.1 The National Party came in to power in 1948 and their influence in Stellenbosch was substantial especially in education and administrative circles. Although the expropriation of the properties occurred in 1947 the conditions which prevailed politically did not favor non-whites. Although According to the documents the area was proclaimed white in 1962 but the conditions of non-tolerance already existed years before that and that was proven by the fact that pupils and teachers from the were disadvantaged and were forced to move to different other schools long before 1962. The Parishioners who were residing in some of the properties were also left without accommodation. (Annexure A7: Background Statement)

Erf no	Government Department Institution	or	Date Dispossession	of	Proclamation
Portion 1 of Erf 622 which is Erf 623	Onderwystrustees		15/02/1947 T2459/47		205 para a of 1962
Rem of Erf 622	Fritz.Paul Haldenwang		T2460/47		
Erf 604 & 607	The Council of the Municipality Stellenbosch	of	13/08/1932 T5007/32		205 para a of 1962
Erven 602, 603,605,608 &612	The Government of the Union of South Africa.		8/05/1952 T6888/52		205 para a of 1962

9 Land use prior to removal and at the time of dispossession

9.1. The properties were used for residential, religious and educational purposes except Erven 604 & 607 they were vacant. (Annexure A7: Background Statement)

10 Compensation received – Rule 5(e)

10.1 Compensation was received by the Rhenish Church as given in the table below in lieu of the dispossessions for the nine rights lost. A historical valuation was conducted, See table below for the historical values and the under-compensation amounts. (Annexure A8: Valuation Reports)

10.2

Erf no	Dispossession date	Compensation received	Historical value	Under compensation	MVOC
Erf 622	15/02/1947	3000 pounds R6000.00	R6 250.00	R250.00	(CPI of 2016 / CPI of 1947) x R250.00 (122.0 / 0.9) x R250.00 = R33 888.89
Erf 623	15/02/1947	Not indicated on Title Deed	R3 660.00	R3 660.00	(CPI of 2016 / CPI of 1947) x R3 660.00 (122.0 / 0.9) x R3 660.00 R496 133.33
Erven 604 and 607	13/08/1932	50 pounds R100	R120.00	R20.00	(CPI of 2016 / CPI of 1932) x R20.00 (122.0 / 0.6) x R20.00 = R4 066.67
Erven 602,603,6 05,608 and 612	8/5/1952	15 000 pounds R30 000.00	R30 788.00	R788.00	(CPI of 2016 / CPI of 1952) x R788.00 (122.0 / 1.2) x R788.00 R80 113.33

The value of the property as determined through historical valuation falls below the housing subsidy, therefore according to the approved financial policy, the claim qualifies for **R160, 573.00.**

11 Hardship suffered by the claimants

According to the claimant approximately 20 properties known as the Rynse Hoek formed the nucleus of the historic portion of the town. A number of these properties were later legally transferred to the Rhenish Mission Congregation. The Rhenish Congregation during the 30s was affiliated to the NG Church (White) and this church acted as trustees of some of these properties on their behalf.

The church was later greatly disadvantaged mostly due to political pressures from the late 1930s until late 1970s during this time a substantial number of properties of the church were lost, mostly to the state. The Congregation also lost a considerable amount of land with little compensation. (Annexure A7: Background Statement)

12 Current owner(s)

- 12.1 Erven 622 and 623 were both consolidated into Erf 9672 and proclaimed National Monuments which is currently owned by the Republiek van Suid Afrika. Erven 604, 607 currently owned by the Municipality of Stellenbosch. Erven 602, 603, 605, 608 & 612 were consolidated into Erf 613 which is currently owned by The Republic of South Africa. (Annexure A⁵: Aktex Reports)

13 Mineral rights, servitudes and bonds

- 13.1. Information relating to mineral rights, servitudes and bonds are stipulated as per the conditions in the deeds of registration nos T2459/47, T2460/47, T5007/32, T6888/1952 and the Aktex reports. (Annexure A⁵: Title Deeds and Annexure A⁵: Aktex Reports)

14 Parties having stake in the restitution of claim**14.1. Claimant Representatives:**

Rynse NG Sendinggemeente C/O Mr Brian Pool
27 Martin Street
Idas Valley
Stellenbosch
Tel: (021) 886 5724
076 7877785

- 14.2. Department Rural Development and Land Reform
The Minister
Ms. Thoko Didiza
Private Bag X833
Pretoria
0001
Tel: 012 312 9300
Fax: 012 323 3306

- 14.3. Department Rural Development and Land Reform
~~The Acting Director General~~
Ms. Rendani Sadiki M. S. A. A. A.
Private Bag X833
Pretoria
0001
Tel: 012 312 8503
Fax: 012 323 6072

14.4. Current Owners:

The Municipality of the Stellenbosch and The Republic of South Africa.

15. Recommendations

Based on the information available, it's recommended that:

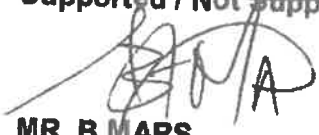
- 15.1. That the claim with **Reference Number D302**, be accepted as **prima facie compliant**, as it meets the Section 2 criteria.
- 15.2. Steps will be taken to Gazette the claim for Erven 622, 623 and Erven 602, 603, 605, 608, 612. The RLCC accepts the Gazette for Erven 604, 607. (**Annexure A⁹: Draft Gazette notice and Gazette Notice**)
- 15.3. The office of the Valuer General be requested to note and make recommendations on the attached valuation reports.
- 15.4. The RLCC signs the financial settlement offers. (**Annexure A¹⁰: Settlement Offers**)
- 15.5. That the claim be processed for settlement


MS P MAZWAI
PROJECT OFFICER: PRE-SETTLEMENT UNIT
DATE: 28/8/2019

Supported / Not-Supported


MS. K. MARTINS
DEPUTY DIRECTOR: PRE-SETTLEMENT UNIT
DATE: 06/09/2019

Supported / Not-Supported


MR. B MARS
CHIEF RESTITUTION ADVISOR: LEGAL UNIT
DATE: 09/9/2019

15. Recommendations

Based on the information available, it's recommended that:

- 15.1 That the claim with **Reference Number D302**, be accepted as *prima facie* compliant, as it meets the Section 2 criteria.
- 15.2 Steps will be taken to Gazette this claim for Erven 622, 623 and Erven 602, 603, 605, 608, 612. The RLCC accepts the Gazette for Erven 604, 607. (Annexure A⁹: Draft Gazette notice and Gazette Notice)
- 15.3 The office of the Valuer General be requested to note and make recommendations on the attached valuation reports.
- 15.4 The RLCC signs the financial settlement offers. (Annexure A¹⁰: Settlement Offers)
- 15.5 That the claim be processed for settlement


MR. D SMIT
DIRECTOR: OPERATIONS
DATE: 09/09/19

Recommended /Not Recommended


DR WAYNE ALEXANDER
CHIEF DIRECTOR: RESTITUTION SUPPORT
DATE: 16/9/19

Approved/ Not Approved


MR. LH MAPUTHA
REGIONAL LAND CLAIMS COMMISSIONER
DATE: 2019/11/25

S.S Mabele
 The ~~Offers~~ as attached
 hereto are supported

 Acting National Director
 QA

16. Bibliography

- 16.1. Restitution of Land Rights Act, 22 of 1994, as amended
- 16.2. Claim form
- 16.3. Constitution of the Republic of South Africa
- 16.4. Deeds office: Aktex report, Erf Registers, Deed of Dispossession.

**DEPARTMENT OF RURAL DEVELOPMENT AND LAND REFORM
NOTICE 655 OF 2019**

**GENERAL NOTICE IN TERMS OF THE RESTITUTION OF LAND RIGHTS ACT
1994, (ACT No. 22 OF 1994) AS AMENDED.**

Notice is hereby given in terms of Section 11(1) of the Restitution of Land Rights Act, 1994 (Act No. 22 of 1994), as amended. This claim for the restitution of land rights have been submitted to the Regional Land Claims Commissioner for the Western Cape. The particulars regarding this claim are as follow:

Claimant : Mr Brian Pool
ODI : Rynse Sendinggemeente van Stellenboch
Date Submitted : 25 March 1997

Ref No	Property description	size
KRK6/2/3/9/77/0/17(D302)	Erven 622 and 623 Stellenbosch, Cape Winelands District, Western Cape	8622m² & 8389
	Erven 602, 603, 605, 608 and 612 Stellenbosch, Cape Winelands, Western Cape.	1069m ² , 1193m ² , 706m ² , 522m ² , 659m ²

The Regional Land Claims Commission will investigate this claim in terms of provisions of the Act in due course. Any party who has an interest in the above-mentioned land is hereby invited to submit, within 30 days from the publication of this notice, any comments / information to:

The Regional Land Claims Commission: Western Cape
Private Bag X9163
Cape Town
8000

Tel: (021)409-0300

Fax: (021)409-0558

CHECKED.....

DATE..... 09/12/2019

APPROVED.....

DATE..... 16/12/19

APPENDIX 3

WinDeed Database Deeds Office Property

windeed

A LexisNexis® Product

STELLENBOSCH, 9672, 0 (CAPE TOWN)

GENERAL INFORMATION

Date Requested 2021/07/26 08:42
 Deeds Office CAPE TOWN
 Information Source WINDEED DATABASE
 Reference -



PROPERTY INFORMATION

Property Type ERF
 Erf Number 9672
 Portion Number 0
 Township STELLENBOSCH
 Local Authority STELLENBOSCH MUN
 Registration Division STELLENBOSCH RD
 Province WESTERN CAPE
 Diagram Deed T52594/1995
 Extent 1,5052HA
 Previous Description -
 LPI Code C06700220000967200000

OWNER INFORMATION

Owner 1 of 1

Type LOCAL AUTHORITY
 Name MUN STELLENBOSCH
 ID / Reg. Number -
 Title Deed T52595/1995
 Registration Date 1995/07/17
 Purchase Price (R) -
 Purchase Date -
 Share 0.00
 Microfilm 1995 0650 3358
 Multiple Properties NO
 Multiple Owners NO

ENDORSEMENTS (2)

#	Document	Institution	Amount (R)	Microfilm
1	FROM 614,618-623,626	-631,636,9670,	UNKNOWN	-
2	I-8043/2004LG	-	UNKNOWN	0000000*

HISTORIC DOCUMENTS (1)

#	Document	Owner	Amount (R)	Microfilm
1	T52594/1995	REPUBLIEK VAN SUID-AFRIKA	CCT	1995 0650 3334

DISCLAIMER

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SYE METER	RIGTINGS- HOEKE	KOÖRDINATE STELSEL Lo 19°	
		Y	X
	Konstantes	+ 10 000,00	+3750 000,00
AB	138,46	255 14 30	A +3 281,43 +6 424,97
BC	5,23	259 18 50	B +3 147,54 +6 389,70
CD	10,59	268 32 20	C +3 142,40 +6 388,73
DE	54,37	346 05 30	D +3 131,81 +6 388,46
EF	12,69	77 48 20	E +3 118,74 +6 441,24
FG	57,08	342 29 40	F +3 131,14 +6 443,92
GH	14,89	105 52 00	G +3 113,97 +6 498,36
HJ	39,71	84 32 20	H +3 128,29 +6 494,29
JK	90,75	74 28 50	J +3 167,82 +6 498,07
KA	100,84	164 57 30	K +3 255,26 +6 522,35

N31B ⊕ +3 115,38 +6 371,96
N32B ⊕ +3 217,41 +6 665,02

KOMPONENTE

- 1) Die figuur B n p f stel voor Erf 614 Stellenbosch
Vide Kaart No. 241/1819 G/B Stel.F.1-1
- 2) Die figuur c1 b1 a1 d1 stel voor Erf 618 Stellenbosch
Vide Kaart No. 16/1819 T/A 1819. 2. 109
- 3) Die figuur b1 x y a1 stel voor Erf 619 Stellenbosch
Vide Kaart No. 15/1819 T/A 1819. 2. 108 die restant van
- 4) Die figuur e f q s stel voor Erf 620 Stellenbosch
Vide Kaart No. 48/1820 T/A 1820. 4. 96
- 5) Die figuur x n m z stel voor Erf 621 Stellenbosch
Vide Kaart No. 17/1819 T/A 1819. 2. 114 die restant van
- 6) Die figuur a b d1 y z m G H g1 stel voor Erf 622 Stellenbosch
Vide Kaart No. 388/1946 T/A 1947.50.2458
- 7) Die figuur A a g1 J K stel voor Erf 623 Stellenbosch
Vide Kaart No. 390/1946 T/A 1947.50.2459
- 8) Die figuur C D k h stel voor Erf 626 Stellenbosch
Vide Kaart No. 958/1910 T/A 1912.164.10561 die restant van
- 9) Die figuur c d u v w stel voor Erf 627 Stellenbosch
Vide Kaart No. 54/1820 T/A 1820. 4. 155 die restant van
- 10) Die figuur d e s u stel voor Erf 628 Stellenbosch
Vide Kaart No. 4958/1880 T/A 1880.75.66 X 3716
- 11) Die figuur t r s q p x stel voor Erf 629 Stellenbosch
Vide Kaart No. 2451/1940 T/A 1940.137.6767
- vervolg op teenblad

Die figuur A B C D E F G H J K

stel voor 1,5052 hektaar

grond, synde

ERF 9672 STELLENBOSCH en bevat 1) - 16) soos hierbo aangehaal

geleë in die Munisipaliteit Stellenbosch

Administratiewe Distrik

STELLENBOSCH

Provinsie Kaap die Goeie Hoop.

Opgemeet in Oktober 1993

deur my,

N. Louber
N. LOUBER

Landmeter

Hierdie kaart is gehëg aan

Die oorspronklike kaart is.
soos hierbo aangehaal

Lêer No. S 2641/17

No. 52594/95
gedateer

No. gehëg aan

Komp. BHSZ-1441 (M2756)

t.g.v.

Transport/Grondbrief

BHSZ-1443 (M2759)

No.

BAKEN G IS ERKEN.

VIR ENDOSSEMENTE
SIEN KEERSY VAN KAART

Registrateur van Aktes

komponente vervolg:

- 12) Die figuur b c w v u x c1 stel voor Erf 630 Stellenbosch
Vide Kaart No. 2449/1940 T/A 1940.137.6767 die restant van
- 13) Die figuur j k E l stel voor Erf 631 Stellenbosch
Vide Kaart No. 130/1877 T/A 1877. 7. 141
- 14) Die figuur u s r t stel voor Erf 636 Stellenbosch
Vide Kaart No. 2450/1940 T/A 1940.137.6767
- 15) Die figuur B C h g stel voor Erf 9670 Stellenbosch
Vide Kaart No. 9667/93 T/A 52593/95
- 16) Die figuur g j l F stel voor Erf 9671 Stellenbosch
Vide Kaart No. 9668/93 T/A 52592/95

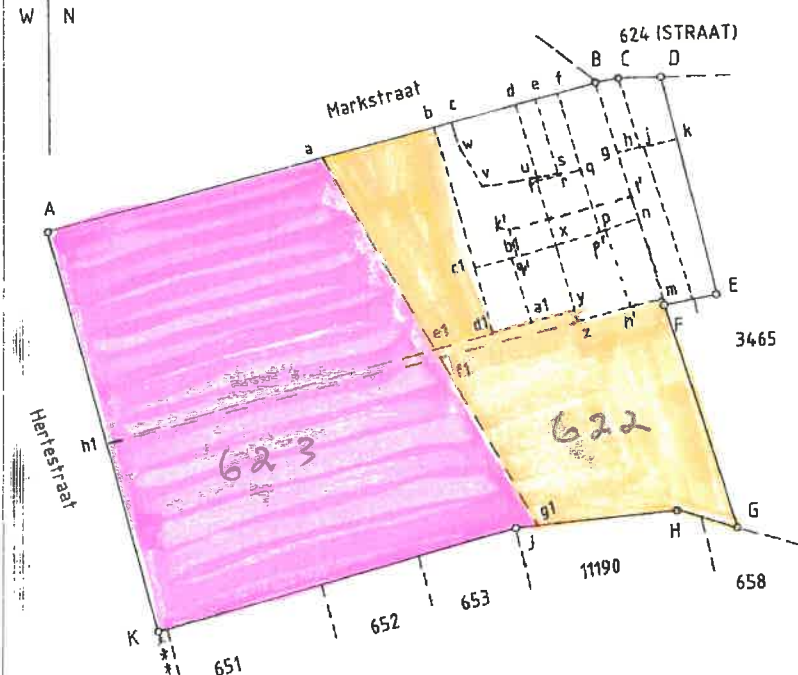
9669-93

Goedgekeur

P. Roumoff
Landmeter-generaal
1994-03-09

BAKENBESKRYWINGS:

- A, C, D, E, G, K 12mm Ysterpen
B Hoek van muur
F 12mm Ysterpen in plaveisel
H Oostekant van 'n 5x5cm vierkantige ysterhoekpaal
J Ysterpaalpen 0,5m hoog



Skaal: 1 / 1250

SERWITUTE;HUURKONTRAKCEBIEDE				
MEETSTUKKE	KAARTNO.	BESKRYWING	AKTE	GEPARAFEER
E3282/92	9669/93	Die figuur k' 'm n' p' q' stel voor 'n servituutgebou.	52595/95	WV

APPENDIX 4



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

ATTENDANCE REGISTER

MEETING: Rhenish Complex

DATE: 20 July 2023

VENUE: Planning Boardroom 2

TIME: 11:30 – 12:30

NAME & SURNAME	DESIGNATION	EXT. NO	EMAIL	SIGNATURE
Craig Adams	Senior Manager: Development Projects	8196	Craig.adams@ Stellenbosch.gov.za	
Brian Toor	Member: Rhenish Church Council		—	
Welfred Potman	Lid: K. Komitee	808 8095		
Charles Mynsgaard	Member: Rhenish Church		—	
Andries Daniels	Lid: Lyse Gemeente Stellenbosch			
BASIL HENDRIKSE	MEMBER: Rhenish Church			

11.3.3	RETURN ITEM: APPLICATION HORIZON HOUSE TO EXTEND THE LEASE ON ERF 3722 AND PORTIONS OF ROAD RESERVE
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Collaborator No: 757234

IDP KPA Ref No: Good Governance

Meeting Date: Mayco: 11 October 2023 & 17th Council: 25 October 2023

1. SUBJECT: RETURN ITEM: APPLICATION HORIZON HOUSE TO EXTEND THE LEASE ON ERF 3722 AND PORTIONS OF ROAD RESERVE

2. PURPOSE

To inform Council that no response was received after the publication of the information statement on the request from Horizon House to extend the lease agreement entered into in 2020 for a period of 30 years. And for Council to resolve on the request in principle.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Horizon House, situated on the outskirts of Onder Papegaaiberg, is an NGO catering for the needs of people living with disabilities. They indicated in 2020 that they have received a donation to put up new fencing around the facility and to develop walking trails, to be use by their residents, and also the greater public. They wanted to extend the area onto a portion of municipal land, situated to the south of their property for this reason, on an encroachment basis. Council considered the matter and approved the lease of an area of approximately 2500m² for a period of 9 years and 11 months after a public participation process and considering the comments received.

An agreement was entered into with Huis Horizon, attached as **APPENDIX 1**. We have received a further request from them for a longer lease period – **APPENDIX 2** attached. It seems from the information if none of the improvements envisaged in 2020 has materialised. The item served before Mayco in February 2023 and was referred back for clarification and refinement. We contacted Huis Horizon and attached as **APPENDIX 3** is the information we requested for clarity indicating a request for a 30 years lease agreement. Any agreement longer than 10 years should be registered with the deeds office and the information statement process where council advertise an intention to enter into the long term lease must be advertised for public comment. Only after consideration of the comments that is received an in-principal decision be taken (which must again be advertised given that it is not an open market lease) regarding the extension of the current lease agreement. Council approved the information statement (**APPENDIX 4**). The information statement was published on 18 August 2023 with a closing date of 11 September 2023. We received no comments or input from the public.

Huis Horizon was further requested to file a map of the area that they intend on using and same is attached hereto as **APPENDIX 5**.

5. RECOMMENDATIONS

- (a) that Council take note that no comments were received during the public participation process;
- (b) that the land identified in **APPENDIX 5** be identified as land not needed to provide basic municipal services;
- (c) that council in principle approve a 30-year lease to Huis Horizon for the identified land;
- (d) that the amount of rent must be determined; and
- (e) that the in-principle decision be advertised for public comment before it is returned to council for a final decision.

6. DISCUSSION / CONTENT**6.1 Background**

An application was received from Horizon House, Stellenbosch, to use a portion of Erf 3722 for recreational purposes and to extent their fencing onto a portion of the street reserve (Patrys road).

Having considered the matter on 2020-01-22. Having considered the matter Council resolved as follows:

- a) that the portion of erf 3722 Stellenbosch, as well as the portion of street reserve and agricultural land, as indicated on Fig 3,4 and 5, respectively be identified as land not required for the municipality's own use during the period of the proposed encroachment agreement;*
- b) that approval be granted in principle to enter into an encroachment agreement with Horizon House to enable them to use/manage the land for the purpose as per their request subject to advertising the intent to enter into the agreement for public comment/inputs/objections.*
- c) That the rental be determined as per the tariff rate”.*

Following the above Council resolution, a Public Notice was published in the Eikestad News of 13 February, soliciting comments/inputs/objections on or before 5 March 2020. One (1) objection was received, i.e. from Work Centre for Adult persons with disability, operating from the Horizon House premises. Council resolved to lease the premises to Huis Horizon for a period of 9 years and 11 months.

6.1 Discussion

An agreement was entered into with Huis Horizon, attached as **APPENDIX 1**. We have received a further request from them for a longer lease period – **APPENDIX 2** attached. It seems from the information provided that none of the improvements envisaged in 2020 has materialised. They are requesting a longer lease period, but it was at that stage not clear how long. We contacted Huis Horizon and attached as **APPENDIX 3** is the latest information received from them indicating a 30 years lease agreement. Any agreement longer than 10 years should be registered and the information statement process where council advertise an intention to enter into the long-term lease must be advertised for public comment. Only after comment has been received and considered can an in-principal decision be taken (which must again be advertised given that it is not an open market lease) about such a long lease. Council approved the draft information statement (**APPENDIX 4**). The information statement was published on 18 August 2023 with a closing date of 11 September 2023. We received no comments or input from the public. Huis Horizon was further requested to file a map of the area that they intend on using and same is attached hereto as **APPENDIX 5**.

6.2 Financial Implications

The latest information is that the intended fence will cost R1 900 000 for a 790 m long fence and that the area that they want to lease additional to what is currently under lease is 260 m². The fence is along the road and the current lease covers an area of 2500 m².

The agreement was signed in April 2022 and based on a R150 per month with an escalation of 8% each after last signature the escalation would have applied from 1 July 2022. All the cost for improvements/maintenance will be for the account of Horizon House. They are currently not paying rates and taxes on the rental property. The amount was determined in 2020 as per the fees for encroachments on the tariff book and is not market related or a % of the market related rental. From 1 July 2023 a new structure for the old encroachment agreements will be in place. Rentals of council land is normally based on a market related price and where the organisation renting is providing a social service to the greater Stellenbosch Municipality a % of between 5 – 20 % is applied. No market related rental has been determined for the rental space.

6.3 Legal requirements

Long term rights on Council property (seen as a disposal which would include leases) may only be awarded after an information statement was approved by Council and advertised for public comment. Any agreement longer than 10 years should be registered and the information statement process where council advertise an intention to enter into the long-term lease must be advertised for public comment. Only after comment has been received and considered can an in-principal decision be taken (which must again be advertised given that it is not an open market lease) about such a long lease. Council had to approve the information statement (**APPENDIX 4**) and the item is returned to council after no comments has been received.

6.4 Staff Implications

No additional staff implications.

6.5 Previous / Relevant Council Resolutions**36th COUNCIL MEETING: 2020-07-29: ITEM 11.2.3****RESOLVED** (majority vote)

- (a) Council considered the objection before making a final determination;
- (b) that approve the encroachment application, the Municipal Manager be authorised to conclude the Agreement; and
- (c) that Council approved the proposed delegations to the Municipal Manager in **APPENDIX 5**.

The following Cllrs requested that their votes of dissent be minuted:

Cllr F Adams; FT Bangani-Menziwe (Ms); G Cele (Ms); DA Hendrickse; LK Horsband (Ms); N Sinkinya (Ms); and P Sitshoti (Ms).

14TH COUNCIL MEETING: 2023-05-24: ITEM 11.3.2

- (a) That Council confirm that erf 3722 and portions of the road reserve situated next to Huis Horizon is not needed for municipal services;
- (b) That Council put out an information statement indicating that a 30-year lease will be considered pending on the response from the community;
- (c) That Council approve the draft information statement attached as **APPENDIX 4**;
- (d) That the Applicant must allow reasonable access to the public during the day and that the rules of access be submitted to the Municipal Manager for approval before implementation;
- (e) That the Applicant restore the watercourse to its natural status and maintain it as such for the full period of the lease;
- (f) That the Administration map the area to be leased precisely and attach it to the return item after the public participation process;
- (g) That the current lease agreement remains in place until a final decision is made.

6.6 Risk Implications

The risk implications are addressed in the item.

6.7 Comments from Senior Management

None requested as it is a return item.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.3.6

- (a) that Council takes note that no comments were received during the Information Statement public participation process;
- (b) that the land identified in APPENDIX 5 be identified as land not needed to provide basic municipal services;
- (c) that Council, in principle, approve a 30-year lease to Huis Horizon for the identified land;
- (d) that the amount of rent be determined before it is returned to Council; and
- (e) that the in-principle decision be advertised for public comment before it is returned to council for a final decision.

ANNEXURES:

Annexure 1: Current lease agreement
 Annexure 2: Application February 2023
 Annexure 3: Additional information
 Annexure 4: Published information statement
 Annexure 5: Map of proposed area

NAME	Annalene de Beer
POSITION	Director
DIRECTORATE	Corporate Services
CONTACT NUMBERS	021-8088018
E-MAIL ADDRESS	Annalene.deBeer@ Stellenbosch.gov.za
REPORT DATE	2023-09-22

APPENDIX 1



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

LEASE AGREEMENT

granted by

STELLENBOSCH MUNICIPALITY

(herein represented by **Geraldine Mettler** in her capacity as Municipal Manager;
hereinafter referred to as the "Municipality")

Of

Civic Centre
Plein Street
Stellenbosch
7600

TO

HUIS HORIZON

(herein represented by **EC Bresler** in her capacity as Executive Director)

hereinafter referred to as "the Lessee

Of

PO Box 102
Stellenbosch
7599

USE OF LEASE AREA:

- a) To use a portion of Council owned property for gardening purposes, leisure activities and for the construction of a boundary fence.

Permission is hereby granted by the **Municipality** to the **Lessee** being the registered owner of Erf 6287, Stellenbosch to retain the encroachment on the property of the **Municipality** as described above and shown on Plans hereto attached as **APPENDIX 1**.

1. DURATION OF THIS PERMIT

This Agreement shall endure for a period of 9 years and 11 months from date of signature of the last signing party, subject to the parties right of earlier termination as set out in the clause 6.1.

2. RENTAL FEE

- 2.1 The rental fee of R150 per month (Inclusive of VAT) will be payable (monthly in advance) before the 7th of each month.
- 2.2 On 1 July of each year the fee referred to in sub-clause 2.1, will escalate by 8% by the Municipality.

3. RATES AND TAXES

The Lessee shall not be responsible for the payment of rates and taxes in respect of the lease area.

4. USE OF THE LEASE AREA

- 4.1 The Lease Area shall be used for the purpose set out above and it shall not be altered or extended, nor shall any further building or structures be erected thereon without the prior, written permission of the Municipality.
- 4.2 The Lessee shall ensure that the lease area is kept in a neat and tidy condition to the satisfaction of the Municipality. The Lessee shall, when notified by the Municipality, within a period of thirty days of such notice at his/her/its own expense, trim or remove any vegetation which in the opinion of the Municipality is or threatens to become unsightly or dangerous, failing which the Municipality may cause such vegetation to be trimmed or removed at the Lessee's expense.
- 4.3 The Lessee agrees that in the event of the whole or portion of his/her/its property abutting the encroachment being disposed of whilst this agreement is still in existence, this agreement shall be terminated as from the date of the disposal.

Handwritten signatures and initials at the bottom right of the page, including a circled signature, a cross-like mark, and several other scribbled marks.

- 4.4 No trees growing on the Property shall be pruned or removed without the approval of the Municipality. Specific conditions may be imposed regarding the vegetation on the encroached area.

5. **MUNICIPALITY'S RIGHT OF ACCESS**

The Municipality shall have the right of free access to the ~~encroachment~~ ^{lease area} at all times for inspection of the ~~encroachment~~ ^{lease area} and for inspection, maintenance and repair of any services which may traverse the encroachment or to install such services. The Municipality shall not be liable for any damage to the ~~encroachment~~ ^{lease area} which may arise from such inspection, maintenance, repair or installation.

6. **TERMINATION**

- 6.1 This Agreement may be terminated by either party at any time upon three (3) month's written notice in writing and without payment of any compensation. Upon termination of this Agreement the Lessee shall be obligated to remove all temporary structures at his/her/its own cost and to re-instate the land to the satisfaction of the Municipality and shall not be entitled to claim compensation in respect thereof. All structures left on the property will become the property of the Lessor and no compensation is payable in respect thereof.

7. **INDEMNITY**

The Lessee hereby indemnifies and undertakes to keep the Municipality indemnified against all liability howsoever caused or whether arising as a direct or indirect result of the existence of the ~~encroachment~~ ^{lease} or use of the area ~~encroached~~ ^{leased} upon and against all actions, suits, proceedings, claims, demands, costs and expenses whatsoever which may be taken or made against the Municipality or incurred or become payable by the Municipality at the suit of any person.

8. **SUBLETTING AND ASSIGNMENT**

The Lessee shall not assign his/her/its rights under this Agreement, to any other person or entity.

[Handwritten signatures and initials at the bottom of the page, including a large 'M' and several initials.]

9. OWNERSHIP

- 9.1 The Municipality, shall not be deemed to have relinquished its rights to the ownership of the property or to have waived any of its rights pertaining to the property whether in terms of the current law, regulation or any other legislation to be enacted in future.

10. DOMICILIUM

The Municipality and the Lessee hereby appoint irrevocably for all purposes of and connected with this Agreement, the addresses stated in the heading of this Agreement, to be their respective *domicilium citandi et executandi*.

11. BREACH

In the event of the Lessee breaching any of the conditions of this Agreement and failing to remedy such breach within a period of thirty days of dispatch of a notice by the Municipality, requiring such breach to be remedied, the Municipality may terminate this agreement and may at the cost of the Lessee cause any structures erected by the Lessee be demolished, removed or filled in and the land to be re-instated to the satisfaction of the Municipality with no compensation payable to the Lessee.

Handwritten signatures and initials at the bottom right of the page. There are several distinct marks, including what appears to be a signature 'G.M.' and other illegible scribbles.

SIGNED at on this..... day of2022 in the presence of the undersigned witnesses

Witnesses:

1
2
(Signatures of witnesses)

.....
On behalf of the Municipality

I/We, the Encroacher, hereby certify that I/we have read and understand the above conditions and regard them as binding upon me/us.

SIGNED at on this..... day of2021 in the presence of the undersigned witnesses.

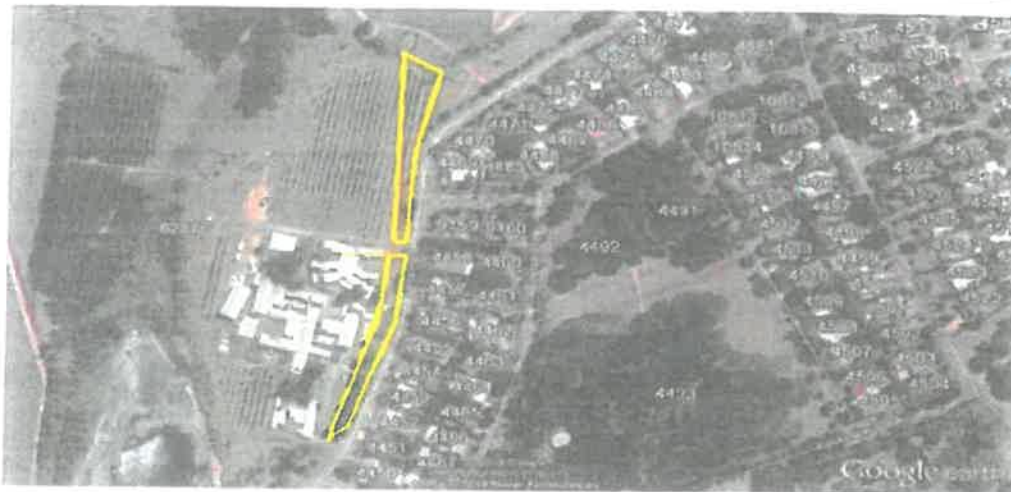
Witnesses:

1
2
(Signatures of witnesses)

.....
On behalf of the Lessee

.....
.....

APPENDIX 1



Jim [Signature]

[Signature] [Signature]

APPENDIX 2

VOORLEGGING : HUIS HORISON SEKURITEITSHENING – WATERCOURSE (Erf 3722)

Datum: Februarie 2023

1. BESTUURSOPSOMMING

Die dringendheid van die beoogde omheining.

Die Munisipaliteit het die bewaring, bestuur en ontwikkeling van die 3 Ha gebied onder die dam langs Huis Horison se gronde (Erf 3722) aan ons toegesê in 2020 om te bewaar en benut. Die betrokke stuk grond word deur Cape Nature geklassifiseer as 'n "Watercourse" en is van kritiese belang vir die ondersteuning van die funksionering van Beskermdes Gebiede en Kritiese Biodiversiteitsareas.

Aangesien dit 'n 'watercourse' is, is daar nie behuisings-of besigheidsontwikkelingsmoontlikhede nie. Omheining sal in die eerste plek sekuriteit verbeter en die toename van plakkers, stroping van inheemse fauna en flora, storting, vure en besoedeling teewerk. Eers daarna kan verdere ontwikkeling van stappaie en beheerde toegang geskied.

2. PROBLEEMSTELLING

Donateurs is nie gretig om by te dra tot die omheining nie, as gevolg van die terme van die huurkontrak nl: 9 jaar 11 maande, 'n 3 maande kansellasië, en geen vergoeding vir infrastruktuur opgesit nie.

Op die oomblik vermeerder die plakkers op die gronde omdat daar nie 'n heining is nie. Daar is 'n toename in besoedeling, stroping, vure en misdaad, wat die hele buurt benadeel.

Die area dien as 'n wegkruipplek vir misdadigers en is 'n baie groot bedreiging vir ons inwoners.

Daar is reeds aansoek gedoen vir toestemming vir oorskrydings nl. dat die heining in sekere dele 2-2.5m vanaf padskouer opgerig kan word ipv 5m soos in die "Lease agreement" staan. Die verslapping versoek is reeds aan Piet Smit gerig en 'n terreinbesoek het plaasgevind – hulle het mondelings geen beswaar gehad nie, maar ons wag steeds op amptelike terugvoer. Daarsonder sal baie bome (wat ons juis wil beskerm) uitgehaal moet word, en kostes van die heining sodanig onbekostigbaar styg.



Addisioneel hiertoe styg staalpryse aanhoudend en raak die dringendheid van die saak nou almal se sak.

3. PROGRAMBESKRYWING

Die uithaal van uitheemse plantegroei en hervestiging van inheemse, habitat geskikte, plante is deel van ons Ekoterapie-programme, en dra by tot die bewaring van 'n natuurlike gebied ("greening of the environment").

‘n Hout-stappad (“boardwalk”) met ‘n voëluitskykpunt word beplan as deel van ons staproete, en sal sodoende die omgewing toeganklik maak vir ons inwoners en dagwerkers, sodat hulle die waarde en terapeutiese voordele daarvan kan benut.

Die area sal ook toeganklik gemaak word vir die onmiddellike omgewing van Onder-Pappegaaiberg (woonhuise en besighede) om te gebruik vir rekreasie; stap, fietsry, piekniek, ‘forest bathing’ en meditasie.

Indien die omgewing omhein word, kan dit volwaardig ontwikkel word as ‘n arboretum, wat ‘n opvoedkundige natuurervaring sal wees vir die breër Stellenbosch gemeenskap asook ‘n toerisme aantreklikheid aangesien dit enigste van sy soort in die gemeenskap is.

Huis Horison het reeds die volgende ondersteuning:

- ‘n Beskryfde gemeenskapsbetrokkenheid: Die buurplaas is bereid om ten minste 20 mense beskikbaar te maak om te help met die opruim en skoonmaak van die rommelstrooiing deur die plakkers.
- Plantkenners, Prof Ernst van Jaarsveld (Babylonstoren) en Professor Jan Gilliomme, het reeds hul betrokkenheid bevestig in die rehabilitasie van die vleiland. Volgens kenner Ernst van Jaarsveld, het die vleiland uitstekende potensiaal (met ‘n bestaande inheemse raamwerk) om herstel en bewaar te word, en as ‘n Bos-Arboretum gevestig word (met stappad en voël uitkykpunt).
- Die Munisipaliteit sal die vleiland rehabilitasie beskryf en ondersteun in die nuwe IDP.
- Plaaslike hengelaars sal hul tyd en kennis gee om die dam se vis populasie te help herstel en bewaar.
- Skole het reeds aangedui hulle wil betrokke raak in die bewaring van die area deur hul gemeenskapsdiensprogramme.

Hierdie is alles deel van ons toewyding tot ‘n gesonde omgewing, goeie buurmanskap, en om verdere geleenthede te skep vir gemeenskapsontwikkeling, vaardigheidsopleiding, spirituele inisiatiewe en sodoende ‘n waardetoevoeging vir ‘n breër gemeenskap te wees.

4. PROJEKBESKRYWING

R2 500 000 word benodig vir die vleiland heining. [Spesifikasie: Betaview 25 Zinc 2.1 hoog met flat rap razor wire bo. Sluit 3 6m skuifhekke in.]

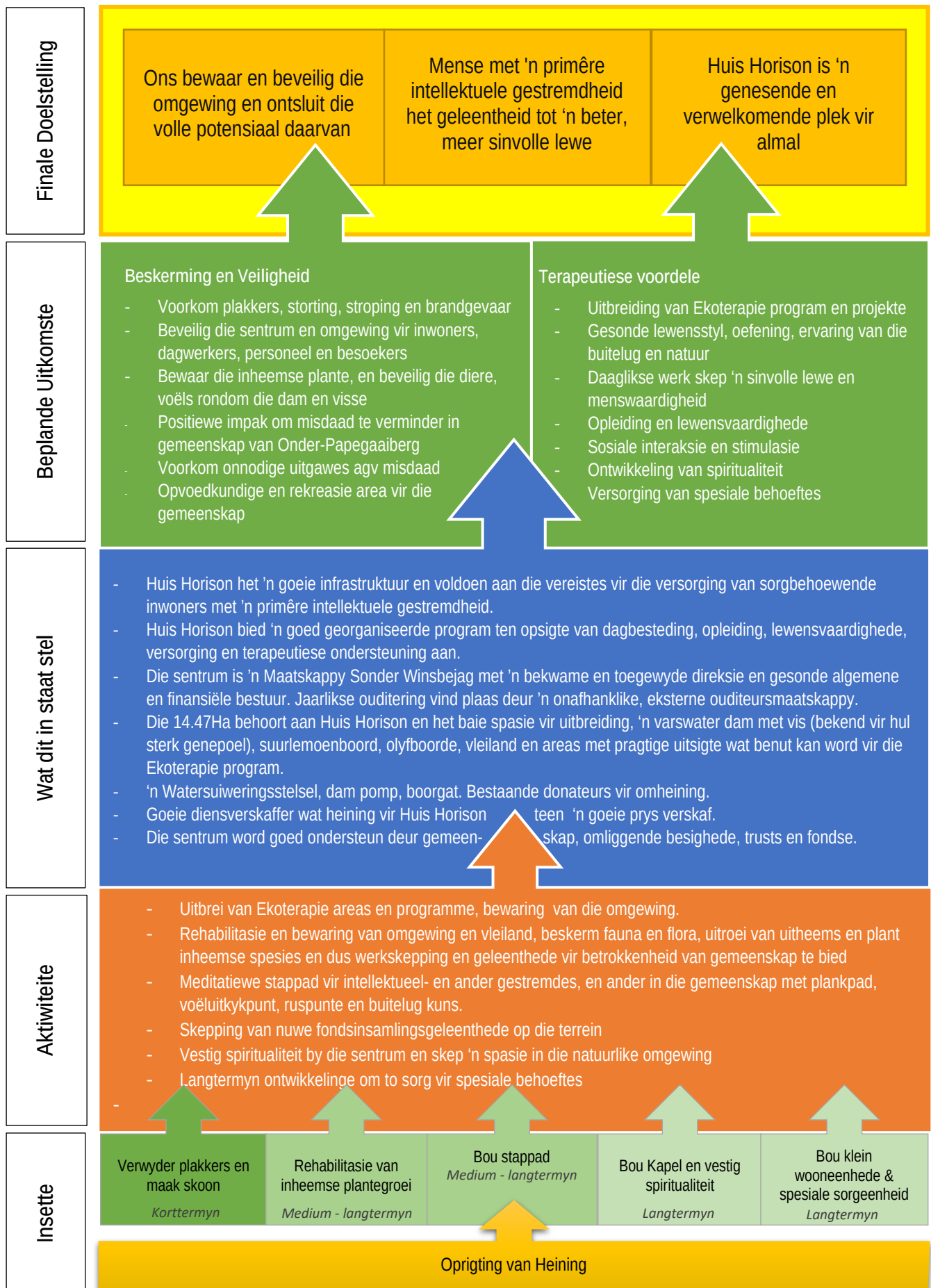


5. KONTROLE EN BESTUUR

- Die voltydse Tegnies- en Terreinbestuurder is verantwoordelik vir die bestuur, beplanning en kontrole van instandhouding en beplanning, toesig en uitvoering van nuwe ontwikkeling van die terrein, onder andere die heiningprojek.
- Kort-en langtermynbeplanning word gedoen en weeklikse verslag gelewer aan die uitvoerende direkteur om die sukses ten opsigte van alle fasette van die program te meet en saam met die finansiële bestuurder die uitgawes te monitor en beheer.
- Die sentrum is ‘n Maatskappy Sonder Winsbejag met ‘n bekwame en toegewyde direksie en gesonde algemene en finansiële bestuur.

- Huis Horison het goeie ondersteuning van die gemeenskap, wyksraadslid en die Munisipaliteit.
- Jaarlikse ouditering vind plaas deur 'n onafhanklike, eksterne ouditeursmaatskappy; Moore Stellenbosch.
- Deurlopende instandhouding sal deur die ekoterapie- en vrywilligerprogramme by die sentrum gedoen word.

PROJEK IMPAK



APPENDIX 3

Annalene De Beer

From: Elzabi van Wyk / Bemarking, Fondse & Projekte <bemarking@huishorison.org.za>
Sent: Friday, 12 May 2023 14:11
To: Annalene De Beer
Cc: Magdie van Heerden / Hoof Uitvoerende Beampte; Francois Burrows / Tegniesedienste
Subject: [EX] RE: Huis Horison Inligting vir Erf 3722
Attachments: FW: Oorskrydings aansoeke

Beste Annalene

Rakende die oorskryding, hier is vorige kommunikasie wat miskien sal help.

Weereens dankie vir u tyd en aandag.

Vriendelike groete / Kind regards

Elzabi van Wyk

Bestuurder: Ontwikkeling / Manager: Development
 Huis Horison / Horizon House

Tel: 021 887 5080 ▪ Sel: 083 281 7802 ▪ Faks: 021 887 5337

From: Elzabi van Wyk / Bemarking, Fondse & Projekte
Sent: Friday, May 12, 2023 1:16 PM
To: Annalene.debeer@stellenbosch.gov.za
Cc: Magdie van Heerden / Hoof Uitvoerende Beampte <mvh@huishorison.org.za>; Francois Burrows / Tegniesedienste <tegniesedienste@huishorison.org.za>
Subject: Huis Horison Inligting vir Erf 3722

Beste Annalene

Ek stuur hierdie namens Magdie van Heerden, want sy is op die oomblik nie by haar rekenaar, en weens die dringendheid van die inligting.

Heining

Die Heining vir Erf 3722 sal vir ons R1,900,000 kos (staalpryse styg aanhoudend, maar dit is volgens ons mees onlangse kwotasie)

Lengte: 790m

Spesifikasie : Betafence 25 3D panels Zincalu afwerking, 2.400 hoog met "sharktooth top rails" en "underdigs", 2x Skuifhekke 6m(w) x 2.4m(h) en 4x Voetganger hekke 2.4m(h) x 1.2m(w).

Oorskrydings

Dat die heining 2-2.5m vanaf padskouer opgerig kan word ipv 5m soos wat in die "Lease agreement" staan agv die kompleksiteit van installasie (hoeveelheid gevestigde bome en inheemse bome), onderhoud en toegang, en veiligheid. Die verslapping versoek is destyds aan Mnr Piet Smit gerig en het 'n terreinbesoek plaasgevind – hulle het geen beswaar gehad nie.

Die totale lengte van die oorskryding strek op Tarentaal Str (ongeveer 260m).

Verlenging van Huurkontrak

Ons doen aansoek vir verlenging van die huurkontrak na ten minste 30 jaar (29 jaar en 11 maande) sodat dit vir ons moontlik is om befonders vir die projek te kan kry.

Laat weet asb as enigiets onduidelik is of indien jul meer info benodig.

Vriendelike groete / Kind regards

Elzabi van Wyk

Bestuurder: Ontwikkeling / Manager: Development

Huis Horison / Horizon House

Sentrum vir die versorging van mense met 'n intellektuele gestremdheid/

Centre for the care of people with a primary intellectual disability

NPO : 003-306

Tel: 021 887 5080 ▪ Sel: 083 281 7802 ▪ Faks: 021 887 5337

Patrysstraat / Patrys Street, Onder-Papegaaiberg, Stellenbosch, 7600

Posbus / PO Box 102, Stellenbosch, 7599

Volg ons op / Follow us on Facebook

www.huishorison.org.za

Google Maps 8 Tarentaal Rd



Stellenbosch, Western Cape

Google

Street View - Sep 2017

Image capture: Sep 2017 © 2022 Google

Google Maps 10 Tarentaal Rd



Stellenbosch, Western Cape

Google

Street View - Sep 2017

Image capture: Sep 2017 © 2022 Google

Google Maps 10 Tarentaal Rd



Image capture: Sep 2017 © 2022 Google

Stellenbosch, Western Cape

Google

Street View - Sep 2017



APPENDIX 4



STELLENBOSCH

STELLENBOSCH • PLEIN • FRANSCHHOFF

MUNICIPALITEIT • UMASHALA • MUNICIPALITY

OFFICIAL NOTICE:

INFORMATION STATEMENT IN RELATION TO
3722 AND PIECES OF ROAD RESERVE
SITUATED NEXT TO HUIS HORIZON IN
ONDERPAPEGAAIBERG.

1. PURPOSE

To provide the prescribed information in terms of regulation 34 and 35 of the Asset Transfer Regulations, published in terms of Section 168 of the Local Government: Municipal Finance Act (R878, 22 August 2008), to the public to provide input on during the Public Participation Process.

2. BACKGROUND

Stellenbosch Municipality is the owner of Erf 3722 and the pieces of road reserve situated next to Huis Horizon in Onder Papagaalberg.

Stellenbosch Municipality is currently leasing the approximately 2500 m² on 9 year and 11 month lease agreement to Huis Horizon for an amount of R150 per month. The land is a vleiland and cannot be used for development. Huis Horizon has requested that we extend the lease to 30 years to allow them to get an investor to erect a fence along the street front to provide more security as they want to develop the area in an area for people to walk and enjoy nature.

3. DISCUSSION

3.1 Public Participation Process

Council is publishing this information statement to invite comments from the public on Council's intention to consider the long-term lease requested. Council therefore herewith invites comments, inputs or alternative proposals on the intention of a long-term lease to Huis Horizon as requested.

Council will make a decision on the request after comments and inputs that is received on this information statement in terms of Asset Transfer Regulations, Regulation 35 has been considered.

3.2 Information Statement

In terms of Regulation 35, when the Municipal Council proposes to grant long term right(s) (30 year lease) is considered the Municipal Manager must publish an Information Statement referred to in Regulation 34 for public comment.

In terms of Regulation 34 an Information Statement must consist of the following:

- the reason for the proposal to grant a long-term right to use, control or manage the relevant capital asset.
- any expected benefit to the municipality that may result from the granting of the right.
- any expected proceeds to be received by the municipality from the granting of right; and
- any expected gain or loss that will be realised or incurred by the municipality arising from the granting of the right.

3.2.1 Reason(s) for the proposal to grant a long term right to use, control or manage the erf 3722 and the portions of the road reserve situated next to Huis Horizon

- The daily management and maintenance of the various municipal land is a challenge as the security on open spaces poses a threat of invasion, the open spaces must be cleaned to prevent a fire hazard.
 - The land is an environmental protected area and cannot be used for development. The land can be used for the public if it is restored to its natural state and it is maintained by the lessee to safely walk and enjoy nature.
 - Due to the investment that is expected to put up a fence through donor funding the request is made to grant a long term lease to receive a return on investment.
- #### 3.2.2 Expected benefits to the municipality that may result from the granting of the rights
- The daily management and maintenance of the various municipal land is a challenge as the security on open spaces poses a threat of invasion, the open spaces must be cleaned to prevent a fire hazard.
 - The land is an environmental protected area and cannot be used for development. The land can be used for the public.
 - Due to the investment that is expected to put up a fence through donor funding the request is made to grant a long term lease to receive a return on investment.

3.2.3 Expected proceeds to be received by the Municipality from the granting of the rights

- The municipality will receive a monthly rental income for the property;
- Community access to a developed area to enjoy nature.
- Economic activities may be encouraged and stimulated.
- The residents of the facility will benefit especially as they have special needs.
- Restoration of the watercourse to its natural state.
- Maintenance of the area for the duration of the lease by the lessee.

3.2.4 Expected gain or loss that will be realised or incurred by the municipality arising from the granting of the rights

- A current open space that attracts crime may be provided with security to enable the residents and public to enjoy the area.
- Less financial pressure on the municipality's capital and operating budgets to fence the area and deal with security.
- No costs for the restoration of the watercourse and the area for the duration of the lease.

3.3 Public comment invited

The public are invited to provide input/comment/alternative proposals to the municipality on the proposal that the Municipality enter into a 30 year lease agreement as proposed by Huis Horizon.

Comment must reach the offices of the Municipality on or before 11 September 2023 and must be addressed to the Municipal Manager. Comments can be sent via email to Yolande.vandenBerg@stellenbosch.gov.za or delivered to the 3rd Floor, NPK Building, cnr Plein and Rynevelds Streets, Stellenbosch.

Any queries can be directed via email to at Yolande.vandenBerg@stellenbosch.gov.za.

GERALDINE METTLER DATE: 14 July 2023

MUNICIPAL MANAGER: STELLENBOSCH MUNICIPALITY

7/23/STELL-00116423

APPENDIX 5



11.4	FINANCIAL SERVICES: (PC: CLLR J FASSER)
11.4.1	EXTENSION OF THE PERIOD FOR THE APPLICATION OF A SPECIAL RATING AREA

Collaborator No:

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: Mayco: 11 October 2023 & 17th Council: 25 October 2023

1. SUBJECT: EXTENSION OF THE PERIOD FOR THE APPLICATION OF A SPECIAL RATING AREA

2. PURPOSE

To request Council's approval to extend the submission date for the application and revision of a Special Rating Area beyond 30 September 2023.

3. DELEGATED AUTHORITY

Council

FOR DECISION BY MUNICIPAL COUNCIL

In terms of Section 9.2 of the approved Special Rating Area Policy, an application for a special rating area, must be submitted by the end of September of the financial year preceding the establishment of the special rating area.

4. EXECUTIVE SUMMARY

In terms of the Special Rating Bylaw and Policy of Council, any application for the establishment of a special rating area must be submitted before 30 September of the financial year preceding the financial in which the special rating area is established.

Two notices of intention to establish two special rating areas were received, namely

1. A notice for the extension of the current Jonkershoek Special Rating Area.
2. A notice for the establishment of the Franschoek Special Rating Area.

Both applicants indicated that they will not be able to submit their formal applications before the due date of 30 September 2023 and they asked for an extension to submit their applications.

5. RECOMMENDATION

that Council extend the submission date to 30 November 2023 for the application or revision of a Special Rating Area.

6. DISCUSSION / CONTENTS

6.1 Background/Legislative Framework

The legislation applicable is as follows: Municipal Special Rating Area Bylaw, Municipal Special Rating Policy, Municipal Property Rates Act, Act 6 of 2004 as Amended.

6.2 Discussion

Stellenbosch Municipality has an approved Special Rating Area Bylaw and Policy which give any owner within the jurisdiction of the municipality and who owns property within the proposed special rating area, the right to lodge an application to council for the establishment of a special rating area.

Any application for the establishment of a special rating area must include a motivation report and an implementation plan covering a period from 1 July of a specific year and ending on 30 June of the fifth year or covering such lesser period as may be determined by the CFO.

In terms of the Special Rating Bylaw and Policy of Council, any application for the establishment of a special rating area must be submitted before 30 September of the financial year preceding the financial in which the special rating area is established.

Two notices of intention to establish two special rating areas were received, namely

1. A notice for the extension of the current Jonkershoek Special Rating Area.
2. A notice for the establishment of the Franschoek Special Rating Area.

Both applicants indicated that they will not be able to submit their formal applications before the due date of 30 September 2023 and they asked for an extension to submit their applications.

Due to time constraints and for budget purposes, the Finance Department can only recommend an extension until the 30 November 2023. This will give the department sufficient time to evaluate the applications and to submit the application timeously before council for approval.

6.3 Legal Implication

If the extension is granted the applications or revisions to the Special Rating Areas will be assessed in line with the Municipal Special Rating Area Bylaw, Municipal Special Rating Policy and Municipal Property Rates Act, Act 6 of 2004 as Amended.

6.4 Staff Implications

No staff implications

6.5 Previous / Relevant Council Resolutions

None

6.6 Risk Implications

None

6.7 Comments from Senior Management

None

6.7.1 Municipal Manager

Supports the recommendation.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.4.1

that Council extend the submission date to 30 November 2023 for the application or revision of a Special Rating Area.

FOR FURTHER DETAILS CONTACT:

NAME	Henry Mitchell
POSITION	<i>Senior Manager: Revenue & Expenditure</i>
DIRECTORATE	<i>Finance</i>
CONTACT NUMBERS	<i>021 808 8528</i>
E-MAIL ADDRESS	<i>Henry.mitchell@ Stellenbosch.gov.za</i>
REPORT DATE	14 August 2023

ANNEXURE A

28 June 2023

The CFO
 Manager: Treasury
 Stellenbosch Municipality
 Plein Street,
 Stellenbosch,
 7600
 Attention: Mr Carolus

NOTICE OF INTENT TO ESTABLISHMENT THE PROPOSED STELLENBOSCH IMPROVEMENT AND SAFETY INITIATIVE (SITI) - SPECIAL RATING AREA

On behalf of the property owners of Stellenbosch Central and adjacent areas we hereby inform your office of our intention to apply for the establishment of **Siti (SRA)** by 30 September 2023.

At an informal meeting held on 4 May 2023 the property owners indicated their overwhelming support for the initiative and we have elected an interim steering committee from the property owners in attendance.

We hereby wish to confirm the following aspects of the process in accordance with the SRA By-law and Policy:

- a. The Municipality of Stellenbosch will give notice of the first public meeting. At this meeting the steering committee will be allowed to introduce the SRA Business Plan and Budget and on closing of this meeting the steering committee may initiate their canvassing of support for the application to establish an SRA.
- b. The application for the establishment of the SRA must be submitted to the office of the CFO by 30 September 2023.
 - i. As discussed, we would like to apply for an extension of this deadline to 31st of December 2023. Our timeline is very short, especially with the school/university holiday underway. Can you please bring this application for an extension of the deadline before council?
- c. The Steering Committee must then place the notices for the second public meeting at which time objections to the application may be submitted to the Municipality of Stellenbosch.
- d. Canvassing for support may continue up to 30 September 2023. At reaching this date the Stellenbosch Municipality will verify that the required level of support has been reached.
- e. Upon satisfying the requirements for support the internal administrative processes will be initiated to process the application for the establishment of the SRA.

Please be so kind as to confirm the above to be the correct interpretation of the process to be followed.

Please refer to the attached map of the proposed SRA boundary. The proposed five-year implementation plan of the **SRA** is to improve and upgrade the public environment for the benefit of all. The **SRA** have the following goals:

- Reducing crime by proactive visible patrolling. This will be done in cooperation with SAPS and Stellenbosch Municipality Law Enforcement efforts as well as other private security service providers in the area.
- Aim towards Creating a safe and clean public environment by addressing issues of maintenance and cleaning of streets, pavements and public spaces.
- Manage existing and new public infrastructure for the future benefit of all the users of the area.

- Support the promotion of the area as a safe and clean environment by promoting greening, energy efficiency and recycling.
- Support and promote social responsibility in the area.
- The sustained and effective management of the area.
- Foster an environment that will protect and improve property values.

Thank you for your support from the Stellenbosch Municipality.

Yours faithfully

Marinus Louw

Stellenbosch Central SRA Steering Committee

ANNEXURE B



**Stellenbosch Municipality
Chief Financial Officer**

8th September 2023

RE: Application for an extension to the Franschhoek Village Special Rating Area (FVSRA) submission date.

Mr. Carolus,

The FVSRA steering committee hereby applies for an extension to the 30 September Special Ratings Area submission deadline date.

We acknowledge that the submission date as set out in the Stellenbosch Municipality Special Rating By-Law and Policy requires the SRA application and Business Plan to be submitted by the end of September 2023. In order for our steering committee to fully complete the entire process inclusive of achieving 60%+1 consent from participating property and business owners we require additional time.

We have unfortunately encountered a few areas of delivery that have taken more time to complete as originally anticipated and are close to achieving our timeline goals. An extension to the submission date will be critical as we continue to canvas resident and business owners for the required support and consent inclusive of ensuring all SRA Policy requirements and governance is successfully achieved.

We trust that our request for an extension to the FVSRA submission date will receive your support.

Regards,


Pat Jacobs.
FVSRA convener

11.5	HUMAN SETTLEMENTS: (PC: CLLR R DU TOIT)
	NONE
11.6	INFRASTRUCTURE SERVICES : (PC : CLLR P JOHNSON)
11.6.1	REQUEST FOR APPROVAL OF THE 2023-2028 COMPREHENSIVE INTEGRATED TRANSPORT PLAN

Collaborator No:

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: Mayco: 13 September 2023 & 17th Council: 25 October 2023

1. SUBJECT: REQUEST FOR APPROVAL OF THE 2023-2028 COMPREHENSIVE INTEGRATED TRANSPORT PLAN

2. PURPOSE

To approve the 2023-2028 Comprehensive Integrated Transport Plan.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

The Provincial Minister of Transport and Public Works had designated Stellenbosch Municipality as a Type 1 Planning Authority, in terms of the National Land Transport Act 2009. Stellenbosch Municipality must therefore compile a Comprehensive Integrated Transport Plan (CITP). Comprehensive Integrated Transport Plan (CITP's) are valid for a five-year period, are overhauled / reviewed every 5 years and are updated annually.

The Comprehensive Integrated Transport Plan (CITP) presents the municipality's long-term transport vision and objectives, as well as providing the strategy that would enable the municipality to realize its transport vision.

The Draft Comprehensive Integrated Transport Plan was tabled at Council on the 29 March 2023, where Council accepted the Draft Comprehensive Integrated Transport Plan. The Draft Comprehensive Integrated Transport Plan was advertised for public comment on the 6 April 2023, the comment period closed on the 12 May 2023.

Public engagements are essential to the successful development of a Comprehensive Integrated Transport Plan. To achieve a fully inclusive public participation process, several consultative discussions were held with interested and affected parties, provision was made for 2 (two) open days where the public was invited to attend and provide inputs, a 30-day comment period was also provided where comment could be submitted on the Draft Comprehensive Integrated Transport Plan.

A considerable number of comments were received from the public when the Draft Comprehensive Integrated Transport Plan was advertised for public comments.

Comments were reviewed and assessed, to address comments received relevant information was included in the Plan (these are highlighted in yellow) and for further clarification, feedback on comments was provided in **APPENDIX F**. Comments received and feedback to these comments are summarized in the attached **APPENDIX F**.

The Directorate has the view that the final document incorporates all relevant inputs from the engagements held and duly addresses comments received when the Draft CITP was advertised for public comment.

Favourable comments were also received on the Draft Transport Vision namely:

Stellenbosch Municipality has an integrated, effective and sustainable transport system, which unlocks economic opportunities and is accessible, safe, reliable and affordable to all communities serviced by the Municipality.

5. RECOMMENDATIONS

- (a) that Council takes note that, following extensive consultation sessions, the Draft Comprehensive Integrated Transport Plan was published for public comment;
- (b) that Council adopts the Transport Vision;
- (c) that Council notes the comments received, and the Directorates view; and
- (d) that Council approves the 2023-2028 Comprehensive Integrated Transport Plan.

6. DISCUSSION / CONTENTS

8.1 Background

The Provincial Minister of Transport and Public Works had designated Stellenbosch Municipality as a Type 1 Planning Authority, in terms of the National Land Transport Act 2009, Stellenbosch Municipality must therefore compile a Comprehensive Integrated Transport Plan (CITP). CITP's are valid for a five-year period, are overhauled / reviewed every 5 years and are updated annually.

The Comprehensive Integrated Transport Plan (CITP) presents the municipality's long-term transport vision and objectives, as well as provide the strategy that would enable the municipality to realize its transport vision.

The Draft Comprehensive Integrated Transport Plan was tabled at Council on the 29 March 2023, where Council accepted the Draft CITP. The Draft Comprehensive Integrated Transport Plan was advertised for public comment on the 6 April 2023, the comment period closed on the 12 May 2023.

6.2 Discussion

Public engagements are essential to the successful development of a Comprehensive Integrated Transport Plan. To achieve a fully inclusive public participation process, the several consultative discussions were held with interested and affected parties, provision was made for 2No. open days where the public was invited to attend and provide inputs, a 30-day comment period was also provided where comment could be submitted on the Draft Comprehensive Integrated Transport Plan.

The following public participation process was followed:

1. Engagements

1.1 Context Setting and Current realities (understanding needs, gaps and issues)

- Workshop 1 – 6 April 2022 – various Departments of Stellenbosch Municipality
- Workshop 2 – 4 May 2022 – Stellenbosch Taxi Association (TA) & Kayamandi TA
- Workshop 3 – 3 May 2022 – officials from PRASA, US, CWDM, WCP

1.2 Feedback on Future Transport Solutions (strategic approach and projects)

- Workshop 4 – 29 November 2022 – Feedback session to the TA & Kayamandi TA
- Workshop 5 – 29 November 2022 – Feedback session to Internal Stellenbosch Departments
- Workshop 6 – 30 November 2022 - officials from PRASA, US, CWDM, WCP

2. Open Days

Two open days for the public and any interested and affected party to attend, held in Stellenbosch and in Franschhoek.

3. Advertisement of Draft CITP for Public Comment

A considerable number of comments were received from the public when the Draft Comprehensive Integrated Transport Plan was advertised for public comments.

Comments were reviewed and assessed, to address comments received relevant information was included in the Plan (these are highlighted in yellow) and for further clarification, feedback on comments was provided in Appendix F. Comments received and feedback to these comments are summarized in the attached **APPENDIX F**.

The Directorate has the view that the final document incorporates all relevant inputs from the engagements held and duly addresses comments received when the Draft Comprehensive Integrated Transport Plan was advertised for public comment.

Favourable comments were also received on the Draft Transport Vision namely:

Stellenbosch Municipality has an integrated, effective and sustainable transport system, which unlocks economic opportunities and is accessible, safe, reliable and affordable to all communities serviced by the Municipality.

6.3 Financial Implications

Project cost estimates are high level estimates, further approval processes, such as project prioritizations, budget and municipal approval processes are required before any listed project / intervention is taken forward by the Municipality.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and will ensure Municipal compliance in terms of the National Land Transport Act 2009.

6.5 Staff Implications

This report has no additional staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

Previous Comprehensive Integrated Transport Plans including its annual updates had been approved by Council, as well as by the Provincial Minister of Transport and Public Works.

COUNCIL MEETING: 2023-03-29: ITEM 11.6.7**RESOLVED**

- a) that Council notes that extensive consultations had been carried out with the public and with interested and affected parties;
- b) that Council takes note of the proposed draft transport vision;
- c) that the Draft Comprehensive Integrated Transport Plan (CITP), attached as ANNEXURE A, be accepted;
- d) that Council grants approval for the draft CITP to be published for public comment
- e) that the comments received from the public be considered before approval of the CITP; and
- f) that the CITP, once approved by council, be submitted to the Provincial Minister of Transport and Public Works for final approval.

6.7 Risk Implications

This report addresses risks associated with Transport within the Municipal area, and endeavours to mitigate such risk.

6.8 Comments from Senior Management:**6.8.1 Municipal Manager:**

Supports item.

No other inputs were requested.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-09-18: ITEM 7.6.1

- (a) that Council takes note that, following extensive consultation sessions, the Draft Comprehensive Integrated Transport Plan was published for public comment;
- (b) that Council adopts the Transport Vision;
- (c) that Council notes the comments received, and the Directorates view; and
- (d) that Council approves the 2023-2028 Comprehensive Integrated Transport Plan.

ANNEXURES

Annexure A: 2023 – 2028 CIP for Stellenbosch

Incorporating:

- Appendix A: Public Transport Plan
- Appendix B: Detailed Traffic Surveys Oct/Nov 2022
- Appendix C: Stellenbosch Infrastructure Services 10-Year Budget
- Appendix D: Short-Term NMT Projects for Stellenbosch Municipality
- Appendix E: STB RMP Proposed Road Projects (including Provincial Road projects)
- Appendix F: Summary of Comments Received and Responses

FOR FURTHER DETAILS CONTACT:

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DIRECTORATE	Infrastructure Services
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E-MAIL ADDRESS	Shane.chandaka@ Stellenbosch.gov.za
REPORT DATE	8 September 2023

ANNEXURE A

APPENDIX A: PUBLIC TRANSPORT PLAN

B/SM 13/21-66.2: REVIEW OF THE STELLENBOSCH COMPREHENSIVE INTEGRATED TRANSPORT PLAN

Stellenbosch CITP 2023 – 2028 – Final Draft 3

5 September 2023

Quality information

Prepared by	Checked by	Verified by	Approved by
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Revision History

Revision	Revision date	Details	Authorized	Name	Position

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Acronyms

1LM	FIRST- AND LAST MILE
4IR	FOURTH INDUSTRIAL REVOLUTION
ACSA	AIRPORTS COMPANY OF SOUTH AFRICA
AI	ARTIFICIAL INTELLIGENCE
AM	ANTE MERIDIEM (BEFORE NOON)
ATC	ADAM TAS CORRIDOR
AVT	AUTONOMOUS VEHICLE TECHNOLOGY
BAR	BASIC ASSESSMENT REPORT
BRT	BUS RAPID TRANSIT
CBD	CENTRAL BUSINESS DEVELOPMENT
CCTV	CLOSE CIRCUIT TELEVISION
CITP	COMPREHENSIVE INTEGRATED TRANSPORT PLAN
COVID-19	CORONAVIRUS DISEASE 2019
CWDM	CAPE WINELANDS DISTRICT MUNICIPALITY
DITP	DISTRICT INTEGRATED TRANSPORT PLA
Dol	DEPARTMENT OF INFRASTRUCTURE
DORA	DIVISION OF REVENUE ACT
DOT	DEPARTMENT OF TRANSPORT
DTPW	DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
EA	ENVIRONMENTAL AUTHORISATION
EIA	ENVIRONMENTAL IMPACT ASSESSMENT
EMME/4	EMME/4 RANSPOR
ETA	ESTIMATED TIME OF ARRIVAL
EV	ELECTRICAL VEHICLE
FIFA	FEDERATION OF INTERNATIONALE DE FOOTBALL ASSOCIATION
GABS	GOLDEN ARROW BUS SERVICES
GDP	GROSS DOMESTIC PRODUCT
GHG	GREEN HOUSE GAS
HEALTHNET	HEALTH NON-EMERGENCY TRANSPORT
HOV	HIGH OCCUPANCY VEHICLE
IDP	INTEGRATED DEVELOPMENT PLAN
IoT	INTERNET OF THINGS
IPTN	INTEGRATED PUBLIC TRANSPORT NETWORK
ITP	INTEGRATED TRANSPORT PLAN
IUDF	INTEGRATED URBAN DEVELOPMENT FRAMEWORK
LED	LOCAL ECONOMIC DEVELOPMENT
LGES	LOCAL GOVERNMENT EQUITABLE SHARE
LITP	LOCAL INTEGRATED TRANSPORT PLAN
LRT	LIGHT RAIL TRANSIT
MAAS	MOBILITY AS A SERVICE
MBT	MINI-BUS TAXIS
MEC	MEMBER OF EXECUTIVE COUNCIL
MFMA	MUNICIPAL FINANCE MANAGEMENT ACT
MIG	MUNICIPAL INFRASTRUCTURE GRANT
MOU	MEMORANDUM OF UNDERSTANDING
MSA	MUNICIPAL SYSTEMS ACT
MSDF	METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK
MTEF	MEDIUM TERM EXPENDITURE FRAMEWORK
NATMAP	NATIONAL TRANSPORT MASTER PLAN
NDC	NATIONALLY DETERMINED CONTRIBUTION
NDOT	NATIONAL DEPARTMENT OF TRANSPORT
NFC	NEAR FIELD COMMUNICATION
NGO	NON-GOVERNMENT ORGANISATION

NLTA	NATIONAL LAND TRANSPORT ACT
NMT	NON-MOTORISED TRANSPORT
O-D	ORIGIN-DESTINATION
OL	OPERATING LICENCE
OLP	OPERATING LICENCE PLAN
OLS	OPERATING LICENCE STRATEGY
PM	POST MERIDIEM (AFTER MIDDAY)
PPP	PUBLIC-PRIVATE PARTNERSHIP
PRE	PROVINCIAL REGULATING ENTITY
PTMF	PROVINCIAL TRANSPORT MANAGEMENT FORUM
PTNG	PUBLIC TRANSPORT NETWORK GRANT
PLTF	PROVINCIAL LAND TRANSPORT FRAMEWORK
PPTIF	PROVINCIAL PUBLIC TRANSPORT INSTITUTIONAL FRAMEWORK
PSDF	PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK
PSTP	PROVINCIAL SUSTAINABLE TRANSPORT PROGRAMME
PT	PUBLIC TRANSPORT
PTP	PUBLIC TRANSPORT PLAN
PTSN	PUBLIC TRANSPORT SERVICE NETWORK
PV	PRIVATE VEHICLE
RFID	RADIO FREQUENCY IDENTIFICATION
RMP	ROADS MASTER PLAN
RSC	REGIONAL SERVICES COUNCIL
SALGA	SOUTH AFRICAN LOCAL GOVERNMENT ASSOCIATION
SAPS	SOUTH AFRICAN POLICE SERVICES
SB	STELLENBOSCH
SBCITP	STELLENBOSCH COMPREHENSIVE INTEGRATED TRANSPORT PLAN
SDF	SPATIAL DEVELOPMENT FRAMEWORK
SDP	SITE DEVELOPMENT PLAN
SM	STELLENBOSCH MUNICIPALITY
SMSDF	STELLENBOSCH MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK
SRA	STELLENBOSCH RATE PAYERS ASSOCIATION
SSW	SOMERSET WEST
SU	STELLENBOSCH UNIVERSITY
TCT	TRANSPORT FOR CAPE TOWN
TDM	TRANSPORT DEMAND MODEL
TOD	TRANSIT ORIENTED DEVELOPMENT
WCG	WESTERN CAPE GOVERNMENT

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Appendices

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Appendix B: Detailed Traffic Surveys Oct/Nov 2022

Appendix C: Stellenbosch Infrastructure Services 10-Year Budget

Appendix D: Short-Term NMT Projects for Stellenbosch Municipality

Appendix E: STB RMP Proposed Road Projects (including Provincial road projects)

Appendix F: Summary of Comments Received and Responses

1 INTRODUCTION

1.1 Legal Basis for the Preparation of Integrated Transport Plans

Stellenbosch Municipality has been designated as a Type 1 Planning Authority and therefore a Comprehensive Integrated Transport Plan (CITP) needs to be prepared, updated and overhauled in terms of the National Land Transport Act 2009.

In terms of Government Gazette No. 881, National Land Transport Act 2009, Minimum Requirements for the Preparation of Integrated Transport Plans, 26 July 2016, CITPs are to be prepared every 5 years. CITPs need to present the Municipality's long-term transport vision and objectives, as well as provide strategy that would enable the Municipality to realise its transport vision. Once the first ITP had been prepared, selected aspects are to be updated on an annual basis, synchronised with the annual updating of the Integrated Development Plan (IDP). A complete overhaul of an ITP needs to be done every 5 years.

The last CITP for Stellenbosch Municipality was prepared for the period 2016-2020, with the last annual update completed in June 2020. A review of the CITP for the period 2023 to 2028 commenced in January 2022 and this update represents a 5 yearly **Overhaul**. The overhauling of the CITP requires, *inter alia*, that:

- every aspect of the previous CITP must be re-examined to see if it is still up to date,
- the previous CITP revised and updated where necessary and relevant new aspects added,
- a new Transport Register be prepared,
- reflect new revisions of the Municipality's Spatial Development Framework (SDF),
- provide a revised Public Transport Plan dealing with the restructuring of the public transport network of services, and
- provide an update of progress made with previously proposed action plans and projects and propose additional plans and projects.

1.2 Purpose of the CITP

Generally, transportation planning is strategic in nature and focussed on the longer-term outcomes as derived from national, provincial and local policies and inputs and guides the restructuring and development of the transportation network and services. The desired outcomes of the CITP include:

- Improved mobility, access and travel times;
- Reduction of congestion and parking challenges;
- Affordability of transport to all users of the system, and
- An increased use of non-motorised transport (NMT).

Further, these outcomes need to be pursued in the context of promoting environmental sustainability, social inclusion, improved traveller security and integration with land use development. Resilience in relation to changes in the external environment, as well as the efficiency benefits offered by technological advancement and development are also important considerations in planning the future municipal transport system.

Transformation of a municipal transportation network takes time and requires substantial investment and resources to develop significant pieces of infrastructure. Given the fact that the CITP is a plan for a 5-year period, there needs to be a realistic view and understanding of what can be done and implemented within this timeframe and with the resources and budgets available. However, the manner in which the municipal transportation network is developed over the next 5 years should not prevent or preclude the restructuring thereof in pursuit of the longer-term vision and objectives for transport in Stellenbosch.

1.3 Area Covered by the Stellenbosch CITP

Stellenbosch Local Municipality covers approximately 830 km² and forms part of the Cape Winelands District (CWDM) municipal area and borders the Drakenstein, Breede Valley and Theewaterskloof Local Municipalities as well as the Cape Town Metropolitan Municipality on the West as shown in Figure 1-1.



Figure 1-1: Stellenbosch Local Municipality Locality

The municipal area includes the towns of Stellenbosch and Franschhoek, as well as the settlements of Klipmuts, Koelenhof, Kylemore, Johannesdal, Pniel, Jamestown and Raithby as shown in Figure 1-2. The 2020 Socio-economic Profile published by the Western Cape Government (WCG) and quoting 2019 figures, indicate the Municipality has a population of 193 000 inhabitants and contains 49 000 households. 80% of the population is between the ages of 15 and 65. The population is projected to grow to 210 000 by 2024. Close to 90 000 of the Municipality's inhabitants stays in the town of Stellenbosch and its suburbs, whereas 18 000 stays in Franschhoek. The average household size is 3.7 persons, with the population density of the Municipality being 232 people/km².

The town of Stellenbosch is linked to the N1 in the north by the R44 and to Somerset West in the south. The R310 links it to Cape Town Metro in the west and Groot Drakenstein in the north-east. Franschhoek is connected to the rest of the municipal area by the R45.

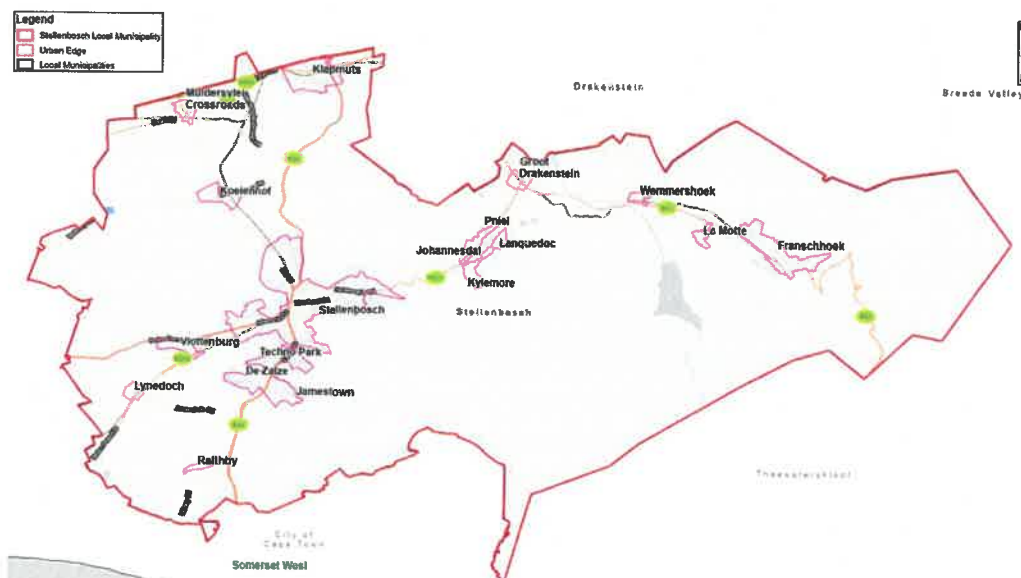


Figure 1-2: Stellenbosch Local Municipality

A railway line and commuter service link the town of Stellenbosch to Paarl, just across the northern municipal border and extends to Cape Town.

1.4 Institutional and Organisational Arrangements

The Western Cape Provincial Land Transport Framework underwent its most recent upgrade in 2016. The Province is currently in the process of appointing a team to do a new update. The Province is part of the stakeholder engagement process of the CIP overhaul.

The District Integrated Transport Plan, which addresses transportation in the Cape Winelands District which Stellenbosch forms part of, must be prepared by the Cape Winelands District Municipality (CWDm). The coordination and integration of this DITP and the Stellenbosch CITP is therefore important. The District Municipality also has a shared responsibility for municipal roads in the district as a whole, as well as regulating road-based passenger transport services in the district. The District Municipality formed part of the stakeholder process.

The Municipal Council have adopted the 5th generation Integrated Development Plan (IDP) 2022-2027 in August 2022, which contains a section on transportation. Alignment between the CITP and IDP is essential and needs to be coordinated, as the IDP provide the basis for the annual municipal budget.

PRASA plans and operates the commuter rail services between Stellenbosch and neighbouring municipalities. Although a route network of scheduled long- and short-distance road-based public transport services was included as one of the key strategies in the CITP 2016-2020, at present no scheduled and/or subsidised road transport services are operated within the Municipality.

The following Municipal partnerships have been established and relate to Transportation:

- ICLEI (International Council for Local Environmental Initiatives) - A partnership between the City of Cape Town, ECLEI and Stellenbosch Municipality to discuss developments in Transport, Waste and Electricity Generation, towards ensuring sustainability.
- IPC (Integrated Planning Committee) - The IPC is a working group between the City of Cape Town, Stellenbosch, Saldanha Bay, Overstrand, Theewaterskloof, and Drakenstein Municipality that discuss all transport related matters to effectively promote regional planning;
- LTAB (Land Transport Advisory Board) - is a partnership between political leaders to discuss Land Transport related matters that affect transport in the area.
- The Mobility Forum and NMT Working Group - this group was established to discuss transport related matters that affect the Stellenbosch municipal area, including all relevant governmental institutions and other role-players.
- NMT (Non-motorised Transport Working Group) -
- WCG Department of Environmental Affairs and Development Planning – A partnership around the implementation of the Adam Tas Corridor Catalytic initiative.
- Western Cape Department of Public Works, Roads and Transport – As part of the Provincial Sustainable Transport Programme (PSTP) the Western Cape Department of Public Works, Roads and Transport identified Stellenbosch as a priority municipality for the development of a sustainable transport system. The emphasis will be the development of a public transport system. The emphasis will be the development of a public transport system and the development of infrastructure to improve non-motorised transport.

1.5 Liaison and Communication Mechanisms

- Periodic meetings with internal municipal departments
- Periodic meetings held with Provincial Roads Department
- Periodic meetings held with the University of Stellenbosch
- Taxi Liaison Committee meetings are periodically held
- Stake Holder Consultations and Public Participation during the Annual Updates of the CITP
- Periodic Meetings with the NMT Working Group
- Municipal Processes such as the public participation processes of the IDP

1.6 Contents of the ITP

The contents and format of the overhauled CITP 2023-2028 for Stellenbosch Municipality complies with the Minimum Requirements for the Preparation of Integrated Transport Plans, 26 July 2016 and consists of the following chapters:

- Chapter 2 – a summary of relevant and applicable policy directives and legislation that enabled the review and potential update of the longer-term transport vision and objectives for Stellenbosch Municipality;
- Chapter 3 – a description of the transport system within the Stellenbosch Municipal area, which also forms the core of the Transport Register;

- Chapter 4 – a summary of the relevant SDFs and the inter-action between land use development and transport;
- Chapter 5 – provides for a description of transport user needs assessment, which is largely based on the stakeholder engagement process;
- Chapters 6 to 11 – the review, update and development of new plans and strategies for the various components of the Stellenbosch transport network and services;
- Chapter 12 – a summary of the existing funding strategy and budgets, and
- Chapter 13 – provides a description of the stakeholder engagement and consultation process.

In addition to providing transport vision statement and objectives, a preferred longer-term transport scenario and a future transport concept are also described in Chapter 2, which provides the basis for the strategies and projects contained in Chapters 6 to 11.

During this overhaul of the CIP, limited additional surveys and counts were done and most of the information contained in the Transport Register was either taken from the last CIP update or from data collected prior subsequently, but not forming part of the overhaul process. A CIP overhaul process often is based on outputs from a travel demand forecast model, which would then form the basis for certain proposals and projects put forward in such a plan. Modelling and analytical assessments were done during the development of the Roads Master Plan and the Municipality is currently in the process of further updating its transport model. The scope for the overhaul and development of the CIP 2023 - 2028 did not include travel demand forecast modelling and therefore options put forward were not tested in a more quantitative manner.

Many projects identified for implementation in the CIP have been identified through IDP processes. Extensive engagements were held to align transport and planning strategies, as transport needs must be accounted for during municipal planning processes. The CIP largely provides for transport solutions, initiatives and projects at a conceptual level and proposals will be further developed as separate individual projects. This will include engagement, public participation and approval processes as part of these respective projects.

The most significant new development initiative that will in future have a significant impact on the transport system in Stellenbosch is the Adam Tas Corridor (ATC), as described in Chapter 4. The Adam Tas Local SDF was adopted in 2021 and it therefore was key to assess the transport proposals contained in this local SDF, as well as to consider the impact that this development will have on the Stellenbosch transport system and the manner in which the development of the transport system can best support and unlock this development initiative.

2 TRANSPORT VISION & OBJECTIVES

2.1 Introduction

The Transport Vision and Objectives for the Stellenbosch Municipality needs to be:

- Aligned with the latest National and Provincial Policy and Legislation;
- Aligned with Transport Vision(s) and Objectives of the Western Cape Province as expressed in its latest Provincial Land Transport Framework (PLTF), the Cape Winelands District Municipality, as well as the transport related policies and objectives in the Stellenbosch Municipality Integrated Development Plan (IDP) 2022-2027;
- Promote and support the integration of transport and land use development as put forward in the SDF/s);
- Be underpinned by policies and strategies applicable to transportation and aimed at promoting of sustainability;
- Take cognisance of latest technological advancements to improve the efficiency of transport;
- Consider needs identified through the Stakeholder Engagement process, and
- Address gaps and deficiencies in the municipal transport system.

2.2 Context Setting

As part of setting the context for the development of the **Vision and Objectives**, the legislation and policies applicable to transportation in Stellenbosch is summarised below, as well as the general vision(s), policy statements and objectives contained in the various transportation planning frameworks and plans developed at the national, provincial and district municipal level. The mode specific objectives are mostly provided and expanded on in the mode specific chapters.

The background and transport context in this Chapter is further extended with a summary of the legislation, policies and strategies developed at various spheres of government, with the aim of promoting sustainability.

2.2.1 Legislation

The purpose and scope of the National Land Transport Act (NLTA) of 2009 is:

- to further the process of transformation and restructuring the national land transport system initiated by the Transition Act;
- to give effect to national policy;
- to prescribe national principles, requirements, guidelines, frameworks and national norms and standards that must be applied uniformly in the provinces and other matters contemplated in Section 146 (2) of the Constitution, and
- to consolidate land transport functions and locate them in the appropriate sphere of government.

The NLTA further prescribes in *Chapter 4 – Transport Planning* of the Act, that land transport planning must be integrated with the land development and land use planning processes, and the integrated transport plans required by this Act are designed to give structure to the function of municipal planning mentioned in Part B of Schedule 4 to the Constitution, and must be accommodated in and form an essential part of integrated development plans, with due regard to legislation applicable to local government, and its integrated transport plan must form the transport component of the integrated development plan of the Municipality.

Types of plans required by this Act includes:

- A National Land Transport Strategic Framework prepared by the Minister;
- Provincial Land Transport Frameworks prepared by the MECs, and
- Comprehensive Integrated Transport Plans prepared by planning authorities.

The Municipality of Stellenbosch is subject to the requirement of item c) above which is to develop an integrated transport plan. This requirement will be complied with by means of the Comprehensive Integrated Transport Plan (CITP) development.

The NLTA Minimum Requirements for the Preparation of Integrated Transport Plans of 2016 further stipulates the desired outcomes of an Integrated Transport Plan (ITP or CIP) and guides the planning authorities to understand which improvements are needed to achieve these desired outcomes, as summarised below. The desired outcomes of ITPs are improved accessibility, reduction of congestion, improved affordability of transport, improvement of travel times, increased use of NMT and solving problems relating to parking.

The improvements needed to achieve the desired outcomes of the ITPs, are:

- Proactive Transport planning;
- Facility planning;
- Better informed law enforcement;
- Infrastructure planning (road and rail upgrades required etc.);
- Integration of public transport services, and
- Land-use/spatial planning.

2.2.2 Policy

The National Transport Policy White Paper presents the broad goal of transport in South Africa to be the smooth and efficient interaction that allows society and the economy to assume their preferred form.

The White Paper's vision for South African transport is a system which will: "Provide safe, reliable, effective, efficient, and fully integrated transport operations and infrastructure which will best meet the needs of freight and passenger customers at improving levels of service and cost in a fashion which supports government strategies for economic and social development whilst being environmentally and economically sustainable".

The following broad goals are set by the National Government's transport policy to achieve this vision:

- To support the goals of the Reconstruction and Development Programme for meeting basic needs, growing the economy, developing human resources, and democratising decision-making;
- To enable customers requiring transport for people or goods to access the transport system in ways which best satisfy their chosen criteria;
- To improve the safety, security, reliability, quality, and speed of transporting goods and people;
- To improve South Africa's competitiveness and that of its transport infrastructure and operations through greater effectiveness and efficiency to better meet the needs of different customer groups, both locally and globally;
- To invest in infrastructure or transport systems in ways which satisfy social, economic, or strategic investment criteria, and
- To achieve the above objectives in a manner which is economically and environmentally sustainable and minimises negative side effects.

The policy further expands on specific goals and objectives for the following six areas grouped into *Infrastructure* and *Operation and Control* as listed below:

- Infrastructure
 - Transport infrastructure (all modes)
- Operation and Control
 - Land passenger transport;
 - Land freight transport;
 - Civil aviation;
 - Maritime transport, and
 - Road traffic and safety.

The Revised White Paper of the National Transport Policy reformulated the vision for South African Transport in the 2017 draft as follows:

"A transport system that provides equitable and reliable access for all in an economically and environmentally sustainable manner to advance inclusive growth and competitiveness of the country."

This vision will be achieved if the government succeeds to provide a transport system that can/will:

- Facilitate the movement of goods and people;
- Enable equitable access to personal economic opportunities and social services;
- Support economic and environmental sustainability and inclusive growth, and
- Advance national, regional, and global competitiveness of the country.

To achieve this, there must be adequate supply of transport infrastructure and services in relation to demand. Furthermore, for the users of transport, the supply should be **accessible, cost effective, time efficient and reliable, safe and secure**.

The 2017 draft revision White Paper concluded that the policy goals and objectives of 1996 are still relevant today.

2.2.3 Western Cape Provincial Land Transport Framework (PLTF) – 2016/17-2020/21

As for all plans and frameworks, the PLTF strategy for coordinating provincial transport across all modes and sectors was developed in alignment with the following:

- A legal framework;
- A strategic and policy framework, and
- The “status quo” for transport in the Western Cape.

In considering these listed strategy outputs the following goals and respective objectives have been developed for the PLTF:

- PLTF-1: Establish and operationalise a Provincial Transport Management Forum (PTMF) to manage and coordinate trans-modal and transversal transport across the Western Cape
 - Appoint the core and second-tier groups;
 - Finalise the entity name, mission and mandate, modus operandi;
 - Review the PLTF strategic goals and KPIs, and amend as required;
 - Institute PLTF monitoring and reporting from the outset, and
 - Assess organisational options, whether legal/regulatory enablement of the PTMF is necessary and take appropriate action.
- PLTF-2: Develop a transversal plan to promote transport safety and security for road, rail and NMT
 - Develop a road safety plan addressing issues such as compliance with road safety regulations, education and awareness;
 - Develop a rail safety plan covering the network, stations and intermodal interchanges;
 - Develop a plan to ensure regulatory compliance for vehicles, covering registration, licencing, overloading;
 - Develop a plan for collective management of unrest occurrences, e.g. MBT/Bus conflict, other civil unrest affecting transport, and
 - Develop an NMT masterplan and ensure it is incorporated appropriately at all levels of government. Ensure that it promotes commuter safety and mobility, via provision of dedicated NMT facilities, e.g. cycle paths, pedestrian paths, bridges, signals.
- PLTF-3: Promote and coordinate integrated transport
 - Monitor IPTN progress at MyCiTi and GoGeorge;
 - Develop strategies for implementing the actual “integration” across more modes, e.g. integrate route scheduling and fare management across Metrorail, other non-contracted bus services, MBTs, and
 - Develop lower budget IPTN-equivalents for less affluent municipalities/districts.
- PLTF-4: Develop transport plans to respond to rural socio-economic challenges and development objectives
 - Review the draft PPTIF proposal and finalise the rural transport development approach and plan;

- Ensure that appropriate aspects of the NMT masterplan are incorporated in all rural transport plans and transport development projects, and
- Review options to assume control of “scholar transport” and integrate with public transport to improve efficiency.
- PLTF-5: Develop key trans-modal strategies to promote economic efficiencies within transport
 - Develop a strategy to promote a shift from private to public transport;
 - Develop a strategy to promote a shift of freight from road to freight rail;
 - Focus infrastructure maintenance on highest priority road and rail networks, and
 - Develop coordination mechanisms within spatial, road and rail planning to improve commuter access to public transport.
- PLTF-6: Optimise transport fund sourcing and allocation
 - Review transport funding priorities, and revise funding allocation as required;
 - Ensure all available State funding sources are fully exploited, via rigorous socio-economic analysis and substantiation;
 - Explore alternative funding sources, e.g. strategic partnerships, special grants, green technology opportunities, and
 - Identify opportunities to optimise funding by applying demand management and user-pay principles.
- PLTF-7: Roll out the PLTF strategic goals and objectives to all transport entities.
 - Identify the PLTF goals and objectives that are applicable to each transport entity (e.g. PRASA, Metrorail, TCT, and District & Local Municipalities;
 - Incorporate the PLTF goals into current and future transport plans, and
 - Monitor and ensure implementation.

2.2.4 District Integrated Transport Plan (DITP) of Cape Winelands

The Cape Winelands District Integrated Transport Plan for 2016 – 2021 contains the district and local municipalities vision for transport.

“Innovative Mobility” was the Transport Vision as stated in the previous DITP of 2011-2016 and has remain the same for the 2016-2021 plan. The vision is supported by the mission statement of **“A sustainable transport system which provides access for social and economic opportunity”**, which suggests that sustainable transport is a system with low negative environmental impacts yet high positive social value, and which supports efficient economic development. The Cape Winelands District Integrated Transport Plan proposes how to translate these principles into practical applications.

2.2.5 Stellenbosch Municipality 5th Generation Integrated Development Plan 2022-2027 (IDP)

Stellenbosch introduced the One Plan (20-30 Years), which is a strategic plan put in place to strengthen and enhance the IDP. The IDP is to be reviewed on in a 5-year cycle, based on progress made with the implementation of the One Plan, updates to the SDF, Sectoral Plans, Infrastructure Plans and Financial Strategies. The CIP is one of the sectoral plans that forms part of this 5-year update cycle, with the IDP providing a guiding framework for the next CIP update and the CIP update to be taken into the following IDP as one of the sectoral plans.

The Vision of Stellenbosch is portrayed in terms of Figure 2-1, where Stellenbosch Municipal area is envisaged as an Integrated **“Valley of Opportunity and Innovation”**. The vision is supplemented by the mission of the Municipality; to deliver cost-effective services that will provide the most enabling environment for civil and corporate citizens. In order to achieve the vision and mission, 5 Strategic Focus Areas were identified as outlined in this figure.



Figure 2-1: Vision and Strategic Focus Areas for the Greater Stellenbosch

The following key priorities in the latest IDP have relevance to the integrated transport planning for Stellenbosch, namely:

- Fostering a customer centric approach to basic services;
- E-governance (SMART CITY) – Stellenbosch and partners are in the process of planning for the first smart city in the Cape Winelands – with a view to optimise existing infrastructure;
- Critical road infrastructure upgrades are required from a safety and developmental point of view;
- The Adam Tas Corridor Development – an excellent private-public partnership for sustainable urban development and inclusive growth, and
- Continuing to improve on a safer environment, through adding to our existing cameras and surveillance networks, as well as supporting and creating more neighbourhood watches.

The IDP indicate that the manner that the vision should be translated for transport and addressed in the CIP is shown in Figure 2-2.

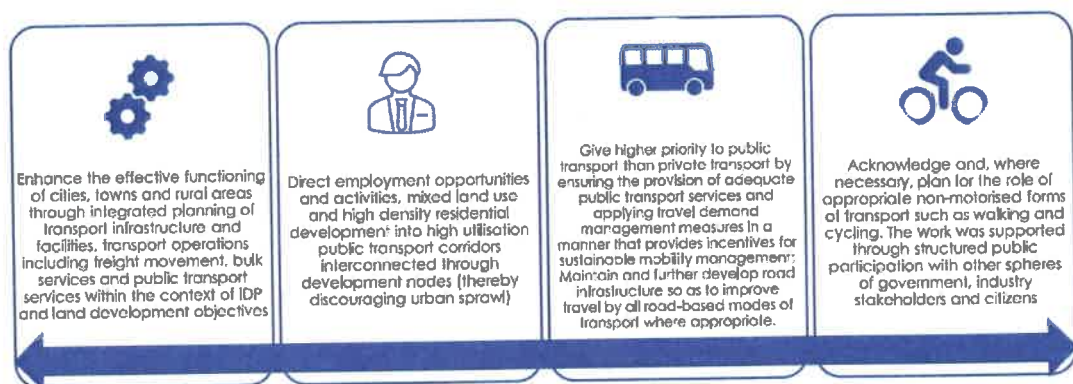


Figure 2-2: Translation of the Vision into the development of the Transport System

More specifically aimed at making progress towards the realisation of Vision from a transport perspective, the IDP proposed the following four strategic transport interventions, which is unpacked more extensively in Figure 2-3:

- **Towards a Car-Free Living** – 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** - refers to strategies that manage overall demand for travel during peak periods, such as congestion pricing and parking management
- **Infrastructure and Operational Enhancements** - refer to capacity improvements to transport infrastructure but only as part of the overarching transport philosophy in Stellenbosch, and
- **Optimal Land Use and Interconnected nodes** - refers to integrated land use and transport planning, which supports and promotes transit orientated development (TOD).

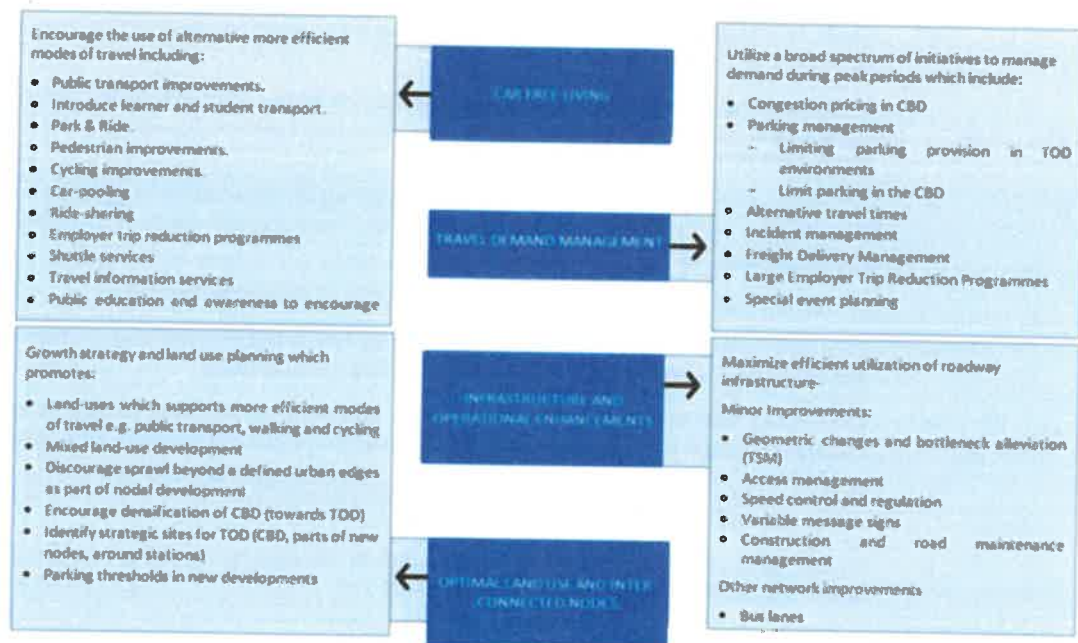


Figure 2-3: Strategic Transport Interventions provided in the IDP

2.2.6 Previous Stellenbosch Municipality CIP(s)

The previous CIP for the Municipality of Stellenbosch echoes the Strategic Focus Areas of the IDP and enhances the transport elements of the various focus areas. The key action areas that were identified to expand the IDP Strategic Focus Areas to include transportation is as follows:

- Road infrastructure improvements;
- Effective public transport system;
- Walking and cycling network improvements;
- Freight network improvements;
- Travel demand management, and
- Streamlined governmental and administrative processes to facilitate the implementation of much needed transport solutions.

The key action areas as listed above were further focused on key areas of implementation action for transport in within the Stellenbosch Municipality and includes:

- A well-functioning road network with good regional access;
- An effective public transport system with good regional access and local public transport, and
- A walkable and cyclable centre of town.

2.2.7 Stellenbosch SDF

The Stellenbosch SDF of 2019 aims to achieve the following:

- Enable a vision for the future of regions and places that is based on evidence, local distinctiveness and community derived objectives;
- Translate this vision into a set of policies, priorities, programmes, and land allocations together with the public-sector resources to deliver them;
- Create a framework for private investment and regeneration that promotes economic, environmental and social well-being for a specific region or area, and
- Coordinate and deliver the public-sector components of this vision with other agencies and processes to ensure implementation.

Listed below are the specific spatial policies to support the MSDF concept and settlements plans:

- Maintain and grow the assets of the Stellenbosch Municipality's natural environment and farming areas;
- Respect, preserve and grow our cultural heritage, the legacy of physical artefacts and intangible attributes of society inherited from past generations maintained in the present and preserved for the benefit of future generations;
- Direct growth to areas of lesser natural and cultural significance. Allow future opportunity to build on existing infrastructure investment, on the opportunity inherent in these systems when reconfigured, augmented or expanded;
- Clarify and respect the different roles and potentials of existing settlements;
- Ensure a balance approach to transport in Stellenbosch Municipality, that appropriately serves regional mobility needs and local level accessibility improvements;
- Develop all settlements as balanced, inclusive, appropriately serviced, communities, negotiable through NMT and exhibiting a positive relationship with surrounding nature and agricultural land;
- Actively seek conditions to enable the private and community sectors to align their resources and initiatives with the MSDF principles and proposals, and
- Focus major development energy in Stellenbosch Municipality on a few catalytic development areas that offer extensive, inclusive opportunity.

2.2.8 Promotion of Sustainable Transport

Sustainable Transport is the planning and provision of services and infrastructure for the mobility of people and goods in a manner that is safe, accessible, and affordable for all. Sustainable Transport is efficient and resilient, while minimising the environmental impact and advancing economic and social development to benefit today's and future generations. Sustainable Transport aligns fully with key imperatives of poverty alleviation and reduced inequality and is therefore key to achieving a **Just Transition**.

The specific approaches contributing to Sustainable Transportation includes the:

1. **Society** - where Sustainable Transport will facilitate equitable and safe access to opportunities;
2. **Economy** - where Sustainable Transport will be affordable and support a vibrant economy inclusive of growth. and
3. **Environment** - where Sustainable Transport will limit the impact on the environment.

The above three pillars should be applied for the integration of urban and land use planning with transportation and can be achieved by implementation of the spheres of NMT, Public Transport, Travel Demand Management and Transport Oriented Development.

Applicable legislation and policies to take into consideration in the vision and objectives to develop Sustainable Transportation include:

- Green Transport Strategy 2018 – 2050;
- Nationally Determined Contribution (NDC), and
- WCG 2019 Greater Cape Metro Regional Spatial Implementation Framework.

The abovementioned documentation is summarised as follow:

- **Green Transport Strategy 2018 – 2050**
The transport Sector contributes 10.8% (cities +/-40%) SA's Green House Gas (GHG) emissions and the strategy is therefore integral to achieving the National Development Contribution (NDC) targets for reducing GHG emissions. The stated Goal is: "... **substantially reduce GHG emissions and other environmental impacts from transport sector by 2050**". This can be achieved by having at least a 20% migration of persons/passengers from private to public transport and NMT and 30% migration of freight from road to rail.
- **Nationally Determined Contribution (NDC)**
The Presidential Climate Commission (2021) provides the overarching approach to reducing GHG emissions to stay below 2°C and achieve a Net Zero worldwide by 2050. The Energy Sector will be the initial focus leading up to 2030 whereafter the Transport Sector will follow. It should be ensured that current planning does not lock out opportunities to shift.
- **WCG 2019 Greater Cape Metro Regional Spatial Implementation Framework**
The framework provides long term strategic direction and coordination to the overall growth, spatial development, land use management, and conservation. The framework sets out the region's spatial agenda through 9 levels including *Integrated Transport and Mobility*. The specific strategies to be developed for include:
 - Regional Public Transport;
 - NMT;
 - Freight Logistics, and
 - Freeways.

Some changes in the external environment to consider in the planning of Sustainable Transportation include:

- The Climate Change dialogue that is rapidly shifting;
- The concept of 15-Minute Cities where all amenities are within a 15 – 20 minute walking or cycling distance;
- The need to consider NMT (walking and cycling) and Public Transport and not only Electric Vehicles as key enablers in reducing GHGs;
- The recognition of the need for a Just Transition addressing inequality issues in the accessing of opportunities, and
- The implications of evolving technology supporting the **Active Mobility** space such as e-bikes, pedelecs, e-scooters, cargo bikes and so forth.

2.2.9 The Fourth Industrial Revolution (4IR)

The Fourth Industrial Revolution (4IR) can be described as the application of technology to merge the physical and digital world. The 4IR is characterized by the speed at which it is evolving and its presence in almost every industry and country. As a result of the 4IR the world experiences the transformation of entire systems of production, management, and governance. Breakthroughs in fields such as artificial intelligence (AI), robotics, the Internet of Things (IoT), autonomous vehicles, 3-D printing, nanotechnology, biotechnology, materials science, energy storage, and quantum computing to list a few (Schwab, 2016).

The 4IR has an impact on businesses, the government, people, but most importantly for this study an impact on transportation and the future of it.

A 4IR product/development that can be classified as one of the outcomes with most significant impact on the transportation system is Autonomous Vehicle Technology (AVT). AVT is the idea of a vehicle that is fully automated with no human control required. It is expected that the use of AVT will result in operational efficiencies, lower freight costs, improved fuel efficiency and reduced delivery times. An example is where AI and IoT based radar, laser and camera systems allow freight vehicles to navigate pathways so as to effectively reduce any dysfunctionalities or accidents while optimizing fuel consumption (Ranawat, 2020).

Some beneficial key changes took place in the way an ordinary consumer interacts with the transportation industry because of Artificial Intelligence. These changes include (Ranawat, 2020):

- The introduction of smart cashless and cardless payment using radiofrequency identification (RFID) or near field communication (NFC) that can be applied in various scenarios;
- Secure booking systems that are enhancing mobility as a service for instance Uber, and
- Multi-channel Customer Assistance, AI and IoT have enabled mobility service authorisers to convey transport related information with consumers including Estimated Time of Arrival (ETA) and virtual assistants.

With the automation of systems, it became possible to optimise transport operations more efficiently than before as high-quality data and analytics significantly became available and improve transportation planning through increased visibility. With the new access to rich data generated daily it became possible to anticipate demand, plan more effectively and track distribution in real time (Logistics & Transport, 2020).

Even though South African logistics and transportation companies are still exploring innovations from the Second and Third Industrial Revolutions, a solid foundation needs to be created to support the implementation of 4IR technology.

2.3 Vision

The stakeholder participation process engaged participant on the importance on matters and aspects directly and indirectly related to transportation in Stellenbosch. The outcome of this process is summarised in

Sustainable and Integrated Transport for All

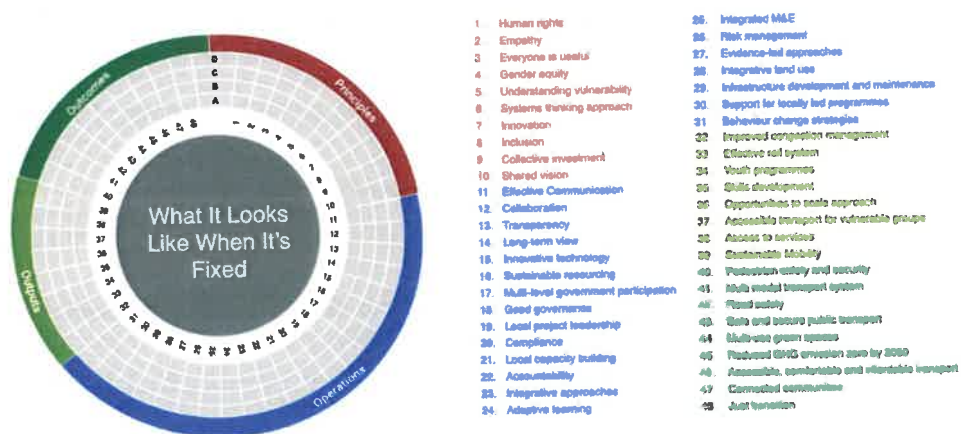


Figure 2-4.

Sustainable and Integrated Transport for All

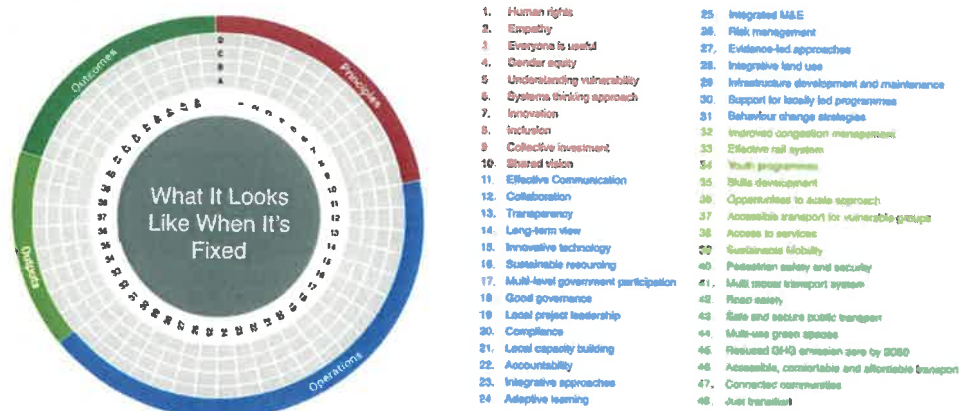


Figure 2-4: Stakeholder Engagement and Participation Process Summary

It can be concluded that transport is not an end in itself, but a facilitator of wellbeing and property, giving people access to opportunities such as work, health, education and social and recreational activities. A well-functioning transport system facilitates equitable access to key opportunities and services.

Taking cognisance of the existing policy and legislative framework summarised in sections above, identified user needs and the stakeholder engagement process, the proposed Vision for transport for Stellenbosch Municipality is as follows:

Stellenbosch Municipality has an integrated, effective and sustainable transport system, which unlocks economic opportunities and is accessible, safe, reliable and affordable to all communities serviced by the Municipality.

2.4 Objectives

Pursuant in achieving the Vision and addressing user needs, issues and gaps, the following Objectives for the transport system for Stellenbosch Municipality over the next 5 years and beyond are proposed:

Sustainable Mobility for All

1. Adequate mobility and inclusion of all communities, road users and pedestrian groups:
 - Commuters;
 - Scholars and Students;
 - Tourists, and
 - Mobility impaired and persons with disabilities.
2. All mobility options available to travellers are:
 - Safe;
 - Accessible;
 - protects the environment, and
 - preserves heritage.

Land Use and Transport Integration

1. Densification at public transport nodes and along key transport corridors;
2. Higher density housing developments within or close to the core and nodes, well served by public transport;
3. Diversify types of land use at new nodes to reduce travel, and
4. Mixed use developments well served by NMT.

Road Infrastructure & Parking

1. Provides adequate capacity and safe mobility of all modes of transport on all routes, roads and streets;
2. Reduced congestion;
3. Minimises the impact of through traffic;
4. Reduce the impact of extensive on-street parking of private vehicles;
5. Parking developments that tie-in with and promotes the use of public transport;
6. Acceptable maintenance;
7. Include Universal Design principles, and
8. Maintains the character and heritage of the Stellenbosch and Franschhoek Towns.

Public & Non-motorised Transport

1. Affordable, safe, secure and attractive public transport services;
2. Access to all communities and areas within the municipal boundary;
3. Enhance the role of commuter rail;
4. Safe and convenient first- and last mile (1LM) travel of public transport users;
5. Safe and convenient infrastructure & facilities for travellers using NMT as a primary mode, and
6. Promote car free living in the Stellenbosch Municipal area.

Freight Transport	Safety & Security
<ol style="list-style-type: none"> 1. Designated, controlled and policed freight route through the Municipal Area, 2. Routes for transportation of hazardous freight, and 3. Efficient over-load control. 	<ol style="list-style-type: none"> 1. Prioritise safety and security of <u>all</u> users; 2. Monitored, controlled, and executed; 3. Behaviour change programmes to improve mutual consideration of different road users, and 4. A gendered lens on safe mobility.
Institutional, Funding and Communication	
<ol style="list-style-type: none"> 1. Integrated Planning that has broad buy-in and is achievable, understandable, and communicable; 2. Transport budget allocations in line with future vision for the municipal transportation system; 3. Inter-governmental collaboration and coordination; 4. Partnerships with private sector; 5. Programmes, projects and plans include innovation, introduction of technologies that will promote efficiency and sustainability, and 6. Communication strategy and responsive and accountable feedback loops between users and the Municipality. 	

2.5 Preferred Future Transport Scenario

2.5.1 Scenario Development

A preferred scenario was developed to guide the strategies, implementation plans and key projects for the CITP. The process commenced with the identification of a number of high-level scenarios that were narrowed down to the following two scenarios:

- **Scenario 1: Improved Current Trajectory**
- **Scenario 2: Focussed Investment on Public Transport and Non-motorised Transport**

These two scenarios were further unpacked, assessed and measure against the transport Vision and Objectives, in order to decide on a preferred scenario. Based on the assessment, it is proposed that the Scenario 2, with a focus on public and non-motorised transport, is the preferred approach to be taken by the Municipality in the further development of its transport system.

Although the two scenarios are not mutually exclusive and Scenario 1 could be a first step and provide a basis for pursuing Scenario 2, there is a risk with following such an approach, as the Municipality may remain locked into very much a "business as usual" scenario, which could then impact on its ability to change tack towards a more public transport and non-motorised transport investment focus later.

The preferred scenario is aligned and in support of the future transport system as described in a number of strategies and plans already adopted by the Municipality, which articulates its support for more focussed investment in public and non-motorised transport, such as:

Strive towards car-free living in Stellenbosch

A traffic management approach that favours more vulnerable road users, the introduction of measures to reduce traffic flow in the CBD and develop more pedestrian-friendly or pedestrianised streets in the CBD, should be pursued.

This approach can only really be successful if it is underpinned by a CBD public transport distribution service.

Achieve a modal shift in the Stellenbosch CBD towards public transport, walkability and cyclability

Achieving a modal shift towards public transport, walking and cycling will require that streets must be transformed into vibrant pedestrian-friendly space with supporting land use, sidewalks that are universally accessible, traffic management in favour of pedestrians, cycling and public transport.

Parking in the CBD reduced over time by introducing differential parking tariffs with more affordable parking at the outskirts of the CBD.

Creating dignified living spaces in previously disadvantaged areas

Pedestrian footways/paths and cycle networks are required to connect people to civic amenities, schools, public transport facilities and markets. These should be quality environments, bringing dignity to the public space.

2.5.2 Description of Key characteristics of the preferred scenario

The key characteristics of the preferred scenario, Focussed Investment on Public Transport and Non-motorised Transport, are described as follows:

Mobility for All

- Roads and streets are for all (not only private vehicles) with selected streets dedicated to walking and cycling with vehicular access restricted/not allowed;
- Travellers within the municipal area have a variety of viable and safe mobility choices, ranging from NMT, public transport, MAAS options and private vehicles;
- Travellers exercise a wider variety of mobility choices than for choice users only relying on their private vehicles;
- Congestion is reduced as a result of travellers making different choices;
- More commuters travelling from outside the Municipality to work in Stellenbosch use public transport to do so;
- In addition to using mini-bus taxi services, commuters also use scheduled public transport available on certain key routes and within core areas;
- Travellers that cannot afford any other transport, use well developed and safe NMT facilities;
- Residents living in new decentralised nodal developments on core public transport routes can rely on scheduled public transport to commute to work, go to university, school, etc.;

- Students mostly use park-&-ride facilities, shuttle bus services or walk/cycle between the university and their places of residence;
- Although many scholars are picked up and dropped off at schools by private vehicles, other modes are available to them to travel conveniently and safely to school and back, such as walking and cycling;
- Tourists mostly use private vehicles and MAAS to access the Stellenbosch Town, but then use park-&-ride facilities, shuttle bus services or NMT to move around, and
- The elderly and people with physical disabilities have very limited mobility options.

Sustainable Transport

- A significant reduction in transport related green-house emissions is due to both a reduction in the need to travel and a shift towards sustainable modes;
- Travel is reduced due to the integration of land use and transport throughout the Municipality;
- Shift from private to public transport by choice-users has and is taking place as a result of viable and safe public transport and/or MAAS options;
- Shift from motorised to non-motorised transport is taking place because of improved NMT infrastructure and facilities, and
- Behaviour change strategy being implemented.

Land-use & Transport Integration

- The need to travel is reduced by more mixed-use land use development;
- Development of the transport network and land use development is better integrated, with the main driver being sustainability;
- Adam Tas corridor development continues as planned and is supported by scheduled public transport services along key routes;
- Continued densification within the Urban Edges and focus on brownfield redevelopment;
- New high density housing developments is supported by scheduled public transport services;
- Existing higher density housing areas to be expanded through land-use diversification to better support need for convenience, commercial and public facilities, and
- Transit -Oriented development nodes are established around transport nodes (for instance at rail stations) where modal transfers can be facilitated.

Road Infrastructure & Parking

- The road network is developed and redeveloped such that streets within Stellenbosch Town, provide for different types of functionalities, some providing for

higher levels of mobility for private vehicles and others providing more for access, public transport and specifically NMT;

- Upgrades, redevelopment and development of roads makes adequate allowance for all mode of transport (cross-section, servitude boundary to boundary, urban design);
- Bypass road options for through traffic are developed and evaluated through a strategic environmental assessment;
- Parking requirements related to new development are scaled down in favour of public transport and NMT facilities considering all socio-economic and environmental costs/benefits;
- Park-&-ride facilities have been developed to serve the Stellenbosch Town and Franschhoek;
- On-street parking has been reduced and/or taken away on certain functionality type streets;
- Where available, on-street parking has been made more expensive to encourage motorists to park-&-ride and/or use NMT, and
- Continued and improved road maintenance.

Public Transport

- Commuter rail is reintroduced and provides a viable public transport option for both captive and choice users to areas surrounding/outside the Municipality;
- Commuter rail is expanded (possibly including LRT between SSW and SB on current line);
- Provincially subsidised bus services are extended to link areas from outside the Municipality, not served by rail;
- A scheduled shuttle service link park-&-ride facilities with key destinations with the Town CBD and University (dedicated US student shuttle service was absorbed into this service) – also in Franschhoek;
- Scheduled public transport services link key nodes within the municipal area, including the Town CBD, i.e. Adam Tas Corridor and Jamestown;
- Unscheduled public transport, mainly mini-bus taxis provide for the demand for public transport where scheduled services do not exist, and
- Student transport – evaluating re-introduction of e-scooters (may be e-bikes) as on campus mobility platform.

Non-motorised Transport

- Pedestrianisation of some streets in the Stellenbosch Town CBD;
- Further development of bike paths and pedestrian routes linking outlying communities and neighbourhoods with economic opportunities within the Municipality;
- Expanded NMT essential infrastructure, including previously "missing links";
- Pedestrian routes are well integrated at public transport interchanges;
- Cycle facilities within Stellenbosch Town, along with bicycle parking and safe storage;
- A bike-sharing scheme has been introduced;
- Improved NMT facilities around schools, with scholars walking and bicycling, and
- Decluttered sidewalks to promote NMT and Universal Access as part of urban design.

Freight Transport

- Whilst freight by road remains the main transport mode, the role of rail in this respect is re-evaluated;
- Strategic freight network;
- Klapmuts truck-stop development;
- Effective overloading control, backed by law enforcement (weigh-in-motion mats)/technology introduction;
- Regulated and enforced routes for the transportation of dangerous goods, and
- First and last mile services – EV support.

Safety & Security of Travellers

- Behaviour change programmes to improve mutual consideration of different road users;
- Stellenbosch municipal area is a 24/7 complete user-friendly town;
- Road safety and awareness is improved;
- Security is improved at public transport ranks, interchanges and major NMT routes throughout the Municipality;
- Safety training for taxi associations and taxi drivers;
- Safety dialogues between taxi associations, taxi drivers and potential new users;
- Safe and healthy sanitation at public transport ranks;
- Safety grading system for public transport;
- Vulnerable road users are prioritised at points of intersection;
- Speed limited and traffic calming around schools;
- Visible policing;
- Urban design which includes safety-in-design considerations;
- Perceptions of safety (personal public safety) and security is significantly improved;
- A gendered lens on safety and security, and
- Map and respond to user patterns, elderly, youth, people with disabilities, women and children.

Technological Advancement & Innovation

- Traffic management systems and information available for traffic and congestion management;
- Technology applied for commuter safety at interchanges and key NMT routes;
- Technological advancement in vehicle propulsion systems reduce emissions;
- Public charging facilities are available for EVs in collaboration with private sector, and
- Preparing to introduce new technology into transportation system (autonomous vehicles, 4IR and big data, electric vehicles and charging stations, e-bikes/scooters for hire, also student focussed).

Funding

Additional funding allocated and secured through partnerships with public and private entities for;

- the development and improvement of NMT infrastructure and facilities in general, but specifically along provincial routes, as well as at and around new private developments, and
- public charging facilities available for electric vehicles, in partnerships with the private sector.

Institutional Arrangements & Communication

- Communication mechanism focusses on behaviour change and accountability framework through relationship building and trust (culture of mutual respect, high expectations and trust). It should include a clear public engagement and education programme;
- SDPs include provision for public transport (where applicable) and NMT;
- Zoning implications such as building lines and parking requirements consider the safe NMT infrastructure and facilities;
- TIAs are based on person trips (not vehicle trips) and include NMT;
- Municipal by-laws are aligned with IDP strategic objectives;
- Partnerships for the development and management of transportation with the various sectors of government, as well as the private sector are in existence;
- Development and implementation of communication strategy in support of the scenarios;
- Responsive and accountable feedback loops between users and city;
- Development and implementation of communication in support of the scenarios, and
- Responsive and accountable feedback loops between users and the city.

Preservation of Heritage

Balanced approach is followed towards mobility and preservation of heritage, specifically with consideration given to the development of NMT infrastructure.

2.6 Future Transport Concept

To provide a framework and guidance to the mode specific strategies and plans contained in Chapters 6 to 11 of the CIP, the Vision, objectives and preferred transport scenario were translated into a Future Transport Concept consisting of a number of building blocks that will enable the future development of public and non-motorised focussed integrated transport system for Stellenbosch Municipality. The Concept and its building blocks are:

1. Development of **park-&-ride facilities** for travellers traveling to Stellenbosch from outside the municipal area, with e-vehicle charging facilities
2. Introduction of **scheduled shuttle services**, linking,
 - park-&-ride facilities;
 - Krigeville school precinct;
 - key nodes: Kayamandi, Stellenbosch CBD, University, rail stations and higher-density residential areas;
 - higher-density corridors, such as Adam Tas Corridor, and
 - to Somerset-West (as a later phase).
3. Reinstatement and expansions of **commuter rail** (possible additional stations in ATC)
4. Partial or full **pedestrianisation of some streets** within the Stellenbosch Town CBD and Franschhoek
5. Establishment of a “**core**” **bicycle network** with related infrastructure and facilities with the introduction of a Bike Sharing Scheme
6. Development and **redevelopment of streets and roads**, which provides for different types of functionality, some providing more for access, public transport and NMT and others providing for higher levels of mobility for private vehicles
7. **Reduced on-street parking**
8. Needs of the elderly and people with disabilities as pedestrians are catered for in the development and redevelopment of streets (layout and cross-section, fence-to-fence)
9. **HOV facilities** and public transport priority measures on arterials, such as the R44
10. **Bypass road options** for through traffic be considered
11. **Integrated traveller safety and security framework** in place with active monitoring and management through application of technology
12. **Deployment of ITS solutions** to promote convenient travel, TDM, information sharing, public transport ticketing, freight vehicle over-load control, etc.

3 TRANSPORT REGISTER

The objective of the Transport Registry is to provide an overview of the current land transport system operations within Stellenbosch Municipality. It reflects various aspects of the area which include demographics, the transport system status quo, system management, performance levels, and the status and condition of transport facilities. This will assist in understanding the transport system, as well as its ability to meet the needs of the community by providing effective and efficient transport services and infrastructure.

The register will further assist in pinpointing the shortcomings and identifying strengths, weaknesses, and opportunities.

3.1 Demographic and Socio-Economic Characteristics of Stellenbosch Municipality

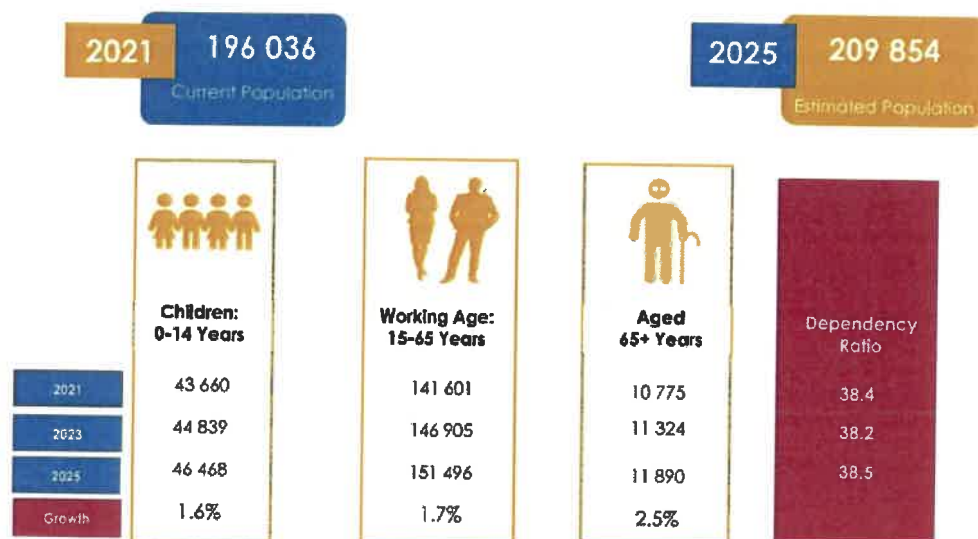
3.1.1 Population

Stellenbosch's population totals 196 036 persons in 2021, and is expected to increase to 209 854 by 2025, equating to an average annual growth rate of 1.7 % for the period. Stellenbosch has an ageing population. The highest growth for the aged cohort is an average annual rate of 3.6% for the period 2021 to 2025. This is more than double the growth in the working age cohort (1.6%).



Source: Western Cape, Social – Economic Profile 2021

Figure 3-1 has been taken from the IDP 2022-2027.



Source: Western Cape, Social – Economic Profile 2021

Figure 3-1: Age Cohorts and Dependency Ratio

3.1.2 Population Density

Stellenbosch has a population density of 234 people / km².

3.1.3 Learner growth rate and schools

Learner enrolment in the Stellenbosch area increased with the same rate as population as the growth rate (1.7%). There are 39 schools in the Stellenbosch area.

3.1.4 Health Facilities

In 2020, the Stellenbosch municipal area had 8 primary healthcare facilities which comprise of 7 fixed clinics and 1 community day care centre. There is also a district hospital, 9 ART treatment sites and 13 TB clinics.

3.1.5 Income Levels

The Gross Domestic Product (GDP) per capita is on a downward trend across most local municipal areas. The Gini-coefficient (measuring income inequality) has worsened in the Stellenbosch Municipal area and increase from 0.614 in 2014 to 0.631 in 2020.

3.1.6 Basic Service Delivery

Access to affordable transportation is not currently measured in basic service delivery and is believed to be a gap in the approach to service delivery as access to public facilities and amenities is facilitated by affordable transportation.

3.1.7 Economic Growth and Employment

In 2019, the economy of the Stellenbosch Municipal area was valued at R 16.759 billion (current prices) and employed 78 449 people. The economy is expected to decline with 6.7% (and even more due to the impacts of loadshedding) with a significant number of jobs being lost.

The finance, insurance, real estate, business services and wholesale and retail trade, catering and accommodation and manufacturing are the main drivers of the Stellenbosch economy. The former two grew by 2.4% and 2.1% respectively between 2015 and 2019. The largest decline is expected in the construction industry which is expected to decline by 19.8%.

It is estimated that total employment in 2020 was expected to be 73 790 workers of which 73.6% is in the formal sector while 26.4% is informally employed. The average growth for the formal sector is 0.4% and for the semi-skilled sector 0.5%. Low-skilled employment contracted at an average annual rate of 1.4% per annum. Overall, formal and informal employment contracted by 0.4% and 2.1% respectively between 2016 and 2020 (and is expected to continue or the contraction rate may even increase).

3.2 General Overview of the Transportation System

3.2.1 Modal split

The 2016 CIP indicated a vehicle modal split with a high bias towards private "light" vehicles. However, the more recent National Household Travel Survey of 2020 (Department of Statistics, 2020) data was analysed at a Transport Zone level, to try and get more up to date information on transport in Stellenbosch. Table 3.1 shows the modal split for the Transport Analysis Zones that constitute the Stellenbosch area.

Table 3.1: Modal Split for Stellenbosch

Description	Percentage
Train	4
Bus	0.5
Taxi	63
Car/bakkie/truck/lorry driver	28
Car/bakkie/truck/lorry passenger	2
Walk	1
Total	100

3.2.2 Public Transport System

In the absence of passenger rail services in Stellenbosch at present, public transport in Stellenbosch Municipality consists mainly of minibus-taxi services and limited services by Golden Arrow Bus Service (GABS). The minibus-taxi operators transport the majority of commuters not only within the Municipality's boundaries but also between areas from outside of the Municipality such as Somerset West, Kulls River, and Paarl. There is a large prevalence of unlicensed minibus-taxi operators operating on routes within the Municipality. Golden Arrow Bus Services provides 6 services into and out of Stellenbosch. Passenger rail services were provided by Metrorail, a member of PRASA, and provided a minimal passenger service of around two trains per peak hour, stopping at seven train stations within the Stellenbosch municipal boundaries.

Stellenbosch University (SU) provides a weekday shuttle service exclusively for students and staff between various campus and parking facilities. Tygerberg resident students are also able to book a shuttle seat in advance between the Tygerberg and Stellenbosch campus.

Other public transport services include the long-distance commercial bus services provided by Translux, and Intercape and on-demand transport services provided by e-hailing companies such as Uber. There are also various tourist related transport services. (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

3.2.3 Institutional and Organisational Structure of the Public Transport Industry

As indicated above, the minibus-taxi is the main mode of public transport in Stellenbosch. The industry in Stellenbosch has organised itself into three associations:

- Stellenbosch Taxi Association;
- Franschhoek Taxi Association, and
- Kayamandi Taxi Association.

There are also limited scheduled bus services in Stellenbosch Municipality. These are operated by Golden Arrow Bus Services (GABS) in terms of an operating contract with the WCG.

The passenger rail service, (currently not operating in Stellenbosch) is operated by Metrorail a division of PRASA.

Although Stellenbosch Municipality does not have direct control over these management entities, it is important for them to foster good relationships with transparent and regular liaison.

3.2.4 Minibus Taxis

Minibus taxis provide unscheduled flexible services that can adapt to transport demand. This makes it the dominant public transport mode in Stellenbosch. Minibus taxi vehicles do not display routes, origin, destination, or fares. Fares are paid in cash. The capacity of minibus taxis ranges between 12-16 (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

The main minibus taxi hubs in Stellenbosch Municipality include Stellenbosch, Kayamandi, Franschhoek and Klapmuts. Figure 3-2 shows the taxi ranks within Stellenbosch Municipality (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

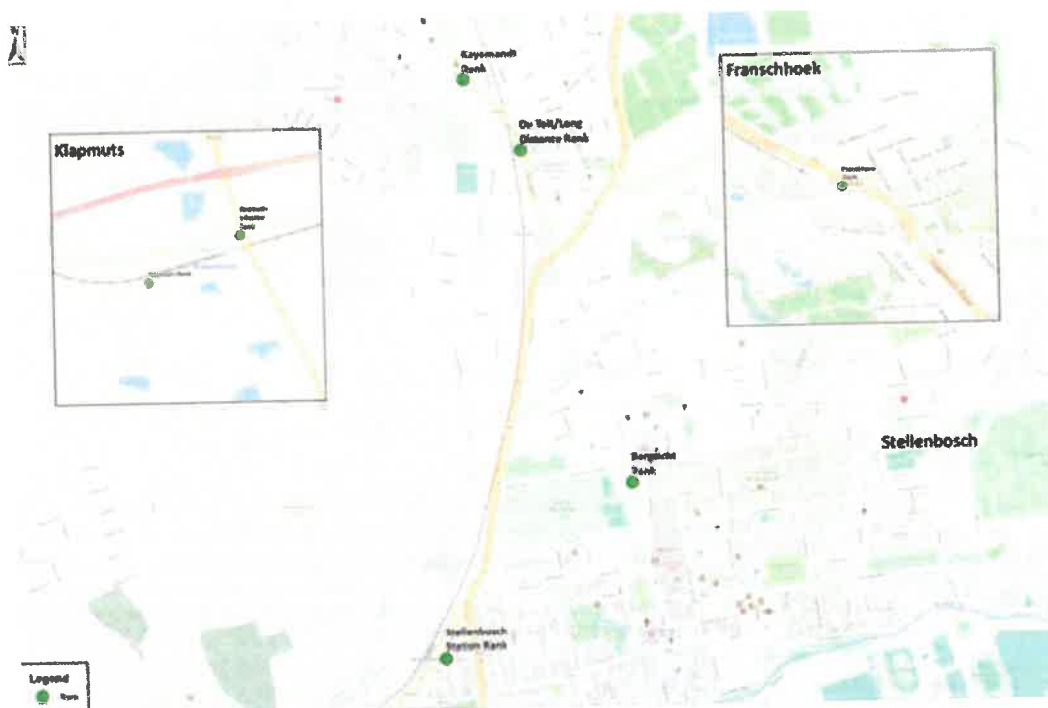


Figure 3-2: Taxi Ranks within Stellenbosch University

(Source: Update of the Comprehensive Integrated Transport Plan for Stellenbosch Municipality, 2020)

The passenger volumes at the various taxi ranks were observed during surveys in 2019. The counts only include AM and PM peaks (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

Table 3.2 reflects the minibus-taxi passenger volumes.

Table 3.2: Minibus Passenger Volume

Rank	W/day	%	Fri	%	Sat	%	All pay	%	Total	%
Bergzicht	3568	42	4599	47	2988	44	4726	55	15972	47
Kayamandi	1835	21	1842	19	1417	21	2023	24	7118	21
Du Toit Station	1023	12	1140	12	967	14	1116	13	4246	13
Stellenbosch Station	1058	12	1141	12	212	3			2411	7
Franschhoek	590	7	562	6	617	9			1769	5
Klapmuts WC			103	1				8	103	
Klapmuts	481	6	373	4	596	9	671		11	6
Total	8645		9760		6797		8536		13374	

It was identified that minibus routes in Stellenbosch were problematic. Table 3.3 shows the various problems, together with the best way forward.

Table 3.3: Minibus Route Problems and Solutions

Minibus Taxi Route Problem	Best Way Forward
<ul style="list-style-type: none"> • Inaccurate and lack of correlation or consistency between all database sources i.e. PRE database, taxi associations, and municipality making it difficult to verify the actual number of routes • Routes were established more than 20 years ago; they are therefore no longer relevant with new or changing land use • Road network and other infrastructure changes (consolidation of ranks) have occurred making route descriptions no longer valid • No correlation or accuracy of the number of OLs • Not accurate vehicle registration numbers or owner information • No maps of routes make it difficult to confirm actual route alignments • There are duplicate or multiple route numbers between the same origin and destinations (OD) pair 	<ul style="list-style-type: none"> • Multiple route numbers for the same O-D pair were consolidated into one route number • Where there were minor route variations or "vias" between the same O-D pair these were included in the one route number with a few road link options • Where the B destination was a neighbourhood without a rank the route was modified to allow collection and feeding within the boundaries of the neighbourhood • Route numbers that were no longer viable due to a shift in rank location or lack of demand were deleted. • The final consolidated route description took into account all route variations between O-Ds as well as the actual routes recorded as part of the onboard surveys.

Table 3.4 and Table 3.5 summarise the revised route structure for local routes. These changes were made based on the above principles. This revision allowed for a consolidation of routes between the same O-D. A total of 16 local routes which serve the following local neighbourhood destinations and towns within the municipal area.

- Between Stellenbosch and Kayamandi, Idasvalley, Cloeteville, Jamestown, Koelenhof, Vloetburg, Lynedoch Station, Devon Valley, Elsenberg, Jonkershoek and the R310;
- Between Stellenbosch and Klapmuts, Pniel, Kylemore, Lanquedoc, Franschhoek;
- Between Franschhoek and surrounding residential areas and farms, and
- Between Klapmuts and surround residential areas, Simondium and Muldersvlei and Elsenburg.

Table 3.4: Revised Local Routes for Stellenbosch Municipality

TA	New #	Route Name	Consolidate Route #s	Route Numbers Removed
Stellenbosch 9 routes	656	Stellenbosch - Idasvalley	656, 657, 658, 659, 660, 661,	630, 631, 632, 633, 634, 635, 705, 706, 707, 916, 917, 942
	665	Stellenbosch - Cloetesville	665	636, 637, 666, 702, 703, 704
	670	Stellenbosch - Jamestown	670,671	638, 639, 782, 783
	662	Stellenbosch - Koelenhof	662	
	663	Stellenbosch - Vloottenburg/ Lynedoch Station/Devon Valley	663, 664, 672	
	667	Stellenbosch - Kylemore/ Pniel/ Lanquedoc	902, 903, 667, 668,754	
	675	Stellenbosch - Jonkershoek	675	
	673	Stellenbosch-Elsenburg	673a, 673b, 674a, 674b, A63	
	Y48	Stellenbosch-R310	Y48, Y49, Y50	
Franschhoek 5 routes	A96	Franschhoek - Franschhoek Plase		
	G60	Klapmuts- Stellenbosch via Muldersvlei	G58, G60	
	G61	Klapmuts - Simondium		
	M59	Klapmuts - Klapmuts		
	Z47	Franschhoek - Stellenbosch		
Kayamandi 1 route	676	Stellenbosch - Kayamandi	676, 677, 722, 723, 813, 814, 815	

Table 3.5: Revised Inter-Municipal Routes for Stellenbosch Municipality

TA	New #	Route Name	Consolidate Route #s	Route Numbers Removed
Stellenbosch 2 routes	669	Stellenbosch – Somerset West	669, 741, T43	
	A88	Stellenbosch – Kuils River		
Franschhoek 4 routes	755	Franschhoek - Paarl	755, 873	
	G15	Klapmuts - Paarl	G15, G57	
	G59	Klapmuts-Dandarach Farms Paarl		
	N42	Franschhoek - Paarl Mall		
Kayamandi 2 routes	N12	Stellenbosch (DuToit) –Bellville (long distance rank)		
	Q80	Kayamandi-Lwandile		

Table 3.6 shows the routes that serve each rank.

Table 3.6: Routes serving the Various Ranks in Stellenbosch

No.	Facility Name	Destinations Local / Commuter (C); Inter-Municipal (IM); Long Distance (LD)	Route Nos per Rank
1.	Bergzicht	C: Idasvalley, Cloetesville, Jamestown, Koelenhof, Vloottenburg/ Lynedoch Station/Devon Valley, Kylemore/ Pniel/ Lanquedoc, Jonkershoek, Elsenburg, Kayamandi IM: Somerset West,	656, 665, 670, 662, 663, 667, 675, 673, Y48, 676
2.	Kayamandi	Stellenbosch CBD	676

No.	Facility Name	Destinations	Route Nos per Rank
		Local / Commuter (C); Inter-Municipal (IM); Long Distance (LD)	
3.	Du Toit	IM: Lwandle, Bellville LD: Eastern Cape destinations	N12, Q80
4.	Stellenbosch Station	IM: Somerset West, Kuils River	669, A88
5.	Franschhoek	C: Franschhoek Plase, Stellenbosch IM: Paarl, Paarl Mall	A96, Z47
6.	Klapmuts Winelands Centre	C: Stellenbosch via Muldersvlei, Simondium, Klapmuts IM: Dandarach Farms (Paarl)	G60, G61, M59
7.	Klapmuts	C: Stellenbosch via Muldersvlei, Simondium, Klapmuts IM: Dandarach Farms (Paarl)	G60, G61, M59

Table 3.7 and Table 3.8 summarise the distances per route. It also summarises the average 1-way route distance for all routes serving a particular rank as well as the average speed and estimated turnaround time for these group of routes.

Table 3.7: Distance and Average Travel Time per Local Route

TA	New #	Route Name	Average 1-way Route distance [km]	Avg. Speed	Turn-around Time [hh:mm]
Stellenbosch	669	Stellenbosch – Somerset West	20.5	59	00:35
	A88	Stellenbosch – Kuils River	No data		
Franschhoek	755	Franschhoek - Paarl	36.3	61	01:00
	G15	Klapmuts - Paarl	17.4	56	00:31
	G59	Klapmuts-Dandarach Farms Paarl	Na data		
	N42	Franschhoek - Paarl Mall	34.2	70	00:49
Kayamandi	N12	Stellenbosch (DuToit) –Bellville (long distance rank)	25.6	64	00:40
	Q80	Kayamandi-Lwandle	26.3	53	00:50

Table 3.8: Distance and Average Travel Time per Inter-municipal Route

TA	New #	Route Name	Average 1-way Route distance [km]	Avg. Speed	Turn-around Time [hh:mm]
Stellenbosch	656	Stellenbosch - Idasvalley	5.9	28	00:21
	665	Stellenbosch - Cloetessville	10.5	38	00:27
	670	Stellenbosch - Jamestown	8.5	31	00:27
	662	Stellenbosch - Koelenhof	24.0	62	00:39
	663	Stellenbosch - Vlottenburg/ Lynedoch Station/Devon Valley	10.9	78	00:14
	667	Stellenbosch - Kylemore/ Pniel/ Lanquedoc	16.5	57	00:29
	675	Stellenbosch - Jonkershoek	3.0	25	00:12
	673	Stellenbosch-Elsenburg	16.9	41	00:41
	Y48	Stellenbosch-R310	18.0	95	00:19
Franschhoek	A96	Franschhoek - Franschhoek Plase	No data		
	G60	Klapmuts- Muldersvlei- Stellenbosch	8.8	52	00:17
	G61	Klapmuts - Simondium	22.6	42	00:54
	Z47	Franschhoek - Stellenbosch	8.9	40	00:22
Kayamandi	676	Stellenbosch - Kayamandi	22.6	42	00:54

Passenger waiting times usually serves as a measure or indicator for service quality. The average waiting time was recorded at the various ranks. It is based on the time a person enters the queue and when the vehicle departs. Table 3.9 summarises the average waiting time during peak periods at the various ranks. Typically, the average waiting time during peak hour ranges from 1 minutes to 54 minutes. The analysis shows that Bergzicht station has the longest wait time of 54 minutes. On average Klapmuts Winelands Centre has the highest waiting time of 25.50 minutes and Franschhoek Rank has the least waiting time of 4.72 minutes.

Table 3.9: Average Passenger Waiting Time

Rank Number	Rank Name	Average Wait Time During Peak Hour (minutes)
1	Bergzicht	14.34
2	Franschhoek Rank	4.72
3	Kayamandi	7.91
4	Du Toit	8.14
5	Klapmuts	14.10
6	Klapmuts Winelands Centre	25.50
7	Stellenbosch Station	10.95
8	Average Waiting Time	9.60

The general services characteristics of the minibus-taxi operations in Stellenbosch as conveyed by the taxi associations during the stakeholder consultation process are summarised as follows:

- Peak: 6am - 9am and 2pm – 5pm;
- These patterns are fairly regular patterns due to daily commuters;

- Age of typical passengers during peak period 18 – 45;
- Off-peak show much less predictable usage patterns;
- Mix of ages, sometimes older passengers above 60 (on social grant days mostly), and
- R44 route is quieter on Mondays when many restaurants are closed.

During the stakeholder consultations held with the minibus-taxi associations on 3 May 2022, the associations indicated that people are using e-hailing services and lift clubs because they collect at drop them at their destination. These services are reliable and convenient, users perceive them as safe. The taxi associations indicated that they have a schedule that taxis follow. Stellenbosch Taxi Association taxis leave every half an hour from ranks between 9am and 5pm, even if they are not full while Kayamandi Association indicated that from 6am their taxis depart every 15 minutes from ranks even if not full.

The associations further indicated that they have not fully recovered from the impact of COVID-19. They have lost 40% of their income since COVID-19 as some people have lost their jobs, others are working from home and people opt for lift clubs or e-hailing services to minimise the risk of contracting COVID-19. Many operators have had vehicles repossessed as they could not keep up with repayments. The representatives indicated that they are experiencing an increase in the number of people who are using their services as a result of an increase in petrol prices. They have also shared that there are more people using public transport around social grant collection dates.

3.2.5 Commuter Bus Services

Golden Arrow runs limited services into and out of Stellenbosch as shown in Table 3.10. It was indicated by the company that certain services had to be cancelled owing to a reduction in subsidy from the provincial Department of Transport.

Table 3.10: Commuter Bus Service in Stellenbosch¹

Code	Origin	Destination	Distance	Days	Times
MKC2	Stellenbosch	Town Centre	57.2	MO-FR	17H00
MKC6	Stellenbosch	Town Centre	63.6	Cancelled	
MKC7	Town Centre	Stellenbosch	63.3	Cancelled	
MKC8	Town Centre	Stellenbosch	63.6	Cancelled	
MKC9	Town Centre	Stellenbosch	61	Mon-Fri	05H30
RRB5	Macassar	Somerset West	26.4	Cancelled	
RSA2	Stellenbosch	City	62	Cancelled	
RSA3	City Golden Acre D Line	Stellenbosch	62	Cancelled	
RSA4	Stellenbosch	City	63.3	Mon-Fri	05h00
RSA5	City Golden Acre D Line	Stellenbosch	64.1	Mon-Fri	17h10
RUG2	Kuils River Term	Polkadraai	12.8	SAT	11h30
RUG3	Polkadraai	Kuils River Term	12.9	SAT	08h25

Detailed route descriptions are provided in [Appendix A](#).

3.2.6 University Shuttle Services

During weekdays, Stellenbosch University offers shuttle services for students and staff to and from various campus destinations to decentralised parking facilities. This service focuses on the following needs:

- Transport between the general parking areas on the edge of campus and central campus during the day;
- Transport to and from service divisions and departments on the edge of campus (e.g. Food Science and Welgevallen), to and from central campus, and
- Transport of congress attendees to and from the general parking areas on the edge of campus.

¹ e-mail correspondence received from Mr Eckhard Scholtz, Schedules Manager at GABS, on 24 May 2022.

Tygerberg students can book the services between the campus collection point and a nearby shopping centre, currently Tyger Valley between Monday and Wednesday, and to Parow Centre on Thursdays (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020). The daily central campus service runs between 07:00 -17:30 and a booked evening service is available from 18:00 to 02:00. The service focuses on transport from parking areas to campus, transport from departments to and from the central campus, and the transport of congress attendees to and from the general parking areas (Update of The Comprehensive Integrated Transport Plan (CITP) For Stellenbosch Municipality, 2020).

In 2017 The University also offered a night shuttle service to Kayamandi. This service operates twice a day, namely at 18:00 and 20:00 (<https://www.matiemedia.org/night-shuttle-service-kayamandi-fully-operational/>)

3.2.7 Rail

3.2.7.1 Infrastructure and Services

The rail network in the Western Cape is extensive and provides linkages between various points within the province. The Stellenbosch municipal railway system consists of 18km of railway line. There are seven (7) railway stations in the municipal area namely Klappmuts, Muldersvlei Koelenhof, Du Toit, Stellenbosch, Vlootenburg, and Lynedoch (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020). The stations can be seen in Figure 3-3.



Figure 3-3: Railway line in Stellenbosch

(Source: Comprehensive Integrated Transport Plan for Stellenbosch Municipality, 2016)

At present (May 2022) there are no railway services running in the Stellenbosch municipal area. However, there were limited rail services in operation during the previous update of the CITP (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020), with the rail services originating from the northern line through the Stellenbosch Municipal area, with two trains per peak hour. From Monday to Friday, 25 trains operated daily, in each direction whereas Saturday and Sunday 15 and 13 trains operated respectively.

Table 3.11 shows the outdated fares for rail as of 2015.

Table 3.11: Rail Rates

Station	km Zone	Single		Week		Month	
		Metro Plus	Metro	Metro Plus	Metro	Metro Plus	Metro
Lynedoch	30/40	R15.50	R9.50	R127	R61	R394	R184
Vlottenburg	41 – 135	R18.50	R12	R152	R78	R471	R239
Stellenbosch	41 – 135	R18.50	R12	R152	R78	R471	R239
Du Toit	41 – 135	R18.50	R12	R152	R78	R471	R239
Koelenhof	41 – 135	R18.50	R12	R152	R78	R471	R239
Muldersvlei	41 – 135	R18.50	R12	R152	R78	R471	R239
Klapmuts	41 – 135	R18.50	R12	R152	R78	R471	R239

The rates are based on km zoning pricing, with distances ranging between 136-200km.

As per rail passenger surveys conducted in 2007 and 2012, there was a substantial reduction in rail ridership with a decrease of 13%. This data is outdated, and this figure could be considerably higher. Table 3.12 illustrates the decrease in rail ridership (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

Table 3.12: Rail Ridership

Station	Boarding		Alighting		% Difference 2007 to 2012
	2007	2012	2007	2012	
Klapmuts	1692	1468	1646	1426	-13.3%
Muldersvlei	3919	3713	3213	3722	4.2%
Koelenhof	651	686	576	614	5.9%
Du Toit	2808	2863	2589	2695	3.0%
Stellenbosch	2209	2471	2553	2286	-0.1%
Vlottenburg	448	482	505	544	7.7%
Lynedoch	653	624	793	811	-0.8%

Although there are at present no rail services running, stakeholders such as the Municipality has expressed views that the public transport system in the Stellenbosch area must have a rail component so that communities have access to such rail options where warranted.

3.2.7.2 Planned re-introduction of rail services in Stellenbosch

At a meeting with PRASA's Western Cape Regional Management on 8 April 2022, firm plans and timelines for the re-introduction of passenger rail services in Stellenbosch were shared with the project team. According to this plan the following actions and timelines are applicable:

- Full services started on 31 March 2022 on the Northern Corridor, from which the line to Stellenbosch branches off;
- PRASA is in contact with Transnet as the owner of the line to repair the damage to OHTE infrastructure on the Paarl line;
- PRASA is aiming to reintroduce services from Bellville to Eerste River by June 2022 and then from Eerste River to Muldersvlei by from 1 September 2022;
- PRASA aims to introduce services based on the same timetables and fare structure as before the cessation of services, and
- Diesel locomotives will be considered if electric traction is not feasible in the short term.

PRASA also expressed the desire to work closely with Stellenbosch Municipality to determine demand levels and ensuring effective service delivery. It was also indicated that PRASA was aware of the proposed initiatives on the redevelopment of the Adam Tas corridor which proposes the redevelopment of the Van der Stel sportsground and the possibility of relocating the station towards the sportsground. However, no formal communication has been directed to PRASA in this regard. PRASA expressed the

clear desire to become part of this (and other) TOD initiatives in a structured and co-ordinated manner. they did express the view that this initiative.

With regards to the rail line infrastructure PRASA indicated that there is sufficient space in the current rail reserve for the doubling of the Eerste River to Strand line, but this development is totally dependent on demand on the section.

3.2.8 Other Public Transport

Other Public Transport include long-distance and cross-border transport, non-motorised transport (NMT), and health transport services.

3.2.8.1 Long-Distance and Cross-Border Transport

In the recent past, three (3) commercial bus services provided services to and from Stellenbosch, namely Greyhound, Translux, and Intercap (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020). However, Greyhound announced in February 2021 that all services in South Africa will be ceased.

The operators mainly travel on the national routes (N1, N2, and N3) between major cities. The Translux bus currently operates along four routes through Stellenbosch which depart from the Stellenbosch Station while Intercap operates from Cape Town on routes throughout South Africa and to neighbouring countries. (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020). Langeberg Bus Service also offers services into and from Stellenbosch to various destinations in the Western Cape.

3.2.8.2 Tourist Services

There are various operators that offer tourist services in and around Stellenbosch. Table 3.13 shows the schedules and tour types offered by three tour bus operators in the Stellenbosch Area (Stellenbosch and Franschhoek CBD Tour Bus Study, 2018)

Table 3.13: Tour Bus Operators

Tour		Days	Departure Time	Return Time
Cape Explorer	Full-day	Monday, Wednesday, Friday, Saturday	08:25 to 09:00	17:30
Hylton Ross	Full-day	Weekdays and weekends	08:00	18:00
Hylton Ross	Half-day	Weekdays and weekends	13:45	18:00
Springbok Atlas	Full-day	Weekdays and weekends	08:30	17:00
Springbok Atlas	Half-day	Weekdays and weekends	14:00	18:00

Apart from the above tour operators, there are also operators like Stellenbus Tours, Sunbird Tours, A2B Tours, Oak Leaf Shuttles, Wynland Toere, Camino Tours and Stellenbosch Wine Tours to name a few. There is also a Guided Bike Tour of Stellenbosch service.

Table 3.14 shows the inbound and outbound tour bus movements for the period 16 May – 22 May 2018. It should be noted that these volumes are pre-COVID-19 and are also outside traditional high traffic periods such as the Easter Weekend (Stellenbosch and Franschhoek CBD Tour Bus Study, 2018).

Table 3.14: Daily Tour Bus Screen-Line Counts: Stellenbosch

Direction	Wed, 16 March 2018	Thu, 17 May 2018	Fri, 18 May 2018	Sat, 19 May 2018	Sun, 20 May 2018	Mon, 21 May 2018	Tue, 22 May 2018
Inbound	55	49	79	53	27	56	39
Outbound	39	37	79	63	27	63	56
Total	94	86	158	116	54	119	95

3.2.9 Non-Motorised Transport (NMT)

NMT includes walking, cycling, animal-drawn vehicles, wheelchairs, and all other transport that does not utilise a motor or engine for movement. The most common forms of NMT in Stellenbosch are walking and cycling. Figure 3-4 shows the definition of NMT (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020)

NMT = Pedestrians & Cyclists
incl. People with special categories of need & Cyclists
+ *electrically powered (=motorised) personal vehicles, such as e-scooters, e-bikes, pedelecs, power chairs/mobility scooters, etc.*

Figure 3-4: NMT Definition

Stellenbosch has a very attractive environment for NMT, as it has a walkable CBD with short distances between residential areas. The demand for NMT transport is further increased due to the University of Stellenbosch being within the CBD where students primarily walk between venues. There are 120 km of sidewalks and 30km of cycle infrastructure which makes up 80% of NMT infrastructure in Stellenbosch Municipality. More than half of the infrastructure is in the town of Stellenbosch (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

Although the CBD is relatively pedestrian-friendly the ever-increasing traffic and parking in the CBD as well as old street infrastructure with no dropped kerbs pose a threat for disabled people using wheelchairs and people using trolleys/ prams, skateboarders, and cyclists.

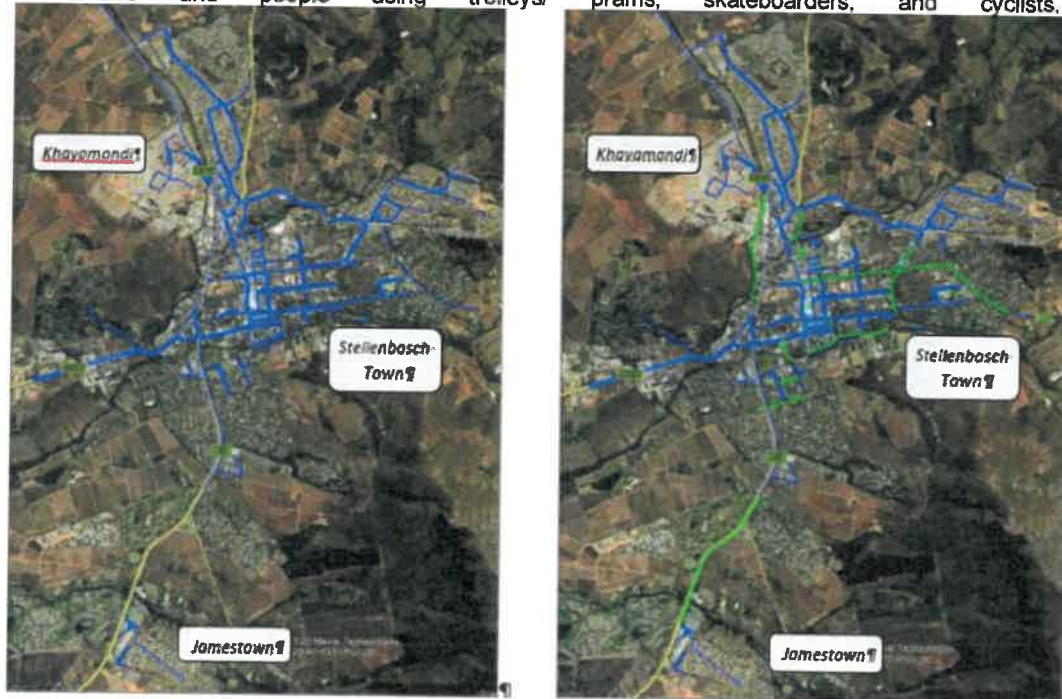


Figure 3-5 and Figure 3-6 show the NMT infrastructure in Stellenbosch Municipality (Update of The Comprehensive Integrated Transport Plan (CITP) For Stellenbosch Municipality, 2020).

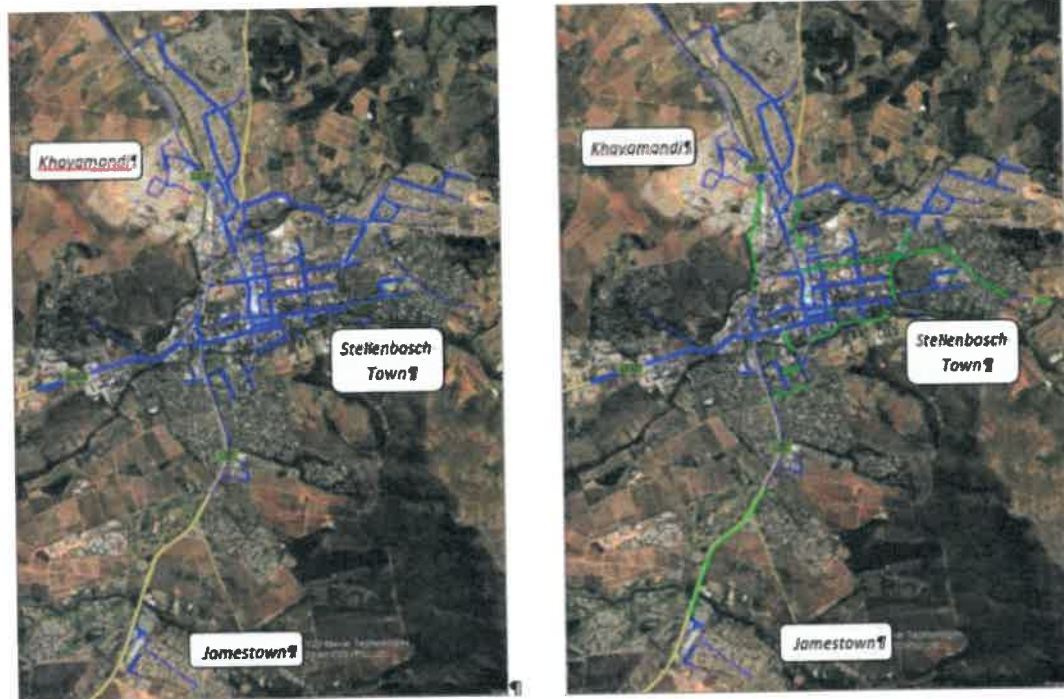


Figure 3-5: Existing Sidewalk Infrastructure in Stellenbosch with Cycle Facilities (Green)



Figure 3-6: Existing Sidewalk Facilities in Kylemore/Pniel/Franschhoek and Existing Cycle Facilities (Green)

Around 30% of roads in the Municipality have sidewalks, however, cycle infrastructure has shared facilities with pedestrians and in many cases, sidewalks are too narrow and lack continuity (i.e. condition and connectivity) (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

3.2.10 Health Transport Services

The HealthNET (Health non-emergency Transport) provides a provincial function for non-emergency patients between home and facilities. Bookings are made online through the provincial health care facility (hospital/clinic). There is a total of 90 HealthNet vehicles operational in the Western Cape. Table 3.15 shows the list of Healthcare Facilities and Locations in Stellenbosch Municipality (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

Table 3.15: List of Healthcare Facilities and Locations in Stellenbosch Municipality

Healthcare Facility Name	Location/Address
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Aan-het-Pad Clinic	6851 Long Street, Cloeteville, 7600
Cloeteville CDC	c/o Bell and Tennant Street, Cloeteville, 7600
Devon Valley Mobile 1	Helshoogte Road, Idas Valley, 7600
Dirkie Uys Street Satellite Clinic	Dirkie Uys Street, Franschhoek, 7690
Don and Pat Bilton Clinic	5 Pajora Way, Jamestown, 7600
Franschhoek Mobile 1	Dirkie Uys Street, Franschhoek, 7690
Groendal Clinic	1 Stiebeuel Straat, Franschhoek, 7690
Groot Drakenstein Mobile 1	19 Skoolstraat, Kylemore, 7680
Idas Valley clinic	Helshoogte Road, Idas Valley, 7600
Kayamandi Clinic	56 Bassi Street, Kayamandi, Stellenbosch, 7600
Klapmuts Clinic	342 Merchant Street, Klapmuts, 7600
Koelenhof Mobile 1	6852 Long Street, Cloeteville, 7600
Kylemore Clinic	19 Skoolstraat, Kylemore, 7680
Simondium Clinic	Watergate Road, Simondium, 7670
Simondium Mobile Clinic	Watergate Road, Simondium, 7670
Stellenbosch Hospital	80 Merriman Street, Stellenbosch, 7600

3.2.11 Learner Transport Services

Apart from the Western Cape Department of Education's learner transport contract services, private operators also provide specific learner transport to several schools in and around Stellenbosch. Such operators include (but are not limited to) the following:

- GEM Shuttles and Transport (Pty) Ltd and Stubbs Tours (Stellenbosch and Pniel);
- Somerset West Bus Fund;
- Eljosa;
- Trisvana Charter and Scholar Services;
- Bettina Shuttle, and
- P Jagers Transport.

3.2.12 Levels of satisfaction with aspects of the transport system and different modes

The NHTS (2020)² asked households to indicate their levels of satisfaction with the various public transport modes. Table 3.16 to Table 3.18 show the satisfaction levels of households in Stellenbosch, with each table highlighting the top five issues that households are not satisfied with.

² data for the NHTS were collected mid-Jan to mid-March 2020, i.e. pre-COVID-19.

Table 3.16: Household Satisfaction (Metrorail)

Metrorail				
	#	Description	Satisfaction	Value ³
TOP 5 ISSUES	1	The travel time by train	Dissatisfied	3,2
	2	The punctuality of trains	Dissatisfied	3,2
	3	The level of crowding in the train	Dissatisfied	3,2
	4	The frequency of trains during peak period	Dissatisfied	3,1
	5	The facilities at the stations e.g. Toilets, Offices	Dissatisfied	3,1
	6	The frequency of trains during off-peak period	Dissatisfied	3,1
	7	The train service overall	Dissatisfied	3,1
	8	Security on the walk to/from the station	Dissatisfied	3,0
	9	Security on the train	Dissatisfied	3,0
	10	Security at stations	Dissatisfied	3,0
	11	Safety from accidents	Dissatisfied	3,0
	12	The distance between the train station and your home	Dissatisfied	2,7
SATISFIED	13	The train fares	Satisfied	2,3

(Source: NHTS, 2020)

Table 3.17: Household Satisfaction (Minibus-taxi)

Minibus-taxi				
	#	Description	Satisfaction	Value
TOP 5 ISSUES	1	The level of crowding in the taxis	Dissatisfied	2,7
	2	The facilities at the taxi ranks e.g. Shelters	Dissatisfied	2,7
	3	The waiting time for taxis	Dissatisfied	2,6
	4	Safety from accidents	Dissatisfied	2,6
	5	The frequency of taxi during off-peak period	Dissatisfied	2,5
SATISFIED	6	The taxi fares	Satisfied	2,4
	7	Security at the taxi ranks	Satisfied	2,4
	8	Behaviour of the taxi drivers towards passengers	Satisfied	2,4
	9	The frequency of taxi during peak period	Satisfied	2,4
	10	The taxi service overall	Satisfied	2,4
	11	Roadworthiness of taxis	Satisfied	2,4
	12	The travel time by taxi	Satisfied	2,4
	13	Security on the taxis	Satisfied	2,4
	14	Security on the walk to/from the taxi rank	Satisfied	2,3
	15	The distance between the taxi rank/route and your home	Satisfied	2,1

³ Very satisfied = 1 / Satisfied = 2 / Dissatisfied = 3 / Very dissatisfied = 4

(Source: NHTS, 2020)

Table 3.18: Household Satisfaction (Bus)

Bus ⁽¹⁾				
	#	Description	Satisfaction	Value
SATISFIED	1	The facilities at the bus stops e.g. shelters	Satisfied	2,4
	2	The distance between the bus stop and your home	Satisfied	2,2
	3	Security on the walk to/from the bus stop	Satisfied	2,2
	4	Availability of information	Satisfied	2,2
	5	The travel time by bus	Satisfied	2
	6	Security on the buses	Satisfied	2
	7	Behaviour of the bus drivers towards passengers	Satisfied	2
	8	The bus service overall	Satisfied	2
	9	Security at the bus stops	Satisfied	1,8
	10	The level of crowding in the bus	Satisfied	1,8
	11	Safety from accidents	Satisfied	1,8
	12	The frequency of buses during peak period	Satisfied	1,8
	13	The frequency of buses during off-peak period	Satisfied	1,8
	14	The punctuality of buses	Satisfied	1,8
	15	The bus fares	Satisfied	1,8

(Source: NHTS, 2020)

⁽¹⁾ Interpret with caution as the sample size is only 5.

3.2.13 Average travel times

Table 3.19 indicates the average household travel times as recorded during the NHTS (2020). For walking, the average walking time to use public transport is reflected.

Table 3.19: Average Household Travel Times by mode of transport

Description	Values in minutes	
	Stellenbosch	South Africa

Trip purpose	Work	35	45
	Food and grocery shops	18	19
	Other shops ^[1]	34	97
Walking time to Public Transport	Train	30	
	Bus	12	
	Taxi	17	
	Average	20	

^[1] For example, furniture or clothing shops

3.2.14 Main public transport problems and issues

In this section the main transport problems and issues are presented based on two main sources of information. General problems and issues as identified by households during the NHTS (2020) are discussed in Section 3.3.9.1 and the issues identified during the first set of stakeholder engagements (April and early May 2022) are presented in Section 3.3.9.2.

3.2.14.1 Transport problems identified by Households

Households were asked to indicate the two main issues they have with transportation. The following are their answers *ranked from most frequently reported to least frequently reported*. The top concerns are accessibility followed by safety as shown in Table 3.20.

Table 3.20: Transport problems identified by Households (NHTS, 2020).

Issue	Description	Value ^[1]
1	No buses available	1,609587083
2	No taxis at specific times e.g. late at night	1,758052308
3	Congestion	1,773643932
4	Reckless driving by taxi drivers	1,795727861
5	Crime	1,827836179
6	Trains are not reliable	1,830560928
7	No trains available	1,863039273
8	Overload	1,879875536
9	Parking	1,920780422
10	Trains too far	1,947657893
11	Rude drivers	1,960541586
12	Taxis too expensive	1,970515516

^[1] Where 1 = Yes and 2 = No. Therefore, the closer to 1, the more of an issue.

3.2.14.2 Transport problems identified during the stakeholder consultation process

During peak traffic, congestion levels along arterial roads are high. This is especially problematic for minibus taxis, since public transport users' trips typically involve several chains, and therefore are already longer in duration than private transport users' journeys. In addition, minibus taxis must load and off-load passengers along the route, resulting in further delays. Minibus taxi association leaders have expressed strong desire for dedicated HOV (high occupancy vehicle) lanes to be added along key arterial roads to alleviate this issue.

Increasingly students are contributing to traffic congestion levels in Stellenbosch, since there have been relaxations of parking eligibility criteria by Stellenbosch University (previously first year students were not permitted to park on campus, however, this policy was withdrawn). Since Stellenbosch University does not have sufficient parking on campus to accommodate students' vehicles, most students park in streets and parking lots in and around Stellenbosch (exacerbated by reduction from R8 per hour to R4 per hour due to political pressure exerted after the initial increase to R8).

There are not enough laybys/dedicated stopping bays for minibus taxis in central parts of Stellenbosch.

Relocation of the “Die Braak” minibus taxi rank (which was very centrally located) to Bergzicht means that most passengers do not disembark at the rank, but rather in the street close to the old “Die Braak” rank, where minibus taxis are no longer permitted, but do so anyway due to the needs of their passengers. In addition, those passengers who then need to return home via taxi must walk an additional kilometre to get to Bergzicht (which is far especially when carrying shopping).

Stellenbosch University indicated that in response to protests and disruption caused by minibus taxi operators, university properties which were accessed by students via university operated shuttles were sold. The minibus taxi operators argued that the shuttles were encroaching on their routes and taking business away from them. The shuttle service was however for students/staff only, and not a paid for service.

Criminal syndicates in the area have vandalised and stolen significant amounts of copper cabling and signalling equipment along Metrorail lines servicing the Municipality, therefore despite travel demand returning post-COVID-19, service cannot resume.

Roads are automobile oriented, with inadequate provisions for NMT modes. This is especially problematic for school children and parents, who are not adequately protected from motorised traffic. In addition, those wanting to use push scooters and skateboards on public roads are in contravention of by-laws. Stellenbosch Municipality plans to implement NMT facility upgrades in historic centre have been met with resistance from residents, due to heritage concerns.

In the post-COVID-19 era, many restaurants continue to have outdoor dining tables on the sidewalks, however this further reduces space for pedestrians. Proposals to remove parking bays to extend sidewalks have been put forward by the Municipality, but some business owners in the area are strongly opposed to this, due to their concern that reduced street parking will result in a reduction in customers/patrons.

Many higher order roads fall partially under the jurisdiction of the Municipality, and partially under the jurisdiction of provincial government. A lack of coordination means that maintenance along these roads, particularly along portions under the jurisdiction of provincial government, is poor. Compounding the issue is incompatibility in terms of infrastructure specifications of the two spheres of government. For example, while the Municipality uses LED lighting, the province still uses sodium lighting.

Littering was cited as a major concern at taxi ranks, deterring potential choice users of minibus taxis further, and likely motivating captive users to seek alternative/private transport modes as their financial circumstances improve.

Property developers are constrained by current legislated minimum parking requirements even in central parts of Stellenbosch, hampering potential for densification through mixed-use redevelopment.

It is understood that much of the traffic congestion during peak periods is a result of through-traffic, rather than vehicles starting/ending their journey within Stellenbosch (it is for this reason that several bypasses are being planned).

A lack of affordable central housing was identified to be a primary contributing factor for high levels of commuting by those who work in Stellenbosch (but who are unable to afford to live in Stellenbosch). Similarly, schools are far from most outlying residential areas, increasing the need for travel.

Most planned affordable and low-income housing projects are greenfield developments in peripheral locations, which would perpetuate the need for longer distance travel. Some of the planned smaller affordable housing projects in more central areas have been heavily resisted by property owners in these areas (including the mayor), due to fears that such development would reduce property values in the area.

A lack of adequate provision for the circulation of vehicles in informal settlements makes it challenging for motorised public transport to service these areas. In addition, fire and rescue services are often unable to access these sites during emergencies, resulting in far larger scales of damage that there might have been otherwise.

Suspected extortion rackets are operating at some minibus taxi ranks, whereby vehicles and their occupants are “held hostage” by rent seekers, who only allow vehicles to depart once a ransom has been paid. In addition, it is alleged that sometimes drivers who are members of one association prevent drivers who belong to competing associations from entering taxi ranks.

3.3 Roads and Traffic

The Stellenbosch Municipal Area is located within the district municipality of Cape Winelands, both municipalities included in the Western Cape Province. This placement indicates that the roadway infrastructure and associated traffic conditions of the roadways within the Stellenbosch Municipal boundary are shared (to an extent) between authorities. Within this chapter, Chapter 3.4, a summary of

the roadways and associated conditions with specific regard to the Municipality of Stellenbosch is provided.

3.3.1 Road Network and Infrastructure

The total road network of Stellenbosch Municipality totals to 312 km of which the town of Stellenbosch consists of 160.1 km access roads and 52.9 km collector roads. The next largest extent of road network is Franschhoek (32.2 km) and then Klapmuts (20.8 km). Table 3.21 illustrates the kilometres of the Stellenbosch Municipality road network by functional class (Review of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, June 2020).

Table 3.21: Kilometres of Stellenbosch Municipality Road Network by Functional Class

	Functional Class (road length in km) – Source 2020 CITP Review				
Town	Arterial	Distributor	Collector	Access	Total
Devonvale	0.0	0.0	0.0	7.8	7.8
Franschhoek	0.0	0.0	2.9	29.3	32.2
Klapmuts	0.0	0.0	0.0	20.8	20.8
Kylemore	0.0	0.0	0.7	6.0	6.7
La Motte	0.0	0.0	0.0	4.6	4.6
Lanquedoc	0.0	0.0	1.6	7.1	8.7
Meerlust	0.0	0.0	0.0	1.0	1.0
Pniel	0.0	0.0	0.0	10.6	10.6
Raithby	0.0	0.0	0.0	2.8	2.8
Stellenbosch	4.0	0.0	52.9	160.1	217.0
TOTAL	4.0	0.0	North 58.1	250.4	312.5

The major roads serving the town of Stellenbosch can be defined as a radial network, combining in the central town to form a single north/south route through the town – the R44/Adam Tas Road, which is largely under provincial control, whilst the Municipality is responsible for a section through Stellenbosch – refer to Figure 3-7. Three routes from the north and east plus three from the south and west feed into the central Adam Tas Road. This major road layout resulted from the topography of the area and the farming activities to the west. It does confirm that **the R44** is the access route with the highest significance in the Municipality, which is confirmed by the modelling results from the 2019 Stellenbosch RMP – refer to Figure 3-8. The R44 forms a southerly link to Somerset West, as well as a northerly link to Paarl. The six major routes serving central Stellenbosch from the surrounding areas are:

- M12/Adam Tas Road – a westerly link to the City of Cape Town;
- R310/Adam Tas Road – a westerly link to the City of Cape Town;
- R44 south – a southerly link to Somerset West;
- R310/Helshoogte Road – an easterly link to Franschhoek;
- R44 north – a northerly link to Klapmuts and Paarl, and
- R304/Klipheuwel Road – a northerly link to the N1 freeway and also Cape Town.

The most important secondary routes for central Stellenbosch are those providing access into the town (from the major network):

- Dorp Street – Access from Adam Tas to central town;
- Merriman Street – Access from Adam Tas to central town;
- Bird Street – Access from R304 and northern areas to central town;
- Van Reede/Piet Retief – Access from R44 and southern areas to central town, and
- Cluver Street – Access from the R310 to central town.



Figure 3-7: Radial layout of major and secondary roads serving central Stellenbosch

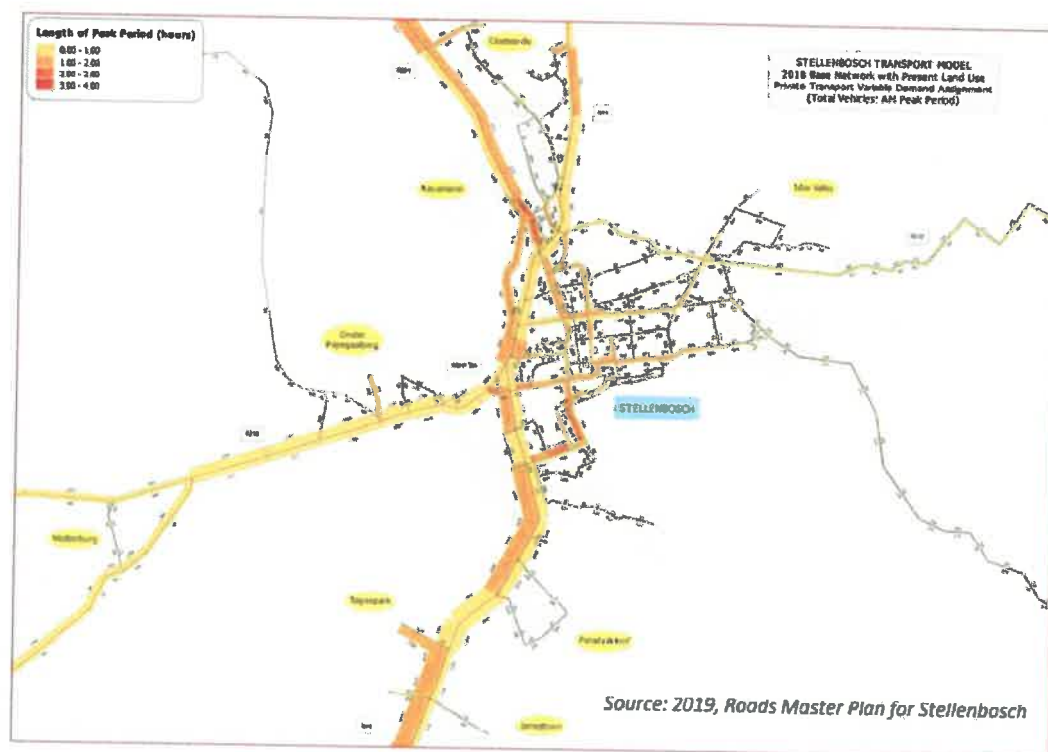


Figure 3-8: Modelled traffic volumes for am peak period for 2018 – Stellenbosch Roads Master Plan (2019) – confirming major north/south traffic demand on western side of Stellenbosch - through R44/Adam Tas/R304

A more detailed summary of the Stellenbosch Municipality and all its major connectors are provided in Table 3.22 and Figure 3-9 illustrates the network of roads in the full municipal area (Review of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

Table 3.22: Stellenbosch Municipality Roads and Connections

Road Name	Connectivity
-----------	--------------

R45- R43-R62 route	Connects the Saldanha Industrial Development Zone and the N2 via Worcester
R46-R62	Connects movement to and from the northern areas of the Western Cape along the N7 towards the N2
R300	Provides connection between the N1 and the N2 on the western side of the Drakenstein Mountain
R44	Provides connection between the N7 in Malmesbury, with the N1 and the N2 as well as linkages to Paarl in the north and Somerset West/Khayelitsha in the south. The R44 further extends from Wellington in the north of the Drakenstein Municipality, continues through Agter-Paarl, intersects with the N1 just north of Klappmuts, continues through Stellenbosch and Somerset-West to Kleinmond in the Overberg District Municipality.
R310	Internal east-west connection to Kylemore and Pniel.
R45 and R310	Provides connectivity between Franschhoek and Paarl
R304	Extends from the Atlantis area on the West Coast, around the northern and eastern side of Durbanville, to eventually link into Stellenbosch – forms an important link with the N1 and the Koelenhof node
M12	Also known as the Polkadraai road, the M12 extends from Parklands and crosses the N1 in the Platteklouf area. It then extends eastwards into Stellenbosch.

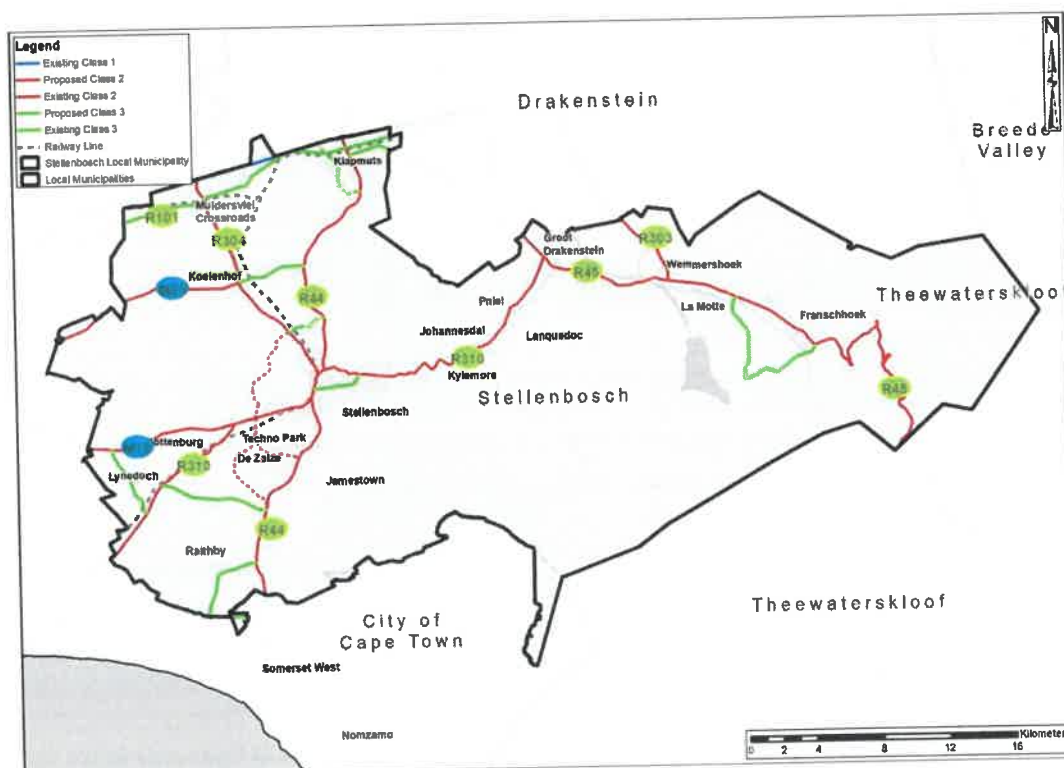


Figure 3-9: Network of Major Roads in Stellenbosch Municipal Area

3.3.2 Road Conditions

Of the Municipal Road Network approximately 98% of the total road length is bitumen paved roadways with remainder block paved roads (1.8%) and concrete paved roads (0.02%). The road conditions are summarised in Table 3.23 (CITP 2016).

Table 3.23: Road Conditions

Element	Condition (% of total)				
	Very Good	Good	Fair	Poor	Very Poor
Road Surfacing	31	26	25	15	4
Structural Condition	51	32	5	9	4

Also refer to Section 7.3.

3.3.3 Traffic Volumes and Congestion

Traffic surveys have been done in October/November 2022 in the municipal area, largely to compare with previous observations and to determine any discernible effects due to the COVID-19 epidemic of 2020/21. The counts were done at 15 intersections and divided into three groups as shown below. The detailed survey information for each intersection is shown in [Appendix B](#).

Traffic volume surveys – five major access points to Stellenbosch but excluding the direct vicinity of the Stellenbosch CBD

Figure 3-10 show the location of the five major access points where traffic volume surveys were done.



Figure 3-10: Location of five major access points to Stellenbosch town where traffic volume surveys have been done in 2022

1. Techno Park / R44;
2. R310-Adam Tas / Dorp Street;
3. R310-Adam Tas/R304/R44/Bird Street;
4. R44/Helshoogte Road
5. Helshoogte Road/Cluver Street

The surveys were undertaken during the following times (the exact days are shown in **Appendix B**):

- Tuesday/ Wednesday, 12 hour counts from 06:00 to 18:00;
- Thursday, 3 hour AM peak counts from 06:00 – 09:00
- Thursday, 3 hours PM peak counts from 15:00 – 18:00

Traffic volume surveys – nine major (but smaller) nodes in the Stellenbosch Municipal area

Figure 3-11 shows the location of nine major intersections where traffic volume surveys were done.

6. R310-Baden Powell/ Annandale (for the Lynedoch area);
7. R44/Winery Road (for the Raithby area);
8. R304/Bottelary Road (for the Koelenhof area);
9. R44/Kromme Rhee Road (for the Koelenhof area);
10. R101-Old Paarl Road/R44 (for the Klappmuts area);
11. R310-Helshoogte Road/R45 (for the Franschoek-Stellenbosch-Paarl link area);
12. R45/R301 (for the Wemmershoek area);
13. R45/Lambrechts Road (for the Franschoek area and entrance into Franschoek);
14. Helshoogte Road in vicinity of Kylemore and Pniel to determine through traffic of these areas.

These surveys were undertaken during the same times as indicated for (a) above (the exact days are shown in **Appendix B**).

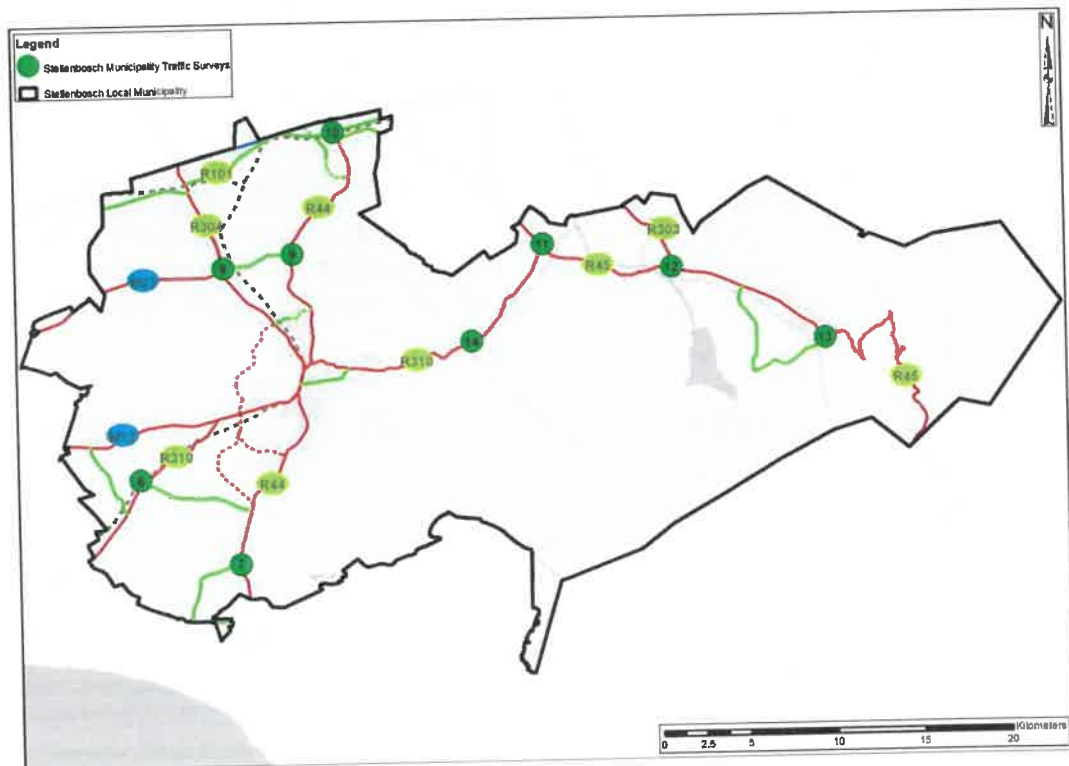


Figure 3-11: Location of nine major intersections in Stellenbosch Municipal area where traffic volume surveys have been done in 2022

Traffic volume surveys – one location in Franschoek over the weekend peak period

Figure 3-12 shows the location of one intersection in Franschoek where traffic volume surveys were done over a weekend.

15. Weekend peak period survey in Franschoek at the intersection of R45-Huguenot St / Lambrechts Rd / Excelsior Rd on a Saturday, 3 hour counts from 09:00 to 12:00.

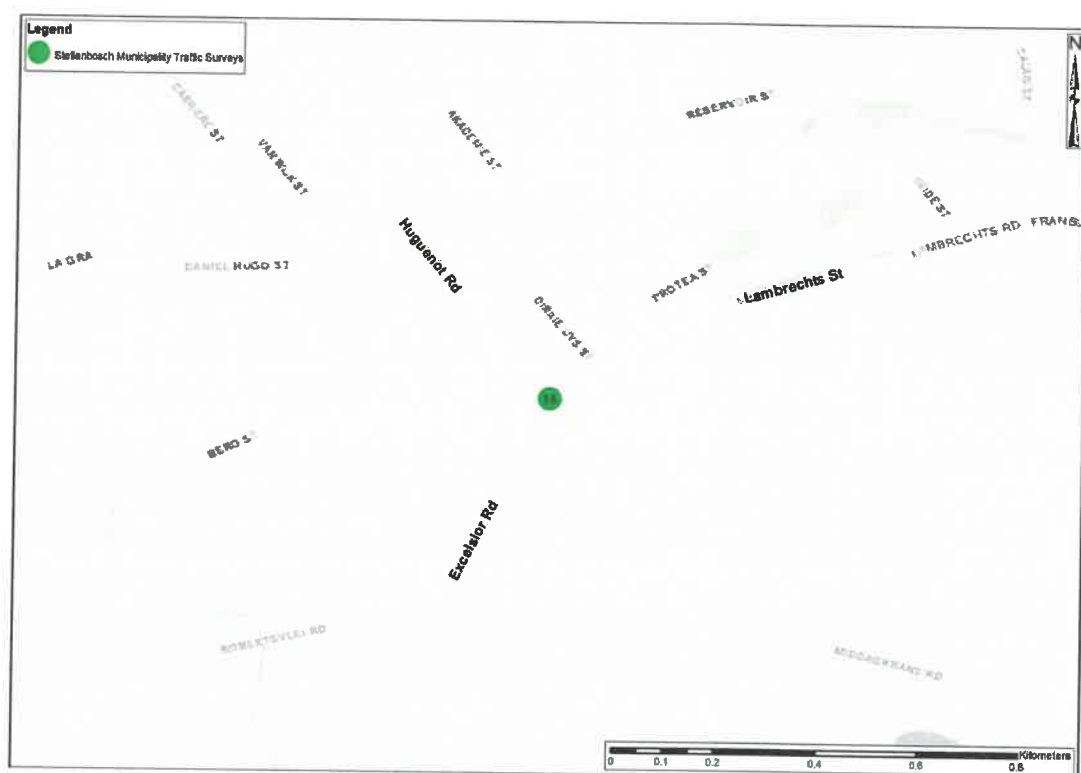


Figure 3-12: Location of one Intersection in Franschhoek where traffic volume surveys have been done over a weekend in 2022 (R45/Excelsior/Lambrechts)

Table 3.24 shows the inbound and outbound traffic volumes for the weekday am peak hour for 2017, 2018 and 2019 (from Update of the CIP for Stellenbosch Municipality, 2020), compared with the 2022 traffic surveys. Some locations are not directly comparable, but the conclusions below can be made.

Table 3.24: Inbound and Outbound Traffic Volumes (Weekday AM Peak Hour)

Road	2017		2018		2019		2022	
	In	Out	In	Out	In	Out	In	Out
R44 (opposite Paradyskloof)	2468	1372			2286	1849	2418	2135 (just north of Techno Park)
R44 (south of Technopark)	2497	782			3167	1157	3216	1279
R44/Van Reede (north of Technopark)			2229	1896	2336	1949		
R310 (west of R44)	665	491			1465	1045		
R310 (before Polkadraai)	665	491					1083	393 (Annandale to M12)
R310 (Devon Valley Road inter)	1725	1463						
R310 (at Dorp Street)			1984	1200	2161	1233	2290	1410 (South of Dorp)
R304 (north of Kayamandi)	1266	429					1293	862 (Just south of Bottelary)
R304 (at George Blake Rd)			1183	674		752	908 (Just west of R44)	
R44 (north of Helshoogte)	1447	479					2011	998

Road	2017		2018		2019		2022	
	In	Out	In	Out	In	Out	In	Out
R44 (at Helshoogte)			1344	695	1586	742	1919	985
R310 Helshoogte (east of Cluver)	530	258					793	1005
R310 Helshoogte (at La Colline Road)			508	792	652	1244		
R45 at R310 Helshoogte Road (north of R310)							815	542

Comparing traffic volumes with previous counts is a bit risky due to some uncertainty with the exact location of all previous counts. It is also true that at some locations the traffic demand exceeded the capacity in the past and also now (congestion present for a long time), so the volumes are limited by the capacity and cannot increase further. The following conclusions can be made wrt the **morning peak hour**:

R44: The counted volumes from the south into Stellenbosch are the same (due to capacity constraints north of Techno Park – around 1200 veh/h/lane) or higher (south of Techno Park) as counted in 2017 – the volumes out of Stellenbosch are slightly higher, indicating more economic activity in Techno Park than in the past.

The counted volumes on the northern (Paarl) side are higher than ever in the past into Stellenbosch and even out of Stellenbosch – the current volume of 1000 veh/h/lane entering from the north must be close to the capacity of that section.

R304: The counted volumes inbound just south of Bottelary are the same as in 2017 (although not at the same location), but the outbound volume is higher, which indicates higher interaction from Stellenbosch to the north and west (N1 and Cape Town) – similar to trend on R44.

The inbound volume at the R304 (Bird) intersection with the R44 is lower than in 2018, but in view of the queuing present there it can be accepted that it presents the current capacity of the R304 (Bird) at that location. The outbound volume is higher than observed before.

R310 (from west): The inbound volume just south of Dorp is slightly higher than reported before (estimated at capacity with the current 1150 veh/h/lane observed there). The outbound volume is slightly higher than reported before.

At the R310 (Helshoogte) intersection just to the east of Cluver both the in and outbound volumes are substantially higher than reported for 2017, which indicates a much stronger interaction to the east with Pniel and Franschhoek. The outbound volume is even higher than inbound, which is considered strange.

R45 (north of R310): The movement from the north (Paarl side) is high (close to capacity) with about half of the vehicles turning right towards Pniel and the other half proceeding in the Franschhoek direction.

The R45 in Franschhoek (Main Street) shows similar volumes (around 200 veh/h/direction in the weekday morning peak hour than during a Saturday morning between 11:00 and 12:00. This street in central Franschhoek is narrow and has substantial friction due to the on-street parking and high pedestrian traffic. Based on the counts, it is estimated that some spare capacity still exists.

Overall Conclusion: The counts were done during the latter part of October 2022 and the first half of November 2022. It is possible that the university's activities could already have slowed down at this time. Even so, the observed volumes are generally higher than reported before, which indicates very little, if any, remaining impact from the COVID-19 pandemic. At a number of locations the volumes are basically the same as those observed previously which is attributed to oversaturation, i.e. the capacity of the sections has been reached (resulting in differing degrees of queuing being experienced).

There are five major locations where traffic from outside Stellenbosch can enter the central town – they are the five locations listed under Section 3.3.3 (a). There are smaller other links into central Stellenbosch not included here, e.g. the George Blake link through Plankenburg and the Blaauwklippen link past the east of Jamestown. Their role as feeders into Stellenbosch is considered relatively small, though.

At the five locations there are eight road links (see **Figure 3-13**) feeding into/out of the central part of Stellenbosch. To obtain an idea of the traffic volumes entering/leaving the central part of Stellenbosch from outside the central town (Kayamandi, Voeltjesdorp, Cloeteville, Idas Valley, Jamestown, Techno Park and Weltevrede excluded from central town) the counts on a cordon around the town (see **Figure 3-13** and **Figure 3-14**) have been extracted and are shown in Table 3.25. The observed flows at all of these locations contain an element of through traffic, the extent of which is unknown at present (no origin/destination surveys have been done). There is also an element of double counting in Table 3.25 – e.g. traffic entering the cordon from the R44 south, do exit the cordon at the Techno Park link. Even so, Table 3.25 shows a summary of the total traffic volumes (all types of vehicles) on the eight external links which have been observed:

Table 3.25: Inbound and Outbound Traffic Volumes (to/from central Stellenbosch) over defined cordon (Weekday and AM and PM Peak Hours)

	AM P Hour (veh/h)			PM P Hour (veh/h)			Est daily volume (2 way)
	In	Out	Total	In	Out	Total	Total veh/day (split 50/50)
R44 south Techno Park	3216	1279	4495	1643	2900	4543	45 000
Techno Park Road	260	1896	2156	1572	264	1836	20 000
R310 west of Dorp	2290	1410	3700	1741	1628	3369	35 000
R304 west of Adam Tas/R44	752	908	1660	757	1426	2183	19 000
Lang Street South (Cloeteville)	528	273	801	235	346	581	7 000
R44 north of Helshoogte	2011	998	3009	1335	1540	2875	29 000
Rustenburg Street (Idas Valley)	1252	523	1775	581	881	1462	16 000
Helshoogte east of Cluver	793	1005	1798	604	921	1525	17 000
TOTAL	11 102	8 292	19 394	8 468	9 906	18 370	188 000

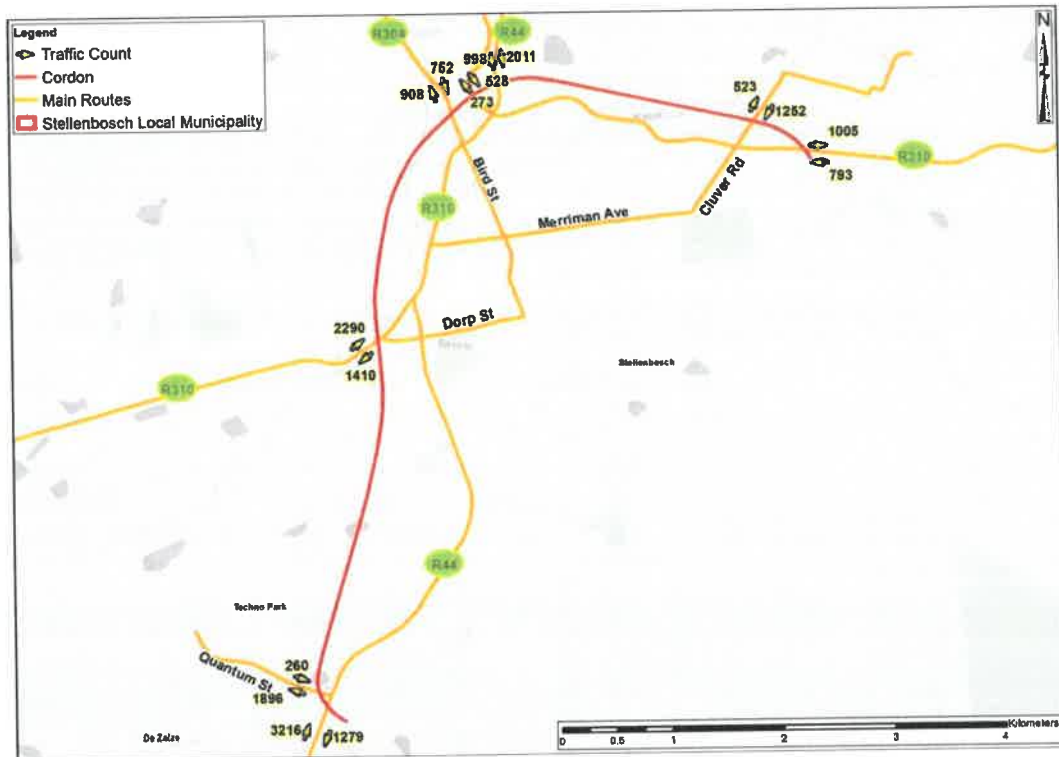


Figure 3-13: 2022 AM Peak Hour Cordon counts on the major feeder routes to central Stellenbosch



Figure 3-14: 2022 PM Peak Hour Cordon counts on the major feeder routes to central Stellenbosch

From the above the following can be concluded wrt the major road links crossing a cordon around central Stellenbosch:

1. The most important external route into/out of central Stellenbosch is the R44 from/to Somerset West in the south. Approximately 4500 vehicles enter/leave central Stellenbosch on this route in the peak hours. At a typical average vehicle occupancy of 1.5 persons/vehicle, this implies approximately 6750 persons in the peak hours, and at a typical ratio of 10% of daily traffic in the peak hour, the daily (24 hour) two way volume is estimated at 45 000 vehicles/day – note this is to the south of the Techno Park

intersection – the total two way volume on the R44 just north of this intersection is basically the same due to the movements to/from Techno Park – refer to [Appendix B](#).

2. Techno Park Road carries high numbers of traffic in the peak hours which is only possible due to the recent partial widening to two lanes per direction. The planned construction of a new link from Techno Park Road to the R310 can be expected to put the road under further pressure.

3. The R310 linking with Kuils River and the N2 is the second largest feeder from outside Stellenbosch with about 3500 vehicles/hour in the peak hours and 35 000 vehicles/day in both directions.

4. It is known that substantial queuing occurs at some of these locations, so the actual traffic demand (at least in the peak hour) is in fact higher than the counted volumes (or put differently, the demand is exceeding the peak hour capacity at some of these locations). The most obvious location is the R304 entrance into Stellenbosch where long queues are present (in and outbound) during both the morning and afternoon peak hours. This is also illustrated through the equal entering volumes of just above 750 vehicles/hour in the am and pm peak hours, which is the capacity of the eastbound leg of the R44/R304 intersection – to the west of the R44. This location, with Bird Street only one lane/direction, can be considered the biggest bottleneck in Stellenbosch.

4. On a daily basis approximately 188 000 vehicle trips, or approximately 282 000 person trips (at 1.5 persons/vehicle) are crossing the defined cordon around the central part of Stellenbosch from outside of the central part of the town – as mentioned all of the traffic from/to Kayamandi, Voeltjiesdorp, Cloeteville, Idas Valley, Jamestown, Techno Park and Weltevrede are included in the number. Should it be assumed that 25% of this traffic is through traffic, i.e. no destination in central Stellenbosch, then it implies that the person trips to/from central Stellenbosch (from outside the defined cordon into/out of central Stellenbosch) are:

- During the peak hours: approximately 21 000 (directional split +-60/40)
- During the day: approximately 210 000

Should the percentage of through trips be lower than 25%, and allowance is made for minibus taxi trips, these numbers will be higher.

5. The highest percentage of trucks occurs on the R44 at the R44/Bird intersection during the afternoon off peak hour (not shown in [Appendix B](#)). Also at the R44/Techno Park intersection, a reasonable number of trucks are present, although percentage wise it is low. Between 14:00 and 15:00 on 26 October 2022 the number of trucks on the R44 travelling north and south was:

	R44/Bird	R44/Techno Park
Northbound	66 out of 620 total vehicles (11%)	38 out of 1343 total vehicles (3%)
Southbound	52 out of 652 total vehicles (8%)	54 out of 1618 total vehicles (3%)

The origin/destination of these vehicles is not known. It is considered that it could be an indication of a reasonable through traffic component for trucks on the R44 through Stellenbosch.

6. High numbers of minibus taxis were found at three intersections (refer to [Appendix B](#)):

	AM peak hour	PM peak hour
R44/Techno Park		
Northbound:	175 of 2250 vehicles (8%)	85 of 1511 vehicles (6%)
Southbound:	54 of 1174 vehicles (5%)	71 of 2079 vehicles (3%)
R310/Dorp		
Northbound:	106 of 1459 vehicles (7%)	41 of 1131 vehicles (4%)
Southbound:	97 of 1037 vehicles (9%)	71 of 1068 vehicles (7%)
R44/Bird		
Eastbound (to CBD)	63 of 464 vehicles (14%)	31 of 444 vehicles (7%)
Westbound (from CBD)	52 of 332 vehicles (16%)	54 of 497 vehicles (11%)

The highest percentage of minibus taxis has been observed on Bird Street at the R44/Bird/R304 intersection. This clearly illustrates the importance of minibus taxi movement on Bird Street and the

demand for these services to/from Kayamandi. The highest numbers of minibus taxis have been observed at the R44/Techno Park intersection – approximately 230 minibus taxis north and south during the morning peak hour. Minibus taxi numbers also exceed 200 veh/h on the R310 at the Dorp Street intersection during the morning peak hour. Minibus taxi numbers are higher at all these locations during the morning peak hour than during the afternoon peak hour.

3.3.4 Parking

The most recent investigation into the parking situation in Stellenbosch was completed in June 2021 by Messrs SMEC (Stellenbosch Bulk Parking). It focused on Stellenbosch CBD (as defined – refer to Figure 3-15) and Techno Park. The CBD by and large excluded the Stellenbosch University campus.

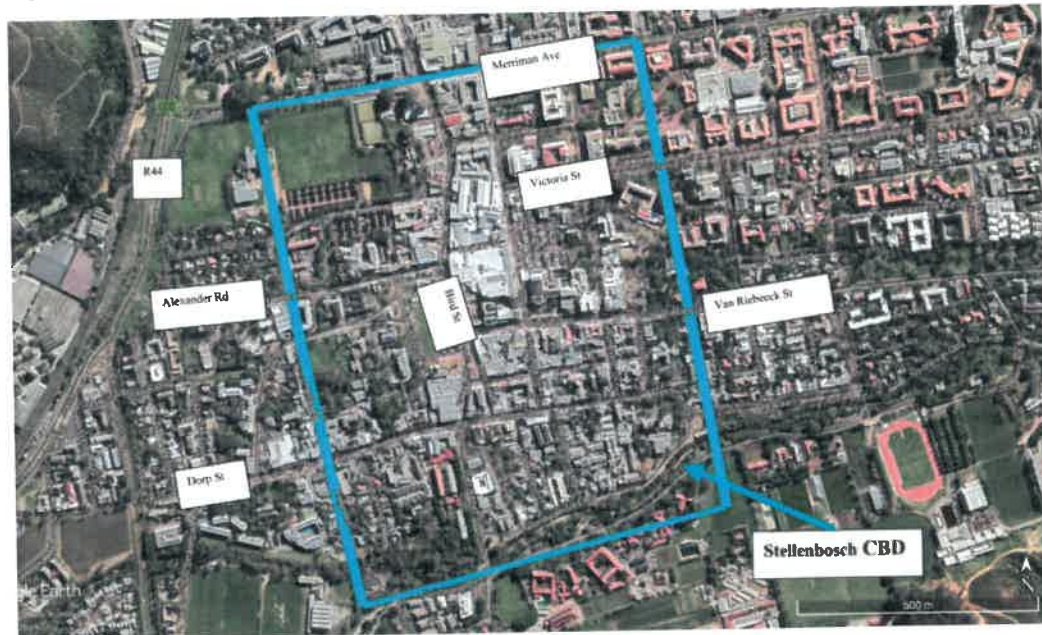


Figure 3-15: Stellenbosch CBD as defined in 2021 Parking Study

Sections 3.1 and 3.2 of the SMEC study describe a VISSIM model (microscopic simulation) that was built to model the existing traffic flows in Stellenbosch. It employed existing counts from the Municipality – source is MPA Traffic Counts Report of R310 and R44 corridors of 2019. Section 3.3 of the study shows that many intersections are operating beyond their capacity, and the results of the study will be used to determine the best access and egress arrangements to the parking garage.

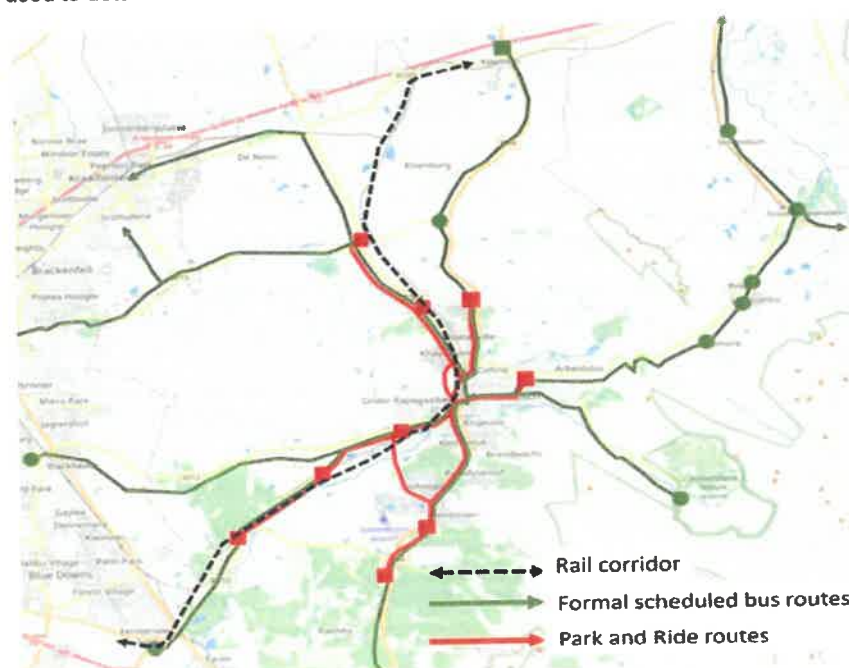


Figure 3-16: Formalised bus system and park and ride concept as suggested in Stellenbosch SDF

Section 4.3 describes a parking demand study done for the Stellenbosch CBD. It refers to the park and ride concept, together with a formalised bus system, suggested in the Stellenbosch SDF as shown in Figure 3-16. It found that there are 686 on street and 1087 off-street parking spaces (total 1773) available in the CBD. A survey of parking utilisation done in September 2020, i.e. in the COVID-19 restriction period, indicated that the overall maximum parking utilisation was 55% (p105). It was found that some on street parking locations did reach full saturation (p107). Based on further surveys in 2021, the prediction for 2023 indicated a possible shortage of 113 parking spaces (p137). It was further predicted that a shortage of an additional 222 parking spaces could be expected for 2028 (p139). Section 4.4 eventually concluded that depending on the scenario assessments, the CBD could require between 145 and 298 additional parking spaces between 2021 and 2028.

Section 4.5 describes the parking survey for Techno Park. Due to COVID-19, it was done differently to the CBD. Questionnaires were sent to the approximately 90 companies having offices there. Based on this it was concluded that there are 1857 parking bays available and a demand for 2577, which implies a shortfall of 720 parking bays (p147).

Section 5 describes the evaluation of the optimum locations for additional parking in the CBD and Techno Park. A facility of 120 to 300 parking spaces (in a multi-story structure) at the Eikestad Mall (p155) and 150 to 200 spaces (open at-grade parking) at a Location 5 in Techno Park (p170) were identified as the optimum solutions. Rest of Section 5 is devoted to potential designs for these facilities.

Section 6 is devoted to a financial value assessment for the two envisaged facilities. In Section 8 it is finally concluded that the Eikestad Parking Garage should be considered a viable option for a Public-Private Partnership (PPP) project to be registered at National Treasury (p231), and that an at-grade parking facility at Techno Park is not viable as a PPP but should rather be considered as a conventional project.

3.4 Freight Transport

Figure 3-17 shows the heavy vehicle volumes on the major roads. During the number plate survey that was undertaken for Stellenbosch Municipality, the heavy vehicles were surveyed during the PM peak period – 3PM to 6PM ((Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020). This provides a limited snap-shot of the heavy vehicle operational hours.

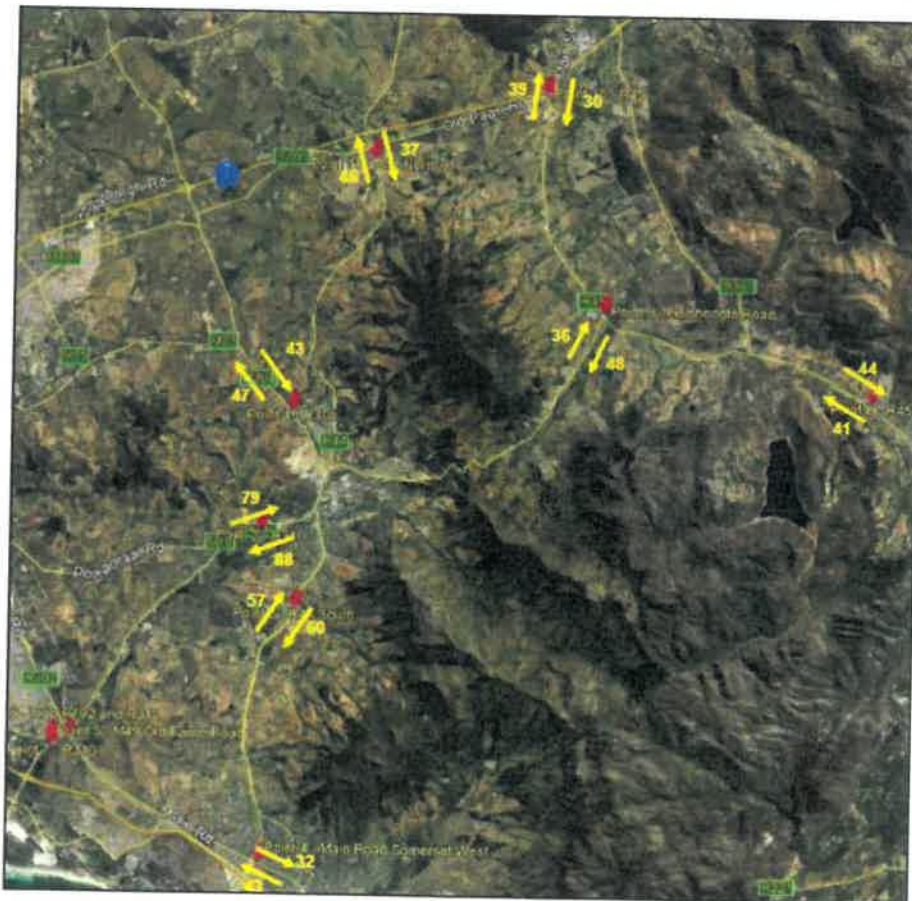


Figure 3-17: Heavy Vehicle Volumes Sourced from Number Plate Survey (2018)

Freight routes shown entering the Stellenbosch Municipal Area from Cape Town are Bottelary Road (the M23) and Polkadraai Road (the M12). The R44 from north and south of Stellenbosch, the R304 and the R310 west and east, the R101 and the R45 and the R301 in the Franschhoek Valley also carry significant volumes of freight to/from areas within Stellenbosch Municipality.

The Freight Strategy of the CWDM reported on the location of wine cellars and other agri-processing plants, as well as the location of industry in the Stellenbosch area, and has concluded that the main routes that connect Stellenbosch to Somerset West (the R44), Kuils River (R310), Klipmuts (R44), Brackenfell (R304) and Franschhoek (R310), as well as R45 between Franschhoek and Paarl, carry a significant amount of freight. In addition, secondary routes that provide access to farming areas off these routes also carry freight in the form of inputs into agri-processing (e.g. delivery of bottles) and distribution of the finished product (e.g. delivery of wine to the Cape Town Harbour for export). These roads in particular are impacted by the heavy vehicles that use them i.e. the Stellenbosch link to Parow (where distribution centres are located) via M12 (Stellenbosch Arterial).

Heavy vehicles do impact the already congested access roads through Stellenbosch particularly to access local industrial areas. Deliveries to businesses in the Stellenbosch CBD have been noted as being particularly problematic during peak travel times.

There is only one weigh bridge in the immediate area, which is located just before the N1 on-ramp to Cape Town off the R304 north, in Joostenberg Vlakte – refer to Figure 3-18 for the location.



Figure 3-18: Location of Existing Weighbridge

There are currently no facilities to impound heavy vehicles and therefore law enforcement in respect of overloaded vehicles is limited. Typically, the vehicles are fined for overloading, but are then allowed to continue as there is no secure facility to impound them until the load can be off loaded onto another vehicle. The damage to the road network thus continues.

4 SPATIAL DEVELOPMENT FRAMEWORK

4.1 Introduction

This chapter provides an overview of the SDF and related documentation which inform the spatial component of the CIP. The aim is to ensure alignment between transport planning and spatial planning. The documents that will be discussed in this chapter are the following:

- Western Cape Provincial SDF 2014;
- Stellenbosch Municipal Integrated Development Plan 2017 – 2022;
- Stellenbosch Municipal SDF, Nov 2019, and
- Adam Tas Local SDF, 2021.

4.2 Policy Directives

4.2.1 Western Cape Provincial SDF 2014

Growing the economy is the WCG's number one development priority. The PSDF's role is to open-up opportunities for inclusive economic growth in urban and rural areas. Mindful of the complexity of undoing an entrenched spatial legacy, the PSDF takes on the challenge of restructuring the Western Cape's urban and rural landscapes so that they offer socio-economic opportunities for all – especially those previously restricted in accessing these benefits.

The PSDF sets the precedent for all spatial planning and development in the Western Cape Province and is based on the following guiding principles:

- Spatial justice;
- Sustainability and resilience;
- Spatial efficiency;
- Accessibility, and
- Quality and liveability.

A provincial vision for spatial development is identified which is built on OneCape 2040's vision of a "highly-skilled, innovation driven, resource efficient, connected, high opportunity and collaborative society." This vision is formed around 6 themes namely; Educating Cape, Working Cape, Green Cape, Connecting Cape, Living Cape and Leading Cape.

To address the spatial challenges identified in the PSDF the following goals have been identified:

- Greater productivity, competitiveness and opportunities in the provincial space-economy;
- More inclusive development of its urban and rural areas;
- Strengthened resilience and sustainability of its natural and built environments, and
- Improved effectiveness in the governance of its urban and rural areas.

4.2.2 Stellenbosch Municipality's SDF

The Stellenbosch SDF is dated November 2019. The vision for the Municipality as per the IDP and the SDP is centred around conservation, resilience, inclusive municipal area and compact urban settlements. The spatial proposals in the SDF are aimed at achieving these principles.

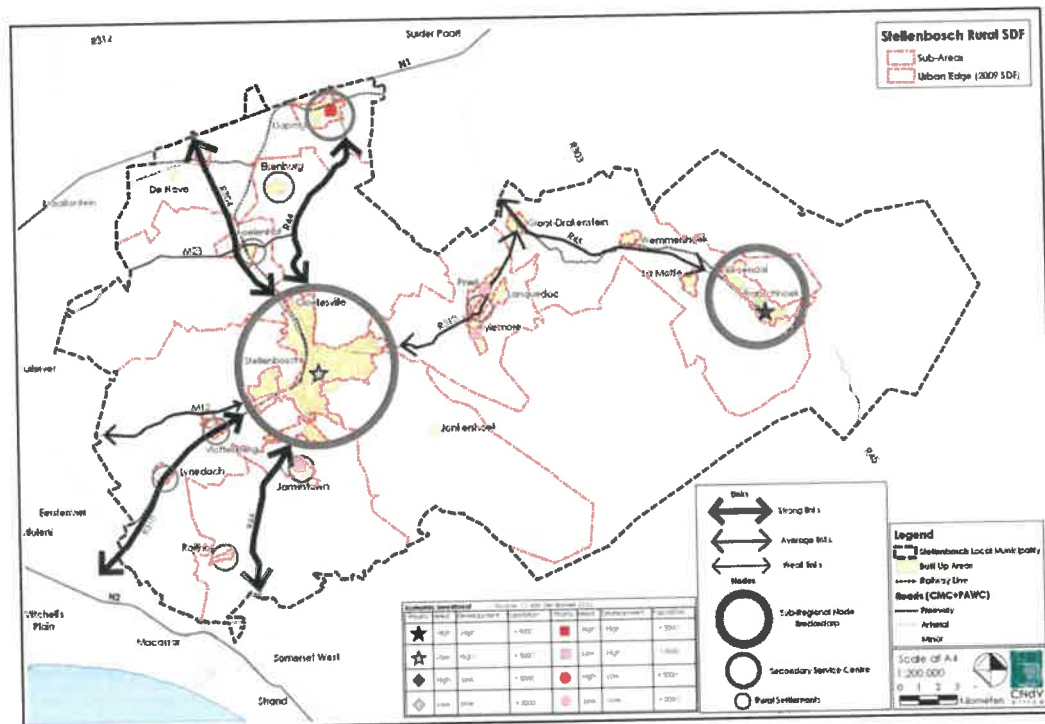
4.2.2.1 Broad Land Use

A large portion of the Municipality is designated as public and private conservation areas and fertile agricultural land. The agricultural land within the Stellenbosch Municipality, constitute some of the country's highest yield agricultural land in terms of income and employment generation.

Over the last couple of years, the office development market has seen very little growth. The retail property has been sporadic with several spikes in building activity with short to medium term troughs.

The main settlements in the Stellenbosch Municipality are the historic towns of Stellenbosch, Franschhoek and Klapmuts. Several smaller villages exist throughout the Municipality, including Jamestown, Pniel, Johannesdal, Lanquedoc, Lynedoch and Raithby. New nodes are emerging

agricultural service centres, for example, Koelenhof and Vlotenburg. Figure 4-1 provides an overview of the settlement hierarchy in the Municipality and the linkage priorities.



4.2.2.2 Built Environment

Residential densities in Stellenbosch town, Klipmuts, and Franschhoek are slightly higher than what they were in 2015. The average density for each of the aforementioned urban centres in 2015 were 8,17, 10,22 and 9,94 units per hectare, respectively. The targeted density for the urban centres is 25 units per hectare.

The relocation of large industrial land users from Stellenbosch town (to Klipmuts) presents a significant opportunity to restructure Stellenbosch town.

4.2.3 Stellenbosch Municipality SDF Principles

The SMSDF is based on the following seven principles:

1. Maintain and grow the assets of Stellenbosch Municipality's natural environment and farming areas;
2. Respect and grow our cultural heritage, the legacy of physical artefacts and intangible attributes of society inherited from past generations maintained in the present and preserved for the benefit of future generations;
3. Clarify and respect the different roles and potentials of existing settlements;
4. Address human needs – for housing, infrastructure, and facilities – clearly in terms of the constraints and opportunity related to natural assets, cultural assets, infrastructure, and the role of settlements;
5. Pursue balanced communities. All settlements should be balanced;
6. Focus energy on a few catalytic areas that offer extensive opportunity and address present risk, and
7. Focus energy on a few catalytic areas that offer extensive opportunity and address present risk.

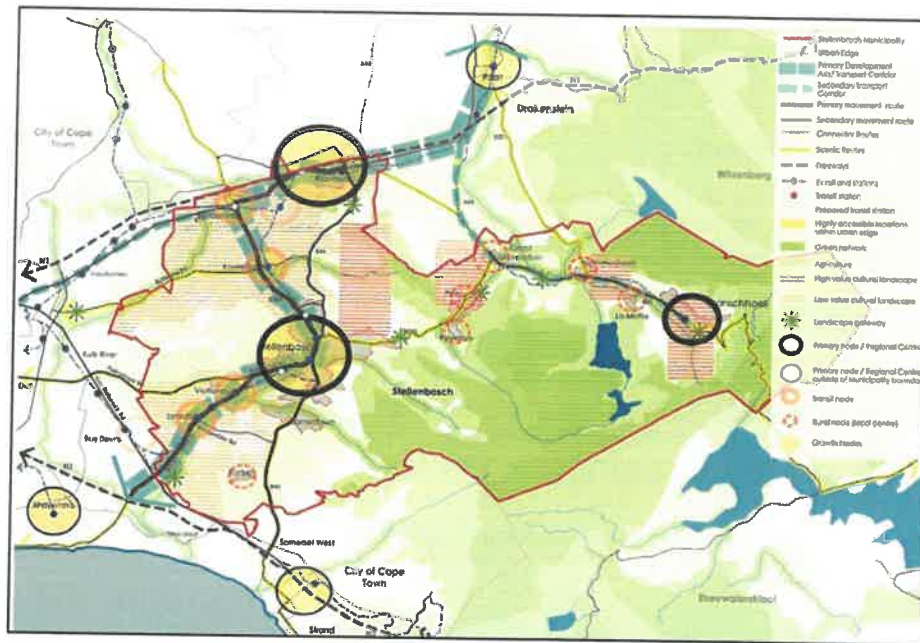


Figure 4-2: Consolidated Concept Capturing the 7 Principles Mentioned above

4.3 Transport Related Spatial Challenges

A number of transport related spatial challenges are identified in the SDF. It is highlighted that transport planning practices at the provincial level has maintained a regional mobility lens with the bulk of planning efforts and funding allocated to road infrastructure expansion and rehabilitation responding to demand-side growth, largely attributable to unconstrained low occupancy private vehicles at the cost of local mobility. Too little focus is on progressively improving the efficiency of existing road space usage through shifting modes and altering travel patterns. This approach has very high financial, economic, social and environmental cost, is unsustainable and exclusionary to most of the local population. This also has an adverse consequence for managing transport at the local level, where trips are generated.

The provision of public transport, non-motorised modes and travel demand management programmes are generally considered as municipal functions and not a core responsibility and competence of the Province. Given the extent of transport issues in the Municipality, it has limited institutional capacity and funding for the management of these transport issues. As a result, sustainable transport approached have been overlooked in favour of traditional engineering solutions.

4.4 Summary of Development Proposals and the Implications on Transport

According to the Implementation Framework, the Priority Areas are Stellenbosch and Klapmuts.

Stellenbosch Municipality's Spatial Proposals for both the Municipality as well as the Primary nodes are centred around the following:

- Residential densification and infill development within the urban areas;
- Support mixed land use in settlement centres;
- Promote Public NMT development, and
- Support the proposals of the Adam Tas Corridor Plan.

In terms of sectoral or thematic focus, the spatial development priority in all settlements should be to:

- Upgrade the servicing and transformation of informal settlements;
- Provide housing for lower-income groups in accessible locations (specifically through infill of vacant and underutilised land or redevelopment of existing building footprints);
- Expand and improve public and NMT routes. • Improve public and community facilities and places (e.g. through clustering, framing them with infill development to improve edges and surveillance, prioritisation for landscaping, and so on), and

- Expand the recognition, restoration, and exposure of historically and culturally significant precincts and places (both in the form and use of precincts and places).

The SDF outlines proposals for the Stellenbosch Municipality as a whole, moving down the hierarchy of urban settlements, starting with strategies for the higher-order settlements first and ending with the smaller urban settlements.

Figure 4-3 shows the structuring elements that will impact the growth of the Municipality, the agricultural west, and the conservation east. Urban growth in the east will be more difficult because of the surrounding conservation areas. The SDF further shows the settlement pattern of the Municipality.

4.5 Adam Tas Corridor

The Stellenbosch SDF was completed in July 2019. The SDF actively supports the ATC initiative and states that this is the most significant redevelopment opportunity within Stellenbosch Town, stretching from Droë Dyke and the Old Sawmill sites in the west along Adam Tas Road and the railway line, to Kayamandi, the R304, and Cloeteville in the north. It clearly identifies the Adam Tas Road and the Van Der Stel Sports Grounds as part of the potential corridor development. Conceptually, the Adam Tas Corridor is the focus of "building a new town".

The Adam Tas project is a catalyst project in the approved Stellenbosch Municipality SDF and Integrated Development Plan.

4.5.1 Vision

The working vision for the Adam Tas Corridor is:

- "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 environment 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 of what constitutes good, equitable, and efficient settlement, and
- A 'new town in town' in Stellenbosch; integrating currently fragmented parts of the town, exploiting underutilized resources, and based on non-motorized and public transport."

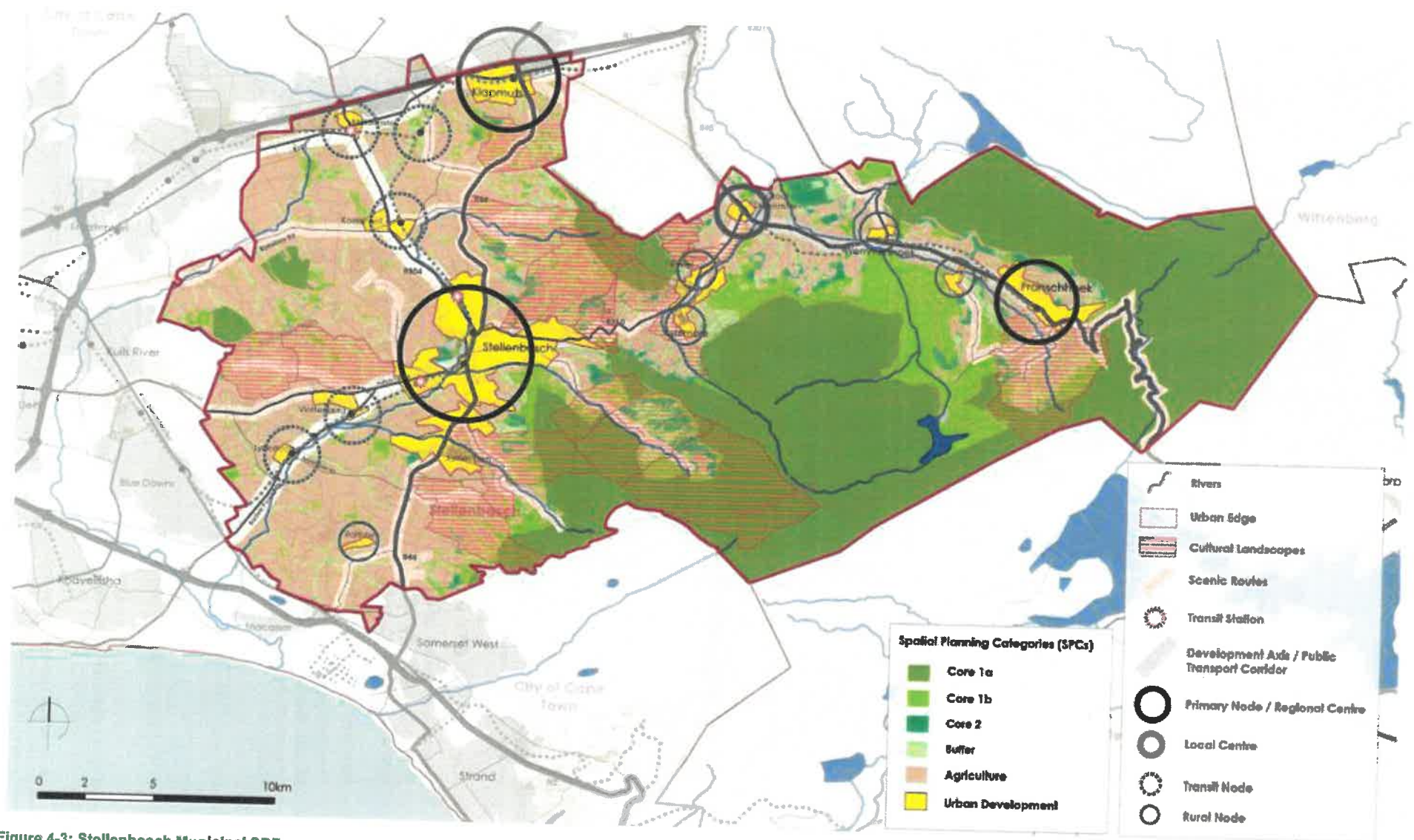


Figure 4-3: Stellenbosch Municipal SDF

4.5.2 Adam Tas Corridor Development Framework

The Adam Tas Corridor Local SDF divides the study area into eleven different precincts. Each precinct accommodates a mixed land use. The density and make-up of the land use is summarised in Table 4.1.

Table 4.1: Land Use Bulk Summary

Land Use	% Allocation	Minimum Bulk (m2)	Maximum Bulk (m2)
Residential	40	1 262 667	1 774 524
Commercial	29	903 938	1 232 070
Light Industry	16	500 076	669 315
Sports	3	104 551	143 809
Public Facilities	12	375 427	526 881
	TOTAL	3 146 659	4 346 599

The density applied is split into four different categories, namely:

- Very high density (160 units per hectare);
- High density (140 units per hectare);
- Medium (120 units per hectare), and
- Low (100 units per hectare).

It is important to note that Distell decided to relocate to and consolidate many of its operations in Klapmuts. Distell proposes to develop a beverage production, bottling, warehousing and distribution facility. Distell proposes to develop a beverage production, bottling, warehousing and distribution facility on Paarl Farm 736/RE, located north of the N1, consolidating certain existing cellars, processing plants, and distribution centres in the Greater Cape Town area. The farm measures some 200 ha in extent. The beverage production, bottling, warehousing and distribution facility will take up approximately 53 ha. Figure 4-4 shows Adam Tas Corridor Densification Proposals.

An Adam Tas Overlay Zone was developed and was submitted to the Municipal Mayoral Committee on 19 October 2022. The Committee noted the Overlay Zone and recommended to the Council that a public participation process on the Overlay Zone commences. After the conclusion of the public participation process, the Adam Tas Corridor Report should be resubmitted to Council together with comments received.

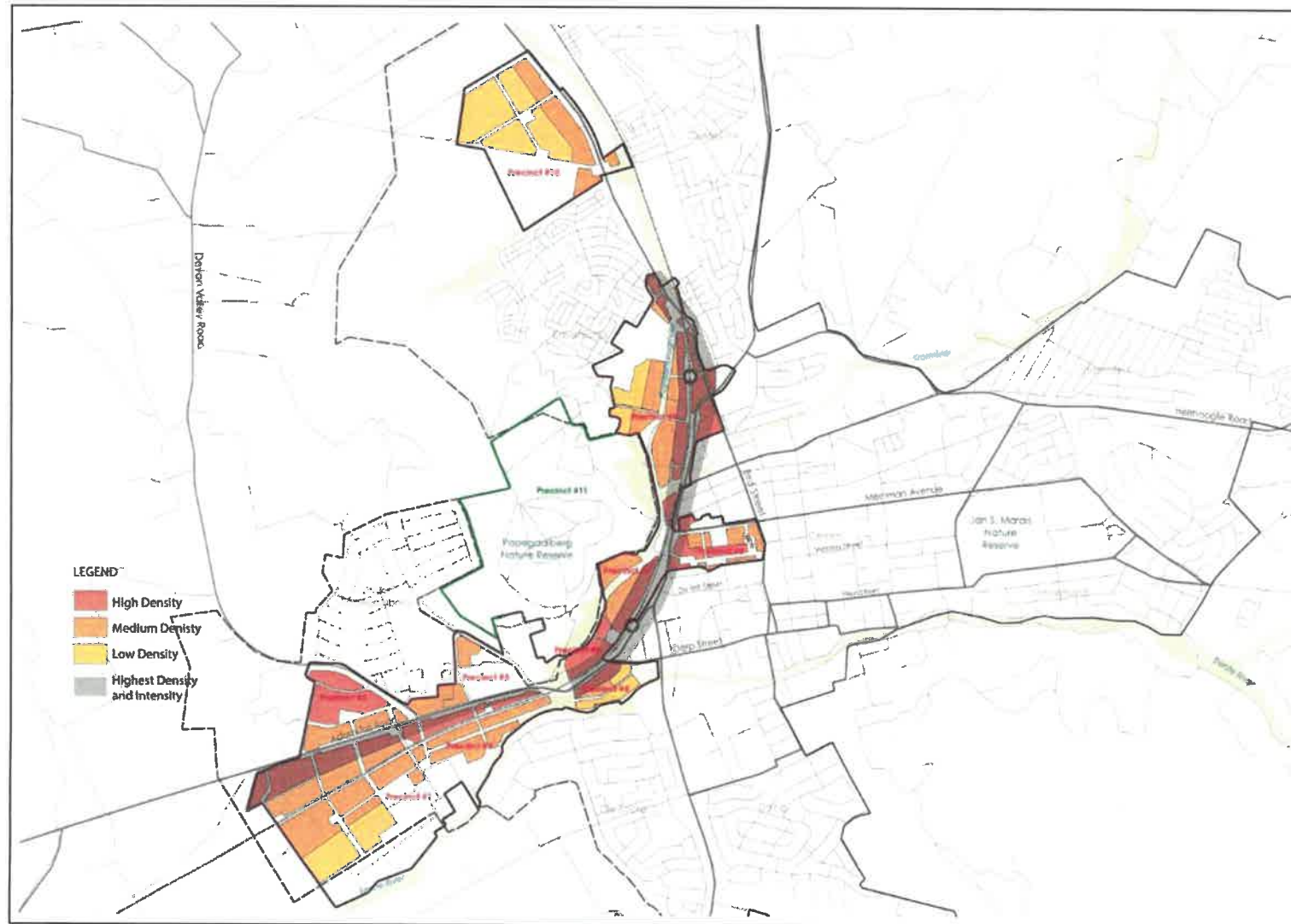
4.5.3 Transport Proposals for the Adam Tas Corridor

Transport proposals associated with the Adam Tas Corridor evolved over the past five years, either forming part of SDFs or mobility, road network and transport studies. These are summarised in the following sections.

4.5.3.1 New Gateway for Stellenbosch 2017

This spatial and mobility framework for the central section of the Adam Tas Road Corridor was developed for the Municipality and the WCG in 2017. The aim was to investigate the feasibility of a Transit Orientated Development (TOD) for the Adam Tas Road Corridor. The main components of the transport proposals are:

- A new station and public transport hub adjacent (just west) to the redeveloped Van Der Stel Sports Grounds, accessible at grade;
- Lowering of Adam Tas Road in a tunnel where it passes the redeveloped site on the western side - approximately 500 metres in length;
- Linking of Merriman Street with George Blake Street through an elevated interchange, thereby eliminating the present dangerous George Blake at grade rail crossing, just north of the existing station;
- The consolidation and upgrading of the Adam Tas/Alexander Street intersection, allowing a free flow underpass for the R44, and
- A new link from the extended Merriman Street is shown (southwards) parallel to the rail line, which could provide improved access to the Bosmans Crossing area from the north.



4.5.3.2 Stellenbosch Roads Master Plan Update 2018

An update of the Stellenbosch Roads Master Plan was completed in August 2019. The following points from the Master Plan are relevant to the Adam Tas Corridor:

- The section of Adam Tas Road between the intersection of the R44 and Merriman Street, as well as George Blake Street, is operating “beyond capacity” and should be investigated further for possible improvements;
- Traffic modelling for 2040, for this section of Adam Tas Road, indicates that it could become the busiest road section in Stellenbosch;
- To accommodate the expected future traffic, it was proposed that the section be widened to three lanes per direction, and
- The road improvement that may have the largest impact on the Adam Tas Corridor is the development of the Western Bypass.

It was confirmed that high priority planning was required with respect to:

- Reconfiguring Adam Tas Road intersections with the R44/Alexander and Merriman Streets;
- Reconfiguring and improving the Adam Tas/George Blake Street intersection, and
- Dualling of Lower Dorp Street between the R44 and Adam Tas Road.

4.5.3.3 Stellenbosch SDF 2019

A general statement on transport is made in the SDF in relation to the ATC that a change in transport patterns should be pursued through “changes in the mode of travel” and “changes in transport demand in terms of the trip itself”. It is considered that, should there be no new public transport interventions and proceeding in the same fashion as in the past, it is unlikely to result in a different end state.

The Stellenbosch station is identified as a potential public transport node. The provision of more frequent and reliable rail service in the Adam Tas Corridor is stated to be critical. It is interesting to note that two proposed light rail stations (not discussed anywhere in detail) are shown in figures, one to the north, just east of Kayamandi and the other to the west in the vicinity of Devon Valley.

4.5.3.4 Adam Tas Corridor Local SDF (LSDF) 2021

The Adam Tas Corridor Local Spatial development Framework (LSDF) was completed in 2021. It is stated in the LSDF that approaching the movement, access and parking should occur within a framework of emerging global transport trends, including:

- Significant shifts in policy to accommodate the transformation of the way transport is sourced;
- A significant shift to the use of public transport;
- Potential shift away from private vehicle ownership and a potential increase in car-pooling and rental pools;
- An increase dependency on electric/hydrogen vehicles and the increasing obsolescence of the petrol/internal combustion engines, and
- Inter-dependencies and collaboration between the public and private sector.

The approach to the transport servicing of the corridor strongly indicates that transportation has to be “transformed”. The movement network is shown in Figure 4-5.

The key aspects of the Adam Tas Corridor movement network are stated to be:

- A continuous central vehicular route between precincts, from the Sawmill via Oude Libertas, Bosman’s Crossing, Bergkelder, Plankenbrug, to Kayamandi and incorporating elements of Distillery Road, George Blake Road and Rand Road. The road should accommodate NMT and public transport functions;
- Adam Tas Road/R44 maintaining its role as a “mobility” route;
- Vehicular intersections with Adam Tas Road/R44 (at grade and grade separated in the vicinity of Bergkelder/Van der Stell);
- A NMT route following the Plankenbrug and Eerste River Corridors and linking to the existing/proposed systems for Stellenbosch town;

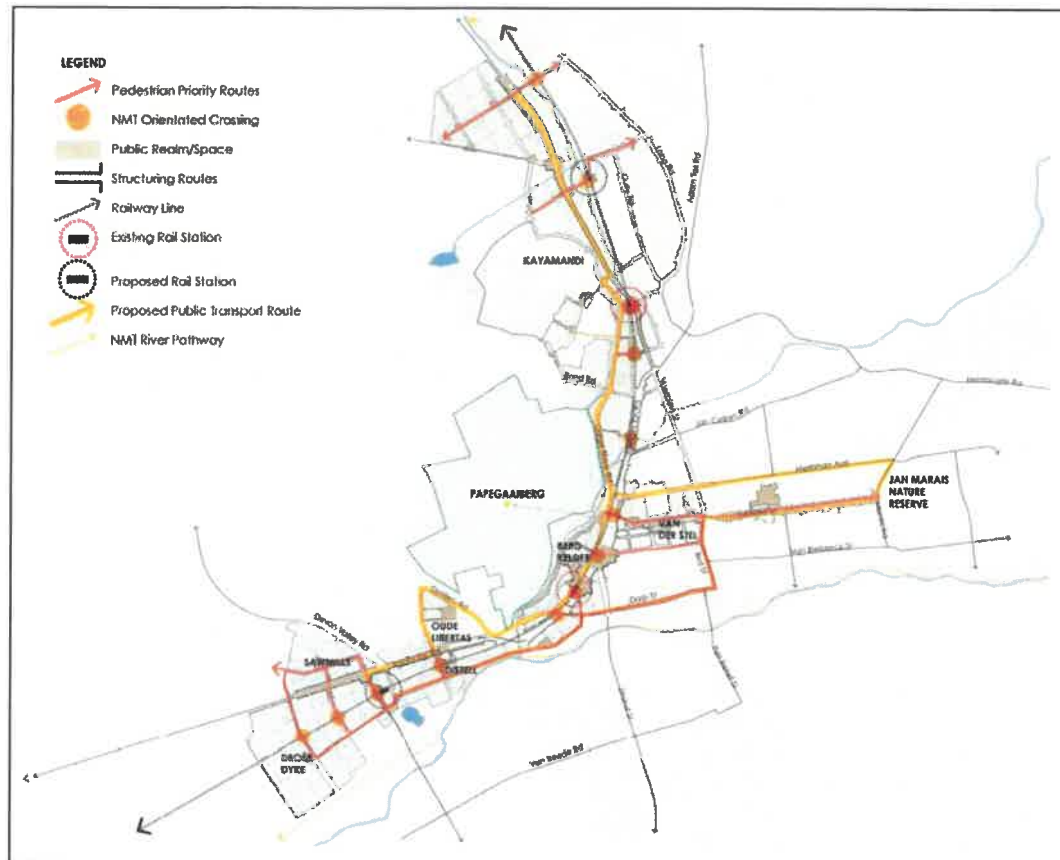


Figure 4-5: Adam Tas Corridor Movement Network Structure

- The existing rail, incorporating the two existing stations (Stellenbosch and Du Toit, both upgraded) and two new ones proposed at Droe Dyke/Sawmill and Kayamandi North, and
- Nine new pedestrian crossing along ATC with crossing intervals of between 400-600m (from an operating perspective, these crossings will need to be grade separated, preferably underpasses given the high clearances and ramp lengths required for overpasses).

The LSDF states that the reality of having to accommodate parking serving Stellenbosch Town and the ATC are expected to progress towards lower private vehicle dependence and use over time requires innovative transitional arrangements, including the provision of parking in a form enabling ready conversion in future to other uses. Centralised parking facilities, delinking the provision of parking from the specific entity served would be required.

The underlying objectives of the ATC project are to pursue an environment prioritising public transport and NMT. The LSDF assumes that PRASA will continue to reinstate operations of the railway corridor service with new rolling stock and the implementation of new rolling stock for increased demand, as well as the ultimate doubling of the railway line between Eerste River and Muldersvlei Stations. The LSDF also envisages the development of subsidised public transport services linking the ATC precincts and railway stations with the University and the Stellenbosch CBD. Such a system will have to be developed in an incremental manner until such time as it can be incorporated in a Stellenbosch Municipality IPTN. It also foresees the transformation of the Stellenbosch minibus taxi industry into an association based companies by means of contracted services.

The LSDF provides for phased transport infrastructure improvements per precinct. An estimate of the total bulk infrastructure costs (all services) has been made and it amounts to R1.368 billion. Similarly, the total development contributions have been estimated as R1.44 billion, which is considered a "good indication that the development could be feasible".

4.5.4 General Status of the Adam Tas Corridor Development

The ATC concept has only recently come into existence. Work on it is at an initial stage and detailed studies are yet to commence. The planning in relation to the ATC is at framework stage, with an overlay zone approved by Council. General guidelines for NMT and Public Transport facilities have been

compiled and work is underway to better promote NMT and public transport and align these with the development guidelines for the ATC.

ATC Transport Studies are currently underway to ensure that the required levels of accessibility within the Corridor is achieved and the required levels of mobility on the provincial roads are maintained. The ATC transport studies will therefore align with the approved ATC MSDF and provide guidelines for the promotion of public transport and NMT. A study for the possible implementation of a park and ride facility within the corridor is also being undertaken at present.

Key stakeholders in these transport studies are *inter alia* include WCG and PRASA. The WCG Department of Infrastructure (DoI) is the approval authority responsible for some of the main roads within the corridor and any upgrades to these roads will require their approval. The Municipality has therefore undertaken to engage with the DoI on a separate platform regarding the ATC and its LSDF. The commuter rail line, which PRASA is responsible for, forms a key component of the future ATC transport network as well. Close coordination and collaboration with PRASA will therefore be essential.

5 TRANSPORT NEEDS ASSESSMENT

The transport needs assessment refers to the following sources:

- The transport needs set out in the June 2020 Review of the CIP (still considered relevant);
- An assessment of the Transport Status Quo in the Stellenbosch municipal area;
- Taxi Association Stakeholder engagements;
- Other Sources, including recent work on commercially available floating car data, the Roads Master Plan (2019), the Traffic Surveys of 2022 and the Bulk Parking Study of 2021, and
- Stakeholder Consultation Process 2022.

5.1 Transport Needs Assessment from June 2020 CIP Review

The transport needs identified during the 2020 Review of the Stellenbosch CIP are described in the sections below.

5.1.1 A need for an improved public transport system

The vision for Stellenbosch Municipality as well as all five of the strategic focus areas (Valley of Possibility, Green and Sustainable Valley, Safe Valley, Dignified Living and Good Governance) on some level all need a good public transport system. In the public meetings issues around improved regional services between Paarl and Stellenbosch, security on public transport particularly at ranks was emphasised as well as increased job creation and training youth.

5.1.2 Better accommodate all people including those with disabilities

The existing transport system in Stellenbosch Municipality has made limited provision i.e. infrastructure or services for people with special needs. For example, public transport vehicles (road based MBTs, buses or rail) are not equipped to accommodate universal access. There is not a comprehensive network of pathways and sidewalks and not all intersections are treated to accommodate people with disabilities (dropped kerbs and tactile paving). Accesses into buildings are not ubiquitously equipped with ramps for wheelchairs and prams.

5.1.3 Provide walking/cycling paths and green spaces

Numerous requests were raised in the public meetings held in October 2019 during the previous update of the CIP, for the provision of more sidewalks (particularly in Raithby), running or cycle routes. Safe raised road crossings particularly in school precincts as well as and rail crossings (Vlottenburg, Old Paarl Road) were presented as needs. Suggestions for bollards and enforcement to prevent parking on pavements as well as the beautification of open spaces were made.

5.1.4 Upgrade roads infrastructure

Improvements and upgrades of the existing road networks was also a common theme in the public meetings. Specific areas of concern included:

- Resurfacing of roads, (The Municipality rolls out an annual resurfacing programme to address road repair requirements including those identified through public meetings);
- Increased visibility of street names
- Upgrade of intersections (Adam Tas/R44 / Alexander), and Adam Tas/R44/Merriman
- Street lighting (in the areas of Curry, Pine, Primrose, Eike, Jakaranda, North-End, Silvia and Vredelust Streets).

5.1.5 Additional parking and park/ride facilities

Another need identified at public meetings were additional parking or park and rides (Parking embayment opposite Community Market/ Flea market at the corner of Rustenburg Road and Sonneblom Street).

5.1.6 A need for better road safety, traffic calming and improved law enforcement

A request for a focus on road safety and traffic introducing more traffic calming mechanisms particularly around schools (R45, R310 traffic Calming – Meerlust, Wemmershoek, Maasdorp R45, speed humps in

Lanquedoc, Vredelust Street, c/o Crombie and Last Street, c/o Gone and Cornelius Street, Klapmuts) as well as the installation of road signs (Mostertsdrift) was made. Also required are increased levels of traffic law enforcement to improve road safety conditions.

5.1.7 A Need for More Jobs and Skills Training

High levels of unemployment and low skills levels was also another common theme of concern at the public meetings. A request that the Municipality find ways to increase economic opportunities and job creation particularly for youth.

More detail on the problems and needs relevant to the various plans and strategies of the CIP are provided in the following chapters respectively.

5.2 Assessment of the Transport Status Quo

As part of the National Household Travel Survey (NHTS) 2020 respondents were asked to indicate the two main issues they face in relation to the transport system in Stellenbosch. The two most raised concerns were in relation to accessibility to transport and personal safety. Table 5.1 shows responses given most frequently:

Table 5.1: Transport problems identified by Households (NHTS, 2020)

Issue	Description
1.	Non-availability of buses
2.	Non-availability of minibus taxis at certain times of the day, such as late at night
3.	Traffic congestion during peak periods
4.	Reckless driving by taxi drivers
5.	Personal safety and crime
6.	Commuter rail services not available and/or reliable
7.	Overloading of vehicles
8.	Lack of parking
9.	Rude taxi drivers
10.	Transport is too expensive

As Table 5.1 provides an indication of transport user views, the more specific needs related to the various components of the transport system is described in the following paragraphs.

5.2.1 Public Transport Problems and Needs

The transport modal shares of minibus-taxis, buses and commuter rail were 63%, 0.5% and 4% respectively, according to the National Household Travel Survey of 2020. This implied that nearly 70% of all trips within the Municipal area is undertaken by means of public transport.

Passengers undertaking these trips are mostly "captive" to public transport and do not have any other travel option, except walking or cycling if the travel distances are not too long.

The challenges that public transport users face on a daily basis include having safe and convenient access to public transport services, the affordability of fares and the availability of services outside peak periods. Limited services are available outside the peaks, as the demands, which impacts on the viability of operations and operators are therefore hesitant to provide services outside peak periods. Virtually no services are available later in the evenings.

There are not enough laybys/dedicated stopping bays for minibus taxis in central parts of Stellenbosch. Limited public transport facilities at stops, such as shelter are available. Universal access of vehicles remains a challenge as well. The lack of amenities and facilities for example for informal traders at some ranks has been high-lighted as needs in a number of interactions with stakeholders.

To promote sustainable mobility, it is important that travellers start to make different mobility choices, where those are available to them. This *inter alia* implies shifts from private to public transport. The convenience and perceived quality of existing services are obstacles to attracting "choice" users to and travellers with other travel options to public transport. The informal nature and that fact that services are

not scheduled and predictable is also a deterrent for people with different travel options to use existing public transport.

Very little information is also available to non-regular users on service routes, fares and how to access services, which also provides barriers to access. Consideration needs to be given to incentivise public transport operators to improve and maintain the quality and safety of operations, as well as the user experience in general.

During peak traffic, congestion levels along arterial roads is high. This is problematic, as trips typically involve some waiting time and trips therefore are already longer in duration than private transport users' journeys.

During a stakeholder engagement with the local minibus-taxi associations it was mentioned that the industry had lost 40% of their income due to COVID-19 and as a result thereof, some operators had their vehicles repossessed due to not being able to meet repayments. The associations also shared that they have experienced an increase in passenger demand due to passengers choosing public transport over private vehicles due to an increase in petrol prices. More people are also receiving social grants due to job loss during the COVID-19 pandemic, also resulting in an increased patronage to reach grant collection points.

Minibus taxi association leaders have expressed strong desire for dedicated HOV (high occupancy vehicle) lanes to be added along key arterial roads to alleviate this issue. There are not sufficient laybys.

The minibus-taxi associations indicated that they are willing to work towards a more formalised service, as they acknowledge that passengers are more inclined to utilise their services if the service is predictable and offers a ticketing system which removes the existing cash-based fare system. The associations also propose that the industry be consulted when it comes to the planning in providing parking solutions, taxi ranking facilities and new developments such as malls and residential areas.

During the COVID-19 Lock-down period commuter rail services were suspended and have not been reintroduced due to infrastructure challenges. Given the significant number of people travelling across the Municipal borders on a daily basis, the current lack of commuter rail service to and from Stellenbosch is a challenge and these services need to be reinstated and if possible, even be extended.

Greater collaboration between key role-players and stakeholder is required to improve public transport and address the challenges and needs.

5.2.2 Road Infrastructure

Congestion on the road network during peak periods and often extending beyond normal peak hours poses a significant challenge to the mobility on many roads within the Stellenbosch municipal area and specifically the Stellenbosch CBD. The roads and road links where the service levels are significantly impacted by congestion have been identified and confirmed through the Roads Master Plan 2019, traffic surveys and observations done towards the latter end of 2022.

The 2019 Roads Master Plan indicated that the traffic demand in 2018 already exceeded the capacity on the following links in peak periods:

- 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, and
- George Blake Street.

The following links were identified as also being under pressure in 2018:

- The Welgevonden access road;
- Lang Street into Cloetessville;

- La Colline access off the R310, and
- The Technopark access road.

The EMME/4 travel demand forecast modelling was used for the Roads Master Plan and it was based on land use projections for 2040, indicated that quite a number of further roads improvements may be required to maintain acceptable levels of service and mobility. This is further unpacked in Chapter 7. (It is a bit unclear to what extent alignment with sustainable transport prerogatives were considered in the modal split/choice inputs in the travel demand model.)

A paper based on work done by Bruwer for a doctoral thesis on commercially available floating car data in Stellenbosch, provides very good real time information on congestion in Stellenbosch for 2020, both before and after the COVID-19 pandemic started in March 2020. This analysis confirmed that all the major routes coming into Stellenbosch are under traffic pressure during peak periods, namely the R44 (north and south), R310 (west and around Cluver Street), R304, as well as most of the road sections identified in the Roads Master Plan. Whilst congestion was much better during the COVID-19 period (not shown here), it is concluded that by 2022 they have largely returned to February 2020 levels – refer to Section 3.3 and Figure 5-1.



Figure 5-1: Indication of congestion in Stellenbosch in February 2020 (Bruwer, Andersen)

The results of the 2022 traffic surveys have been discussed in Section 3.3 above. Based on previous reports, observations during the surveys and also at other times, it can be stated that the traffic demand exceeds the capacity of the major network servicing central Stellenbosch for varying lengths of time during the morning and afternoon peak periods. The surveys basically confirm the findings of the work done by Bruwer/Andersen, as well as for the 2019 Roads Master Plan.

5.2.3 Parking

The Parking Study for Stellenbosch completed in 2021 and the outcome of this study is discussed in Section 3.3.4. The aim of the study was “to paint an exact picture of the existing parking situation within Stellenbosch Municipality and to focus on providing parking facilities for Techno Park and the CBD”.

Increasingly, students are also contributing to traffic congestion levels in Stellenbosch, since there have been relaxations of parking eligibility criteria by Stellenbosch University (previously first year students were not permitted to park on campus, however, this policy was withdrawn). Since Stellenbosch University does not have sufficient parking on campus to accommodate students' vehicles, most students park on-streets and at parking areas in and around Stellenbosch.

Considering the parking situation in Stellenbosch, there are at least two major issues which have not been addressed:

- Parking on the university campus – both students and personnel. It is known that a possible parking structure along Merriman Street was suggested by the University about two decades ago, and
- The feasibility of the park and ride facilities suggested in a number of recent studies, including in the current Stellenbosch SDF.

The parking needs identified for the CBD and Techno Park point to the feasibility of two facilities:

- It was concluded that depending on the scenario assessments, the CBD could require between 145 and 298 additional parking spaces after 2021. A facility of 120 to 300 parking spaces (in a multi-story structure) at the Eikestad Mall (p155) was identified as the optimum solution.
- Based on questionnaires sent to the approximately 90 companies having offices in Techno Park, it was concluded that there are 1 857 parking bays available and whereas there is a demand for 2 577, which implies a shortfall of 720 parking bays. A facility of 150 to 200 spaces (open at-grade parking) at a Location 5 in Techno Park were identified as the optimum solution for this shortfall.

The important conclusion that can be made from this is that whilst the previously proposed park and ride facilities for Stellenbosch appear to be a good solution for addressing congestion, there is no evidence to support the feasibility of the concept. There is no evidence of similar successful projects elsewhere, but it should remain an option for future consideration.

5.2.4 Non-motorised Transport

Stellenbosch has a very attractive environment for NMT, as it has a walkable CBD with short distances between residential areas. The demand for NMT transport is further increased due to the University of Stellenbosch being within the CBD where students primarily walk between venues.

Although the CBD is relatively pedestrian-friendly the ever-increasing traffic and parking in the CBD as well as old street infrastructure with no dropped kerbs pose a challenge to people with mobility impairments, persons using wheelchairs and with using trolleys, prams, skateboarders, and cyclists.

Around 30% of roads in the Municipality have sidewalks, however, cycle infrastructure has shared facilities with pedestrians and in many cases, sidewalks are too narrow and lack continuity (i.e. condition and connectivity).

Whilst cycling in Stellenbosch is popular in terms of the South African context a significant proportion of cyclists are recreational/sports cyclists and those riding on roads prefer the higher order provincial roads. Sections of the cycling network have been implemented but these are not coherent. The main barriers to cycling are safety in traffic, the lack of suitable infrastructure, crime and, in the case of lower income communities, access to bicycles.

In summary, the key concerns and needs related to NMT are:

- Better integration between land use and transport planning, to reduce travel distances and enable greater use of NMT;
- Most choice-users opt to use private vehicles for trips, even if such trips are relatively short and walkable;
- The lack of proper, convenient and safe NMT infrastructure connect outlying communities with their local towns and CBDs;
- NMT needs to be considered an essential element and the foundation of any and all transport and development planning and it should be a requirement for all developments to fully integrate NMT;
- Significant pedestrian movements are across major roads / a rail line, often without adequate or safe crossings;

- Although there has been progress in developing NMT (and cycling) infrastructure routes are not coherent and continuous,
- Cycling is often deemed unsafe from traffic safety perspective and the lack of awareness of other road users, and
- Funding allocation for NMT is limited and NMT infrastructure is often provided as an afterthought.

5.2.5 Freight Transport

Freight movements within and through the Stellenbosch municipal area are significant and contribute to some of the negative externalities of the transport system. The prevailing general freight transport and logistics issues prevalent in the municipal area are:

- non-availability rail freight services, which means that all freight is transported by road;
- high volumes of road freight vehicles that contribute to congestion and impact on the extent of road maintenance, due to higher axle loads;
- effective law-enforcement due to manpower limitations;
- truck movements, off-loading and parking in the Stellenbosch CBD, and
- road safety concerns.

The following matters were identified during the previous CIP update that should be addressed to reduce the negative impact of freight movements and improve freight and logistics are:

- Identification of a Strategic Freight Network of routes (including routes for abnormal loads and hazardous freight);
- Infrastructure improvements, such as truck stops for truck holding and parking;
- Mechanisms for improved law-enforcement, to more efficiently regulate and control freight movements, and
- Movement of appropriate freight from road to rail in the longer term.

Consideration should also be given as to how technology and innovation can be deployed to better manage and control freight movements through and within the municipal area.

5.3 Transport Needs Identified during Stakeholder Consultation Process

A number of themes arose from the stakeholder consultation process, which adds to the understanding of the transport needs in the Stellenbosch Municipal area.

5.3.1 Climate change

Some stakeholders stated the importance that the CIP considers climate change to ensure sustainability of interventions proposed. Although there were no practical suggestions about this from stakeholders, it is agreed that this is a core principle, both in the immediate and longer term. The plan must provide guidance in terms of what is possible to ensure that proposed interventions are sustainable and responsive to the rapidly changing environment.

5.3.2 Integrated land use

The Municipality and developers must follow the mixed land use approach to address traffic congestion issues, reduce the need for people to use cars to access services. One way to do this is to bring services closer to people to reduce their need to travel by vehicle. It is important that building plans are not centred on measures that accommodate increased private vehicle usage, but on designing spaces that are responsive to identified challenges and incentivise less use of cars.

5.3.3 Integrated public transport system theme

The development of an integrated public system by partnering with the taxi industry and other modes of public transport was raised. Suggestions such as a universal ticketing system must be explored further, including integrating such plans with Provincial stakeholders. Therefore, it is important that the different stakeholders continue to engage to establish and improve relationships and explore what is possible in this regard.

5.3.4 Congestion

Congestion was a feature of almost all inputs. Stakeholders all struggled with it, describing their journeys in and out of Stellenbosch as arduous and time-consuming, as well as having an impact on productivity. All measures to reduce dependency on private vehicles, must be included.

Adopting measures to move to NMT and integrated public transport will have a positive impact on congestion, but planning must support this, in particular as it relates to parking. Parking is inexpensive and this is seen as being responsive to the needs of private vehicles, whereas the opposite is needed.

Congestions is also exacerbated by tourist buses that clog narrow streets. The idea of park and walk or park and connect with public transport should be pursued (this in conjunction with taxi associations). Stakeholders also said that if they could easily move to and from Stellenbosch by train they would prefer to do that than to sit in traffic.

5.3.5 Behaviour Change Communications

This theme looks at the importance of shifting behaviour to reduce traffic congestion. This will entail having an effective communications plan to educate both internal and external stakeholders about the future impact of planning around the increase of motor vehicle usage as the main sources of transport.

It should also include communications to encourage significantly increased use of public and non-motorised transport and to reduce the use of cars to a minimum. Communication with specific stakeholders, such as the University – to assist in motivating students to adopt cycling and walking in Stellenbosch, and Taxi Associations – to innovate and improve services so as to encourage more people, including potentially, tourists, to use their services, must also be undertaken.

Communication should also be used to create greater awareness about safety of cyclists and pedestrians, emphasising their roles in reducing congestion.

5.3.6 Non-motorised Transport

Some stakeholders are quite keen to explore alternatives to motorised transport. The Municipality must take the steps to support this through recommendations such as taking away side parking to widen sidewalks.

The plan must address concerns raised about the safety of cyclists, pedestrians, the elderly, and people living with disabilities. It is important that people living with disabilities can easily move in public spaces. Stakeholders have indicated that the installation of fibre lines have had some negatives impacts on people who use wheelchairs as the pavement was not properly fixed.

The plan must also look at addressing cycling lanes and ensuring that these are safe for cyclists. A significant challenge is that the lanes are not connected into a full route, meaning that cyclists are at risk at intersections and traffic circles. The “Fietsry Stellenbosch” cycling map is available to input into the plan. Enabling more people to walk by ensuring that they are safe and there is enough space for them to walk. There is a big tree near the zebra lines cross on Azaliahof street which makes it difficult to cross the road.

5.3.7 Personal Safety and Security

This was raised as a concern with regards to safety in public transport and public spaces. It was stated that the shift from private vehicles to public transport will only be achieved, if safety can be prioritised and achieved.

It is essential that engagements with the public transport sector continue to explore ways to improve services and safety of commuters. This will not only have an impact on the safety of commuters but will also enable more opportunities for public transport providers such as taxis.

The University indicated that safety is one of their biggest concerns for their students and it should be prioritised in transport plans. It is also important that the safety of pedestrians and cyclists is prioritised. Well-lit pedestrian routes, both in the town and in surrounding townships and settlements, would assist with this. Public toilets, designed and maintained to be safe and clean, would also assist in making pedestrians safer.

5.4 Future Travel Demand Estimation

The scope of this overhaul of the C/TP did not include any projection or estimations of future travel demand by means of modelling. Based on existing trends however, “business as usual” with private vehicle trips continuously growing, congestion will also continue to increase together with the negative

externalities and impact of transport on the social and natural environment. This will also further aggravate the private vehicle parking problems.

The implementation of key interventions that will firstly curb the growth and secondly turn around the trend of private vehicle usage is essential. Such interventions should be aimed at changing travel habits and enabling shifts in modal choices from the use of private vehicles to public transport and from motorised transport travel to NMT.

6 PUBLIC TRANSPORT PLAN

This chapter of the report serves as a summary of the full Public Transport Plan (PTP) which is attached to the main body of the report as **Appendix A**.

6.1 Introduction

The IDP provides Stellenbosch Municipality's vision for the Municipality and for it to be a "Valley of Opportunity and Innovation". In support of this and the Transport Vision articulated in Chapter 2, a well-functioning, accessible, convenient, and comprehensive public transport is integral to the realisation of this. The strategic focus areas, as well as their transport elements, gaps, and actions required, are presented in Table 6.1.

Table 6.1: Strategic Focus Areas

Focus Area	Transport Elements needed to respond to Strategic Focus Areas	Gap	Actions Required
Valley of Possibility	Would require well functioning network of transport services and infrastructure.	Current road network hinders growth possibilities. Congestion will discourage economy and cause business to locate elsewhere.	Road network improvements. Identification of effective freight network and supporting infrastructure. Effective public transport and NMT systems for access to opportunities.
Green and Sustainable Valley	Would require sustainable transport modes and practices.	Not effective public transport or walking and cycling modes.	Public Transport, walking and cycling network and other improvements. Manage travel demand to improve air quality.
Safe Valley	Would require safe and secure transport system.	Currently safety and security a challenge within public transport and use of walking/cycling modes	Road safety projects to improve safety practices. Establish safe and secure public transport and NMT systems.
Dignified Living	Would require transport system which serves all including minority, poor and marginalised.	Public transport which services marginalised is limited.	Implement public transport systems that are accessible and affordable for all.
Good Governance and Compliance	Would require effective management structures and enforcement within transport.	Current governance and compliance not effective impacts delivery of transport.	Streamlined governmental processes with accountability for effective implementation of transport solutions.

6.2 Policies and Strategies

The following legislation and policy directives (as discussed in Section 2) are applicable to the CITP:

- National Land Transport Act, 2009 (and the updated Act, once the current proposed National Land Transport Bill, currently under consideration, is promulgated);
- National Land Transport Strategic Framework 2017;
- National Transport Policy 2017;
- WCG Strategic Goals;

- Western Cape Provincial Land Transport Framework 2011;
- Cape Winelands District Integrated Transport Plan 2016;
- Stellenbosch Roads Master Plan 2019;
- Stellenbosch Integrated Development Plan 2022;
- Stellenbosch Quo Vadis 2015, and
- LED Strategy and Action Plan 2014.

6.2.1 Summary of Key Policy Documents Relating to Public Transport

6.2.1.1 National Land Transport Act, 2009

Based on the 2009 NLTA Minimum Requirements for the Preparation of Integrated Transport Plans, 2016:

- An Intermodal Planning Committee must be established to focus on integrating public transport with a specific focus on integrating passenger rail services;
- A Public Transport Plan and Transport Register is required with each CIP;
- The Public Transport Plan replaces the requirement for a Rationalisation Plan and Operating Licence Strategy (OLS), and
- The focus of the Public Transport Plan is to integrate the public transport network, services, and modes.

The NLTA Amendment Bill (2016) also presents amendments and additions to the 2009 NLTA, incorporating focus on integrated planning, universal accessibility, and OL review and rationalisation.

6.2.1.2 National Transport Policy, 2017

The key objectives of the revised National Transport Policy (NTP) of 2017 are listed in the first column of Table 6.2. The current status quo of Stellenbosch Municipality measured against these objectives is presented in the second column.

Table 6.2: Policy Objectives Against Stellenbosch Municipality Context

Objective as per the National Transport Policy 2017	Objective Realisation in the Context of Stellenbosch Municipality
Accessibility	<ul style="list-style-type: none"> • Safe, reliable and affordable transport are not widely available. There is a lack of universal accessibility on public transport. • Transport Universal Access audits are now part of policy in developing ITPs.
Rural transport	<ul style="list-style-type: none"> • The farming community surrounding Stellenbosch. The policy requires that rural transport programmes need to be identified and assessed.
Integrated ticketing system	<ul style="list-style-type: none"> • Policy states that NDoT should continue to drive, facilitate and assist in funding. • Feasibility in Stellenbosch Municipality unknown.
Performance monitoring	<ul style="list-style-type: none"> • Developing information systems for monitoring and enforcing policy on PT services.
Planning and regulation	<ul style="list-style-type: none"> • Policy requires ITP to integrate all modes of public transport which in Stellenbosch includes: <ul style="list-style-type: none"> ○ Rail services ○ MBT operations ○ E-hailing operators ○ Non-motorised transport

The 2017 NTP also identifies that there is a lack of institutional capacity to prepare and implement transport plans, and that inadequate law enforcement contributes to the issues faced by the operating licensing system (unlicensed operators specifically in MBT).

For a detailed summary of the above-mentioned key policy directives, please refer to the full PTP.

6.2.2 Previously Updated Stellenbosch CIP Concept, Key Strategies, and Proposals

The 2016 and 2020 Comprehensive Integrated Transport Plans (CITP) for Stellenbosch Municipality focus on the development of an integrated public transport service network within the Municipality. The 2016 CITP proposes the use of articulated and midi-buses to alleviate traffic congestion and infrastructure projects such as passenger shelters, vehicle flow improvements, and NMT infrastructure along the existing service network.

The 2020 revised CITP highlights the need for a Public Transport Plan to identify concrete projects and includes proposals for rail as a regional and local connector, intra-municipal services between main suburbs, and a high vehicle capacity bypass. It also proposes issuing additional operating licences for minibus-taxi services and increasing enforcement against illegal operators. Both CITPs note the constraints of funding and lack of municipal staff capacity as challenges for implementing and monitoring projects.

6.2.3 Existing Issues and Concerns Based on Previous Plans

6.2.3.1 Summary of general concerns and issues on transport

Following on the issues and concerns that were raised during the 2020 update of the CITP, and the concerns and issues identified through the stakeholder consultation process for this update, the issues and concerns can be summarised as follows:

- Poor integration with other modes;
- Limited access to existing public transport services;
- Services concentrated during peak periods;
- No travel time advantage;
- Limited public transport infrastructure
- Rail service unreliable when operational (currently not operational at all);
- Current services are not universally accessible, and
- Passenger personal safety while accessing and traveling on public transport.

During the stakeholder engagements, the minibus-taxi associations mentioned that the industry had lost 40% of their income due to COVID-19 and had experienced an increase in passenger demand due to rising petrol prices and an increase in the number of people receiving social grants. They are willing to work towards a more formalised service with predictable schedules and a ticketing system. They also emphasised the need to be consulted when it comes to planning for parking solutions, taxi ranking facilities, and new developments such as malls and residential areas.

During engagements with larger stakeholders such as Western Cape Province, Cape Winelands, PRASA, and Stellenbosch University, the key discussion points related to public transport revolved around the need for behaviour change to shift passengers from private vehicles to more sustainable alternatives, improvements in taxi-rank facilities, the introduction of incentives to improve safety for operators and users, reinstating rail services, and the need to collaborate as stakeholders to address the challenges faced, as well as having access to reliable and save public transport services certain times of the day, especially "after hours".

The details of each stakeholder engagement are presented under the Chapter 13: Stakeholder Consultation section of this report.

6.2.3.2 Spatial Development Framework

Chapter 4 of this report provides a summary of the SDF, approved by the Stellenbosch Municipality Council in 2012. The SDF focuses on high density development at strategic nodes such as the Adam Tas Corridor, Stellenbosch town centre and Klapmuts. Strengthening the role played by rail-based public transport is also identified as being critical to serve regional mobility needs, and local accessibility. The

SDF also indicates that public transport and NMT infrastructure is to be incorporated in all developments, shifting the focus towards providing infrastructure for sustainable transport modes.

The public transport proposals contained in the Adam Tas Corridor LSDF, which will be heavily reliant on public transport and NMT, were also noted.

6.2.3.3 Integrated Development Plan

The Stellenbosch Municipality IDP makes provision for a select few public transport planning projects, with allocated budget estimations between 2022 and 2025. These projects are listed in below (note that this is not the full list of projects presented in the IDP):

- Continued feasibility studies to establish a transport operating company;
- Development of business model for a Transport service for persons with disabilities in Stellenbosch;
- Park and Ride (Transport Interchange);
- Public Transport Infrastructure (Public Transport Shelters and Embayments);
- Re-design of Bergzicht Public Transport Facility, and
- Taxi Rank – Franschoek.

Each project listed in the 2022 IDP has an allocated amount of proposed budget per financial year. These budgets are either provisional estimates for annual work, or provisional budgets for ongoing projects and studies that have already commenced and require further funding. The IDP also presents a table of projects under the *Implementation Plan: Comprehensive Integrated Transport Plan* (on page 126 of the IDP). These projects can therefore be considered as key projects since the Municipality has already assigned budget through the IDP. The projects proposed as part of this revision of the CITP are presented in Table 6.4 at the end of this section of the report.

6.2.4 Section 78 (1) Assessment Report

The WCG's then Department of Transport and Public Works provided assistance to the Municipality to compile a Section 78 (1) Assessment Report on the development of a "formalised" public transport network of services in the Municipal area. This assessment was based on a Public Transport Services Network Study that the Municipality had undertaken. This study proposed a network of services provided by conventional 60-seater buses and managed by the Municipality. The network consisted of 11 local routes within Stellenbosch and 8 longer-distance routes linking Stellenbosch Town to Klapmuts, Paarl, Somerset West, Eerste River, Bellville, Airport Industry, etc. The assessment was informed by the experiences of the City of Cape Town (CoCT) and George in rolling out their IPTNs. It was concluded that;

- The Municipality is better suited for an incremental upgrade of the public transport system, rather than a new large scale standard bus-based system;
- Irrespective of the mechanisms selected to deliver a public transport services network (and based on lessons learnt from the IPTN implementation in the COCT and George), Stellenbosch should consider pursuing an alternative approach to public transport services, and
- The Municipality does not have the capacity currently, or most likely in future, to furnish the skills, expertise and resources necessary for the development and management of the operations of a large scale formal municipal public transport network of services.

During March 2023, the Stellenbosch Council considered the Section 78 (1) Assessment Report and its recommendations. Giving consideration to the high cost of implementing a conventional bus-based network of public transport services on a large scale and the need to introduce austerity measure in the current economic environment, the incremental approach was supported and adopted by the Council. It was noted that such an approach should be flexible in incorporating and assigning different public transport modes in the most appropriate manner onto the public transport network.

Transport legislation such as the NLTA and other existing institutional arrangement can underpin partnerships, define roles and responsibilities and provide for the necessary agreements to take this forward. Partnerships such as those with the WCG, bus and taxi associations, the University of Stellenbosch and agreements with developers could be used to achieve the incremental improvements to the public transport services network.

In line with the above it was decided that a PTP be developed, that a service provider be appointed to develop the PTP and that approximately R3 million be budgeted for this. The PTP will set out a

framework for and the context of the public transport network of services, as well as identify appropriate project to be implemented. A consultant had been appointed and the development of the PTP is currently being undertaken.

6.3 Overall Network Design

It is widely accepted that only investing in infrastructure for private vehicles is not the sole solution for dealing with congestion growing congestion, nor does it contribute to sustainable development and the mitigation of the impact of transport on the environment. Previous investigations done for Stellenbosch confirmed this and showed that, for example, building a road bypass and limiting parking will not fully resolve the congestion challenges. Therefore, transport solutions for the next 5-years will have to include a further focus and investment in public transport and NMT.

As noted in Section 6.2.4 above, an initiative to develop a PTP for the Stellenbosch municipal area, is underway. However, based on an assessment of previous work done, it was deemed prudent as a precursor to this initiative, to propose a network of public transport services for Stellenbosch, which could be considered during the development of the PTP.

The CIP lists strategic objectives and a high-level approach to the development of a public transport network of services and not necessarily the details of project to be rolled out. The detail of individual projects therefore may fall outside of the scope of the CIP. Proposed projects often require further studies, assessments and evaluation of alternatives. Once projects are proposed for implementation, detailed analysis, refinement and public engagements are carried out.

The overall network design discussed in this section presents a high-level vision for a proposed rail and road-based network of services in the longer-term, potentially consisting of contracted and also non-contracted services. Therefore, summarising the potential interventions put forward under Sections 6.4, 6.5, 6.6 and 6.8 hereafter. The overall network design, presented in this sub-sections, also ties in with the future transport concept presented in Section 2.6 of this report.

6.3.1 Corridors, routes and modes

The preferred modes for routes and corridors were identified through the assessment of the status quo of existing services and development of new interventions within Stellenbosch Municipality. The existing services and new interventions speak to the policies for rationalisation of existing and development of potentially new contracted services, as well as refocusing the of non-contracted such as minibus-taxis. Figure 6-1 presents the preferred modes based on the interventions proposed in this public transport plan. Given the resource and funding constraints, the development of this network of services will have to be done on an incremental and basis.

The main arterials, indicated in red, represent the existing road network on which road-based public transport (minibus-taxis), learner transport and tourism services operate. These routes present the road-based transport alternatives with origins and destinations from outside of the municipal boarder. The R310 (from Eerste River) and the R304 (from Durbanville/Brackenfell) compete with the existing, although not yet operational, rail services indicated in blue. The three other main arterials namely, the R44 (both from Somerset West and Klappmuts) are not spatially aligned to compete with rail services.

The provision of HOV lanes and public transport priority measures on arterials, such as the R44, can create and enabling environment for the development of new contracted service by allowing minibus-taxi operators to formally provide operations between proposed park and ride facilities and Stellenbosch Town Centre. A scheduled shuttle services will connect key nodes such as Kayamandi, University facilities, rail stations, proposed new ATC stops, and higher-density residential areas. A proposed central loop that services the Devon Valley and Uniepark is another scheduled service that should be considered.

The rollout of the shuttle services presents an opportunity to include technology such as online timetables, route information technology to attract new users and students who currently would only use their private vehicle. The proposed shuttle services provided by contract minibus-taxi operators are an incremental approach to establishing an IPTN service that ties into the current MyCiTi service provided in the Cape Metropole. Commuter rail services will also be reinstated to attract lost passenger demand that diminished due to the cessation of operations during the COVID-19 pandemic. Together with the ATC initiatives, there is an opportunity to fully integrate commuter rail with the proposed shuttle services and NMT route network within Stellenbosch.

In terms of the roll-out of the overall network design, Table 6.4 presents initiatives that form the building blocks of developing an integrated network of transport services. Each initiative has an estimated timeline in years. These implementation timelines are however subject to further investigation and will need to be refined through the drafting of feasibility studies.

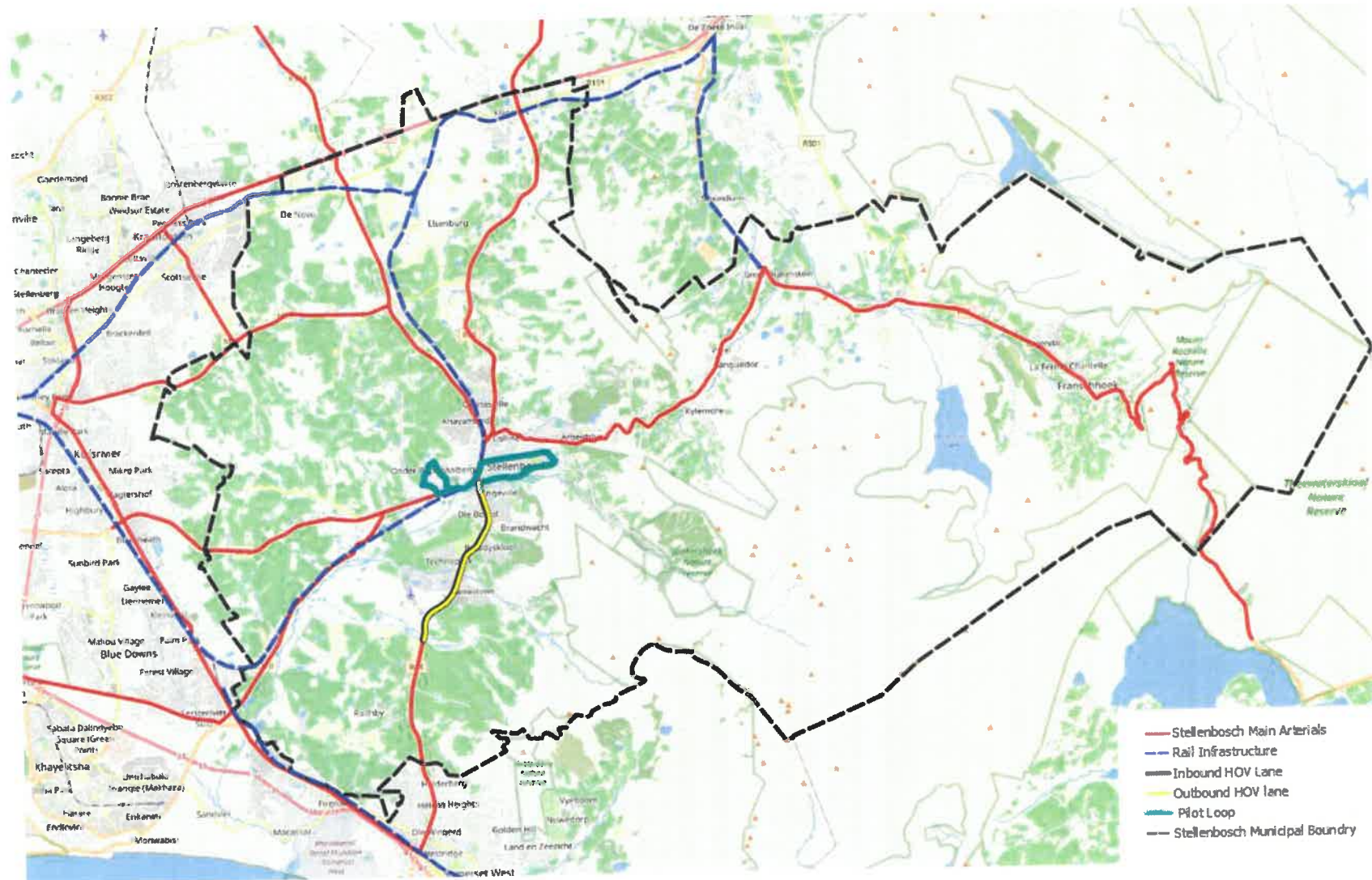


Figure 6-1: Overall network design

6.4 Commuter Rail Plan

6.4.1 Rail Infrastructure and Services Prior to COVID-19

The Western Cape has extensive rail infrastructure. 90% of the services originate or terminate at Cape Town Station, while the other 10% originates or terminates at Bellville. However, the length of the railway line within Stellenbosch Municipality is only 18km, which includes seven stations namely (Innovative Transport Solutions, 2020):

- Klapmuts;
- Muldersvlei;
- Koelenhof;
- Du Toit;
- Stellenbosch;
- Vlootenburg, and
- Lynedoch.

6.4.2 Proposed Rail Improvements and Interventions from Previous CITP(s)

Table 6.3 summarises the proposed rail improvements and interventions from previous CITP(s).

Table 6.3: Proposed Rail Improvements and Interventions from Previous CITP(s)

Report	Improvement/Intervention	Proposed Timeline
CITP 2022 Review	Reinstatement of commuter rail services within Stellenbosch Municipality	Short term
CITP Review 2020	Regional and national access improved via rail	Longer term
	Inter-municipal rail services with improved access to Paarl, Somerset West, Bellville, and Cape Town	Longer term
	Intra-municipal rail movement for local access within SM i.e., between Klapmuts, Muldersvlei, Koelenhof, Du Toit, Stellenbosch, Vlootenburg and Lynedoch	Short term
	Rail services between Somerset West to Paarl or limited within Stellenbosch Stations	The feasibility of this needs to be determined.
CITP 2016-2020	Integration of rail, bus, and NMT	Longer term
	Stellenbosch and Du Toit Railway Stations: Facilities for Solo / Midi-bus services operating on public transport routes i.e., stops, signage shelters	Short term
	NMT facilities at terminals and railway stations	Longer term
	Relocate the Stellenbosch and Du Toit stations to new locations to facilitate the development of adjacent land. More detailed study is required to assess the implication of the relocation.	The feasibility of this needs to be determined.
	Blue Downs Line: Blue Downs is a densely populated area; this scheme incorporates it into the network while also linking Khayelitsha to Bellville. The proposal is for a new electrified double-track alignment which would integrate with the wider network	Longer term
	Chris Hani- Somerset West and Stellenbosch: There are existing proposals to extend the current line to Chris Hani	Longer term

Report	Improvement/Intervention	Proposed Timeline
	but current footfalls appear suitable for Light Rail Transit (LRT) if the new journey opportunities boost usage. There is the potential for an extension beyond Christ Hani using alternative technology that would serve existing catchments	

6.4.3 The way forward for Rail Transport in Stellenbosch Municipality Post COVID-19

Stellenbosch Municipality does not have any control over rail operations or investment and this is the competency of PRASA. It is thus important for the Municipality to have good relationships with stakeholders such as the PRASA to improve rail connectivity. The Municipality will continue to engage PRASA and utilise a phased approach (refer to Figure 6-2) for firstly re-instating the passenger rail levels of service to pre-COVID-19 levels, and second assessing the rail interventions proposed in the previous CITPs.

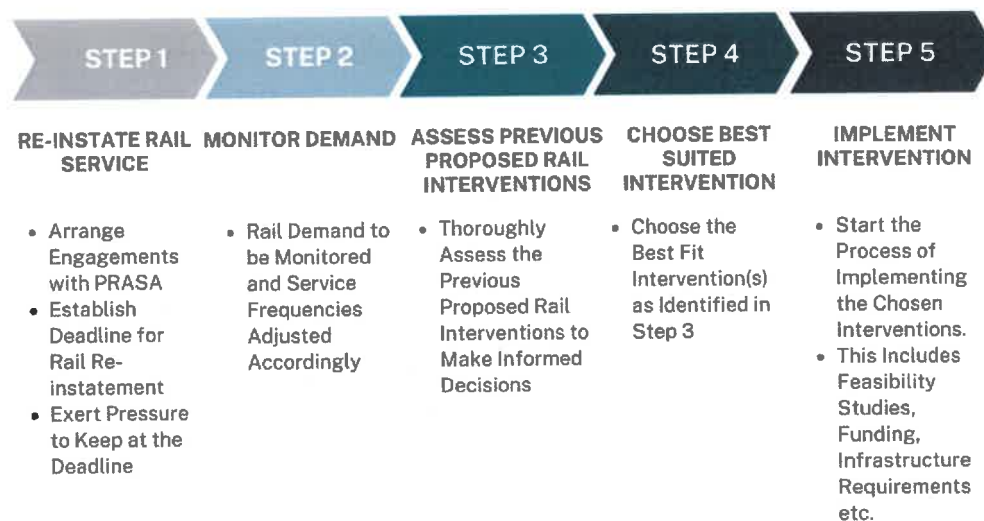


Figure 6-2: Proposed Rail Phased Approach

The impact of an Integrated Public Transport Network in promoting commuter rail needs is to be considered, taking cognisance of roles and responsibilities set out in the Legal Succession Act. PRASA indicated that from a commuter rail perspective, it is targeting November 2023 for the resumption of services on the Stellenbosch Line to 2015 levels. This relates to both infrastructure and rolling-stock and will include 30 train sets (in addition to the existing 34 sets). Additional security was also made available in 2019 to move asset protection forward.

PRASA indicated that from a planning perspective the potential doubling of the Stellenbosch Line from Eerste River to the intersection of the Northern Line is important, for which the feasibility needs to be assessed. The Municipality is in support of this and believes that the dualling of the line will be beneficial and important to Stellenbosch. The possibility of serving Franschhoek by rail in the future also needs some consideration and investigation.

PRASA is also of the view that existing station positions must be reviewed based on the latest Development Framework and the lowering of the rail tracks at Stellenbosch Station should be considered to release air rights for land development.

6.4.4 Station Precincts

Assets and infrastructure at railway stations are owned by PRASA and therefore the Municipality does not have the mandate to spend money on the "rail-side" facilities and infrastructure. However, it is important for the Municipality to consider integrated, convenient and safe access to stations, through investment in inter-modal facilities at stations and infrastructure providing for NMT linkages.

6.5 Contracted Services Plan

The Transport Concept outlined in Section 2.6 above contains the introduction of Scheduled Shuttle Services linking, *inter alia*, park-&-ride facilities, the Krigeville school precinct, Kayamandi, Stellenbosch CBD, the University, rail stations and higher-density residential areas. Noting the Council decision on the Section 78 (1) Assessment Report and developing the future public transport system incrementally, it is proposed that in the short to medium-term, the development of an initial shuttle service loop on a pilot basis be considered.

The proposed pilot is unpacked in more detail in the following paragraphs. However, this will have to be further considered and assessed as part of the current initiative for the development of the PTP.

It should also be noted that the Municipality has in the past considered piloting a shuttle service to Idas Valley in cooperation with the mini-bus taxi industry. An option could be to combine this with the pilot project unpacked below.

In addition to the proposed Uniepark/Onderpapegaaiberg pilot service discussed below, studies previously undertaken on the development of a Public Transport Network, highlighting possible pilot transport services to other communities in Stellenbosch. This should also be taken into account when the Municipality compiles its Public Transport Plan.

6.5.1 Proposed Uniepark/Onder Papegaaiberg Loop

Contracted services refer to legally enforceable agreements for the provision of transport services. For this CIP, an initial pilot shuttle service loop running between Uniepark and Onder Papegaaiberg is proposed as a possibility for consideration, and discussion with minibus-taxi sector stakeholders. Figure 6-3 illustrates the proposed loop.



Figure 6-3: Uniepark/Onder Papegaaiberg Loop

The shuttle service loop starts at Oude Libertas parking area, adjacent to Onder Papegaaiberg. The route continues along the R304 eastbound, entering the town of Stellenbosch. The route proceeds along Dorp Street, Die Laan, Coetzenburg Street, Van Riebeeck Street, and Jonkershoek Road where it loops into Martinson Road, adjacent to Uniepark. The route continues down Merriman Avenue, past the Bergzicht taxi rank, and into the R310 (Adam Tass Road) westbound to Devon Valley Road, where it loops back to the Oude Libertas parking area. The proposed timetables and stops are presented in the full PTP.

6.5.2 Basis For Providing the Service

The proposed pilot loop is planned to run bi-directionally, to accommodate the desire lines of passengers based on their destinations and to prevent lengthy travel times.

6.5.2.1 Formalising the Minibus-taxi Industry

It is recommended that Stellenbosch Municipality aims to incorporate the existing minibus-taxi operators to provide this service through a commercial contract arrangement. To integrate the minibus-taxi operators into the proposed loop, extensive engagements with the minibus-taxi operators will be

required and a process developed, together with the industry, to formalise and corporatize the industry as recommended in the key interventions of Stellenbosch Municipality 2022 IDP.

6.5.2.2 Financial Support

The implementation of the pilot project will have to be preceded by a feasibility investigation. Depending on the operational requirements for introducing a formalised and scheduled shuttle service, some financial support may be required, linked to the targeted levels of affordability. It is recommended that some further engagement takes place to understand whether national and/or provincial grant funding for public transport subsidies can be accessed for this purpose. Similarly, "green" financing options may have to be considered.

6.5.2.3 Service Quality

In order to increase the viability of the shuttle service and for it to attract passengers that are not captive to public transport, for example choice users, the level and the quality of the service needs to be of an acceptable level, consistent and guaranteed. Service quality can be promoted through the implementation of principles and measures that had been proven successful during the WCG's Blue Dot pilot programme.

6.5.2.4 Corporate Identity

A differentiation in identity of the shuttle service and its vehicles is required for passengers to easily distinguish between the formalised service from the existing informal minibus-taxi operations. Vehicle branding and/or decals can be designed specifically for the Stellenbosch Municipality formalised public transport services. An example of this is the Blue Dot sticker used on existing minibus-taxi vehicles.

The appropriate vehicle size will depend on the passenger demand for the service which can be determined through surveys.

6.5.2.5 Fares

While a pre-boarding fare collection system will likely not be possible during the initial stages of the proposed service, it is recommended that automatic fare collection technology be explored, for future introduction. The implementation of a computer or cell phone application-based payment system could also be considered.

6.5.2.6 Passenger Information

The informal manner in which the minibus-taxi service are operated often limit the ability of the more occasional user to access such services because it is difficult to obtain information on services. It is proposed that service information be made available to passengers through various means, including the route, timetables and fares. Again digital technology could be a part of the solution through for example computer or cell phone applications.

6.5.2.7 Universal Access

Various pieces of legislation dictate that public transport must be accessible to all people, regardless of physical or mental abilities. It is important that, if it is decided to implement and expand the loop system, the service must be planned with universal accessibility in mind.

6.5.3 Integration with Other Contracted Services

6.5.3.1 Stellenbosch University Shuttle Service

During weekdays, Stellenbosch University offers shuttle services for students and staff to and from various campus destinations to decentralised parking facilities (Innovative Transport Solutions, 2020)

It is proposed that, if the initial pilot shuttle service proves to be successful and feasible in the long run, the Stellenbosch University shuttle service be integrated into the system to further increase accessibility and reach. SU already provides this contracted service with financial assistance. In terms of a cost perspective, there are benefits for Stellenbosch Municipality to engage with SU to determine the terms of integration as there may be cost benefits for both entities.

6.5.3.2 Learner Transport

Currently, there are 13 transport operators providing learner transport within the Municipality (RHDHV, 2016). Despite this service being available, most schools in the town of Stellenbosch are not served and learners are dropped off at school with private vehicles. This contributes greatly to congestion within the town, especially in the morning peak.

Again, there is an opportunity to integrate learner transport into the internal feeder system if it proves to be viable. The pilot route can easily be adjusted by adding a loop (see Figure 6-4) to incorporate the biggest schools in the town of Stellenbosch. Learners can be dropped off at or walk to any of the main or intermediate stops and use the system to get to school. The following can be possible incentives for learners to use the system:

- Discounted fares for learners from Monday to Friday;
- High-quality safety and security measures, and
- Loyalty rewards that can be used at their respective schools.



Figure 6-4: Added School Loop

6.6 Non-contracted Services Plan

The details regarding non-contracted services routes, operating licences (OLs), and capacity requirements can be found in the OLP written in 2019. Alternatively, please see Section 6.7. For this CIP, the non-contracted services plan will focus on driver customer care.

A driver customer care strategy is a framework to improve customer service quality and ultimately improve business overall. For this report, the concept of driver customer care aims to improve the success and sustainability of a business through improving driver service and vehicle operation standards of non-contracted services.

The WCG successfully implemented the Provincial Strategic Transport Plan (PSTP) programme, with public transport and NMT infrastructure having been implemented. This programme has subsequently been terminated.

6.6.1 Driver Customer Care Framework

This section presents a proposed Driver Customer Care Programme to be adopted by non-contracted services, based on the three (3) phases of the credentialing process. The three (3) phases are: (1) Driver Training, (2) Vehicle Inspection, and (3) Driver Licensing and Vehicle Operating Licence.

The driver training component of the credentialing process for a vehicle operating licence in Stellenbosch includes five sub-components: customer service standards, driver code of conduct, passenger safety, services for people with disabilities, and the permissance of service animals. Drivers must pass the training program provided by Stellenbosch Municipality or an identified company to qualify for the next phase of the credentialing process, which is the Vehicle Inspection phase. The fees for the training program are paid for by the driver or operator, and all costs incurred during the credentialing process are the responsibility of the applicant and are non-refundable.

The Vehicle Inspection phase requires the driver to take the vehicle in application to an approved testing facility for a vehicle inspection. Certificates are required for every new vehicle operating licence application and for annual renewal applications. The driver or operator is responsible for addressing any faults identified during the inspection before the operating licence application can be completed.

The final phase of the credentialing process is the Driver Licensing and Vehicle Operating Licence phase, which includes the final criteria and supporting documentation required for the driver or operator

to receive an operating licence. The detailed driver customer care framework can be found in the full PTP.

6.6.2 Possible Integration with Blue Dot

The Blue Dot pilot project ended in November 2022, and currently there are no plans for project extension. It could be beneficial for Stellenbosch Municipality to investigate the feasibility of a blue-dot-like project that incorporates the proposed driver customer care programme. Engagement with the WCG Department of Mobility is required to identify the potential way forward on either reinstating the programme and including Stellenbosch Municipality. The challenge that will need to be addressed is the source of funding and how the continuation of the programme will roll out. The Municipality could also consider whether it is possible to introduce a similar type of programme on its own. This can be done as part of the on-going development of the PTP.

6.6.3 Transport for Persons with Disabilities

The Municipality has concluded initial draft studies towards the development of a business model for an inclusive public transport service for persons with disabilities in Stellenbosch.

6.7 Operating Licence Plan (OLP)

The latest Operating Licence Plan was written in 2019. It must be noted that the report mainly covers MBT and excludes other non-contracted services such as metered taxis and e-hailing services.

To assess the supply and demand for non-contracted services within the Municipality, and to essentially balance the supply and demand, an operating licence analysis was conducted (Stellenbosch Municipality, 2019). To view a more detailed summary of the analysis, please refer to the full PTP.

6.8 Public Transport Facilities and Infrastructure

This is addressed in Chapter 7 below.

6.9 Dedicated HOV Lanes

In the Stellenbosch 5th Generation IDP 2022-2027, under the CITP Section (6.3.4.2), it is proposed that an assessment report be submitted to the Provincial Department of Transport on the potential implementation of public transport lanes on the R44, in both directions, between Stellenbosch and Somerset West. This is also aligned with the Transport Concept, outlined in Section 2.6 above.

The R44 is a provincial route and as part of the consideration for implementation of dedicated HOV lanes on this route, the Department of Infrastructure will have to be further engaged and an assessment report prepared.

6.9.1 HOV Lane Scenarios

To promote public transport, and prioritise high occupancy vehicles, as part of the revised CITP, it is proposed that an HOV lanes pilot be conducted between Somerset West and Stellenbosch town centre. Pilot studies allow the testing of interventions with reduced risk.

For the pilot study, it is proposed that the implementation of dedicated HOV lanes would be between Somerset West and Stellenbosch town centre, in both directions. The HOV lane from Somerset West towards Stellenbosch would start before the R44/Annandale Road intersection and terminate before the R44/Dorp Street intersection. The HOV lane in the opposite direction (Stellenbosch to Somerset West), would start at the R44/Van Rheeke Road intersection, and terminate at the R44/Annandale Road intersection (as illustrated in Figure 6-5).

Four potential R44 HOV lane scenarios could be investigated:

- Demarcating an existing lane for HOV vehicles during peak periods;
- Utilising a contraflow lane for HOVs during peak periods;
- Construction of additional lanes within the road reserve dedicated to HOVs, and
- Developing infrastructure for dedicated HOVs that can be used for bus rapid transit in the future.

The dedicated HOV lane pilot study could be conducted in conjunction with the piloting of a park and ride facility along the same corridor. The park and ride would include a shuttle service between the facility

and the town centre, potentially using minibus-taxi operators. The shuttle service would also integrate with existing transport systems to encourage the use of sustainable modes of transportation and reduce congestion. The dedicated HOV lane would also need to integrate with the existing NMT network and planned improvements in the area.

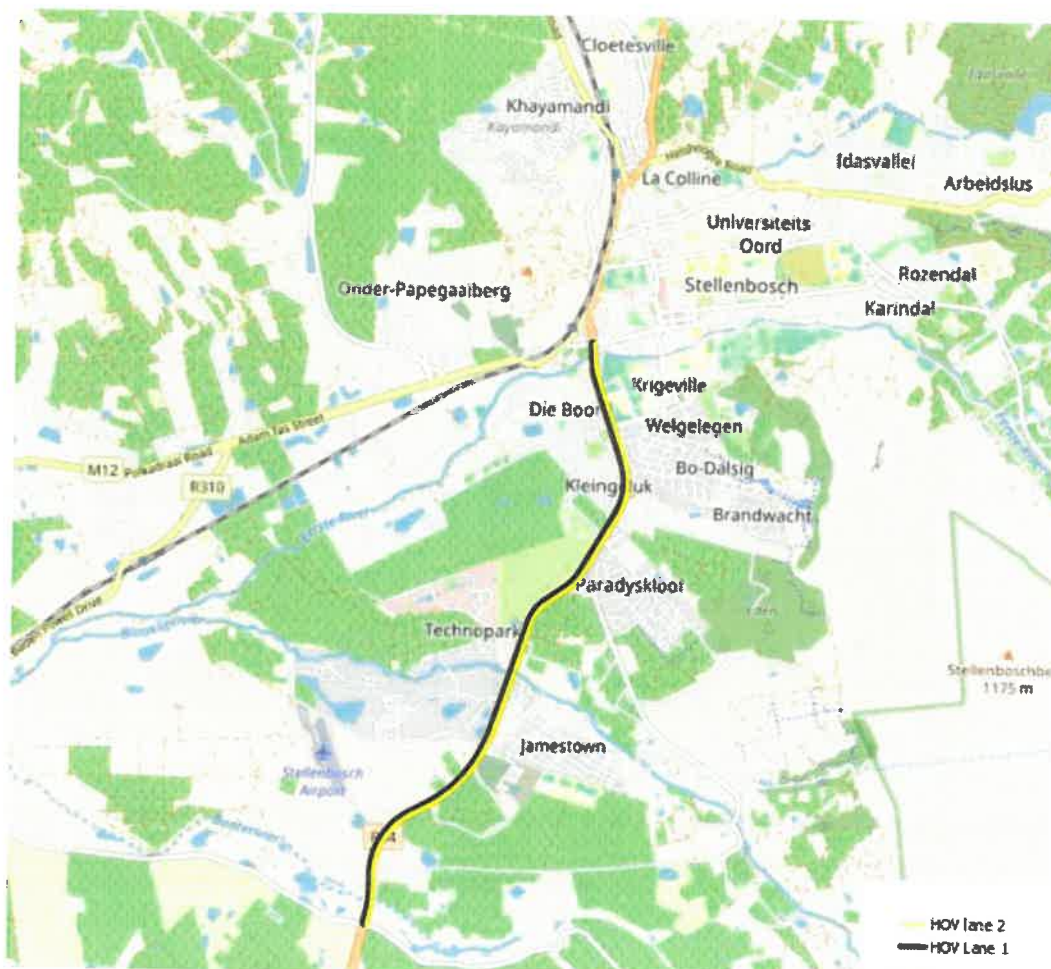


Figure 6-5: Dedicated HOV Lanes

6.9.2 Possible HOV Integration with Other Modes

The proposed HOV lanes can be integrated with other modes of transportation such as the internal feeder system which connects areas like Jamestown, Technopark, and Paradyskloof to the looped system – refer to Figure 6-6. Once rail services are reinstated, the internal feeder system can be linked to the rail by adding a stop at the train station or adjacent parking area. This will increase accessibility to and from other areas outside the town and be the first step in achieving an integrated public transport system for Stellenbosch.

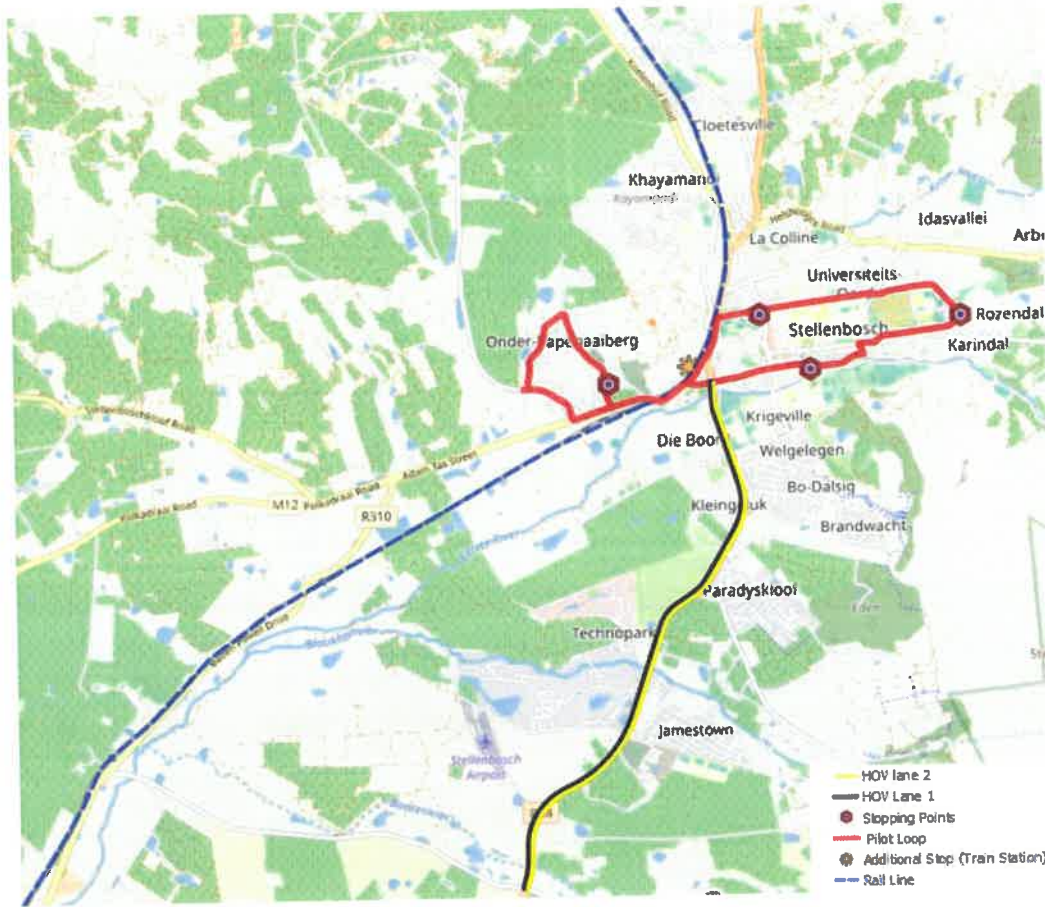


Figure 6-6: Possible Integration Opportunities

6.10 Summary of key public transport interventions and projects

Table 6.4 provides a summary of proposed the public transport-related interventions and projects for this CITP, which includes several projects outlined in the IDP as well.

Table 6.4: Proposed Public Transport Projects and Initiatives

Public Transport Plan: Key Intervention and Initiatives								
	Interventions/Initiatives	Description	5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
1.	Transport Feeder System (IDP 2022)	Investigations and assessments reports for mechanism for the Internal Transport Feeder System from park and ride areas to the CBD	2	n/a	1	1	n/a	n/a
2.	Park and Ride Facilities (IDP 2022)	Submission of assessments reports for management of park and ride facilities to the Municipal Manager	2	n/a	1	1	n/a	n/a
3.	HOV lanes (R44) (IDP 2022)	Submission of an assessment report to the Provincial Department of Transport on the implementation of public transport lanes on the R44 (from both directions Stellenbosch – Somerset West)	1	1	n/a	n/a	n/a	n/a
4.	SU Shuttle Services (IDP 2022)	Engagements with the University to collaborate on the implementation and improvement of park and ride facilities and shuttle services for students	5	1	1	1	1	1
5.	Transport Operating Company (IDP 2022)	Continued feasibility studies to establish a transport operating company	4	n/a	1	1	1	1
6.	Universal Accessibility (IDP 2022)	Development of business model for a Transport service for persons with disabilities in Stellenbosch	4	n/a	1	1	1	1
7.	Bergzicht Taxi Rank (IDP 2022)	Re-design of Bergzicht Public Transport Facility	2	1	1	n/a	n/a	n/a
8.	OLS Review (Current CIP Revision)	Conducting an Operating Licence review	1	1	n/a	n/a	n/a	n/a
9.	Mobility Forum (Current CIP Revision)	The reinstatement of the Mobility Forum between large employers and public transport operators	1	1	n/a	n/a	n/a	n/a
10.	Driver Customer Care (Current CIP Revision)	Development of a Driver Customer Care Programme to improve minibus-taxi service provision	4	n/a	1	1	1	1

7 TRANSPORT INFRASTRUCTURE STRATEGY

7.1 Introduction

The *Transport Infrastructure Strategy* chapter summarises the strategy to improve transport infrastructure for the Municipality. The transport infrastructure strategy considers the development, provision, implementation, and maintenance of the major road transport infrastructure. Other transport infrastructure such as public transport facilities, freight corridors, Non-Motorised Transport (NMT) and rail are described elsewhere.

The transport infrastructure strategy includes proposals for improvement of existing infrastructure and proposals for new infrastructure implementation.

Options for implementation within the five-year period from 2023 to 2028 were considered for this CIP. The following types of infrastructure projects are included:

- **Infrastructure Maintenance:** Maintenance and rehabilitation of roads, public transport facilities and traffic control equipment, and
- **Road Infrastructure:** The construction of all classes of roads, bridges and associated stormwater, non-motorised infrastructure such as sidewalks and cycle tracks and traffic control equipment.

Within this chapter the primary infrastructure projects investigated are related specifically to **roadways**, traffic control equipment and **parking**. The infrastructure projects related to public transport (bus services, shuttle services, rail and MBT) and non-motorised transport (walking and cycling) are investigated and presented in Chapters 6 and 9 respectively.

7.1.1 Legislation & Policy Directives

The following list contains the legislation applicable to the transport infrastructure:

- The National Land Transport Act 5 of 2009 (NLTA);
- The National Land Transport Act – Minimum Requirements of Integrated Transport Plans;
- The National Land Transport Amendment Bill, and
- The National White Paper on Transport 1996.

The relevance of the listed legislation to the Transport Infrastructure Strategy is described in the sections below.

7.1.1.1 The National Land Transport Act 5 of 2009 (NLTA)

As per Chapter 4, Section 31 of the National Land Transport Act (NLTA), land transport planning must be integrated with the land development and land use planning (National Land Transport Act, 2009). To do so, the Act requires the following plans (Section 32):

- A National Land Transport Strategic Framework (by the Minister for the provincial level);
- Provincial Land Transport Framework (by the MEC (Member of Executive Council) for the provincial level), and
- Integrated Transport Plans (by planning authorities for a municipal level).

For this project point c is of importance as any proposed road infrastructure will stem from the ITP documentation. Point c is supported by the additional legislation of The National Land Transport Act – Minimum Requirements of Integrated Transport Plans.

7.1.1.2 The National Land Transport Act – Minimum Requirements of Integrated Transport Plans

As per Chapter 7, Transport Infrastructure Strategy, of the minimum requirements the transport infrastructure strategy must deal with the development and maintenance of all types of transport infrastructure, including major roads, public transport facilities, BRT networks, dedicated lanes for public transport, depots, freight corridor measures, non-motorised transport infrastructure, and rail infrastructure.

The transport infrastructure strategy must include proposals for new facilities and for the improvement of existing public transport facilities and major roads. Only firm schemes on which work will commence within the five-year CIP planning period must be included in the strategy. The transport infrastructure strategy must include measures aimed at giving priority to public transport where such measures are

practical and economically justified. In the case of those municipalities participating in the DoT's IPTN strategy and receiving PTNG Grant funding for infrastructure development, the infrastructure strategy must include the plan for the progressive implementation of the rapid rail or BRT corridors over the next five-year period. This will also be reflected in the business plans submitted to the DoT annually in this regard.

The transport infrastructure strategy must describe the current rail network and system, and must:

- Indicate the desired future rail extensions and stations within the context of SDF growth projections;
- Indicate the relative importance or ranking of proposed rail extensions and stations in the municipal area;
- Indicate which railway proposals must be prioritised for conceptual planning, design and construction in the short, medium and long terms, and
- Include the action plans for rail projects for which funding has been secured;
- Indicate railway stations where intermodal facilities or activities exist;
- Specify the modes that are integrated at each station;
- Describe how the integration is taking place;
- Describe the modal split or share of both feeder and distribution services at the stations;
- Propose guidelines for modal integration at those stations;
- Identify railway stations that warrant consideration as integrated transport nodes;
- Indicate what modes will be integrated at the identified railway stations, and
- Indicate the desired modal split at the identified nodes.

7.1.1.3 The National Land Transport Amendment Bill

The purpose of the Amendment Bill is to bring about updates to the NLTA. The following amendments are applicable to Transport Infrastructure:

Insertion of new Section 10A in Act 5 of 2009 6: "Accessible and non-motorised transport 10A. (1) The Minister, all MECs and planning authorities must take steps in performing their functions under this Act to promote accessible transport and non-motorised transport.

(2) For the purposes of this section, "accessible transport" means transport that is accessible to all persons in the area, including, but not limited to, targeted categories of passengers, pedestrians and cyclists to their intended destinations in a safe and convenient manner, and in relation to infrastructure means the design of facilities that are usable by all people to the greatest extent possible, with or without the need for adaptation or specialised design."

7.1.1.4 The National White Paper on Transport 1996

The National White Paper defines transport infrastructure as a significant portion of the Government's total financial investment and therefore it needs to be well managed. The White Paper provides a vision, mission, strategic objectives and policies for transport infrastructure in South Africa. The following policies, that tie in to the vision, mission and strategic objectives, should be adhered to:

- Maintain and develop the transportation infrastructure system and prioritise its development in terms of needs;
- Foster a sound financial base for transportation infrastructure;
- Current fiscal constraints are holding back the development of certain critical infrastructure;
- Promote a strong, diverse, effective and competitive industry;
- Promote environmental protection and resource conservation;
- Enhance the quality of life of all citizens of South Africa;
- Advance human resource development in the provision of transportation infrastructure, and
- Infrastructure policy for the various modes.

The following updated policies were added in the Revised White Paper:

- Road transport demand management;

- Road traffic safety regulation;
- Road traffic control;
- Adjudication of Traffic Offences;
- Improvement of road user knowledge, skills and attitudes;
- Funding of road traffic management;
- Incident management;
- The engineering discipline;
- International harmonisation of road traffic policy;
- Road infrastructure, and
- Non-motorised transport.

7.1.1.5 Changes in the environment and transportation milieu

In addition to the impacts of external authoritative bodies, there are various external factors and the immediate environment of any town or city is directly linked to the transportation system. With the everchanging character of daily life and the advances of technology it is key to re-evaluate this immediate environment and determine how things changed to date and how things are anticipated to change in the future. By identifying and predicating these changes it can be ensured that the transportation system stays relevant.

Some recent and some predicted changes in external factors influencing the transportation system and the effect of these changes specifically on transportation infrastructure in Stellenbosch are summarised in Table 7.1.

Table 7.1: Environmental Challenges in transportation

Change	Impact on Transportation
COVID-19	A change in travel patterns such as a longer distributed peak period instead of a condensed peak hour can result in the existing capacity to be sufficient as the capacity requirements at a certain point in time are less. The "working-from-home" concept and virtual learning can also have an impact in the times when people commute. It should be confirmed (from Section 3.3.3) that the October 2022 traffic surveys indicated basically no change to traffic numbers on the major roads, when compared to before the COVID-19 pandemic (early 2020).
4 th Industrial Revolution	Increased economic growth and raised global income levels for the average population can indicate that earnings are spent differently – perhaps more people purchase private vehicles and therefore increased capacity will be required? On the other hand – should technology replace jobs by people it can also have the opposite effect.
Electric Cars	Charging stations will become a requirement of any parking facility.
Hike in Fuel Price	Hikes in fuel prices can discourage people to travel and reduce small/short trips. Almost no impact on commuting is evident from the steep fuel price hikes during 2022.
Navigation Tools	Making use of navigation tools and applications can influence route planning and the route choices commuters and travellers make i.e. increased Rat-Racing can become a trend reducing capacity requirements on the main routes and increasing capacity requirements on smaller roads.
University of Stellenbosch – virtual teaching	Depending on the decision of the University to continue with virtual/on-line teaching the required transportation infrastructure will be impacted. Should students not return to campus, increased

Change	Impact on Transportation
	parking facilities and roadways for the accommodation of students are most likely not a future priority.
Automated Vehicles	It is not foreseen that the majority of the privately owned vehicles in Stellenbosch will be replaced by automated vehicles in the near future but the integration of automated vehicles with the existing road users will be key.
Cycling Culture	The cycling culture in Stellenbosch is growing. Infrastructure for cyclist should therefore be prioritised.
E-Bikes	The popularity of e-bikes in Stellenbosch are growing. Consideration for e-bike infrastructure can be explored (charging stations).
Home Deliveries of Groceries	Grocery stores deliver throughout the town – infrastructure to advance delivery motorcycles etc. can be prioritised?
Growing Population	The anticipated population growth in Stellenbosch is 5% per year – the impact of this growth on all the transportation infrastructure will be severe, should it materialise.
Rail System Neglected	Infrastructure required to replace the dependence on rail. Incentives to revert rail passengers back to rail that transferred to different modes in the past years.

7.1.1.6 Infrastructure Development Objectives

The transportation objectives as determined by the study team in July 2022 are indicated in Section 2.4 above. Most if not all of these speak to roadway infrastructure, but the most important, directly influencing the road network is considered to be:

- Adequate mobility;
- Densification of public transport corridors;
- Diversification (mixed) types of land use at new nodes;
- Reduce congestion;
- Parking developments to promote public transport;
- Acceptable maintenance;
- Safe and convenient infrastructure for NMT, and
- Promote car free living.

The strategies related to the provision of transportation, divided into thirteen sub categories, are shown in Section 2.5 above. The ones specifically addressing the provision of transport infrastructure and parking are briefly:

- The road network should be developed so that some are providing for higher levels of mobility for private vehicles and others providing more for access, public transport and specifically NMT;
- Upgrades and development of roads should make adequate allowance for all modes of transport (cross-section, servitude boundary to boundary, urban design);
- Bypass road options for through traffic should be developed and evaluated through a strategic environmental assessment;
- Parking requirements related to new development should be scaled down in favour of public transport and NMT facilities;
- Park-&-ride facilities should be developed to serve the Stellenbosch Town and Franschhoek CBDs;
- On-street parking should be reduced and/or taken away on certain functionality type streets;

- Where possible, on-street parking should be made more expensive to encourage motorists to park-&-ride and/or use NMT, and
- Continued and improved road maintenance should always be provided.

7.1.2 Current Investigations and Projects

Stellenbosch is experiencing a continued growth in its population influx of people from other parts of the province or the country, with significant new residential areas being developed. Some of these developments consist of loose-standing living units in secure walled-off middle class communities. The result of this is an increase demand for travel and person trips and places additional pressure on the existing municipal transport and road network system of Stellenbosch.

Further investment in transport and road infrastructure is necessary. The investment in road infrastructure must be done to meet the needs of growing and developing communities in Stellenbosch. The Municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch. Where investment is done on road infrastructure, this will be done in a sustainable and responsible manner, catering adequately for all road users, not only private cars (i.e. public transport needs, pedestrians, cyclists, ect.), following the "Complete Streets" principle, and at the same time promoting the equitable provision of transport facilities to all communities in Stellenbosch.

The establishment of a sustainable road network will require road construction and road upgrades that is informed by analysis and sound engineering judgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT infrastructure. Where funding for new infrastructure is proposed, this is to ensure adequate infrastructure is provided for developing communities as well. These funds are spent on the renewal, maintenance and preservation of existing road infrastructure. Failure to preserve existing infrastructure will have adverse consequences for such communities.

Comments were received during public comments period on the Roads Master Plan (RMP) and the perceived focus on building roads largely catering for private cars. It should be emphasised that development planning, the promotion of Public Transport and NMT have been included in the modelling, which formed the basis for the RMP. Going forward the Municipality will endeavour to more progressively make provision for public transport, NMT and the latest development planning in its further transport modelling exercises. The Municipal Infrastructure Services and the Transport Departments have regular engagements with the University, Provincial Departments PRASA and other stakeholders. The NMT working group is set to reconvene, in September 2023, as well as the mobility forum.

External stakeholders such as the WCG and CWDM have a significant bearing on the Stellenbosch Municipal transportation system. In the below paragraphs the external impacts and strategies related to the road infrastructure are considered.

On a **National Level**, as taken form the National Transport Master Plan (NATMAP 2050), there are various objectives aimed at facilitating the vision (Department of Transport, 2016). The following of these objectives are aimed at transport infrastructure:

- A much-improved sustainable public transport system that is appropriately funded;
- Non-motorised transport network development;
- A transport system that promotes better integration between land use planning and transport planning to encourage densification and sustainable development in supporting high volumes of travel required for public transport, and
- Better infrastructure, better maintained road and rail networks, with proper management and operations practices that link and provide interchange opportunities for different modes of transport.

The objective on a **Provincial Level** as concluded from the Western Cape Provincial Land Transport Framework (WCPLTF), the OneCape 2040 strategy is that appropriate infrastructure is required to facilitate a positive transition in the province. Furthermore, it sets out the required changes and development agendas relating to infrastructure provision to achieve the OneCape 2040 transitions (Western Cape Government - Transport and Public Works, 2016).

Provincial Budgets falls outside of mandate of the Municipality, and therefore outside of the scope of the CIP. IDP processes has identified the need for adequate parking in the CBD. The municipality endeavours to address the need for parking within the CBD as well as the outskirts. The Municipality has commissioned studies and assessments for park and ride facilities near the urban edges on all main roads entering Stellenbosch.

The three key transitions proposed by the WCIF relating to transport are:

- Invest in public transport and NMT infrastructure, particularly in larger urban centres;
- Prioritise general freight rail over bulk freight, and
- Shift freight traffic from road to rail along major routes.

Stellenbosch forms part of the **Cape Winelands District**. The transport infrastructure objectives that are in accordance with the transport objectives of the Cape Winelands District Integrated Transport Plan (CWDITP) objectives are listed below (Royal Haskoning DHV, 2016):

- To maintain the health and safety of communities;
- To facilitate sustainable economic empowerment of all communities;
- To support and ensure the development and implementation of infrastructural services;
- To provide effective and efficient support services, and
- To ensure financial sustainability.

The objectives identified from previous studies for the Stellenbosch CITP and plans undertaken for the **Municipality of Stellenbosch** are listed below and should be considered with the transport infrastructure implementations in future (ITS Innovative Transport Solutions, 2020):

- Strive towards car-free living;
- Alleviate congestion;
- Safe learner transport;
- Stop of urban sprawl;
- Provide more NMT, and
- Promote Public Transport Implementation.

For Stellenbosch, a strategy is further proposed to improve transport mobility on major roads linking Klipmuts and Somerset West and passing through Stellenbosch. Several alternatives have been identified for further investigation and consultation:

- Construction of a by-pass road to the west of Stellenbosch. This is a long-term solution that has advantages and disadvantages;
- Travel Demand Management to reduce the reliance on cars and encourage the use of public transport, and
- Increase capacity.

By comparing the four levels of objectives it can be concluded that the way forward of transport infrastructure are similar and that the primary focus is on public transport, non-motorised transport, improved mobility and integration, densification and healthy and safe communities. Stellenbosch Municipality is therefore not exempted from the broader vision for transport infrastructure and should strive to achieve the common good.

The overarching vision for the Transport Infrastructure Strategy over the broader external network is therefore summarised as:

Implementation of integrated movement corridors to improve mobility, sustainability, empowerment, and safety of all travellers.

7.1.2.1 Major Roadways

The overarching trend in the current realities and **experiences** of the roads network infrastructure indicated that congestion is the primary concern and that a number of sections of the current road network operates at capacity during peak times. The most important links have been identified in Section 5.2.

Whilst the **strategy** to address the concerns around congestion (at the present time) has to be based on the current congestion levels and the predicted traffic demand in the Stellenbosch Roads Master Plan, it also has to take into account the recent proposals for the redevelopment of the Adam Tas corridor (described in Section 4.5).

The Roads Masterplan completed for Stellenbosch in 2019 and approved by the Council in 2022, included the application of the existing Cape Town EMME/4 Metropolitan Transport model. A number

of long-term land use scenarios (developed in cooperation with Stellenbosch municipal officials) were used to develop a 2040 Transport Demand Modelling Scenario for Stellenbosch. The 2018 base model includes the latest known residential, industrial and commercial development in the Stellenbosch municipal area. The 2040 scenario included all feasible developments extracted from information provided by Stellenbosch Municipality. The potential projects identified in the Roads Master Plan to address the predicted future demand, including the projects falling under provincial jurisdiction, are provided in **Appendix E**.

In view of all the above, it is concluded that there are at least five major road projects which are required in the medium term to service the expected developments. They are the following (brief description provided below):

- Portions of the Eastern Link Road;
- Portions of the Western Bypass;
- The R44 Upgrade – mostly provincial responsibility;
- The Jamestown Links, and
- Upgrading of the R304/Bird Street link.

The Municipality is aware of the concerns of the WCG Department of Infrastructure regarding the "protection" of the required levels of mobility on provincial roads. All proposals on such roads or that could potentially impact on the levels of mobility of such routes, such as HOV lanes, public transport facilities, truck stops, etc. will require their buy-in and approval for implementation. The Municipality will continuously engage with the Province to address concerns.

Eastern Link Road - This route has a long history. It was proposed many years ago as the north/south link, with the main aim of providing a new link into Stellenbosch midtown as a supplement to the R44. It was originally planned to link to Marais Street west of the Jan Marais Park, and to eventually link with Helshoogte Road, just south of Idas Valley. The original route has been compromised and has two major constraints, namely, passing the Stellenbosch College (originally Denneoord) and crossing the Coetzenburg sports grounds. Although the route has very strong merits from a traffic and transport viewpoint, it was opposed in the past by many, which in effect led to it being excluded from further considerations. Possibly a special class one Non-Motorised Transport (NMT) facility linking suburbs along this route to the CDB would be beneficial.

Construction of portions of this link, i.e. Wilderbosch extension north to Trumali, and Wilderbosch extension south to Technopark has been allowed for in the 10-year Infrastructure Services Budget of the Municipality, refer to Figure 7-1.

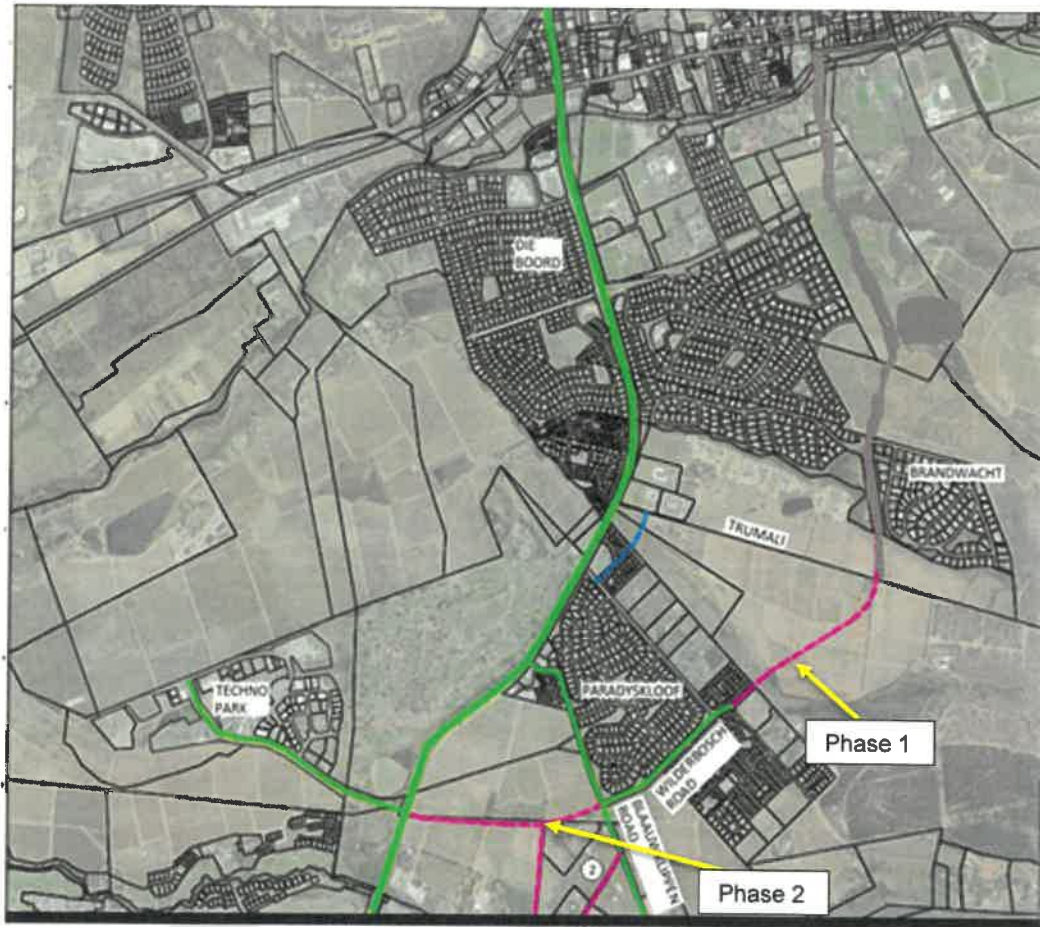


Figure 7-1: Portions of the Proposed Eastern Link Road allowed for in the 10 year budget

Western Bypass - Stellenbosch is known as a destination, as many commuters that study and work in Stellenbosch, travels from outside its borders. Geographically Stellenbosch does play an important role in North/South Regional mobility. A key role of the R44 is to serve as a north/south (regional mobility) route connecting Strand, Somerset West, Helderberg and Overstrand regions with areas to the north such as Paarl, Wellington and Malmesbury. In the Stellenbosch area, especially in the vicinity of Jamestown, it also serves as a commuter route bringing workers from the southern suburbs and Somerset West to employment opportunities in Stellenbosch and to regions in the north. This dual function leads to the R44 probably being the most congested road in the Stellenbosch area.

One of the solutions for this is to construct a parallel route on the western side past Stellenbosch which can then serve the longer distance traffic. Such a route will be highly sensitive to environmental concerns - investigations into this have been commissioned. The 2019 Stellenbosch Roads Master Plan referred to the 2012 RMP's description of the three preliminary road alignments for such a route:

- Option 1 - A Class 1 expressway, linking the R44 close to the Annandale intersection in the south, to the existing R44 between Stellenbosch and Paarl (SRMP003, SRMP001 and SRMP030), just north of Welgevonden;
- Option 2 A similar but shorter route which starts at a future grade separated R44/Technopark intersection (in the south) and terminates at the same location in the north (SRMP002, SRMP001 and SRMP030) – Class 2 arterial, and
- Options 3 An reduced proposal, starting at Technopark, and ending at Adam Tas Road (R310) – basically SRMP002.

To implement the Western Bypass (Option 1), expropriation and proclamation of the road reserve by the provincial government is required, as well as extensive public participation, funding requirements and approval processes. The possibility of implementing a lower order road, and utilizing existing roads should be investigated, especially since intersection improvements are being planned along the R44 by the Provincial Government. Option 1 should therefore be re-evaluated. The reduced bypass proposal (Options 2 and 3) as shown in Figure 7-2, is considered more feasible for implementation.

The implementation of Option 3 is currently underway, with the upgrading of the R44/Techno Park intersection complete and the planning of the link between Technopark and Adam Tas Road (R310) in progress. The latest preliminary design for the third option is shown in Figure 7-3 (source, Bergstedt R, Stellenbosch Municipality). In future the extension northwards (Option 2) partially following the Devon Valley Road and eventually linking with the R304 and the R44 may also be required, considering the proposed developments along the Adam Tas Corridor.

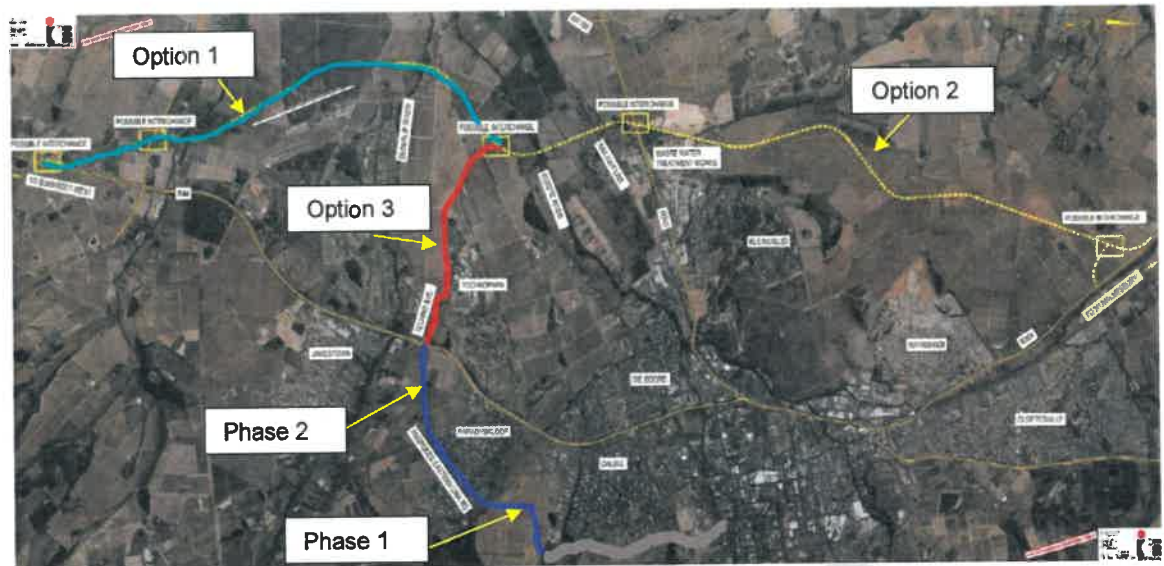


Figure 7-2: Alignment of Possible Future Western Bypass (yellow) and Eastern Link (blue)

(Source: Messrs ICE)



Figure 7-3: Alignment of link road currently being designed between R44 and R310 – basically the third option from the 2019 Stellenbosch RMP – SRMP002

The assignment results (from macroscopic modelling in 2019) shown in the Stellenbosch Roads Master Plan confirms the importance of the proposed Western Bypass to service longer distance traffic, as it is predicted to reduce the traffic on the central part of the R44 by 970 vehicles/hour/direction (which is

around 50% of the current capacity of the R44 through Stellenbosch). This is quite different to the results of the Gateway study done by Messrs RHDHV in 2017, which states that the proposed bypass will reduce traffic loads (on the present R44) slightly (10%).

It is unlikely that the 2019 modelling included the current (extensive) land use proposals for the Adam Tas Corridor. Should this now be included, then the results should even more point to the need for a western bypass to reduce through traffic on the R44 and Adam Tas Road.

It is considered crucial that the planning process with respect to a possible Western Bypass proceeds, also in co-operation with the provincial transport department, and that the environmental process is started.

Major Intersection Upgrades

R44 Upgrade – The WCG: Department of Transport and Public Works (DTPW) initiated a process to upgrade the Safety and Level of Service of the R44 between Steynsrust Road (km 20.15) in Somerset West and Van Rheeke Street (km 33.00) in Stellenbosch. As part of the environmental process, the Basic Assessment Process commenced in 2012. An (unpublished) Conceptual Planning Report was published in 2012, describing the development of upgrading proposals for the R44.

The ensuing Environmental Impact Assessment (EIA) process, culminated in a Final Basic Assessment Report (BAR), dated November 2017. The Final BAR resulted in Environmental Authorisation (EA) being granted by the Provincial Department of Local Government, Environmental Affairs and Development Planning on 29 March 2018. This was followed by several appeals being lodged against the EA. Finally, the appeals were considered, and the original EA was amended on 27 August 2019 by the Minister of Local Government, Environmental Affairs and Development Planning. The amendments basically contained two points:

- The proposed elevated Annandale narrow diamond interchange must change to a below ground facility, and
- Whilst the original EA approved the closure of all the existing 22 median openings on this section of the R44, the 2019 amendments required that two of them must remain open. Which of the median openings these have to be was left to the provincial transport department, and it has not been confirmed yet.

The main purpose of this was to protect the integrity of the R44 as a regional mobility road. The upgrades to this portion of the R44 is a Provincial responsibility and it will have a significant impact on Stellenbosch. As an example, the accessibility of the Jamestown area will be profoundly impacted and will eventually result in the closing of numerous existing access points to the R44.

The consequence of continued development in Jamestown will be the generation and attraction of additional movements and traffic to and from the area. A roads masterplan was developed for Jamestown (B/SM 39/18 Jamestown: Development Roads Master Plan) in 2020, with the aim of meeting the expected future access and mobility requirements for all communities and modes (including public transport, pedestrians and cyclists) in an equitable manner. The masterplan focusses largely to the south of the existing developed area and proposes a number of possible links between Jamestown and Stellenbosch, as shown in Figure 7-4. All proposals shown, such as the extension of Pajero Lane will require further studies, assessment and evaluation. Detailed Traffic Impact Assessments, public participation, environmental and heritage processes will be done, prior to final decisions are taken to proceed.

Designs for improved sidewalks in Jamestown was previously carried out and will be implemented incrementally as the demand increases and funding becomes available. Design of road infrastructure within the Jamestown school precinct is a priority and is currently underway, with a public participation to be done and implementation to follow soon thereafter.

Allowance has been made for the construction of portions of this network in the 10-year Infrastructure Services Budget of the Municipality.

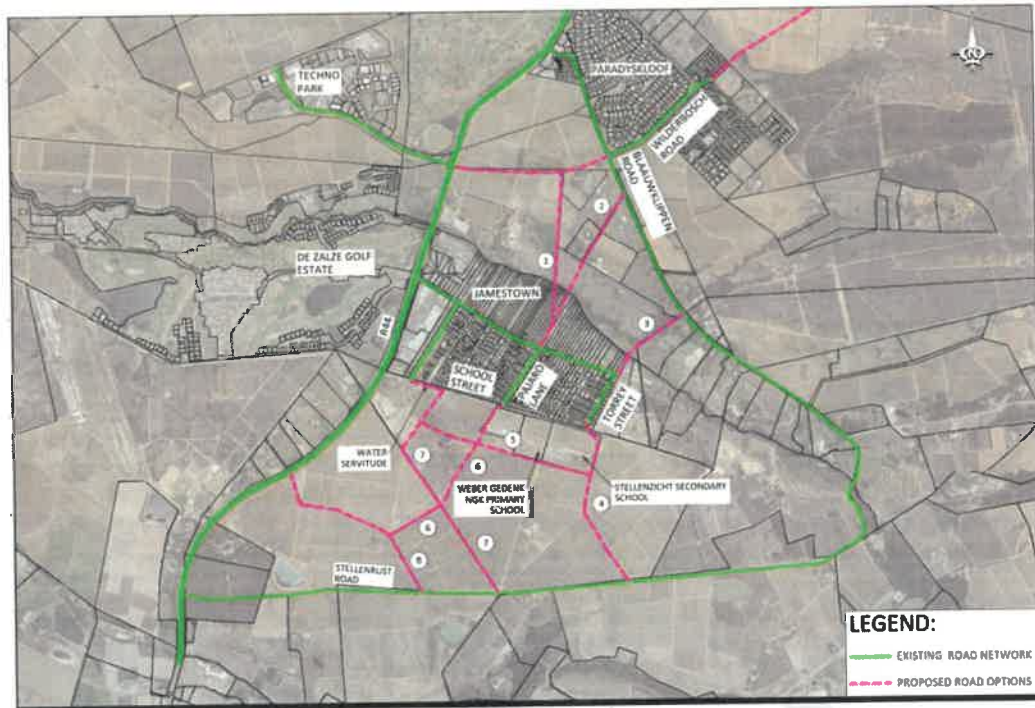


Figure 7-4: Possible roads master plan for Jamestown – status unknown

Upgrading R304/Bird Street Link – The link to Stellenbosch from the N1 through the R304 (provincial responsibility) is one of the five major road links into central Stellenbosch – see **Chapter 3**. The first development which is part of the proposed Adam Tas Corridor proposals (Precinct 10 – referred to as Newinbosch) is in fact starting at this time and a new access road from the R304 to the site, as well as partial dualling of the R304, is almost completed – refer to Figure 7-5. This development will put further pressure on the R304 leading into Stellenbosch from the west. It is being addressed through the planned doubling of the R304 between Kayamandi and the R44. Exactly how the current bottleneck of the R44/Bird intersection will be upgraded, is not known.

The dualling of Bird Street is in the concept design phase and earmarked for implementation in the short- to medium-term. Substantial provision for the Bird Street dualling has been provided in the current Infrastructure Services 10-year budget.



Figure 7-5: Current access construction and dualling of the R304 to provide access to Newinbosch (Precinct 10 of proposed Adam Tas Corridor development – just west of the R304 and northwest of Kayamandi)

7.1.2.2 Other Road Upgrading

The 2019 Roads Master Plan included the development of a macroscopic traffic demand model. The base year modelling (done for 2018) found that the traffic demand exceeded the capacity in 2018 at the following links:

- 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, and
- George Blake Street.

The following links were also identified as being “under severe pressure” in 2018:

- The Welgevonden access road;
- Lang Street into Cloeteville;
- La Colline access off the R310, and
- The Technopark access road.

The modelling also included land use projections for 2040 – done in co-operation with the Municipality and including the best projections of future residential, industrial and commercial developments. The following improvements were identified and included in the 2040 model to address projected needs:

- 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, and
- Baden Powell Drive: Dualling of remaining sections between the N2 and Polkadraai Road.

For the purposes of this CITP, there is no motivation for not accepting these recommendations.

In view of the proposed development of the Adam Tas Corridor, some improvements related to the corridor, are already in a concept stage and the design is work in progress. These include the dualling

of Dorp Street between the R44 and the R310, the upgrading of the R44/Alexander Street intersection and the upgrading of the R44/Merriman intersection. These are illustrated in Figure 7-6 to Figure 7-8.

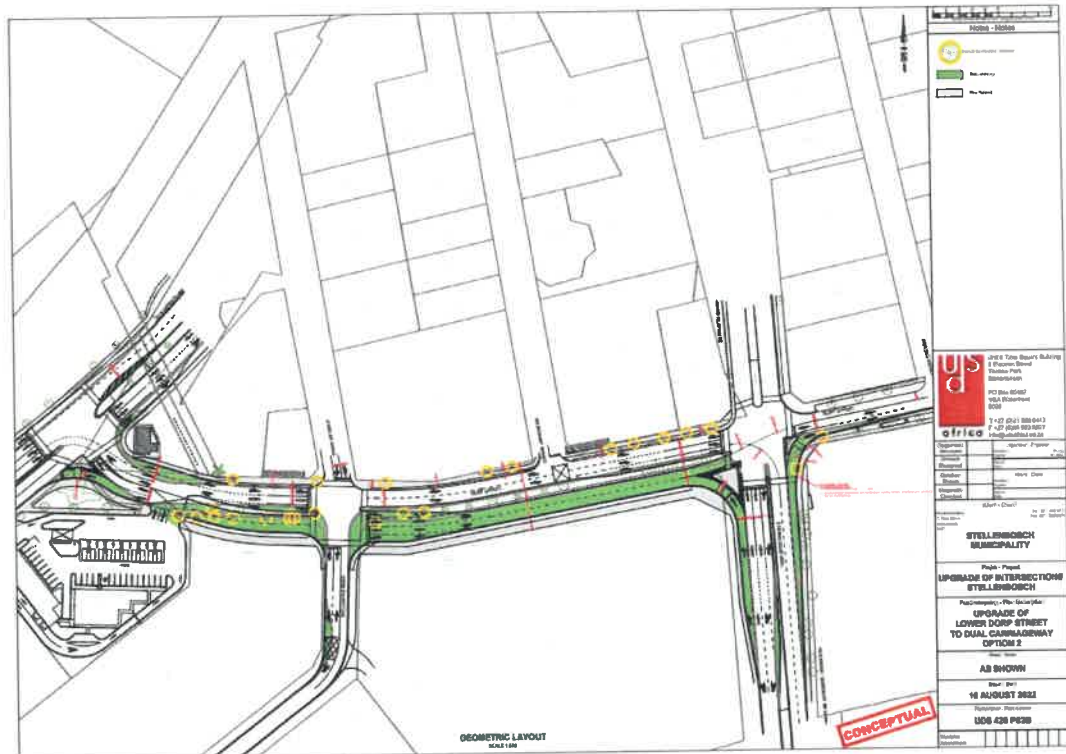


Figure 7-6: Planned Option 2 for dualling of Dorp Street between the R44 and the R310 (Adam Tas Road)

A significant number of comments and concerns were received from residents on the upgrade and detail design proposals for dualling of Dorp Street during the public stakeholder consultation and comment processes. The dualling of Dorp Street is contained in the CIP for information purposes and the detail road upgrade proposals shown in Figure 7-6, do not fall within the scope of the CIP. Feedback or comments on the detail design are therefore not to be addressed as part of the CIP and will be handed over to the Dorp Street Project team for further review, engaging and processing.

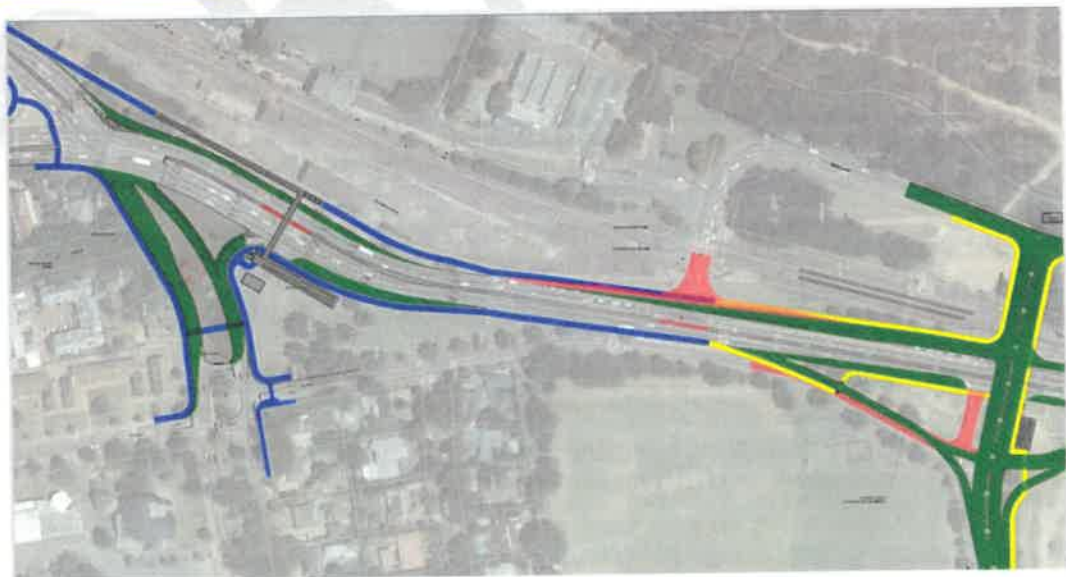


Figure 7-7: Planned upgrade of R310/Alexander Street intersection



Figure 7-8: Planned upgrade of R44/Merriman Street intersection

Allowance has been made in the Infrastructure Services 10-year budget for some of these roads – refer to **Appendix C**.

7.1.2.3 Franschhoek

Traffic through Franschhoek is having a significantly impact on this historical town, tourism, character and quality of living for its residents. The town is adversely affected in terms of the volume of through-traffic movements, congestion, parking and vehicular noise. Freight traffic movement on the main through routes, such as the R45, is the most significant contributor to this. Even side streets, are often not able to adequately cope with vehicular traffic and do not accommodate safe and convenient pedestrian movements.

The R45 is a provincial route, under authority of the WCG. Improvement of this route largely falls outside the mandate of the Municipality and comments received from stakeholders will be taken up with the Province. The design of the upgrading of the R45/Le Roux Street Intersection is currently in an approval stage, with the WCG's Department of Infrastructure being the approving authority. Implementation of these upgrades are expected to commence within the next 12 months.

It is also proposed that in subsequent updates of the CITP, additional transport studies in Franschhoek be included, with more emphasis on the Transport Record and Needs Assessments, highlighting the concerns of through-traffic and specifically focussing on freight vehicles. Based on this, a review of the Franschhoek Roads Master Plan may be required.

Upgrading of parking areas and improvements to NMT in the CBD, particularly in the Main Road, as well as the outskirts of the town is receiving attention. These projects are currently in the design phase with public participation processes and to follow.

A Freight Strategy Study is currently underway to examine the routes typically utilized by freight vehicles in, around, and through the Stellenbosch Municipal Area including Franschhoek.

7.2 Parking

The Municipality endeavours to address the need for parking within the Stellenbosch CBD, as well as the outskirts. It had recently embarked on a parking study focussing on the feasibility of two parking facilities, one in the CBD and the other in Techno Park.

It has embarked on a PPP process for the development of a parking garage on the Eikestad Mall parking area site. The development of this parking area is also aimed at the reduction of on-street parking, making certain streets in the CBD more pedestrian and NMT friendly.

The creation of parking facilities outside Stellenbosch linked into a shuttle service to central Stellenbosch has been proposed a number of times in the past, most recently in the Stellenbosch SDF. The feasibility of such park and ride facilities along the edge of Stellenbosch and the entrances to the town is to be further investigated. A park and ride facility at the northern end of the ATC on Adam Tas Road and near Koelenhof, for example, would be beneficial. The Municipality has already commissioned such studies for park and ride facilities.

Upgrading of parking areas and improvements to NMT in the Franschhoek CBD is currently receiving attention. A number of projects are underway and are in design phase, with public participation processes to follow. Allowance for all of these investigations is made in the ten-year Infrastructure Services budget.

7.3 Public Transport Facilities

The Municipality continues to improve public transport facilities and during the 2022/2023 financial year an additional long-distance rank and taxi pick-up and drop-off area were constructed in Bird Street near Kayamandi. Planning is also underway for upgrades to the Bergzicht Taxi Rank.

The construction of a new taxi rank in Groendal, Franschhoek, Klappmuts and the upgrading of existing taxi ranks in Kayamandi had also been commissioned.

The rollout of the Provincial Strategic Transport Plan (PSTP) by the WCG in Stellenbosch WCG was concluded. The included mainly NMT infrastructure and facilities and enhanced public transport accessibility.

7.4 Maintenance

The Road Asset Management Plan (RAMP) for Stellenbosch Municipality, completed in June 2019, provides a complete inventory of all the road classes and their condition. It indicated that the condition of the road infrastructure at that time was reasonably good – only 7 kilometres or 2.5% of the municipal roads were indicated to be in a poor or very poor condition (Visual Condition Index - VCI).

Five major issues and risks were identified at that stage, with the most important that the available budgets for road maintenance were below the estimated maintenance needs. A road maintenance programme and strategy have been proposed.

Road maintenance is being done in accordance with the recommendations of this RAMP and various routine maintenance and rehabilitation/reconstruction projects are included in the ten year budget. Whether the correct sums of money (in relation to new projects) are currently allocated to road maintenance is difficult to say, but in view of the results of 2019, it has to be concluded that road maintenance is not a major issue.

7.5 Traffic Management

The Municipality is continuously busy with efforts to upgrade, modernise and improve the effectiveness of the traffic signal system, also in cooperation with the Civil Engineering Faculty at the university. Various items allowing for this are included in the ten-year Infrastructure Services budget.

7.6 Design Standards (NMT & Public Transport orientated)

In view of the overall strategy to encourage higher use of public transport and NMT, it is recommended that all road planning and design should include maximum allowance for facilities to support these modes. The current road design cross sections should be interrogated and it should be ensured that optimal accommodation of NMT and public transport facilities is achieved.

7.7 Future Transport Solutions Development

In general, the strategy for private travel and parking is to discourage the use of private vehicles and to improve opportunities and facilities for public transport usage. Even so, when the major planned (future) developments in Stellenbosch, such as the Adam Tas Corridor development, as well as further residential developments in Jamestown and the Kayamandi area are considered, it is clear that some continued improvement to the road system and parking facilities, will also be required. The main road and parking components have been discussed above and are summarised below – with special cognisance of the latest 10-year Infrastructure Services budget (January 2023 – refer to **Appendix C**).

7.7.1 Major Road Network Extension

The five major road projects have been described above and are summarised below (also refer to Table 7.2):

- **Portions of Eastern Link Road** – creation of links (such as Wilderbosch Road extension to the north and its extension south) in order to alleviate traffic at congested intersections, directing traffic to intersections on the R44 that have more capacity, such as the Technopark intersection and Trumali Road Intersection.
- **Portions of Western Bypass** – creation of links to systematically get this road in place in order to allow for development of the Adam Tas Corridor and to remove some of the through traffic

component on Adam Tas Road (mostly provincial responsibility) and the R44. Link road between Techno Park (in effect R44) and Adam Tas Road is one of the first sections in this process.

- The following Intersection improvements along Adam Tas and the R44, namely Dorp Street, Alexander Street and Merriman Road
- **R44 Upgrade** – protect the integrity of the R44 as a regional mobility road (mostly provincial responsibility).
- **Jamestown links** – take the proposals for a road network to service Jamestown and improved linking to central Stellenbosch further. The Eastern Link Road plays an important role in this concept.
- **Upgrading R304/Bird Street Link** – to enable the envisioned Adam Tas Corridor development, upgrade the R304 between Kayamandi and the R44.

7.7.2 Other Road Related Projects

Other road related projects can be summarised as follows:

- Upgrading of sections of Adam Tas Road – Alexander and Merriman intersections, as well as Dorp Street (West) dualling;
- Ad hoc upgrading, rehabilitation, maintenance and safety improvement of roads – in Stellenbosch, Klapmuts, Pniel, Lanquedoc, Franschhoek;
- Upgrading of parking areas in Stellenbosch and Franschhoek, including the two major identified facilities in Eikestad Mall and Techno Park, as well as for tour buses;
- Upgrading of traffic signal system, including management system and all road furniture;
- Further investigation of pedestrianisation of streets, together with improvements of universal access, and
- Further investigation into the park and ride concept.

Table 7.2: Summary Transport Infrastructure Plan Key Intervention and Initiatives

Transport Infrastructure Plan: Key Intervention and Initiatives								
	Interventions/initiatives	Description	5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
1.	Portions of Eastern Link Road (Wilderbosch Extension to Trumali)	See above	5	1	1	1	1	1
2.	Portions of Western Bypass (Adam Tas – Techno Park Link Road)	See above	5	1	1	1	1	1
3.	Upgrade R44 and required intersections	See above	2		1	1		
4.	Jamestown Links	See above	5	1	1	1	1	1
5.	Upgrade R304 and required intersection	See above	3			1	1	1
6.	Upgrade Adam Tas and required intersections	See above	3		1	1	1	
7.	Ad hoc road maintenance and upgrading	See above	5	1	1	1	1	1
8.	Upgrading of parking	See above	5	1	1	1	1	1
9.	Upgrading of traffic signal system	See above	5	1	1	1	1	1
10.	Investigation pedestrianisation	See above	2	1	1			
11.	Investigation park and ride	See above	2	1	1			

8 TRANSPORT DEMAND MANAGEMENT (TDM) STRATEGY

8.1 Introduction

8.1.1 Legislation & Policy Directives

The management of transport demand can be defined as making the most efficient use of the available transport infrastructure, and as such is just the sensible action to take for any transport authority. It is especially applicable to South Africa where resources for infrastructure development are severely constrained. As traffic congestion has been identified as an issue in Stellenbosch, any action which can reduce congestion, should be implemented.

There is reference in the **National Land Transport Act (NLTA, Act 5 of 2009)** to TDM. The City of Cape Town TDM Strategy of 2017 states that the NLTA requires that municipal spheres of government formulate and apply TDM measures in their functional area (Section 2, c, xxii). This could not be found in the Act, but it is accepted to be correct.

8.1.2 Summary Major Existing “External” Strategies, Proposals and Projects

Numerous strategies, proposals and projects with relevance to TDM have been formulated in the past. These are all referred to in the literature review provided in the sections below.

8.1.2.1 PLTF 2016/17 to 2020/21 (Feb 2016)

The PLTF has no specific section referring to Transportation Demand Management. It does confirm that one of the NLTSF (2015 – 2020) goals is to “where appropriate, reduce the need to travel by motor vehicles, having achieved an integrated land use and transportation system”.

The PLTF, whilst an extensive document (almost 500 pages with annexures), contains the following (unfortunate) statement on p(xxi):

“The unavoidable conclusion is that the PLTF has hitherto been produced primarily for reasons such as statutory compliance and information provision and has not been proactively used to manage and coordinate all modes of transport across the Western Cape. There has been little or no joint strategic planning with parties such as Transnet, PRASA, ACSA and Metrorail at provincial level.”

8.1.2.2 Winelands DITP

There is no specific section on TDM.

As part of the sustainability vision it is stated (p12) that “an affordable public transport system with adequate schedules and levels of service needs to be instituted in each town”.

8.1.2.3 Stellenbosch SDF, July 2019

This framework contains three catalytic projects which are briefly summarised below. It is considered that all three fit into previous and current suggestions in terms of TDM.

1. **Redevelopment of Adam Tas Corridor** – considered to “launch the restructuring of Stellenbosch town” through the redevelopment of the Adam Tas corridor along the R310 and the R44 from the Cape Sawmills site in the west to Kayamandi and Cloetesville in the north. Overall, mixed high-density development, with access favouring NMT is foreseen. Curtailing the use of short private car trips in town was seen as one of the requirements for this, as was a more reliable and frequent rail service. In fact, a potential light rail service on the (now) dysfunctional rail line, with two new stations, has also been shown on the corridor drawings.

This proposed development is considered to fully fit into the TDM actions that were proposed in the past and which is also now favoured by participants in the stakeholder consultation process. As such it should be strongly supported. From the viewpoint of this intended planned project, the removal of longer distance traffic on the R44 (Adam Tas Road), through the proposed western bypass, makes strong sense.

2. **Development of Klapmuts** – The Klapmuts area has for some time been seen as a potential regional economic development node. The 2019 SDF stated as fact that Distell would relocate their operations there (just north of N1), but the status of this is unknown, especially in view of the current negotiations for the selling of Distell to Heineken – refer to Figure 8-1 from SDF. Substantial residential development is occurring in Klapmuts, which is a good reason to encourage the creation of work opportunities in the area. This is considered to fit into the TDM strategies identified in the past. The re-instatement of the rail linkage between Stellenbosch and Klapmuts is also considered important in view of the growing developments there.



Figure 8-1: Potential Development of Distell at Klipmuts – 2019 SDF – Gapp Architects

3. **Alternative rail service along Baden Powell/Adam Tas/R304 corridor** – The 2019 SDF expressed the opinion that it was critical that a more frequent and reliable rail service on the Eerste River/Stellenbosch/Klipmuts rail line be provided. The possibility of lighter rolling stock was mentioned. Alternatively, the viability of a bus service should be explored. Whether any progress was made with this is unknown. This also fits in the TDM strategies proposed in the past.

Conclusion – In view of the emphasis three years ago on improved rail service through and past Stellenbosch, and the actual termination of these services, it has to be concluded that serious issues exist regarding planning proposals being made and the execution thereof. The co-operation between the different authorities involved has to be addressed – otherwise exercises of this nature could be considered a waste of time.

8.1.3 Previously Updated Stellenbosch CIP Concept, Key Strategies, Proposals

The previous (2016) Stellenbosch CIP did include TDM objectives, strategies and proposals. These are described in the sections below:

8.1.3.1 Previous Stellenbosch CIP (2016)

The TDM objectives in the 2016 CIP included:

- Using existing infrastructure as efficiently as possible;
- Reduce demand for car use;
- Reduce environmental impact of private transport;
- Support investment in public transport, and
- Support investment in NMT.

Three categories of TDM strategies have been identified:

1. **Improving travel options for residents and visitors** – Address safety of people walking and cycling and ensure that future growth and urban design support these modes;
2. **Reduce need for investment in large-scale public infrastructure** – create significant shifts in travel behaviour to reduce the need for new road capacity, and
3. **Increase revenue to finance infrastructure** – Consider tolls, congestion pricing, parking pricing and development charges as financing strategies available to manage demand.

Stated that TDM contributes directly to the seven key development principles of the 2013 SDF, namely:

- Provide public transport for all;
- Create walkable neighbourhoods;
- Grow economy to create jobs;
- Make wise use of land;
- Conserve, restore and regenerate resources;
- Grow more food for ourselves, and
- Care for our heritage.

Three types of interventions have been identified:

1. Small-scale Interventions

Large employers and public buildings – bicycle facilities and flexible working hours

Campaigns to increase awareness of existing options, e.g. bicycle hire

Peer pressure campaigns – enforcement and education

Car-share options – e.g. car hire on hourly basis

Pedestrian only phases at signals

Improved pedestrian routing

Parking pricing

Freight transport management

2. Large-scale Interventions

Parking location – some outside congestion bottlenecks

Public transport – existing services not adequate – need dramatic improvements

Finer grain network suitable for NMT – more permeable urban fabric

Encourage route changes through adjustments to infrastructure – bypasses

Spatial planning enabling trip chaining – TOD

HOV priority for buses and taxis – prohibiting cars on some routes

3. Policy and Urban Management

Update and enforce by-laws regarding occupation of public space by businesses – café's not obstructing sidewalks

Update regulations governing building design – promote activity on ground floor

Enforce traffic regulations – motorists driving or parking illegally hinders NMT

Allocate TDM responsibility to specific municipal official to roll out TDM programme and liaise with all stakeholders and potential partners. The Large Employer Programme recommended establishment of a Stellenbosch Employer Transport Forum.

Further Work Required – Considered high priority as it forms the basis of subsequent activities and projects:

- Identify stakeholders and potential partners;
- Literature survey for street audits to assess obstacles to NMT;
- Build on previous cycling survey – ongoing monitoring exercise;
- Undertake street audit;
- Review building design regulations that impact on walkability;

- Survey parking demand, supply and pricing. Investigate institutional and regulatory requirements, and
- Investigate most appropriate routes for addressing congestion bottlenecks.

Summary

Pedestrian improvements and parking strategies were considered the most effective in the short term to encourage a shift among discretionary car users. Strategies related to cycling and public transport were also considered beneficial for this group, but a significant change in municipal commitment and funding was required to achieve this.

Refer to Table 8.1 for the summarised recommendations under three headings namely (i) Studies, (ii) Programmes and Policies and (iii) Infrastructure as follows (directly from 2016 CITP):

Table 8.1: Summary of Recommendations

Key Focus Area	Interventions	Priority
	STUDIES:	
Urban management, personal security	Undertake a comprehensive audit of streets with a view to understanding the interaction between street design and movement patterns and map key routes for designation and attention; include literature review; develop policy and design standards to improve walkability; key routes to receive particular attention regarding design elements	High
Urban management, promoting alternative modes	Map and review parking supply and demand and pricing, and assess opportunities in short term to influence spatial distribution of demand through supply and pricing; liaise with businesses to explore options for reducing free employee parking	High
Urban management	Investigate and prioritise congestion bottlenecks based on their contribution to TDM objectives rather than conventional level of service analysis; assess how route changes can be induced for more efficient use of road infrastructure, through strategically located adjustments to road capacity and intersection controls	High
Safety	Identify areas suitable for designation as speed reduction zones to improve safety for vulnerable street users	Medium
Promoting NMT	In future spatial planning exercises, include assessment of how density, mix and location of land development can improve viability of alternative forms of transport	Low
Promoting public transport	In future transport planning exercises, always consider how road improvements can enhance conditions for public transport and other modes as alternatives to car travel	Low
	PROGRAMMES AND POLICY:	
Promoting public transport and NMT	Implement recommendations of the Large Employer Programme	High – low
Programme development and coordination	Designate a TDM official and commence engagement with stakeholders who can assist in developing and running campaigns	High
Urban management, Awareness	Enforce traffic laws that impact NMT activity, and by-laws governing use of public space	High
Promoting NMT	Identify opportunities for creating a finer grained pedestrian and cyclist network by opening up semi-private space, and develop policies to ensure that future development does not eliminate existing or future routes	High
Promoting NMT	Review building design regulations and street design standards that impact on walkability	High - Medium

Key Focus Area	Interventions	Priority
Awareness	Develop campaigns to raise awareness of travel options, and to encourage a shift in behaviour; include improved enforcement as part of this	Medium
Supplementary modes	Pursue possibility of establishing a carshare service in Stellenbosch (e.g. with Locomute)	Medium
Urban management	Update rules and by-laws governing the use of public space, particularly on key NMT routes	Low
Safety, promoting NMT	Review freight management practices and their impact on pedestrians and cyclists; identify strategies and policies to mitigate impact on key NMT routes	Low
	INFRASTRUCTURE:	
Promoting public transport	Begin planning in more detail the public transport services proposed in this CITP, and develop an implementation plan	High
Promoting NMT	Pursue options for long-term development of share parking structures to reduce impact of traffic on the historic town core	Medium
Promoting NMT	Undertake localised improvements for pedestrians, such as pedestrian-only signals, bulb-outs and street lighting along key routes identified through the street audit	Medium

No specific (spatially defined) projects were identified under the TDM heading in 2016. The closest to this was the recommendation to develop an implementation plan for the public transport services which were proposed. These are briefly:

With respect to **rail**, PRASA has indicated in 2016 that there were no "plans to upgrade existing facilities in the Stellenbosch area. In reality the rail service on the line running through Stellenbosch has been terminated since then. In view of the overhead wires being broken, it is concluded that physical repairs will be required before the service can be restored again. Recent discussions with PRASA indicated that the previous service is planned to be in operation before the end of 2022.

With respect to **contracted bus services**, the 2016 CITP proposed the implementation of a new Public Transport Service Network (PTSN) operating from a central terminal in the Stellenbosch CBD or along the Adam Tas corridor. It was mentioned that the five year CITP budget is allowing for this since 2018. A further proposal was that the provision of a public transport lane/facilities on the R44 between Stellenbosch and Somerset West had to be investigated.

With respect to **minibus taxis**, no specific proposals could be found in the 2016 CITP, but a number of improvements to minibus taxi facilities has been included in the five year budget proposed for 2015/16 to 2019/2020.

8.1.3.2 CITP Update, June 2020

The TDM Strategy still needs to be prepared. Components could be:

- Parking management;
- Alternative work from home schemes, and
- Incident management systems.

Only way to get travellers in more sustainable modes is considered to be:

- Improved public transport options;
- Network improvements to cycling and walking, and
- Provide for different travel markets.

Projects proposed:

- Prepare a TDM Strategy;
- Prepare Public Transport Plan;

- Improve walking and cycling network;
- TOD Plan;
- Include TOD principles in future developments;
- Parking Strategy, and
- Plan for remote parking locations (in process).

8.1.4 Stakeholder Engagement

The Stellenbosch Ratepayers Association provided eleven comments in February 2016 on the previous CITP. These can be summarised as follows:

- Lack of clear strategy on how real transport improvements will be achieved;
- Too much emphasis on road network improvements versus sustainable TDM approaches;
- There is a lack of integration of spatial development and transport – location of future development;
- The public transport development aims are not clear;
- Stellenbosch, the town, should be preserved;
- The successes with traffic management and NMT that have been achieved, should be extended;
- NMT and the promotion of Utility Cycling should be more prominent;
- Less parking should be provided in central Stellenbosch;
- The impact of the university (students) on traffic and parking problems are not controlled adequately;
- The impact of heavy vehicles in Main Street in Franschhoek, but also in Stellenbosch is not addressed adequately, and
- Roundabouts should be favoured above traffic signals.

A summary of the feedback received during the recent stakeholder engagement (April and May 2022), is provided in Chapter 13. The key themes from the engagement are all related to TDM – the following four have been identified:

- Develop an effective communications program which will aim to shift personal behaviour away from car usage to the other modes – NMT, public transport, etc;
- Implement improvements for NMT users – sidewalks, etc;
- Develop an integrated public transport system, and
- Reduce the need for travel by creating mixed land use developments.

It is believed that the correct approach should be to develop a balanced and sustainable transportation system which opens the question of what such a system would have to consist of.

8.1.5 Issues and Concerns

The major issues and concerns are considered to be:

- Is enough emphasis being put on the enhancement of TDM by the Municipality?
- Why has nothing happened to previous TDM proposals?;
- How does a balanced transportation system for Stellenbosch look like?
- What can be afforded by Stellenbosch in terms of the transportation system?

8.2 TDM Categories

In summary it is considered that the actions that can be implemented as part of TDM can be categorised into three groupings, namely (i) Behaviour, (ii) Infrastructure and (iii) Operations. Whilst action on each of these fronts is desirable, some **prioritisation** could be done in cooperation with all stakeholders.

A: Behaviour

- Reduce the demand for travel
 - Work from home, variable working hours, staggered school starting times
- Discourage car use
 - Parking management and pricing
 - Congestion charges
 - Marketing and Communication

B: Infrastructure

- Land use changes – transform to mixed use development – residential areas closer to work opportunities
- Improve public transport
- Improve NMT facilities
- Park and Ride Facilities
- Upgrade road bottlenecks

C: Operations

- Improved traffic management
 - Traffic signal operation
 - Incident management
 - Preferential treatment of HOV's
 - Reversible or contra flow lanes
 - Carpooling

8.3 TDM Objectives

The main TDM aim should be to move to a balanced transportation system where the most effective use is made of available facilities. Specific objectives have to focus on the categories listed above, i.e.:

- Change behaviour to reduce the demand for travel;
- Influence land use to form mixed use clusters;
- Improve NMT and public transport facilities, and
- Improve all operations (private and public) to operate as effectively as possible.

8.4 Future Solutions Developments/Proposed Interventions

The proposed interventions with regards to Transport Demand Management have been identified in the past in the documentation referred to above. As many of them involve NMT improvements, public transport, parking initiatives, traffic signals, road pricing, etc allowance has been made in the ten-year budget of the Transport Division for taking a number of these forward. The most relevant proposals and actions have been included in the sections above and are summarised below.

Parking tariffs are often seen as a mechanism for managing travel demand and reducing private vehicle use. The Municipality previously increased parking tariffs, but strong objections were received from the local communities and tariffs were lowered again. Since then these tariffs were kept at the current level.

It should be noted that the only items not specifically mentioned in the current ten-year budget, is an investigation into congestion pricing and the development of a marketing program for TDM. The reasoning behind the congestion pricing point of view, is the belief that congestion is not caused by Stellenbosch residents themselves, but rather largely due people "from outside" the town working and studying in Stellenbosch and that a congestion charges therefore should be applicable to such commuters. However, the acceptability, practicalities and implementation of such charges may be a challenge. Initial studies indicate that congestion charging is not feasible for Stellenbosch. The

municipality is not the roads authority for roads leading into Stellenbosch. It is also evident that congestion charging such as toll roads are not always feasible in the South African Context.

Table 8.2 Transport Demand Management Plan Key Intervention and Initiatives

Transport Demand Management Plan: Key Intervention and Initiatives								
	Interventions/initiatives	Description	5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
1.	Upgrading of traffic signals and control system	Chapter 7	5	1	1	1	1	1
2.	Upgrading of NMT facilities including cycle plan, universal access improvements	Chapter 7	5	1	1	1	1	1
3.	Continued investigation of transport operating company	See above	2	1	1			
4.	Investigation into pedestrianisation of certain streets	Chapter 7	2	1	1			
5.	Further investigation into feasibility of park and ride facilities	Chapter 7	2	1	1			
6.	Investigation of congestion pricing	See above	2	1	1			
7.	Develop marketing and communication strategy to further TDM	See above	2	1	1			
8.	Appointment of a TDM official	See above	1	1				

9 NON-MOTORISED TRANSPORT PLAN

9.1 Introduction

In support of being a "Valley of Opportunity and Innovation" Stellenbosch aspires towards car-free living and Non-motorised transport forms a key enabler in doing so. In order to achieve this and realise the objectives of becoming a Valley of Possibility, a Green and Sustainable Valley and a Safe Valley, and ensuring Dignified Living encouraging walking, cycling and public transport as key modes of travel over private motor vehicles is essential.

In support of the overarching vision the vision for pedestrians and cycling in Stellenbosch is:

"Stellenbosch Municipality will strive to develop walkable and cycle-able environments that are safe for all to use and contribute to the mobility needs, economic vibrancy and social health of communities."

9.1.1.1 Legislation & Policy Directives

The legislative and policy framework for the planning and implementation of NMT is extensive and includes the following:

- National Land Transport Act (5/2009);
- Draft Revised White Paper on National Transport Policy (2021);
- National Road Traffic Act (93/1996);
- The National Land Transport Strategic Framework (2017-2022);
- Western Cape Provincial Road Traffic Administration Act (6/2012);
- Stellenbosch Municipality: Roads and Streets By-law (2021), and
- NMT Facilities Guideline(2016).

The following are of particular relevance to NMT in SM

9.1.1.1.1 Green Transport Strategy (2018-2050)

The Green Transport Strategy sets out a long term vision for the "use of resources and supporting the ecosystem" which includes:

- Instituting "no-car zones", within most of the central business districts being closed off for car use, and emphasising eco-mobility mode of transport like walking and cycling as the preferred mode of transport, allowing significant areas of urban real estate currently used for parking to be repurposed for use in affordable inner-city housing and businesses: and
- An extensive network of cycle lanes and pedestrian walkways to re-orient South Africa's towns and cities away from cars towards people. The investment in non-motorised transport infrastructure will yield a double dividend in terms of human health, by both reducing harmful air pollution and promoting healthy exercise.

9.1.1.1.2 Western Cape PLTF 2016/2017 – 2020/2021

The overall objective of NMT is to increase mobility and access to opportunities, and in so doing, to improve the quality of life in a sustainable manner throughout the province with the defined goal of establishing "NMT as a pivotal part of all forms of transport planning in urban and rural areas" through:

- Development of NMT standards;
- Integration of NMT into all transport plans;
- Provision of NMT infrastructure in transport projects;
- Incorporation of Universal Access principles;
- Implementation of a transversal plan to promote transport safety, and
- Coordination forum to coordinate NMT across municipalities.

9.1.1.1.3 Cape Winelands DITP (2016 – 2021)

The DITP has a very brief section on NMT which recognises the challenges of low income residents living on the periphery of towns and the implications for walking distances. It further recognises the context specific requirements for developing walking, cycling and public transport in towns. There is also a brief summary of the Stellenbosch 2016 CIP.

9.1.1.1.4 Stellenbosch MSDF (2109)

The MSDF identifies NMT as a key mode of travel especially for low income groups which constitute 95% of all NMT trips. In addition local peak period passenger trips (<5km in length) total twice the number of longer (>5km) trips.

Under the change action of improved access and mobility Public Transport and NMT are promoted through densification, redesign of existing routes and the development of new routes. In support of this it is also proposed that the design of all roads provides for appropriate NMT movement and that TDM measures favouring NMT and Public Transport be introduced in partnership with key organisations.

9.1.1.1.5 Stellenbosch Non-Motorised Transport Policy (2022)

The NMT policy was adopted by Council in October 2002. Recognising that achieving the vision of walkable and cycle-able environments requires a move away from the "business as usual" approach in transport planning and engineering a set of clear principles, policies and strategies to guide officials and politicians of Stellenbosch Municipality was established.

Principles

The policy principles guiding the development of transport systems and infrastructure to achieve SM's vision and enable pedestrian and cycling friendly environments which are universally accessible are:

- Integration between land use and transport towards developing pedestrian friendly environments to reduce the demand for travel and the need for motorised transport;
- Prioritization of vulnerable road users especially at conflict points to improve road safety for pedestrians and cyclists and encourage people to walk and cycle more;
- Prioritization of improvement of the environments for pedestrians and cyclists in outlying communities to encourage and support these modes;
- Development of a partnership between the private and public sector focussed towards furthering car-free living including Stellenbosch University to enable sustainable transport solutions and pedestrian/ cycle friendly environments as these cannot solely be undertaken by the public sector, and
- Application of the principles of Universal Design ensuring that roads and streets are for all. This requires the re-prioritisation of road space to ensure that all the needs of all users are adequately provided for. Where the needs of the various users are in conflict, the needs of the more vulnerable road user must receive priority.

Objectives

The overarching objectives of the NMT Policy are to:

- Provide the officials of Stellenbosch Municipality with a framework to enable NMT implementation;
- Guide officials in making strategic decisions with respect to transport management and roads implementation and maintenance, and
- Create a framework for prioritizing more vulnerable road users and create streets for all.

These are then expanded upon as a set of strategic objectives which are derived directly from the Consolidated NMT and Cycling Masterplan:

- Connect the outlying communities with the CBD in a safe and attractive manner and improve safety, access to opportunities and the dignity of these communities;
- Strive towards car-free living in Stellenbosch CBD;
- Achieve a modal shift in the Stellenbosch CBD towards public transport, walkability and cycle-ability, and
- Creating dignified living spaces in previously disadvantaged areas.

9.2 External themes and approaches

From the international through to the national and provincial levels there are key common themes that come through in a review of the current statuses of planning and developing NMT. The key themes and approaches are those of:

- Reducing reliance on the private motor vehicle;

- Reducing transport's contribution towards GHG emissions and environmental degradation and its reliance on fossil fuels;
- Providing accessible and affordable mobility for all;

In proposing solutions towards these the proposals of:

- Ensuring an integrated planning approach to land use and mobility, and
- Moving towards a paradigm of Sustainable Transport.

NMT is thus central to addressing the issues facing transport in both the immediate and longer term. This is as it provides an easily accessible and affordable means of mobility whilst addressing environmental issues and contributing towards a healthier society.

The focus on NMT in SM directly supports this.

9.3 Previously Updated Stellenbosch CIP Concept, Key Strategies, Proposals

This is a brief summary of the Update of the CIP for Stellenbosch Municipality (June 2020) and the Review, Update and Consolidation of the Stellenbosch NMT Masterplan & Cycle Plan.

SM supports a shift towards public transport, walking and cycling and Stellenbosch CBD particularly has a culture of walking and cycling. However, the increasing pressure of private vehicle usage is affecting the safety of pedestrians and cyclists and thus the nature and vibrancy of these areas. A further issue is that of street furniture and the lack of dropped kerbs on many of the sidewalks. Where street improvements have been done (e.g. Andringa and Victoria Streets) the usage by pedestrians is strong evidence of how shifts can be encouraged.

The previously disadvantaged settlements of Kayamandi, Cloeteville and Idas Valley are within walking distance of the CBD and significant numbers do walk. However, major roads separate these settlements from Stellenbosch requiring that pedestrians have to walk alongside and cross them with vehicle movements having priority. In the case of Kayamandi the informal crossing of the railway line provides an additional safety threat on the walking desire line. Jamestown lies beyond comfortable walking distance from Stellenbosch and the route is along the R44. In the other towns (Franschhoek, Klapmuts, Pniel) within SM residents of the outlying settlements have to walk along provincial roads.

The University of Stellenbosch is a significant trip generator and encourages students to walk and is planning to improve cycling infrastructure on campus and integrate its NMT network with SM's plans.

The CBDs of Stellenbosch and Franschhoek are relatively pedestrian friendly and attract high numbers of tourists. Within Stellenbosch the residential areas, university, offices and amenities are well positioned for walking.

Whilst cycling in Stellenbosch is popular in terms of the South African context a significant proportion of cyclists are recreational/sports cyclists and those riding on roads prefer the higher order provincial roads. Sections of the cycling network have been implemented but these are not coherent. The main barriers to cycling are safety in traffic, the lack of suitable infrastructure, crime and, in the case of lower income communities, access to bicycles.

Both the CIP Update and the Consolidated NMT Masterplan & Cycle Plan describe the proposed NMT Network and provide summaries of the extent of the proposed NMT Network and, based on budgetary constraints, a set of priority projects which are categorized as Short Term with sub categories of essential and desirable.

The proposed network was developed on the basis of understanding desire lines, reviewing the existing NMT network facilities, proposing a higher order network around Stellenbosch whilst creating local networks within neighbourhoods, and upgrading of certain existing facilities.

9.4 Stakeholder Engagement

A key concern of various stakeholder groups / representatives is that, whilst cycling and indeed NMT, have been identified as key modes for Stellenbosch the policies and plans developed have not been given the support in terms of funding and implementation required to give effect to them. Specifically mentioned were the Cycle Plan and the NMT Masterplan.

Specific suggestions / concerns raised include:

- Include cycling and walking as part of the behaviour change approach including the role of the University in enabling walking and cycling;

- Exploring alternatives to motorised transport and strengthening the opportunities for walking and cycling through making streets more walkable/universally accessible and cyclable through removing parking / reducing sidewalk usage by restaurants;
- Creating continuity of routes for cycling, and
- Improving safety of routes for both pedestrians and cyclists with a particular focus on intersections with higher order roads and adequate street lighting along routes.

From engagements regarding the ATC development proposals it is recognised that the current NMT and Cycling Masterplan has not considered in any depth the requirements and opportunities arising from the development.

9.5 Key Issues, concerns

The key issues and concerns for NMT are:

- The lack of integration between land use and transport planning;
- NMT is not considered an essential element and the foundation of any and all transport and development planning;
- Captive users are limited in the travel choices they have;
- Significant pedestrian movements are crossing major roads / a rail line;
- Many choice users covering shorter distances travel by private motor vehicle in preference to walking or cycling;
- Although there has been progress in developing NMT (and cycling) infrastructure routes are not coherent, and
- Funding allocation for NMT is extremely limited.

In addition, a key concern is that the evolving ATC development and its impact on the broader transport systems and travel patterns of SM have not been incorporated into current NMT planning processes at any level of detail.

9.6 Strategic Objectives

Arising from the foregoing an initial set of Strategic Objectives is proposed as:

- Reinforce the integration of land use and transport planning – this requires a full assessment of the ATC development and its implications for SM in both the short and long term;
- Connect outlying communities with their local towns / CBDs;
- Require all developments to fully integrate NMT and Universal Design principles in their planning and implementation;
- Achieve a modal shift from PV to walking and cycling;
- Improve the living spaces and NMT routes in previously disadvantaged communities, and
- Reconsider funding mechanisms.

9.7 Future Solutions Developments / Proposed Interventions

The investment in infrastructure is attributed to growing and developing communities in Stellenbosch and the Municipality endeavours to provide an equitable service in terms of transport to all communities in the municipal area. This includes the establishment of a sustainable road network and may require road upgrades, which is informed by analysis and sound engineering judgement. It will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial.

The Municipality therefore supports the further systematic implementation of the 2015 Cycle Plan and the 2022 NMT Plan. Some consideration is to be given to the retrofitting of cycle lanes/facilities on existing roads to ensure continuity of safe right-of-way for cyclists (taking cognisance of existing road reserve widths and heritage considerations).

The Municipality will continue to roll out NMT infrastructure in a systematic manner and in line with the approved Master Planning, as far as available resources allow. Retrofitting of streets for cycling are ongoing with Martinson Street recently completed and Merriman Street earmarked to be next. This will include the assessments for bicycle-lock up facilities as well.

The establishment of pedestrian zone on certain streets in the Central Business District is on-going, plans for the establishment of Woonerf Area and pedestrian zones in the Dennessig and a project to improve NMT in Main Road in Franschhoek are currently under way. The Municipality is also in the process of compiling a Sidewalk Accessibility Policy. This policy aims to improve sidewalk management and strive for a safe environment for all sidewalk users.

Within the consolidated NMT Masterplan and Cycle Plan, short-term projects were then identified through reviewing the priority projects previously identified in the NMT and cycle plans (2015) and the PSTP (2018), addressing pedestrian safety hotspots, identifying locations for pedestrian and safe crossings of major roads and rail lines, upgrades / new infrastructure of existing NMT desire lines, upgrading existing informal links and addressing future NMT desire lines based on the overall principle of achieving a safe environment for pedestrians and cyclists.

Table 9.1 indicates the extent of the proposed NMT network for Stellenbosch Municipality. Table 9.2 summarizes the short-term projects proposed for the NMT network in Stellenbosch which are graphically depicted in **Appendix D**.

Table 9.1: Extent of Proposed NMT Network

	Whole Stellenbosch Municipality	Stellenbosch Town (incl. Kayamandi, Jamestown)
	Length (km)	Length (km)
Proposed Sidewalk	31	11
Proposed NMT Only Class 1	26	17
Proposed NMT Facilities with Partial Separation Class 2	172	103
Proposed Bicycle Lanes (Partial or Marked Separation) Class 3	14	14
Proposed Cycling in Local Street (Mixed Shoulder) Class 4)	32	28
Proposed Pedestrian Priority Street	4.2	3.8
Total (km)	279	176
Note: <ul style="list-style-type: none"> • Cycling in the shoulder is excluded from this list. • All lengths refer to centreline length, except for Sidewalks. • Intersection upgrades are excluded from the length summary. 		

Table 9.2 summarizes the short-term projects proposed for the NMT network in Stellenbosch which are graphically depicted in **Appendix D**.

Table 9.2: Details of Short Term NMT Projects for SM

Project No.	Projects
1	Pedestrianisation of Church St and Andringa St
2	De-cluttering of street furniture in Stellenbosch CBD and dropped kerb standardisation
3	Roll-out of bicycle network in Stellenbosch CBD (continuity of cycle routes, road markings, bi-directional cycling in one-way streets, bicycle parking)

Project No.	Projects
4	Pedestrian bridge across R304 & rail line linking Kayamandi and Cloeteville
5	Kayamandi / Rand Rd: Pedestrian priority, restrict heavy vehicle access, narrow road to 6.5 m (from 9 m wide black top), raised ped crossing; Brick pave 4 m wide NMT route up to railway crossing
6	Kayamandi: Safe pedestrian link across railway line at Du Toit Station (grade separated crossing; either pedestrian bridge or crossing as part of Kayamandi mall upgrade)
7	Kayamandi: Staircases parallel to Rand Rd north-east of stadium
8	Kayamandi: Staircases west of stadium and 3m wide footpath up to Rand Rd (market area)
9	Pedestrian bridge across Helshoogte Rd (R310) at Simonsberg St to provide safe crossing for scholars
10	Bosman St: Extend effective sidewalk width and provide bi-directional cycle lane (Phase 1 between Banhoek and Merriman, Phase 2 Merriman and Van Riebeeck)
11	Soeteweide St: Restrict access to local traffic only and provide safe pedestrian space
12	Merriman Ave: Investigation into ped crossing to mitigate current safety concerns
13	Merriman Ave: Extension of existing cycle lane up to Adam Tas
14	Die Laan: Extend effective sidewalk width and provide bi-directional cycle lane
15	R44: Provide 3m wide footpath on western side of the R44 (from Lang Rd to Welegevonden)
16	R44: Provide footpath (Extension of Ortell Rd in Cloeteville to the east) and bridge over R44
17	Curry Rd: Extend sidewalk space on eastern side by 1) widening existing sidewalk and by 2) reducing drop-off area by installing delineated kerb
18	Bloekom St: Improved traffic calming in front of school and extend existing sidewalk
19	Extend Bicycle Lane from Cluver Rd along Rustenberg Rd and extend sidewalk where space allows
20	Cluver Rd: Provide smooth transition of bicycle lane onto sidewalk space on both sides of the road, widen sidewalk to convert into Bicycle Class 2
21	Upgrade NMT route through Eikestad Mall outside parking area; investigate re-arrangement of parking
22	Aan die Wagenweg: Upgrade of bicycle path and sidewalk space
23	Van Rheeде/ R44 Intersection: Improve pedestrian safety
24	R44: Provide footpath on eastern side of the R44 (from Doornbosch to Dorp) incl. ped bridge over Eerste River
25	R44: Upgrade footpath on eastern side of the R44 (from Paradyskloof to Doornbosch)

Project No.	Projects
26	Merriman Ave: Proposed shared footpath on southern side of the road (from Cluver to Simonsberg)
27	Simonsberg Rd: Provide shared facility & implementation of traffic calming measures
28	Martinson Rd: Narrowing of road with a separate two-way bicycle facility (4m wide Class 3) on southern side between Omega Rd and Simonsberg Rd; incl. gateways & sidewalk on northern side
29	Jonkershoek Rd: Upgrade of shared footpath (widen and resurface southside path where space allows) and provide lighting
30	Bird St/ Adam Tas (R44) Intersection: Improve pedestrian safety
31	Strand St. R44/ Dorp St Intersection: Improve pedestrian safety
32	Adam Tas (R301)/ Dorp St Intersection: Improve pedestrian safety and bridge over railway line
33	Jamestown Webbersvallei Rd: Provide 3m wide shared facility on northern side
34	Jamestown Drakensberg Rd: Provide shared NMT Facility
35	Koelenhof: Investigation into safe ped crossing at railway line
36	Kylemore Swart Rd: Extend existing sidewalk up to Helshoogte Road
37	Kylemore Gousblom St: Widen pedestrian space at school entrance
38	Kylemore Petunia St: Widen existing sidewalk on southern side, potentially convert into oneway street
39	Lanquedoc: Provide shared NMT facility as part of Class 2 as part of the Upgrading of the Lanquedoc Access Road (SRMP078)
40	Klapmuts: Shared NMT path along Klapmuts River (off-road)
41	Klapmuts Adams St: Widen existing sidewalk on western side
42	Klapmuts Alexander St: Widen existing sidewalk and traffic calming measures
43	Klapmuts Merchant St: Widen existing sidewalk on eastern side (use full effective width) and convert into shared NMT facility
44	Groendal Upper Lea Smit Rd: Upgrade sidewalks and introduce traffic calming
45	Groendal Stiebeuel River: Provide shared NMT facility along river on western side from existing NMT path to Dalubuhle school
46	Groendal Jafthas St: Sidewalk along Jafthas St from Boonzaaier to Groendal High School (including ped crossing)
47	Groendal Davids St: Extend sidewalk by means of delineated kerb

Project No.	Projects
48	Groendal: Provide staircase and NMT route from higher lying informal area down to Dalubuhle Primary School
49	La Motte Robertsvlei Rd: Provide 3m wide shared facility on western side of Robertsvlei Rd (to be included in SRMP033)
50	La Motte Main Rd: Provide pedestrian crossing
51	Franschhoek Main Road (R45): Upgrade existing pedestrian crossing points
52	Wemmershoek: Rail crossing - Formalise path to PT stop on R45
53	Wemmershoek: Formalise footpath on the western side of the R301 up to Wemmershoek access and pedestrian crossing at school access road
54	Wemmershoek: Formalise footpath on southern end of Wemmershoek up to school
<p>Note:</p> <p>During the comments process, comments were received on the proposed Kayamandi pedestrian bridge crossing the R304, the river and railway line. The view was that it will not be used, as pedestrians prefer shorter routes at street level and that criminals target pedestrian over-passes. The need to provide a safe pedestrian link between Cloetesville and Kayamandi had been identified through IDP processes and the aim of building the bridge is to improve mobility and safety of scholars specifically attending schools in Cloetesville. The R304 is set to be duelled, which makes it dangerous to cross and currently there is no access across the river and railway line. The bridge will also address mobility needs in the area in general and provide a much safer passage for pedestrians, cyclists and people with special needs.</p> <p>Phase 1 of the Bridge construction will be the construction of the Bridge over the railway line and river. Implementation for the first phase is set to commence within the next 12 months. Phase 2, which is the crossing over the R304 is earmarked to follow thereafter as funding becomes available.</p>	

9.8 Future Solutions Developments / Proposed Interventions

In addition to the previously identified projects additional key NMT interventions are reflected in Table 9.3.

Table 9.3: Key NMT Interventions

Non-Motorised Transport: Key Intervention and Initiatives								
Intervention / Initiative	Description	5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28	
1. Update consolidated NMT and Cycling Masterplan	Review of the consolidated NMT and Cycling Masterplan to incorporate ACT development and impacts	1	1	n/a	n/a	n/a	n/a	
2. Upgrade NMT facilities including cycle plan,	Improvements to the NMT network in rural and semi-rural residential settlements	5	1	1	1	1	1	

Non-Motorised Transport: Key Intervention and Initiatives								
	Intervention / Initiative	Description	5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
	universal access improvements	located within the Stellenbosch Municipal area. This includes construction of sidewalks and NMT facilities in rural and semi-rural residential settlements located within the Stellenbosch Municipal area.						
3.	NMT link over the N1 between Klipmuts North and South	Investigation of NMT linkages enabling access between Klipmuts north and south, specifically along Groenfontein Road and a possible NMT crossing over the N1 linking residential areas south of the N1 directly with Farm 736/RE. to enable residents to the south of the N1 to benefit from the opportunities north of the N1	2	1	1	n/a	n/a	n/a
4.	Amending existing by laws	In light of the changes proposed in the National Road Traffic Act Amendment Bill existing bylaws will require updating.	1	n/a	1	n/a	n/a	n/a
5.	NMT working group	Establish the NMT working group as proposed proposed in the NMT Policy with the aim to advise Council on Identification of NMT needs and shortcomings, Promotion of NMT in the Municipal area, NMT best practices worldwide and NMT trends worldwide.	5	1	1	1	1	1

9.9 Continued Stakeholder Engagement

The Municipality had established a NMT Working Group for the purpose of developing NMT and Cycle Plan. This working group has not been active in the recent past, but the Municipality plans to have its activities recommence in the 3rd quarter of 2023.

As part of the implementation of specific NMT, public participation process often only involved immediately affected persons. Plans are therefore underway to utilise the NMT Working Group to assist with project information sharing and consultation on all NMT projects.

The Mobility Forum is also to be reconvened in a "new format", which will analysis based, relying on technology and sound engineering judgement for its activities. This Forum will be convened in close collaboration with Stellenbosch Municipality.

DRAFT

10 FREIGHT TRANSPORT STRATEGY

This section (Freight Transport Strategy) of the report sets out to review the transportation of goods to, from, and through Stellenbosch Municipality. Firstly, an introduction and background are presented. Secondly, the objectives of the freight transport strategy are briefly outlined on national, provincial, and municipal levels. This is followed by a review of existing legislation that informs freight transport. The current realities and freight issues are discussed which includes the short-, medium-, and long-term initiatives for Stellenbosch Municipality. The initiatives summarised in Section 10.4 are discussed in more detail under Section 10.5. Lastly, in Section 10.6, some environmental challenges are presented.

10.1 Introduction and Background

According to traffic count data sourced from the 2016 CIP, around 1% of inbound traffic between 06:00 to 09:00 into Stellenbosch comprises of heavy vehicles during this period. This equates to roughly 270 heavy vehicles that travel within Stellenbosch Municipality during the morning peak periods. Freight is predominantly transported via road transport, due to the absence of a freight rail network within Stellenbosch. This means that any freight trips that are generated or attracted within Stellenbosch can only be transported via road (Stellenbosch CIP 2016-2020, 2016), therefore contributing heavily to the wear and tear of the road network infrastructure.

Currently, there is only one weighbridge in the Stellenbosch Municipal area. The Western Cape, as well as Stellenbosch Municipality law enforcement, is responsible for its operation. (Stellenbosch CIP 2016-2020, 2016). Figure 10-1 illustrates the major freight routes through Stellenbosch. These include connections between Stellenbosch and Somerset West (R44), Stellenbosch and Kuils River (R310), Stellenbosch and Klapmuts (R44 north), Stellenbosch and Brackenfell (R304), and Stellenbosch and Franschhoek (R310). Secondary routes were also identified which provide access to farming areas, supporting the transportation of agri-processing supplies (such as the delivery of bottles, and distribution of processed goods such as wine) to the Port of Cape Town for export (Stellenbosch Municipality Roads Master Plan, 2018).



Figure 10-1: Stellenbosch Major Freight Routes

Stellenbosch Municipality is forecast to experience higher economic growth than other municipalities within the Cape Wine District, due to the manufacturing of high-value goods such as wine. Future industrial development is planned for underutilised industrial areas of Koelenhof and Klapmuts along the R101 (Stellenbosch CIP 2016-2020, 2016). The existing and future industrial areas can be seen in Figure 10-2.

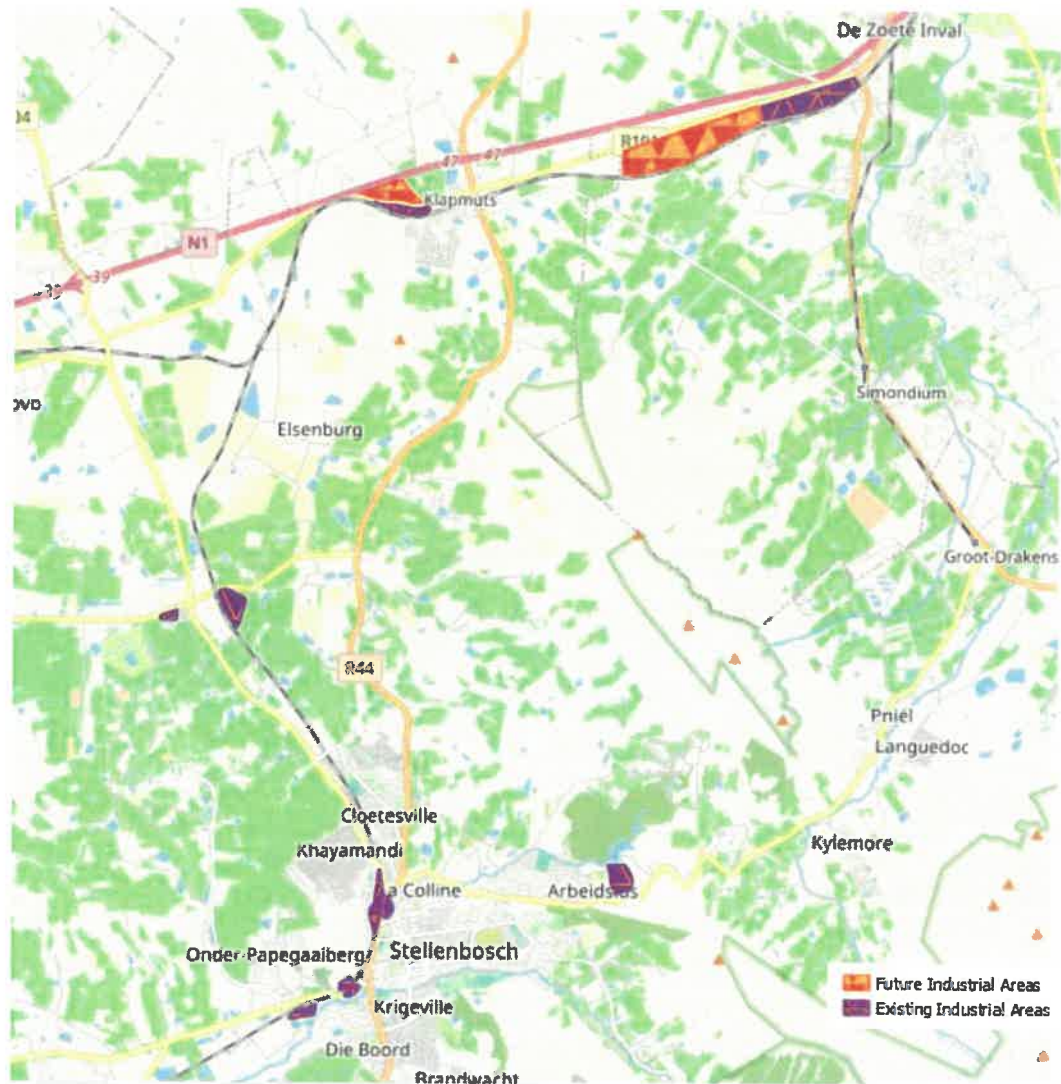


Figure 10-2: Existing and Future Industrial Areas

(Source: Stellenbosch CIP 2016-2020, 2016)

The production of wine grapes dominates the agricultural industry in Stellenbosch. This results in the generation of freight, which is a vital input for cultivation, wine production, and the transporting of the final produce (Stellenbosch CIP 2016-2020, 2016). Figure 10-3 illustrates a large concentration of agri-processing within Stellenbosch Municipality.

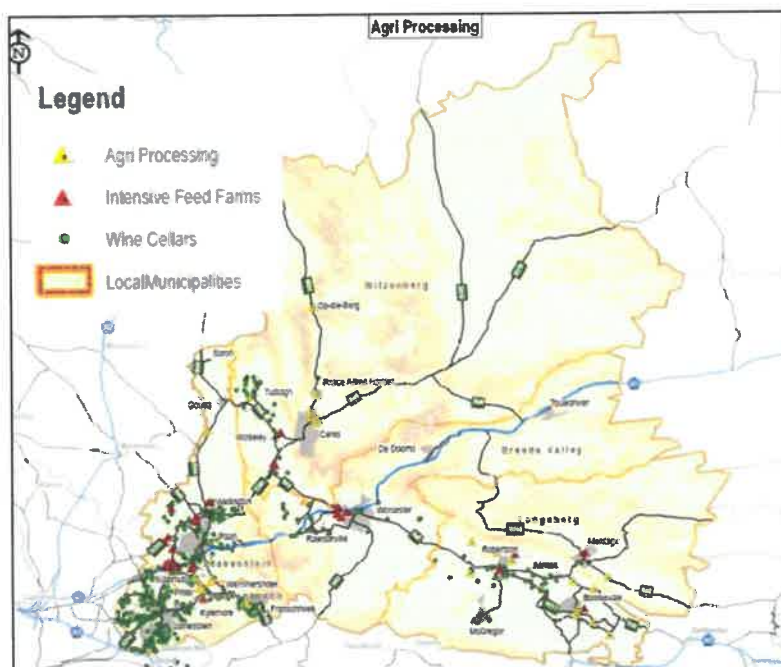


Figure 10-3: Agri-Processing within Stellenbosch Municipality

(Source: Stellenbosch CITP 2016-2020, 2016)

Most of the road-based freight within the Cape Winelands is transported on the N1. As a result, a large number of freight vehicles move from, or through Stellenbosch (Stellenbosch CITP 2016-2020, 2016).

10.2 Objectives

The development of a freight transport strategy requires the consideration of national, provincial, and municipal objectives. The following subsections present the objectives presented at different levels of government.

10.2.1 National Objectives: The National Freight Logistics Strategy (NFLS): (Department of Transport, 2015)

The objectives of the National Freight Logistics Strategy (NFLS) include the following:

- Meet demands of industry and the economy;
- Optimise total cost-effectiveness;
- Obviate cost distortions and optimise competition;
- Reduce negative externalities, safety, pollution, congestion, and infrastructure damage;
- Promote national global industrial competitiveness;
- Attract international investment;
- Actively build skills and capacity at all levels;
- Optimise use of resources – land, facilities, and infrastructure, and
- Develop sustainable systems and operations.

10.2.2 Provincial Objectives: WCG Provincial Freight Strategy (WCG, 2019)

The WCG identified five principles for the development of a freight strategy namely; 1) Freight Transport Network Efficiency, 2) Inclusive Economic Development, 3) Freight Transport Network Safety, 4) Environmental Sustainability, and 5) Cost Optimisation.

The WCG further identified seven key focus areas, where continued progress is anticipated to improvement in freight transport delivery. These areas include 1) planning, coordination, and institutional arrangements, 2) demand management, 3) modal rebalancing 4) infrastructure capacity and condition, 5) traffic management, 6) technology and innovation, and 7) data and information management.

Considering the above, the main strategic objectives of the freight strategy are to:

- Strengthen coordination of freight planning and delivery within the Department of Transport and Public Works (DTPW);
- Strengthen coordination of freight planning and delivery between the DTPW, other WCG Departments, Local Municipalities, and other external stakeholders, and
- Improve the capacity of provincial and local governments to plan, implement and coordinate freight.

10.2.3 Municipal Objectives: Cape Winelands District Integrated Transport Plan (Cape Winelands District, 2016).

Stellenbosch forms part of the Cape Winelands District. The freight needs are aligned with the transport objectives of the district. These objectives are listed below.

- To maintain the health and safety of communities;
- To facilitate sustainable economic empowerment of all communities;
- To support and ensure the development and implementation of infrastructural services;
- To provide effective and efficient support services, and
- To ensure financial sustainability.

10.3 Review of Legislation

This section discusses the various legislation and legal instruments that inform freight transport.

10.3.1 The National Land Transport Act (NLTA)

As per Section 36(2) of the National Land Transport Act (NLTA), planning authorities are obligated to develop a freight transport strategy, paying heed to national and provincial policies concerning the transportation of goods to, from, and through an area. The freight transport strategy must include and regulate the following:

- The identification of routes for moving goods to promote their seamless movement and to avoid conflict with road traffic;
- A plan for the movement of dangerous/hazardous cargo as per Section 2(1) of the Hazardous Substances Act, 1973 (Act No. 15 of 1973), by designating specific routes per the general strategy or plan which is provided for in the relevant Provincial Land Transport Framework;
- Dangerous substances are not to be transported on any other route or area except on a route so designated and indicated in an integrated transport plan;
- The failure to comply with the above-mentioned makes the relevant person(s) guilty of an offence, and
- Under the deregulation of the road freight industry effected by the Transport Deregulation Act, 1988 (Act No. 80 of 1988), planning authorities must join forces with the MEC and registering authorities mentioned in the National Road Traffic Act, to ensure the effective regulation of freight operations by implementing the operator card system stated in Chapter VI of the National Road Traffic Act, to prevent damage to the road system and to achieve the other objects of this Act.

10.3.2 The National White Paper on Transport 1996

The aim of the white paper is to provide safe, reliable, effective, efficient, and fully integrated transport operations and infrastructure. It further aims to improve the level of service in such a way that will best meet the needs of freight and passenger customers as well as support government strategies for economic and social development whilst being environmentally and economically sustainable (Stellenbosch CIP 2016-2020, 2016).

10.3.3 Draft National Land Transport Strategic Framework (13 August 2015)

Freight transport has a significant impact on the national transport network. High transport costs translate to increased logistical costs. The main objective of the framework is to reduce the cost of freight logistics, influence industry behaviour while maintaining profitability. In addition, the framework aims to reduce road transport congestion, improve road safety, and reduce logistics costs by distributing freight amongst other modes (Stellenbosch CIP 2016-2020, 2016).

10.3.4 National Freight Logistics Strategy, 2005

The strategy was developed to increase the efficiency and reliability of logistical services by reducing system, and inland freight costs, thus offering the client viable modal choices (Stellenbosch CITP 2016-2020, 2016).

10.3.5 The Provincial Strategic Goals

The Provincial Strategic Goals established that the government must encourage interventions that will assist in shifting freight haulage from road to rail modes (Stellenbosch CITP 2016-2020, 2016).

10.3.5.1 The Provincial Government of the Western Cape Strategic Goal 1

The goal includes various catalytic infrastructure projects such as small harbours strategy, road network strategy, and rail network facilitation that will create more jobs and economic growth and therefore an increase in the movement of freight (Stellenbosch CITP 2016-2020, 2016).

10.4 Current Freight Challenges

Globally, there are various challenges regarding freight transport management. The main issues are listed below (Open Learning Campus: Future trends and Challenges, 2021).

- Inadequate maintenance of roads and rail infrastructure leads to expensive rehabilitation.
- Speed restrictions on poorly maintained infrastructure also leads to reduced competitiveness, especially for rail transport.
- Regulations often hinder new entrants to the transport market and limit competition. Regulations to operate and manage a fleet should be harmonised.
- Developing countries are reluctant or unable to modernise the transport sector.

There are general freight and logistics issues that are prevalent within Stellenbosch Municipality such as lack of rail freight movement, high volumes of freight vehicles that impact road maintenance budgets, and road safety issues. There are also challenges that Stellenbosch Municipality can positively address during the next 5 years to improve and optimise freight movements. Table 10.1 indicates the Municipality's short-, medium-, and long-term initiatives, as sourced from previous CITP(s).

Table 10.1: Short-, Medium-, and Long-Term Initiatives

	Short term	Medium Term	Long Term
Plans and Studies	Freight Strategy	1. Strategic Freight Network 2. Hazardous Goods Network	
Infrastructure			<ul style="list-style-type: none"> • Infrastructure Improvement Programme • Klapmuts truck-stop development
Service Provision		Technology Innovation	A shift from road to rail transport
Law Enforcement	Mechanisms for better law enforcement and overloading control	Mechanisms for supporting self-regulation	

The key initiatives, sourced from Table 1, are discussed in further detail in the following section. The key initiatives identified from this table are:

- Mechanisms for better law enforcement and overloading control;
- A shift from road to rail transport;
- Hazardous Goods Network, and
- Technology Innovation.

10.5 Strategic Freight Network

10.5.1 Operations

A Freight Strategy Study is currently underway, to examine the routes typically utilized by freight vehicles in, around and through the Stellenbosch Municipal Area, including Franschhoek. Analysis and engagements with interested and affected parties are being planned. The Freight Study will ultimately develop a strategic freight network for the towns of Stellenbosch and Franschhoek. The Freight Study will also include proposals for managing freight traffic as listed in the comments.

Given the significant volumes of freight through traffic moving through the Stellenbosch Municipal Area and that fact that most of the through traffic is on Provincial routes, close liaison and cooperation will be required between the Municipality and the WCG Department of Infrastructure during this study.

10.5.2 Mechanisms for Better Law Enforcement and Overloading Control

Developments in technology allow authorities to manage traffic, including freight vehicles, with a lot more ease and less disruption to drivers (thereby lessening the impact on time and the economy). An example of a system that improves law enforcement by means of innovative technology is a virtual weigh station concept.

A virtual weigh station concept can be regarded as "Open Road Weighing" (similar to the Open Road Tolling, e-Toll being the local example) and is therefore almost a natural alternative to the conventional overload control options. A Virtual Weigh Station (VWS) is a Weigh-In-Motion (WIM) system that provides vehicle records for enforcement, traffic surveillance, and/or data collection in real-time and provides a way to unobtrusively monitor heavy vehicle traffic. The system automatically weighs vehicles as they travel at normal speeds along a roadway, classifies them based on weight and axle spacing, determines when vehicles violate regulations, produces records of heavy vehicles, and provides a display of these records on a computer with a network connection to the system. The system is made up of Weigh-in-Motion (WIM) sensors, image cameras, and automatic number plate recognition (ANPR) equipment as reflected in Figure 10-4.



Figure 10-4: Typical VWS site

Commercially available VWS systems can provide the following data:

- Vehicle class;
- Vehicle image;
- Time and date of record;
- Vehicle speed;
- Axle mass and spacing;
- GVM and legal GVM for that vehicle class;
- Equivalent single axle load (E80s) per axle;
- The overall length of the vehicle, and
- A schematic diagram of the vehicle showing loaded and overloaded axles.

When utilising VWS, two apprehension methods can be applied namely visual apprehension and silent apprehension.

When a vehicle is suspected of being overloaded, the vehicle will be requested to pull over at the next safe location and be weighed on a mobile scale. If found that the vehicle is possibly overloaded, the

vehicle will be directed to the next static weighbridge. In Stellenbosch Municipality it may not be practical to pull over vehicles, as there is only one static weighbridge within the Municipality.

Silent apprehension entails vehicles being monitored over a pre-set period of time. If found that certain vehicles are consistently overloaded, the operating company of these vehicles will be given two weeks to inform Stellenbosch Municipality of measures on how to stop the overloading trend. If the trends continue, the operator will be subject to vigorous and stringent law enforcement exercises. Every vehicle of the operator will be inspected and fines for every violation that is found can then be issued. If overloading still occurs, the licences of such vehicles can be suspended.

The actual enforcement may be an issue, as the WCG is responsible for the control of overloaded freight vehicles (WCG, 2019).

Stellenbosch Municipality will need to have further engagements with the Western Cape Provincial Government on how Stellenbosch can enforce the apprehension methods. One possibility is to develop a municipal bylaw that gives the Municipality authority to apprehend those operators responsible for overloading.

10.5.3 A Shift from Road to Rail Transport

Modal shift could play a significant role in reducing CO₂ emissions. However, it should be noted that different transportation modes serve different markets. Figure 10-5 shows the carbon intensity of freight transport modes (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

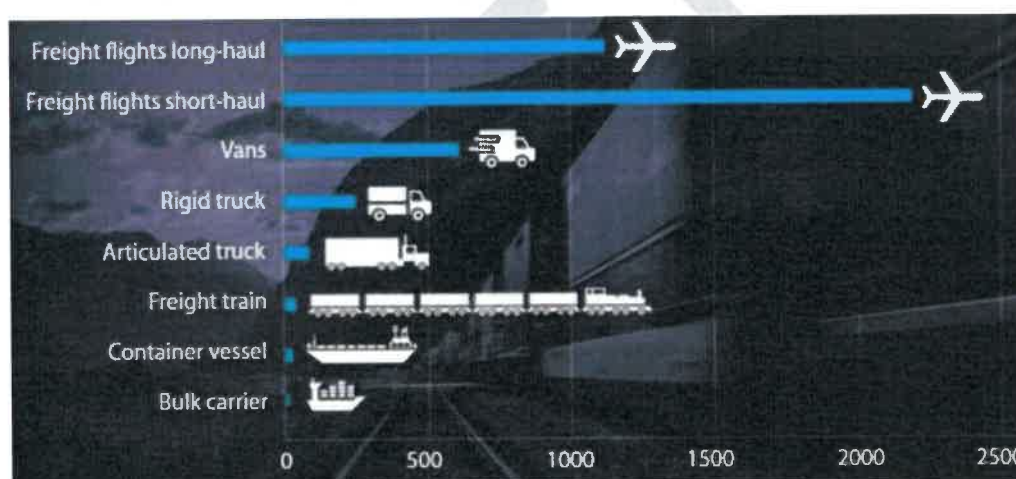


Figure 10-5: Carbon Intensity of Transport Modes

(Source: Open Learning Campus: Decarbonization and the Green Agenda, 2021)

Currently, there is no heavy haul rail line within the Stellenbosch Municipality, however, as stated earlier, one of the main focuses of the Draft National Land Transport Strategic Framework is to distribute freight between modes, where the Provincial Strategic Goals aim to shift freight haulage from road to rail modes.

Although rail transport is significantly less carbon intense than road transport, a shift from road to rail transport is not always possible due to different market characteristics such as distance, the value of cargo, flexibility, and inefficiencies.

Railway performance can be improved by firstly, exploring the revival of railway through concessions. Secondly by modernising management concepts by making rail a customer-orientated business. Focus should be placed on core offerings with specialisation and standardisation that lead to seamless logistics. The development of strategies that would encourage one-stop-shop logistics by offering full-service packages or collaborations could prove vital in achieving the goal of distributing freight between modes. Lastly, special planning and land use measures should be used to congregate logistics activities close to rail lines (Open Learning Campus: Economic, Transport, and Trade Corridors, 2021).

Rail transport is already very efficient. However, some potential energy savings are to improve efficiency through technological enhancements in locomotive engines, improved driving techniques, optimised position of containers/cargo on the train, and the introduction of anti-idling devices logistics (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

Figure 10-6 shows the existing rail infrastructure in Stellenbosch Municipality.



Figure 10-6: Stellenbosch Rail Infrastructure

Freight trips between 0 and 150 km are almost always cheaper when using road transport compared to rail transport (Pienaar & Vogt, 2014). This is mainly due to the high capital investment or fixed costs of rail infrastructure (roughly 75% of rail transport cost is fixed).

Stellenbosch already has existing, underutilised rail infrastructure. When comparing the major freight routes in Stellenbosch Municipality with that of the rail infrastructure (refer to Figure 10-7), it shows that the routes and the rail infrastructure intercept at 6 different locations. This creates an opportunity for intermodal transport.

By adding the existing and future industrial areas within Stellenbosch Municipality to the map (refer to Figure 10-7) this adds a layer to further illustrate where the opportunities for road and rail transport integration are located spatially.

Rail transport offers economies of fleet size and economies of infrastructure extension (Pienaar & Vogt, 2014). Rail capacity can be increased by operating longer trains, or capacity can be quadrupled when moving from a single to a double track due to the elimination of directional conflict. However, it must be noted that it would not make sense to build more infrastructure if the capacity is not warranted.

The integration of road and rail transport can possibly lead to the following benefits:

- Reduced emissions caused by the transport industry;
- Fewer heavy vehicles moving through the town of Stellenbosch;
- Reduced congestion;
- Reduced wear of road infrastructure, and
- Reduced port congestion (for exports moving from Stellenbosch to the port of Cape Town).

It must be noted that further investigation and data collection is needed to fully understand where the major freight generators are and determine the feasibility of intermodal transport within the Municipality.



Figure 10-7: Stellenbosch Major Freight Routes/Rail Interceptions/Industrial Areas

A Freight Strategy Study is currently being done, to examine the routes typically utilized by freight vehicles in, around, and through the Stellenbosch Municipal Area. This includes Franschhoek, which is quite adversely affected by the significant volumes of road freight traffic that goes through the town on the R45. Over-and-above doing the required analysis, engagements with interested and affected parties are also planned. The Freight Study will ultimately develop a strategic freight network for Stellenbosch and Franschhoek. The Freight Study will also include the review of the Robertsvlei Bypass for Heavy Vehicles, as well as the proposals for the management of freight traffic in and through the municipal area.

10.5.4 Hazardous Goods Network

The transportation of dangerous goods is a specialised form of freight transport. Regulation requires that the type and classification of the hazardous cargo be displayed on the vehicle. The driver of such a vehicle is required to undergo specialised driver training. The proposed route of the vehicle must be communicated to authorities to ensure sufficient levels of safety (Stellenbosch CITP 2016-2020, 2016).

The safety of transporting dangerous/ hazardous goods can be improved by ensuring clear and comprehensive road transport legislation. The legislation should include aspects such as competitive quality licensing, which includes the financial, legal, and ethical status of the companies, the quality of the trucks, and the skills and training of the drivers. A fleet renewal financing scheme could also be implemented to ensure overall quality (Open Learning Campus: Economic, Transport, and Trade Corridors, 2021).

The movement of dangerous/hazardous goods should be contained to routes with minimal contact with residential areas or areas where environmental awareness must be upheld such as rivers, wetlands, or nature reserves. The only exception should be vehicles such as fuel tankers, which in some cases need to move through residential areas to offload fuel.

Taking all the above into consideration, an example of a possible hazardous/abnormal goods network is presented in Figure 10-8.

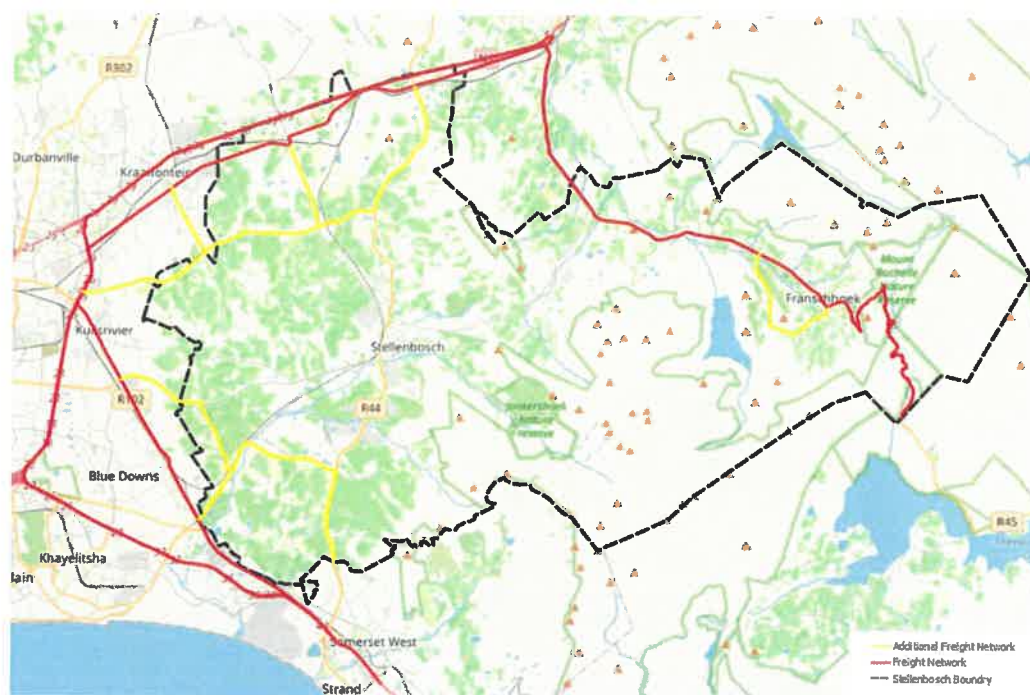


Figure 10-8: Possible Hazardous/Abnormal Goods Network

The red routes allow hazardous/abnormal loads to be moved without moving through the town of Stellenbosch. It also avoids much of the sensitive environment(s) such as farmlands, rivers, and nature reserves. The yellow routes are possible routes that can be added to the network to increase the flexibility and accessibility of the network with minimal contact with sensitive areas. The following could be possible bylaws to consider:

- No vehicles moving hazardous/abnormal goods may use the main freight routes and drive through the town of Stellenbosch (refer to Figure 10-8) between 06:00-19:00. Only vehicles (like fuel tankers) that need to offload these goods in the town will be allowed to do so, with prior consent from Stellenbosch Municipality.
- Vehicles moving hazardous/abnormal goods may use the main freight routes between the hours of 19:00-06:00.

It must be noted that further investigation will be required to assess the feasibility of a hazardous/abnormal goods network.

10.5.5 Technology Innovation

Technology can be used as a tool to improve the efficiency of freight operations. Technology enhancements now offer capabilities that can assist in operational capacity assessments, strategic planning, and environmental monitoring. By having sensors along main freight routes that continuously stream data performance can more easily be measured. Having accurate and reliable data available to all relevant parties will reduce the need for human inspection and paperwork (Open Learning Campus: Economic, Transport, and Trade Corridors, 2021).

Due to changing market circumstances, transport systems must be flexible and adaptable. Technological innovations, together with their positive results are at times hindered by regulations, especially if the new technology competes with a nationalised transport system with strong political influence. Often, when deregulation takes place, technological innovation increases. It is critical to only regulate when needed (Open Learning Campus: Future trends and Challenges, 2021).

New technologies are complex, and governments cannot always implement them. Future transport systems will most likely be private initiatives or public-private partnership schemes (Open Learning Campus: Future trends and Challenges, 2021).

It may be warranted for Stellenbosch Municipality to further investigate how technology could possibly assist in the efficient and effective integration of freight modes. For example, the use of technology could assist in determining the correct and most efficient balance between the different freight modes.

One such technological innovation, which may be utilised in the future is drone technology. Stellenbosch Municipality should consider a policy for such drone deliveries.

The South African Civil Aviation Authority (SACAA) has already introduced rules, regulations, and safety precautions around Remotely Piloted Aircraft System (RPAS) (WCG, 2019). The laws cover where the drones can and cannot be operated as well as licencing requirements.

10.6 Environmental Challenges

Transport emissions account for between 12-25% of CO₂ emissions. It is expected that the transport sector will grow more than any other sector leading to increased CO₂ emissions. Figure 10-9 shows the environmental impact of transport and logistics (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

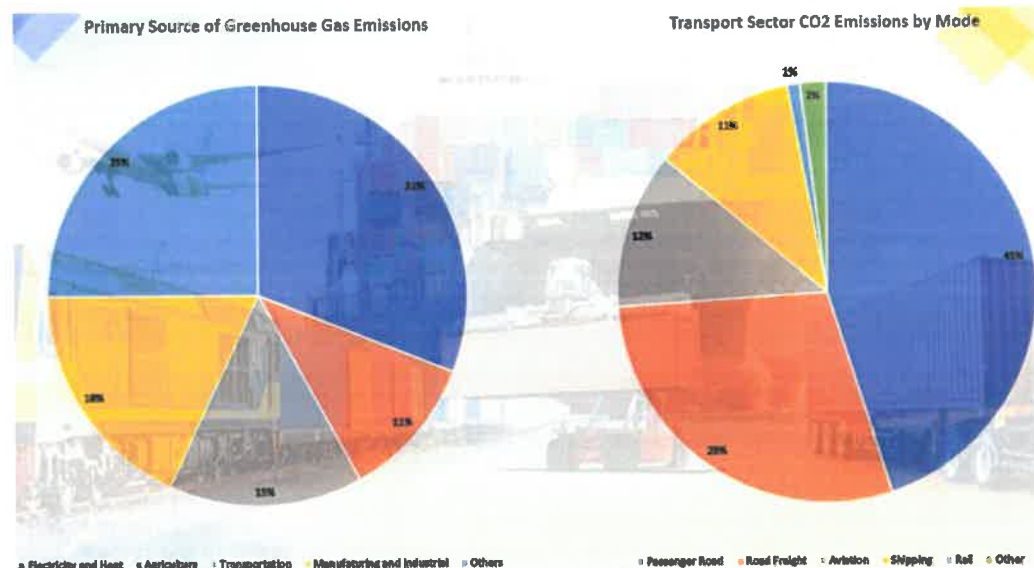


Figure 10-9: Environmental Impact of Transport and Logistics

(Open Learning Campus: Decarbonization and the Green Agenda, 2021)

Freight transport and logistics have numerous externalities, which include atmospheric pollution, noise pollution, vibration, congestion, accidents, land use and biodiversity, waste, and visual intrusion. To make logistics more sustainable in the long run, decarbonisation of the transport sector is needed. There are various ways to reduce logistical movements by avoiding the extra mile or extra-weight being transported (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

- Waste minimisation – reduce waste in logistics activities (logistic waste include aspects such as incomplete loads, badly routed deliveries, and the misuse of resources).
- Recycling – Move from a linear to a circular economy, which will reduce logistical activity.
- Digitisation and digital transformation – Reduce the amount of waste by shifting to e-books and digital documents within the sector
- Miniaturisation – Increased functionality leads to a reduction in the weight and volume of products.
- Material substitution – The development of lighter materials can lighten the loads carried and thus reduce the weight of vehicles, fuel consumption, and emission.
- Postponement – Reduce product mass by delaying the final packaging and customisations of products until they are near their final point of consumption can reduce product mass.

It is key to note that the above-mentioned processes are universal and should be adopted if possible.

Vehicle routing and scheduling can have a significant impact on emissions and cost. Vehicle routing and scheduling can assist in managing unexpected changes in customer demands, the time window for deliveries, and pick-up and congestion. The use of technology can assist in optimising time, cost, or distance. Some models can adapt to fuel use and emissions logistics (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

Increasing vehicle utilisation increases economic and environmental benefits. Globally, around 25% of trucks run empty while around 40% are only half loaded. Some studies found that bigger operators with bigger fleets run closer to optimal capacity. Large Asset Based Carriers had 9% empty running while

Independent Carriers/Owner Operators ran up to 50% empty logistics (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

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Table 10.2: Key Freight Intervention and Initiatives

Key Freight Intervention and Initiatives		5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 1 2025/26	Year 1 2026/27	Year 1 2027/28
Interventions/Initiatives	Description						
1. Mechanisms for Better Law Enforcement and Overloading Control.	The Virtual Weigh Station (VWS) is an innovative technology for traffic management, specifically for freight vehicles. It operates as an "Open Road Weighing" system and acts as an alternative traditional overload control methods. The VWS weighs vehicles in motion, classifies them based on weight and axle spacing, detects violations, records heavy vehicles, and displays the information on a computer through a network connection. The system consists of WIM sensors, image cameras, and ANPR equipment. This technology provides real-time data for enforcement, surveillance, and data collection, making it easier for authorities to manage traffic with less disruption to drivers and less impact on time and the economy.	2	n/a	1	1	n/a	n/a
2. A shift from Road to Rail Transport.	The modal shift from road to rail transport can play a crucial role in reducing CO2 emissions. However, different transport modes cater to different markets and there is no heavy haul rail line in the Stellenbosch Municipality at present. The Draft National Land Transport Strategic Framework focuses on distributing freight between modes, with the goal of shifting freight haulage from road to rail. Stellenbosch already has underutilised rail infrastructure that intersects with major freight routes at 6 different locations, creating opportunities for intermodal transport. The addition of existing and future industrial areas within the Municipality to the map further highlights the potential for road and rail transport integration (see Figure 10-7 in the section).	5	1	1	1	1	1
3. Hazardous Goods Network.	Transporting dangerous/hazardous goods is a specialised form of freight transport that requires clear and comprehensive	2	n/a	1	1	n/a	n/a

Key Freight Intervention and Initiatives								
	Interventions/initiatives	Description	5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 1 2025/26	Year 1 2026/27	Year 1 2027/28
		road transport legislation for improved safety. The legislation should include competitive quality licensing, fleet renewal financing, and driver training. The movement of these goods should be contained to routes with minimal contact with residential areas or sensitive environments such as rivers, wetlands, and nature reserves. An example of a hazardous/abnormal goods network is presented in Figure 8 of the section, where red routes allow for transportation without moving through the town of Stellenbosch, while yellow routes increase the network's flexibility and accessibility with minimal contact with sensitive areas.						
4.	Technology Innovation.	To enhance the effectiveness of freight operations, technology can be leveraged as a tool. Advancements in technology now provide the ability to evaluate operational capacity, plan strategically, and monitor the environment. Therefore, the Stellenbosch Municipality should consider investigating how technology can assist in the efficient integration of freight modes. For instance, technology can help determine the optimal balance between different freight modes. Drone technology is one such innovation that may be utilised in the future, and the Municipality should consider a policy for drone deliveries.	1	1	n/a	n/a	n/a	n/a

11 OTHER TRANSPORT RELATED STRATEGIES

11.1 Introduction

This Chapter deals with other transport strategies which relates to Law Enforcement, Safety & Security which includes Traffic Safety, Tourism, Fire services and Disaster Management, and finally an additional section which specifically highlights the need for a Communication Strategy which deals with Transportation to enable the move to NMT and also to improve transportation safety and security.

Whereas Transport leads this CIP, it is critical to understand that most municipal stakeholders have a vested interest in safe and secure mobility and public spaces; and that most will benefit from increased use of public transport and reduced congestion in Stellenbosch.

For this to be successful, continued stakeholder engagement is key. It is therefore important to explore within the Municipality the contribution that each department can make to these shared objectives, and to include Community Development; Spatial Planning and Land Use Management, Fire Services, Traffic Services; Traffic Administration; Law Enforcement and Security Services; By-Law Enforcement; Sport and Parks and Recreation; and Environmental Management in the further revision of this CIP in future.

Roads and Storm water, solid waste management and Electricity Services are also important. Waste management plays an important role in keeping public spaces, sidewalks and road reserves clean and free of litter. Neighbourhood revitalisation should have safety and security at the core of its plans. Local Economic Development and Tourism is co-dependent with Transport in this endeavour, as neither can achieve its objectives without providing safe and secure facilities and public spaces.

11.2 Law Enforcement

According to the WCG Socio-economic profile for Stellenbosch the number of road fatalities decreased from 34 in 2019/20 to 31 in 2020/21. The number of fatal crashes decreased from, 35 to 39 for the same reference period - refer to Figure 11-1. Restrictions on the sale of alcohol and limited personal movement due to COVID lockdowns resulted on a decline in cases from 236 in 2019/20 to 164 in 2020/21.

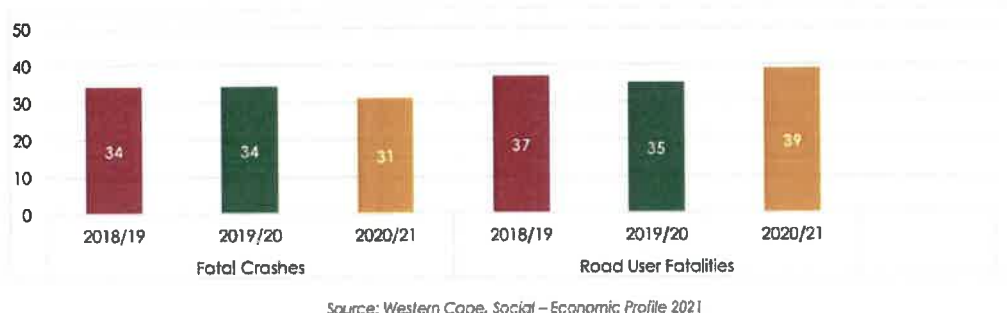


Figure 11-1: Fatal Crashes and Road User Fatalities

Stellenbosch Municipality has built a reputation for relatively strict traffic law enforcement. The fixed speed cameras and diligent enforcement of speeding are inter alia important contributors to this situation. As the law enforcement department is key to the enforcement of traffic by-laws, it is important that proper engagement with them be undertaken to define their issues and to develop strategies to address them.

The Safety Strategy of the Stellenbosch Municipality has been reviewed to adapt to the changing environment of crime in its area of jurisdiction. The action plan which follows the Safety Strategy, has 3 phases which were all implemented. This included the installation of Licence Plate Recognition cameras (LPR) at all main entrances and exits to Stellenbosch and Franschhoek towns. These are also supplemented in residential areas. The Municipality also continuously invest in CCTV and the CCTV Masterplan is continuously updated to accommodate new needs and investments.

These strategies and projects relate to general crime prevention, and it is proposed that these strategies be supplemented with specific focus to public transport interchanges, Public Transport routes, NMT routes and cycling routes, also with respect to lighting, CCTV and crime reporting.

11.3 Safety and Security

11.3.1 Introduction

Unsafety and fear of crime are important barriers to the use of public transport and public spaces. Perceptions of safety are an essential lever for individuals and groups to embrace public transport and non-motorised transport, by choice rather than of necessity. It is not possible to address unsafety without responding to perceptions of unsafety; users of public space often think they are unsafe when they are relatively safe, and vice versa.

Safety and security should be seen as a transversal issue that aims to enable accessible, safe and affordable transport for all. Safety and security objectives are identified to strengthen interventions in the CITP aimed at both:

- Security, being protection against known and perceived risks and threats to people and property, and
- Safety, being the achievement of a state in which there is less need for security, with reduced perceptions of vulnerability and fear.

Thus, they must both be safe and feel safe to let go of their sense of unsafety. It is therefore important to provide security cover where necessary, in the form of visible policing and rapid response to incidents, but equally so to manage transport hubs and public spaces to be most conducive to safe navigation.

The inclusion of safety and security in the CITP aligns with the sustainable transport approach and the promotion of public transport. Safe and secure transport will also facilitate equitable and safe access to opportunities for study, work and leisure. It should be seen as contributing to the general wellbeing of a flourishing town.

11.3.2 Objectives

Objectives of a collaborative and sustainable Safety and Security approach:

- Reflect and respond to the status of safety and security in the Municipality;
- Align actions to mandates of diverse municipal and external stakeholders;
- Apply a gendered lens to the use of public space and public transport;
- Spotlight special needs, for instance people with disabilities and elderly people, families;
- Respond transparently to barriers to effective intervention to achieve safety and security;
- Ensure that municipal officials understand what makes public space and public transport safe;
- Support integrative safety and security operations;
- Create feedback loops that sol;
- icit information from users and are responsive to that information, providing updates on safety interventions, in the process creating and sustaining a trusting relationship between the Municipality and users, and
- Explore technology-based interventions (other than CCTV), for instance reporting tools that capture lived experience, safety audits.

11.3.3 Traffic Safety and Security

In the formulation of a safety and security strategy within the CITP, many cities take their lead from law enforcement and regard CCTV systems as the go-to intervention. This is arguably the most expensive way of addressing problems of insecurity and it does not necessarily deliver value against cost. In many instances, the cost of the system cripples the ability of the Municipality to address issues such as lighting and visibility, safe and clean sanitation (particularly for women), access control, walkability of sidewalks and pathways, signage, reporting systems and in-person responses. These should be considered as the essentials of a safety and security plan. Analysis of the findings or existing surveillance systems can provide insights into where best planning, design, infrastructure, management and maintenance budgets should be applied, for the greatest safety returns.

Law enforcement and traffic safety and security, as well as by-law enforcement are obviously at the centre of delivery of day-to-day safety and security services.

As in most urban areas, traffic safety and security are a huge concern. With many students and commuters moving on foot and bicycle, the conflict between them and road vehicles is high. Pedestrians

are also often involved in road accidents on the rural road sections linking the different nodes of Stellenbosch. Reducing this conflict and making all roads safer for NMT is a challenge that requires better co-ordination with the provincial road authority who manages large sections of these roads. The maintenance of lighting on some provincial routes has been mentioned as an issue warranting attention and the creation of an MOU between the Municipality and the province should be pursued.

The second major concern is the safety and security of (especially) women and children who are using public transport. Whilst upgrades are being undertaken at taxi ranks to improve lighting, CCTV, visibility of law enforcement, higher quality and gender segregated bathrooms, much can still be done. Upgrades to the accommodation of informal trading are also generally considered necessary.

There is a perception that taxis are not safe; they are used by those who have no alternative, rather than those who can choose. To improve public transport, there should be a system in place to encourage taxi drivers and owners to improve their services. A system such as the blue dot and red dot system enforces compliance. A reward system will incentivise taxi drivers who are compliant and also give incentive to those who use taxis to encourage more people to use public transport. From a stakeholder engagement perspective minibus-taxis do not have a good reputation, both within the Municipality and with external stakeholders, users and potential users. There is suspected taxi extortion taking place at ranks, where rival associations hold taxis with passenger's hostage until a release fine is paid. This is a criminal violation rather than breach of by-law and must be addressed by SAPS, who must also be engaged in this plan.

This safety and security approach requires sustained multi-disciplinary engagement, both within municipality and beyond, including civil society organisations and networks who either impact safety and security or are negatively impacted by unsafety. It is premised on the notion that everyone is and should be useful in achieving safety, with each stakeholder bringing different skills, experiences and knowledge to bear. The approach enables stakeholders to cast a safety lens on their area of work.

While a diverse group of stakeholders have been engaged through this process, it is not exhaustive. Consultation process should continue, recruiting participation in all stages of planning and implementation. Safety must be woven into the system that aims to transform the Municipality over time while protecting existing and new assets through activation of public space in a prosocial way, preventing vandalism, littering, illegal dumping, stimulating greater compliance with by-laws and reducing criminal activity overall.

Safety and Security: Key Intervention and Initiatives								
	Interventions/ initiatives	Description	5-year target 2023- 2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
1.	CCTV	<p>Implementation of safety initiative to reduce crime in the area. The community members identified the need for LPR cameras and has indicated where the cameras should be placed:</p> <ul style="list-style-type: none"> On the c/o Vlaeberg /R310 Baden Powell Road, On the c/o Vlaeberg Road/Polkadraai Road on the M12 	5	1	1	1	1	1

Safety and Security: Key Intervention and Initiatives								
	Interventions/ Initiatives	Description	5-year target 2023- 2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
		<ul style="list-style-type: none"> c/o R44 and Winery Road c/o Winery Road and M9 c/o Watson Road close to to Winery Road 						
2.	Neighbourhood Watch Equipment	<p>To provide assistance to all registered neighbourhood watches in the Greater WC024, to issue them with safety equipment to combat crime in neighbourhoods. Support and finance purchase of neighbourhood watch equipment.</p>	5	1	1	1	1	1

11.4 Tourism

Both CBD areas of Stellenbosch town and Franschhoek are tourist hubs for local and international visitors. In Stellenbosch, tourists are attracted to the central area of the town (primarily around Dorp Street) due to the Cape Dutch buildings, heritage museums, and restaurants overspilling into the streets. The same can be said for Franschhoek Main Road. The road infrastructure of Stellenbosch town centre is narrow and in some places lei water channels limits the mobility of large vehicles. Coach (tour) buses can often be found transporting groups of tourists to and from Stellenbosch town.

Operations often include bringing large groups into town from outlying areas such as Cape Town to tour Stellenbosch for the day. This leaves the tour buses idle for most of the day and with limited to no parking facilities for these large vehicles, which contributes negatively to the movement of general traffic within the town.

In 2018, SMEC South Africa conducted the Stellenbosch and Franschhoek CBD Tour Bus Study for the Stellenbosch Municipality. The study found that since the CBD of Stellenbosch town is already well developed, tour bus parking facilities will have to be accommodated at existing properties. The following two potential areas were identified:

- The existing parking facility at Stellenbosch rail station, and
- Parking adjacent to Bloemhof High School.

For Franschhoek, one vacant area (zoned as commons) was identified as a potential parking facility for tour buses, namely:

- An open area opposite the Huguenot Monument

The Tour Bus Study also recommends that funding should be set aside for the planning, detail design and implementation of the four proposed facilities (the study does provide a costing of each intervention). Upgrading of existing facilities is also required as well as the retention of the existing on-street parking bay which is used as a drop-off and loading facility for tour buses at the Village Museum in Stellenbosch.

The Stellenbosch municipal area is one of the most scenic areas in South Africa and tourism is (and should) be a very important industry. It can have huge economic benefits for everyone, the challenge, however, is to optimise facilities, such as pedestrian accommodation, wherever required for tourism. It is therefore important to have adequate co-operation between the Tourism organisations and the Municipality in this respect. The concept of feedback loops between stakeholders has been mentioned, also in reference to the tourist needs of Franschhoek.

For this revision of the Stellenbosch Municipality CITP, the project team proposes that the four listed interventions for both Stellenbosch and Franschhoek be investigated further to determine the feasibility thereof.

Tourism: Key Intervention and Initiatives								
	Interventions/ Initiatives	Description	5-year target 2023- 2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
1.	Stellenbosch - Tour Bus Parking Facility 1	Upgrading the existing parking facility at Stellenbosch rail station						
2.	Stellenbosch - Tour Bus Parking Facility 2	Formalising the parking facility adjacent to Bloemhof High School						
3.	Franschhoek - Tour Bus Parking Facility	Formalising the open area opposite the Huguenot Monument						

11.5 Universal Access

There can be little doubt that everything possible should be done to provide universal access in Stellenbosch. It was considered that the Stellenbosch Disability Network should be included in the process as they can help to understand the types of disability, challenges that people living with disability have in terms of transport and how they would like to participate in the process.

Special needs passengers are generally not well catered for in South Africa's the public transport systems. Public transport infrastructure provision, including non-motorised transport, has until recently not been designed and constructed in such a way that the needs of people with disabilities have been catered for.

Lack of physical access, both to and within the built environment, is a major factor contributing to the ongoing exclusion of people with disabilities from mainstream society and using public transport. The accessibility of the built environment concerns how easily, safely and equally people with special needs or impairments can use buildings, facilities and public spaces. Physical and other barriers discriminate against some people by not allowing them to move freely and independently within their built surroundings (SAHRC, 2002).

11.6 Fire Services and Disaster Management

The provision of fire services and adequate response to disaster situations should not be neglected. The fire services indicated that there are informal settlements in Kayamandi where it is difficult for them to access and to respond timeously and effectively. Azania informal settlement is one of these settlements where the road system must be reviewed as it cannot be accessed by fire trucks.

It is considered that there is a lack of planning in these informal settlements, and even after there has been a severe fire, the dwellings have been reconstructed at the same density, without demarcated routes for vehicles, nor fire breaks. It was stated that in 2013, around 1000 shacks burnt down resulting in the Municipality giving each owner a fire kit worth R9000. There are allegations that some residents

start fires intentionally to receive the fire kit (this pattern is mostly observed during the festive season, which does coincide with the fire season).

11.7 Transport Communication Strategy

11.7.1 Motivation

Communication underpins the ability of the Municipality to be a good partner to achieve the objectives it shares with those who live in, travel through, visit and use it. Being a good partner is essential to mutual trust. Throughout South Africa and indeed in many municipalities across the globe, there is a deficit of trust, and this makes it harder for the Municipality to make decisions, deliver services, and offer new services. Communication mechanisms should promote integration across diverse municipal departments. This will allow the Municipality to unite in communications that bring back hope in communities by leading a shift in attitudes and behaviour in the community to encourage active citizenry in support of CIP objectives. Many community members are frustrated and feel hopeless because of poverty, inequality, crime, violence and latterly of the impact of COVID-19. Communities live with high levels of trauma and uncertainty, often looking for interventions that have an individual rather than a generalized impact. This is a challenge for resource-strapped municipalities, where demand often exceeds capacity to deliver.

The CIP should be supported by a communication strategy that aims to shift attitudes and behaviour of (municipal officials and) community members who:

- Believe themselves to be dependent on their private vehicles to move around Stellenbosch, and those who regard private vehicles as the aspirational mode of transport in Stellenbosch;
- Believe that public transport cannot be safe and that they have no agency in making it safer;
- Have never used public transport (in Stellenbosch) including public officials;
- Don't understand the links between infrastructure, maintenance, reliability, predictability, and safety (particularly of women);
- Vandalize infrastructure without understanding the impact of their actions on their safety and the safety of their communities;
- Do not come forward with information about those who vandalize infrastructure (because they don't believe it will make any difference/are frightened of reprisals);
- Who do not know their way around Stellenbosch and are easily lost in the city, and
- Who can help by understanding the importance of making spaces safer for women.

11.7.2 Communication Actions/interventions

The following transport communications actions / interventions are proposed:

- Establish feedback loops with community members, particularly targeting women, who are both more vulnerable because they are women and because they are more likely to be traveling with children, the elderly, people with disabilities. They are also more likely to have routines and use routes that place them at greater risk than men. Women are also more likely to be aware of risk factors, and to have information that will be useful to the Municipality. Hypothesis: If the city is safe for women, it will be safe for everyone.
- Promote the convenience of public transport routes, cycle lanes, pedestrian precincts.
- Engage taxi associations, drivers and marshals to understand how their own behaviour can assist in increasing the user base of taxis. Develop a campaign with the associations for expansion of their user base; negotiate rules of engagement. Implement a rapid reporting and response for issues at taxi ranks and taxis. Introduce gender sensitive principles and behaviour (#notinmytaxi) and an understanding of vulnerabilities of women in the city.
- Disseminate materials (for instance in taxis, at transport hubs, in municipal offices and service points) about the benefits of public transport and NMT.
- Engage senior municipal officials to use and communicate about public transport and NMT (lead by example).
- Publish principles, findings, recommendations, and responses generated by communications processes in municipal media.
- Insinuate issues of women's dignity, safety and freedom of movement into municipal messaging.

- Use social media to promote interpersonal safety on public transport in Stellenbosch.
- Convene discussions focused on ways in which increased demand for public transport will improve public transport.

The Municipality will only achieve sustainable behaviour change by collaborating (rather than just consulting) with service providers and communities and enabling them to take on the responsibility of making their spaces safer as key partners. When communities do not understand the complexity of safety, they will continue to allow their spaces to be used for unsafe activities. Only when communities are equipped and empowered, they will understand their role in ensuring their environments are safe for all.

Transport Communication Strategy: Key Intervention and Initiatives								
	Interventions/ initiatives	Description	5-year target 2023- 2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
1.	Transport Communication Strategy	Section 11.7.2	5	1	1	1	1	1

12 FUNDING

12.1 Current Funding Sources

12.1.1 National Allocations

Public-, Private-, Freight- and NMT in all its facets (planning, construction, implementation, monitoring, upgrading, operations and maintenance) is the responsibility of the Stellenbosch Municipality and is enshrined in the Constitution. In a country where public funds are limited, transport has to compete with other basic amenities that government should be able to provide to its citizens. This includes, amongst others, housing, water, sanitation, education and health facilities.

The Division of Revenue Act (DoRA) allows funds to flow from National Government to Provincial Government, Metropolitan and District Municipalities and even Local Municipalities.

The flow of funds is broadly categorised as follows:

- Equitable share;
- Expanded Public Works Programme Integrated Grant for Municipalities;
- Integrated National Electrification Programme (Municipal) Grant;
- Local Government Financial Management Grant, and
- Integrated Urban Development Grant.

The allocation from National Government for the Stellenbosch Municipality for the MTEF period is indicated in Table 12.1.

Table 12.1: National allocations to Stellenbosch Municipality

National Allocations				
National Allocations ('000)	2022/2023	2023/2024	2024/2025	Total
Equitable share	R179 634	R196 720	R215 547	R591 901
Expanded Public Works Programme Integrated Grant for Municipalities	R4 928	-	-	R4 928
Integrated National Electrification Programme (Municipal) Grant	R28 350	R6 000	R6 269	R40 619
Local Government Financial Management Grant	R1 550	R1 550	R1 550	R4 650
Integrated Urban Development Grant	R65 747	R42 114	R43 821	R151 682
Total	R280 209	R246 384	R267 187	R793 780

Over the MTEF period, the majority of the allocations is received from the equitable share (75%) and the Integrated Urban Development Grant (19%). In total SM will be receiving almost R 800 million from National Government over the MTEF period. The Integrated Urban Development Grant is most likely a combination of the Urban Settlement Development Grant and the Integrated City Development Grant. The total for the Integrated Urban Development Grant for the MTEF is R 151 million, or 19% - within these allocated funds, public transport still needs to compete with roads, water, energy, housing and land acquisition and development.

The Public Transport Network Grant, which is specifically earmarked for the planning, implementation and operations of the approved Integrated Public Transport Network in a Planning Authority, is currently not allocated to SM as it is not one of the Cities that is eligible for this grant. Cities of similar size as Stellenbosch that is currently receiving a share of the PTNG includes George and Mutsunduzi.

The Public Transport Network Grant (PTNG) grant has been in place for a number of years, and within this time, it has changed its name a few times. Originally it was called the Public Transport Infrastructure and Systems Grant (PTISG) and intended only for supporting capital expenditure to establish new transport systems in line with national Department of Transport (NDoT)'s Public Transport Strategy and Action Plan.

It was initially thought that the new Bus Rapid Transit (BRT) systems would not have big operating deficits. However, as projects have been implemented, it has become apparent that there are significant

operating deficits to be expected. The conditions of the PTISG were then relaxed to allow the grant to be used to cover some of the operating deficits.

To reflect this change, the grant was split into two, namely:

- Public Transport Infrastructure Grant (PTIG) – for capital items, and
- Public Transport Network Operating Grant (PTNOG) – for certain operating items.

However, this made it difficult to switch money between the two and so the two grants were amalgamated again into one grant – called the Public Transport Network Grant (PTNG) – but with two 'components' – a 'Network Operations Component' and a 'Network Infrastructure Component'. This is the current shape of the grant in the latest version of the Division of Revenue Act.

The Department of Transport can consider a city for the PTNG, but the City must apply in accordance with the guidelines as contained in the DoRA, Grant Schedule 5, Part B.

12.1.2 Provincial Allocations

The WCG provides allocations to local authorities in the Province per line function which is indicated in Table 12.2.

Table 12.2: Provincial allocations to Stellenbosch Municipality

Provincial Allocations					
WCG Departments and funding ('000)	2022/23	2023/24	2024/25	Total	Percentage
Cultural Affairs and Sport	R14 112	R11 629	R12 151	R37 892	22,3%
Community Library Services Grant	R14 112	R11 629	R12 151	R37 892	
Development of sport and recreational facilities					
Environmental Affairs and Development Planning	-	-	-	-	
RSEP/VPUU municipal projects					
Department of Local Government	R38	R38	R38	R114	0,1%
Community Development Workers Operational Support Grant	R38	R38	R38	R114	
Human Settlements	R35 890	R58 003	R33 900	R127 793	75,3%
Human Settlements Development grant (Beneficiaries)	R15 040	R30 823	R27 900	R73 763	
Informal Settlements Upgrading Partnership Grant: Provinces (Beneficiaries)	R20 850	R27 180	R6 000	R54 030	
Provincial Treasury	R256	R245	R249	R750	0,4%
Capital Building Grant	R256	R245	R249	R750	
Western Cape Financial Management					
Transport and Public Works	R495	R495	R1 122	R2 112	1,2%
Financial assistance to municipalities for maintenance and construction of transport infrastructure	R495	R495	R495	R1 485	
Integrated transport planning			R627	R627	
District Municipality	R1 020	R0	R0	R1 020	0,6%
Safety Initiative Implementation-whole of society (WOSA)	R1 020			R1 020	

Provincial Allocations					
WCG Departments and funding (‘000)	2022/23	2023/24	2024/25	Total	Percentage
Total	R51 811	R70 410	R47 460	R169 681	100,0%

The majority of the funds is allocated by the Human Settlements Department (75%), followed by the Cultural Affairs and Sport (22.3%). The provincial department of Transport and Public Works contributes about R1.5 million for maintenance and construction of transport infrastructure and R0.6 million for integrated transport planning.

In addition to the allocations indicated in Table 12.2, there are Provincial Departments that are directly involved in projects in the SM. The budgets, per department, are indicated in Table 12.3.

Table 12.3: Provincial Infrastructure Projects and Programmes – MTEF Period 2022/23 - 2024/25

Provincial Infrastructure Projects and Programmes												
Provincial Department	Number of Projects	Value (all amounts rounded to R'000)					MTEF Totals	Progress Rating				
		Infrastructure Transfers - Capital	New or Replaced Infrastructure	Non - Infrastructure	Rehabilitation, Renovations and Refurbishment	Upgrading and Additions		2022/23	2023/24	2024/25	2025/26	2026/27
Education	2	R0	R90 000	R0	R0	R0	R90 000	n/a	n/a	n/a	n/a	n/a
Health	10	R0	R0	R9 826	R27 647	R2 662	R40 135	n/a	n/a	n/a	n/a	n/a
Human Settlements	14	R189 883	R0	R0	R0	R0	R189 883	n/a	n/a	n/a	n/a	n/a
Transport and Public Works	12	R0	R0	R0	R1 127 553	R0	R1 127 553	n/a	n/a	n/a	n/a	n/a
Total	38	R189 883	R90 000	R9 826	R1 155 200	R2 662	R1 447 571	n/a	n/a	n/a	n/a	n/a

Of the 38 projects that the WCG is involved with in SM, 12 are the responsibility of the Transport and Public Works Department. The infrastructure and capital projects listed in Table 12.3 are in various stages of implementation, with certain projects in the planning phase, some in implementation (construction in progress) phase and some in close-out phase of the project.

The Provincial Department of Transport and Public Works will provide in the order of R 1.1 billion over the MTEF period for rehabilitation, renovations and refurbishment projects.

The detail of the Provincial Department of Transport and Public Works expenditure can be found in Table 12.4.

Table 12.4: Provincial Department of Transport and Public Works Investment Projects and Programmes

Provincial Department of Transport and Public Works - Infrastructure Investment				
Department	Nature of Investment	Project ID	Project Name	MTEF TOTALS ('000)
Transport and Public Works	Rehabilitation, Renovations & Refurbishment	206038	C1092 Somerset Westr - Stellenbosch	R1 000
		198138	C1151 Kuils River-Stellenbosch	R1 000
		3914	CW DM Reseal	R14 200
		206160	C1217 Reseal Stellenbosch - Pniël (Helshoogte Pass)	R22 000
		187000	Modernisation Elsenburg - Main Building Phase 2 (Labs)	R45 422
		196759	C1151 PRMG Kuils River-Stellenbosch	R64 000
		3926	CW DM regravell	R84 400
		3929	CW DM regravell	R97 960
		180626	CYCC - Lindelani	R125 571
		196758	C1150 PRMG Helshoogte Rd - Franschoek	R142 000
		24950	C914 Spier Road Phase 3	R245 000
		196018	C7492 Reconstruct Road - Franschoek	R285 000
TOTAL		12		R1 127 553

With the exception of the modernisation of the Elsenburg main building (R 45 million) and the Lindelani Child Youth Care Centre (R 125 million), the majority (85%) of the projects and programmes of the Provincial Department of Transport and Public Works is allocated to transport related projects over the MTEF period. These funds are allocated to road infrastructure improvement projects.

12.2 Funding objectives

The Municipal Finance Management Act (2003) (MFMA), together with the Municipal Systems Act (2000) (MSA) ensure that municipalities' priorities, plans, budgets, implementation actions and reports are properly aligned. The Acts identify the main components of the financial management and accountability cycle and how they ought to be aligned. In this regard, the following are applicable:

- The Integrated Development Plan (IDP) sets out the Municipality's goals and development plans, which need to be aligned with the Municipality's available resources. Council adopts the IDP and undertakes an annual review and assessment of performance based on the annual report.
- The three-year budget sets out the revenue raising and expenditure plan of the Municipality for approval by council. The allocation of funds needs to be aligned with the priorities in the IDP.

It is therefore a legal requirement that financial implications for the IDP (and thus its sector plan the CIP) are reported over a three-year period, summarising the capital projects along with their respective budgets. These are planned to be executed over the three-year MTEF period. Projects over the

remaining term of the CITP are considered on their merits annually and reported on in subsequent reviews.

Operating budgets for the Stellenbosch Municipality should be reported on an annual basis per directorate.

As the quality of the public transport system increases the recurrent funding needs will grow. Stellenbosch Municipality will require additional funding to address backlogs in the maintenance, upgrade and preservation of the road network and provide for effective freight movement.

Funding is becoming increasingly problematic in the current environment where the economy has contracted substantially mainly due to sluggish growth due to Government Policies, state capture and more recently the impact of the COVID-19 pandemic. During the height of the pandemic (2020, hard lockdown) government had to re-prioritise and re-allocate funds to cover for the costs of fighting the pandemic. This has led to major cuts in all budgets, and the transport sector, and specifically the public transport sector was not spared. All indications are that the South African economy will take years to recover to pre-pandemic levels.

Authorities are required to improve their public transport offering, despite the funding challenges that is brought about by the economy. This is a tough ask, and additional funding sources will have to be sourced, in addition to the diminishing available resources (mainly obtained from national grants).

The objective is for the Stellenbosch Municipality to actively explore and participate in efforts to access additional sources of funding. The following funding sources should be explored:

1. Revenue from Local Sources

Various studies have been done in City of Cape Town and the City of Johannesburg on alternative sources of local revenue. Sources such as bulk development contributions, increased vehicle licencing fees, increased parking fees, as well as smaller sources such as traffic fines and advertising revenue have been explored.

Much has been written about the allocation of a part of the fuel levy to the authority where the fuel is sold as an additional source of funds to specifically invest in roads and transport. It is unlikely to happen for reasons mentioned in Section 12.2.3.1.

It is understood that a new Local Business Tax and an expanded share of the fuel levy continuous to be pursued through the South African Local Government Association (SALGA).

Congestion charging is another potential source, and also serves as a TDM measure. The most recent example of congestion charging is in London. This can be an effective tool to change traveling patterns and modal choices. However, crucially a viable alternative has to be in place. It works in London because of the availability of one of the best public transport systems in the world.

A city-wide tax on non-residential parking bays should also be explored, including an additional tax on full time students that owns a car. The Stellenbosch Municipality should engage with Local Chamber of Business as well as the US to explore this income source further. It would constitute a tax on owning a vehicle.

2. Grant Funding

Significant grant funding through the Public Transport Network Grant is made available to Cities that are planning and/or implementing an Integrated Public Transport Network (IPTN).

Originally the fund had a different name and was used to improve the transport system for the FIFA soccer World Cup in 2010. The majority of the funds were allocated to the major metropolitan areas, that was also host cities. Since then, the IPTN Grant has been expanded to include Msunduzi and George. This provides an opportunity for Stellenbosch participate in the available funding from this grant.

3. Improving Transport Operational Efficiencies

A Transit-Oriented Development strategy will over the long term contribute a great deal.

4. Land Value Capture

Another potential source is 'land value capture', a term used to describe the recouping of some of the additional value that accrues to property owners as a result of the creation of a new public facility, generally in order to contribute towards payment of that facility.

If the provision of public transport leads to urban regeneration on a corridor, there will be an increase in property taxes which accrues to Stellenbosch Municipality. This is a form of land value capture.

5. Third Party Cost Recovery

Developers are required to pay developer contributions for new developments. The reason is that new developments generate additional traffic, which is to their benefit and which, if upgrading is not done, can lead to the deterioration of the road network and increased congestion for all users.

The Policy on Development Contributions for Bulk Engineering Infrastructure is dated 2014/15. The Stellenbosch Development Report and the Klapmuts Development Report refer to in this policy should be revisited for relevance and effectiveness of cost recovery.

6. Higher priority in City Budgeting

Finding alternative sources of funding is complicated. However, since the benefits of investment in public transport are significant, it can be expected that future expenditure in respect of quality of the road network and public transport services will increase.

Better transport systems improve the economic competitiveness of the city, attract investment and development, are part of the social wage for the poor, and make the city liveable, resilient and sustainable.

Table 12.5 indicates the capital (and planning) budget for infrastructure services, as contained in the most recent IDP for the 2022 – 2027 period.

Table 12.5: Capital (and planning) Budget: Infrastructure Services

Department	Nr of Projects	Proposed budget 2022/23 ('000)	Proposed budget 2023/24 ('000)	Proposed budget 2024/25 ('000)	Total
Roads and Stormwater	22	R27 411	R30 450	R29 677	R87 538
Traffic Engineering	20	R17 100	R19 500	R12 880	R49 480
Transport Planning	21	R18 950	R25 350	R12 300	R56 600
Project Management Unit (PMU)	1	R3 500	-	-	R3 500
TOTAL	64	R66 961	R75 300	R54 857	R197 182

Table 12.1 indicates that the majority of the budget for the MTEF is allocated to the Roads and Stormwater Department, with a total expected budget of R 87.5 million. The allocation is evenly distributed over the 3-year period. This department will oversee 22 projects over this period.

In total 64 projects to the value of R 197 million is budgeted for. The majority of these projects (R 106 million) will be funded through CRR (own funds) with the remaining being funded from the IUDG and DC-roads contributions.

A list, indicating the detail of the projects can be found in **Appendix C**.

A high-level summary of the sources of funding for transport and the allocated budget per source is indicated in Table 12.6.

Table 12.6: Sources of funding and budget per source for the MTEF

Funding Source	2022/23	2023/24	2024/25	Total
National Government	-	-	-	-
Provincial Government				
<i>Allocations</i>	R495	R495	R1 122	R2 112
<i>Projects and Programmes</i>				R1 127 553
Stellenbosch Municipality	R66 961	R75 300	R54 857	R197 118
Total	R67 456	R75 795	R55 979	R1 326 783

The available funding for the MTEF is R 1.3 billion, with 85% being made available from the Provincial Government.

Table 12.7 is a summary of the projects and programmes envisaged in the MTEF period.

Table 12.7: Summary of projects and programmes and for the MTEF period

Projects and Programmes	2022/23	2023/24	2024/25	Total
National Government	-	-	-	-
Provincial Government				
<i>Allocations</i>	R495	R495	R1 122	R2 112
<i>Projects and Programmes</i>	R375 851	R375 851	R375 851	R1 127 553
Stellenbosch Municipality	R66 961	R75 300	R54 857	R197 118
<i>Roads and Stormwater</i>	R27 411	R30 450	R29 677	R87 538
<i>Traffic Engineering</i>	R17 100	R19 500	R12 880	R49 480
<i>Transport Planning</i>	R18 950	R25 350	R12 300	R56 600
<i>Project Management Unit (PMU)</i>	R3 500			R3 500
Total	R443 307	R451 646	R431 830	R1 326 783

12.3 Context setting and current Realities

The key objective of projects, proposals and budgets of the CIP is to enable and contribute to economic growth, improved accessibility, equitable transport for all and a safe environment while ensuring environmental sustainability and good governance.

The projects and proposals contained in this CIP comprise the following project types:

- Roads and Stormwater: Maintenance, road construction and upgrading, street lighting and construction projects
- Traffic Engineering: Traffic calming, signage, traffic signals, intersection improvements, road marking, road safety improvements,
- Transport Planning:
 - Non-motorised Transport: Sidewalks, lock-up facilities for bicycles, pedestrianisation projects;
 - Public Transport: Public transport facilities (ranks, shelters), services
- Planning: Preparation of integrated transport plans and strategies, feasibility studies, masterplans.

12.3.1 Budget 2022/23 – 2027/27

Investment in transport, including road infrastructure, NMT, public transport (facilities, routes, shelters etc), road safety, intersection upgrades etc. is crucial for any city to develop.

The five-year budget (2016/17 – 2020/2021) as provided for in the CIP 2016 -2020 is reviewed in Table 12.8.

Table 12.8: Five-Year Budget (from CIP 2016-2020)

BUDGETED PROJECTS ('000)								
Department	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
Roads and Stormwater	R30 675	R28 250	R31 900	R35 400	R27 100	R27 900	R126 100	R276 650
Traffic Engineering	R13 965	R20 450	R17 380	R21 650	R27 350	R31 250	R89 650	R207 730
Transport Planning	R15 117	R28 850	R19 800	R40 900	R37 400	R35 500	R199 300	R361 750

BUDGETED PROJECTS ('000)								
Department	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
Total	R59 757	R77 550	R69 080	R97 950	R91 850	R94 650	R415 050	R846 130

The total budget for the CITP period (2023/24 – 2027/28) for the 3 Departments is R 431 million, and is allocated per department as follows:

- Roads and Stormwater : R 151 million (34,9%)
- Traffic Engineering : R 118 million (27,4%)
- Transport Planning : R 162 million (37,7%)

The projects per department and their allocated budget is indicated in **Appendix C**.

12.3.2 Review Applicable Legislation and Policy Changes

12.3.2.1 Division of Revenue Act

The DoRA is annually enacted to comply with Section 214 of the Constitution that provides for national legislation to ensure an equitable division of nationally raised revenue between the three spheres of government. The annual DORA provides allocations to be made to local government over the medium term. The funds are transferred to municipalities in the form of unconditional and conditional grants.

It is important to note that the life-span, size and conditions to the grant can be amended according to physical policy developments. Amendments to grants for municipalities will be clearly communicated in the annual budget documentation, including the Division of Revenue Bill.

Unconditional grants are allocated to municipalities in compliance with the constitutional provisions for an equitable share on nationally raised revenue annually and to provide additional general revenue sources for local government. The largest is the Local Government Equitable Share (LGES). The second unconditional grant is the RSC Levy Replacement Grant that district municipalities receive as a replacement for RSC levies.

Metros receive an allocation for the sharing of the General Fuel Levy that is exclusively allocated to them as a replacement for the RSC levies. Allocations does not form part of DoRA, and are made in terms on the annual Taxation Laws Amendment Act.

12.3.2.2 National Land Transport Act

The National Land Transport Act (Chapter 3) provides for funding options to implement the CITP as follows:

- The establishment of a Municipal Land Transport Fund;
- Public Transport User Charges;
- The provision of funds for transport by the national Minister of Transport, and
- The provision of funds for land transport by the MEC.

To date the national Minister of Transport has made substantial funding available to some Municipalities for the implementation of Integrated Public Transport Networks. The Western Cape Government has funded the preparation of Integrated Transport Plans - in addition to the funding of the provincial road network in the Stellenbosch Municipal area. Other government grants are available to Municipalities e.g. the Municipal Infrastructure Grant (MIG). Although some funding has been allocated to the Stellenbosch Municipality from the MIG, additional funding should be sourced for eligible projects e.g. sidewalks and cycle tracks and public transport facilities (basic services).

The primary responsibility for the implementation of the CITP rests with the Stellenbosch Municipality. However, projects that are the responsibility of other agencies or bodies and who are the implementation agency for projects that fall within the Stellenbosch Municipality, are also included in the CITP.

12.3.2.3 Frameworks for Additional Grants to Municipalities

Detailed frameworks on Schedule 4, Part B, Schedule 5, Part B, Schedule 6, Part B and Schedule 7, Part B of the 2020 Divisions of Revenue Bill was Gazetted on 2 July 2020 (Gazette No.43495).

The frameworks pertaining to transport in general and public transport specifically is summarised in Table 12.9.

Table 12.9: General and Public Transport Frameworks

Name	Output	Project Life
Integrated urban Development Grant	<ul style="list-style-type: none"> Percentage of unsurfaced roads graded within the financial year Percentage of surfaced municipal road lanes which has been resurfaced and resealed Length of non-motorised transport paths built over the financial year 	<ol style="list-style-type: none"> Introduced in 2019/20 Continue up to 2022/23, subject to review
Municipal Infrastructure Grant	<ul style="list-style-type: none"> Number of poor households impacted through the construction of new infrastructure and the upgrading and renewal of existing infrastructure for: <ul style="list-style-type: none"> street and community lighting public facilities Number of kilometres of municipal roads developed, upgraded and maintained servicing the poor 	<ol style="list-style-type: none"> Continue until 2022/23, subject to review
Urban Settlements Development Grant	<p>The following outputs should be funded by the grant to support the improvement of the overall built environment:</p> <ul style="list-style-type: none"> increase in land provision for informal settlement upgrading, subsidised housing, or mixed-use developments in support of approved human settlements and other urban developments increase in access to public and socio-economic amenities 	<ol style="list-style-type: none"> The USDG will continue until 2022/23, subject to review The UISP component is intended to become a separate conditional grant in 2021/22, subject to review
Integrated City Development Grant	<ul style="list-style-type: none"> Number of infrastructure projects including public transport, roads, water, energy, housing, land acquisition and development in implementation within identified integration zones 	<ol style="list-style-type: none"> Continue over the 2020 MTEF, subject to review
Neighbourhood Development Partnership Grant	<ul style="list-style-type: none"> Targeted locations with catalytic projects, defined as urban hub precincts with secondary linkages and rural regional service centres; <ul style="list-style-type: none"> catalytic programmes within integration zones; or built environment upgrade projects in urban townships and rural towns 	<ol style="list-style-type: none"> Continue over the medium term
Public Transport Network Grant	<p><u>Network Operations Component</u></p> <ul style="list-style-type: none"> Number of average weekday passenger trips carried on Public Transport Network Grant (PTNG) funded networks Number and percentage of municipal households within a 500m walk to an integrated public transport network (IPTN) station or stop that has a minimum peak period frequency of 15 minutes or better 	<ol style="list-style-type: none"> Continue until 2022/23, subject to review

Name	Output	Project Life
	<ul style="list-style-type: none"> Percentage uptime for network operating systems as a proportion of the network's public operating hours Passengers per network vehicle per average weekday <p><u>Network Infrastructure Component</u></p> <ul style="list-style-type: none"> Public transport network infrastructure including dedicated lanes, routes and stops/shelters, stations, depots, signage and information displays, control centres and related information technology, fare systems and vehicles (if the national Department of Transport (DoT) in consultation with National Treasury approves use of grant funds to purchase vehicles), non-motorised transport (NMT) infrastructure that supports network integration (e.g. sidewalks, cycleways, cycle storage at stations, etc.) Plans and detailed design related to IPTN infrastructure and operation 	

There is a number of grants available that specifically addresses public transport, improvement of roads, Non-Motorised Transport provision and mixed land use and integrating communities.

Public transport and Non-Motorised Transport is a major catalyst in all the efforts to improve the life of the poor in municipalities.

The Public Transport Network Grant was specifically established to improve the public transport offering in municipalities through the development of Integrated Public Transport Networks, with its associated business plans and operational plans.

12.4 Future Solution Developments/Proposed Interventions

The South African economy has been stagnating for over a decade, and with the sharp contraction experienced in 2020, the immediate future growth prospects (next 10 years) is looking increasingly unlikely.

The poor economic outlook, coupled with the international ratings agencies downgrade of the Country to junk status (April 2020) means that there is less tax money available for Government to spend on infrastructure and social services, and also that the money borrowed on the international market carries a higher interest rate (more tax money must be used to pay interest on the loans).

Coupled with this reality, investment in public transport systems is expensive and takes a long time to realise a positive return.

The future solution is a funding approach, that is focussed on the following pillars:

- Improve allocation from own funds to a sustained increase over a period of time;
- Pursue all grant funding through the DoRA, established for improving public transport, NMT etc;
- Pursue international donor agencies and Non-Government Organisations (NGO's) that focus on sustainability, community integration, clean energy, etc;
- Pursue possibility of Public Private Partnerships, and
- Improve access to state owned land by providing opportunities for developers to develop TOD on this land in areas where it is feasible.

The 2016-2020 CIP, recommended the following:

- That the IPTN be funded from the Public Transport Network Grant and that applications in the standard format be submitted to the Department of Transport;

- To ensure that additional funding is provided to implement high priority projects;
- A Committee be established from the relevant Municipal Departments, the Western Cape Government and other relevant agencies to formulate firm proposals for the funding of the projects listed in the 5 year budget, and
- Stellenbosch Municipality establish a Municipal Land Transport Fund into which the funds must be paid for use in implementing the CIP.

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13 STAKEHOLDER CONSULTATION

13.1 Introduction

This chapter provides an overview of the stakeholder engagement process undertaken thus far. Internal and external stakeholders were consulted to ensure that the process is inclusive, and all voices are heard. The process commenced with a workshop with internal Stellenbosch municipal official and the session is referred to as a What's Negotiable/ What's Not workshop. This was followed by external workshops with key stakeholders and a broader public participation process in a form of an open day both in Stellenbosch and Franschhoek.

13.2 Legislative Framework

13.2.1 National Land Transport Act (5/2009): Minimum Requirements for the Preparation of Comprehensive Integrated Transport Plans, 2016

A stakeholder consultation processes was conducted in accordance with the minimum requirements for the development of an Integrated Transport Plan (ITP) as set out in the Government Gazette 40174 of July 2016 to ensure that all key stakeholders inform the development of the CITP. In Section 8.1 the Act states that 'The preparation of a transport plan or transport programme must include the consultation and participation of interested and affected parties required for the preparation of integrated development plans in terms of Chapter 4 and Section 29(1)(b) of the Municipal Systems Act or replacing legislation. There must also be compliance with the Promotion of Administrative Justice Act 3 of 2000 (PAJA).

Other relevant legislative frameworks that were taken into consideration are highlighted below.

13.2.2 1998 White Paper on Local Government

Local government should take a developmental approach, which requires commitment from local government to working with citizens and groups within the community to find sustainable ways to meet their social, economic and material needs and improve the quality of their lives. This should be driven by a shared vision and leadership must be provided for all role players in achieving local prosperity. Spatial integration is central to addressing wrongs from the past and to building an integrated society.

13.2.3 Batho Pele Principles

The Batho Pele principles highlight the importance of prioritising citizens through:

- Consultation with all citizens using different platforms to better understand their needs;
- Ensuring that citizens are aware of the level of service they are going to receive in order to manage expectations;
- At all times citizens must be treated with courtesy and consideration;
- Enabling and ensuring that all citizens have equal access to the services to which they are entitled;
- Citizens should have access to accurate information about services they are entitled to receive;
- Promoting openness and transparency in all processes;
- Establishing mechanisms for recording and to redress any dissatisfaction brought forward, and
- Making sure that public services are provided economically and efficiently in order to give citizens the best possible value for money.

13.2.4 Integrated Urban development Framework

The Integrated Urban Development Framework (IUDF) is government's policy position to guide the future growth and management of urban areas. Policy lever 7 looks at Empowered active communities and this is achieved through:

- Municipalities and cities acknowledging that their success depends on the buy-in of their citizens;
- Communities must be empowered to contribute to the development of spaces and will transform the quality of urban life;

- Municipalities must be inclusive, stable, safe, respect, embrace diversity, offer equal access to opportunities and promote participation of all people, and
- The power of a city is demonstrated through its ability to bring together a critical mass of social and cultural diversity.

13.3 Identified Gaps and Recommendations

Community engagement is difficult. It has become more and more difficult in South Africa, as communities have become increasingly frustrated over service delivery. Municipalities in South Africa attract large numbers of inhabitants seeking opportunity, improved livelihoods, higher average incomes and the municipalities have limited capacities and resources to meet these needs.

To ensure that the stakeholder engagement process is inclusive the process planners should consider aspects as the location, day and time of the engagement. The consultation process should ensure that all those who participate are safe and that all voices are heard, this should not be seen as a tick box exercise.

13.4 Vision

A draft vision of What It Looks Like When It's Fixed was prepared as part of the consultation process. The vision is articulated as a model of 48 outcomes, making space for complex, systemic and sustainable transformation, and for all the mandates and objectives of all process participants. Stakeholder had the opportunity to share their inputs, and these have been used to update the vision. The vision provides a long-term destination for the process, a motivator for the collective work and a tool to be used to enable the work. The vision is made up of 48 outcomes because the plans we plan we work with are complex.

13.5 Process

13.5.1 Workshop One: What's Negotiable/ What's Not – 6 April 2022

This was an internal workshop attended by Stellenbosch municipality officials and the project team. In this workshop the scope of work, parameters and scope of work to be conducted were discussed and agreed. The officials had an opportunity to input on the draft vision. The turnout at the workshop was not good, it was then agreed that stakeholders who could not make it to the session will be invited to workshop three. As a result of excellent discussion the following were drawn out:

- Key stakeholders: stakeholders were identified to ensure that the process is inclusive. The need for an open day to enable broader public participation and ensure that the process is accessible to all. Stakeholders to be consulted to ensure that there is buy-in from the different interest groups and politicians.
- Reduce relevance of vehicles: offering alternatives that are reliable, safe, comfortable and convenient. In order for people to use public transport the system needs to be efficient and effective.
- Behaviour change communications: the need to shift attitudes towards car dependency by helping people understand the impact of 'one person: one car'. Share messaging to encourage people especially young people to use public transport to relieve traffic congestion. Messaging that will start conversations about climate change, alternatives that people can use and solutions that are sustainable.

Key recommendations

- The project team must be put together a timeline to help identified processes taking place and how the CITP can benefit and fit into each of these consultations in terms of data gathering. Consultation processes include the IDP process, Environmental process, and SDF.
- Consult the Stellenbosch Disability Network to understand types of disability and challenges that people living with disability have in terms of transport.
- Broaden the consultation process by not only relying on an online survey to reach the public.
- Consult with women who travel alone and mothers who travel with their children to understand their transport concern and needs.
- Have an open day to enable inclusive participation.

- Engage the Development Forum, the forum consists of property development stakeholders and business community with a focus on development. The forum is scheduled to meet on the 4th of May.
- Engage politicians and interest groups to get buy-in, stakeholders indicated that they can influence the process.
- Address safety issues to get people to buy-into the car-free living approach.
- Encourage walking by improving sidewalks, currently sidewalks do not have continuity.
- Arrange a meeting with the media to present the CITP prior to engaging the Council.
- Create pilot project to get the feel of how the community would react, one example was to close some streets on Sundays to encourage people to walk.
- Explore the option of centralized accommodation to reduce vehicle dependency. Mixed land used is essential to ensure that people can access services and opportunities closer to where they reside.
- Develop communication messaging to shift attitudes, "Living your better life is a better life for all".
- Privatize some of the projects in the CITP to ensure that they can be implemented by entities that can sustain them.
- There are capacity needs within the Municipality, currently 80% vacancies. Transport will need capacity support to achieve and deliver against the CITP.
- Reduce speed limit and increase petrol price to encourage more people to use public transport.

13.5.2 Workshop Two: Taxi Industry – 3 May 2022

On the 3rd of May 2022 a workshop with the taxi associations representatives was held. The session was with the Stellenbosch Taxi Association and Kayamandi Taxi Association, the Franschhoek Taxi Association representatives could not make it to the workshop. The associations indicated that they have not fully recovered from the impact of COVID-19. They have lost 40% of their income since COVID-19 as some people have lost their jobs, others are working from home and people opt for lift clubs or e-hailing services to minimise the risk of contracting COVID-19. Many operators have had vehicles repossessed as could not keep up with repayments. The representatives indicated that they are experiencing an increase in the number of people who are using their services as a result of an increase in petrol prices. They have also shared that there are more people using public transport around social grant collection dates. Farmers transporting employee using bakkies /vans have been identified as a problem as this mode of transport is not safe and comfortable for passengers. Students and workers are currently their biggest client base. The taxi associations raised that they would like to retain and attract more users and below are some of the proposed solutions:

- **Predictability:** people are using e-hailing services and lift clubs because they collect at drop them at their destination. These services are reliable and convenient, users perceive them as safe. The taxi associations indicated that they have a schedule that taxis follow and it would be beneficial to the public if this information can be made accessible. Stellenbosch Taxi Association taxis leave every half an hour from ranks between 9am and 5pm, even if they are not full while Kayamandi Association indicated that from 6am their taxis depart every 15 minutes from ranks even if not full.
- **Dedicated lanes:** like buses, taxis would like to have a dedicated lane so that they can efficient. Currently taxi drivers use the yellow lane during peak hours to ensure that they get customers to their destinations timeously. An example is the Jamestown route, it takes 30 minutes during peak but only 10 minutes during off-peak. This makes trips longer in a taxi compared to private vehicles as drivers have in a taxi to pick up and drop off passengers along the way. The longest route that drivers take is the one Cape Town. Stellenbosch Municipality indicated that road reserve in many places is wide enough to accommodate dedicated lanes on the R44, this is a challenge because a portion of the R44 is managed at a provincial level.
- **Parking:** approximately 90% of students have cars, students are permitted to own cars from matric and this has contributed to the traffic. Students park their cars on public parking as the University does not have sufficient parking to accommodate all students. Taxi association representatives also indicated that taxis do not have sufficient parking in town.
- **Taxi ranks:** the geographical location of a taxi rank is essential, taxi ranks must be located in the centre to ensure that they are easily accessible. One example is the move of the Braak taxi rank due to complaints to Bergzicht, which is approximately 1km from the original location. The location is not ideal for passengers resulting in more passengers disembarking at Braak. This is a conflicting challenge because taxi drivers do not have a permit to enter the town centre whereas

this is the destination of some of their passengers. The infrastructure at the taxi rank needs to be improved to ensure inclusivity.

- **Ticketing system:** develop a ticketing system to encourage the use of public transport and to attract more customers. Users will have an option to buy a monthly or weekly ticket. This will help formalise the industry and help owners monitor their revenue as drivers often do not handover all revenue generated. The Municipality in collaboration with the industry can broaden the partnership with other public transport service providers to develop an integrated ticketing system. The system can be managed at provincial level as province is responsible for issuing OLs. Have a smart mobile application to track taxis location and to connect taxis to commuters.
- **Developments:** when a new mall or residential area is built, it is important that in the design transport is included. Taxi ranks must be put in the centre of a residential area. Plans for malls must include space for a taxi rank and drop off bays to enable taxis to operate effectively.
- **Relationship with the University:** the taxi industry would like to improve their relationship with the university to get more students to use public transport. Currently there are three taxis from the Stellenbosch taxi association that have been contracted to provide services for the night shuttle. This service provides transport for students between 6pm to 2am. Students have to book the service in advance and produce their student card at boarding. Currently the night shuttle is utilized by 50 -250 students. The shuttle departs once per hour from campus taking students to their residences. The industry is looking into improving their relationship with the University so that such services can be expanded. It was also proposed that first year students can be given maps as part of their registration package. These maps will indicate taxi routes to encourage more students to use taxis.

The representatives indicated that they did not increase their taxi fares to encourage more people to use taxis. The Kayamandi association shared that they have identified two new routes; Kayamandi to Fir Grove and Kayamandi to Malmesbury. Taxis also provide group transportation for workers who knock off late and for students who go out at night.

13.5.3 Workshop Three: Provincial Stakeholders, Cape Winelands, PRASA and the University – 4 May 2022

The Workshop 3 with had a good turn-out consisting of stakeholders from provincial government, Stellenbosch municipality, officials from Cape Winelands, Stellenbosch University and PRASA. Stakeholders indicated that there should be change in legislation to enable them to be innovative. Currently, legislation requires plans to have parking. It is essential that we design towns or cities where there is less need to travel. It is the responsibility of the University to ensure that any transport services provided to students by the institution is safe. The University transport system operates every 15 minutes to create a system that is convenient and reliable for students. The University transport system does not operate on taxi routes. The shuttle service from Stellenbosch to Tygerberg was discontinued due to taxi threats. Taxi drivers protested the University shuttle services crossing public roads to access remote campus, as claimed this encroached on their routes. The extent of disruption caused by protests resulted in affected properties being sold.

PRASA indicated they have only been able to recover 10 out of the 15 sections across their 3 corridors due to the impact of COVID-19, vandalism and cable theft. PRASA also indicated that the National Rail Plan will be released by the transport minister mid-May, and it is expected that freight links which are currently under-utilised could be released for private operations. This will respond to the University's interest to operate a train service between Klapmuts and Stellenbosch to link campuses. PRASA is in discussion with Durbanville about the proposed airport to establish how it can be linked to Stellenbosch and Cape Town central through rail.

Key discussions points

- **Behaviour-change communications:** have less students using private vehicles. Messaging and campaigns that change the status and shift perceptions on safety to get more students to use public transport. The Maties cycling campaign is a good initiative that the University can expand one to shift attitudes and reduce vehicle dependency.
- Elevate voices of the future;
- Encourage student to use the University shuttle as it is free;
- Identify sites for drop off in the spatial plan;
- Help students understand the impact of using vehicles on social and ecological environmental;
- Repurpose parking in the University for sporting activities, outdoor gym or outdoor study areas – students do not want to go to the library.

- The importance of by-laws, many students use skateboards and push scooters to travel between residences and campus buildings. Law enforcement indicated that the use of skateboards and push-scooters on public roads is prohibited.
- NMT infrastructure: the University has NMT plan, however, has found that implementation of this plan has been resisted by residents in the area due to "heritage" concerns. COVID-19, there has been an increase in cafes using sidewalks for tables which has resulted in no space for pedestrians to walk.
- Roads Management/Jurisdiction: the rate of pedestrian accidents is high on rural roads. Many roads have portions which are managed by the Municipality, and portions managed by the province. This means if there is poor lighting on provincial portions of the roads, the Municipality has not authority to implement upgrades, or even replace faulty bulbs (also municipality has upgraded their lighting to LED, while provincial roads still use sodium lights, meaning municipality does not have bulbs for provincial lamps even if they were permitted to replace) It is suggested that an MoU be signed between province and municipality so that maintenance authority and budget can be transferred to the Municipality.
- Taxi ranks: there are upgrades underway at taxi ranks to improve elements such lighting, security through CCTV, access, improved visibility of law enforcement, upgraded and gender segregated bathrooms. It was agreed that informal trading at taxi ranks contributes to visibility and it is natural oversight. Upgrades must include plans to accommodate informal trading.
- Waste management: there is a problem of littering on the side of the road and taxi ranks. It is essential that Parks is engaged to discuss a waste management programme. This will help the Municipality explore the potential of transport becoming a net for biodiversity.
- Road safety: there is a perception that public transport is not safe. To improve public transport, there should be a system in place to encourage taxi drivers and owners to improve their services. A system such as the blue dot and red dot system enforces compliance. Have a reward system in place to incentivise taxi drivers who are compliant and also incentive those who use taxis to encourage more people to use public transport.
- Property prices and accommodation: rental and property prices in Stellenbosch are too high for most people who work in Stellenbosch, and therefore there is little choice but to commute. Majority of students must commute from Somerset West due to rental prices in Stellenbosch. The University intends to construct mixed-use developments in Stellenbosch (although this will target affluent students).
- Rail system: the need for an effective rail system was emphasised. PRASA indicated that they are in the recovery phase and hope to meet the 2015 service level. This will result in a reduction in cancellations and an increase in the number of users. Aims to improve quality of service and look for opportunities to expand.
- Stakeholders indicated that having an in-person workshop was essential and has resulted in excellent discussion and rich insights. They have also highlighted that all stakeholders are faced with challenges and to intervene collaboration is essential. The relationship between the Municipality and the University was commended. It was agreed that the CITP needs to be aligned to municipal and provincial plans and vision.

13.5.4 Public Participation: Open Day

13.5.4.1 Open Day: Stellenbosch - Municipal Notice 47/2022 – 5 May 2022

- Public transport: stakeholders indicated that they would use public transport if it were reliable, safe, comfortable and affordable. They would park their vehicles at home and use public transport as this would help to reduce the traffic congestion in Stellenbosch and Somerset West. This would also supplement the University shuttle service for students.
- Cycling: cycling must be explored as a mode of transport as it can reduce traffic congestion. There is a comprehensive master cycle plan written by experts. The cycling approach must be supported by a review of speed limits, reduce the speed limit to 40 km/h as a start for built up areas, 60 km/h for through routes and 20 km/h for some streets in the central core. Cycling routes need to be properly connected at intersections to ensure the safety of cyclists. Merriman and Cluver, Cluver cycling road ends are too narrow – students cannot cross the road to use the road in the right direction or get to the supermarket. Traffic lights must be synchronized as cycling cycle and pedestrian cycle is too short to cross safely. Part of the cycle plan covers the northern side of town, and it indicates that people cannot cross into town or interconnect specifically those who walk and cycle. The cross at Hellshoogte is very difficult for cyclists and pedestrians.
- Sidewalks: to enable more people to walk in town, restaurants tables and chairs on sidewalks need to be removed. The pavements are not safe for old people as there are so many holes and broken bricks. In front of the mother church, it's impossible to walk with a walking frame or chair.

In Church Street, restaurants make the pavements unpassable with their chairs and tables and this makes it dangerous for people who walk and for people who have disabilities.

- Traffic calming mechanisms: traffic calming in the whole centre is essential, there are currently no speed humps, and this is a problem. A traffic light is needed at the four ways stop at Neetling & van Riebeeck street; by Azaliahof, motorists do not adhere to the intersection rules. A traffic light would reduce the traffic congestion however, it would still be impossible to get past the tree on the four ways stop. The Municipality must put traffic circles on the R44 and reduce the number of traffic circles between Annadale road to Welgevonden. There are about 15 traffic circles on this road, and this results in traffic getting held up.
- Alternative routes: to enable access from Jamestown into Paradyskloof, unused pockets of land that are not used must be identified as they could make it easier to access Paradyskloof instead of going through R44. The Blauwklippen nodes are also strung along the R44. The road going behind the mountain at the eastern link road is recommended. It is suggested that the municipal road run adjacent to the R44, to connect and incorporate public transport system from Jamestown into town without the congestion of the town. Parcels of land next to Coligny road towards Die Boord, have restrictions on the traffic lights allow pedestrians to cross and this interrupts the traffic flow. There is a need for a more integrated system.
- Accommodating the elderly: there must be special parking for the elderly at parking facilities.
- Development: the Adam Tas development is seen as a wonderful development project that will improve lives of many. Stakeholders envisage that the development will create jobs, however this type of development has the potential to increase traffic and the demand for parking.

Stakeholder 'interest groups' such as the cycling community came into the Open Day in Stellenbosch assertively. Their assumptions were that the CIP would favour developers and be biased against (in particular) cyclists. One claimed that another didn't need to participate in public consultation because he had the 'ear of the mayor direct'. These encounters prompt us to recommend that there should be better communications between the Municipality and its public, focused on building a relationship grounded in shared intentions and vision, rather than on differences. Such a campaign will be necessary before there is real cooperation across the board.

13.5.4.2 Open Day: Franschhoek-Municipal Notice 47/2022 – 5 May 2022

The turnout to the open day was poor however this did not stop the ten stakeholders who came to the open day from making excellent contribution. Below are key discussion points from the inputs made by stakeholders.

- Taxis: there is a general perception that taxis are not safe, convenient and reliable. Stakeholders indicated that taxi drivers do not comply with transport rules and regulations.
- Signage: there is a need for more signage in Franschhoek to enforce compliance and ensure safety for all. Have signs to make motorists aware of schools, sharp curves on the road, cyclists and pedestrian crossings.
- Reduction of speed limit: Five stakeholders indicated that it would be helpful if the speed limit on the R45 into Franschhoek could be reduced to 80km/h and down to 40km/h in the town because it is a residential area. Speed humps in the town were also mentioned as a mechanism to reduce speed.
- Traffic: traffic is a problem during peak hours which is from 6 am – 8 am in the morning and 4 pm – 6 pm in the evening. Stakeholders indicated that a traffic circle at one of the entrances of Le Roux would reduce traffic. They further stated that having a traffic light would have a negative impact.
- Pedestrianised town: stakeholders suggested that the Municipality must remove parking on the side of the road to allow for wider pavements which will enable more people to walk. Pavements should be properly fixed after fibre installations to ensure the safety of those living with disabilities. Stakeholders stated that wider pavements will encourage tourists to walk and get an amazing opportunity to experience the town. Using side parking to expand pavements will make the road narrower making the road not ideal for trucks. An alternative road through Robertsvlei road have been suggested. This will be an expensive exercise as it will require the Municipality to upgrade the road and to widen the bridge to improve safety. Trucks currently cause infrastructure damage on the R45 through the town resulting in frequent repair of the road.
- Integrated public transport: there are numerous shuttle services in the Franschhoek including scholar transport. It is important that the public transport system is not only viewed as taxis, buses or e-hailing services but private shuttle services are integrated into the CIP.
- Parking: stakeholders indicated that the Municipality must increase parking tariff to encourage more people to use public transport and reduce congestion.

- Youth development: enable young people to access skills development and economic opportunities. This should be a sustainable process where young people receive skills that are linked to economic opportunities. The Municipality must develop support programmes for entrepreneurs.
- By-laws: there should be a programme to educate communities about by-laws to increase adherence. There is a problem of illegal dumping in areas such as Le Roux. There is illegal dumping that has closed half of the road resulting in motorists using one lane. This is a result of system that is not reliable, the Municipality must create a system that is reliable by producing a schedule for rubbish collection.
- Inclusive public participation process: stakeholder who came to the open day indicated that the poor turnout can be a result advertising approach followed. For future engagements, the Municipality must use social media (Facebook), the local newspaper and platforms such as the Rates Payers Association to put out notices for consultations. Stakeholders further stated that the venue might have been a problem, some stakeholders do not have transport to access the venue.

Stakeholders emphasised that Franschhoek is a tourist town, therefore it should be pedestrianised to offer locals and tourists an opportunity to walk and enjoy the town. The Master Plan for Franschhoek must be reviewed to provide an understanding of the needs in Franschhoek. The process should have feedback loops, stakeholders are tired of participating in processes where they do not receive feedback.

13.5.5 Interviews

Municipal officials who could not attend the internal and the provincial workshops were interviewed.

13.5.5.1 Property Management - Stellenbosch Municipality – 6 May 2022

Stellenbosch municipality would like to remove street parking in parts of the old town centre to allow restaurants to take up more space on sidewalks and ensure adequate provision for NMT. To compensate for the loss in parking bays, the Municipality is investigating the construction of multi-storey parking lots, integrated into mixed-use building, in several peripheral locations, and one in a central location. While developers would like to redevelop low density non-heritage buildings into mixed-use higher density buildings without parking, the Municipality is not willing to relax parking requirements.

Stellenbosch municipality is planning two main bypasses on existing freeways: one to direct traffic to the west of Stellenbosch, and the other to direct traffic to the east of Stellenbosch. It is understood that much of the congestion in Stellenbosch is caused by traffic passing through Stellenbosch, and therefore the bypasses would alleviate congestion levels.

13.5.5.2 Housing Development - Stellenbosch Municipality – 6 May 2022

The Stellenbosch municipality currently has a backlog of 80000 houses. It has been identified that people living far from opportunities, and they must commute to access these opportunities. It is important that housing plans are integrative, they include transport and other key services. Services such as transport must not be an afterthought – they must be placed at the centre of a housing development.

A housing pipeline which is aligned with the SDF is currently being reviewed by council. There numerous housing projects that have been proposed:

- The Botmaskop project, this is a mixed-use high-density development planned to address housing gap and flisp housing. It was indicated that there are heritage and environmental concerns delaying the project;
- Kayamandi project, which would comprise 250 affordable units;
- The Northern extension which will accommodate between 5000 to 6000 units (mixed use: residential, light industrial, schools), and
- Jamestown project, phase one has been completed, two and three are in planning phase. This project will have a total of 2000 dwelling units.

There are 10 identified sites for infield developments and only four or five of these are likely to proceed to planning. There is a lot of resistance from residents, including the mayor, as these sites are near affluent residential areas and there is a concern that having affordable housing close by will result in reduce property values. The target price range for units in these developments is half a million to R1.2 million.

Klapmuts is likely going to be a major node in future as many developers have bought up land in the area. This has resulted in a dramatically increase in land prices as there is speculation that the University intends to have a satellite campus in the area. The rising land prices are making it challenging for the Municipality to develop affordable housing in the area.

13.5.5.3 Fire Services & Disaster Management - Stellenbosch Municipality – 6 May 2022

The fire services indicated that there are informal settlements in Kayamandi where it is difficult for taxis to access and for them to respond timeously and effectively. Azania informal settlement is one of these settlements that needs to be re-blocked with a road network as it cannot be accessed by fire trucks. There is a lack of planning in these informal settlements, and even after there has been a severe fire, the dwellings are reconstructed at the same density, without demarcated routes for vehicles, nor fire breaks. In 2013, around 1000 shacks burnt down and the Municipality had to give each owner a fire kit worth R9000. There are allegations that some residents start fires intentionally to receive the fire kit (this pattern is mostly observed during the festive season, which does coincide with the fire season). The budget for the current financial year allocated to fire and rescue in informal settlements is R2.7 million and this was consumed within just a few months.

13.5.5.4 Safety and Security - Stellenbosch Municipality – 6 May 2022

It is important that we address both realities and perceptions of safety and security on public transport in Stellenbosch. There is suspected taxi extortion taking place at ranks, where rival associations hold taxis with passenger's hostage until a release fine is paid. This is seen as a criminal violation rather than breach of by-law. Therefore, law enforcement officials cannot take any direct action and instead can only report such activities to SAPS as they are responsible for addressing criminal violations.

13.5.6 CITP Survey – 21 April 2022 – 16 May 2022

The Stellenbosch CITP survey was rolled out to assist the team understand travel patterns, transport needs and challenges in Stellenbosch to better plan for the CITP update. This was not a scientific survey, and it is one of the numerous surveys that were conducted as part of the process. The survey was opened from the 21st of April 2022 as part of the IDP process to the 6th of May 2022. It was reopened from the 11th of May 2022 to the 16th of May 2022 as per the request of the Stellenbosch University to enable more students to complete it. The survey had 27 questions and a total of 567 responses.

Survey findings:

- The results reflect that most respondents were between the ages of 31 to 60 years. Individuals under the age of 15 years did not take part in the survey.
- Over 80% of respondents use their private vehicles to travel within and around Stellenbosch.
- 75% of the survey respondents travel during peak hours.
- Over 60% of respondents have indicated that the state of mobility in Stellenbosch has worsened in the past 5 years.
- Safety and convenience are the two main factors that respondents consider when selecting their preferred mode of transport.
- 50% of the respondents indicated that they are neither satisfied nor dissatisfied with the reliability of the public transport trips (including e-hailing) in Stellenbosch.

13.5.7 Feedback workshops

Three workshops were conducted between the 29th – 30th of November 2022, to provide feedback on progress towards the Stellenbosch CITP. Stakeholders were updated on themes, priorities, and proposed innovations, based on research and consultations to date, as well as opportunities for collaboration.

13.5.7.1 Internal workshop - 29 November 2022

This was an internal workshop attended by Stellenbosch municipality officials and the project team. The project team made a presentation on the progress to date, proposed scenarios, and integrated transport concepts. The officials had an opportunity to input on the presentation and they have requested that the draft CITP be shared for further input. The turnout at the workshop had improved from the first workshop. As a result of excellent discussion, the following were drawn out:

- The Adam Tas corridor for local SDF was approved by Council on the 23rd of October 2022. It has been promulgated and it was advertised in November 2022.
 - Council has also approved the public participation process for the corridor and the overlay zone which is now open for public comment until the end of January 2023.
 - The overlay zone is a land use management tool that grants additional rights to all the properties that are located within the Adam Tas corridor as invested in terms of the local SDF. The tool is also a mechanism that Council use to enter into negotiations with potential developers.

- A Memorandum of Understanding was signed between the Municipality and the land owners collective.
- The MoU sets out the vision as depicted within the Adam Tas corridor and Local SDF.
- The corridor will not be developed at once.
- Currently developers market their development by including parking facilities, the CITP need to clearly define what it means by parking requirements.
- The focus must not only be on preserving heritage but also about celebrating every heritage within Stellenbosch.
- It has become more apparent that there is a need for behaviour change.
 - In terms of the willingness of students to change the way that they travel to and around Stellenbosch.

13.5.7.2 Taxi Association workshop - 29 November 2022

The taxi association workshop was attended by representatives from Stellenbosch and Kayamandi taxi associations, and the project team. The project team made a presentation on the progress to date, proposed scenarios, and integrated transport concepts. Stakeholders had an opportunity to input on the presentation. As a result of excellent discussion, the following were drawn out:

- The Municipality must improve their communication about new developments that have been planned.
 - This will assist taxi associations to plan better and apply for licences or permits on time.
- All development plans and applications must include a plan for public transport.
- The taxi industry is keen and would like to receive support on how they can improve their services and attract more commuters.
 - A system that can create an operating environment that's more conducive to meet the needs of the passenger.
- There is no relationship between law enforcement and taxi associations.

13.5.7.3 External workshop - 30 November 2022

This was an external workshop attended by Provincial officials and the project team. The project team made a presentation on the progress to date, proposed scenarios, and integrated transport concepts. The officials had an opportunity to input on the presentation and they have requested that the draft CITP be shared for further input. The turnout at the workshop was good. As a result of excellent discussion, the following were drawn out:

- The PRTF is being currently reviewed and it's still in the initial phases.
- It has become more apparent that there is a need for behaviour change.
 - The team must rethink the approach on how to get people out of private vehicles into public transport.
- The team must ensure that the stakeholder engagement process is citizen centric, and this can be achieved using different technological platforms.
- There is lack of ablution facilities at taxi ranks and places for covering when there is bad weather.
- The CITP must clearly indicate the number of formal and informal taxi ranks that are part of the study.

13.5.8 Key themes

- **Behaviour Change Communications theme:** this theme looks at the importance of shifting behaviour to reduce traffic congestion. This will entail having an effective communications plan to educate both internal and external stakeholders about the future impact of planning around the increase of motor vehicle usage as the main sources of transport. It should also include communications to encourage significantly increased use of public and non-motorised transport and to reduce the use of cars to a minimum. Communication with specific stakeholders, such as the University – to assist in motivating students to adopt cycling and walking in Stellenbosch, and Taxi Associations – to innovate and improve services so as to encourage more people, including potentially, tourists, to use their services, must also be undertaken. Communication should also

be used to create greater awareness about safety of cyclists and pedestrians, emphasising their roles in reducing congestion.

- **NMT theme:** stakeholders are keen to explore alternatives to motorised transport. The Municipality must take the steps to support this through recommendations such as taking away side parking to widen sidewalks. The plan must address concerns raised about the safety of cyclists, pedestrians, the elderly, and people living with disabilities. It is important that people living with disabilities can easily move in public spaces. Stakeholders have indicated that the installation of fibre lines have had some negatives impacts on people who use wheelchairs as the pavement was not properly fixed. The plan must also look at addressing cycling lanes and ensuring that these are safe for cyclists. A significant challenge is that the lanes are not connected into a full route, meaning that cyclists are at risk at intersections and traffic circles. The Fietsry Stellenbosch cycling map is available to input into the plan. Enabling more people to walk by ensuring that they are safe and there is enough space for them to walk. There is a big tree near the zebra lines cross on Azaliahof street which makes it difficult to cross the road.
- **Integrated public transport system theme:** develop an integrated public system by partnering with the taxi industry and other modes of public transport. Suggestions such as a universal ticketing system must be explored further, including integrating such plans with Provincial stakeholders. Therefore, it is important that the different stakeholders continue to engage to establish and improve relationships and explore what is possible in this regard.
- **Integrated land use:** the Municipality and developers must follow the mixed land use approach to address the traffic congestion issues, reduce the need for people to use cars to access services. One way to do this is to bring services closer to people to reduce their need to travel by vehicle. It is important that building plans are not centred on measures that accommodate increased private vehicle usage but on designing spaces that are responsive to identified challenges and incentivise less use of cars.
- **Safety:** stakeholders have raised concerns with regards to safety in public transport and public spaces. They have stated that the shift from private vehicles to public transport will be achieved if safety can be prioritised and achieved. It is essential that engagements with the public transport sector continue to explore ways to improve services and safety of commuters. This will not only have an impact on the safety of commuters but will also enable more opportunities for public transport providers such as taxis. The University indicated that safety is one of their biggest concerns for their students and it should be prioritised in transport plans. It is also important that the safety of pedestrians and cyclists is prioritised. Well-lit pedestrian routes, both in the town and in surrounding townships and settlements, would assist with this. Public toilets, designed and maintained to be safe and clean, would also assist in making pedestrians safer.
- **Climate change:** it is important that the plan considers climate change to ensure sustainability of interventions proposed. Although there were no practical suggestions about this from stakeholders, it is agreed that this is a core principle, both in the immediate and longer term. The plan must provide guidance in terms of what is possible to ensure that proposed interventions are sustainable and responsive to the rapidly changing environment.
- **Congestion:** congestion is a feature of almost all inputs; stakeholders all struggle with it, while many contribute to it, describing their journeys in and out of Stellenbosch as arduous and time-consuming, as well as having an impact on productivity. All measures to reduce dependency on private vehicles, must be included. Adopting measures to move to NMT and integrated public transport will have a positive impact on congestion, but planning must support this, in particular as relates to parking. Parking is inexpensive and this is seen as being responsive to the needs of private vehicles, whereas the opposite is needed. Congestions is also exacerbated by tourist buses that clog narrow streets. The idea of park and walk or park and connect with public transport should be pursued (this in conjunction with taxi associations). Stakeholders also said that if they could easily move to and from Stellenbosch by train they would prefer to do that than to sit in traffic.

13.5.9 Public Participation – CIP 2022-2026 – Municipal Notice No. 45/2023**13.5.9.1 Notice No 45/2023 – requesting written comments on the Stellenbosch CIP**

Stellenbosch Municipality placed Notice No. 45.2023 – invited all Interested and Affected Parties to provide written inputs on the Draft Stellenbosch CIP 2022-2026 over a comment period of 30 days which closed on 12 May 2023. Written inputs were sent to the AECOM Consulting Team who amalgamated these into a schedule containing all comments and all persons/bodies who provided written comments on the CIP.



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MUNICIPAL NOTICE/MUNISIPALE KENNISGEWING No. 45/2023**Public Participation - Comprehensive Integrated Transport Plan (CIP) 2022-2026**

Stellenbosch Municipality has prepared a draft Comprehensive Integrated Transport Plan (CIP) to provide, develop, manage and integrate, for all modes of transport in its areas of jurisdiction. It seeks to enhance the effective functioning of the town and surrounding rural areas through integrated planning of transport infrastructure, facilities and operations within the context of the Municipality's IDP and land development objectives. This includes planning for the role of non-motorised forms of transport such as walking and cycling and encourage sustainable modes of transport such as public transport and increased numbers of passengers per vehicle.

The Stellenbosch Municipality invites all members of the public and other interested and affected parties, to participate in providing written input on the Draft Comprehensive Integrated Transport Plan 2022 -2026 for the Stellenbosch Municipal area. The draft CIP can be downloaded from the Municipality's website, or a hardcopy can be reviewed at any ward office or public library. The comment period is open for 30 days and the deadline to provide comments is 12 May 2023. Written submissions should either be mailed to Nina Otto - nina.otto@aecom.com or submitted at Infrastructure Services Office, Roads & Transport Department at 71 Plein Street, 2nd floor (Ecclesia Building).

Your input is valued and should you have any enquiries, please contact the Infrastructure services Directorate's on (021) 808 8222.

Visit <https://stellenbosch.gov.za/transport> to access the Draft CIP document and provide your input

Geraldine Mettler
Municipal Manager

Publieke Deelname - Uitnodiging na Omvattende Geïntegreerde Vervoerplan (OGV) 2022-2026

Stellenbosch Munisipaliteit het 'n konsep Omvattende Geïntegreerde Vervoerplan (GOV) opgestel om voorsiening te maak, te ontwikkel, te bestuur en te integreer, vir alle vervoermiddels in sy jurisdiksiegebiede. Daar word gepoog om die funksionering van die dorp en omliggende landelike gebiede te verbeter deur middel van geïntegreerde beplanning van vervoer infrastruktuur, fasiliteite en bedrywighede binne die konteks van die Munisipaliteit se GOP en ontwikkelingsdoelwitte. Dit sluit beplanning vir die rol van nie-gemotoriseerde vorme van vervoer soos stap en fietsry en volhoubare vervoermodusse soos openbare vervoer meer passasiers per voertuig in.

Die Stellenbosch Munisipaliteit nooi alle lede van die publiek en ander belanghebbende en geïntereerde partye uit om deel te neem aan die verskaffing van skriftelike Insette oor die Konsep Omvattende Geïntegreerde Vervoerplan 2022 -2026 vir die Stellenbosch Munisipale area. Die konsep GOV kan van die Munisipaliteit se webwerf afgelaai word, of 'n hardekopie kan by enige wykskantoor of openbare biblioteek nagegaan word. Die kommentaar tydperk is oop vir 30 dae en die spersdatum om kommentaar te lewer is 12 Mei 2023. Geskrewe voorleggings moet of gepos word aan Nina Otto - nina.otto@aecom.com of ingedien word by die Infrastruktuurdienste kantoor, Paale en Vervoer departement by Pleinstraat 71, 2de vloer (Ecclesia-gebou).

U insette word waardeer en indien u enige navrae het, kontak asseblief die Direkoraat Infrastruktuurdienste by (021) 808 8222.

Besoek <https://stellenbosch.gov.za/transport> om toegang tot die Konsep GOV-dokument te kry en jou insette te lewer

Geraldine Mettler
Munisipalebestuurder

13.5.9.2 Interested and affected parties who provided comments

In total there were 1 104 Interested and Affected parties who provided written comments on the Draft CIP. Comments were received from:

- 1 080 different individuals (in their personal capacity/as business owners/as with involvement at university, etc);
- Franschhoek Heritage and Ratepayers Association;
- Franschhoek Public contribution;
- Transport Futures (Richard Gordge);
- Passenger Rail Agency of South Africa;
- Friends of Stellenbosch;
- Stellenbosch Interest Group;
- Stellenbosch Ratepayer's Association;
- Heritage Foundation;
- Fietsry NPC;
- Western Cape Government (WCG) Mobility Department;
- WCG Department of Infrastructure, and
- WCG Environmental Affairs and Development Planning.

13.5.9.3 Main issues raised by Interested and affected parties

The main topics of the written comments that were made, include:

- The planning of Adam Tas corridor especially with regards to Public Transport and Non-motorised Transport;
- Objections to the planning of Dorp Street dualling;
- Objections mainly (but not exclusively) to cultural heritage aspects of the Jamestown Roads Masterplan;
- Matters related to the status quo of freight transport moving through Franschhoek;
- Dissatisfaction with the planning of a pedestrian bridge over the R304 Kayamandi;
- Investment in road infrastructure and parking (disagreement on the Roads Masterplan);
- Development of a Public Transport system;
- The need to put higher priority on Non-Motorised Transport;
- Passenger Rail Services and service resumptions has not been adequately addressed, and
- Some General comments included:
 - Misalignment with the MSDF and IDP;
 - Need for scenario-based assessment work;
 - Need for an integrated need-based assessment;
 - Alignment with PTSP;
 - Stakeholder participation fatigue and need for better feedback on matters raised;
 - Not maintaining the urban edge;
 - Problems with freight in the Stellenbosch CBD;
 - Proposal on light rail, and
 - Need for improved overload control and law enforcement.

Refer to **Appendix F** for a summary of the comments received and the relevant responses thereto.

13.6 Conclusion

There are several themes that have been identified through the stakeholder engagement process. Through discussions, the data indicates that the Municipality needs to help the people of Stellenbosch understand the impact of accommodating the increase of vehicles in developmental plans. This will require a shift in behaviour to get people to move from having several vehicles to one vehicle and ultimately a non-motorised town. Behaviour change programmes must be addressed at both internal and external stakeholders. The approach must start with enabling a municipal official to understand that building more parking will result in an increase in the number of vehicles. Find a balance to accommodate different views while addressing environmental challenges. The parking issue is one recommendation with conflicting views, there are stakeholders that have suggested that legislation needs to be amended to remove the requirement of parking in development plans. Some stakeholders have argued that it would be unrealistic not to include parking in development plans as this will only have a negative impact on those using the space. The public have gone as far as recommending that side parking on the roads must be removed to expand sidewalks and create a pedestrianised town.

Several stakeholders have indicated that a NMT approach only looks good on paper, and it would be a challenge for the Municipality to achieve such an approach. Some have gone as far as asking what will happen to all the cars? Creating a pedestrianised town will only mean that the traffic is displaced from the inner town to elsewhere. Interventions such as the park and ride will require the Municipality to build parking bays outside of the town. This will not achieve a NMT town, there will still be a vehicle dependency, but people will not be allowed to bring their cars to the town centre.

All these proposed interventions are inter-dependent. Prohibiting vehicles in centre parts of the Municipality would mean that the Municipality must develop precincts where people can access services and opportunities closer to their place of residence. This might not be feasible in areas where the development must be housing developments to address gaps. Participants have indicated that there are interest groups that can influence where and when developments take place and without the buy-in of those groups it would be impossible to achieve such interventions.

How do you convince a young person that they do not need a vehicle or a person who has never used public transport that it is safe to use taxi? The University indicated that 90% of students have vehicles. This is a challenge because the university does not have sufficient parking to accommodate all these vehicles, and this has resulted in students using public parking. It is important that perceptions towards public transport especially taxis are changed. Some of the concerns are not just perceptions but reality. We need to offer people alternatives that are reliant, reliable, comfortable, predictable, and safe if we want them to leave their vehicles at home and use public transport. Public transport service providers must understand the needs and concerns of people to effectively address them.

A significant number of comments were relating to investment in road infrastructure and the Municipality's perceived bias towards private vehicle traffic, congestion and parking and resolving issues largely associated with cars through infrastructure development and investment. However, the Municipality emphasises that it endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch, which would include the establishment of a sustainable road network.

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Latest

ANNEXURE B

APPENDIX B: DETAILED TRAFFIC SURVEYS OCT-NOV 2022

1 Public Transport Plan

1.1 Introduction

Stellenbosch Municipality's vision for the region is for it to be a "Valley of Opportunity and Innovation". Well-functioning, accessible, convenient, and comprehensive public transport is integral to the realisation of this vision. This Public Transport Plan therefore intends to support the realisation of the following goals:

- to support the development of an effective and well-functioning public transport system;
- to facilitate the investment in a supportive infrastructure network that prioritises walking, cycling, and public transport.

To set broad goals and defined objectives of the public transport plan, Stellenbosch Municipality must determine what future appearance and character the public transport system needs to have. Once the goals and objectives are determined, strategies must be developed to achieve the goals and objectives.

The strategic focus areas, as well as their transport elements, gaps, and actions required, are presented in Table 6.1.

Table 1.1: Strategic Focus Areas

Focus Area	Transport Elements needed to respond to Strategic Focus Areas	Gap	Actions Required
Valley of Possibility	Would require well functioning network of transport services and infrastructure.	Current road network hinders growth possibilities. Congestion will discourage economy and cause business to locate elsewhere.	Road network improvements. Identification of effective freight network and supporting infrastructure. Effective public transport and NMT systems for access to opportunities.
Green and Sustainable Valley	Would require sustainable transport modes and practices.	Not effective public transport or walking and cycling modes.	Public Transport, walking and cycling network and other improvements. Manage travel demand to improve air quality.
Safe Valley	Would require safe and secure transport system.	Currently safety and security a challenge within public transport and use of walking/cycling modes.	Road safety projects to improve safety practices. Establish safe and secure public transport and NMT systems.
Dignified Living	Would require transport system which serves all including minority, poor and marginalised.	Public transport which services marginalised is limited.	Implement public transport systems that are accessible and affordable for all.
Good Governance and Compliance	Would require effective management structures and enforcement within transport.	Current governance and compliance not effective impacts delivery of transport.	Streamlined governmental processes with accountability for effective implementation of transport solutions.

1.2 Policies and Strategies

The following legislation and policy directives (as discussed in Section 2) are applicable to the CITP:

- National Land Transport Act, 2009 (and the updated Act, once the current proposed National Land Transport Bill, currently under consideration, is promulgated)
- National Land Transport Strategic Framework 2017
- National Transport Policy 2017
- Western Cape Government Strategic Goals
- Western Cape Provincial Land Transport Framework 2011
- Cape Winelands District Integrated Transport Plan 2016
- Stellenbosch Roads Master Plan 2019
- Stellenbosch Integrated Development Plan 2022
- Stellenbosch Quo Vadis 2015
- LED Strategy and Action Plan 2014

1.2.1 Summary of Key Policy Documents Relating to Public Transport

1.2.1.1 National Land Transport Act, 2009

Based on the 2009 NLTA Minimum Requirements for the Preparation of Integrated Transport Plans, 2016:

- An Intermodal Planning Committee must be established to focus on integrating public transport with a specific focus on integrating passenger rail services
- A Public Transport Plan and Transport Register is required with each CITP
- The Public Transport Plan replaces the requirement for a Rationalisation Plan and OLS
- The focus of the Public Transport Plan is to integrate the public transport network, services, and modes

The NLTA Amendment Bill (2016) also presents amendments and additions to the 2009 NLTA, incorporating focus on integrated planning, universal accessibility, and OL review and rationalisation.

1.2.1.2 National Transport Policy, 2017

The key objectives of the revised National Transport Policy (NTP) of 2017 are listed in the first column of **Table 1.2**. The current status quo of Stellenbosch Municipality measured against these objectives is presented in the second column.

Table 1.2: Policy Objectives Against Stellenbosch Municipality Context

Objective as per the National Transport Policy 2017	Objective Realisation in the Context of Stellenbosch Municipality
1. Accessibility	<ul style="list-style-type: none"> • Safe, reliable, and affordable transport are not widely available. There is a lack of universal accessibility on public transport. • Transport Universal Access audits are now part of policy in developing ITPs.
2. Rural transport	<ul style="list-style-type: none"> • The farming community surrounding Stellenbosch. The policy requires that rural transport programmes need to be identified and assessed.
3. Integrated ticketing system	<ul style="list-style-type: none"> • Policy states that NDoT should continue to drive, facilitate, and assist in funding. • Feasibility in Stellenbosch Municipality unknown
4. Performance monitoring	<ul style="list-style-type: none"> • Developing information systems for monitoring and enforcing policy on PT services.

Objective as per the National Transport Policy 2017	Objective Realisation in the Context of Stellenbosch Municipality
5. Planning and regulation	<ul style="list-style-type: none"> Policy requires ITPs to integrate all modes of public transport which in Stellenbosch includes: <ul style="list-style-type: none"> Rail services MBT operations e-hailing operators Non-motorised transport

The NTP 2017 also identifies that there is a lack of institutional capacity to prepare and implement transport plans, and that inadequate law enforcement contributes to the issues faced by the operating licensing system (unlicensed operators specifically in MBT).

1.2.2 Summary Major Existing “External” Strategies, Proposals and Projects

1.2.2.1 Cape Winelands DITP concepts, key strategies & projects

In terms of public transport (PT), the Cape Winelands (CW) District Integrated Transport Plan (DITP) 2016-2021 presents the following proposals for implementation throughout the district:

- Rationalisation of operating licenses (OLs) to reduce oversupply
- No data on the Stellenbosch context was provided
- Law enforcement is key to the successful implementation of an OLS
- Establish an electronic database for monitoring and regulation
- Establish a Communication Forum where local government and operators can communicate on matters regarding PT

The DITP does not present PT improvements for the Stellenbosch Local Municipality but highlights the findings of the 2016 CIP review of applicable legislation and policy changes.

1.2.2.2 Western Cape PLTF concepts, proposals & major strategies

The Western Cape Provincial Government has the following strategic objectives that relate to public transport in general:

- PSG 1: Create Opportunities for Growth and Jobs - Improve the efficiency of the region's transport system.
- PSG 2: Improve Education Outcomes and Opportunities for Youth Development – access to education through transport.
- PSG 3: Increase Wellness and Safety, and Tackle Social ills - Inclusive, safe, and healthy communities – reduction in road fatalities.
- PSG 4: Enable a Resilient, Sustainable, Quality, and Inclusive Living Environment – energy consumption and emissions.
- PSG 5: Embed Good Governance and Integrated Service Delivery through Partnerships and Spatial Alignment – improved coordination between spheres of government.

The Western Cape (WC) Provincial Land Transport Framework (PLTF) in terms of public transport focuses on integrated transport systems, the improvement of passenger rail, NMT, and universal accessibility needs to be considered in each initiative. The WC PLTF presents the following strategic interventions relating to PT that tie into the Department of Transport and Public Works (DTPW) Programmes:

- The establishment of a draft Provincial Public Transport Institutional Framework (PPTIF) for the delivery of integrated public transport
- Develop a funding strategy for public transport in terms of both addressing capital requirements and operational subsidisation
- Coordination, implementation, and management of Integrated Public Transport Networks in high priority non-metro areas of the Western Cape

- Ensure the establishment of an appropriately regulated transport environment to address regulatory and compliance challenges

1.2.3 Previously Updated Stellenbosch CIP Concept, Key Strategies, and Proposals

The 2016 CIP focuses on the development of an integrated public transport service network within Stellenbosch Municipality and presents a framework for a public transport service network that integrates with the City of Cape Town's Bus Rapid Transit system. This integrated service network introduces the viability of utilising articulated- and midi-buses to alleviate traffic congestion along main arterials that run through Stellenbosch town. In terms of infrastructure projects related to public transport, the 2016 CIP proposes passenger shelters located at key roadside stops, vehicle flow improvements in terminal facilities, and providing roadside stops with embayments, as well as NMT infrastructure along the existing service network (Royal Haskoning DHV, 2016).

The 2020 revised CIP focuses on the need for the development of a Public Transport Plan and presents the findings of the revised Operating License Plan (OLP) of 2019. The proposed interventions listed under public transport improvements are not clearly defined and highlight that further investigation through a Public Transport Plan is required to identify concrete projects. Some of the elements listed in the recommended improvements table include rail as a regional and local connector, intra-municipal services between main suburbs of the municipality, and regional road connections, such as a high vehicle capacity bypass.

The 2020 revised CIP also proposed that additional operating licenses be issued, due to the high demand for minibus-taxi services, and the high prevalence of illegal operators within Stellenbosch Municipality (Innovative Transport Solutions, 2020). The OLP identified that there is a need to increase the number of operating licenses issued along specific routes and to service areas of planned development, ensure greater enforcement of operations focusing on illegal operators, correct route descriptions that reflect current operations, and through the Provincial Regulating Entity (PRE), remove operating licenses of deceased owners.

Both CIP documents highlight the constraints with regards to public transport project interventions, of which the main constraints are funding at a municipal level (large projects will require Provincial Government budget), and the lack of municipal staff capacity to support the implementation and monitoring of projects.

The most pressing public transport concerns, and the recommended public transport improvements reflected in the 2020 Stellenbosch CIP, are shown in [Table 1.3](#) and [Table 1.4](#).

Table 1.3: Key Public Transport Concerns in Stellenbosch (ITS Global, 2020, p. 78)

Issue	Description
Poor integration with other modes	Various public transport modes are not well integrated i.e., services, payment methods, infrastructure, transfers, timetables, etc.
Limited access of existing PT services	Particularly limited for national (long distance) and regional (intermunicipal) connections. <ul style="list-style-type: none"> • Access at local levels is provided by MBTs and serve mainly specific lower income neighbourhoods. • MBT routes typically end at Bergzicht rank or Stations, no or limited circulation into towns • No airport services
Services concentrated during peak periods	<ul style="list-style-type: none"> • Higher service levels during peak periods • Longer waiting times during off-peak periods • No night services – start operating after 06:00 and end before 19:00 • Limited PT transport services to access medical assistance in an emergency after-hours. Usually comes at a higher cost if needed.
No travel time advantage	<ul style="list-style-type: none"> • There is no dedicated PT infrastructure, thus MBTs (which are the main PT service providers) are subject to general traffic congestion • PT offers no travel time advantage, and thus there is little incentive to shift from private vehicles. They serve mainly low-income population who are captive riders
Limited PT infrastructure	<ul style="list-style-type: none"> • Ranks are not used during peak periods, which are the busiest times • Passengers collected in neighbourhoods where no public transport facilities or shelters • No lighting and poorly designed urban spaces are unsafe and uncomfortable • No formal long-distance facility.
Rail is currently not operating	<ul style="list-style-type: none"> • Rail services have been stopped • The timeline for service returning is uncertain • PRASA has no strategy to regain passengers lost • Stellenbosch and Du Toit Stations are not ideally located - there have been proposals to relocate them, although it is unclear whether this would be feasible (funding/space).
Not universally accessible	Vehicles and infrastructure do not accommodate people with special needs

As indicated in **Table 1.3**, the municipality lacks formal public transport services. At present, only informal minibus-taxis operate intra- and inter-municipal services. There are no larger capacity bus operators (previously, Golden Arrow Bus Service operated a service between Somerset West and Stellenbosch Town, however this no longer operates) or rail services providing viable alternatives for passengers travelling from outside of Stellenbosch Town (again, Metrorail previously operated passenger rail services across the municipality, however these have not been in service for several years).

Since there are no dedicated lanes for public transport services, minibus-taxis run in mixed traffic. Consequently, their users are at travel time disadvantage, relative to private transport users. As a result, most minibus taxi users are captive, rather than choice users. Ranking facilities are underutilised during peak periods, due to the nature of minibus-taxi operations, where trip generators and attractors are not from or to the ranking facilities, but rather from surrounding suburbs, where passengers are typically dropped/picked up enroute.

Table 1.4, extracted from the 2020 Stellenbosch CIP, provides a summary of recommended public transport improvements.

Table 1.4: Summary of Recommended Public Transport Improvements (ITS Global, 2020, p. 83)

Elements	Improvements/Upgrades	Possible Project/Actions
Regional Road Connections	<ul style="list-style-type: none"> • Strong regional road connections to existing or planned higher order urban settlements (Stellenbosch, Franschhoek, Klipmuts) 	<ul style="list-style-type: none"> • New roads or road upgrades to include a

Elements	Improvements/Upgrades	Possible Project/Actions
		bypass with access to national routes <ul style="list-style-type: none"> High capacity arterial which accommodates dedicated road-based public transport north and south of CBD
Rail as a regional and local connector	<ul style="list-style-type: none"> Regional and national access improved via rail Inter-municipal rail services with improved access Paarl, Somerset West, Bellville, and Cape Town Intra-municipal rail movement for local access in Stellenbosch Municipality i.e., between Klápmuts, Muldersvlei, Koelenhof, Du Toit, Stellenbosch, Vlottenburg and Lynedoch Rail services between Somerset West to Paarl or limited within Stellenbosch Stations 	<ul style="list-style-type: none"> Lobby PRASA to improve rail services Prepare feasibility of private rail services
Short-term	<ul style="list-style-type: none"> Quality of vehicles Quality of drivers Public transport stops (seating, lighting, shelter) for high demand locations 	<ul style="list-style-type: none"> Driver training programmes Prepare a Public Transport Plan Shelters and stop upgrades TOD developments around stations and stops
Operational	<ul style="list-style-type: none"> Use of technology to improve customer experience, ticket purchasing, system monitoring Scheduling during peak periods and on-demand Booking system for off-peak periods, night, or emergency needs Integration between modes and services New services to expand to unserved neighbourhoods and new developments Expanding hours of operation outside peaks Public transport stops (seating, lighting, shelter) for high demand locations 	<ul style="list-style-type: none"> Prepare a Public Transport Plan Prepare Operations Plan
Regional Road Based Services	<ul style="list-style-type: none"> High demand inter-municipal O-Ds (Somerset West, Bellville, Cape Town, Airport, Paarl) Scheduled with on-demand outside core hours Access to stations and town MBT ranks Booking and payment system using an app; also flagging delays Park and rides available with affordable secure parking (must be worthwhile to use service) Infrastructure for comfortable and safe waiting areas 	<ul style="list-style-type: none"> Next OLP: Investigate need for new services and OLs required Prepare Public Transport Plan and investigate elements for improving regional road-based services
Intra-Municipal or Neighbourhood Services (Idas Valley, Cloeteville, Kayamandi, Franschhoek, Klapmuts, Vlottenberg, etc.)	<ul style="list-style-type: none"> Existing restructured routes Neighbourhood circulation for collection New routes based on new housing proposals Core operation time within peak periods Alternative booking and system for services outside peak periods perhaps more flexible or on-demand system 	<ul style="list-style-type: none"> Public Transport Plan and investigate new or supplemental routes and alternative booking systems during off-peak
Local CBD Circulation Service (Stellenbosch,	<ul style="list-style-type: none"> Funded by business, university, and development Contributions operated by existing MBT operators and vehicles, but with branding, driver training, 	<ul style="list-style-type: none"> Local CBD Circulation Plan

Elements	Improvements/Upgrades	Possible Project/Actions
Franschhoek, Klapmuts)	vehicle cleanliness, safety, and quality specifications <ul style="list-style-type: none"> • Stellenbosch access from stations and parking garages to CBD and University • Klapmuts – planned with proposed industrial growth 	

Table 1.4 provides a brief list of potential interventions intended to improve public transport within the municipality. It should however be noted that the first intervention under “Regional Road Connections” is not a public transport intervention (despite being categorised as such). The construction of new roads and increasing road capacity for all road users does not promote sustainable mobility, rather, it encourages increased private vehicle use. The construction of a high-capacity arterial route, which would accommodate dedicated road-based public transport north and south of Stellenbosch town centre, would however be highly beneficial to public transport users. Dedicated infrastructure for public transport could potentially attract choice users, especially if service quality and standards of minibus-taxi operations and vehicles were to be improved.

1.2.4 Existing Issues and Concerns Based on Previous Plans

In this section the main transport problems and issues are presented, as identified by households during the NHTS (2020) (see 3.3.9.1) and identified during the first set of stakeholder engagements (April and early May 2022, presented in section 3.3.9.2).

1.2.4.1 Transport problems identified by Households

Households were asked to indicate the two main issues they have with transportation. In **Table 1.5**, the available response options are listed, and ranked in order from most to least frequent. The top concerns were found to be related to accessibility and levels of service, as well as safety concerns.

Table 1.5: Transport problems identified by Households (NHTS, 2020)

Issue	Description	Value
1	No buses available	1,609
2	No taxis at specific times e.g., late at night	1,758
3	Congestion	1,773
4	Reckless driving by taxi drivers	1,795
5	Crime	1,827
6	Trains are not reliable	1,830
7	No trains available	1,863
8	Overload	1,879
9	Parking	1,920
10	Trains too far	1,947
11	Rude drivers	1,960
12	Taxis too expensive	1,970

1.2.4.2 Summary of general concerns and issues on transport

Following on the issues and concerns that were raised during the 2020 update of the CITP, and the concerns and issues identified through the stakeholder consultation process for this update the issues and concerns can be summarised as follows:

- Poor integration with other modes
- Limited access to existing public transport services
- Services concentrated during peak periods
- No travel time advantage

- Limited public transport infrastructure
- Rail service unreliable when operational (currently not operational at all)
- Current services are not universally accessible

Based on the stakeholder engagements conducted as part of this revision of the CITP

As part of this revision of the CITP, the project team conducted a series of stakeholder engagements. The following paragraphs provide an overview of the outcomes of the public transport aspects discussed during these engagements.

During an engagement with the minibus-taxi associations it was mentioned that the industry had lost 40% of their income due to COVID-19 and as a result thereof, some operators had their vehicles repossessed due to not being able to meet repayments. The associations also shared that they have experienced an increase in passenger demand due to passengers choosing public transport over private vehicles due to an increase in petrol prices, and more people are receiving social grants due to job loss during the COVID-19 pandemic, also resulting in an increased patronage to reach grant collection points.

The minibus-taxi associations communicated that they are willing to work towards a more formalised service as they acknowledge that passengers are more inclined to utilise their services if the service is predictable and offers a ticketing system which removes the existing cash-based fare system. The associations also propose that the industry be consulted when it comes to the planning in providing parking solutions, taxi ranking facilities and new developments such as malls and residential areas.

During an engagement with larger stakeholders such as Western Cape Province, Cape Winelands, PRASA and Stellenbosch University, each stakeholder expressed their major challenges relating to transport service provision within Stellenbosch Municipality. The key discussion points related to public transport revolved around communicating behaviour change focusing on shifting passengers from private vehicles to more sustainable alternatives such as the University Shuttle service; taxi-rank facility improvements planned and the importance of including the provision of infrastructure for informal trading at these facilities; introduce incentive programmes in minibus-taxi service provision to improve safety for operators and users; and the importance of reinstating rail services and improving service provision to attract new passenger demand. The engagement was concluded by highlighting the need to collaborate as stakeholders to address challenges faced by stakeholders.

The details of each stakeholder engagement are presented under the Section 13: Stakeholder Consultation section of this report.

1.2.4.3 Spatial Development Framework

Chapter 4 of this report provides a summary of the Spatial Development Framework (SDF), approved by the Stellenbosch Municipality Council in 2012. The SDF focuses on high density development at strategic nodes such as the Adam Tas Corridor, Stellenbosch town centre and Klapmuts. These nodes are connected by rail (although currently not operational) and road. When identifying public transport interventions, it is critical that solutions be proposed that will enable improved accessibility to and along the corridors that connect these nodes.

The SDF presents eight strategies and specific spatial policies to support the SDF concept and settlement plans. Public transport, along with NMT, and shared vehicle travel are identified as levers to support the realisation of three of the eight strategies, namely:

- (4) Clarify and respect the different roles and potentials of settlements in SM and maintain the identity of each;
- (5) Ensure a balance approach to transport in SM, that appropriately serves regional mobility needs and local level accessibility improvements; and
- (6) Develop all settlements as balanced, inclusive, appropriately serviced, communities, negotiable through NMT and exhibiting a positive relationship with surrounding nature and agricultural land.

Strengthening the role played by rail-based public transport is also identified as being critical to serve regional mobility needs, and local accessibility. The SDF also indicates that public transport and NMT infrastructure is to be incorporated in all developments, shifting the focus towards providing infrastructure for sustainable transport modes.

1.2.4.4 Integrated Development Plan

The Stellenbosch Municipality IDP makes provision for a select few public transport planning projects, with allocated budget estimations between 2022 and 2025. These projects are listed in below (note that this is not the full list of projects presented in the IDP):

- Continued feasibility studies to establish a transport operating company
- Development of business model for a Transport service for persons with disabilities in Stellenbosch
- Park and Ride (Transport Interchange)
- Public Transport Infrastructure (Public Transport Shelters and Embayments)
- Re-design of Bergzicht Public Transport Facility
- Taxi Rank - Franschhoek

The 2022 IDP also identifies the need for an alternative rail service along the Baden Powell Drive-Adam Tas (R304) corridor. The IDP highlights the requirement of a feasibility study to introduce a more frequent passenger service along the corridor potentially including lighter rail stock in the form of a “tram” system. Another alternative proposed in the 2022 IDP is to explore the viability of a regular bus service along this corridor.

Each project listed in the 2022 IDP has an allocated amount of proposed budget per financial year. These budgets are either provisional estimates for annual work, or provisional budgets for ongoing projects and studies that have already commenced and require further funding. The IDP also presents a table of projects under the *Implementation Plan: Comprehensive Integrated Transport Plan* (on page 126 of the IDP).

The following list of projects are presented as public transport projects included in the 2020 CIP (5 of which are also present in the IDP).

- Investigations and assessments reports for mechanism for the Internal Transport Feeder System from park and ride areas to the CBD.
- Facilitating the implementation and optimisation engagements of the Public Transport System
- Submission of assessments reports for management of park and ride facilities to the Municipal Manager.
- Submission of an assessment report to the Provincial Department of Transport on the implementation of public transport lanes on the R44 (from both directions Stellenbosch – Somerset West).
- Engagements with the University to collaborate on the implementation and improvement of park and ride facilities and shuttle services for students.

These projects can therefore be considered as key projects since the municipality has already assigned budget through the IDP. The projects proposed as part of this revision of the CIP are presented in **Table 1.12** at the end of this section of the report.

1.3 Overall Network Design

The overall network design presents the high-level vision of the proposed rail and road-based services, contracted and non-contracted for Stellenbosch Municipality. Therefore, summarising the potential interventions put forward under sections 1.4, 1.5, 1.6 and 1.8 hereafter. The overall network, presented in the sub-sections below, design also ties in with the future transport concept presented in section 2.6 of this report.

1.3.1 Preferred modes for routes and corridors

The preferred modes for routes and corridors were identified through the assessment of the status quo of existing services and development of new interventions within Stellenbosch Municipality. The existing services and new interventions speak to the policies for rationalisation of existing and development of new contracted services and refocusing the of non-contracted such as minibus-taxis. **Figure 1.1** presents the preferred modes based on the interventions proposed in this public transport plan.

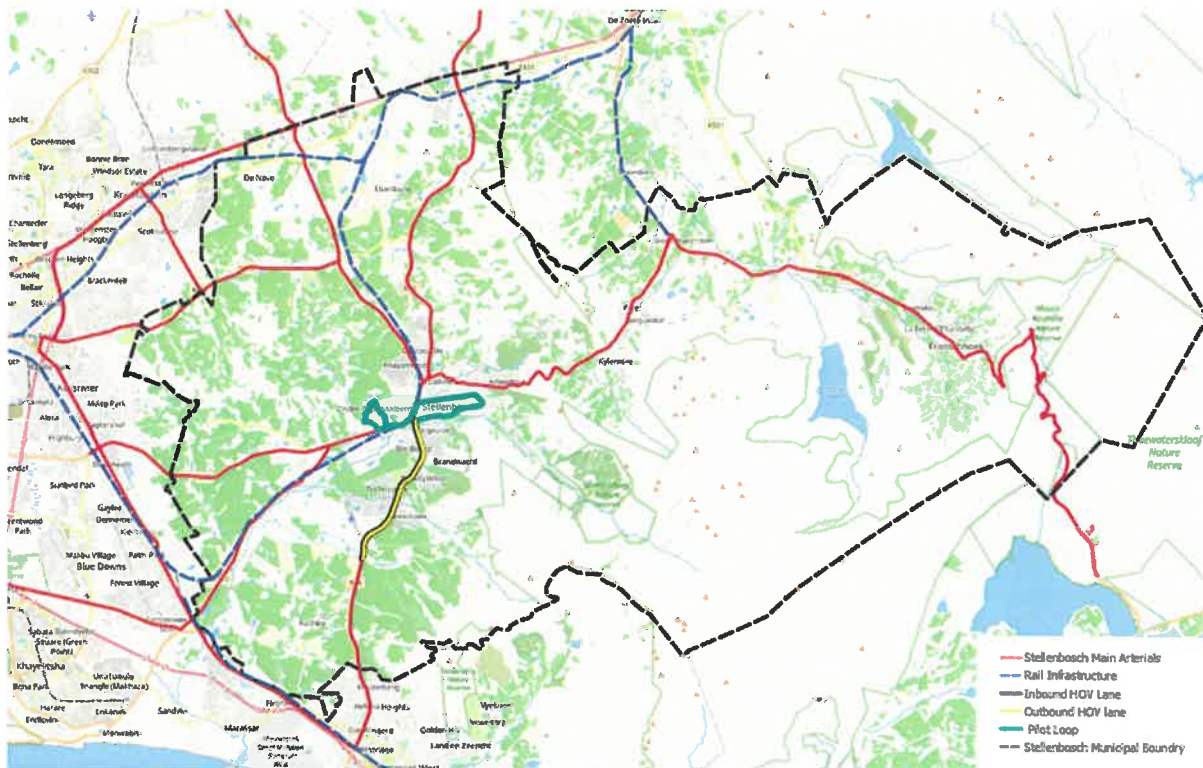


Figure 1.1: Overall network design

The main arterials, indicated in red, represent the existing road network on which road-based public transport (minibus-taxis), learner transport and tourism services operate, along with private vehicles. These routes present the road-based transport alternatives with origins and destinations from outside of the municipal boarder. The R310 (from Eersteriver) and the R304 (from Durbanville/Brackenfell) compete with the existing, although not yet operational, rail services indicated in blue. The three other main arterials namely, the R44 (both from Somerset West and Klapmuts) are not spatially aligned to compete with rail services.

The provision of HOV lane infrastructure and public transport priority measures on arterials (highlighted in yellow), more specifically piloting these concepts along the R44, promotes the development of new contracted services by allowing minibus-taxi operators to formally provide contracted services between the proposed park-and-ride facilities and Stellenbosch town centre.

The scheduled shuttle services is not limited to servicing the park-and-ride facilities but will also link key nodes such as Kayamandi, University facilities, rail stations, proposed new ATC stops, and higher-density residential areas. A proposed central pilot loop (in light blue) that services the Devon Valley and Uniepark (through the ATC and Bergzicht Taxi Rank) is another scheduled service that promotes contracted services.

Due to the current lack of route and timetable transparency for new users to utilise the minibus-taxi services, the rolling out of the various shuttle services presents the ideal opportunity to include technology as a source of information. Technology not only can provide for online timetables and route O-Ds but also can allow for ticketing, fare collection systems, and even e-hailing technology. By incorporating technology as an integral mechanism for these proposed shuttle services, the

opportunity arises for new passenger demand to utilise these services. Potentially attracting students who would previously only use their private vehicle as preferred mode of choice.

These proposed shuttle services provided by contract minibus-taxi operators is one of the incremental approaches (a hybrid approach) to establishing an IPTN service that ties into the current MyCiTi service provided in the Cape Metropole. Minibus-taxis are demand-responsive and can potentially be even more popular if technology is implemented to attract new demand. The IPTN Business Plan (2017) unpacks the concept of a more flexible approach when incorporating the minibus-taxi industry in to formal services (City of Cape Town, 2021).

Commuter rail services are to be reinstated to attract the lost passenger demand which diminished due to the ceased operations during the Covid 19 pandemic. Together with the ATC initiatives, there is an opportunity to fully integrate commuter rail with the proposed shuttle services and NMT route network within Stellenbosch town centre.

In terms of the roll-out of the overall network design, **Table 1.12** presents initiatives that form the building blocks of developing an integrated network of transport services. Each initiative has an estimated timeline in years. These implementation timelines are however subject to further investigation and will need to be refined through the drafting of feasibility studies.

1.4 Commuter Rail Plan

In this section, rail transport will be briefly discussed. Firstly, the national rail policy is briefly noted. Secondly, rail infrastructure and services prior to covid 19 are presented. It must be noted that due to the covid 19 pandemic, rail services across the country ceased to operate. This is still the case in Stellenbosch Municipality at the time of writing this section. Thirdly, the proposed rail improvements and interventions from previous CIP(s) are discussed. This is followed by the fourth sub-section, which discusses the way forward for rail and Stellenbosch Municipality.

1.4.1 National Rail Legislation

The national rail policy highlights the following key components of commuter rail (Western Cape Government, 2016):

- Maximising the competitive and environmental advantages of rail transport for moving high volumes of people,
- Encourage appropriate use of rail transport through promoting effective intermodal planning, efficiency, regulation, facilities, and collaboration,
- Enable private sector participation on mutually agreed terms where latent capacity exists,
- Subsidies (where provided) must be transparent, targeted, and monitored,
- Safety and security for railway passengers are of prime importance,
- Adequately protect and secure railway assets and those of passengers.

1.4.2 Rail Infrastructure and Services Prior to Covid 19

The Western Cape has extensive rail infrastructure (see **Figure 1.2**). 90% of the services originate or terminate at Cape Town station, while the other 10% originates or terminates at Bellville. However, the length of the railway line within Stellenbosch Municipality is only 18km, which includes seven stations namely (Innovative Transport Solutions, 2020):

- Klapmuts
- Muldersvlei
- Koelenhof
- Du Toit
- Stellenbosch
- Vlootenburg

- Lynedoch

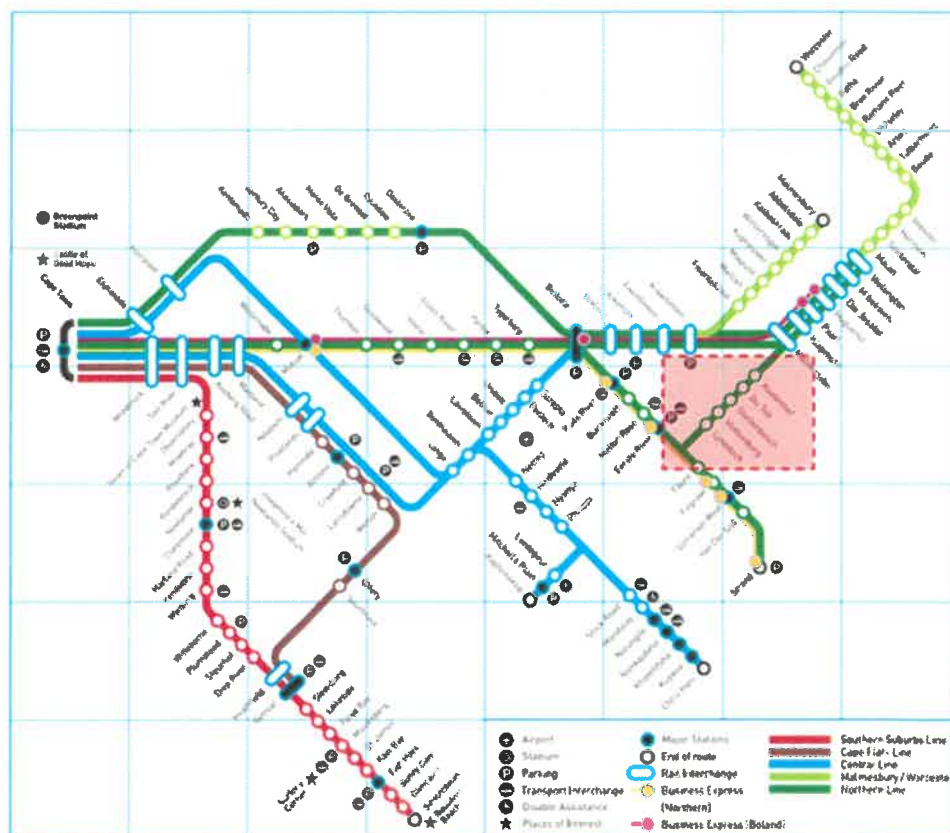


Figure 1.2: Western Cape Rail Infrastructure (Innovative Transport Solutions, 2020).

The blue and brown lines are considered the southern corridor, the blue lines represent the central corridor, the dark green the northern corridor, and the light green regional services, which offered one service a day to assist the rural areas.

The Stellenbosch-line service comprised a frequency of two trains per peak hour running through the municipality (Innovative Transport Solutions, 2020). A total of 25 trains operated in each direction between Monday and Friday, 15 trains on Saturday, and 13 trains on Sunday.

The tariff structure (see Table 1.6) was based on km zone pricing (distances between 136 km and 200 km).

Table 1.6: Tariff Structure (Prior to Covid-19) (Innovative Transport Solutions, 2020).

Station	KM Zone	Single		Week		Month	
		Metro Plus	Metro	Metro Plus	Metro	Metro Plus	Metro
Vlottenburg	30/40	R15.50	R9.50	R127	R61	R394	R184
Lynedoch	41-135	R18.50	R12	R152	R78	R394	R239
Stellenbosch	41-135	R18.50	R12	R152	R78	R394	R239
Du Toit	41-135	R18.50	R12	R152	R78	R394	R239
Koelenhof	41-135	R18.50	R12	R152	R78	R394	R239
Muldersvlei	41-135	R18.50	R12	R152	R78	R394	R239
Klapmuts	41-135	R18.50	R12	R152	R78	R394	R239

As per the stakeholder engagement with PRASA on 08/04/2022, the tariffs will remain the same when the service resumes. Passenger volume data is outdated. The most recent passenger volume figures can be seen in Table 1.7.

Table 1.7: Rail Passenger Volume between 2007 and 2012 (Innovative Transport Solutions, 2020).

Station	Boarding		Alighting	
	2007	2012	2007	2012
Klapmuts	1692	1468	1646	1426
Muldersvlei	3919	3713	3213	3722
Koelenhof	651	686	576	614
Du Toit	2808	2863	2589	2695
Stellenbosch	2209	2471	2553	2286
Vlottenburg	448	482	505	544
Lynedoch	653	624	793	811

There was a substantial decline in ridership between 2007 and 2012 at Klapmuts station, but increases in ridership at Vlottenburg, Koelenhoff, Muldersvlei, and Du Toit stations. At this stage, it is not possible to estimate passenger demand. Data collection campaigns will be required to determine accurate passenger volume once the service(s) are reinstated in the Municipality (see section 0 for rail deadlines).

1.4.3 Proposed Rail Improvements and Interventions from Previous CITP(s)

Table 1.8 summarises the proposed rail improvements and interventions from previous CITP(s) and includes in the final column whether these interventions are aligned with the proposed interventions of this revision (2022 CITP).

Table 1.8: Proposed Rail Improvements and Interventions (Innovative Transport Solutions, 2020), (RHDHV, 2016).

Report	Improvement/Intervention	Proposed Timeline
CITP 2022 Review	Reinstatement of commuter rail services within Stellenbosch Municipality	Short term
CITP Review 2020	Regional and national access improved via rail	Longer term
	Inter-municipal rail services with improved access to Paarl, Somerset West, Bellville, and Cape Town	Longer term
	Intra-municipal rail movement for local access within SM i.e. between Klapmuts, Muldersvlei, Koelenhof, Du Toit, Stellenbosch, Vlottenburg and Lynedoch	Short term
	Rail services between Somerset West to Paarl or limited within Stellenbosch Stations	The feasibility of this needs to be determined.
CITP 2016-2020	Integration of rail, bus, and NMT	Longer term
	Stellenbosch and Du Toit Railway Stations: Facilities for Solo / Midi-bus services operating on public transport routes i.e. stops, signage shelters	Short term
	NMT facilities at terminals and railway stations	Longer term
	Relocate the Stellenbosch and Du Toit stations to new locations to facilitate the development of adjacent land. More detailed study is required to assess the implication of the relocation.	The feasibility of this needs to be determined.
	Blue Downs Line: Blue Downs is a densely populated area; this scheme incorporates it into the network while also linking Khayelitsha to Bellville. The proposal is for a new electrified double-track alignment which would integrate with the wider network	Longer term
	Chris Hani- Somerset West and Stellenbosch: There are existing proposals to extend the current line to Chris Hani but current footfalls appear suitable for Light Rail Transit	Longer term

Report	Improvement/Intervention	Proposed Timeline
	(LRT) if the new journey opportunities boost usage. There is the potential for an extension beyond Christ Hani using alternative technology that would serve existing catchments	

1.4.4 The Way forward for Rail Transport in Stellenbosch Municipality Post Covid 19

The following section provides information obtained from an engagement with PRASA on 08/04/2022.

As mentioned at the beginning of section 1.4, due to the Covid-19 pandemic, rail services across the Western Cape (including Stellenbosch) ceased. **Table 1.9** below gives a brief summary of the lines that have been reinstated and the future deadlines for the Stellenbosch line.

Table 1.9: Rail services and Deadlines

Service/line	Planned Deadline	Current Status
Southern Corridor (red/brown line)	Reinstated	Reinstated
Northern Corridor (CPT to Bellville via Tygerberg)	Reinstated	Reinstated
Northern Corridor (CPT to Bellville via Monte Vista)	Reinstated	Reinstated
Bellville to Eerste Rivier	June 2022	Not yet reinstated
Bellville to Strand	End of September 2022	Not yet reinstated
Bellville to Muldersvlei (via Stellenbosch)	January 2023	Not yet reinstated

Further to **Table 1.9** PRASA advised that they are working with the city of CPT to improve services in the Northern Corridor (which includes the Stellenbosch line). CPT is the owner of a draft document called the Northern Corridor Modernisation: Rail Corridor Operational plan and Passenger Rail Modernisation Plan. The plans include all information on future improvements. At the time of writing this report, it was not available.

PRASA advised that the timetables and the fare structure will remain the same as it was prior to Covid 19. However, services will be introduced at three trains per hour. Demand will be monitored and frequencies adjusted accordingly.

Stellenbosch Municipality does not have any control over rail operations or investment. It is thus important for the municipality to have good relationships with stakeholders such as the SARCC to improve rail connectivity. It is proposed that the municipality engages with PRASA and utilise a phased approach (see **Figure 1.3**) by first re-instating the railway LOS in the municipality to pre-covid levels, and second assessing the rail interventions proposed in the previous CIPs.

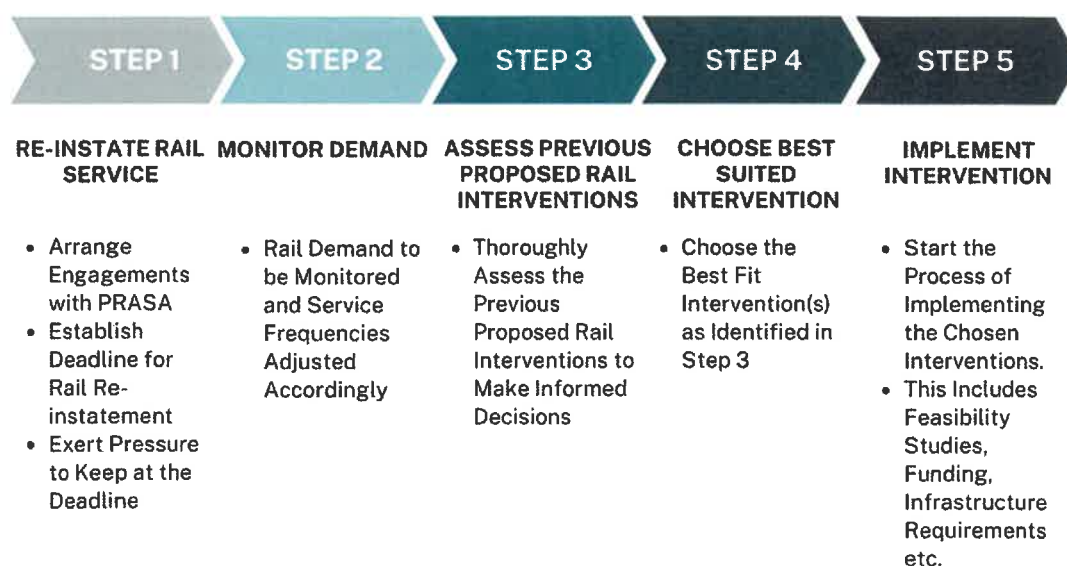


Figure 1.3: Proposed Rail Phased Approach

1.5 Contracted Services Plan

1.5.1 Proposed in the 2016 CITE

Contracted services refer to legally enforceable agreements for the provision of transport services. The 2016 CITE presented a formalised Public Transport Service that was first proposed in the 2011 Stellenbosch CITE. This service was to be a road-based scheduled public transport service, operating on six routes within Stellenbosch town. For the revision of this CITE, it is proposed that one route be selected as a pilot study to help determine the viability of a scheduled public transport service. This service is envisaged to be a contracted service plan with some operational support from Stellenbosch Municipality.

If the pilot study is successful the roll-out of the remaining five routes could also be implemented in a phased approach. Figure 1.4 presents all the proposed public transport routes dating initially from the 2011 CITE and supported in the 2016 revision and included in this current revision (2022).

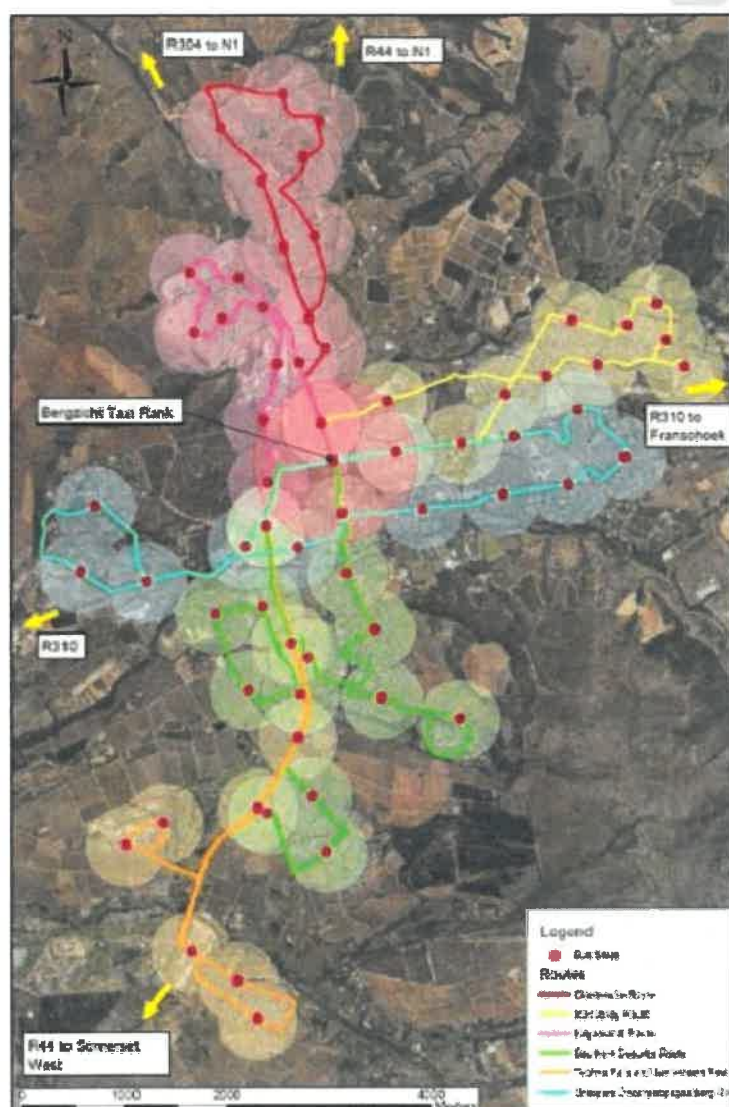


Figure 1.4: Proposed Public Transport Routes, CITE 2016

The Bergzicht taxi ranking facilities could function as the central interchange, where vehicles are required to stop in both directions when completing a single loop of the proposed pilot route. The key to the successful implementation of the pilot study would require engagements with the existing minibus-taxi sector stakeholders. Their buy-in and insights into operations would be of great value in

terms of supporting the determining of an appropriate pilot route, testing this proposed route, and supporting the potential expansion of the service network.

1.5.2 Proposed Uniepark/Onder Papegaaiberg loop

For this CITP, a pilot loop running between Uniepark and Onder Papegaaiberg is proposed as a possibility for consideration, and discussion with minibus-taxi sector stakeholders. **Figure 1.5** illustrates the potential loop.



Figure 1.5: Uniepark/Onder Papegaaiberg Loop

The loop originates at Oude Libertas parking area, adjacent to Onder Papegaaiberg. The route continues along the R304 eastbound, entering the town of Stellenbosch. The route proceeds along Dorp Street, Die Laan, Coetzenburg Street, Van Riebeeck Street, and Jonkershoek Road where it loops into Martinson Road, adjacent to Uniepark. The route continues down Merriman Avenue, past the Bergzicht taxi rank, and into the R310 (Adam Tass Road) westbound to Devon Valley Road, where it loops back to the Oude Libertas parking area.

1.5.3 Proposed Timetable and Stops

The proposed timetable and stops for loop 1 are presented in [Table 1.10](#) for various service frequencies). Excluding stops and under low traffic conditions, this route would take approximately 30 minutes to complete. With stops, it is expected that the route would take 60 minutes. There are a total of 4 proposed park and ride stops for the loop.

Stop 1: Oude Libertas Parking Area.

The loop originates at the Oude Libertas parking area. As illustrated in [Figure 1.6](#), there is ample space to accommodate a pick-up point.



Figure 1.6: Proposed Stop at the Oude Libertas Parking Area

Stop 2: Die Laan

The second stop on the route is at Die Laan, which has ample space to accommodate a stopping point.



Figure 1.7: Proposed Stop at Coetzenburg

Stop 3: Morkel Road

Morkel Road has ample space to accommodate a stopping point, as seen in Figure 1.8



Figure 1.8: Proposed Stop on Morkel Road

Stop 4: Bergzicht Taxi Rank

The last stopping point on the route is the Bergzicht taxi rank.



Figure 1.9: Proposed Stop at Bergzicht Taxi Rank

Intermediate Stops

It is good practice to have intermediate stops every $\pm 500\text{m}$. Passengers will not be getting off at every stop each time, and there may not be passengers waiting at every stop, so the minibus will likely pass many stops without stopping. The 4 identified stops will be the main stops where the minibus always stops and wait regardless of whether there is anyone wanting to get on or off, so that the service users can rely on the minibus being at the stop according to the schedule. The proposed intermediate stops for the Pilot Loop are listed below. The main routes are highlighted in Bold text.

- Oude Libertas Parking Area
- R301 Opposite Nedbank
- 3 Dorp Street
- 1 Herold Street
- Stelkor Parking Area

- Die Laan Stop
- 42 Noordwal-East Street
- 6 Jonkershoek Road
- 51 Jonkershoek Road
- Morkel Road Stop
- 136 Merriman Avenue
- 110 Merriman Avenue
- Provincial hospital
- Neelsie Centre
- Bergzicht Taxi Rank Stop
- 3 Du Toit street
- Stellenbosch Train Station Stop
- Adam Tas Road(Adjacent to Distell)
- 1 Devon Valley Road
- 28 Devon Valley Road
- 4 Patrys Road
- 32 Patrys Road
- Flamingo Street

It must be noted that not all intermediate stops are 500m apart. For example, part of the route runs up and down the R304 (Adam Tas Road) which has limited stopping space. It is proposed that these intermediate stops are promoted and displayed clearly along the route. There should also be a clear distinction between the intermediate stops and the four main stops. For example, intermediate stops can be displayed with a red pole (see [Figure 1.10](#)), while the main stops are displayed with a red pole and temporary shelter (see [Figure 1.11](#)).



Figure 1.10 : MyCiTi Intermediate/Temporary Stop (MyCiTi, 2022)



Figure 1.11: MyCiTi Shelter (Shelflife, 2014)

Each vehicle will take roughly 60 min to complete a single loop. It is proposed that the pilot loop runs at a service frequency of 3 vehicles per hour during off-peak periods, and 4 vehicles per hour during peak periods (see Table 1.10). The duration between stops is between 2 and 3 minutes. Drivers will be required to adhere to a fixed schedule, regardless of the number of passengers or traffic conditions (to ensure the reliability of service).

Once the pilot study has started, it will give a clearer indication of whether the proposed timetable can be accurately adhered to in all traffic conditions (peak and non-peak periods). It will also give a clearer indication of other operational aspects. For example, after the pilot study, the municipality could consider running the loop in both directions (clockwise and anti-clockwise).

Table 1.10: Proposed Timetable

Vehicle ID	Stops																		
	Oude Libertas Parking Area	R301 Opposite Nedbank	3 Dorp Street	1 Herold Street	Stelkor Parking Area	Die Laan Stop	42 Noordwal-East Street	6 Jonkershoek Road	51 Jonkershoek Road	Morkel Road Stop	136 Meriman Avenue	110 Meriman Avenue	Provincial hospital	Neelsie Centre	Bergzicht Taxi Rank Stop	3 Du Toit street	Stellenbosch Train Station Stop	Adam Tas Road (Adjacent to Distell)	1 Devon Valley Road
1	06:00	06:03	06:05	06:07	06:10	06:12	06:14	06:14	06:16	06:18	06:21	06:24	06:27	06:30	06:33	06:36	06:39	06:42	06:44
2	06:20	06:23	06:25	06:27	06:30	06:32	06:34	06:36	06:38	06:40	06:43	06:46	06:49	06:52	06:55	06:58	07:01	07:04	07:06
3	06:40	06:43	06:45	06:47	06:50	06:52	06:54	06:56	06:58	07:00	07:03	07:06	07:09	07:12	07:15	07:18	07:21	07:24	07:26
1	07:00	07:03	07:05	07:07	07:10	07:12	07:14	07:16	07:18	07:20	07:23	07:26	07:29	07:32	07:35	07:38	07:41	07:44	07:46
4	07:15	07:18	07:20	07:22	07:25	07:27	07:29	07:31	07:33	07:35	07:38	07:41	07:44	07:47	07:50	07:53	07:56	07:59	08:01
2	07:30	07:33	07:35	07:37	07:40	07:42	07:44	07:46	07:48	07:50	07:53	07:56	07:59	08:02	08:05	08:08	08:11	08:14	08:16
3	07:45	07:48	07:50	07:52	07:55	07:57	07:59	08:01	08:03	08:05	08:08	08:11	08:14	08:17	08:20	08:23	08:26	08:29	08:31
1	08:00	08:03	08:05	08:07	08:10	08:12	08:14	08:16	08:18	08:20	08:23	08:26	08:29	08:32	08:35	08:38	08:41	08:44	08:46
4	08:15	08:18	08:20	08:22	08:25	08:27	08:29	08:31	08:33	08:35	08:38	08:41	08:44	08:47	08:50	08:53	08:56	08:59	09:01
2	08:30	08:33	08:35	08:37	08:40	08:42	08:44	08:46	08:48	08:50	08:53	08:56	08:59	09:02	09:05	09:08	09:11	09:14	09:16
3	08:45	08:48	08:50	08:52	08:55	08:57	08:59	09:01	09:03	09:05	09:08	09:11	09:14	09:17	09:20	09:23	09:26	09:29	09:31
1	09:00	09:03	09:05	09:07	09:10	09:12	09:14	09:16	09:18	09:20	09:23	09:26	09:29	09:32	09:35	09:38	09:41	09:44	09:46
3	09:20	09:23	09:25	09:27	09:30	09:32	09:34	09:36	09:38	09:40	09:43	09:46	09:49	09:52	09:55	09:58	10:01	10:04	10:06
2	09:40	09:43	09:45	09:47	09:50	09:52	09:54	09:56	09:58	10:00	10:03	10:06	10:09	10:12	10:15	10:18	10:21	10:24	10:26
1	10:00	10:03	10:05	10:07	10:10	10:12	10:14	10:16	10:18	10:20	10:23	10:26	10:29	10:32	10:35	10:38	10:41	10:44	10:46
3	10:20	10:23	10:25	10:27	10:30	10:32	10:34	10:36	10:38	10:40	10:43	10:46	10:49	10:52	10:55	10:58	11:01	11:04	11:06
2	10:40	10:43	10:45	10:47	10:50	10:52	10:54	10:56	10:58	11:00	11:03	11:06	11:09	11:12	11:15	11:18	11:21	11:24	11:26
1	11:00	11:03	11:05	11:07	11:10	11:12	11:14	11:16	11:18	11:20	11:23	11:26	11:29	11:32	11:35	11:38	11:41	11:44	11:46
3	11:20	11:23	11:25	11:27	11:30	11:32	11:34	11:36	11:38	11:40	11:43	11:46	11:49	11:52	11:55	11:58	12:01	12:04	12:06
2	11:40	11:43	11:45	11:47	11:50	11:52	11:54	11:56	11:58	12:00	12:03	12:06	12:09	12:12	12:15	12:18	12:21	12:24	12:26
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2	12:40	12:43	12:45	12:47	12:50	12:52	12:54	12:56	12:58	13:00	13:03	13:06	13:09	13:12	13:15	13:18	13:21	13:24	13:26
1	13:00	13:03	13:05	13:07	13:10	13:12	13:14	13:16	13:18	13:20	13:23	13:26	13:29	13:32	13:35	13:38	13:41	13:44	13:46
3	13:20	13:23	13:25	13:27	13:30	13:32	13:34	13:36	13:38	13:40	13:43	13:46	13:49	13:52	13:55	13:58	14:01	14:04	14:06
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1	14:00	14:03	14:05	14:07	14:10	14:12	14:14	14:16	14:18	14:20	14:23	14:26	14:29	14:32	14:35	14:38	14:41	14:44	14:46

Stops																								
Vehicle ID	Oude Libertas Parking Area	R301 Opposite Nedbank	3 Dorp Street	1 Herold Street	Stelkor Parking Area	Die Laan Stop	42 Noordwal-East Street	6 Jonkershoek Road	51 Jonkershoek Road	Morkel Road Stop	136 Merriman Avenue	110 Merriman Avenue	Provincial hospital	Neelsie Centre	Bergzicht Taxi Rank Stop	3 Du Toit street	Stellenbosch Train Station Stop	Adam Tas Road (Adjacent to Distell)	1 Devon Valley Road	28 Devon Valley Road	4 Patrys Road	32 Patrys Road	Flamingo Street	
3	14:20	14:23	14:25	14:27	14:30	14:32	14:34	14:36	14:38	14:40	14:43	14:46	14:49	14:52	14:55	14:58	15:01	15:04	15:06	15:08	15:10	15:12	15:14	
2	14:40	14:43	14:45	14:47	14:50	14:52	14:54	14:56	14:58	15:00	15:03	15:06	15:09	15:12	15:15	15:18	15:21	15:24	15:26	15:28	15:30	15:32	15:34	
1	15:00	15:03	15:05	15:07	15:10	15:12	15:14	15:16	15:18	15:20	15:23	15:26	15:29	15:32	15:35	15:38	15:41	15:44	15:46	15:48	15:50	15:52	15:54	
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2	15:40	15:43	15:45	15:47	15:50	15:52	15:54	15:56	15:58	16:00	16:03	16:06	16:09	16:12	16:15	16:18	16:21	16:24	16:26	16:28	16:30	16:32	16:34	
1	16:00	16:03	16:05	16:07	16:10	16:12	16:14	16:16	16:18	16:20	16:23	16:26	16:29	16:32	16:35	16:38	16:41	16:44	16:46	16:48	16:50	16:52	16:54	
4	16:15	16:18	16:20	16:22	16:25	16:27	16:29	16:31	16:33	16:35	16:38	16:41	16:44	16:47	16:50	16:53	16:56	16:59	17:01	17:03	17:05	17:07	17:09	
3	16:30	16:33	16:35	16:37	16:40	16:42	16:44	16:46	16:48	16:50	16:53	16:56	16:59	17:02	17:05	17:08	17:11	17:14	17:16	17:18	17:20	17:22	17:24	
2	16:45	16:48	16:50	16:52	16:55	16:57	16:59	17:01	17:03	17:05	17:08	17:11	17:14	17:17	17:20	17:23	17:26	17:29	17:31	17:33	17:35	17:37	17:39	
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2	19:40	19:43	19:45	19:47	19:50	19:52	19:54	19:56	19:58	20:00	20:03	20:06	20:09	20:12	20:15	20:18	20:21	20:24	20:26	20:28	20:30	20:32	20:34	
1	20:00	20:03	20:05	20:07	20:10	20:12	20:14	20:16	20:18	20:20	20:23	20:26	20:29	20:32	20:35	20:38	20:41	20:44	20:46	20:48	20:50	20:52	20:54	

1.5.4 Basis For Providing the Service

The proposed pilot loop running between Uniepark and Onder Papegaaiberg is planned to run bi-directionally in order to accommodate the desire lines of passengers based on their destinations and to prevent lengthy travel times.

1.5.4.1 Formalising the Minibus-taxi Industry

It is recommended that Stellenbosch Municipality aims to incorporate the existing minibus taxi operators to provide this service. This would reduce potential for resistance from the sector towards the new service, as they would see it as an opportunity, rather than a threat. To integrate the minibus taxi operators into the proposed loop, extensive engagements with the minibus-taxi operators will be required and a process developed, together with the industry, to formalise the industry as recommended in the key interventions of Stellenbosch Municipality 2022 IDP.

To ensure strong lines of communication between the minibus taxi sector and the municipality, it is recommended that regular meetings (coordinated by the municipality) be held among all affected stakeholders. The piloting of a central town loop could also be the platform from which possible Transport Operating Company (TOC) could be established, and additional operating licences (OL) being released.

1.5.4.2 Corporate Identity

A differentiation in identifying the loop service vehicles is required in order for passengers to distinguish between the formalised service and existing informal minibus-taxi operations. Vehicle decals can be designed specifically for the Stellenbosch Municipality formalised public transport services. An example of this is the Blue Dot sticker used on existing minibus-taxi vehicles.

The appropriate vehicle size will depend on the passenger demand for the service which can be determined through surveys. Should 14-seater vehicles be required, utilising current minibus-taxi vehicles should be determined. However, existing minibus-taxi vehicles will also be required to undergo a fitness assessment to determine whether the vehicles are roadworthy and fit for providing the formal service. More information on this is provided under the Driver Customer Care proposed initiative.

1.5.4.3 Fares

While a pre-boarding fare collection system will likely not be possible during the initial stages of the proposed service, it is recommended that automatic fare collection technology be explored, for future introduction. A thorough investigation is also needed to determine what an appropriate fare structure would be. For the sake of simplicity, it is however recommended that the existing cash-based fare system, which the minibus-taxi operators currently implement, be applied during the pilot study.

1.5.4.4 Universal Access

Various pieces of legislation dictate that public transport must be accessible to all people, regardless of physical or mental abilities. The objective of The White Paper on National Transport Policy, 1996 is to: "ensure that passenger transport services address user needs, including those of commuters, pensioners, the aged, scholars, the disabled, tourists, and long-distance passengers" (Department of Transport: Republic of South Africa, 2009, p. i). The NLTA states that the municipal sphere has a responsibility to ensure "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" (Department of Transport: Republic of South Africa, 2009).

It is important that, if it is decided to implement and expand the loop system, it be planned with universal accessibility in mind.

1.5.4.5 Pilot Phase

To establish the feasibility of the loop system, as well as if there is sufficient passenger demand, it is recommended that loop 1, with a frequency of 3-4 vehicles per hour be operated for 12-18 months (with an option to renew for a further extended period). This will provide sufficient time for the pilot

project to gain exposure to stakeholders and potential users, and also provide the coordinating team of the pilot to address any challenges originating during the pilot period.

It is critical that during the pilot phase, information regarding the loop service is disseminated to the community and potential passengers. This includes the University students and employees of large employers residing outside of the municipal boundary, travelling into Stellenbosch Town for work.

1.5.5 Integration with Other Contracted Services

1.5.5.1 Stellenbosch University Shuttle Service

During weekdays, Stellenbosch University offers shuttle services for students and staff to and from various campus destinations to decentralised parking facilities (Innovative Transport Solutions, 2020). Tygerberg students can book the services between the campus collection point and a nearby shopping centre, currently Tyger Valley between Monday and Wednesday, and to Parow Centre on Thursdays.

There is a daily central campus service between 07:00 -17:30 and a booked evening service (18:00 – 02:00) (Innovative Transport Solutions, 2020). The service focuses on transport from parking areas to campus, transport from departments to and from the central campus, and the transport of congress attendees to and from the general parking areas.

It is proposed that, if the internal feeder system proves to be successful and feasible in the long run, the SU shuttle service be integrated into the system to further increase accessibility and reach. SU already provides this contracted service with financial assistance. In terms of a cost perspective, there are benefits for Stellenbosch Municipality to engage with SU to determine the terms of integration as there may be cost benefits for both entities.

1.5.5.2 Learner Transport

Currently, there are 13 transport operators providing learner transport within the municipality (RHDHV, 2016). Despite this service being available, most schools in the town of Stellenbosch are not served and learners are dropped off at school with private vehicles. This contributes greatly to congestion within the town, especially in the morning peak.

Again, there is an opportunity to integrate learner transport into the internal feeder system if it proves to be viable. The pilot route can easily be adjusted by adding a loop (see [Figure 1.12](#)) to incorporate the biggest schools in the town of Stellenbosch. Learners can be dropped off at or walk to any of the main or intermediate stops, and use the system to get to school. The following can be possible incentives for learners to use the system.

- Discounted fares for learners from Monday to Friday.
- High-quality safety and security measures.
- Loyalty rewards that can be used at their respective schools.



Figure 1.12: Added School Loop

1.5.6 Proposed Process for the Pilot Study(s) for the Proposed Public Transport Interventions

The purpose of the pilot studies is to not only provide viable public transport options for choice users but to improve the existing service provision for captive users. The pilot will also start the conversations to provide infrastructure for the future implementation of Integrated Public Transport Networks. In the following sections, the proposed pilot study process is discussed. The process is illustrated in Figure 1.13 which acts as a guideline to developing the pilot studies and can be altered according to each scenario.

1.5.6.1 Stakeholder Engagements Round 1

The first step of the process is to conduct engagements with the various stakeholders that will be affected by the pilot studies. These include representatives from the minibus taxi associations, law enforcement, municipality, bus operators and the public. The engagements should present the proposed pilot studies and collect feedback on the perceived feasibility, and the needs and desires of the stakeholders.

1.5.6.2 Planning

The planning phase aims to determine the timeline of the pilot studies, what activities are needed to conduct the pilot studies as well as who will be the responsible parties. It is also important to determine the criteria for a successful pilot study. The order in which the pilot studies will commence must also be determined.

1.5.6.3 Promoting to the General Public

Before the pilot studies are conducted, the proposed pilot(s) should be promoted through public facing campaigns. Campaign materials could include pamphlets (available hardcopy and digital), social media advertising, and announcements through other media formats. A promotional video could also be of value. The following information should be included in the campaign material.

- Brief background on the benefits of using the system
- Route(s)
- Timetable(s)
- Fare(s)
- Stops

1.5.6.4 Conduct the Pilot Study

During the pilot study(s), it is important to have an instrument to measure levels of demand and satisfaction with the service. It is proposed that passengers be given a short questionnaire that assesses the pilot study. Transport mapping could also be conducted, to establish the number of passengers boarding and alighting from each stop, as well as trip characteristics such as the duration of the trips under various circumstances.

1.5.6.5 Stakeholder Engagements Round 2

The round 2 stakeholder engagements will commence after the pilot study is completed. During these engagements, the role-players will be allowed to give their feedback. The data that was collected through the questionnaires and the transport mapping will also be presented.

1.5.6.6 Write-up of the Findings and Way Forward

The last step of the process is to prepare a full write-up of the findings. The write-up should include the collected and analysed data, and recommendations on the way forward.

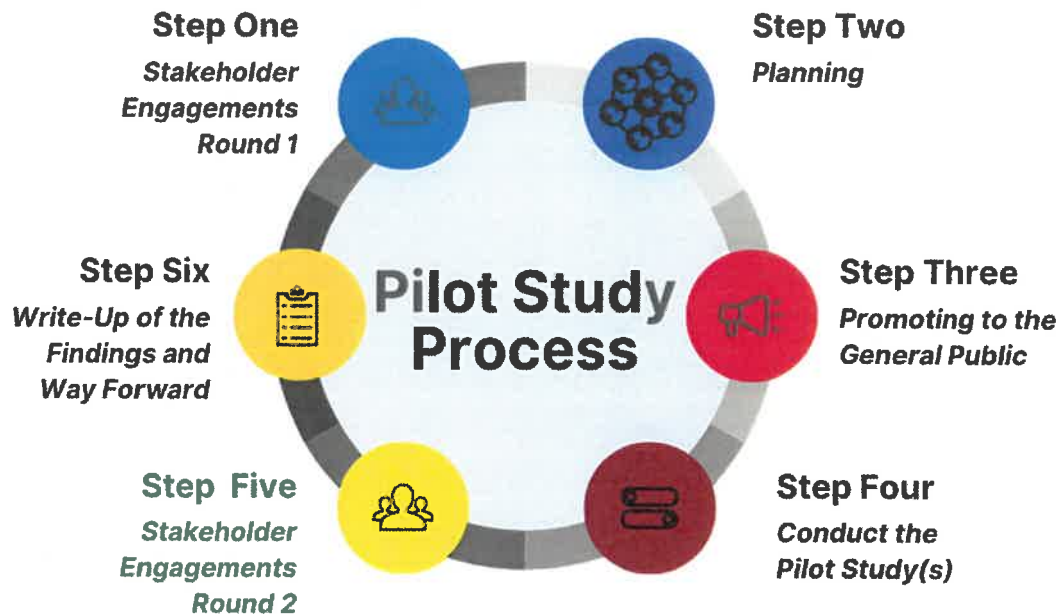


Figure 1.13: Pilot Study Process

1.6 Non-contracted Services Plan

The details regarding non-contracted services routes, operating licences, and capacity requirements can be found in the OLP written in 2019. Alternatively, please see Section 1.7.

For this CIP, the non-contracted services plan will focus on driver customer care. Customer care is described as how well customers are taken care of while the customer is interacting with the service. The interaction includes how a customer experiences the company and its employees before, during, and after a service is completed. Customer care promotes the building of an emotional relationship with customers and, by doing so, creates a long-term relationship with customers (Fontanella, 2021).

The success and sustainability of any business rely on customer care as it is directly linked to customer satisfaction. In a study conducted by Mokonyama *et al.*, public transport customer satisfaction is unpacked by evaluating the gap between perceived- and expected performance based on 10 different criteria (factors) that influence a passenger's satisfaction towards a transport service (Mokonyama, *et al.*, 2010). The different factors considered are:

- Reliability – consistency of performance.
- Responsiveness – the ability of service provider employees to provide timely feedback.
- Competence – possession of required skills by service provider employees.
- Access – ease of contact with the service.
- Courtesy – aspects such as friendliness, politeness, and respect experienced by the customer.
- Communication – informing and listening to the customer.
- Credibility – includes aspects such as trustworthiness, honesty, and believability.
- Security – the need to minimise risks and dangers for the customer.
- Understanding and knowing the customer – making the effort to understand the customer.
- Tangibles – entails the physical appearance of the service presented to the customer such as vehicle cleanliness, driver appearance, etc.

Specifically, transport vehicle drivers directly impact the reliability, competence, courtesy, security, and tangibles factors listed above. Based on these factors relating to customer satisfaction, one can conclude that a driver operating a transport vehicle is key to the perceived passenger service quality and ultimately the success of a transport service.

A driver customer care strategy is a framework to improve customer service quality and ultimately improve business overall. For this report, the concept of driver customer care aims to improve the success and sustainability of a business through improving driver service and vehicle operation standards of non-contracted services. Driver service standards can be improved by, for example, imposing a training programme and setting standards to which non-contracted transport drivers are required to adhere if they wish to obtain an operating license. Driver training enables a driver to fully understand what driver customer care entails, to know where the permitted operating areas are based on operating licenses, and to become aware of the safety of customers and drivers themselves with regard to working long consecutive hours.

The standards of operating vehicles are improved through imposing vehicle inspections as part of the operating license application and more critically through the vigilant enforcement of regulations by local authorities such as valid driver-, vehicle- and operating licenses.

A driver customer care strategy looks at different factors in which the driver plays a direct role in customer satisfaction with the transport service provided. In the non-contracted services industry, specifically, some factors could potentially be improved should a single framework, and therefore a guideline, for the industry exist.

1.6.1 Driver Customer Care Framework

This section presents a proposed Driver Customer Care Programme to be adopted by non-contracted services. **Table 1.11** provides a breakdown of the criteria and requirements for both the driver and the permitted vehicle based on the three (3) phases of the credentialing process. The three (3) phases are: (1) Driver Training, (2) Vehicle Inspection, and (3) Driver Licensing and Vehicle Operating License.

Driver Training is divided into five (5) sub-components which are (1) customer service standards, (2) driver code of conduct, (3) passenger safety, (4) services for people with disabilities, and (5) the permissance of service animals. All drivers are required to pass the training programme to qualify for the next phase of the credentialing process, which is the Vehicle Inspection phase. The training programme will be provided by Stellenbosch Municipality or an Identified company that is able to provide the training programme. The fees of the training programme are paid for by the driver or operator applying for the vehicle operating license. All costs incurred to complete the credentialing process are the responsibility of the applicant and are non-refundable.

The **Vehicle Inspection** phase of the credentialing process requires a driver to take the vehicle in application to their nearest approved testing facility for a vehicle inspection. Vehicle inspection certificates are required for every new vehicle operating license application. For every vehicle operating license renewal application, the vehicle needs to undergo a vehicle inspection each year the operating license is issued. In other words, for every renewal application, the vehicle needs to be inspected and a certificate needs to be provided as supporting documentation for the application. The driver or operator is responsible for addressing any faults identified by the vehicle inspection facility at their own cost before the operating license application may be completed.

The final phase of the credentialing process is the **Driver Licensing and Vehicle Operating License** phase. This phase of the credentialing includes the final criteria to be met and supporting documentation required in the application for a driver or operator to receive an operating license.

Table 1.11: Driver Customer Care Programme

Phase	Driver	Vehicle
1. Driver Training	The Training Programme should cover the following: <ul style="list-style-type: none"> Rules and regulations for providing non-contracted transport operations including operating license areas. Customer service standards. Driver code of conduct. Passenger safety: safe driving skills and traffic rules. Services for people with disabilities. And the permittance of service animals. 	N/A
1.1 Customer service standards	Driver customer service includes the following: <ul style="list-style-type: none"> Drivers shall always communicate with passengers professionally and appropriately. Drivers shall offer assistance to passengers in boarding and alighting the vehicle. Drivers shall never make use of cell phones and/or headphones while driving. 	Standards relating to the vehicle regarding customer service are as follows: <ul style="list-style-type: none"> Driver Identification shall be displayed in the form of a card which will be placed at an easy-to-read location for the passenger(s). The interior of the vehicle is to be kept neat and clean with a temperature that is comfortable for the passenger.
1.2 Driver Code of Conduct	The code of conduct a driver must adhere to is as follows: <ul style="list-style-type: none"> Drugs and alcohol are forbidden for both the driver and the passenger(s). Smoking in the vehicle is forbidden for both the driver and the passenger(s). Food and beverages in the vehicle are forbidden for both the driver and the passenger(s). 	N/A
1.3 Passenger safety	Drivers to confirm that passenger(s) are safely in the vehicle and have fastened their seatbelts before departing the pick-up location.	All vehicles should have a safety belt for each seated passenger in the vehicle.
1.4 Services for people with disabilities	The definition of "person with a disability": is individuals with physical/ mental impairments that substantially limit one or more major life activities. <ul style="list-style-type: none"> Drivers shall never deny service to a passenger(s) with a disability. Drivers shall never impose special charges based on disability, gender, religion, national origin, race, or age. Drivers may not refuse service solely because the passenger's disability results in behaviour that may offend, annoy, or be inconvenient to him/her. It is not discrimination to refuse service if the passenger engages in violent, seriously disruptive, or illegal conduct. 	Vehicles can be modified to accommodate passengers that utilise wheelchairs. The modification certificate is required to be submitted upon renewal or new application of the vehicle operating license.
1.5 Service animals	All drivers are to permit passengers (only if the passenger provides proof of the requirement) to bring their service animals within the vehicle for example for passengers who have sight impairment and require a guide dog.	Drivers can opt to have pet seat covers fitted to the rear passenger seat for the permittance of service animals or opt to use a pet hair removal stick. The interior of the vehicle must be kept clean of pet hair after such service is rendered.
2 Vehicle Inspection	A driver's responsibility regarding vehicle inspection entails: <ul style="list-style-type: none"> Drivers are to take the permitted vehicle in for inspection prior to a vehicle operating license application and prior to every application. Drivers are responsible to address any inspection faults identified through the inspection facility before a vehicle operating license shall be issued. 	Vehicle inspection requirements: <ul style="list-style-type: none"> Inspection of the vehicle is to take place every year as part of the operating license renewal process. The inspection facilities available in Stellenbosch Municipality are to be listed and provided by the municipality. The inspection facility is to perform tests on the vehicle components such as brakes, seatbelts, lights, suspension components, and emissions systems.
3 Driver Licensing and Vehicle Operating License	Driver licensing requirements: <ul style="list-style-type: none"> To qualify for a license, the driver needs to meet the following criteria: <ul style="list-style-type: none"> Minimum age: 21 Have a valid SA driver's license. Have a valid PrDP license. No fines or fees owed to the PRE and law enforcement (traffic department). The following supporting documentation is to be supplied upon renewal and new application of drivers: <ul style="list-style-type: none"> Medical health assessment conducted by a local clinic (blood pressure, BMI, glucose, and cholesterol). Certificate of completed first aid course. Certificate of a completed training programme. Drivers renewing their license must undergo the medical health assessment each year the license is being renewed for the license to be approved by the PRE and Stellenbosch Municipality. 	Vehicle operating license requirements: <ul style="list-style-type: none"> Vehicles must either be owned or leased by the driver applying for the license. The following supporting documentation of the vehicle in application must be provided in the licensing application: <ul style="list-style-type: none"> Vehicle registration certificate. Roadworthy certificate. Insurance certificate. Existing operating license (if applicable). Vehicle modification letter (if the vehicle is, for example, wheelchair accessible). A placard is to be displayed on the interior of the front view window of the passenger side of the vehicle. Passengers (inside the vehicle) will be able to view the content of the placard which includes: <ul style="list-style-type: none"> Driver and operator details (name of the driver and operator, PrDP number, photo of the driver, contact details of the operator). Emergency contact details. Report incident/poor driver behaviour contact details. Log universal access requests. Sexual harassment reporting contact details.

1.6.2 Possible Integration with Blue Dot

The blue dot taxi pilot project had 4 main objectives (Western Cape Government, 2022):

- Improve service quality & safety
- Leverage technology to drive change
- Address taxi violence and illegal operations
- Support industry formalisation & empowerment

Operators could earn a blue dot by achieving a green status (Western Cape Government, 2022). Once operators received a green status, they earned daily payments based on how they performed. Performance was based on star ratings, ranging from 1 to 5. The higher the star rating, the higher the incentive. Operator performance was measured by 4 indicators:

- Speeding
- Harsh driving
- Route adherence
- User feedback

The blue dot pilot project ended in November 2022, and currently there are no plans for project extension. It could be beneficial for Stellenbosch Municipality to investigate the feasibility of a blue-dot-like project that incorporates the proposed driver customer care programme. Engagement with the Department of Transport and Public Works is required to identify the potential way forward on either reinstating the programme and including Stellenbosch Municipality. The challenge that will need to be addressed is the source of funding and how the continuation of the programme will roll out.

1.7 Operating License Plan (OLP)

The latest Operating Licence Plan (OLP) was written in 2019. This section gives a summary on what the plan presents. It must be noted that the report mainly covers MBT and excludes other non-contracted services such as metered taxis and e-hailing services.

1.7.1 Background

According to the OLP, there are 144 MBT operating licences, 717 route authorities and 3 taxi associations in Stellenbosch (Stellenbosch Municipality, 2019). However, the actual number of taxis are difficult to calculate due to the lack of OL database accuracy.

Surveys conducted in 2019 throughout the municipality indicated a large number of illegal vehicles (Stellenbosch Municipality, 2019). The local routes with the highest number of illegal vehicles were Koelenhof (route 662), Kayamandi (route 676) and Klapmuts/Muldersvlei (route G60), while the inter municipal routes with the highest number of illegal vehicles were Stellenbosch/Bellville (route N12), Stellenbosch/Somerset (route 669) and Franschhoek Paarl (route 755). For actual numbers and counts, please refer to the full operating licence plan.

1.7.2 Operating Licence Analysis

To assess the supply of and demand for non-contracted services within the municipality, and to essentially balance the supply and demand, an operating licence analysis was conducted (Stellenbosch Municipality, 2019). The analysis included the following information:

- Rank Information
 - Rank number
 - Rank name
 - Destination (names of areas where routes operate from that specific rank)

- Route numbers serving the particular rank
- No of routes where multiple route numbers serve the same O-D
- Supply
 - Distinct OLs or vehicles with PRE
 - Service capacity which assumes on average a 15 seater vehicle i.e. vehicle capacity x
 - number of OLs
 - The number of surveyed vehicles
 - Legal vehicles which have an OL and have the right route authority for the rank
- Demand
 - Peak day
 - Peak hour
 - No. of Pax (peak hr)
 - Average waiting time (mins)
- Operating Licence Evaluation
 - 1-way route distance [km]
 - Turn-around Time [hh:mm:ss]
 - OLs required based on pax demand
 - Comparison of capacity from existing OLs registered vs the number of OLs required based on passenger demand
 - Status of illegal vehicles i.e. no OLs with route authorities for that rank
- Recommendation
 - If demand is higher than existing supply, recommend additional OLs
 - If demand is significantly lower than existing supply, recommend no additional OLs

1.7.3 Conclusions from the Operating Licence Analysis

From the analysis done, the following were concluded.

1.7.3.1 Additional OLs Required

The analysis indicated that some additional OLs are required for the following routes. High levels of illegal vehicles were observed servicing these routes (Stellenbosch Municipality, 2019).

- Route 665 (Stellenbosch to Cloeteville)
- Route 676 (Stellenbosch to Kayamandi)
- Route 755 (Franschhoek to Paarl)
- Route G15 (Klapmuts to Paarl)

1.7.3.2 Reduce the Number of Route Authorities

Some routes showed low passenger demand (Stellenbosch Municipality, 2019). As a result, the routes had more OLs than what was required to meet the passenger demand. However, it is estimated that future development and population growth will balance out supply and demand on these routes.

1.7.3.3 Greater Enforcement of Legal Vehicles

A greater level of enforcement is required as most routes showed high levels of illegal vehicles (Stellenbosch Municipality, 2019). Vehicles that are classified as illegal are those that do not have route authority or have OLs for Stellenbosch but operate on the incorrect route(s).

1.7.3.4 Additional OLs in Growth Areas

Additional OLs will be required in areas with high expected growth during the next 5 years. These areas include (Stellenbosch Municipality, 2019):

- Stellenbosch CBD
- Klapmuts
- Pniel
- Idasvalley
- Cloetesville
- Raithby
- Jamestown

1.7.3.5 Modify and Correct Route Descriptions

In some cases, route descriptions were incorrect due to them being incorrectly recorded or no longer viable due to road improvements/changes (Stellenbosch Municipality, 2019). As part of the OLP process, the modified routes were submitted to the PRE in order for them to communicate the modifications to the taxi associations.

1.7.3.6 Deceased OLs

It was found that the owners of numerous OLs were deceased (Stellenbosch Municipality, 2019). Currently, it is unclear to the operators how these OLs should be cancelled or transferred. Taxi associations need to communicate with the PRE regarding deceased members.

1.8 Dedicated HOV Lanes

In the Stellenbosch 5th Generation IDP 2022-2027, under the CITP section (6.3.4.2), it is proposed that an assessment report be submitted to the Provincial Department of Transport on the potential implementation of public transport lanes on the R44, in both directions, between Stellenbosch and Somerset West. Dedicated high occupancy vehicle (HOV) lanes encourage motorists to either participate in ridesharing or to shift to public transport modes. Dedicated HOV lanes help prioritise public transport traffic, thereby enabling those travelling via public transport to potentially have shorter travel times than single occupancy private vehicles. HOVs can be defined to include public transport vehicles, such as minibus-taxis, as well as private vehicles, with three or more passengers per vehicle.

The Revised National Transport Policy 2021 states that “the establishment of priority lanes on the road network for buses and taxis will be investigated to reduce travel times and encourage the use of public transport” (Department of Transport, 2021, p. 50). The establishment of priority lanes falls under the policy of implementing integrated rapid public transport networks, across all appropriate districts and municipalities. The policy also indicates that the implementation of such networks can be slow, and therefore integrating public transport by employing a systematic approach and promoting the establishment of priority lanes where feasible could potentially be one phase of developing the integrated public transport system.

1.8.1 HOV Lane Scenarios

To promote public transport, and prioritise high occupancy vehicles, as part of the revised CITP, it is proposed that an HOV lanes pilot be conducted between Somerset West and Stellenbosch town centre. Pilot studies allow the testing of interventions with reduced risk.

For the pilot study, it is proposed that the implementation of dedicated HOV lanes would be between Somerset West and Stellenbosch town centre, in both directions. The HOV lane from Somerset West towards Stellenbosch would start before the R44/Annandale Road intersection and terminate before the R44/Dorp Street intersection. The HOV lane in the opposite direction (Stellenbosch to Somerset West), would start at the R44/Van Rheeke Road intersection, and terminate at the R44/Annandale Road intersection (as illustrated in [Figure 1.14](#)).

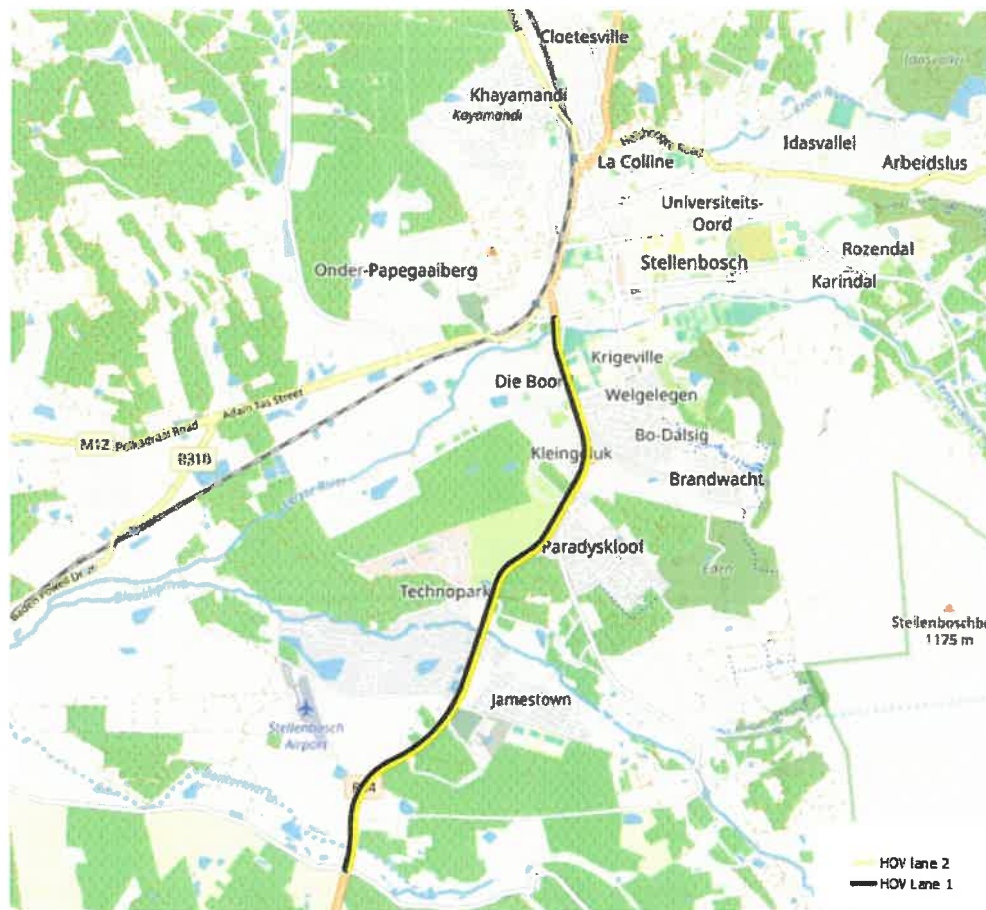


Figure 1.14: Dedicated HOV Lanes

Four potential R44 HOV lane scenarios could be investigated:

- Demarcating an existing lane for HOV vehicles during peak periods (where different road markings are used to differentiate the HOV lane from the open lane, as seen on the N2 inbound public transport lane). This option would require active law enforcement, to ensure compliance.
- Utilising a contraflow lane for HOVs during peak periods. Under a contra flow HOV lane scheme, during peak periods, the inner lane on the contraflow side of the road (i.e.: the side of the road running in the opposite direction to peak traffic flow), is utilised by HOV vehicles traveling in the peak traffic flow direction. The main issue with a contra flow-based scheme is that can pose a major safety risk to all road users, especially at intersections, where there are many potential points of conflict.
- Construction of additional lanes within the road reserve dedicated to HOVs. This option would require substantial investment in infrastructure and is therefore not suitable for a pilot (but could be considered for implementation should a scenario 1 pilot be successful). In addition, this option would also require active law enforcement to ensure compliance.
- Developing infrastructure for dedicated HOVs that can be used for bus rapid transit in the future. This option will, however, require significant planning and funding from the Provincial Government.

The photos in **Figure 1.15** show the current configuration of portions of the R44, from Somerset West, towards Stellenbosch.



Figure 1.15: Road capacity for dedicated HOV lane pilot study

The dedicated HOV lane pilot study could be conducted in conjunction with the piloting of a park and ride facility along the same corridor. There are ongoing studies investigating the potential of the park and ride solutions, to alleviate congestion, and provide sustainable transport solutions to and from Stellenbosch town centre. The park and ride pilot would require a shuttle service between the proposed facility and the Stellenbosch town centre. The contracting of minibus-taxi operators to run this service is one potential option that could help to make more efficient use of existing public transport vehicles. This would also encourage private vehicle owners to use public transport services more broadly, thereby potentially shifting mindsets in favour of sustainable transport modes.

The public transport shuttle service operating on the dedicated HOV lanes could integrate with an internal transport feeder system, the anticipated TOD-style Development along the Adam Tas Corridor, the parking garage facility proposed at Technopark, and the development of a formalised taxi operating company with the support of the Municipality. It is critical that the dedicated HOV lanes integrate with the existing NMT network, and planned improvements along this proposed corridor. The process for the pilot study is presented in Section 1.5.6.

1.8.2 Possible HOV Integration with Other Modes

The minimum requirements for the preparation of integrated transport plans document states that the focus of the public transport plan must be to integrate the public transport network, services, and modes. There is an opportunity to integrate other modes with the proposed HOV lanes (see [Figure 1.16](#)). Firstly, the HOV lanes can be integrated with the internal feeder system (see section 1.5). This will connect areas such as Jamestown, Technopark, and Paradyskloof with the looped system. Secondly, once the rail services are re-instated (see section 1.4 for more information), the internal feeder system can be linked to rail by adding an additional stop at the train station or adjacent parking area (see [Figure 1.17](#)). This will further increase accessibility to and from other areas outside the town and be the first step in achieving an integrated public transport system for Stellenbosch.

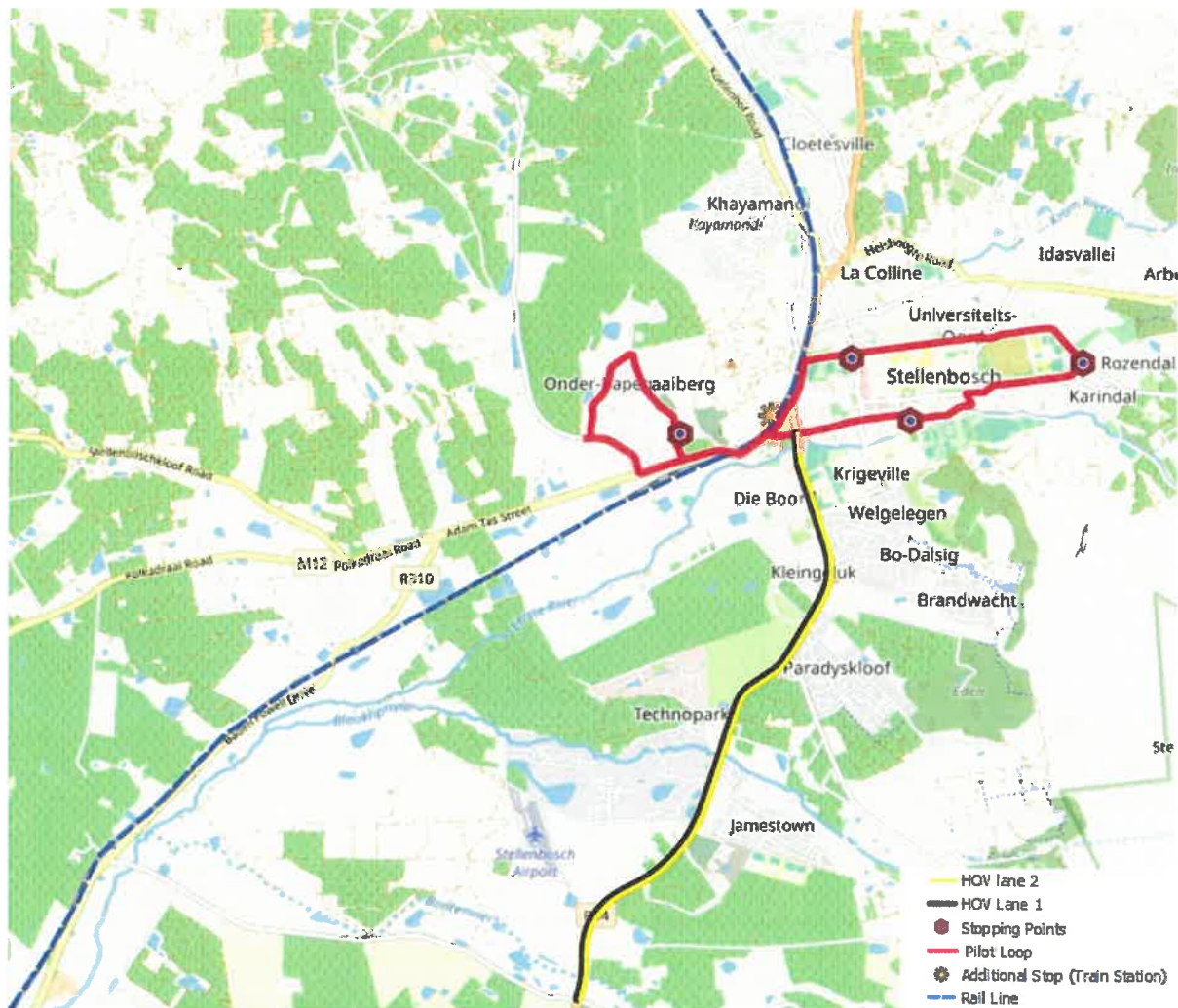


Figure 1.16: Possible Integration Opportunities



Figure 1.17: Stellenbosch Train Station and Adjacent Parking Area

Table 1.12: Proposed Public Transport Projects and Initiatives

Table 1.12 provides a set of proposed public transport-related interventions and projects for this CITP, which includes several projects included in the IDP.

Public Transport Plan: Key Intervention and Initiatives								
	Interventions/initiatives	Description	5-year target 2022-2027	Year 1 2022/23	Year 2 2023/24	Year 1 2022/23	Year 1 2022/23	Year 1 2022/23
1.	Transport Feeder System (IDP 2022)	Investigations and assessments reports for mechanism for the Internal Transport Feeder System from park and ride areas to the CBD	2	n/a	1	1	n/a	n/a
2.	Park and Ride Facilities (IDP 2022)	Submission of assessments reports for management of park and ride facilities to the Municipal Manager	2	n/a	1	1	n/a	n/a
3.	HOV lanes (R44) (IDP 2022)	Submission of an assessment report to the Provincial Department of Transport on the implementation of public transport lanes on the R44 (from both directions Stellenbosch – Somerset West)	1	1	n/a	n/a	n/a	n/a
4.	SU Shuttle Services (IDP 2022)	Engagements with the University to collaborate on the implementation and improvement of park and ride facilities and shuttle	5	1	1	1	1	1

		services for students						
5.	Transport Operating Company (IDP 2022)	Continued feasibility studies to establish a transport operating company	4	n/a	1	1	1	1
6.	Universal Accessibility (IDP 2022)	Development of business model for a Transport service for persons with disabilities in Stellenbosch	4	n/a	1	1	1	1
7.	Bergzicht Taxi Rank (IDP 2022)	Re-design of Bergzicht Public Transport Facility	2	1	1	n/a	n/a	n/a
8.	OLS Review (Current CITP Revision)	Conducting an Operating License review	1	1	n/a	n/a	n/a	n/a
9.	Mobility Forum (Current CITP Revision)	The reinstatement of the Mobility Forum between large employers and public transport operators	1	1	n/a	n/a	n/a	n/a
10	Driver Customer Care (Current CITP Revision)	Development of a Driver Customer Care Programme to improve minibus-taxi service provision	4	n/a	1	1	1	1

ANNEXURE C

**APPENDIX C: STELLENBOSCH INFRASTRUCTURE
SERVICES 10-YEAR BUDGET**

BUDGETED PROJECTS - ten years 2023 to 2033

Department	Project name	Funding	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
Roads and Stormwater	Capital Projects									
	Adam Tas Intersection Upgrades	CRR (own funds)							12 000 000	12 000 000
	Bridge Construction	IUDG	15 000 000	5 000 000	-				6 000 000	11 000 000
	Bridge Construction	CRR (own funds)	2 700 000							0
	Devon Valley Rd	CRR (own funds)	-		-					0
	Dorp Street West dualling									0
	Klapmuts Transport Network	CRR (own funds)	-	600 000					1 000 000	1 600 000
	Lanquedoc Access Road and Bridge	DC-Roads	-	5 000 000	12 000 000	15 000 000				32 000 000
	Lanquedoc Access Road and Bridge	CRR (own funds)	-	-	3 000 000					3 000 000
	Parking Area Upgrades - Franschhoek	DC-Parking	711 442	-	-					0
	Parking Area Upgrades - Stellenbosch	DC-Parking	800 000	-	-					0
	R304/West Kayamandi Intersection Construction	DC								0
	Stormwater Drainage - Kayamandi and Enkanini	DC-Stormwater	-							0
	Wilderbosch Extension to Trumali (Eastern link)	CRR (own funds)	1 000 000	1 500 000	1 500 000	3 000 000	7 000 000	7 000 000		20 000 000
	Wilderbosch Extension to Techno Park (Eastern link)	CRR (own funds)		-	-			1 500 000	15 500 000	17 000 000
	Planning Maintenance Operations									0
	Ad hoc Minor Upgrading of Roads (WC024)	CRR (own funds)				700 000			1 400 000	2 100 000
	Ad hoc Reconstruction of Roads (WC024)	IUDG	3 000 000	3 000 000	3 000 000	5 000 000	5 000 000	7 000 000	35 000 000	58 000 000
	Ad hoc Reconstruction of Roads (WC024)	CRR (own funds)	827 249							0
	Furniture, Tools and Equipment	CRR (own funds)	400 000	400 000	400 000	400 000	400 000	400 000	2 000 000	4 000 000
	Gravel Roads Devon Valley - Safety Improvements Structural Repairs	CRR (own funds)	-	-	500 000	300 000				800 000
	Reseal Roads - Klapmuts and Surrounding	CRR (own funds)	-	1 250 000	-			1 500 000	1 500 000	4 250 000
	Reseal Roads - Kylemore and Surrounding	CRR (own funds)	1 500 000	-	-	1 500 000			3 000 000	4 500 000
	Reseal Roads - Stellenbosch and Surrounding	CRR (own funds)	4 200 000	5 000 000	5 000 000	7 000 000	7 000 000	8 000 000	40 000 000	72 000 000

Department	Project name	Funding	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
	Reseal Roads - Franschhoek and Surrounding	CRR (own funds)	-	2 000 000	-		2 000 000		2 000 000	6 000 000
	River Rehabilitation Implementation	CRR (own funds)	-	1 000 000	-			1 000 000	1 000 000	3 000 000
	Rivers Rehabilitation Planning and Design	CRR (own funds)	500 000	-	-		500 000		500 000	1 000 000
	Specialised Vehicles: Heavy Duty Roads	CRR (own funds)	-	2 500 000	2 000 000	2 500 000			8 000 000	15 000 000
	Specialised Vehicle: Jet Machine Blockages	CRR (own funds)					5 000 000			5 000 000
	Specialised Vehicle: TLB Digger Loader	CRR (own funds)			3 000 000				3 000 000	6 000 000
	Upgrade Stormwater Retention Facilities	CRR (own funds)	-	-	1 500 000			1 500 000	1 500 000	4 500 000
	Update Pavement Management System	CRR (own funds)	-	1 000 000	-				1 500 000	2 500 000
	Update Stormwater System	CRR (own funds)	36 500				200 000		200 000	400 000
	Vehicle Replacement: Light Vehicles (LDV)	CRR (own funds)							3 000 000	3 000 000
	TOTAL		30 675 191	28 250 000	31 900 000	35 400 000	27 100 000	27 900 000	123 100 000	273 650 000
	Capital Projects									0
	Bird Street Dualling - Adam Tas to Kayamandi	CRR (own funds)	150 000	500 000	5 000 000	10 000 000	15 000 000			30 500 000
	Endler and Martinson Street Intersection Upgrade	CRR (own funds)	1 000 000	-	-					0
	Jamestown Transport Network	CRR (own funds)	1 000 000	3 000 000		2 000 000				5 000 000
	Planning Maintenance Operations									0
	Ad hoc Intersection Improvements	CRR (own funds)				2 000 000			2 000 000	4 000 000
	Furniture, Tools and Equipment: Traffic Engineering	CRR (own funds)	150 000	150 000	150 000	150 000	150 000	150 000	600 000	1 350 000
	Heavy Duty Vehicle (Truck)	CRR (own funds)							3 000 000	3 000 000
	Main Road Intersection Improvements: Franschhoek	CRR (own funds)	1 000 000	10 000 000	-				11 500 000	21 500 000

Department	Project name	Funding	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
Traffic Engineering	Main Road Intersection Improvements: Franschhoek	IUDG	-	-	2 129 950				750 000	2 879 950
	Main Road Intersection Improvements: Helshoogte/La Colline	CRR (own funds)	434 696	3 000 000	-					3 000 000
	Main Road Intersection Improvements: Helshoogte/La Colline	DC-Roads	1 738 055	-	-					0
	Main Road Intersection Improvements: R44/Merriman Street	DC-Roads	1 000 000	-	4 000 000		1 000 000	10 000 000	50 000 000	65 000 000
	Main Road Intersection Improvements: Stellenbosch	CRR (own funds)							16 500 000	16 500 000
	Main Road Intersection Improvements: Strand/Adam Tas/Alexander	DC-Roads	1 000 000	-	4 000 000	5 000 000	10 000 000	20 000 000		39 000 000
	Optic Fibre Traffic Signal Remote Managemenet System	CRR (own funds)	300 000	500 000	-					500 000
	Pedestrian Crossing Implementation	CRR (own funds)	300 000	300 000	-		300 000		300 000	900 000
	Raised Intersectiion Implementation	CRR (own funds)	600 000	-	600 000			600 000	600 000	1 800 000
	Roads and Signs Maintenance	CRR (own funds)		500 000					1 000 000	1 500 000
	Road Upgrades School Precincts	CRR (own funds)	1 000 000							
	Road Safety Improvements	CRR (own funds)	350 000	-	500 000					500 000
	Signalisation Implementation	CRR (own funds)	500 000	500 000	-					500 000
	Specialised Equipment: Roadmarking Machine + Trailer	CRR (own funds)	-	-	500 000	600 000				1 100 000
	Traffic Calming Projects: Implementation	CRR (own funds)	300 000	300 000	-	400 000			800 000	1 500 000
	Traffic Management Improvement Programme	CRR (own funds)	1 042 030	1 000 000	-		100 000			1 100 000
	Traffic Signal Control: Installation, Upgrading Traffic Signals and Associated Components	CRR (own funds)	1 500 000	500 000	500 000	500 000	500 000	500 000	2 000 000	4 500 000
	Traffic Signal Management System	CRR (own funds)	-	-	-	1 000 000				1 000 000
	Universal Access Implementation	CRR (own funds)	600 000	200 000	-		300 000		600 000	1 100 000
	TOTAL		13 964 781	20 450 000	17 379 950	21 650 000	27 350 000	31 250 000	89 650 000	207 729 950
	Capital Projects									0
	Adam Tas – Technopark Link Road	CRR (own funds)	2 300 000	3 000 000	5 000 000	20 000 000	30 000 000	30 000 000		88 000 000
	Bicycle Lockup Facilities	CRR (own funds)	200 000	300 000	-		500 000		500 000	1 300 000

Department	Project name	Funding	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
Transport Planning	Kayamandi Ped Bridge (R304, River and Railway Line)	IUDG	3 000 000	16 000 000	-	10 000 000				26 000 000
	Kayamandi Ped Bridge (R304, River and Railway Line)	DC-Roads		-	-					0
	Planning Maintenance Operations									0
	Adam Tas - Corridor Transport Study	CRR (own funds)	500 000	1 000 000	-	1 000 000				2 000 000
	Comprehensive Integrated Transport Plan	CRR (own funds)	600 000	600 000	600 000	1 000 000	2 000 000	1 000 000	6 000 000	11 200 000
	Continued feasibility studies to establish a transport operating company	CRR (own funds)	-	-	600 000					600 000
	Cycle Plan - Design and Implementation	CRR (own funds)	784 739	500 000	-	500 000	500 000	500 000	2 500 000	4 500 000
	Development business model transport service persons with disabilities - Stellenbosch		600 000	-	-					0
	Feasibility Link Road: Adam Tas (Devon Valley) to R304 (Kayamandi)	CRR (own funds)			2 000 000				42 000 000	44 000 000
	Feasibility Upgrade Existing Bridge or Add Bridge Eerste River Stellenbosch CBD	CRR (own funds)				400 000	400 000		62 000 000	62 800 000
	Feasibility Welgevonden Road Extension R304 to R44	CRR (own funds)			2 000 000				62 000 000	64 000 000
	Freight Strategy for Stellenbosch and Franschhoek	CRR (own funds)	-	500 000	-				500 000	1 000 000
	Non-Motorised Transport Implementation	CRR (own funds)	1 000 000	1 000 000	-	3 000 000	3 000 000	4 000 000	20 000 000	31 000 000
	Non-Motorised Transport Implementation	TBC	3 000 000		-					0
	Park and Ride (Transport Interchange)	CRR (own funds)	100 000	250 000	-					250 000
	Pedestrian Streets in Stellenbosch	CRR (own funds)	-	-	1 700 000					1 700 000
	Provision Bulk Parking Planning & Development	CRR (own funds)		3 000 000	3 000 000	3 000 000				9 000 000
	Public Transport Infrastructure (Public Transport Shelters and Embayments)	CRR (own funds)	400 000	-	400 000				800 000	1 200 000
	Public Transport Facilities (Taxi Ranks)	CRR (own funds)		-	500 000		1 000 000		3 000 000	4 500 000
	Public Transport Planning - WC024	CRR (own funds)	-	600 000	-	2 000 000				2 600 000
	Public Transport Service (Inclusive of Mobility Impaired)	TBC	165 278	-	500 000					500 000
	Re-design of Bergzicht Public Transport Facility	CRR (own funds)	1 800 000	-	-					0
	Stellenbosch - Bicycle network	CRR (own funds)	500 000	1 000 000	-					1 000 000
	Stellenbosch Tour Bus Parking	CRR (own funds)	50 000	600 000	-					600 000

Department	Project name	Funding	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
	Taxi Rank - Franschhoek	CRR (own funds)	-	500 000	-					500 000
	Technopark Kerb and Channel Upgrade	CRR (own funds)	-	-	1 500 000					1 500 000
	Update Roads Master Plan for WC024	CCR	-	-	2 000 000					2 000 000
	TOTAL		15 000 017	28 850 000	19 800 000	40 900 000	37 400 000	35 500 000	199 300 000	361 750 000
GRAND TOTAL			59 639 989	77 550 000	69 079 950	97 950 000	91 850 000	94 650 000	412 050 000	843 129 950

ANNEXURE D

**APPENDIX D: SHORT-TERM NMT PROJECTS FOR
STELLENBOSCH MUNICIPALITY**

- Legend**
- NMT facilities with Partial Separation (Class_2)
 - Cycling in shoulder
 - Proposed Sidewalk
- Existing**
- NMT Only (Class 1)
 - NMT facilities with Partial Separation (Class 2) e
 - Existing Sidewalk (condition varies)
 - Railway



Project Title:	Stellenbosch CITP	Scale 1:10 000 (When page size is A3 landscape)	Figure 1
Map Title:	Franschhoek: Proposed NMT Network	Projection: Transverse Mercator Datum: Hartbeesthoek 1994 Central Meridian: 19.0 Compiled By: GA Maree	Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, Mapbox, and the GIS User Community
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Appendix D

—+— Railway

**AECOM**

Legend

Proposed

- Ped Bridge / Crossing Point
- Pedestrian Priority Street
- NMT Only (Class 1)
- NMT facilities with Partial Separation (Class_2)
- Bicycle lanes (Partial or Marked Separation) (Class 3)
- Cycling in shoulder
- Proposed Sidewalk

Existing

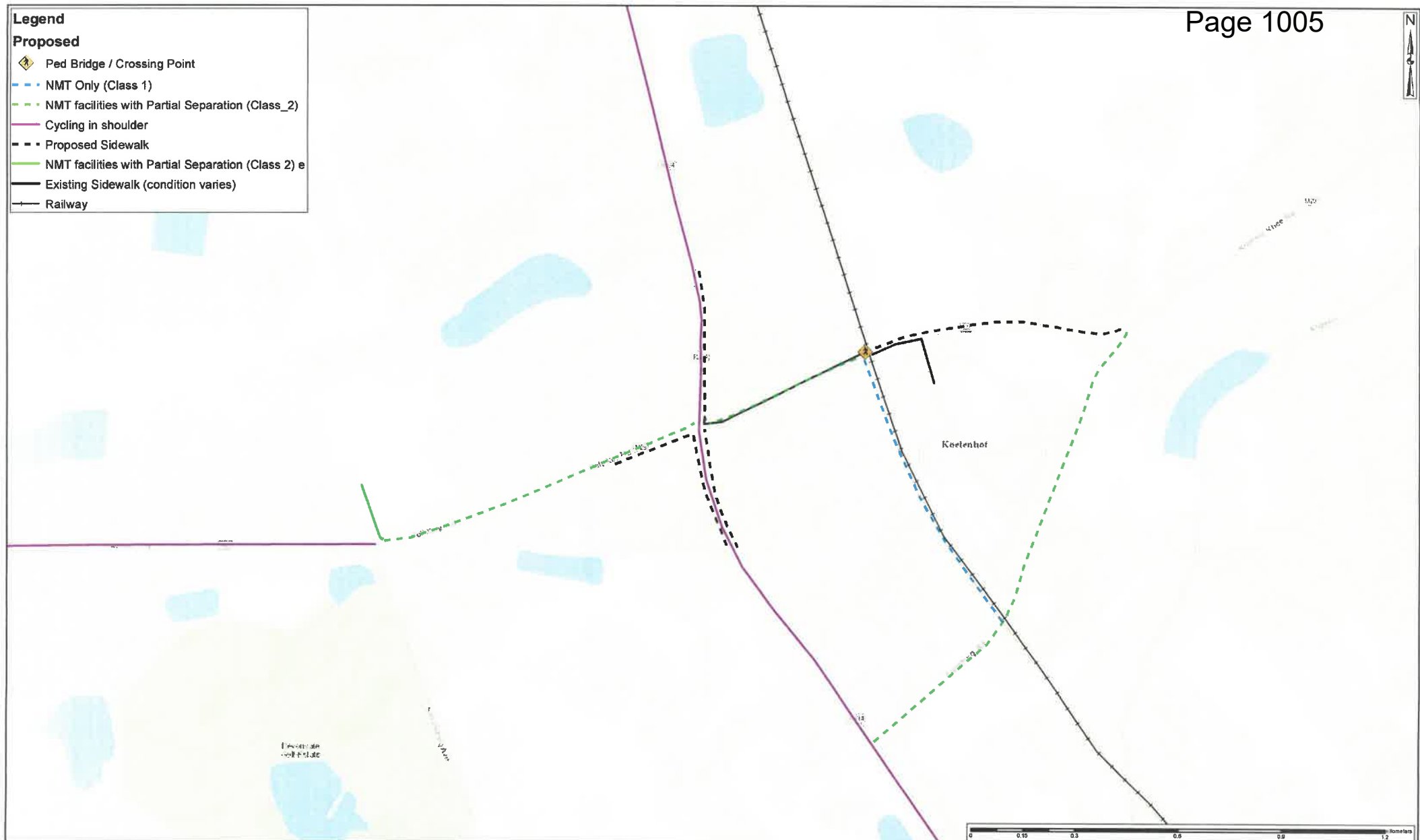
- NMT Only (Class 1)
- Existing Sidewalk (condition varies)
- Railway



Project Title: Stellenbosch CITP	Scale 1:20 000 (When page size is A3 landscape)	Figure 1
Map Title: Klappmuts: Proposed NMT Network	Projection: Transverse Mercator Datum: Hartbeershoek 1994 Central Meridian: 19.0 GA Marse Compiled By: C Erasmus GIS QC By: 2022/04/04 Date Saved: N/A Project Number: NMT_Klappmuts_1.mxd Map Ref: 00 Revision:	Sources: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community
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Legend**Proposed**

-  Ped Bridge / Crossing Point
-  NMT Only (Class 1)
-  NMT facilities with Partial Separation (Class_2)
-  Cycling in shoulder
-  Proposed Sidewalk
-  NMT facilities with Partial Separation (Class 2) e
-  Existing Sidewalk (condition varies)
-  Railway

Project Title: **Stellenbosch CIP**Map Title: **Koelenhof: Proposed NMT Network**Scale 1:10 000
(When page size is A3 landscape)**Figure 1**

Projection: Transverse Mercator
Datum: Harlebeesthoek 1994
Central Meridian: 19.0
GA Marie

Compiled By: C Erasmus
GIS QC By: 2022/04/04

Approved By: N/A
Date Saved: NMT_Koelenhof_1.mxd
Map Ref: 00
Revision:

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Legend

- Pedestrian Priority Street
- NMT facilities with Partial Separation (Class_2)
- Cycling in local street (Class 4)
- Cycling in shoulder
- Proposed Sidewalk
- Existing Sidewalk (condition varies)



Project Title: **Stellenbosch CIP**

Map Title: **Kylemore: Proposed NMT Network**

Scale 1:10 000
(When page size is A3 landscape)

Figure 1

Projection: Transverse Mercator
Datum: Hartbeeshoek 1994
Central Meridian: 19.0
GA Mares

Compiled By: C Erasmus
GIS QC By: 2022/04/04
Approved By: N/A
Date Saved: NMT_Kylemore_1.mxd
Map Ref: 00
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Legend**Proposed**

-  Ped Bridge / Crossing Point
-  NMT facilities with Partial Separation (Class_2)
-  Cycling in shoulder
-  Proposed Sidewalk
-  NMT facilities with Partial Separation (Class 2) e
-  Existing Sidewalk (condition varies)
-  Railway



Project Title: **Stellenbosch CITP**

Map Title: **La Motte: Proposed NMT Network**

Scale 1:10 000
(When page size is A3 landscape)

Figure 1

Projection: Transverse Mercator
Datum: Hartbeeshoek 1994
Central Meridian: 19.0

Compiled By: GA Masree

GIS QC By:

Approved By: C Erasmus

Date Saved: 2022/04/04

Project Number: N/A

Map Ref: NMT_LaMotte_1.mxd

Revision: 00

Sources:
Sources: Esri, HERE, Garmin, Intermap, Increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

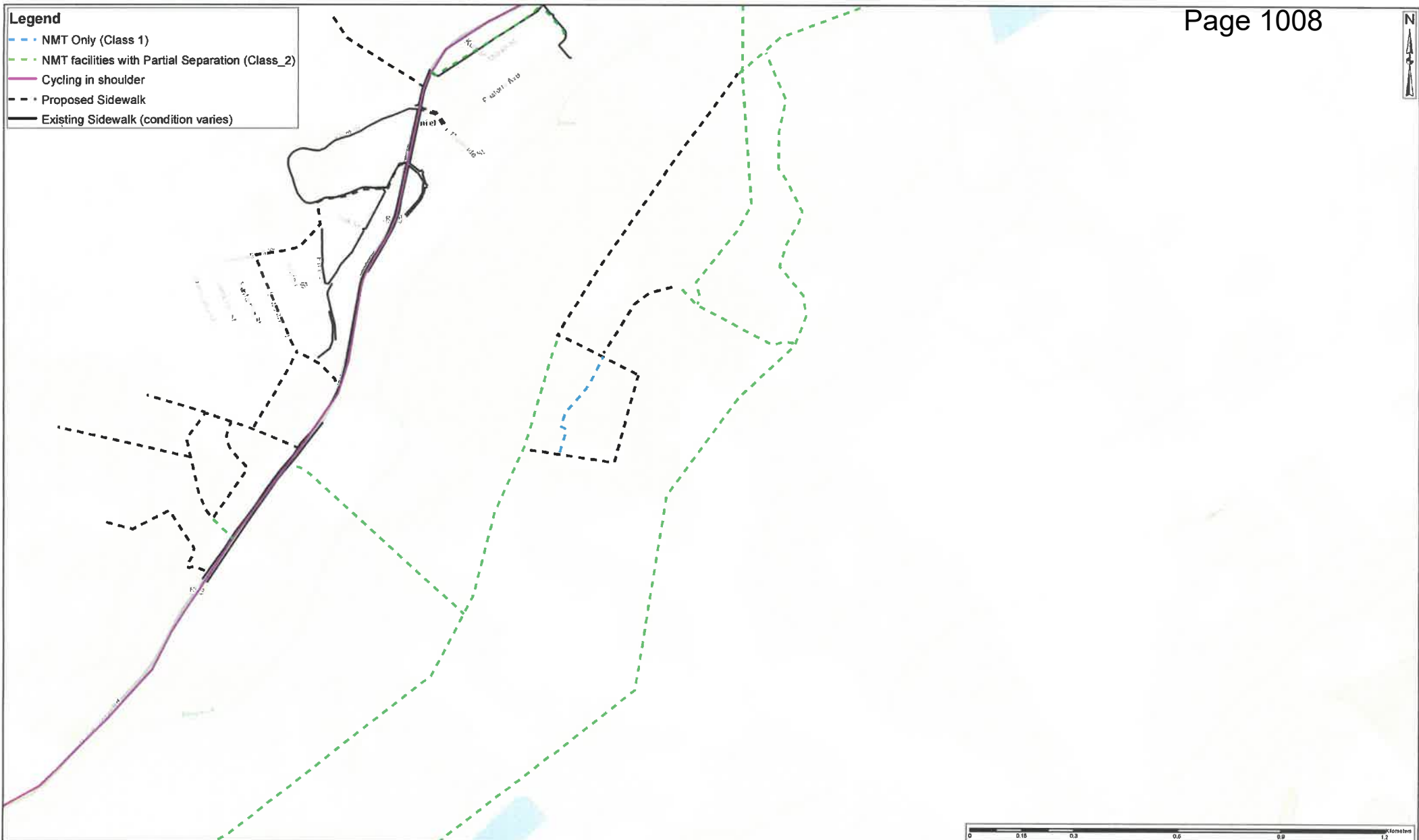
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- Legend**
- NMT Only (Class 1)
 - NMT facilities with Partial Separation (Class_2)
 - Cycling in shoulder
 - Proposed Sidewalk
 - Existing Sidewalk (condition varies)



Project Title: **Stellenbosch CITP**

Map Title: **Lanquedoc: Proposed NMT Network**

Scale 1:10 000
(When page size is A3 landscape)

Figure 1

Projection: Transverse Mercator
Datum: Hartbeeshoek 1994
Central Meridian: 19.0
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GIS QC By:
Approved By: C Erasmus
Date Saved: 2022/04/04
Project Number: N/A
Map Ref: NMT_Lanquedoc_1.mxd
Revision: 00

Sources:
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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Legend

- NMT facilities with Partial Separation (Class_2)
- Cycling in local street (Class 4)
- Cycling in shoulder
- Proposed Sidewalk
- NMT facilities with Partial Separation (Class 2) e
- Existing Sidewalk (condition varies)
- Railway

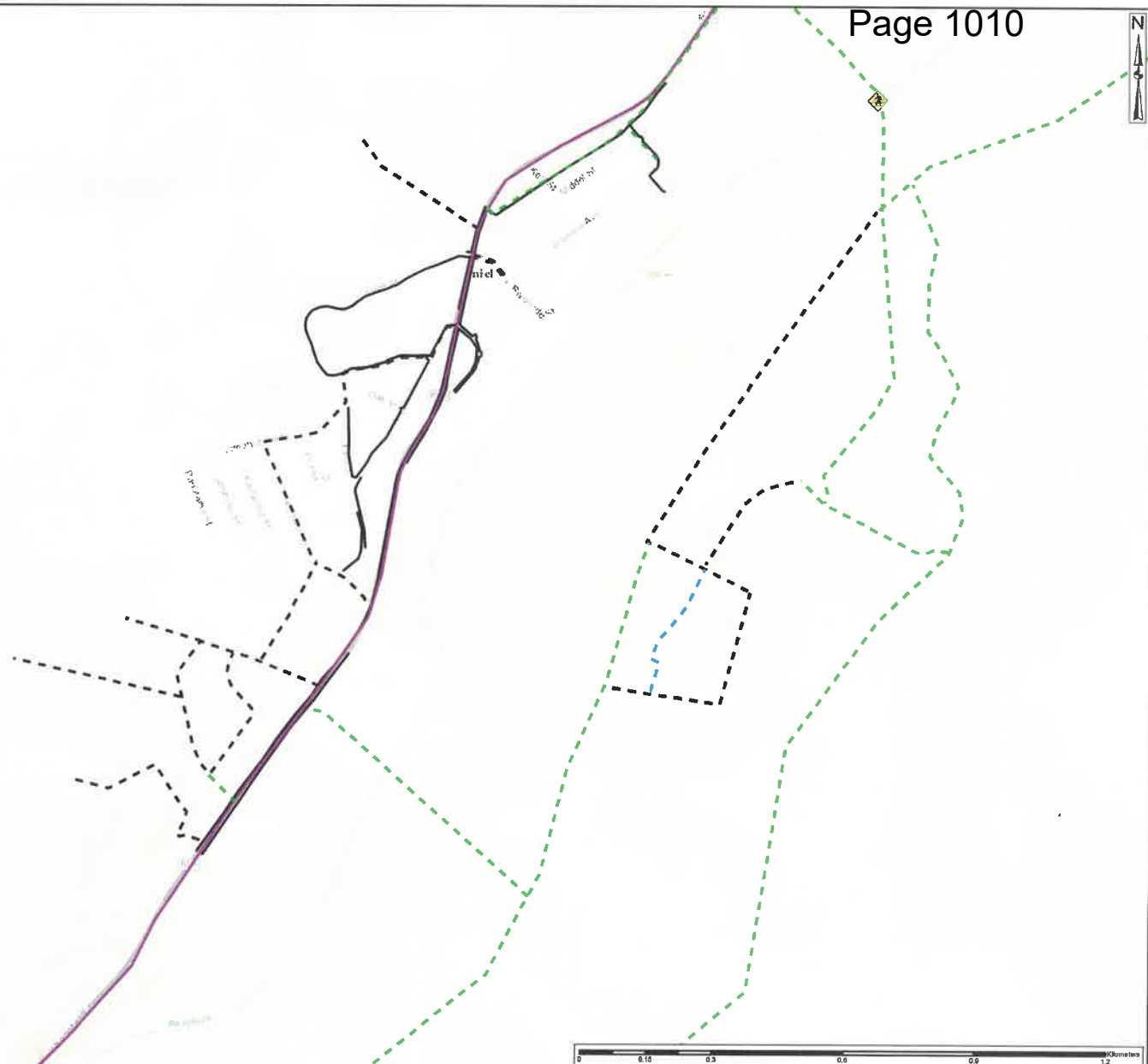


Project Title: Stellenbosch CITP	Scale 1:10 000 (When page size is A3 landscape)	Figure 1
Map Title: Lynedoch: Proposed NMT Network	Projection: Transverse Mercator Datum: Hartbeeshoek 1994 Central Meridian: 19.0 G.A. Mares Compiled By: C Erasmus GIS QC By: N/A Approved By: 2022/04/04 Date Saved: NMT_Lynedoch_1.mxd Map Ref: 00 Revision:	Sources: Sources: Esri, HERE, DeLorme, Mapbox, TomTom, Swire, GEBCO, USGS, FAO, NPS, NRCAN, GeBCO, IGN, Assandri, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swire, OpenStreetMap contributors, and the GIS User Community
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Legend

Proposed

-  Ped Bridge / Crossing Point
-  NMT Only (Class 1)
-  NMT facilities with Partial Separation (Class_2)
-  Cycling in shoulder
-  Proposed Sidewalk
-  Existing Sidewalk (condition varies)



Project Title: **Stellenbosch CITP**

Map Title: **Pniel: Proposed NMT Network**

Scale 1:10 000
(When page size is A3 landscape)

Figure 1

Projection: Transverse Mercator
Datum: Hartbeesthoek 1994
Central Meridian: 19.0
GA Mares
Compiled By: GIS QC By:
Approved By: C Enemus
Date Saved: 2022/04/04
Project Number: N/A
Map Ref: NMT_Pniel_1.mxd
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Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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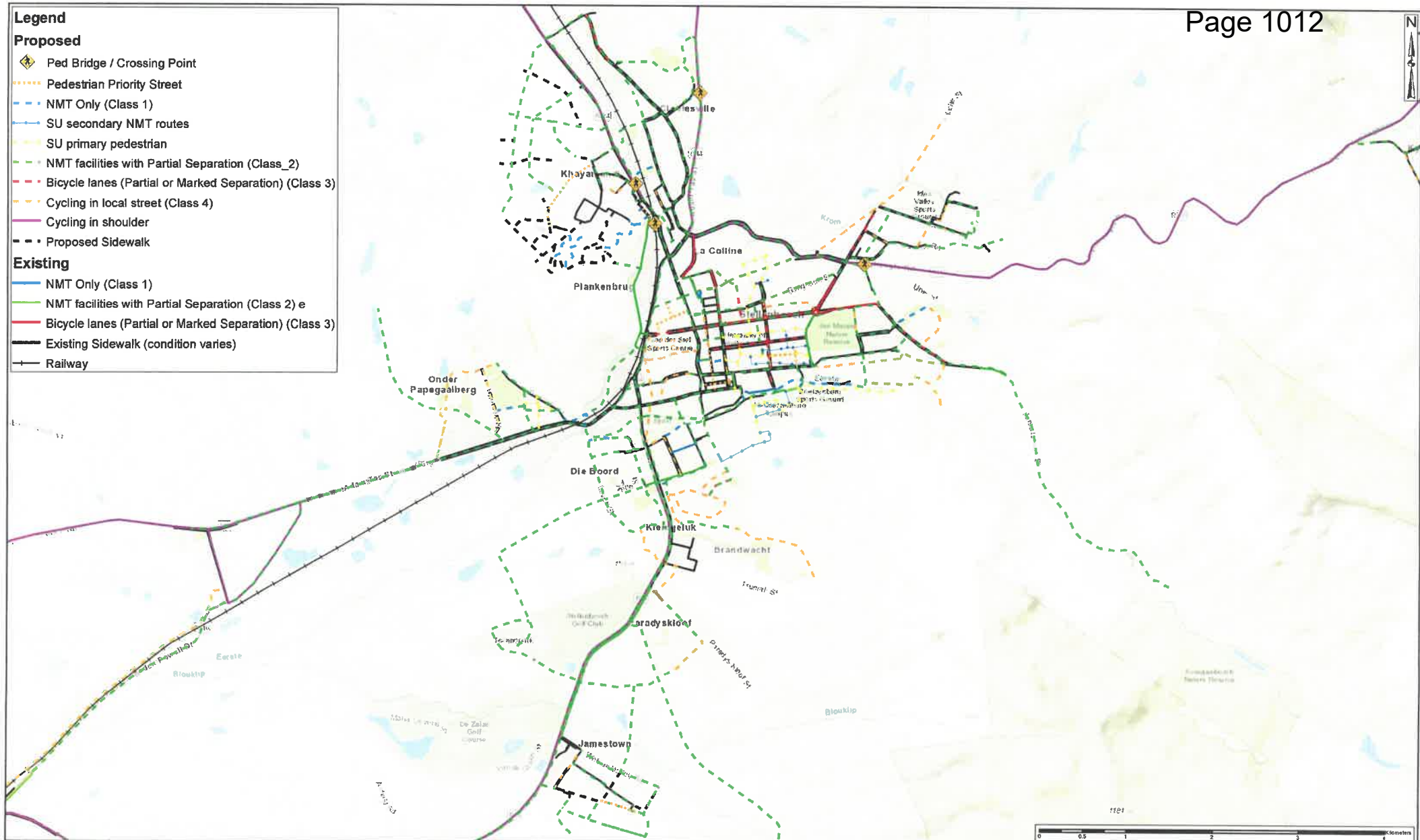
Legend

- NMT facilities with Partial Separation (Class_2)
- Cycling in local street (Class 4)
- Cycling in shoulder
- Existing Sidewalk (condition varies)



Project Title:	Stellenbosch CITP	Scale 1:10 000	Figure 1
Map Title:	Raithby: Proposed NMT Network	(When page size is A3 landscape)	
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Legend	
Proposed	
	Ped Bridge / Crossing Point
	Pedestrian Priority Street
	NMT Only (Class 1)
	SU secondary NMT routes
	SU primary pedestrian
	NMT facilities with Partial Separation (Class_2)
	Bicycle lanes (Partial or Marked Separation) (Class 3)
	Cycling in local street (Class 4)
	Cycling in shoulder
	Proposed Sidewalk
Existing	
	NMT Only (Class 1)
	NMT facilities with Partial Separation (Class 2) e
	Bicycle lanes (Partial or Marked Separation) (Class 3)
	Existing Sidewalk (condition varies)
	Railway



Project Title: **Stellenbosch CITP**

Map Title: **Stellenbosch Town: Proposed NMT Network**

Scale 1:40 000
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Figure 1

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Projection: Transverse Mercator
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Project Number: N/A
Map Ref: NMT_Stellenbosch_1.mxd
Revision: 00

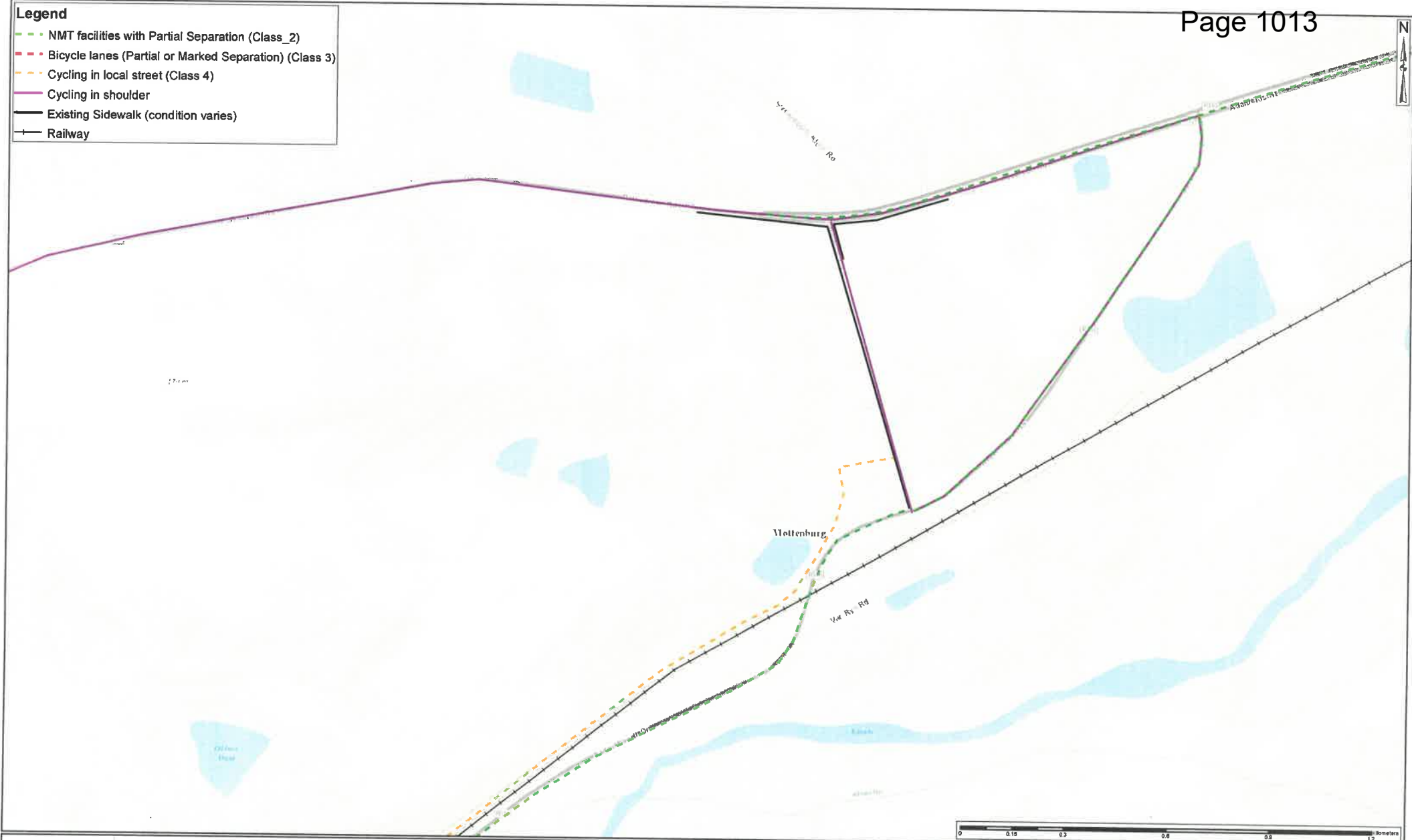
Sources:
Sources: ERI, HERE, Google, Intertop, Ordnance Survey, GERM, USGS, EPS, NPS, NACAN, GeoBase, IGN, Kontop, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swis, OpenStreetMap contributors, and the GIS User Community

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Legend

- NMT facilities with Partial Separation (Class_2)
- Bicycle lanes (Partial or Marked Separation) (Class 3)
- Cycling in local street (Class 4)
- Cycling in shoulder
- Existing Sidewalk (condition varies)
- Railway



Project Title: **Stellenbosch CIP**

Map Title: **Vlotenburg: Proposed NMT Network**

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Scale 1:10 000
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Projection: Transverse Mercator
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GIS QC By: C Erasmus
Date Saved: 2022/04/04
Project Number: N/A
Map Ref: NMT_Vlotenburg_1.mxd
Revision: 00

Figure 1

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Legend**Proposed**

-  Ped Bridge / Crossing Point
-  NMT Only (Class 1)
-  NMT facilities with Partial Separation (Class_2)
-  Cycling in shoulder
-  Proposed Sidewalk
-  NMT facilities with Partial Separation (Class 2) e
-  Existing Sidewalk (condition varies)
-  Railway



Project Title: **Stellenbosch CIP**

Map Title: **Wemmershoek: Proposed NMT Network**

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Figure 1

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 Approved By: C Erasmus
 Date Saved: 2022/04/04
 Project Number: N/A
 Map Ref: NMT_Wemmershoek_1.mxd
 Revision: 00

Sources:
 Sources: Esri, HERE, Garmin, Intermap,
 increment P Corp., GEBCO, USGS, FAO,
 NPS, NRCAN, GeoBase, IGN, Kadaster
 Ordnance Survey, Esri Japan, METI, Esri
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ANNEXURE E

**APPENDIX E: STB RMP PROPOSED ROAD PROJECTS
(including Provincial road projects)**

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 Adam Tas-Kayamandi Link	Stellenbosch/PGWC	tbc	-	New road between R310 and R304 (Western bypass - Portion north of Adam Tas Road)	New road	Option 2 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	-	TBC
SRMP002	Western bypass Adam Tas-Technopark Link	Stellenbosch/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	Option 3 - New road parallel to existing Techno Avenue from the R44 to R310. The road will have limited intersections with a possible 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.	4.0	Class 2 Urban Major Arterial	Single Carriageway	High	Planning and Design
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	Option 1 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	-	Further investigation required to determine whether feasible possibly as lower order road and utilizing existing routes as far as possible.
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	-	
SRMP006	R44	Stellenbosch/PGWC	R44	MR27	R44 / Merriman Street/Adam Tas	Intersection upgrade	Grade separated intersection with bridge over railway line.	N/a	Class 2 Urban Major Arterial	-	High	Planning and Design
SRMP008	R44/R310	Stellenbosch/PGWC	R44/R310	MR27/MR172	R44 / Helshoogte Road	Intersection upgrade	Phase 1: Provide a left turn slip lane on the R44 southbound, and upgrade Helshoogte westbound to left turn, through and double right turn lanes. Phase 2: Realignment of La Colline Road.	N/a	Class 2 Urban Major Arterial	-	High	Phase 1 Complete Phase 2 Planning and Design
SRMP009	Adam Tas	STB/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 Arterial	-	High	Planning and Design
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 Arterial	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 Arterial	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 Arterial	-	High	Planning and Design
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 Arterial	-	Medium	
SRMP014	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / Ultkyk Street	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2 Urban Major Arterial	-	Medium	
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 Arterial	-	-	
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 Arterial	-	-	
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 Arterial	-	-	

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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 Arterial	Dual Carriageway		
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 Arterial	Dual Carriageway & median IRT Lanes		
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 Arterial	Dual Carriageway & median IRT Lanes		Long-term planning
SRMP023	Western bypass	PGWC	-	-	Western Bypass / R304 intersection	Interchange	Upgrade to grade-separated interchange	N/a	Class 2, Urban Major Arterial	-		
SRMP024	Western bypass	PGWC	-	-	Western Bypass / R310 intersection	Interchange	Upgrade to grade-separated interchange	N/a	Class 2, Urban Major Arterial	-		
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 Arterial	-		
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 Welgevonden	Road upgrade	Upgrade to dual carriageway.	0.75	Class 2, Urban Major Arterial	Dual Carriageway	High	Planning and Design
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 1, Urban Minor Arterial	Single Carriageway		
	Remove Row											Project removed
SRMP033	Robertsvei Road	PGWC	-	DR1351	DR1343 / DR1351 / MR191	Road upgrade	Upgrade of Robertsvei Road to accommodate Heavy Vehicles which will allow bypassing of Franschhoek town centre.	10.3	Class 3, Rural Major Arterial	Single Carriageway		
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 2, Urban Minor Arterial	Single Carriageway		
SRMP036	Remove Row											Project completed
SRMP037	tbv	PGWC	-	MR186	Road and intersection upgrades	Road upgrade	Road rehabilitation and provision of new intersections with Eikendal Road, Bredell Road and the R44.	-	tbv	Single Carriageway		
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 1, 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	Completed
SRMP041	Groenfontein Road	PGWC	-	DR1104	Groenfontein Road from Klapmuts to north of the N1	Road regravel	Regravel Groenfontein Road	-	Class 2, Urban Minor Arterial	Single Carriageway	Medium	Refer to SRMP034
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 Vlasberg Road. Section between Polkadraai and Annandale Road is planned.	-	Class 3, Rural Minor Arterial	Single Carriageway		In-Progress
SRMP044	Robertsvei Road	PGWC	-	DR1351	Portion of Robertsvei Road	Road regravel	Regravelling of existing road	-	Class 3, Rural Minor Arterial	Single Carriageway		Refer to SRMP033

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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 Arterial	Single Carriageway		Upgrade located outside SM
SRMP046	Remove Row											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 Access Road	Stellenbosch	-	-	New Jamestown Access Road	New road extension	New Jamestown Road linking existing and proposed residential developments south to Stellenrust Road and north to Blaauwklippen Road / proposed Eastern Link	3	Class 4, Urban Collector Streets	Dual Carriageway		Long-term planning
SRMP050	School Road	Stellenbosch	-	-	Upgrade and realign School Street	New road	School Road upgrade from R44 to future Eastern Link Road	1.5	Class 4, Urban Collector Streets	Single Carriageway	High	Planning & Design
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 as well as linking Jamestown to Paradyskloof.	2.3	Class 4, Urban Collector Streets	Single Carriageway		
SRMP052	Wildebosch Rd Ext – South (Eastern Link)	Stellenbosch	-	MR169	Wildebosch Road between R44 and Blaauwklippen Road	New road	The extension of Wildebosch Road to link onto Techno Avenue at the R44 (Portion of Eastern link)	0.95	Class 4, Urban Collector Streets	Single Carriageway	TBC	TBC
SRMP053	Wildebosch Rd Ext – North (Eastern Link)	Stellenbosch	-	MR169	Wildebosch Road between Paradyskloof Road and the extension of Van Reede Road	New road	The extension of Wildebosch Road north over Trumali Road and Brandwacht linking onto the extension of Van Reede Road and further north to the CBD	2.5	Class 4, Urban Collector Streets	Single Carriageway	TBC	Planning and Design
SRMP054	Van Reede Road	Stellenbosch	-	MR171	Van Reede Road	Upgrade & new road extension	Investigate the extension of Van Reede Road to link with Neutron Road.	2.3	Class 4, Urban Collector Streets	Single Carriageway		
SRMP055	Van Reede Road	Stellenbosch	-	MR171	Van Reede Road	New road extension	Extension of Van Reede Road to link with proposed new eastern extension of Wildebosch Road. Route runs through potentially sensitive farmlands and although a proclaimed provincial servitude is present, further investigations will be required.	0.6	Class 4, Urban Collector Streets	Single Carriageway		
SRMP056	Suidwal Road	Stellenbosch	-	-	Suidwal Road	New road	Extension of Suidwal Road between Doornbosch Road to Koch Road. The route is near sensitive areas and requires changes to Bloemhof Girls High School parking area.	0.4	Class 4, Urban Local Streets	Single Carriageway		
SRMP057	Stellentia Road	Stellenbosch	-	-	Rokewood Road / Stellentia Road	New road	Extension of Stellentia Road over the Eerste 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		

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SRMP058	Pastorie Street	Stellenbosch	-	-	Pastorie Road (Noordwal Wes Rd) link to Suidwal Street	New road	Pastorie Street link with Suidwal Road over the Eerste River (new bridge required)	0.2	Class 4, Urban Collector Streets	Single Carriageway		
SRMP059	Old Bottellary Road	Stellenbosch	-	-	Old Bottellary / Devon Valley Rd	New road extension	The extension of Old Bottellary Rd to link Blumberg Drive (Devonvale Road) and the R304	0.45	Class 4, Urban Collector Streets	Single Carriageway		
SRMP060	-	Stellenbosch	-	-	Bottellary Rd / Old Bottellary	New road	Road link between Bottellary Road and Old Bottellary 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, Klipmuts	3.7	Class 4, Urban Collector Streets	Single Carriageway		
SRMP063	Simonsberg Street	Stellenbosch	-	MR172	Helshoogte Road / Simonsberg Street	Road upgrade & extension	Simonsberg St extension over the R310 to Main Rd Ext, Johannesburg.	2.1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP064	Sonnestraal Street	Stellenbosch	-	MR172	Helshoogte Road / Sonnestraal Street	Road upgrade & extension	The extension of Sonnestraal Street from the R310 to Main Rd, Johannesburg.	1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP065	Remove Row											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	Medium	
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		
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	Medium	
SRMP070	Vlottenburg Road	Stellenbosch	-	DR1085	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 Powell. Existing intersection along Baden Powell Drive to be closed.	0.3	Class 4, Urban Collector Streets	Single Carriageway		TBC
SRMP071	Trumali Street	Stellenbosch	-	-	Trumali Street	Road upgrade	Upgrade of Trumali Street to surfaced carriageway to link with Wilderbosch Extension.	0.6	Class 4, Urban Collector Streets	Single Carriageway	High	
SRMP072	-	Stellenbosch	-	MR172	-	New road	Future Johannesburg Link Road	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		
SRMP076	Dorp Street	Stellenbosch	-	-	R44 / Adam Tas	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	High	Planning and Design
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	High	Planning and design underway

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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	Road network planning for access roads to proposed housing developments	tbc	Class 4 / Class 5		High	Complete
tbc		Stellenbosch			Kyamandi (Northern area) road network	New roads	Road network planning to accommodate housing developments	tbc	Class 4 / Class 5		High	
tbc		Stellenbosch			Botmanskop Road network	New roads	Road network planning to accommodate proposed housing developments	tbc	Class 4 / Class 5			
tbc		Stellenbosch			Droedyke road network	New roads	Road network planning to accommodate proposed housing developments	tbc	Class 4 / Class 5			
tbc		Stellenbosch			Klapmuts road network	New road	Update road network planning to accommodate proposed housing developments	tbc	Class 4 / Class 5		Medium	
tbc	Dassenberg Road	PGWC		OP5616	Dassenberg Road	Road upgrade	Road rehabilitation	tbc	tbc	tbc		
tbc	La Provence	PGWC		OP5615	La Provence	Road upgrade	Road rehabilitation	tbc	tbc	tbc		
tbc	Devonvale	Stellenbosch			Devonvale	Road upgrade	Assessment of regraveling of roads in Devonvale	tbc	tbc	tbc		

Qualification:

Note that where the Road Authority is the Provincial Roads Department, projects are commissioned and funded by the Department and are implemented in accordance with the provincial budgets and timeframes. Where the Road Authority is both the Municipality and Provincial Roads Department, the Municipality would apply for funding from the Provincial department. Should the application be successful, the department will fund part of the project; in such instances the Provincial Department is the approval authority.

ANNEXURE F

APPENDIX F: SUMMARY OF COMMENTS RECEIVED AND RESPONSES

STELLENBOBOSCH CTP 2022-2026 - SUMMARY OF COMMENTS RECEIVED AND PROPOSED RESPONSES					
Nr	Issue	Comment	From	How to address comments	
1.	Adam Tas Corridor	1. Adam Tas is crucial R 2 million for Transport Study (nothing else)	Friends of Stellenbosch	The ATC concept has only recently come into existence, and work on the concept is at initial stages and detailed studies are yet to commence. Currently the ATC is at frameworks stage, with an overlay zone recently approved by Council. General guidelines for NMT and Public Transport facilities have been compiled. ATC Transport Studies are currently underway to ensure that the required levels of accessibility within the Corridor is achieved and the required levels of mobility on the provincial roads are maintained. The ATC Transport Studies will therefore align with the approved ATC MSDF and guidelines, promoting Public Transport and Non Motorised Transport within the Corridor. Key stakeholders in this study are inter alia include WCG and PRASA. Other studies currently also being undertaken are for Park and Ride Facilities for the possible implementation of a park and ride facility at the corridor	
		2. Western By-pass north of AT to be scrapped and rather start with a light rail from railway station westwards towards Droe Dyke and eastwards towards Bergzicht			
		3. Welgevonden Road Extension (R44 to R304) to be scrapped. Spend the money on ATC-Kayamandi Northern Corridor			
		4. Prioritise budgeting for AT corridor (both planning and investment)			
		5. Densification: Want a new land-use models to feed into the traffic modelling taking cognisance of ATC.			
		6. No decision be taken regarding Technopark – ADT Link Road until the development on Libertas Farm has been decided.	Stellenbosch Interest Group	PRASA	It should be noted that the WCG DOI does not support the ATC nor the ATCLSO. The DOI is the approval authority for main roads along the ATC, therefore any upgrade or intervention with main roads will require Provincial approval. The municipality has undertaken to engage with the DOI on separate platforms regarding the ATC and its LSDF. The investment in Roads Infrastructure is attributed to growing and developing communities in Stellenbosch, the municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch which would include the establishment of a sustainable road network. The establishment of a sustainable road network may require road construction and road upgrades, which are informed by analysis and sound engineering judgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT infrastructure.
		7. WC Region was part of ATC – Development Framework is fully supported by PRASA – will have implications for rail demand.			
		8. ATC, Redevelopment of Van der Stel sportsgrounds, relocation of station – DOI considers this a significant project risk (contain in July 2022 comments).	WCG: Department of Infrastructure		
		9. No response has been received on comments the DOI made on the ATC transport matters.			
		10. Western Cape does not support ATCLSD Sept 2021 and Guidelines Sept 2021 (previous comments included in Annexure A. Discuss with SBM how comments will be dealt with?			
		11. R44, R310, R45 Provincial Roads DOI approval			
		12. DOI does not support ATC (R44) - comments were raised - however Western Cape EA&DP formed a partnership with SMP on this Initiative.			
		13. ATC will impact greatly on road network (also the provincial road network) - thus any proposals need DOA approval. Formal transport analysis needs to be undertaken (comments were made July 2022 - copy of comments attached.)			
		14. Smart City impact also to be tested in modelling - upgrades/works to the Provinces roads will be determined and led by DOA in accordance with Budget provisions Vote 10.			
2.	Dorp Street Dualling	1. Object to way in which Dorp Street Dualling is planned:	Comments Received from 1 080 different entities and/or individuals	The dualling of Dorp Street is contained in the CTP only for information purposes, the design details of the project are not within the scope of the CTP. Therefore any feedback or comment on the detail design of the Dorp Street dualling will not be addressed as part of CTP. Comment received will be handed over to the Dorp Street project design team for further review, engaging and processing.	
		* Gateway to Stellenbosch (not historic, but a "highway")			
		* Focussed on new developments ignore existing residents and businesses			
		* Removal of Oak Trees and Channels			
		* Access to Weidenhof, Blersch Streets and Oude Rozenhof building will be cut off (no alternatives)			
		* Alternative route to alleviate traffic is R44 and Techno Park Bypass and Alexander Street intersection.			
		* Lack of Public Participation and impact assessment.			
		* Has the plan been accepted by Western Cape Heritage?			

Nr	Issue	Comment	From	How to address comments
		* Alternatives are also proposed:		
		- Smaller dualling with access to businesses and residents		
		- Circle/traffic flow zone (@ Stadler Street and Dorp street)		
		- No large utility vehicles and trucks		
		- Oak trees cannels no centre island		
		- Add bicycle & pedestrian lanes continuing up Upper Dorp Street also tie into Adam Tas corridor		
		- Redirecting through traffic (currently highway at the lower end of Dorp street only)		
		- Create and maintain lower Dorp Street as a tourist and residential hub		
		2. Dualling of Dorp Street will lead to its destruction traffic to be re-directed to proposed upgraded junction at Alexander Street.	Stellenbosch Interest Group	
		3. CIP in contradiction with MSDP principles. Dorp Street dualling major issue. Lack of balance between mobility and preservation of heritage. Solution focusses on vehicular solutions and disregards NMT.	Heritage Foundation	
		4. Proposal (Dorp Street Dualling) not aligned with Sustainable Mobility.	Heritage Foundation	
3.	Jamestown Roads Master Plan	1. Objection based on violation of legal principles and cultural heritage (review and amend to align with legal standards)	Friends of Stellenbosch	<p>The continued development of Jamestown will result in the generation and attraction of additional movement and traffic. The Jamestown Roads Master Plan is aimed at addressing this by proposing the required access and mobility requirements. The Jamestown Roads Master Plan also promotes the equitable provision of transport facilities to all communities. All proposals listed in the Jamestown Master Plan such as the extension of Pajero lane will require further studies, assesments, evaluation of alternatives, ect. Once listed project, are proposed for implementation, detailed Traffic Impact Assessments, public participation, Environmental and Heritage processes are carried out before final decisions are made to proceed. Designs for improved sidewalks in Jamestown was previously carried out and will be implemented incremently as the demand increases and as resources become available.</p> <p>Design for the development of road infrastructure around the schools precient in Jamestown are underway and are a priority with public partipation processes to follow soon, and implementation to follow shortly there after.</p>
		2. Not sensitive to heritage and the Historic Mission Village of Jamestown. (to be protected for its history and marginalized people).		
		3. Reject the Jamestown Roads Masterplan/Jamestown Link (leaves open to legal challenge)		
		4. Update the Heritage Inventory Report and Stellenbosch Environmental Management Framework when future roads / transport planning is done. Should assess potential impact of development on environment and heritage – balance the need for development with protection		
		5. Any road should undergo an Archaeological Impact Assessment.		
		6. Make available Traffic / Transport studies where this was investigated. (based on current and approved developments (to proof that current roads don't have adequate capacity.		
		7. Include upgrade of pavements and sidewalks along Webersvalley and Pajero Road (was budgeted in 2016 IDP but not undertaken).		
		8. Upgrade (tarring) of dirt roads in School Street to also be provided with sidewalks.		
		9. Several roads in Jamestown masterplan run through /next Blaauwklippen Agricultural Estates – trust thet will support Jamestown to protect cultural and living heritage (MAYCO application to keep land use as agricultural).		
		10. Reduce scope of Jamestown Transport Network. Go on with Skool Straat extension. Do not implement a northward extension of Pajero Avenue towards Blaauwklippen Road		
		11. Dual Bird Street and expand R44 between Jamestown and van Rheeede, with PT lanes as priority		

Nr	Issue	Comment	From	How to address comments
		12. Reduce scope of Jamestown Transport Network. Go on with Skool Straat extension. Do not implement a northward extension of Pajero Avenue towards Blaauwklippen Road		
4.	Franschhoek	<p>1. Significant impact of freight traffic on main routes, as well as side streets</p> <p>3. Concerns about park-'n-ride in Franschhoek – unclear if potential parking site is available, visitors may first drive into Franschhoek CBD and then resort to park-'n-ride.</p> <p>4. Proposed removing parking bays southwest side of Huguenot Street between Kruger and Berg and widening of pavement (for pedestrians). Also remove parking bays in Church to create a public amenity area on one side.</p> <p>5. Roundabouts preferred over traffic lights. – specifically R45/Roux Street (also now in IDP) - or raised tables (no traffic lights on R45 in Franschhoek Valley as this is a Scenic Route).</p> <p>6. Franschhoek is not pedestrian friendly (as CITP states). Pavements too narrow for people in season (people also walk up and down Huguenot Street)</p> <p>7. Review the Franschhoek Masterplan to provide an understanding of the needs in Franschhoek</p> <p>8. FHRPA survey 17 to 21 April 2023 (tri-axle, inter-linked trucks - in both directions exceeded 1891 (07:00 to 17:00) - 2 every minute, 596 large tour busses (average at 60 per day) All vehicles hourly average of 680 - there is no space!</p> <p>9. Robertsvlei Bypass for heavy vehicles (an EIA is urgently needed)</p> <p>10. Statement on HGV:</p> <p>* R45 affects restaurants, cafes, shopping, galleries, pedestrians (Franschhoek livelihood/experience)</p> <p>* Franschhoek pass never been constructed to carry large tri-axle, super-link trucks - cannot stay in their lane, sharp bends causes cross lane movement into oncoming traffic. When two meet, traffic stops.</p> <p>* R45 part of Scenic Route Overlay Zone - incompatible with freight</p> <p>* Need to demotivate truck drivers to use Franschhoek Pass</p> <p>Proposals on managing freight traffic:</p> <p>* Tolling the pass (R333) Toll for normal sized vehicles could be R0</p> <p>* Noise - regulate the times (8:00 to 12:00)</p> <p>* Trucks to be directed to the R221 between Villiersdorp and Grabouw then to the N2</p> <p>11. Franschhoek Pass and Huguenot Street - tri-axes, interlinked and super interlinked trucks great difficulty passing each other</p> <p>12. Robertsvlei upgrade and bridge (for heavy vehicles)</p> <p>13. T-Intersection of Huguenot/Lambrecht/Excelsior (@ the Monument) - but most traffic on Saturdays comes from CT and does not go further than the CBD</p> <p>14. Reduce speed limit on R45 (down to 40 km/h in town/speed humps)</p>	Franschhoek Heritage and Ratepayers Association	<p>The R45 is largely a provincial route, under authority of the provincial government. Comments made falls outside of the mandate of the Municipality and therefore outside of the scope of the CITP. Comments received will be taken up at various platforms with the Provincial Government.</p> <p>Designs for the upgrading of the R45/LeRoux street intersection are currently at approval stage. It should be mentioned that the WCG's DOI is the approving authority regarding the type of intersection. Once designs are approved the necessary processes towards implementation will follow immediately thereafter. Implementation of the upgrades are to expected commence within 12 months.</p> <p>Upgrading of parking areas and improvements to NMT in the CBD, particularly in the Main Road, is receiving attention. These projects we currently underway in design phase with public participation processes and to follow.</p> <p>A Freight Strategy Study is currently underway to examine the routes typically utilized by freight vehicles in, around, and through the Stellenbosch Municipal Area including Franschhoek, analysis and engagements with interested and affected parties will be conducted. The Freight Study will ultimately develop a strategic freight network for Stellenbosch and Franschhoek. The Freight Study will also include the review of the Robertsvlei Bypass for Heavy Vehicles as well as the proposals for managing freight traffic as listed in the comments.</p> <p>The CITP proposes that subsequent updates of the CITP includes for additional transport studies in Franschhoek with more emphasis on the Transport Record and Needs Assessments, highlighting the concerns of through traffic and specifically freight vehicles. Subsequent update may need to include a review of the Franschhoek Roads Master Plan.</p>

Nr	Issue	Comment	From	How to address comments
		15. No comments are made r.e. parking for private cars and tour buses, as impact of free public parking on Dirkie Uys. Traffic Impact Statement for cable car may have major impact on parking management and requirements.		
5.	Pedestrian Bridge over R304 Kayamandi	1. Bridge over river and railway line is not supported (not requested by any of the 4 Kayamandi wards in IDP). Will not be used, pedestrians prefer shorter routes @ street level. Criminals waiting at either end of pedestrian over-passes are also a problem.	Friends of Stellenbosch	The need to provide a safe pedestrian link between Cloeteville and Kayamandi had been identified through IDP processes. Phase 1 of the Bridge construction will be the construction of the Bridge over the Railway line and River. Implementation for phase 1 is set to commence within the next 12 months. Phase 2 i.e. the crossing over the R304 is earmarked to follow thereafter as funding is made available.
		2. Kayamandi pedestrian bridge crossing the R304, river and railway line is not supported. (not requested by any of the 4 Kayamandi wards in IDP). Will not be used – pedestrians prefer shorter routes @ street level. Criminals waiting at either end of pedestrian over-passes are also a problem.	Stellenbosch Interest Group	
6.	Investment in Road Infrastructure and Parking (disagreement on the Roads Masterplan)	1. Projects and budget allocation not aligned with vision and preferred scenario, with a focus on PT, cycling and walking	Friends of Stellenbosch	The Investment In Roads Infrastructure is attributed to growing and developing communities in Stellenbosch, the municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch which would include the establishment of a sustainable road network. The establishment of a sustainable road network may require road construction and road upgrades, which are informed by analysis and sound engineering judgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT Infrastructure.
		2. Disagree with modelling on which the Roads Masterplan is based on		To facilitate and improve public transport services, the municipality previously commissioned the construction of a new Taxi rank in Groendal, Franschhoek, Klipmuts and the upgrading of existing taxi ranks in Kayamandi.
		3. Present CIP makes NO effort to comply with PT prioritisation and makes the imbalance worse.		The Municipality continues to improve on public transport facilities and during the 2022/2023 financial year an additional taxi pick-up and drop-off area was constructed in Bird Street near Kayamandi. Planning is also underway for upgrades to the Bergzicht Taxi Rank.
		4. Planning documents are one thing but what remains is what is implemented as projects.		A paragraph has been included in Chapter 7, Transport Infrastructure Strategy, which emphasises that the upgrade and development of the road network with be done in a sustainable and responsible manner, catering adequately for all road users, not only private cars (i.e. public transport needs, pedestrians, cyclists, ect.), following the "Complete Streets" principle, and at the same time promoting the equitable provision of transport facilities to all communities in Stellenbosch.
		5. Budget analysis – R 1,173 billion to be spent in next 3 years WCG and SM 95% for roads related, 4% split between PT and NMT		Where funding for new infrastructure is proposed, these are to ensure adequate infrastructure for developing communities, where funds are spent on the renewal and maintenance these are to preserve existing road infrastructure, failure to preserve existing infrastructure will have adverse consequences for the municipality.
		6. 10 years: R 859 m - 65% on new roads and 20% on road maintenance . 85% on roads, 10% on PT and little on NMT (which includes 1 footbridge)		Provincial Budgets falls outside of mandate of the Municipality, and therefore outside of the scope of the CIP. IDP processes has identified the need for adequate parking in the CBD. The municipality endeavours to address the need for parking within the CBD as well as the outskirts. The Municipality has commissioned studies and assessments for park and ride facilities near the urban edges on all main roads entering Stellenbosch.
		7. Large amounts from MTEF (WCG spends on road upgrading and maintenance)		A Freight Strategy Study is currently underway to examine the routes typically utilized by freight
		8. Eastern Link Road is not the law or public need but needs of property developers (Brandwacht land Development and Blaauwklippen Agricultural Estates)		
		9. Withdraw Section 79(1) report- SMP to come up with viable PT plan and budgetary allocations		
		- Cost-benefit- ration of road maintenance to be done		
		- Control Heavy Loads and Freight		
		- Reduce New Road spending		
		- Eastern Link Road not supported		
		- Scrap intersection upgrades around AT/R44, R44/Alexander, R44/Plankenbrug and R44/Merriman		
		- Dual Bird Street and expand R44 between Jamestown and van Rhee (with PT lanes as priority)		
		11. Parking: Restrict and make more expensive. Scrap all plans of parking garages and parking areas in CBD. Provide park-'n-rides to south, west and north of CBD and near central railway node.		

Nr	Issue	Comment	From	How to address comments
		12. Travel Demand Management – Active programme for TDM- surcharges along congested routes (congestion charging) Use income to subsidise multi-vehicle passenger vehicles (taxis & lift-clubs and dedicated lanes for these vehicles).		<p>vehicles in, around, and through the Stellenbosch Municipal Area including Franschhoek, analysis and engagements with interested and affected parties will be conducted. The Freight Study will ultimately develop a strategic freight network for Stellenbosch and Franschhoek. The Freight Study will also include proposals for managing freight traffic as listed in the comments.</p> <p>Comments on the Roads Master Plan RMP is noted, it should however be acknowledged that Development Planning, the promotion of Public Transport and NMT have been included in the modelling. Going forward the Municipality will endeavour to more progressively make provision for Public Transport, NMT and the latest Development Planning in its transport modelling.</p> <p>When the Municipality previously increased parking tariffs strong objections received from communities, parking tariffs were lowered and since then kept at the current tariff.</p> <p>Initial studies indicate that congestion charging is not feasible for Stellenbosch Municipality the municipality is not the Road Authority for roads leading into Stellenbosch. It is also evident that congestion charging such as toll roads are not feasible in the South African Context.</p>
		13. Theory is sound – Practice is not (by deferring to the 2018/2019 Roads Master Plan (considered flawed and internal) -Municipality should not contemplate approving it (it has been approved 2022).	Stellenbosch Rate Payer's Association	<p>The investment in Roads Infrastructure is attributed to growing and developing communities in Stellenbosch, the municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch which would include the establishment of a sustainable road network. The establishment of a sustainable road network may require road construction and road upgrades, which are informed by analysis and sound engineering judgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT Infrastructure.</p>
		13. By-passes not part of the MSDF 2019 (higher order statutory plan at odds with Transport sector plan of MSDF. CTP is secondary to MSDF and IDP		
		14. Use existing roads better and in different ways to alleviate congestion. Adam Tas major arterial to accommodate traffic.		
		15. There should be a co-operation between Municipality, WCG, stakeholders, US, local commerce and public interest groups – does not acknowledge this co-operation. Also no reference to PSTP (PSTP documents);		
		16. Strategy has to be based on current congestion levels and the predicted traffic demand in RMP. Not approved with due process (and no comments/objections). – 5 major projects (object to each of these links) – not in MSDF of 2019		
		17. There might be valid arguments of some roads – however Municipality must follow due process and weigh alternative interventions (prove) Challenge EMME model 50% diversion off R44 opposed to Gateway study. EMME did not include Adam Tas (will increase need for Western bypass. Planning of Western by-pass should continue.		<p>Infrastructure Services and the Transport Department holds and Regular, periodic engagements with the University, Provincial Departments PRASA and other stakeholders. The NMT working group is set to reconvene, in September. The mobility forum is also to reconvene, the new format will be based on analysis, technology and sound engineering judgement and will be convened in close collaboration with Stellenbosch Municipality.</p>
		18. Decision to be taken on the construction of the portion of the Western By-pass west of Papegaaiberg Critical – to be in line with guidance from SDF	WCG: Environmental Affairs and Development Planning	

Nr	Issue	Comment	From	How to address comments
		<p>19. Bypass and parking limits – RHDHV – found that bypass will not solve problem of congestion. Reliance on Pt and NMT aspirational for next 5 years..etc. Dominant AM flows into Stellenbosch.</p> <p>20. TIAs (person trips rather than vehicle trips) – TIAs are to be undertaken in accordance with National Requirements adjacent, effecting, egress /access – Provincial Road network.</p> <p>21. Bypass or HOV lanes on the R44 are currently not supported.</p> <p>22. Mandate of Province (to maintain regional mobility and maintain to protect and preserve the Province's roads vs Management of transport at local level. (Nina comment – roads which has been overtaken and included in the urban fabric rather than being regional?).</p> <p>23. Framework of transport infrastructure will be required before the zonal/parcel land use is finalised. Will need close co-ordination with road authorities. All measures and transport /traffic studies subject to DOI approval.</p> <p>24. Strategy to improve transport mobility Klipmuts to Somerset West. Bypass,TDM increase capacity, - DOI to be formally consulted with concrete proposals for bypass. (mention long term an may not be suitable for CITEP) traffic analysis.</p> <p>25. Major roadways – bypass versus Royal Haskoning, also including ATC land-use. – have technical engagement with DOI if any measures are to progress.</p> <p>26. Use of the word mobility (higher order roads, higher speeds, higher capacity) - local roads/streets accessibility</p> <p>27. Designated controlled and policed freight route (mentioned) - note that except for network limitations, access to the public road network for legal vehicles cannot be limited. Use of certain routes can be encouraged (dimension and mass clearances).</p> <p>28. Dedicated HOV lanes – assessment report has not yet been submitted DOI busy with the R44 (MR27) in accordance with EA – NO amendments will be considered at this time.</p> <p>29. All key freight routes are Provincial routes, any measures subject to DOI approval. any proposals of truck stops adjacent to Provincial roads – subject to DOI approval. Overload control to be co-ordinated with EC Mobility Department.</p>	WCG: Department of Infrastructure	<p>The Municipality has undertaken to table and engage more regularly with the Provincial Roads on the concerns raised. All required approvals will be obtained prior to implementation.</p> <p>Numerous Public Transport Service studies have been carried out in the past, PGWC strategy w.r.t IPTN's have changed due to the lessons learned in CoCT & George, the PGWC has recently advised that the incremental approach to the establishment efficient public transport service would be the way forward for Stellenbosch. Council has approved the increment approach for the establishment of a Public Transport Service, the previous Section 78 processes will therefor not continue. The incremental approach (utilizing existing services) moves progressively towards improved public transport service and overtime establishes the most efficient public transport service. The municipality is in process of commissioning a study to establish a public transport plan that will outline the process in more detail.</p>
7.	Development of the Public Transport system	<p>1. WCG R0 to PT whilst R 1 billion is granted to CT and George. (catastrophic due to cancelling of PSTP programme</p> <p>2. Operational budgets, just 1 or 2 posts for PT in the municipality</p> <p>3. No application for PTOG Grants???</p>	Friends of Stellenbosch	<p><i>The municipality previously commissioned the construction of a new Taxi rank in Groendal, Franschoek, Klipmuts and the upgrading of existing taxi ranks in Kayamandi.</i></p> <p><i>The Municipality continues to improve on public transport facilities and during the 2022/2023 financial year an additional Long Distance Rank and drop-off area was constructed in Bird Street near Kayamandi. Planning is also underway for upgrades to the Bergzicht Taxi Rank.</i></p> <p><i>On completion of the rollout of the PSTP in Stellenbosch the WCG concluded the PSTP program. The PSTP was discontinued by the PGWC. Any feedback on this matter is therefore outside of the scope of the CITEP.</i></p> <p><i>Principal technician post have been advertised for PT department the Municipality also utilizes the expertise of consultants to carry out studies and assessments and to implement Transport Projects.</i></p> <p><i>PTOG Grants are to provide supplementary funding towards public transport services provided by provincial departments of transport</i></p>

Nr	Issue	Comment	From	How to address comments
		4. Section 78 assessment report not being contained in the Draft CIP		<i>CIP Section 78 process has been included in the CIP</i>
		5. PT and NMT to take precedence over Private Transports		<i>Noted</i>
		6. Acknowledge need for PT Infrastructure – CT and George made major investments in this regard		<i>PGWC strategy w.r.t IPTN's have changed due to the lessons learned in CoCT & George</i>
		7. PT is described as catastrophic in Stellenbosch as rail is also dysfunctional (Bus only for schools and special needs) Mini-bus taxis only PT. No longer distance NMT.		
		8. PT canned in 2000? PT was never taken seriously (for implementation in all CIPs. RMO was compiled in detail and Municipality explicitly rejected efforts in 2016 and 2019 to make available grant funding such as PSTP and invests very little in PT. Thus a catastrophic backlog in PT infrastructure investment		<i>Numerous Public Transport Service studies have been carried out in the past, PGWC strategy w.r.t IPTN's have changed due to the lessons learned in CoCT & George, the PGWC has recently advised that the incremental approach to the establishment efficient public transport service would be the way forward for Stellenbosch. Council has approved the increment approach for the establishment of a Public Transport Service, the previous Section 78 processes will therefor not continue. The incremental approach (utilizing existing services) moves progressively towards improved public transport service and overtime establishes the most efficient public transport service. The municipality is in process of commissioning a study to establish a public transport plan that will outline the process in more detail.</i>
		9. Operational budgets? Just 1 or 2 posts for PT (rest road related matters – contrast CT Urban Mobility Directorate George has TA (SM no provision for TA.		
		10. PSTP programme? DTPW – assessment report..		
		11. Section 78 assessment report not being contained in the Draft CIP		
		12. PT & NMT proposals in Table (in Section 2.4) is superficial – no clear plan and funding.	Stellenbosch Interest Group	<i>The CIP lists-strategic objectives for PT and NMT, and not the details of project to be rolled out. The detail of individual projects are therefore outside of the scope of the CIP. Proposed projects often requires further studies, assessments, evaluation of alternatives etc. Once listed projects are proposed for implementation detailed analysis, public engagements, ect are carried out.</i>
		13. Few projects (section 6.2.3.3.) = are linked to PT & NMT When will these projects be launched?		<i>Some projects are in progress and others to commence in 2024 & 2025</i>
		14. People come from outside Stellenbosch – should be shifted to shared travel/PT and NMT.	Stellenbosch Rate Payer's Association	
		15. Spend money on Transport around Railway Station	Friends of Stellenbosch	<i>Assess and infrastructure at railway stations are owned by PRASA and therefore the Municipality do not have the mandate to spend money on other state owned infrastructure</i>
		16. PT has more than just mini-bus taxis - It has many PT shuttle services and scholar transport - to be acknowledged	Franschhoek Public Contribution	
		17. Bypass and parking limits – RHDHV – found that bypass will not solve problem of congestion. Reliance on PT and NMT aspirational for next 5 years..etc. dominant AM flows into Stellenbosch.	WCG: Department of Infrastructure	<i>Stellenbosch is known as a destination since many who study/work in Stellenbosch, travels from outside, its borders. Demographically Stellenbosch does play an important role in North/South Regional mobility. Updated and more comprehensive studies will be carried out.</i>
		18. Dedicated HOV lanes – assessment report has not yet been submitted DOI busy with the R44 (MR27) in accordance with EA – NO amendments will be considered at this time.		<i>noted</i>

Nr	Issue	Comment	From	How to address comments
8.	NMT	1. Changes in budget for NMT etc should be made already in 23/24 budget...	Stellenbosch Rate Payer's Association	<p>The investment in Roads Infrastructure is attributed to growing and developing communities in Stellenbosch, the municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch which would include the establishment of a sustainable road network. The establishment of a sustainable road network may require road construction and road upgrades, which are informed by analysis and sound engineering judgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT infrastructure.</p> <p>•The IDP has identified the need for adequate parking in the CBD, the PPP process for the implementation of a parking garage, will address this need.</p> <p>•The Municipality has concluded initial draft studies towards the development of a business model for an inclusive public transport service for persons with disabilities in Stellenbosch.</p> <p>•Plans for the establishment of Woonerf area and pedestrian zones in the Dennisig are underway.</p> <p>•The establishment of pedestrian zone on certain streets in the Central Business District are also ongoing.</p> <p>•Retrofitting of streets for cycling are ongoing, Martinson Street recently completed, Merriman Street is next earmarked for retrofitting for cycling (note: 4 lanes on Merriman Road not being planned). The study will include the assessments for bicycle-lock up facilities.</p> <p>•Assessments for park and ride facilities at outskirts of town had commenced.</p> <p>•When specific NMT projects are implemented, the required public participation process is followed, often only with immediately affected persons. Plans are therefore, underway to reconvene the NMT Working Group to assist with project information sharing, for those who want information of the all NMT projects.</p> <p>•Infrastructure Services will continue rolling out NMT in a systematic manner, removing bottlenecks, to NMT etc. in line with the approved Master Planning and, as far as available resources allow.</p> <p>The Municipality is in process of compiling a Sidewalk Accessibility policy, with the policy the municipality aims to improve sidewalk management and strive for a safe environment for all sidewalk users.</p>
		2. Entire CBD to be pedestrianised and park-'n-ride schemes to be introduced on outskirts. (Concept not currently considered). Cannot pedestrianize only 2 or 3 streets (defeats the purpose).	Stellenbosch Interest Group	
		3. Pedestrian/bicycle movements from Oner-Pappegaalberg, Bosmans Crossing and My Space residents not evident (not addressed)	Heritage Foundation	
		4. NMT is acknowledged in CIP, however the CIP budget is not clear (too vague) about what the projects identified for NMT consist of (the terms are very vague and on-specific and can be interchangeable)	Fietsry NPC	
		5. Stellenbosch – Bicycle Network provisions is only for 2 -years does this mean extension and improvements beyond (for instance Van Riebeeck and Merriman are going to stop at the end of 2023/2024)?		
		6. Pedestrian Streets in Stellenbosch (what is this)? Which streets, bi-directional for bicycles- we propose Woonerf (Home Zone Concept (not as radical as full-on pedestrianisation).		
		8. Car free CBD vs new PPP parking garage behind the town hall complex. Park-'n-rides on outskirts of CBD to be supported.		
		9. Pedestrian & cycling capex and combined NMT projects should have separate items on the budget		
		10. Speed limit in built up areas to be reduced (currently 60km/h		
		11. Paint is no protection (unless speed limits are reduced to 30-40km/h – Merriman, Cluver, Martinson (painted are also too narrow to be safe).		
		12. NMT Network for highest density areas.		
		13. Roll out of Cycle Plan 2015 and NMT Plan 2022		
		14. Dorp Street rather to make provision for proper cycling.		
		15. Merriman and Cluver four lanes how will pedestrians and cyclists be protected? (recommendations Cycle Plan item 7.1.3.2 P97 to be followed).		
		16. Widening of Dorp Street between R44 /R310 no NMT		
		17. Suggestions:		
		- Address bottle neck in Van Riebeeck Street and improve NMT drastically in both directions – lower speed limit and priority cycling/walking		
		- Safety in Merriman, Bird Cluver and Martinson to be addressed		
		- All NMT to schools to be addressed		
		- Complete approved NMT and Cycling/pedestrian networks		
		- Protect Cycle lanes in Merriman by adding a curb.		

Nr	Issue	Comment	From	How to address comments
		18. Mobility Forum and the NMT Working group have not been operational (must meet monthly Modal Shift is mentioned but Objective % must be added.)		
		19. Systematic Implementation of Cycle Plan NOT Piecemeal, Endorse Page 20 (transport scenarios) and P91.		
		20. Franschhoek is not pedestrian friendly (as CITP states). Pavements too narrow for people in season (people also walk up and down Huguenot Street)	Franschhoek Heritage and Ratepayers Association	
		21. NMT Transport Plan – NMT not considered an essential element in the foundation of any and all transport development planning – NMT not prioritised and funding limited NMT projects funding (limits) need to be linked to statistics such as crashes and fatalities involving pedestrians and cyclists (to start to prioritise NMT).	WCG: Mobility Department	
		22. Concerned about grade-separated pedestrian crossings – usage trends, safety concerns (especially underpasses) – prefer overpasses.	WCG: Department of Infrastructure	
		23. Expanding the NMT network - on provincial routes subject to DOI approval		
		Focussed PT and NMT –also ATC supported by PT - considered aspirational for the next 5 years private vehicles use in initial years to be considered in planning all proposals on Provinces roads subject to DOI approval.		
9.	Passenger Rail	1. Considered impact of IPTN on interests of PRASA- against the Legal Succession Act main business of PRASA.	PRASA	Chapters 3 and 6 dealing with the Transport Record and the Public Transport Plan respectively, needs to be updated to reflect the comments received from PRASA, as this was not available during the time of finalising the draft CITP.
		2. There are items to be included from a Rail Planning Perspective:		The municipality and PRASA has undertaken to engage more regularly to ensure effective rail transport. Current urgent priorities are to establish a functional operational service and thereafter the implementation of a 2nd railway line. Discussions are also underway to most effectively accommodate new Developments such as the ATC.
		• Service resumption target Stellenbosch Line – end Oct 2023 (Infrastructure & rolling stock @ 2015 levels. (30 sets in addition to existing 34 sets)		
		• Additional security was made available in 2019 (Asset protection moving forward)		
		• Intention to double Stellenbosch line from Eerste River to Northern Line.		
		• Future doubling of Eerste River Strand line (took Stellenbosch doubling into consideration) – only at concept stage (feasibility still to be done)		
		• Lower tracks at Stellenbosch Station – release air rights for land development – study was not commissioned (no funding)		
		• Existing station positions must be reviewed based on Development Framework		
		• CITP to clearly state way forward for Rail Planning - Address Feasibility Study for Doubling of Line and prioritise this. Correspondence from SBM stating PRASA Rail Western Cape is in full support of proposed Doubling – address correspondence to National Minister of Transport and Public Works to sensitize the Board of PRASA via group CEO.		
		3. "Effective "rail transport – yet there is no rail service running. – Proposal conflicts with pedestrian priority route indicated in the affected area (reference to drawing).	Heritage Foundation	
10.	General Comments	1. Misalignment with the MSDP and the IDP, which are "higher order" statutory plans (no reference to PSTP)	Stellenbosch Rate Payer's Association	
		2. No scenario-based assessment work – massive new road building is recommended thus most spending goes towards these projects		Comments on the Roads Master Plan RMP is noted, it should however be acknowledged that Development Planning, the promotion of P.T and NMT have been included in the modelling. Going forward the Municipality will endeavour to more progressively make provision for Public Transport, NMT and the latest Development Planning in its transport modelling.

Nr	Issue	Comment	From	How to address comments
		3. No integrated needs-based assessment		
		4. CIP and Transport Plans and Interventions must align and reflect recommended strategies with the MSDF and IDP – No analytical work.		Many projects identified for implementation has been identified through IDP processes. Extensive engagements have been held to align transport and planning strategies since transport needs must be accounted for during municipal planning processes.
		5.To mention that SDF amendment is currently out for comment (slightly newer SDF than the one mentioned in the document).	WCG: Environmental Affairs and Development Planning	Spatial Development Framework that the SDF amendment is currently out for comment these are however outside of the scope of the CIP.
		6. CIP does not Visual Impact Analysis and no Landscape Plan		The CIP lists strategic objectives visual impact analysis and Landscape plans are part of individual project design and approval processes. Visual Impact Analysis and Landscape Plans are outside of the scope of the CIP.
		7. CIP to closely align with plans already approved.	Heritage Foundation	Comments on the Roads Master Plan RMP is noted, it should however be acknowledge that Development Planning, the promotion of P.T and NMT have been included in the modelling. Going forward the Municipality will endeavour to more progressively make provision for Public Transport, NMT and the latest Development Planning in its transport modelling.
		8. Theory is Integrated planning and sustainability, in practice proposes massive new road development and expansions.	Richard Gordge	The investment in Roads Infrastructure is attributed to growing and developing communities in Stellenbosch, the municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch which would include the establishment of a sustainable road network. The establishment of a sustainable road network may require road construction and road upgrades, which are informed by analysis and sound engineering judgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT infrastructure.
		No integrated need-based assessment		Development Planning, the promotion of P.T and NMT have been included in the modelling. Going forward the Municipality will endeavour to more progressively make provision for Public Transport, NMT and the latest Development Planning in its transport modelling.
		Does not align with MSDF and IDP		Extensive engagement have been held to align transport and planning strategies since transport needs must be accounted for during municipal planning processes.
		Does not recognise and align with PTSP on completion of the roll-out of the PSTP in Stellenbosch, the WCG concluded the PSTP program		On completion of the rollout of the PSTP in Stellenbosch the WCG concluded the PSTP program. The PSTP was discontinued by the PGWC. Any feedback on this matter is therefore outside of the scope of the CIP.
		9. Stakeholders get tired for public participation where there is no feedback loops	Franshoek Public Contribution	Noted

Nr	Issue	Comment	From	How to address comments
		10. SMP violates its own policy directives (out of MSDP) – continues to extend the urban edge into farming areas (Jamestown, Raithby, Blaauwklippen, Lyndoch, Libertas Farm)	Stellenbosch Interest Group	
		11. Stellenbosch develop in a piecemeal and ad-hoc manner (cannot implement transport systems in the long run) Large scale developments does not take cognisance of impact on the whole network.		The various initiatives continued in the CIP and described above addresses this comments.
		12. Truck freight (Checkers In Dorp Street significantly contribute delivery during peak hours) – by law to be developed – restrict to off-peak periods)		A Freight Strategy Study is currently underway to examine the routes typically utilized by freight vehicles in, around, and through the Stellenbosch Municipal Area including Franschhoek, analysis and engagements with interested and affected parties will be conducted. The Freight Study will ultimately develop a strategic freight network for Stellenbosch and Franschhoek. The Freight Study will also include proposals for managing freight traffic as listed in the comments.
		13. Private light rail to be considered to connect the nodes around Stellenbosch (PRASA Insufficient). Very important for CIP (Light rail) – only mentioned once “tram”.		The municipality and PRASA has undertaken to engage more regularly to ensure effective rail transport. Current urgent priorities are to establish a functional operational service and thereafter the implementation of a 2nd railway line. Discussions are also underway to most effectively accommodate new Developments such as the ATC.
		14. Law enforcement overload control and suggestion of by-law to be discussed with WC Mobility Department.	WCG: Department of Infrastructure	Noted

11.6.2	STATUS REPORT ON THE ALTERNATIVE ENERGY GENERATION (AEG) INITIATIVES – OCTOBER 2023
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Collaborator No:

IDP KPA Ref No: Green and Sustainable Valley

Meeting Date: Mayco: 11 October 2023 & 17th Council: 25 October 2023

1. SUBJECT: STATUS REPORT ON THE ALTERNATIVE ENERGY GENERATION (AEG) INITIATIVES – OCTOBER 2023

2. PURPOSE

To inform Council about the progress with the different energy-related projects in the Municipality in order to ultimately reduce the impact of Electricity Loadshedding on the Municipality.

3. DELEGATED AUTHORITY

For notification by the Municipal Council.

4. EXECUTIVE SUMMARY

Stellenbosch Municipality is currently pursuing a number of initiatives to reduce the impact of load shedding, namely:

- a. Signing of a service level agreement with Eskom to treat Stellenbosch Municipality as a large load curtailment customer and allow the implementation of self-loadshedding.
- b. Investigation of loadshedding mitigation strategies to avoid one or more stages of load shedding.
- c. Implementation of a new supervisory control and data acquisition (SCADA) Telemetry system to enable self-loadshedding.
- d. Investigation of solar photovoltaic and battery storage to ensure business continuation at critical Municipal buildings and critical water and wastewater treatment plants.
- e. Request for Proposals for alternative energy Independent Power producers (IPP's).

Additionally, the Western Cape Government under the Department of Infrastructure (DOI), and previously the Department of Economic Development and Tourism (DEDAT), currently has a unit co-ordinating various alternative energy initiatives to assist Municipalities to respond to energy resilience. This unit has been co-ordinating the following initiatives:

- a. The municipal pooled buying initiative to establish a Municipal Special Purpose Vehicle (MSPV) to wheel energy generated from renewable plants via own and Eskom networks.
- b. Construction of a possible solar plant in the Stellenbosch municipal area.

5. RECOMMENDATION

that Council notes the progress of the Alternate Energy Generation initiatives and studies.

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.

6.2 Discussion

Progress to date on the various initiatives are as follows:

6.2.1 Eskom Service Level Agreement

The aim is to sign a service level agreement with Eskom for the implementation of self-loadshedding.

To reach this aim, a load shedding mitigation strategy application letter was issued to Eskom on 03 October 2023.

A meeting was held with the Eskom Senior Advisor Key Accounts, to confirm Eskom's stance on load shedding mitigation and implementation of self-loadshedding by Stellenbosch Municipality.

It was agreed that as a first step Stellenbosch Municipality can request to be considered as a large load curtailment customer, and if approved, the Municipality can then implement strategies to meet the Eskom requirements for load shedding mitigation.

The letter to request in principal approval that Stellenbosch Municipality can be considered as a large load curtailment customer was submitted to Eskom on 3 October 2023. The request will be presented to Eskom's Loadshedding Committee for consideration.

6.2.2 Implementation of Load Shedding Mitigation Strategies

Possible load shedding mitigation strategies were presented to the Municipal Manager and Director Infrastructure on 02 October 2023.

At present the only viable short term mitigation strategy is the implementation of load curtailment using Stellenbosch Municipality own generation and large consumer load curtailment.

With this strategy it may be possible to shed sufficient load to mitigate Stage 1 load shedding subject to modification of the existing generators, installation of additional generation capacity and signing contracts with willing large consumers.

More work to determine the cost and timeframe for the implementation of this strategy is required and the Electricity Department was instructed to proceed with these specific further investigations.

6.2.3 Implementation of new SCADA System

The implementation of the new SCADA system is currently being implemented at present.

The new SCADA system will be implemented in two phases with a targeted completion date for Phase 1 (remote monitoring of the seven main substations) scheduled for end of February 2024.

To date the following progress has been made:

- The Master Station equipment was procured, installed, and commissioned.
- The SCADA equipment for two substations (Golf and Main substations) were procured and installed and all engineering and system integration have been completed.
- System testing for Golf substation has commenced and is scheduled for completion by mid October 2023.
- System testing for the Main substation will commence on 17 October 2023.

The second phase of the project entailing the implementation of remote switching capabilities will commence after the completion of Phase 1.

6.2.4 Implementation of solar photovoltaic and Battery Storage to Ensure Business Continuation**a) Critical Municipal Buildings**

The following municipal office buildings were identified for business continuation:

- Municipal Court
- NPK Building
- Head Office Building
- Fire Station

Investigations for the installation of a battery backup system at the Municipal Court was completed and the specification and Bill of Quantities for the RFQ was prepared. The RFQ will be advertised before the end of October 2023.

Investigations for the installation of battery backup systems at the remaining three buildings are 90% complete.

b) Critical Plant

The following critical plant sites were identified for business continuation:

- Stellenbosch WWTW
- Klappmuts WWTW
- Pniel WWTW
- Wemmershoek WWTW
- Idas Valley WTP
- Paradyskloof WTP

Some sites have backup generators installed but investigations are still required for the installation of solar photovoltaic systems with battery backup at the critical plant sites are underway at present and aim to be concluded in the second quarter of 2023-24.

6.2.5 Request for Proposals for Alternative Energy Independent Power Producers

Three sites were identified the establishment of IPP facilities namely:

- Erf RE/119 Idas Valley for possible Biomass
- Erf 181/0 Stellenbosch (below reservoir) for possible photovoltaic site
- Erf 279/0 Stellenbosch (Droëduike site opposite landfill) for possible photovoltaic site

A request for proposal tender was drafted and will serve at the Bid Specification Committee by mid October 2023.

6.2.6 Western Cape Government (WCG) Pooled Buying Initiative

The Western Cape Government under the Department of Infrastructure (DOI) has appointed a service provider to investigate the various aspects this project.

The initiative involves five municipalities that could possibly form a Municipal Special Purpose Vehicle (MSPV) to wheel energy generated from renewable plants via own and Eskom networks.

Stellenbosch Municipality is one of the participating municipalities and has engaged in several workshops with the DOI's service provider as well as with the other participating municipalities present.

The Pooled Buying Project Office issued a draft business case to the reference group on 12 September 2023 and requested written comments.

Stellenbosch Municipality submitted written comments on 29 September 2023 and expressed concerns relating to shareholding, financing, cost of operation and compliance.

6.2.7 Establishment of a 50MW Solar Plant (Western Cape Government Initiative)

This initiative involves the possible construction of a 50 MW solar plant in the Stellenbosch Municipal area and requires the appointment of a Project Officer/Support consultant team and Transaction Advisor team. Stellenbosch Municipality is the pilot Municipality for the project.

The DOI would be the Client and funder of the project and would appoint internally the Transaction Advisor Team as well as the Project Officer/Support consultant. Stellenbosch Municipality is the co-client of the initiative and has thus far deployed an official to sit on the DOI's Bid Specification Committee of both the above appointments.

Advertisements for both the Project Officer/Support consultant and Transaction Advisor team were advertised by the WCG but no appointments have been made to date.

The WCG confirmed that it will be the IPP's responsibility to identify suitable land for the construction of the solar plant/s and Stellenbosch Municipality therefore stopped the process to identify land for this initiative.

6.3 Financial Implications

This report has financial implications to the municipality but will only become known once the assessment has 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.

6.4. Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation.

6.5. Staff Implications

No staff positions are affected at this point in time, although it is proposed that further funded positions be created within the Electricity Department as the initiative grows.

6.6. Previous / Relevant Council Resolutions

"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"

6.7. Risk Implications

Risks such as sufficient electricity supply and proper funding balancing are being mitigated at present:

6.8. Comments from Senior Management:**6.8.1 Director: Community and Protection Services**

Matter discussed at Directors meeting – no comments were requested.

6.8.2 Director: Corporate Services

Matter discussed at Directors meeting – no comments were requested.

6.8.3 Chief Financial Officer

Matter discussed at Directors meeting – no comments were requested.

6.8.4 Municipal Manager

Matter discussed at Directors meeting – no comments were requested.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.6.1

that Council notes the progress of the Alternate Energy Generation initiatives and studies.

FOR FURTHER DETAILS CONTACT:

NAME	Shane Chandaka
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DIRECTORATE	<i>Infrastructure Services</i>
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REPORT DATE	04 October 2023

11.6.3	RETURN ITEM: REQUEST FOR APPROVAL OF THE MUNICIPALITY'S SIDEWALK ACCESSIBILITY POLICY
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Collaborator No:

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: Mayco: 11 October 2023 & 17th Council: 25 October 2023

1. SUBJECT: RETURN ITEM: REQUEST FOR APPROVAL OF THE MUNICIPALITY'S SIDEWALK ACCESSIBILITY POLICY

2. PURPOSE

To approve the Municipality's Sidewalk Accessibility Policy after a public participation process was followed.

3. DELEGATED AUTHORITY

Municipal Council

4. EXECUTIVE SUMMARY

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

The Municipality therefore 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 for pedestrians, and cyclist where applicable.

On 24 May 2023, Council accepted that the Draft Policy on Sidewalk Accessibility be used in the public participation process. The policy was duly advertised on the website and local newspaper, and, by the closing date, comments were received from two parties. (See **ANNEXURE B**)

All comments received have been addressed, and minor amendments to the Sidewalk Accessibility Policy have been brought about, these amendments are highlighted yellow, see **ANNEXURE A**.

5. RECOMMENDATIONS

- (e) that Council takes note that, the Municipality's Draft Policy on Sidewalk Accessibility was published for public comment;
- (f) that Council notes the comments received, and the Directorates responses; and
- (g) that Council approves the Sidewalk Accessibility Policy.

6. DISCUSSION / CONTENTS

6.1 Background

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

The Municipality therefore 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 for pedestrians, and cyclist where applicable.

On 24 May 2023, Council accepted that the Draft Policy on Sidewalk Accessibility be used in the public participation process. The policy was duly advertised on the website and local newspaper and at the closing date, comments were received from two parties. (See **ANNEXURE B**)

6.2 **Discussion**

Comments were received from 2 parties namely, Mr Bouma and the Stellenbosch Interest Group.

Comments Received from Mr Bouma

Comment: Mr Bouma noted amongst others that the 1.5m Minimum width is not suitable stating that widths of 2 to 2.4m must be considered (See **ANNEXURE C**).

Response: The 1.5m minimum width was carefully considered, taking into account preferences for outdoor dining in certain streets, historic water channels, existing trees etc. The 1.5m minimum is adequate in most situations where there is low or moderate pedestrian movements. Where there are high pedestrian movements, the 1.5m would not be applicable, and this would be communicated to applicants when applying for a permitted activity in the road reserve.

The Municipality will continue improving facilities for Non- Motorized Transport (NMT) in the Central Business Districts (CBD) and in residential areas. The Municipality expands its NMT network annually, and brings about improvements periodically, in addition the Municipality continues pursuing pedestrianization initiatives to aid pedestrian movements.

Comments Received from Stellenbosch Interest Group

Stellenbosch Interest Group have the opinion that the draft policy lacks detail and clarity, and queried the following (See **ANNEXURE D**):

Comment: Whether sidewalks should be for cycling and stated that there should be dedicated cycle lanes for cycling.

Response: References made to cycling on sidewalks are instances where the sidewalks are shared by pedestrians and cyclist. The implementation of NMT facilities is outside of the scope of this policy.

Comment: Space (reserved for pedestrian movement) is a relative concept, clarity needed on this.

Response: Space requirements have been defined in the policy.

Comment: How will these Guidelines be policed? What fines will be imposed on transgressors? Are fixed outdoor dining structures (tables, benches, wooden decks) within the road reserve permitted or not? What will be done to those that are already in place?

Response: Law enforcement will police the policy. Municipal processes are in place for the assessment and approval of outdoor dining facilities. Any transgression will be dealt with in terms of individual merit and applicable penalties, such processes are however outside of the scope of this policy.

Comment: How will the Municipality in detail deal with the thousands of property owners who have already prior to the policy done landscaping within the road verge?

Response: The policy does make provision for the alignment of existing scenarios with the policy.

Comment: It is unclear where, when, and by whom this will be carried out, especially for landscaping.

Response: Landscaping in the road reserve will be dealt on a priority bases, to the extent that available staff resources allow.

It should be noted that it is not the intention of the policy to detail operational procedures, nor it is the objective of the policy to define a method statement for tasks to be carried out. The general administrative procedures set out in the policy are sufficient for meeting the objectives of the policy.

Minor amendments to the Sidewalk Accessibility Policy have been brought about, mainly to improve on clarity, these are highlighted yellow, see attached **ANNEXURE A**.

6.3 Financial Implications

Current capital and operational funding will be utilized for required works on sidewalks.

6.4 Legal Implications

Adjacent landowners may wish to seek compensation for landscaping removed by the municipality.

6.5 Staff Implications

Phased implementation of the policy is proposed, to align with available resources.

6.6 Previous / Relevant Council Resolutions

14th Meeting of the Council of Stellenbosch Municipality; Meeting Date: 24 May 2023.

Item: 11.6.1: REQUEST FOR APPROVAL OF THE DRAFT POLICY ON SIDEWALK ACCESSIBILITY

RECOMMENDATIONS

- (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.
- (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.

6.7 Risk Implications

Risk associated with liability resulting from injury to pedestrians could be mitigated.

6.8 Comments from Senior Management as per original item:

6.8.1 Director: Infrastructure Services

6.8.2 Director: Planning and Economic Development:

I do not have a problem with the item in principle, however, we need to ensure that there is alignment between this policy and the recently communicated process for dealing with outdoor dining applications communicated by the Director: Corporate Services. Furthermore, I suggest that the team responsible for this policy also have a short discussion with the Senior Manager: Development Management (Stiaan Carstens) to ensure that there is alignment between the content of the policy and the manner in which our Land Use Management Section will deal with applications for the

use of sidewalks for activity such as outdoor dining. (Addressed. Detailed inputs were received from Development Management and subsequent discussions were held)

6.8.3 Director: Community and Protection Services:

- 1) When the pedestrian walkways are created it should clearly be marked (let's say by thin white lines) as this will identify the walkway and make it easier for the enforcement officer to note transgressions.
- 2) It should be noted within the outdoor dining policy, that allocating and giving businesses permission to use areas or lease areas from the municipality in "the sidewalk area", the municipality does not give businesses permission to sell alcohol, neither allow their patrons to consume alcohol on that leased area. Businesses will have to apply and amend their liquor license.

With this in mind and consideration of point 1, staff will be able to do enforcement; and in relation to point 2, the SAPS and Law Enforcement will also be able to enforce the consumption and selling of liquor if it is not on the businesses liquor license. (Noted)

6.8.4 Director: Corporate Services:

I support the comments from the Director Planning and Economic Development In regard to the outdoor dining processes. (Addressed, see inputs under 6.8.2)

Staff vacancies can only be filled within budget provision and must be done in a sustainable manner. (Addressed, see input under Item 6.4)

6.8.5 Municipal Manager:

Please ensure that the policy is in line with the policy on outdoor dining, trading and the use of public places for commercial ventures and display.

(Addressed) The Sidewalk Accessibility Policy takes into account the municipal approval processes for outdoor dining.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.6.3

- (a) that Council takes note that, the Municipality's Draft Policy on Sidewalk Accessibility was published for public comment;
- (b) that Council notes the comments received, and the Directorates responses; and
- (c) that Council approves the Sidewalk Accessibility Policy.

ANNEXURE A – Sidewalk Accessibility Policy

ANNEXURE B – Public Notice

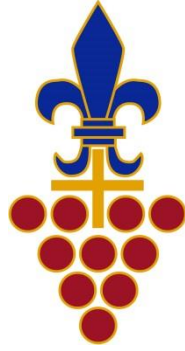
ANNEXURE C – Comments Received from Mr Bouma

ANNEXURE D – Comments Received from Stellenbosch Interest Group

FOR FURTHER DETAILS CONTACT:

NAME	Shane Chandaka
POSITION	<i>Director</i>
DIRECTORATE	<i>Infrastructure Services</i>
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REPORT DATE	05 October 2023

ANNEXURE A



Stellenbosch Municipality

Draft Policy on Sidewalk Accessibility

October 2023

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POLICY ON SIDEWALK ACCESSABILITY

1. Introduction

Due to complexities in the use, handling, and management of sidewalks, the Municipality has decided to compile a policy focussing exclusively on the accessibility of sidewalks.

Sidewalks must meet the needs of all sidewalk uses, i.e. of persons of all abilities which includes children, the elderly, parents with prams, pedestrians with vision impairments and people using wheel-chairs and other assistive devices. Sidewalks must be usable and functional since it is utilized for the most basic forms of mobility namely walking, cycling, running etc.

Stellenbosch is a unique town, with landscaped / tree-lined road verges and opportunities for outdoor dining etc. Although the Municipality intends to preserve this unique character, if activities in road verges are not regulated, pedestrian movements could be impeded. The Municipality has therefore decided to introduce a policy and implement guidelines to this effect, so that sidewalks remain accessible and safe for all users.

2. Legislative and Policy Context

2.1 National Policies and Guidelines

The Constitution of the Republic of South Africa, Act 108 of 1996 Section 85 (1) (b) mandates the Department of Transport with the role of developing transport policy. The following policies and guidelines have been developed by the Department of Transport, with relevant extracts that support the Municipality's Policy on Sidewalk Accessibility:

White Paper on Transport Policy:

- To encourage, promote and plan for the use of Non-Motorised Transport (NMT) where appropriate.
- Infrastructure and maintenance standards will be developed and must recognize NMT as an essential mode of transport.

Draft White Paper on Roads Policy:

- Integration of NMT as a recognised mode in the transport system and ensure appropriate infrastructure is provided for safe NMT usage.
- All authorities must strive to maintain the integrity of the road reserve in order to ensure that future network development is not compromised, and that services can be located and accessed appropriately.
- Services installed in a road reserve must be installed with the approval of the local authority, in the form of a wayleave.
- Ensure that safer road networks are provided for that appropriate infrastructure is provided for and that safe NMT usage and road safety audits are conducted.

NMT Facility Guidelines:

- Aims to enhance integrated transport, to ensure that the proper movement (or mobility) of people, to increase safety, reduce fatalities and produce universally designed infrastructure to improve the physical environment of all NMT users.

2.2 Municipal By-laws and Policies

The Constitution also makes provision for a Municipality to make and administer by-laws and policies for the effective administration of Local Government Competencies, the following are extracts of relevant Municipal by-laws and policies

The Municipality's By-law on Roads and Streets:

- The by-law assists the Municipality to regulate functions on roadways, walkways and other spaces within road reserves and aims to promote a safe environment for the benefit of all road and sidewalk uses and provides procedures, methods and practices to manage the use of roads, streets, sidewalks and road verges.

The Municipalities Draft NMT Policy:

- Stellenbosch Municipality will strive to develop walkable and cycle-able environments that are safe for all to use and contribute to the mobility needs, economic vibrancy and social health of communities.

The Universal Access Policy

- The rights of people with disabilities are protected by the country's Constitution, which stipulates that governmental departments and state bodies have a responsibility to ensure that concrete steps are taken so that people with disabilities are able to access the same fundamental rights and responsibilities as persons without disabilities.
- The Universal Access Policy aims to create conducive environment to address issues affecting people with diverse needs/ requirements including persons with disabilities.

The Municipality's Draft Wayleave Policy

- Sets out the procedure internal departments, external departments, private parties etc.. to obtain approval for any of the following works carried out in the road reserves, digging of trenches, tunnelling, erection of signboards, erection of structures, street shaping, planting of trees, and any other Work that may affect motorists, cyclists, pedestrians etc..

3. Objectives

The objectives of the policy are:

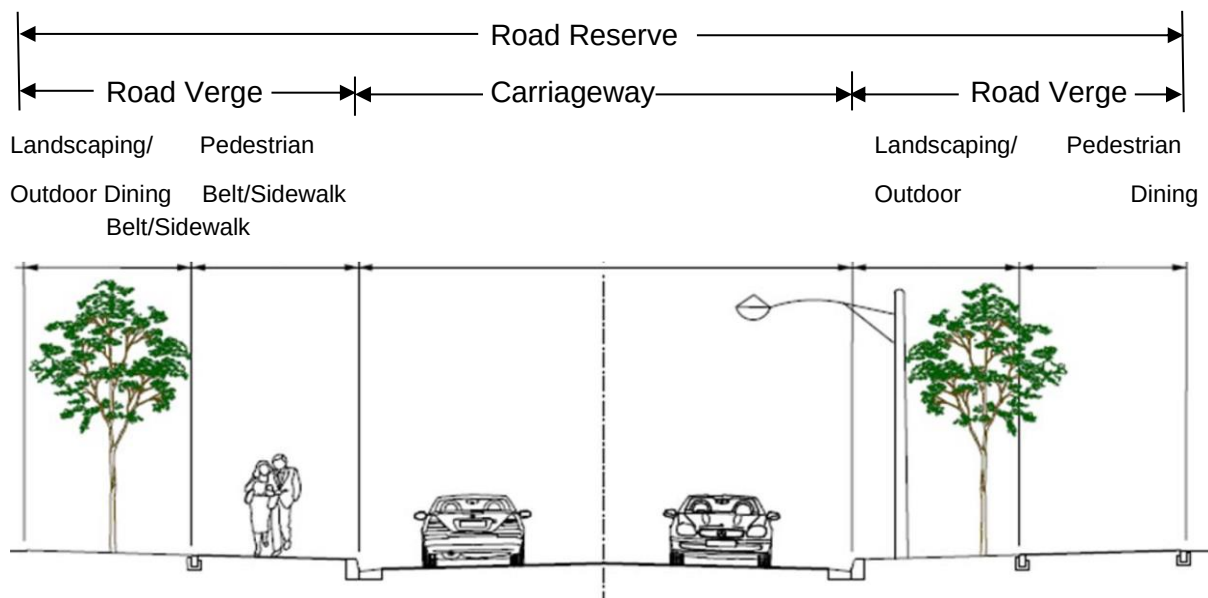
- To improve sidewalk management, ensuring a safe environment for all roadway and sidewalk users.
- To introduce guidelines that would make sidewalks more accessible for pedestrians, minimizing obstructions on sidewalks and ensuring that continuous pedestrian belts are maintained.
- To set out the general administrative procedure for compliance with this policy.

4. Functions and Components of the Road Reserve

The Road Reserve (which includes the Sidewalk Area or Road Verge) has the following functions:

- Connects and links communities and serves all transportation needs of residents, commuters, businesses etc..
- Provides space for required services, such as pipelines and cables for electricity, water, sewer, telecommunication, stormwater services etc.

Typical Cross Section of Municipal Roads:



The Road Reserve comprises the following:

- The Road Verge:** utilized by pedestrians (and cyclist where applicable), and can consist of constructed sidewalk as found in CDB, industrial areas and along priority routes in residential areas. Unconstructed / natural sidewalks are found on certain roads in residential areas. Services such as pipelines and cables for electricity, water, sewer, telecommunication, stormwater etc. are normally located within this area.
- Carriageways:** also referred to as the roadways and are utilized by motor vehicles and cyclist.

In residential areas, where formal sidewalks have not been constructed, obstructions are often found in the form of landscaping. Where the sidewalk is natural ground, space must be

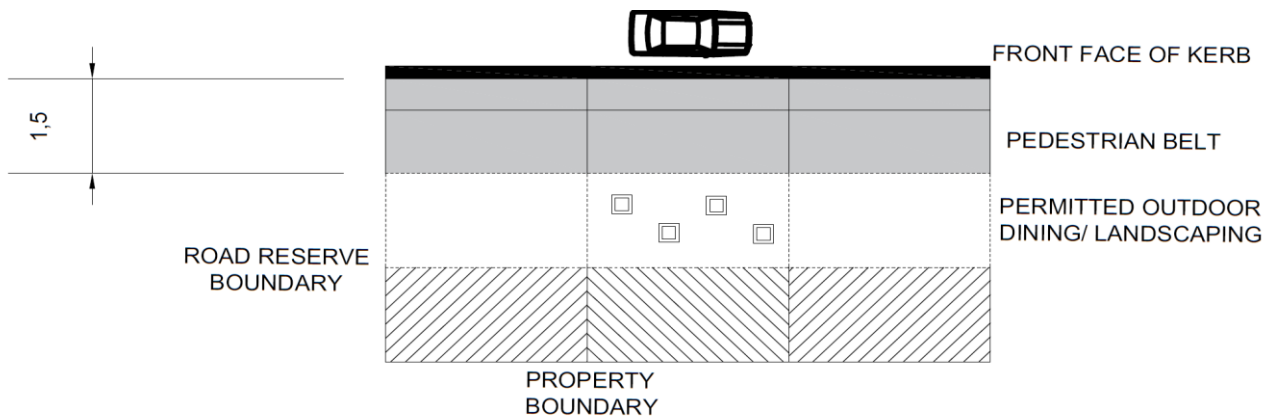
reserved and be kept clear from obstructions to ensure safe and continuous pedestrian movements. The surface should be suitably firm, and level so as not to create a tripping hazard. A suitable surface may comprise natural ground, laterite gravel, grassing or paving as approved by the municipality.

On certain roads within the CBD, outdoor dining other commercial activities are allowed. Where these are allowed, space must be reserved and kept clear from obstructions to ensure safe and continuous pedestrian movements.

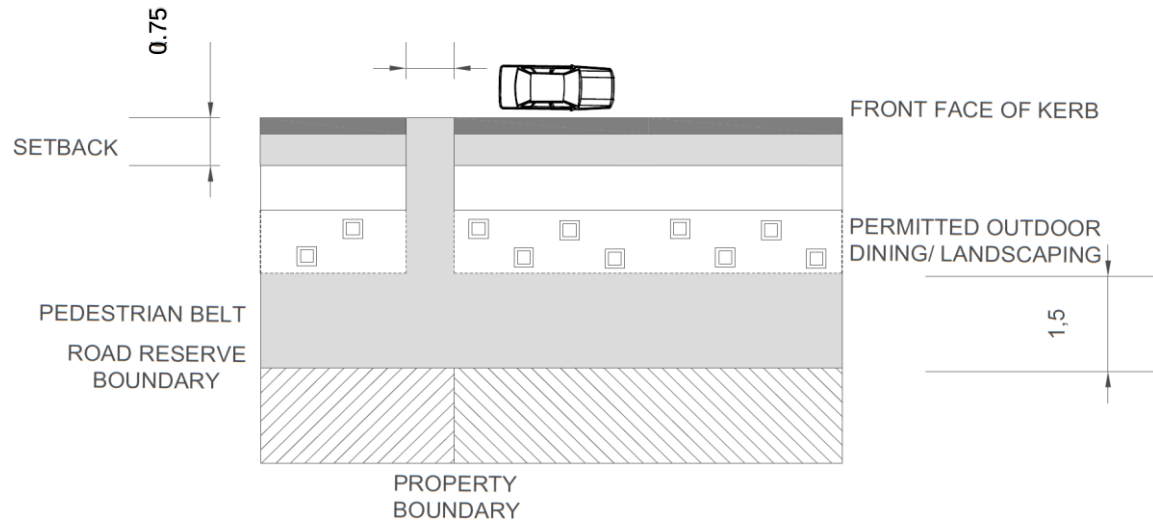
5. Guidelines

The following minimum guidelines are applicable where constructed and natural sidewalks occur. The preferred option is a pedestrian belt located near the front face of the kerb. A pedestrian belt of at least 1.5m must remain free from obstructions, see **Option 1** below:

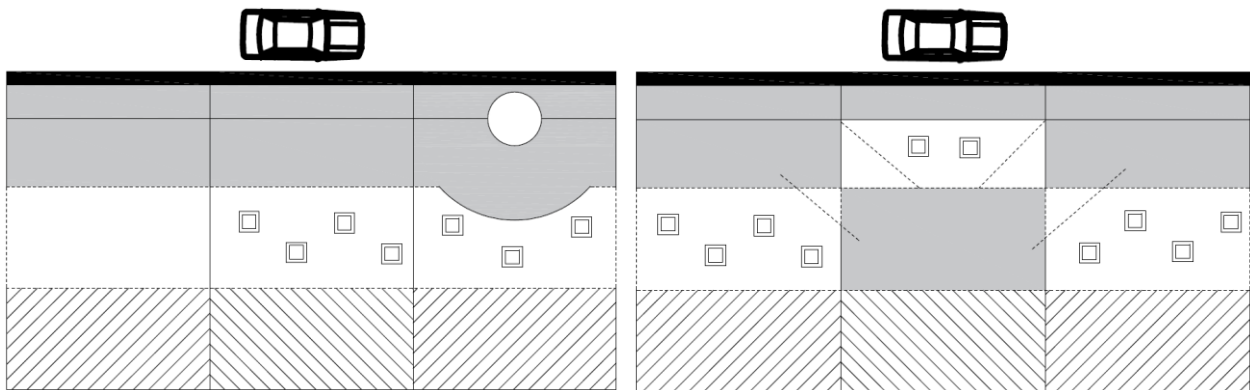
OPTION 1:



In instances where the position of existing landscaping or other features prohibits the implementation of Option 1, the pedestrian belt may be located away from the roadway. In this instance a 750mm setback from the front face of the kerb edge must be in effect. An additional passage (on the extension of the cadastral boundary) between the setback and pedestrian belt should be maintained. No obstructions are therefore allowable within the pedestrian belt, the setback line, the passage between the pedestrian belt and setback line, as shown in **Option 2** below:

OPTION 2:

Variations to Option1 and 2 are allowable and will be dependent on the outcome of the safety audit. The diagrams below show how an obstruction can be accommodated and how a continuous pedestrian belt can be maintained:

VARIATIONS:

The above are minimum guidelines, certain locations may require wider pedestrian belts to accommodate higher pedestrian volumes. In such instances wider pedestrian belts will be required by the Municipality.

6. Application Processes

6.1.1 Way-leave Application Process

A way-leave application must be submitted for any proposed construction work, temporary use of sidewalk, landscaping on sidewalk, outdoor dining or other commercial activity allowable within the road reserve. The wayleave application process grants rights / approval for proposed works / activities and comprises site inspections, assessments as well as a Road Safety Audit. Where it is found that the proposed works/activity will have a detrimental impact on the Municipality or any of its services, the application may be declined. The Municipality's draft Wayleave Policy outlines the procedures and processes when submitting a wayleave application. Proposals for any construction work, temporary use of sidewalk, landscaping on sidewalk, outdoor dining or other commercial activity must follow the wayleave application process (which includes the compilation of a drawing), applications must be submitted to Infrastructure Services Directorate.

6.1.2 Landscaping

Landowners that have frontage onto to the Road Reserve, may submit applications for proposed landscaping within the Road Verge. Permission may be granted for landscaping outside of the pedestrian belt. The Wayleave Application process as described above must be followed. Landscaping in the road reserve should be maintained by the applicant, the landscaping will however be deemed the property of the Municipality.

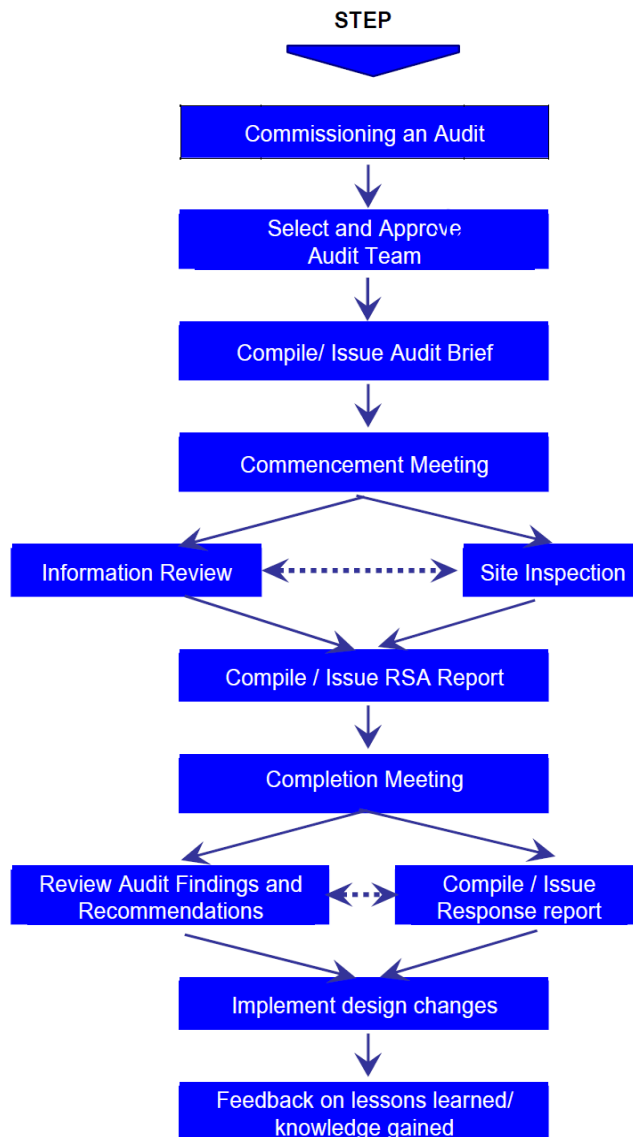
6.1.3 Outdoor Dining / Trading / Events

On certain roads within the Municipality, Outdoor Dining or Trading and Events are allowed if approved in terms of the relevant Policy. Business that have frontage onto the Road Reserve, may submit applications for proposed outdoor dining, trading or an event within the Road Reserve. To commence the process for applications, a site plan detailing the proposals must be prepared by the applicant and processes followed in terms of the relevant policy or procedure. For example, applications for Outdoor dining, (including layout plans / diagrams), must be submitted to the Corporate Services Directorate, and will be dealt with in terms of Corporate Services Directorate's procedures. Additional processes required for Outdoor Dining or Trading and Events on sidewalks may also include the following:

- Wayleave Application (as described above)
- Building plan Application for any proposed structure
- Land Use Planning Application
- Lease Agreement
- All relevant approvals

7. Road Safety Audit Process

A Roads Safety Audit will be carried out to determine the impact of the proposed construction work, use of sidewalk, landscaping, structures, outdoor dining or other commercial activity allowable within the road reserve. Road Safety Audit will also be carried out on existing scenarios, for alignment and compliance with Policy. Road Safety Audits will determine impacts on the safety of pedestrians, cyclist drivers etc. The road safety audit methodology is prescribed in the South African Road Safety Audit Manual, Chapter 4 refers to proposed interventions and Chapter 5 makes reference to Roads Safety Audit on existing scenarios.



Aspects to consider when conducting the road safety audit:

- Is the minimum width for the pedestrian belt sufficient for the prevailing conditions?
- Will pedestrian facilities be satisfactory for the visibility impaired, the disabled, the elderly, children etc?
- Will cyclist or other road users be affected?
- Are tripping hazards present?
- Will vehicle sight distances and visibility be affected by the proposed intervention?
- Will the proposed intervention negatively affect neighbouring properties?

- Will the accessibility / maintenance of services be affected?
- Will existing traffic operations be negatively affected?

The following process should be followed when carrying out a road safety audit:

Step 1: Estimate the Frequency of Possible Incidents

FREQUENCY	DEFINITION
Frequent	One or more per month
Probable	One or more per year (but less than one per month)
Occasional	Once every one to three years
Remote	Less frequent than once in three years

Step 2: Estimate the Severity of Possible Incidents

SEVERITY of OUTCOME	EQUIVALENT CRASH OUTCOME
Catastrophic	Likely multiple deaths
Serious	Likely death or serious injury requiring hospitalization
Minor	Likely minor injury
Negligible	Likely trivial injury or property damage only

Step 3: Determine the Level of Risk

		FREQUENCY			
		Frequent	Probable	Occasional	Remote
SEVERITY	Catastrophic	Intolerable	High	High	Medium
	Serious	High	High	Medium	Medium
	Minor	High	Medium	Medium	Low
	Negligible	Medium	Medium	Low	Low

Step 4: Course of Action

RISK	
Intolerable	Proposed Landscaping or Outdoor Dining can-not be allowed.
High	Proposed Landscaping or Outdoor Dining can-not be allowed.
Medium	Proposed Landscaping or Outdoor Dining may be allowed, on condition that mitigation measures be effectively implemented.
Low	Proposed Landscaping or Outdoor Dining may be allowed.

Where the impact of proposed landscaping, structures, outdoor dining or other commercial activity is determined as being Intolerable or High, the application will be declined. Where a risk is determined as Medium, the application may be approved on condition that mitigation measures be introduced. Where the risk is designated as Low the application may be approved, along with any condition stipulated by the Municipality.

8. Aligning Existing Scenarios with Policy

Landscaping and other structures located within the road reserve that is not in compliance with Municipal processes, will require rectification. Rectification will also be required for outdoor dining or other commercial activities that has not been approved by the Municipality.

The rectification process will in general include liaison with the relevant landowner(s) providing time frames for rectification. The Municipality will communicate to residents and businesses the procedures for the rectification and regulation of landscaping, outdoor dining and other commercial activities.

Where there is non-compliance with time frames provided, or an unacceptable risk of danger to motorists, cyclists or pedestrians (as assessed and determined by the Municipality), the Municipality may remove landscaping and other structures located within the road reserve that is not in compliance with Municipal processes, in terms of the provisions made in the Municipality's By-law on Roads and Streets.

This ensures an acceptable level of risk to both the users of the sidewalks as well as to the Municipality.

The Municipality appreciates the acknowledgement and support from the citizenry, private sector and all sidewalk users in ensuring that the risk to pedestrians and road users is mitigated, and that all parties are collectively contributing towards a safer community in Stellenbosch Municipality

9. SHORT TITLE AND COMMENCEMENT

This policy is called the Stellenbosch Municipality's Policy on Sidewalk Accessibility and will commence on the date of publication.

ANNEXURE B



STELLENBOSCH MUNICIPALITY

STELLENBOSCH·PNIEL·FRANSCHHOEK

MUNICIPALITY

NOTICE FOR PUBLIC COMMENT

SIDEWALK ACCESSIBILITY POLICY

Municipal Notice No. 111/2023

The Municipality has prepared a Draft Sidewalk Accessibility Policy to assist and improve on the management of sidewalks. Landscaping, outdoor dining and other activities carried out on sidewalks may obstruct pedestrian movements, hinder driver's sight distances, and create potentially unsafe conditions. The Draft Policy sets out the administrative and technical procedures to be followed for the implementation of safer sidewalks within the municipal area.

Notice is given in terms **Councils Resolution, Item 11.6.1 of the Council Meeting held on the 24 May 2023**, to advertise the Draft Sidewalk Accessibility Policy for public comment.

The community is therefore invited to provide comment, comments must clearly state "Draft Sidewalk Accessibility Policy" and may be forwarded to engineering.services@stellenbosch.gov.za or submitted to the Municipal Office located at 71 Plein Street, Ecclesia Building (Second Floor). Any persons, unable to read and write, or having any sight disability will be assisted by an official at the above-mentioned office, should they not be able to provide comments on their own accord.

The Draft Policy can be downloaded from the Stellenbosch Municipal website (www.stellenbosch.gov.za). The official date for public release is the 1 August 2023 and the closing date for comments is the 1 September 2023 at 16h30.

Preshane Chandaka
Director: Infrastructure Services
01/08/2023

ANNEXURE C

From: Naude & Bouma <bouma@mweb.co.za>
Sent: Thursday, September 7, 2023 11:49 AM
To: Engineering Services <Engineering.Services@stellenbosch.gov.za>
Subject: [EX] SIDEWALK ACCESSIBILITY POLICY 111/2023 : COMMENTS

Dear Sirs

SIDEWALK ACCESSIBILITY POLICY 111/2023 : COMMENTS

The 1.5m sidewalk width is the minimum recommended width.

This 1.5 m width is however not suitable for the Stellenbosch CBD for the following reasons;

1. The sidewalk in the CBD has 2 way pedestrian traffic and a comfortable width of 2 to 2.4 m must be considered for people to pass each other without stepping in the road or stopping to make a single file.
2. Stellenbosch encourages tourism and bussed in groups of 50 people are guided along the streets. I have seen people falling in the furrows or over flowerbed curbs in Dorp Street that has a 1.5m sidewalk.
3. Street furniture like A-frames, dirt bins traffic signs and lamp pole all take up space, this is mentioned in the policy, but need to be excluded from the 1.5m minimum space.
4. In other towns and cities a 1.8 up to 3.0 m are allowed for CBD side walks. Parts of Andringa Street and Church Street require an upgrade to a more pedestrian friendly sidewalk. Some parts of Van Ryneveld Street have no sidewalk at all.
5. Pavement seating must be clearly controlled and marked, I myself fell over chairs in Andringa Street and have permanent scars on my legs. I have also fallen over an A-frame in the 50 years that we reside in Stellenbosch.

On page 5 OPTION 1 shows a drawing with a 1.5m dimension line. I think this could be wrong and a .75m space for services and car doors should be added.

Please acknowledge receipt of this e-mail.

Yours Sincerely
Raymond Bouma
073 816 4882

ANNEXURE D



Belangegroep Stellenbosch Interest Group

interestgroupstellenbosch@gmail.com

2023-09-14

Director: Infrastructure Services
Engineering.services@stellenbosch.gov.za

Dear Mr Chandaka

The Stellenbosch Interest Group welcomes the introduction of a Policy on Sidewalk Accessibility. **The draft is however poorly written and lacks detail and clarity.**

Page 3: “*Sidewalks must be usable and functional since it is utilized for the most basic forms of mobility namely walking, cycling, running etc.*”

Are sidewalks really for cycling? There should be dedicated lanes for cycling.

Page 6: “*On certain roads within the CBD, outdoor dining [and] other commercial activities are allowed. Where these are allowed, **space** must be reserved and kept clear from obstructions to ensure safe and continuous pedestrian movements.*”

Space is a relative concept, clarity needed on this.

Page 6: “*Guidelines...*”

How will these be policed? What fines will be imposed on transgressors? Are fixed outdoor dining structures (tables, benches, wooden decks) within the road reserve permitted or not? What will be done to those that are already in place?

Page 8: “*6.1.2 Landscaping Landowners that have frontage onto to the Road Reserve, may submit applications for proposed landscaping within the Road Verge. Permission may be granted for landscaping outside of the pedestrian belt.*”

How will this be dealt with where thousands of property owners have already prior to the policy done landscaping within the road verge?

Page 9: “*Roads Safety Audit*”

It is unclear where, when, and by whom this will be carried out, especially for landscaping.

Kind regards

Patricia Botha (Chairperson)

AGENDA**17TH MEETING OF THE COUNCIL
OF STELLENBOSCH MUNICIPALITY****2023-10-25**

11.7	PARKS, OPEN SPACES AND ENVIRONMENT: (PC: J WILLIAMS)
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NONE

11.8	PLANNING AND LOCAL ECONOMIC DEVELOPMENT AND TOURISM :(PC: CLLR C VAN WYK)
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11.8.1	PARTNERSHIP BETWEEN STELLENBOSCH MUNICIPALITY AND THE STARTUP TRIBE TO CONTRIBUTE POSITIVELY TOWARDS SMALL MEDIUM MICRO ENTERPRISE DEVELOPMENT ("SMME") IN THE STELLENBOSCH MUNICIPALITY
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Collaborator No: 755783

IDP KPA Ref No: Valley of Opportunity

Meeting Date: Mayco: 11 October 2023 & 17th Council: 25 October 2023

1. SUBJECT: PARTNERSHIP BETWEEN STELLENBOSCH MUNICIPALITY AND THE STARTUP TRIBE TO CONTRIBUTE POSITIVELY TOWARDS SMALL MEDIUM MICRO ENTERPRISE DEVELOPMENT ("SMME") IN THE STELLENBOSCH MUNICIPALITY

2. PURPOSE

To provide Council with the pertinent facts to endorse a partnership between Stellenbosch Municipality and The Start-Up Tribe.

3. DELEGATED AUTHORITY

Noting Purposes.

4. EXECUTIVE SUMMARY

The Start-Up Tribe is an online entrepreneurship academy that focuses on providing learning material such as short practical courses to help people start and grow their local businesses. The courses are all free and designed to be used on a mobile phone in low-bandwidth environments.

The Start-Up Tribe can be a valuable resource for small business owners based in Stellenbosch Municipality as it provides them with the knowledge, skills and support needed to navigate the challenges of entrepreneurship and increase the chances of building a successful business.

5. RECOMMENDATIONS

- (a) that Council take note of The Start-Up Tribe global initiative that focuses on providing free learning material to Small Medium Micro Enterprises ("SMME");
- (b) that Council endorse the partnership between Stellenbosch Municipality and the Start-Up Tribe for a period of three (3) years, which will be reviewed annually;
- (c) that Council take note and endorse the signing of a Memorandum of Understanding between Stellenbosch Municipality (Municipal Manager) and The Start-Up Tribe; and

- (d) that Council take note that the Municipality will promote the Startup Tribe Academy through its social media and other platforms.

6. DISCUSSION / CONTENTS

6.1 Background

The Start-Up Tribe is a global initiative which was launched in October 2020, the programme is active in 27 countries supporting 400+ communities to tackle unemployment and grow local businesses.

The Start-Up Tribe partners with large organisations, communities, municipalities, cities and chambers of commerce to provide world-class practical, low bandwidth business education to help people start and grow their businesses. The programme was launched in South Africa nearly 18 months ago and initiated its first collaborations in the Western Cape. The Provincial Department of Economic Development and Tourism urges all municipalities across the Western Cape to take advantage of this knowledge-based initiative to increase the access for SMMEs to entrepreneurship promotion.

6.2 Discussion

Local Municipalities play a significant role in the growth and sustainability of SMMEs. The provision of business support services can assist entrepreneurs and business owners to navigate the complexities of starting and running a business.

The Start-Up Tribe develops a custom municipal branded Entrepreneurship Academy for municipalities at no cost. The Academy offers a bespoke syllabus to be hosted on the municipality's website. The Startup Tribe provides all the content and manages all development and back-end support. The course content is based on The Start-Up Tribe's work in supporting SMMEs in over 83 countries with the focus on practicality and is designed to be consumed in short bite-sized lessons which can be utilized by the startup or small business immediately.

Access to an online entrepreneurship academy can be a valuable resource for small businesses, providing them with the necessary knowledge, skills and networking opportunities they need to thrive in today's competitive business environment.

6.3 Financial Implications

There are no financial implications should the recommendations as set out in the report be accepted.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation.

6.5 Staff Implications

This report has no staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

None

6.7 Risk Implications

This report has no risk implications for the Municipality.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.8.1

- (a) that Council take note of The Start-Up Tribe global initiative that focuses on providing free learning material to Small Medium Micro Enterprises ("SMME");
- (b) that Council endorse the partnership between Stellenbosch Municipality and the Start-Up Tribe for a period of three (3) years, which will be reviewed annually;
- (c) that Council take note and endorse the signing of a Memorandum of Understanding between Stellenbosch Municipality (Municipal Manager) and The Start-Up Tribe; and
- (d) that Council take note that the Municipality will promote the Startup Tribe Academy through its social media and other platforms.

APPENDICES

- Appendix 1: Letter from the Provincial Department of Economic Development and Tourism
- Appendix 2: Draft MOU between Stellenbosch Municipality and The Start-Up Tribe

FOR FURTHER DETAILS CONTACT:

NAME	Joh-ne Jansen
POSITION	<i>Senior Economic Development Officer: Tourism & Business Development</i>
DIRECTORATE	<i>Planning and Economic Development</i>
CONTACT NUMBERS	021 808 8179
E-MAIL ADDRESS	joh-ne.jansen@ Stellenbosch.gov.za
REPORT DATE	02 October 2023

APPENDIX 1



**Western Cape
Government**

Department Economic Development and Tourism

Vellie Dube

Head of Department

vellie.dube@westerncape.gov.za | Tel: 021 483 7062

Geraldine Mettler
Stellenbosch Municipality
Plein Street
Stellenbosch
7600

Dear MM Mettler

An introduction to the Start-Up Tribe, a customised entrepreneurship academy.

In tackling youth unemployment and supporting people to start and grow businesses, it is recognised that all role-players in the SMME ecosystem, are needed in the pursuit of growth and jobs in the Western Cape. No more so than the local municipalities where existing and prospective businesses reside.

My department would like to take the opportunity to introduce an international initiative that is gaining traction in the Western Cape in supporting new and existing small businesses.

The StartUp Tribe is a global initiative and since December 2022, it is active in 27 countries supporting 400+ cities and municipalities to tackle unemployment and grow local businesses. It is supported by the Centre for Unconventional Entrepreneurship.

The StartUp Tribe launched in South Africa nearly 18 months ago and initiated its first collaborations in the Western Cape with the Mossel Bay Municipality, thereafter, followed by the City of Cape Town in November 2022 with the Cape Town Entrepreneurship Academy.

It is an online entrepreneurship academy that focuses on providing free learning material, i.e., short practical courses to help people start and grow their local businesses. The courses are all free and designed to be used on a mobile phone in low-bandwidth environments.

The course content is based on The Start-Up Tribe's work in supporting SMMEs in over 83 countries with a focus on practicality. It is designed to be consumed in short, bite-sized lessons usually lasting 3-6 minutes,

each. Topics range from - how to find clients; how to start a business; how to grow an existing business; how to cope with difficult times as an entrepreneur; how to use technology for free to lower your costs; what to do if you have been retrenched; how to start a farm, etc.

The Start-Up Tribe develops this digital entrepreneurship 'Academy' for municipalities at no cost. The custom municipal branded Entrepreneurship Academy has a bespoke syllabus, and the academy is hosted on a participating municipality's website. The Start-Up Tribe provides all content (to which the municipality may add) and manages all development and back-end support.

Financial and human resourcing by the municipality is minimal and focused around promoting the respective municipal Entrepreneurship Academy to its locally based SMMEs.

The Mossel Bay Municipality proudly reports that 169 signed-up entrepreneurs utilize the Mossel Bay Entrepreneurship Academy – the academy can be viewed at the following link: www.thestartuptribe.org/pages/mosselbay

The City of Cape Town's academy can also be viewed at:

www.thestartuptribe.org/pages/capetown

More information on The Start-Up Tribe can be accessed via their online portal at:

www.thestartuptribe.org/pages/municipalities

Should your municipality be keen to explore this opportunity, the Department can facilitate connecting to Start Up Tribe. Please contact Ms Fayruz Dharsey, Director: Regional and Local Economic Development, at: Fayruz.Dharsey@westerncape.gov.za or at: +27 21 483 5708, in this regard.

The Department is keen to offer Western Cape municipalities support in enabling local SMMEs to start and grow enterprise that in turn creates local employment.

Kind Regards



Digitally signed
by Velile Dube
Date: 2023.09.04
13:03:09 +02'00'

Velile Dube

Head of Department: Economic Development and Tourism

APPENDIX 2

MEMORANDUM OF UNDERSTANDING

made and entered into by and between

STELLENBOSCH MUNICIPALITY

Herein represented by **Ms Geraldine Mettler** in her capacity as **Municipal Manager**
properly authorised

(hereinafter referred to as the Municipality)

AND

THE STARTUP TRIBE

**Operating in South Africa under Florence Eco Tourism (Pty) Ltd, Registration
number: 1997/000210/07**

Herein represented herein by **Mr. Y Zucchi** properly authorised thereto in his capacity
as **Chairperson**.

(hereinafter referred to as Startup)

PREAMBLE

WHEREAS The Start-Up Tribe is an online application that provide business and entrepreneurs with training free of charge and;

WHEREAS the Municipality has been requested by Startup to promote the Academy in the relevant communities by appropriate means; and

WHEREAS it is believed that this Academy will contribute positively towards SMME development in the community.

WHEREAS the Municipality's Council has approved the partnership with Startup in terms of Resolution (REFERENCE TO DECISION OR EMAIL); and

WHEREAS the Council took cognisance that the Startup Tribe Academy is an online application that offer free online courses to people who are wanting to start or grow their businesses and that the Academy is available to any member of the public, free of charge;

NOW THEREFORE IT IS AGREED AS FOLLOWS:

1. DURATION

- 1.1 This agreement will commence on and will endure for a period of three (3) years, to be reviewed annually.
- 1.2 This agreement may be renewed upon written agreement by the parties.
- 1.3 This agreement may be cancelled by two (2) weeks prior written notice from one party to the other.

2. SCOPE OF AGREEMENT

Startup will provide free online courses to people who are wanting to start or grow their businesses.

3. OBLIGATIONS OF STARTUP

- 3.1 Startup will be responsible for the administration and operation of the Academy.
- 3.2 Startup shall be responsible for and shall bear all costs in relation to the Academy, including but not limited to:
 - 3.2.1 Employee costs
 - 3.2.2 Operational costs

3.2.3 Website design and maintenance costs

3.2.4 Offices/facilities

3.2.5 any other related costs

- 3.3 Startup is responsible for all aspects related to the online academy, onboarding students, supporting them on the platform, maintaining courses, creating new courses etc.
- 3.4 Startup confirms and accepts that the Municipality will not be responsible or liable for the quality, standard or accreditation of the online courses offered by Startup.
- 3.5 Startup will implement and commence with its online courses from
- 3.6 Startup must liaise with the Municipality on an ongoing basis and during the term of this agreement.

4. **GENERAL**

- 4.1 Startup shall be responsible for its own students and the Municipality will not be liable to compensate Startup for free courses provided to the students.
- 4.2 Startup will ensure that all courses to which students are enrolled at the time of termination of this agreement are concluded within a reasonable timeframe as to not negatively impact on any student or the Municipality.
- 4.3 Startup confirms that it will comply with all relevant legislation pertaining the storing, accessing and processing of personal information of the students.
- 4.4 The parties acknowledge that there will be no financial implication to the Municipality by entering into this agreement.
- 4.5 Should any other services be required in future from Startup an item must be submitted to Council in this regard and no rights will vest prior to Council approval being obtained and the necessary agreement being signed by both parties.

5. **OBLIGATIONS OF THE MUNICIPALITY**

- 5.1 The Municipality will promote the Startup Tribe Academy through its social media and other platforms.
- 5.2 The Municipality supports the launch of the Startup Tribe Academy in the Stellenbosch municipal area, with no financial contribution necessary.

6. LIABILITY AND INDEMNITY

6.1 Without detracting from, and in addition to, any of the other indemnities in this Agreement, Startup shall be solely liable for and hereby indemnifies and holds harmless the Municipality against all claims, charges, damages, costs, actions, liability, demands and/or legal proceedings and expenses in connection with:

6.1.1 personal injury or loss to any individual/employee, or;

6.1.2 damage to property;

6.1.3 arising from, out of, or in connection with this Agreement, save to the extent caused by the gross negligence or wilful misconduct of the Municipality.

6.2 Startup undertakes not to infringe the intellectual property of any third party. Should any action or claim be instituted against the Municipality, Startup hereby undertakes to indemnify the Municipality for the capital sum and interest as well as all costs on the scale between attorney and client.

7. CONFIDENTIALITY

Startup shall not during or after the termination of the agreement disclose to any third party any information arising from this agreement except with the prior consent of the Municipality or its nominee or as required by law.

8. INTELLECTUAL PROPERTY RIGHTS AND OWNERSHIP OF MATERIAL

All reports in paper, electronics or any other recorded format produced by Startup shall remain the property of the Municipality for use by it.

9. BREACH

9.1 Should Startup –

9.1.1 fail, neglect and/or refuse to perform any of its duties or attain the key objectives tasks undertaken by it in terms hereof; or

9.1.2 fail to comply with any of the time limits prescribed herein; or

9.1.3 employee steal municipal property; or

- 9.1.4 interfere with municipal operations; or
- 9.1.5 sell municipal property; or
- 9.1.6 perform its duties in any unsatisfactory manner (no delivery or not as agreed); or
- 9.1.7 fail, refuse or neglect to report and liaise with the Municipality on a regular basis as provided for herein;
- 9.1.8 infringe the intellectual property rights of any third party;
- 9.1.9 fail, refuse and/or neglect to comply with any other material condition or obligation of this agreement; or
- 9.1.10 fail, refuse or neglect to carry out or implement any lawful instructions in terms of or associated with the performance of any necessary duty under this agreement; and
- 9.1.11 fail, refuse and/or neglect to rectify any act or omission as directed by the Municipality in writing from time to time, and a period of 7 (seven) days has lapsed from date of delivery of a notice to the domicilium of Startup, either by the hand or facsimile transmission, demanding rectification and Startup has failed to comply, then the Municipality shall be entitled to cancel this agreement forthwith and/or institute a claim for damages against Startup to protect the interest of the Municipality together with a claim for legal costs on the scale as between attorney and client.

10. **DOMICILIUM CITANDI ET EXECUTANDI**

The parties choose as their respective *domicilium citandi et executandi* for the purpose of giving notices as provided for herein, legal proceedings and all other correspondence the addresses as set out below:

The Municipal Manager
Town Hall Complex
17 Plein Street
STELLENBOSCH
7600
mm@ Stellenbosch.gov.za

The Startup Tribe
40 Morsim Road
Hyde Park
Johannesburg
2196
yz@yzp.ch

11. CONSENT TO JURISDICTION

In terms of Section 45 of the Magistrates Court Act, No. 32 of 1944, as amended, the parties hereby consent to the jurisdiction of the Stellenbosch Magistrate's Court in respect of all legal proceedings instituted under this agreement.

12. LIAISON WITH THE MUNICIPALITY

Startup undertakes to liaise with the Manager: Economic Development and Tourism always during the tenure of this agreement.

13. REPORTING PROCEDURES

- 13.1 Startup undertakes to fully inform the Municipality of all developments under the agreement and to attend all necessary meetings of the Municipality for the purpose thereof.
- 13.2 Notwithstanding the provisions of 13.1 above, Startup shall attend any meeting with the Municipality if so, directed by the Municipality and provide such reports as may be required from time to time.

14. FORCE MAJEURE

- 14.1 If the performance of the agreement by either party is delayed, hindered or prevented or is otherwise frustrated by the reason of force majeure, which shall mean war, civil commotion, fire, flood, action by any government or any event beyond the reasonable control of the party affected, then the party so affected shall immediately notify the other party in writing, specifying the action of the force majeure and of the anticipated delay in the performance of the services agreed to herein.
- 14.2 The Municipality may either cancel the agreement or suspend the performance of the agreement for such period as the parties may mutually agree upon.
- 14.3 Should the force majeure persist for a period longer than that agreed upon by the parties, the parties may mutually agree to terminate the agreement.

15. **WHOLE AGREEMENT**

The agreement constitutes the whole agreement and supersedes all previous agreements that may exist between the parties. No representations, either verbal or written, made by either party during the tenure of this agreement shall be of any force or affect unless agreed to by both parties, reduced to writing, and annexed hereto as an addendum.

SIGNED at on thisday of 2023..... in the presence of the undersigned witnesses

AS WITNESSES

1.

2.

.....
MUNICIPAL MANAGER

SIGNED aton this.....day of..... 2023 in the presence of the undersigned witnesses

AS WITNESSES

1.

2.

THE STARTUP TRIBE

11.8.2	REQUEST TO UNDERTAKE THE PUBLIC PARTICIPATION PROCESS (“PPP”) IN RESPECT OF THE DRAFT STELLENBOSCH MUNICIPALITY FILMING BY-LAW, 2023
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Collaborator No: 757038

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: Mayco: 11 October 2023 & 17th Council: 25 October 2023

1. SUBJECT: REQUEST TO UNDERTAKE THE PUBLIC PARTICIPATION PROCESS (“PPP”) IN RESPECT OF THE DRAFT STELLENBOSCH MUNICIPALITY FILMING BY-LAW, 2023

2. PURPOSE

To provide Council with the pertinent facts in order to approve that the draft Stellenbosch Municipality Filming By-Law, 2023 be advertised for a period of thirty (30) days to obtain public comment in respect of the subject draft By-Law.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The Stellenbosch Municipality Filming By-Law has been drafted to govern the process of filming within the Stellenbosch Municipality and to provide guidance to prospective film organisers and municipal officials on film permit applications and related matters.

The By-Law is aligned to the constitutional mandate of the Stellenbosch Municipality within the framework of developmental local government. Through the enforcement of this By-Law, the Municipality can perform its constitutionally role to facilitate and regulate economic development initiatives within its jurisdictional area, which includes filming.

5. RECOMMENDATIONS

- (a) that Council take note of the draft Stellenbosch Filming By-Law, 2023, attached as **APPENDIX 1** to this report, and
- (b) that Council approve that the draft Stellenbosch Filming By-Law, 2023, be advertised for public comment for a period of thirty (30) days, whereafter same be resubmitted to Council for final consideration and subsequent approval.

6. DISCUSSION / CONTENTS

6.1 Background

The making of films in the Stellenbosch Municipality has grown exponentially due to the picturesque landscapes, vineyards, historic architecture, and proximity to Cape Town. It is therefore imperative that the municipality implements the necessary measures to ensure the provision of support services and regulations to inform and govern filming activities.

The establishment of a municipal framework is necessary to manage film permitting, whilst simultaneously assisting film organisers to experience the municipal area as a destination of choice for filming.

As part of the development process, the Draft Stellenbosch Municipality Filming By-Law was circulated internally to relevant Directorates for comments which has been processed and incorporated into the draft By-Law, attached as **APPENDIX 1**.

6.2 Discussion

The Stellenbosch Municipality notes the importance of the film industry as a key driver for economic activity. Filming is a platform to showcase the unique natural features of the Stellenbosch Municipality to a wider audience, contributing towards raising the global profile of the Municipality as a preferred destination.

The purpose of the Stellenbosch Filming By-Law is to provide the necessary municipal structure and systems to facilitate and regulate film permit applications and to assist and guide the municipality in managing and regulating film-related activities in an efficient, effective and sustainable manner whilst contributing towards job creation, investment and social inclusivity. The By-Law will also provide legislative certainty and assist in removing red tape and facilitate the ease of doing business.

The By-Law is designed to provide guidance in terms of the use of public spaces, safety considerations, and the impact of filming activities on the local community.

6.3 Financial Implications

None, the policy has been drafted using the resources within the Municipality.

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:

None

6.7 Risk Implications

This report has no risk implications for the Municipality.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.8.3

- (a) that Council take note of the draft Stellenbosch Filming By-Law, 2023, attached as **APPENDIX 1** to this report, and
- (b) that Council approve that the draft Stellenbosch Filming By-Law, 2023, be advertised for public comment for a period of thirty (30) days, whereafter same be resubmitted to Council for final consideration and subsequent approval.

APPENDICES

Appendix 1: Draft Stellenbosch Municipality Filming By-Law, 2023.

APPENDIX 1

**STELLENBOSCH MUNICIPALITY
FILMING BY-LAW, 2023**

DRAFT

To provide for the regulation of filming activities on private and public property, to enable an environment for the development of the filming sector within the jurisdiction of the Stellenbosch Municipality; and to provide for similarly connected matters.

Preamble

WHEREAS Section 156 of the Constitution, read with local government matters listed in Part B of Schedule 4 and Part B of Schedule 5 of the Constitution, empowers a municipality with the authority to make by-laws for effective administration and exercise of any power concerning a matter reasonably necessary for, or incidental to the effective performance of its functions;

WHEREAS the Municipality aims to balance economic activities such as filming with other rights contemplated in Chapter 2 of the Constitution and thereby intends to regulate short-term public nuisances linked to filming;

WHEREAS the Municipality recognises the important role that filming plays in the economy of the Stellenbosch Municipality and the promotion of the human right of freedom of expression and is committed to simplifying permission processes in relation to filming within its jurisdiction;

WHEREAS the Municipality intends to provide a one-stop accessible facility for the processing of applications for filming while acting within the parameters of the Constitution and existing applicable legislation;

AND NOW THEREFORE, BE IT ENACTED by the Council of the Stellenbosch Municipality, as follows:-

Definitions

1. In this By-Law, unless inconsistent with the context –

“applicant” means a natural or juristic person who applies for permission to conduct filming activities in the Stellenbosch Municipality;

“abutting or affected properties” means properties that share a common boundary or properties in close proximity that, while not sharing a common boundary, may be impacted by film-related activity;

“authorised official” means an employee of the Municipality responsible for carrying out any duty of function or exercising any power in terms of the By-Law and includes an employee delegated to carry out or exercise such duties, functions or powers;

“filming” means: (i) the preparation of public and private property for the recording of sound and images as well as the recording of sound and images moving or still, whether on film or video tape, electronically, digitally or by other means and includes all activities related to the filming location where there is an impact on public or private property, which may require the services of the Stellenbosch Municipality, or may have any adverse implications for public safety, the environment and local communities;

- (ii) student film projects where there is an impact on public property, which may require the services of the Municipality or may have any adverse implications for public safety, the environment and local communities;
- (iii) the recording of digital media on public property on mobile devices such as smartphones, tablet computers, handheld cameras for the creation or sharing of information for commercial gain via virtual communities and social networks;

but excludes:

- (iv) the recording of a private wedding ceremony or other private celebration or event for the purpose of making a recording thereof for its participants for private purposes;
- (v) electronic news gathering or the recording of current affairs or news for immediate broadcast or release;
- (vi) the recording of digital media or mobile devices such as smartphones, tablet computers and handheld cameras for personal use where there is no impact on the public or any public amenity;

- (vii) purpose-built facilities and other film suitable facilities, including filming facilities at educational institutions, where there is not impact on the public or any public amenity;

“Film Permit Office” means the unit responsible for coordinating film permit applications, the approval and rejection of filming and film-related activities in accordance with this bylaw and any other applicable legislation and for issuing of permits with appropriate conditions.

“film shoot” means the process or activity of filming, photographing or recording of sound and image for the production of film material or digital media for commercial productions or documentaries and includes the preparation of property for filming;

“film suitable facility” means a film studio or any other facility or premises, including filming facilities at educational institutions that meets minimum requirements to obtain:

- a) pre-authorization or certification, and
- b) registration with the Film Permit Office as a film-suitable facility and to be exempt from repeated film permit applications for a defined period;

“location” means any area or place, used for filming activity other than a sound stage or backlot adjoining a movie studio or purpose-built film facility. This area or place may be erected or demarcated by temporary or permanent structures;

“permit” means a written permission granted for filming by the Stellenbosch Municipality in terms of this By-Law;

“permit holder” means a person, whether natural or juristic, or their representative, that has been granted a permit to conduct filming in terms of this By-Law;

“person” means any natural person or juristic person recognized by law as the subject of rights and duties;

“public place” includes –

- (a) a public road, parking area, square, park, recreation ground, sports ground, sanitary lane, open space, shopping centre on municipal land, unused or vacant municipal land or cemetery which has –
 - (i) been provided, reserved or set apart for use by the public; or
 - (ii) been dedicated to the public; and
- (b) public transportation operated by service providers for the Stellenbosch Municipality, but does not include public land that has been leased by the Municipality;

"purpose-built film facility" means a place, studio, facility, or property designed and built or converted for filming activities including any sound stage or backlot adjoining such facility, with all the necessary approvals from the Municipality; and

"shoot type" means a micro, small, medium, large or very large filming activity as described in Schedule 1.

Application

2. This By-Law applies to all filming activities undertaken within the jurisdiction of the Stellenbosch Municipality.

Exemptions

3. (1) Purpose-built film facilities and film suitable facilities registered in terms of section 5(8), within the jurisdiction of the Municipality, are exempted from having to apply for film permits, except when filming activities spill outside of the erf boundaries of any such facility or onto public property, provided that film suitable facilities must apply for exemption on an annual basis.
- (2) An applicant applying for micro shoot permit is exempt from having to submit proof of not objections to filming to the municipality
- (3) Owners of properties contained in the list developed in terms of section 5(8) are exempt from having to submit proof of consultation for filming activities on their properties for the duration of the exemption.
- (4) The following types of filming activities do not require a film permit:-
 - (a) The filming of private wedding ceremonies, or other private celebrations or events for the purpose of making a recording thereof for its participants for private purposes.
 - (b) Electronic news gathering and recording of current affairs or news for immediate broadcast or release; and
 - (c) The recording of digital media on mobile devices such as smartphones, tablet computers, handheld cameras for personal use where there is no impact on the public or public amenity is exempt from having to apply for a film permit.

Application for filming permit

4. (1) Subject to the exemptions set out in section 3, no person may conduct filming within the jurisdiction of the Municipality without a permit.
- (2) An application for a permit to conduct filming must be submitted to the Municipality –
 - (a) after registration in terms of section 6; and

- (b) in accordance with the application requirements for different shoot types as set out in Schedule 1 prior to the commencement of the intended filming activities.
- (3) The applicant must inform the Municipality of any changes, new developments or any relevant information pertaining to the shoot or its impact once the use of any location has been confirmed.
- (4) The Municipality authorised official may approve, vary or refuse a permit application for filming in terms of the provisions of the By-Law.
- (5) The Municipality may impose:
 - (a) written conditions to be fulfilled by the applicant during the film permit application process, and
 - (b) additional written conditions on the permit upon issue.
- (6) A permit issued in terms of the By-Law is not transferable.
- (7) The Municipality reserves the right to, at its own discretion, amend any condition on any permit or revoke the permit in its entirety at any time should it come to the attention of the Municipality that the filming activity has the potential to contravene any legislation, cause harm or injury to members of the public, damage municipal property or infrastructure, or negatively impact the natural environment.

Community Consultation

- 5. (1) A person who intends to apply for a permit to film must first deliver a written notice of intention for filming to occupiers of the abutting and the affected properties, in terms of subsection (2), before submitting an application for filming to the Municipality.
- (2) The written notice of intention for filming must –
 - (a) be in a format approved by the Municipality;
 - (b) communicate the intention of the applicant to submit an application for permission to conduct filming activities at a particular address, location or area;
 - (c) provide the occupiers of abutting and affected properties an opportunity to declare on the prescribed form that they have no objection to the intended filming;
 - (d) advise the occupiers of the abutting and affected properties of their right to submit any objections to the Municipality;

- (e) contain the name and contact details of the film company; and
 - (f) contain the dates and times of intended filming activities.
- (3) where the occupiers of abutting and affected properties cannot be reached a person who intends to apply for a permit to film must demonstrate to the authorised official that reasonable steps have been taken to contact such occupiers.
- (4) The proof of notification or consultation with occupiers of abutting and affected properties that has been obtained in accordance with Schedule 1 must be submitted to the Municipality's Film Permit Office at the time of submission of the application for filming.
- (5) A person impacted by intended filming activity may submit an objection to the intended filming directly to the Film Permit Office for consideration during the permit application decision-making process.
- (6) The Film Permit office will inform an objector in writing of the outcome of the objection.
- (7) The Municipality may require further consultation between the film company, abutting and affected residents and businesses, prior to the permit being issued should there be any changes, new developments or information pertaining to the shoot or its impact once an applicant has confirmed the use of any location.
- (8) Subject to subsection (9), the Municipality may annually consult on and publish a list of properties with may be used for filming activities without the need for further consultation with occupiers of abutting and affected properties for the period set out on the published list.
- (9) The Municipality may determine conditions in publishing the list of properties referred to in subsection (8).

Requirements for processing of applications for filming

6. (1) Any person or production company who intends to conduct filming must –
- (a) register with the Municipality in terms of its Standard Operating Procedures; and
 - (b) apply to the Municipality for a permit to conduct filming, in terms of Section 4.

- (2) The submitted application must include –
- (a) the name, address, electronic mail address, telephone and cellular phone contact numbers and occupation of the applicant;
 - (b) the name of the production company to which the application relates;
 - (c) particulars and contact details of the person who will be in charge of the actual filming, if such person is not the applicant, as contemplated in Section 6 (2)(a);
 - (d) an alternative forwarding address for the receipt of any notices, accounts or correspondence;
 - (e) details of locations of intended filming activities, the proposed dates and times, the number of people intended to be part of the filming projects and general details of the purpose of the intended filming; and
 - (f) a detailed description of the filming activities and the apparatus to be used, which may include:
 - (i) devices or equipment that may cause light, noise or air pollution;
 - (ii) generators, energy transformers or converters;
 - (iii) vehicles, cranes, any other apparatus or devices, unmanned aerial vehicles, drones or similar devices requiring special permission;
 - (iv) temporary structures, tripods or dollies, specialised rigs or equipment; or
 - (v) special effects, stunts, explosives or simulated gunfire.
- (3) The Municipality may require payment of a fee before considering an application to conduct filming .
- (4) The applicant must provide proof to the satisfaction of the Film Permit Office of:
- (a) appropriate indemnity cover; and
 - (b) appropriate specialised risk insurance and blanket liability or cover where the filming activity would involve stunts, special effects, explosives or similar activities, cranes, drones or unmanned aerial vehicles or any other apparatus or equipment special permission.

Criteria for assessing applications

- 7.(1) The Film Permit Office, when considering an application and determining conditions as contemplated in section 4(5), must assess –
- (a) the duration and location of the filming activity;
 - (b) whether the filming activity has the potential to cause unreasonable disturbance or harm to any person in the form of noise, light or air pollution;
 - (c) whether the filming activity would unreasonably interfere with or disrupt normal activities in a public place or have a negative impact on –
 - (i) general traffic in public places;
 - (ii) pedestrian traffic in public places;
 - (iii) public parking;
 - (iv) access to any private property;
 - (v) municipal property or infrastructure;
 - (vi) the natural environment; or
 - (vii) safety of members of the public;
 - (d) the potential impact of the filming activity on the surrounding community;
 - (e) whether the occupiers of abutting and affected properties have been given notice of the intended filming; and
 - (f) any objections from occupiers of abutting and affected properties.

Decision on Film Permits

8. (1) The Municipality must approve or decline an application for a film permit in terms of this By-Law, within a time period applicable to an event as set out in Schedule 1.
- (2) Once a decision has been taken in terms of subsection (1) the applicant must be informed thereof in writing.
- (3) Where an application for a film permit has been approved, the Municipality must issue a permit with conditions.

- (4) If an application for a filming permit has been declined the Film Permit Office must provide a notice to the applicant that contains –
- (a) written reasons for declining the application;
 - (b) notification of their right, in terms of section 10, to appeal the decision to decline the application; and
 - (c) information relating to the procedures and timeframes within which to lodge an appeal against the decision to decline their application for filming.

Compliance notices

- 9.(1) An authorised official may issue and serve a compliance notice to the permit holder when a provision of this By-law is contravened or when a condition imposed in terms of this By-law has not been fulfilled by the permit holder.
- (2) An authorised official may serve a written compliance notice to the permit holder in the form of an appropriate electronic notification if there are time constraints or the need for urgent intervention.
- (3) A compliance notice issued and served in terms of subsection (1) must state –
- (a) the provision of the By-law that is being contravened or which will be contravened if the filming activity continues;
 - (b) the condition that must be complied with;
 - (c) the measures that must be taken to rectify the contravention or non-compliance with any conditions which may have been imposed;
 - (d) the time period within which the notice must be complied with, and
 - (e) the consequences of non-compliance.
- (4) The Municipality may take any steps necessary to ensure compliance, which may include –
- (a) entry into the relevant property in order to investigate matters related to this By-law;
 - (b) cancellation and withdrawal of the permit;
 - (c) stopping any filming activities;
 - (d) seizure and impoundment of vehicles and equipment without a warrant by an authorised official on ground of a contravention of this By-law or any applicable law or by-law; and

- (e) the authorised official, at the time of the impoundment, must give the holder of the seized and impounded vehicles and equipment a copy of a notice setting out –
 - (i) the reason for the impoundment;
 - (ii) the description of the vehicles and equipment being impounded;
 - (iii) the address and contact details of the designated pound;
 - (iv) the conditions for the release of the impounded goods and the payment of any costs related to impoundment;
 - (v) the possibility of the impounded vehicles or equipment being forfeited to the Municipality and sold to recover costs, and
 - (vi) the name and office number of a council official to whom any representation regarding the impoundment may be made.
- (5) A compliance notice is sufficiently and effectively served on the permit holder –
 - (a) when it has been delivered or collected personally;
 - (b) when it has been left at his or her place of residence or business in the jurisdiction of the Municipality;
 - (c) when it has been delivered to the forwarding address or email address of the permit holder provided to the Municipality in terms of section 8 (2) of this By-law.

Right of Appeal

- 10.(1) The applicant may appeal against a decision where their application has been declined as referred to in section 5(6).
- (2) An appeal must be lodged in writing in terms of Section 62 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000), within 21 days of the notification of decision.

Offences and Penalties

- 11.(1) A person is guilty of an offence if the person –
 - (a) contravenes any provision of this By-law;

- (b) fails to comply with a condition imposed in terms of this By-law; or
 - (c) fails to comply with a compliance notice issued in terms of this By-law.
- (2) A person found guilty of an offence in terms of this By-Law is liable to a fine, and upon conviction to a period of imprisonment not exceeding two years, or to both such fine and imprisonment.
- (3) The Municipality may decline to consider application for filming activity –
- (a) for a period of up to 3 months where a person has reneged on the conditions of a film permit; and
 - (b) for a period of up to 6 months where a person has been convicted of an offence in terms of this By-law.

12. The Municipality may act and recover costs

- (1) Notwithstanding any other provisions of this By-law, the Municipality may –
- (a) take measures it considers appropriate to remedy the situation where a person or permit holder on whom a compliance notice was issued under section 9 fails to comply, or has complied inadequately to the compliance notice;
 - (b) recover costs, in terms of its Credit Control and Debt Collection Policy and its Credit Control and Debt Collection By-law, for the measures to be undertaken under subsection (a) and for all costs incurred as a result of acting under subsection (a) from all persons on whom the compliance notice was issued.
- (2) Any person who fails to comply with a notice in terms of subsection 9(1) may be fined in terms of this by-law, and the Municipality may act against the offender and take the necessary steps to implement such notice at the expense of the owner of the premises or the offender, as the case may be.

Indemnity

- 13.** The Stellenbosch Municipality or any authorised official is not liable to a third party for any damage caused by anything lawfully done or omitted by the Municipality or any authorised official in carrying out any function or duty in terms of this By-law.

SCHEDULE 1

Shoot Type	Shoot Size/Description	Conditions	Application Requirements	Consultation/ Notification Requirements (Prior to submission of permit application)
Micro Shoot	1-3 vehicles and/ or 8 or less cast & crew and duration of 1 day	<ul style="list-style-type: none"> • Small, mobile shoots • No generators, lights, structures • No road closures 	2 working days prior to shoot day	*No requirement for the delivery of Notice of intention for filming to adjacent properties
Small Shoot	4 -6 vehicles and/or 9-15 cast & crew	<ul style="list-style-type: none"> • Small stills shoots/ commercials • Small pick-up shots • Minimal generators, lights, structures • No special effects and/or stunts • No road closures 	2 working days prior to shoot day	*subject to nature and impact of shoot **Community notification/ consultation may be required, and if required, the type and extent of notification/ consultation is to be determined by the Municipality.
Medium Shoot	7-15 vehicles And/or 16-30 cast & crew	<ul style="list-style-type: none"> • Big stills shoots, small commercials & features • Minor/ moderate generators, lights, sets, structures • Minor special effects and/ or stunts • Traffic assistance required • Minor lane/road closures • Minimal noise impact, early morning or night shoots <p>NB – with major lane/ road closures, diversions, Civil Aviation Authority (CAA) or other approvals, etc. Large shoots timeframes become applicable</p>	5 working days prior to the shoot day *subject to nature and impact of shoot *Remote Base camp may be required – especially if shoot is in a residential area	* subject to nature and impact of shoot **Community notification/ consultation may be required, and if required, the type and extent of notification/ consultation is to be determined by the Municipality. *Proof of delivery of Notice of intention for filming to abutting and affected properties to be submitted to Film Office.

Shoot Type	Shoot Size/Description	Conditions	Application Requirements	Consultation/ Notification Requirements (Prior to submission of permit application)
Large Shoot	16 – 30 vehicles and/or 30-60 cast & crew	<ul style="list-style-type: none"> Large stills shoots, commercials, features Moderate/substantial generators, lights, sets, structures Special effects and/or stunts Traffic assistance required Major lane/road closures, diversions, etc. Moderate noise impact, early morning or night shoots <p><i>NB – with major lane/road closures, diversions, CAA or other approvals, etc. Very Large Shoots timeframes will become applicable</i></p>	<p>5+ working days prior to shoot day</p> <p>*subject to nature and impact of shoot</p> <ul style="list-style-type: none"> A shoot schedule may be required Traffic diversion plan/s may be required Remote Base camp may be required – especially if shoot is in a residential area 	<p>*Community notification/ consultation may be required by the Municipality and if required, the type and extent of consultation is so to be determined by the Municipality.</p> <ul style="list-style-type: none"> Proof of delivery of Notice of intention for filming to abutting and affected properties to be submitted to Film Office
Very Large Shoot	31 or more vehicles and/or 61 or more cast & crew	<ul style="list-style-type: none"> Very large, high-impact shoots, commercials & features Extensive generators, lights, sets, structures Large special effects and/ or stunts Traffic assistance required Major lane/road closures Considerable noise impact, early morning or night shoots <p><i>NB – with major lane/ road closures, diversions, CAA or other approvals, etc. additional planning time may be required.</i></p>	<p>10+ working days prior to shoot day</p> <p>*subject to nature and impact of shoot</p> <p>*A shoot schedule may be required - Traffic diversion plan/s required</p> <ul style="list-style-type: none"> Remote Base camp may be required – especially if shoot is in a residential area 	<p>*Community consultation may be required by the Municipality and if so required, the extent of consultation is to be determined by the Municipality.</p> <ul style="list-style-type: none"> Proof of delivery of Notice of intention for filming to abutting and affected properties to be submitted to the Film Office.

11.8.3	ADVERTISING OF THE DRAFT STELLENBOSCH MUNICIPALITY OUTDOOR ADVERTISING & SIGNAGE BY-LAW, 2023 FOR PUBLIC COMMENT
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Collaborator No: 757060
 IDP KPA Ref No: Good Governance and Compliance
 Meeting Date: Mayco: 11 October 2023 & 17th Council: 25 October 2023

1. SUBJECT: ADVERTISING OF THE DRAFT STELLENBOSCH MUNICIPALITY OUTDOOR ADVERTISING & SIGNAGE BY-LAW, 2023 FOR PUBLIC COMMENT

2. PURPOSE

To request permission from Council to advertise the draft Stellenbosch Municipality Outdoor Advertising and Signage By-law, for public comment.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Council adopted the Outdoor advertising and signage bylaw on 24 May 2023 and it was promulgated in the Provincial Gazette No. 8785 dated 30 June 2023. A high court application was launched against the bylaw by Out of Home Media South Africa NPC based on the previous public participation process in 2018 and 2021. Although the process was correctly followed the advertisement referred to the bylaw as the Draft Poster Bylaw. Although the subject line was rectified during the final decision-making process, which is reflected in the Council decision of 2023 in respect of the intention of the by-law, the applicants avow that due to the incorrect reference in the advertisement they did not comment on the bylaw.

The legal advice we received was that the bylaw must go through a new public participation process and when Council approves a new bylaw the current promulgated one will be repealed and replaced with the new bylaw. In the interim the municipality will not enforce the current promulgated bylaw.

5. RECOMMENDATION

that Council **approves** that the Stellenbosch Municipality Outdoor Advertising and Signage By-law, 2023, (**APPENDIX 1**) including the Admission of Guilt Fines (**APPENDIX 2**), be re-advertised for public comment for a period of thirty (30) days as contemplated in terms of the Municipal Systems Act 32 of 2000 and the Promotion of Administrative Justice Act, Act 3 of 2000, whereafter such comments, if any, will be evaluated and resubmitted to Council for decision-making.

6. DISCUSSION / CONTENTS

6.1 BACKGROUND

At the 21st Council Meeting dated 31 October 2018, Council resolved that the Final By-law Relating to Outdoor Advertising and Signage By-law Outdoor Advertising Signage be advertised for public comment. The said draft by-law was advertised in the local newspaper from 15 November 2018. The subject or title used to describe the by-law for which comment was requested during this advertised was "*Municipal Notice: 32/2018: Calling on Public for Comments on the New Poster By-law*". A second round of advertising to solicit public comments were undertaken and the notice which is described as "*Municipal Notice: 45/2021 'Calling on Public for Comments on the New Poster By-law'*" was published in the local newspaper on 13 May 2021. Copy of newspaper extract attached as **APPENDIX 3**.

Following a number of workshops with stakeholders derived from the two (2) rounds of Public Participation, the by-law noted above, was submitted to Council for decision-making on 24 May 2023 at its 14th Council Meeting. Council subsequently approved and adopted the subject by-law, whereafter it was promulgated in the Provincial Gazette dated 30 June 2023.

6.2 DISCUSSION

After the promulgation of the said by-law, the decision of Council to approve and promulgate the above by-law was taken on review based on the arguments that the advertisement, and specifically the subject of the by-law, as advertised in the local newspapers did not clearly reflect the intent of the by-law or content of the by-law that comment was required. Therefore, the applicant in the review application has indicated that if the subject line was clear, comments would have been provided, but as the subject line was not in line with the Council decision, it resulted in the applicant not being granted the opportunity to provide such comment(s).

The legal advice received was that the bylaw be re-advertised for public comment and that council re-adopt the new bylaw after consideration of the public comments. The new bylaw (**APPENDIX 1 and 2**) will repeal and replace the current promulgated by-law of 30 June 2023 and the Municipality is not to enforce the said promulgated bylaw in the interim. Therefore, the Department is proposing that the by-law be re-advertised to allow a new public participation process that permits all interested and affected parties with an opportunity to provide comments.

Arrangements in respect of Managing and Regulating Signage

It is noted that prior to the commencement of the subject by-law, which commencement date was 30 June 2023, outdoor advertising and signage was dealt with in terms of Stellenbosch Municipality Zoning Scheme By-law, 2019 and the associated Council Policy adopted at the 24th Council Meeting dated 06 May 2010. Therefore, measures are in place to deal with the function until such time as the by-law can be reconsidered and promulgated following the new public participation process.

6.3 FINANCIAL IMPLICATIONS

There are financial implications with the high court matter that cannot be quantified now, and the new publication will bring about new advertising costs.

6.4 LEGAL IMPLICATIONS

The recommendation in this report complies with the legal advice received and with the requirements of the legislation on public participation.

6.5 STAFF IMPLICATIONS

No additional staff implications. Enforcement of Bylaws are dealt with within the approved budgeted posts.

6.6 PREVIOUS / RELEVANT COUNCIL RESOLUTIONS:

21st Council Meeting: 2018-10-31: Item 7.6.2

RESOLVED (nem con)

- (a) that the report be accepted;
- (b) that the Draft By-law Relating to Outdoor Advertising and Signage, attached as ANNEXURE 1, be accepted as the copy of the By-law to be used in a Public Participation Process;

- (c) that the Draft By-law relating to Outdoor Advertising and Signage be duly advertised for the purpose of a public participation process until the end January 2019; and
- (d) that, upon the completion of the public participation process, the Draft By-law together with any comments / objections by the public be resubmitted to Council for final approval and adoption.

42nd Council Meeting: 2021-04-28: Item 11.5.2

RESOLVED (nem con)

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

14th Council Meeting: 2023-05-24: Item 11.8.2

RESOLVED (nem con)

- (a) that Council approve the Final Draft Stellenbosch Municipality Outdoor Advertising and Signage By-law, attached as appendix 1, in terms of Section 13 of the Municipal Systems Act, Act 32 of 2000;
- (b) that Council approves the submission of the Admission of Guilt Fines, attached as appendix 2 for submission to the relevant court for endorsement;
- (c) that Council approves the amendment of the System of Delegations in respect of the said by-law, attached as appendix 3 to this report; and
- (d) that Council authorise the Department: Development Planning in consultation with the Legal Services to promulgate the said by-law in the Provincial Gazette.

6.7 RISK IMPLICATIONS

The risks are addressed in the content of the item.

6.8 COMMENTS FROM SENIOR MANAGEMENT:

6.8.1 Municipal Manager:

Supports the recommendations.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.8.4

that Council **approves** that the Stellenbosch Municipality Outdoor Advertising and Signage By-law, 2023, (**APPENDIX 1**) including the Admission of Guilt Fines (**APPENDIX 2**), for re-advertised for public comment for a period of thirty (30) days as contemplated in terms of the Municipal Systems Act 32 of 2000 and the Promotion of Administrative Justice Act, Act 3 of 2000, whereafter such comments, if any, will be evaluated and resubmitted to Council for decision-making.

APPENDICES

- Appendix 1: Draft Stellenbosch Municipality Outdoor Advertising and Signage Bylaw, 2023
 Appendix 2: Admission of Guilt Fines in relation to Outdoor Advertising and Signage
 Appendix 3: Notices placed in the Eikestadnuus dated 15 November 2018 and 13 May 2021, respectively.

FOR FURTHER DETAILS CONTACT:

NAME	Craig Alexander Pr Pln
POSITION	<i>Senior Manager: Development Planning</i>
DIRECTORATE	<i>Planning and Economic Development</i>
CONTACT NUMBERS	021 808 8196
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REPORT DATE	28 September 2023

APPENDIX 1

DRAFT

STELLENBOSCH MUNICIPALITY
OUTDOOR ADVERTISING AND SIGNAGE BYLAW

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

PREAMBLE

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

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

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

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

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1. Definitions

In this Bylaw, unless inconsistent with the context-

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

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

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

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

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

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

“authorized official” an employee of the Municipality or any other person who is appointed or authorized thereto to perform any act, function or duty related to the provisions of this By-Law, or exercise any power in terms of this By-Law; and **“official”** has a corresponding meaning;

“banner” means any material upon which a sign is displayed in such a manner as to be fully legible in windless conditions, attached to one or more ropes, poles or flagstaffs projecting vertically, horizontally or at an angle, or attached to buildings or special structures, but excludes banners carried as part of a procession. A flag which

is not displayed on an approved flagpole shall for the purposes of this By-Law be deemed to be a banner;

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

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

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

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

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

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

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

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

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

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

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

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

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

“display” means the display of a sign and includes the erection of any billboard, sign or structure intended solely or primarily for the support of a sign or billboard, and includes the display of a sign of a business, trade partnership or individual connected with the contents of the sign or sign, and “displayed” has a corresponding meaning;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

“Municipality” means the Municipality of Stellenbosch established in terms of section 12 of the Municipal Structures Act, 117 of 1998, and includes duly authorized agent, service provider or any employee thereof acting in connection with this By-

Law by virtue of a power vested in the Municipality and delegated or sub-delegated to such agent service provider or employee;

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

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

“organ of state” means—

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

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

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

“person” includes—

- (a) any organ of state;
- (b) any company incorporated or registered as such under any law; and
- (c) any body of persons, whether incorporated or not, functioning as a single entity for whatever purpose;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

“veranda” includes a cantilever canopy and sunblind;

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

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

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

2. Principles

2.1 To maintain the sensitive environmental quality of each area.

2.2 To promote the aesthetic sensitivity of the environment.

2.3 To find a balance between outdoor advertising opportunities and economic development on the one hand, and the conservation of visual, tourist, environmental and heritage characteristics and traffic safety on the other side.

2.4 Outdoor advertising must respect the integrity of any site where it is displayed supplement the character of the area.

2.5 To give recognition to the substantial number of technical details that apply to specific types of signs and their effect on specific places.

2.6 To give recognition to the Stellenbosch Municipality's Heritage Guidelines & Policies.

2.7 To ensure that the cultural landscapes, heritage and scenic route overlay zones, and the rural areas and nodes aesthetics and scenic landscapes be protected and conserved, and that only signage and advertising as contained in this bylaw be permitted.

CHAPTER 1

3. Submission of applications

- (1) Other than those signs referred to in section 13(3) to 13(10) of this Bylaw, no person may display any advertisement or erect or use any sign for advertising purposes without the Municipality's approval in terms of this Bylaw and any other applicable legislation.
- (2) Every person intending to display a new sign or to alter or to add to an existing approved sign or submit a signage plan in terms of a Site Development Plan proposal, must apply in writing to the Municipality which application must be accompanied by the following information in duplicate:
 - (a) a site plan, drawn to a scale of not less than 1:200, showing the following—
 - (i) the site on which it is proposed that the sign is to be erected or displayed;
 - (ii) the position of the sign and the building, if any, to which it is to be attached;
 - (iii) every building and the existing signs on the site;
 - (iv) existing and proposed landscaping, traffic signals and road traffic signs; and
 - (v) the positions, with dimensions, of the sign in relation to the boundaries of the site and the location of the streets abutting the site, together with its existing approved zoning conditions;
 - (b) a drawing, which complies with the requirements of the National Building and Regulations Standards Act, 1977 (Act 103 of 1977), and is in sufficient detail to enable the Municipality to consider the appearance of the sign and all relevant construction detail, including a description of the materials of which the sign is to be constructed, the colours to be used, and whether or not the sign is to be illuminated; In the latter event, the plan must indicate whether or not the sign is an electronic sign and, if so, full details must be furnished;
- (3) The drawing referred to in sub-section (2)(b) must have detailed drawings of such sign to a scale of not less than 1:20 and a site plan indicating the position of the sign on the site to a scale of not less than 1:50;
- (4) If a sign is to be attached to or displayed on the wall or façade of a building, the Municipality may require the submission of an additional drawing, drawn to a scale of not less than 1:100, showing—
 - (i) an elevation of the building in colour;
 - (ii) the details and position of the proposed sign; and
 - (iii) the details and the position of every existing sign on the building

Alternatively, the Municipality may require a coloured print of or an artist's photographic- or computer-generated impression of the building with the details of the proposed sign superimposed on such graphic and drawn as nearly as is practicable to the same scale as that of the graphic;

- (5) If the applicant is not the registered owner of the property on which the sign will be erected, he or she must obtain the consent of the registered owner of the land or building on which the sign is erected, indicating that person's knowledge of the application.
- (6) The Municipality may require the submission of any or all of the following studies or assessments—
 - (a) an Environmental Impact Assessment (either the 1st stage thereof; being the completion of an Environmental Checklist or in its entirety);
 - (b) a Heritage Impact Assessment; and
 - (c) a Traffic Impact Assessment.
- (7) If a community or portion thereof or a person will be affected by the proposed sign, it may require a public participation process prior to considering the approval.
- (8) The Municipality may require a signage master plan in respect of any development where the erection of numerous signs is proposed, or the rationalization of previously approved signs is required so as to allow it to consider a consistent design master plan prior to assessment of any individual sign.
- (9) The Municipality must notify the applicant of any additional requirements it has within twenty-one (21) working days of the date of submission of the original application and payment of the application fee.
- (10) The Municipality must retain a copy of each document that formed part of an application.
- (11) The Municipality may require a written notice from the applicant or person to confirm that an approved sign was erected.

4. Fees and general factors in considering approval of applications, amendments and conditions

- (1) Every person who applies to the Municipality for approval in terms of this Bylaw must, on making application, pay to the Municipality an application fee as determined by the Municipality and no sign may be erected until such time as the application fees have been paid in full, or the required approval has been granted.
- (2) In considering an application for the display of an advertisement or the erection of a sign in terms of this Bylaw, or an amendment or condition attaching or to be attached to an approval, the Municipality may have regard to the following factors:
 - (a) The area of control in which the proposed sign is to be erected or displayed as set out in Schedule 1 of this Bylaw; provided that if a sign falls into more than one area of control or if a proposed site in one area of control may

- impact on an adjacent area of control, the Municipality shall be entitled to determine the area of control pertaining to that application;
- (b) the locality or landscape and the advertising opportunities pertaining to that area of control; the number of signs already displayed or proposed to be displayed on the erf and in the area surrounding the erf concerned;
 - (c) the findings of any Traffic-, Environmental- or Heritage Impact Assessment
 - (d) Impact Assessment and public participation processes where applicable
 - (e) locality bound signs must relate to the lawful use of a property provided that no such sign must be affixed to or placed on residential premises or portions thereof other than is permitted by or for home industries and legal temporary uses; and
 - (f) that no sign or advertisement may be designed or displayed that—
 - (i) will constitute a danger to any person or property;
 - (ii) will display any material or graphic which does not comply with the requirements of the Advertising Standards Authority of South Africa.
 - (iii) will be detrimental to the environment or amenity of the neighbourhood by reason of either its size, intensity, frequency, illumination, quality of design, material, proposed graphic or locality.
 - (iv) will obscure any other signs approved in terms of this Bylaw or its predecessor; and
 - (v) will be detrimental or otherwise negatively impact on the environment, whether artificial or natural.
- (3) Subject to any conditions in Schedule 16, all new signs or advertising structures approved under this Bylaw and any successive Bylaw, may remain on display uninterrupted until such time as they do not comply with the provisions of this Bylaw or any other applicable legislation.

5. Factors relating to specific signs, areas of control, and commercial sponsored signs

- (1) The Municipality may, in addition to the factors set out in section 4 of this Bylaw, apply certain minimum standards to certain specific sign types and proposed localities when an application for approval is made in respect thereof and will apply certain specific criteria to applications for the erection of signs by non-profit bodies.
- (2) The specific standards and criteria are set out in schedules 1 to 18 of this Bylaw. The Schedules are part of the Bylaw and are not any less important than the content of the Bylaw itself.
- (3) Schedule 1 of this Bylaw indicates the areas of control in which certain specific sign types may be permitted, subject always to approval in terms of this Bylaw and furthermore subject to any additional requirement pertaining to a specific sign type as set out in the remaining schedules.

- (4) The description of areas or routes in Schedule 1 should be read with the definitions as contained in the Municipality's Zoning Scheme Bylaw.
- (5) The Municipality may grant an exemption from the terms of this Bylaw in respect of sign types or areas of control set out in Schedules 10, 11 and 12 of this Bylaw having regard to—
 - (a) the area of control where it is proposed to display the signs;
 - (b) nature of the event;
 - (c) duration of the erection or display of the sign;
 - (d) size of the proposed sign;
 - (e) any traffic, safety, environmental or heritage impact assessment; and
 - (f) the outcome of any public participation process.

CHAPTER 2

6. Standard conditions for approval

- (1) All signs and advertising structures must be properly erected and constructed of the requisite strength and must be secure and must comply with the requirements pertaining thereto of the National Building Regulations and Standards Act, 1977 (Act 103 of 1977).
- (2) The applicant to whom approval has been granted and the owner of the property or building to which it is attached shall be jointly and severally liable for the maintenance thereof and must undertake at least one inspection per year thereof with a view to satisfying themselves as to the safety thereof.
- (3) Where any sign or advertising structure is vandalised or becomes torn or damaged or otherwise falls into a state of disrepair, and/or dilapidation the applicant to whom the approval has been granted and the owner of the fixture or property which or to which a sign is attached must within seven (7) working days of a notice in writing to do so, repair it.
- (4) All signs and their support structures must be constructed of incombustible, durable materials suited to the function, nature and permanence of the sign.
- (5) All glass used in a sign, other than glass used in illumination, must be safety glass of at least 3mm thick.
- (6) Glass panels used in a sign must not exceed 0.9m² in area, each panel being securely fixed in the body of the sign, structure or device independently of all other panels.
- (7) Every sign and its support structure must be kept in a state of good repair.
- (8) No sign may obstruct the opening and closing of any window or opening provided for ventilation of a building or obstruct any stairway or doorway or other means of exit from the building or prevent movement of people from one part of a roof to another.
- (9) No advertising structure may be closer to overhead electrical equipment than the minimum distance as prescribed in the Occupational Health and Safety Act, Act 85 of 1993.

7. Electrical requirements

- (1) All signs needing an electrical connection must preferably be supplied from the existing electrical supply on the erf where it is to be erected. If this is not possible, application for a metered electricity supply must be made to the relevant authority.
- (2) Every sign in connection with which electricity is used, must be provided with suitable capacitors to prevent interference with radio and television reception.

- (3) Each power cable and conduit containing electrical conductors in respect of a sign must be so positioned and fixed so that it is safe, unseen, inaccessible and child tamper proof and animal proof.
- (4) Each interior high-voltage installation that runs unattended (such as a window display) and each exterior high-voltage installation must have an acceptable type of fireman's switch in accordance with the requirements as stipulated in sections 6.7.2 and 7.5 of SANS 0142 1993 promulgated in terms of the Occupational Health and Safety Act.

8. Illumination requirements

- (1) The Municipality may approve an illuminated sign, provided that the provisions of this Bylaw are complied with and that such illumination does not constitute a road safety hazard or cause undue light spillage.
- (2) Signs may not be illuminated if no sign content is displayed.
- (3) Requirement for internal illumination or electronic signs—
 - (a) internally illuminated and electronic signs may only be displayed in areas of partial and minimum control and must be less than 2.1m².
 - (b) electronic signs may not have subliminal flashes; and
 - (c) prior to erection, the Municipality may require a Traffic Impact Assessment, Environmental and Heritage Impact Assessment to be conducted, the results of which must indicate that no detrimental impact on traffic is envisaged. In addition, the Municipality may require subsequent traffic monitoring of any internally illuminated or electronic sign.
- (4) Requirements for external illumination:
 - (a) the light source emanating from external illumination must not be visible to traffic traveling in either direction;
 - (b) external illumination must not be positioned so as to create any undue light spillage beyond the surface area of the sign; and
 - (c) approved wayleaves must be obtained from the Director: Infrastructure Services or his/her nominee prior to any excavations for the installation of signs. This also applies for signs to be erected in the vicinity of overhead powerlines.
- (5) Electricity Power sources may be applied for as per the conditions of the Electricity Services Bylaw.

9. Road traffic safety requirements

- (1) Signs may not be erected in an area where they are an unacceptable distraction for drivers, which acceptability may be determined in terms of the guidelines laid down in the S.A. Road Traffic Signs Manual.

- (2) Electronic signs may not be permitted if they are visible from class 2 or 3 roads, gateway route or a scenic route unless expressly approved in writing by the Municipality.
- (3) Advertising on bridges, towers, telecommunication masts, pylons or street poles shall not be permitted.
- (4) The graphic content of signs must not have the potential to be visually interpreted as a road traffic sign, due to any factor, including but not limited to the following:
 - (a) any stylised or pictorial presentation of a road traffic sign or traffic signal;
 - (b) any word, symbol, logo or other device used on a road traffic sign;
 - (c) use of combinations of colours specified for road traffic signs, in a manner likely to lead to confusion; and
 - (d) any reflector paint or material.
- (5) Signs may not be erected in an area where the traffic volume, the average following headway, or accident history requires a higher degree of awareness from drivers.
- (6) Signs may not be attached to or obscure a road traffic sign or traffic signal specifically provided for in the South African Road Traffic Signs Manual or the South African Development Community Road Traffic Signs Manual.
- (7) Signs may not be erected within the road reserve of any public road unless expressly approved by the Municipality.
- (8) When located at signalized traffic intersections, signs may not have the colours red or yellow or green as main colours and may not obscure or interfere with any road traffic sign or traffic signal.
- (9) Electronic signs shall not be permitted within 80 meters of the perimeter of a signalised traffic intersection.
- (10) Flashing or running messages or variable transition messages that have a message change interval of greater than 0,3 seconds or have transition effects between message changes shall not be permitted if viewable from a public road. Such signs will not be permitted within Historical Areas or upon roads with high traffic flow at night.
- (11) Static display, simple transition signs must display a complete frame for an information cycle length of not less than 60 seconds when visible from a signalised traffic intersection and 30 seconds at other locations.
- (12) All signs larger than 4.5m² erected adjacent to a public road or in a railway reserve intended to advertise to persons using class 2 and 3 roads must be spaced a minimum specified distance from any other sign or road traffic sign, such distance measured parallel to the centre line of the roadway, in accordance with the measurements set out in Table 1 below:

TABLE 1: LINEAR SPACING BETWEEN SIGNS

Instance	Spacing required when visible for traffic on road with a speed of:		
	≤ 60 km/h (In the Rural Areas and the Scenic Routes)	61 – 80km/h	≥80km/h
Where a sign follows a road sign	120m	200m	300m
Where a sign follows another sign	250m	250m	300m
Where a sign precedes a road sign	40m	70m	100m

- (13) The abovementioned minimum distances specified in Table 1 above may be decreased by the Municipality if the sign falls within an area of minimum control, or in other areas of control on submission of a Traffic Impact Assessment motivating a reduction of this spacing to the satisfaction of the Municipality. The Municipality may prepare a list or map of designated areas in which the abovementioned spacing requirements shall not be applicable.

10. Legal requirements

All signs to be erected or displayed within the area of jurisdiction of the Municipality must, in addition to complying with this Bylaw, comply with all other applicable legislation, including any applicable Zoning Scheme Bylaw or condition of approval or any departure from the applicable Zoning Scheme Bylaw.

11. Approval

- (1) The Municipality may refuse any application or grant its approval subject to conditions relating to the erection or use of the sign and including a condition that the owner of any sign or billboard on the land or building on which it is erected or displayed, or both such owners or the person whose product or services are advertised, indemnify the Municipality against any consequences flowing from the erection, display or mere presence of such sign.
- (2) The Municipality may, at any time, withdraw an approval granted in terms of this Bylaw or its predecessor or amend any condition or impose a further condition in respect of such approval, if a sign or advertising structure:
 - (a) is in a state of disrepair and/or dilapidation;
 - (b) remains unused for more than 90 consecutive days;
 - (c) becomes redundant or obsolete;

- (d) no longer complies with any provision of this Bylaw; or
 - (e) is substantially altered from the original approved application by way of either structure or graphic content.
- (3) Should an approved sign not be erected within 12 months from the date of approval or within such other time as is specified in the approval, such approval shall lapse, unless that period is extended in writing by the Municipality prior to such lapse.
- (4) In the event that the structure supporting such sign is intentionally demolished before the expiry of the approval period, the approval shall lapse and no further sign or supporting structure may be erected or re-erected without the Municipality's approval.
- (5) All decisions made by the Municipality in terms of this bylaw with regard applications must be in writing and within sixty (60) calendar days after a completed application was received, or within sixty (60) calendar days after receipt of additional information as required by the Municipality.
- (6) In notifying an applicant of the outcome of the application the Municipality must inform such applicant or an objector of his right to appeal in terms of section 12.

CHAPTER 3: GENERAL PROVISIONS

12. Appeal

A person whose rights are affected by a decision in terms of a delegated power may appeal against that decision by giving written notice of the appeal and the reasons therefore in terms of section 62 of the Local Government: Municipal Systems Act, Act 32 of 2000 to the Municipal Manager within twenty-one (21) days of the date of the notification of the decision.

13. Signs for which Municipality's approval not required

- (1) Should any sign not comply with the conditions relative to each sign type listed below an application in terms of section 3 will be required.
- (2) Subject to compliance with the conditions relative to each sign provided for in sub-sections (3) to (10), and any other applicable legislation, or condition imposed by the Municipality, no application for approval is required in terms of this Bylaw in respect of the signs provided for in sub-sections (3) to (10).
- (3) Development Boards
 - (a) Development boards shall be removed forthwith when the building operations are complete or if the building operations are discontinued, or when the provisions of the services, the doing of the work, or the supply of the goods to which the sign relates has ceased.
 - (b) The Municipality may order the removal of any such sign if the building operations have been substantially completed or discontinued or an Occupancy Certificate has been issued by the Municipality, or the provision of the services, the doing of the work or the supply of the goods to which it relates, has for all practical purposes ceased, and such signs may thereupon be forthwith removed but no later than five (5) days after the date of the order for removal thereof.
 - (c) If the premises on which building operations are in progress, are to be used wholly for residential purposes, only one development board may be displayed, and such development board may not exceed 3m² in total area.
 - (d) If the premises are not to be used wholly for residential purposes, no more than two development boards may be displayed, and the aggregate area of both development boards may not exceed 5m² in total area;
 - (e) If the signage, whether on freestanding boards, or flexible building covering material, include any other form of third-party advertising, such sign must then comply with the provisions of Schedule 8 hereto and approval for the display thereof must first be obtained in terms of this Bylaw.
- (4) To Let/For Sale Signs
 - (a) These include any sign not exceeding (400mm x 500mm) (0.2m²) in total area displayed at existing premises or at properties upon which a new building is

being erected and relating to accommodation being offered to rent or purchase in the building; and

- (b) on condition that any such sign must be removed within 2 weeks from date of issue of the occupation certificate or conclusion of a contract.

(5) On Premises Business Signs

These include any sign not illuminated, not projecting over a public road and not exceeding 0.2m² in total area notifying only the types of trade, business, industry or profession lawfully conducted by any occupant or permanent resident of the premises to which it is attached, the name of such occupant, the type of activity, the address and telephone number of such premises and the hours of attendance (if any); provided that only one such sign per occupant may be displayed.

(6) Window Signs

These include any locality bound signs which are temporarily or permanently painted on or attached to the window glass of a building used for commercial, office, industrial or entertainment purposes, or any other temporary or permanent sign which is displayed within 2 meters of any window or external opening through which it can be seen from the outside such a building, on condition that no window sign may exceed 4m² in an area of maximum control. (Not more than 50% of window and not more than total area or 4m²)

(7) Signs incorporated in the face of a building

Any sign forming an integral part of the fabric of a building (but excluding a painted sign or a sign affixed in any manner onto the building), on condition that no such sign may exceed 0.2m² in total area.

(8) Security Signs

Any security sign not projecting over a public road and not exceeding 0.2m² in total area indicating either that a security watch scheme is in operation or that a security company has been contracted to protect the premises on which the sign is displayed, on condition that—

- (a) only one such sign is displayed on any public road or each street frontage of such premises; and
- (b) the said sign displays only the name, logo, address and telephone number of a security company contracted to protect the premises on which the sign is displayed.

(9) Sponsored, Commercially sponsored and Non-Profit Body Signs: less than 4.5m².

- (a) Any such sign whether erected by or in connection with a non-profit body or not; not exceeding 4.5m² in total area on condition that no more than 5% of the total surface area of the sign is used for third party advertising; and the sign is not illuminated, and furthermore provided that only one such sign may be permitted per erf.
- (b) Signs which comply with provisions of sub-section (a) may, when erected on Municipal land, only be erected once agreement has been concluded with the

Municipality, wherein the extent of the community or public benefit and the terms of the erection of the sign has been agreed.

- (c) All other sponsored signs are dealt with in Schedule 16 and 17.

(10) Advertising on Vehicles

Signs painted or affixed directly onto the body of a motorised vehicle unless transit advertising.

14. Disfigurement

No person may destroy, harm, damage or disfigure or deface the front or frontage of any street, road traffic sign, wall, fence, land, rock, tree or other natural feature, or the front or frontage or roof of any building or structure in any manner whatsoever during construction or through the display or use of a sign or the writing or painting of any sign, symbol, letters or numerals. Furthermore, no person may disfigure any sign legally displayed in terms of this Bylaw.

15. Damage to Municipal property

No person may, in the course of erecting or removing any sign, or banner, cause damage to any tree, electric standard or service or other Municipal installation or property and street furniture.

16. Entry and inspections

The Municipality shall be entitled, through its authorized officers, to enter into and upon any premises, at a reasonable time for the purpose of carrying out any inspection necessary for the proper administration and enforcement of the provisions of this By-Law.

17. Presumptions

Any person charged with an offence in terms of this Bylaw who is—

- (a) alone or jointly with any other person responsible for organising, or in control of any meeting, function or event, to which a sign or poster relates, shall be deemed, until the contrary is proved, to have knowingly displayed every unlawful sign or poster displayed in connection with such meeting, function or event or to have caused or allowed it to be so displayed;
- (b) the person whose name appears on an unlawful sign or whose product or services are advertised on such sign, shall be deemed, until the contrary is proved, to have displayed such sign, or to have caused or allowed it to be displayed;

- (c) the owner of any land or building on which any unlawful sign was or is displayed, shall be deemed, until the contrary is proved, to have knowingly displayed such sign, or caused or allowed it to be displayed.

18. Enforcement and removal of signs

- (1) If any sign displayed is in contravention of this Bylaw, the Municipality may without prejudice to or in addition to the right to take legal steps or prosecute, serve a notice on the owner or lessee of the sign, or the land owner or occupant on whose land the sign is erected or displayed, or person whose product or services are advertised, calling upon such person to remove such sign or carry out such alteration thereto or do such work as may be specified in such request or notice, within a time frame specified therein.
- (2) A notice served in terms of sub-section (1) may be withdrawn or varied by the Municipality, by agreement with the person so served, or failing such agreement, by the service of a further notice.
- (3) Should the Municipality's directives, as set out in the notice, not be carried out within the time period specified therein, the Municipality may, without further notice to the person upon whom the notice was served, remove or alter the sign or do such work as may be specified in such notice.
- (4) Any costs incurred by the Municipality in removing signs, or in doing alterations or other works required in terms of a notice, may be recovered from the person on whom the notice was served.
- (5) Notwithstanding any other clause in this Bylaw, if a sign is, or is reasonably considered to be an imminent danger to life or property, the Municipality itself may, after a minimum of six (6) hours prior notice carry out or arrange for the removal of such sign in event of the noncompliance with such notice.
- (6) Any costs incurred by the Municipality in carrying out or arranging for the removal of any sign may be recovered from the owner or lessee of the sign, or the landowner on whose land the sign was erected, or the person whose product or services were advertised, jointly and severally.
- (7) Unlawful or dangerous signs removed by the Municipality may be reclaimed from the Municipality on payment in full to it of any costs incurred by the Municipality in the removal of the said sign, as well as payment of the costs incurred in the storage of such sign.
- (8) Any unlawful signs removed by the Municipality and not reclaimed within two (2) months of the date of removal may be disposed of or be sold by the Municipality to defray its removal or storage costs.

19. Serving of notices

- (1) A notice, order or any other document issued by the Municipality in terms of this Bylaw is deemed to be duly issued if an official of the Municipality, formally delegated, signed it.
- (2) Any notice or other document that is served on a person in terms of this Bylaw is regarded as having been duly served—
 - (a) when it has been delivered to that person personally;
 - (b) when it has been left at that person's place of residence or business in the Republic with a person apparently over the age of 16 years;
 - (c) when it has been posted by registered or certified mail to that person's known residential or business address in the Republic, and an acknowledgment of the posting thereof from the postal service is obtained;
 - (d) if that person's address in the Republic is unknown, when it has been served on that person's agent or representative in the Republic in the manner provided by paragraphs (a), (b) or (c); or
 - (e) if that person's address and agent or representative in the Republic is unknown, when it has been posted in a conspicuous place on the land or business premises to which it relates;
 - (f) in the event of a body corporate, when it has been delivered at the registered office of the premises of the body corporate; or
 - (g) when it has been delivered, at the request of that person, to his or her e-mail address.
- (3) Serving of a copy is deemed to be service of the original.
- (4) When any notice or other document is served on the owner, occupier, or holder of any property, or right in any property, it is sufficient if that person is described in the notice or other document as the owner, occupier, holder of the property or right in question, and it is not necessary to name that person.

20. Liaison forums in community

- (1) The Municipality may establish liaison forums in the community for the purposes to—
 - (a) ensure the local community participation in the implementation and execution of this Bylaw; and
 - (b) promoting local economic development and the conservation of visual, tourist, environmental and heritage characteristics of the Stellenbosch Municipal area;
- (2) A forum as contemplated in sub-section (1) may consist of-
 - (a) a person or persons of an interested party or an affected person or community;
 - (b) designated official or officials of the Municipality and

- (c) a council member of the relevant council committee
- (3) The Municipality may request-
 - (a) a forum to give their input or
 - (b) make use of a forum's special knowledge or capacity
- (4) A forum of persons or a person as defined in sub-clause (2) may give input on their own accord to the Municipality for its consideration but will have no decision-making powers.

21. Offences and Penalties

- (1) A person who contravenes any provision or fails to comply with any provision of this By-law, or fails to comply with a notice issued in terms of this Bylaw, commits an offence and shall upon conviction be liable to—
 - (a) a fine or imprisonment, or either such fine or imprisonment or to both such fine and such imprisonment; and
 - (b) in the case of a continuing offence, to an additional fine or an additional period of imprisonment or to such additional imprisonment without the option of a fine or to both such additional fine and imprisonment for each day on which such offence is continued; and
 - (c) a further amount equal to any costs and expenses found by the court to have been incurred by the Municipality as result of such contravention or failure.
- (2) A person commits an offence if he or she—
 - (a) threatens, resists, hinders, obstructs or otherwise interferes with, or who uses foul or abusive language towards or at an employee or contractor of the Municipality in the exercise of any powers or performance of any duty or function in terms of this Bylaw; or
 - (b) impersonates an employee or contractor of the Municipality.

22. Conflict with other legislation

- (1) In the event of any conflict between any provision of this By-law and National and Provincial legislation, standards, policies or guidelines, the National and Provincial legislation, standards, policies or guidelines shall prevail subject to section 151(3) and 156(4) of the Constitution.
- (2) In the event of an inconsistency between the different texts the English text shall prevail.

23. Exemptions

Notwithstanding the provisions of this Bylaw, the Municipality may, in written application, exempt any person or class of persons from any or all of the requirements of this Bylaw in considering such exemption it may impose any conditions or requirements it deems appropriate.

24. Repeal of Bylaw

The stipulations of any Bylaw previously passed by the municipality, or any abolished Municipality now incorporated in the present Municipality are herewith repealed as far as they relate to matters provided for in this Bylaw and insofar as it has been made applicable to the Municipality by the authorization for the execution of powers and functions covered in Section 84(3) of the Local Government: Municipal Structures Act, 1998 (Act 117 of 1998).

25. Transitional arrangements

- (1) Anything done before the promulgation of this Bylaw, which was not done in terms of a provision repealed in this Bylaw and was unlawful, shall in the event of such act or sign still not complying with the provisions of this Bylaw, be unlawful and the Municipality in such case may take the necessary action in terms of section 19 hereof.
- (2) All legal signs that exist at the date of publication of this Bylaw, must in all respects comply with the stipulations in this bylaw within a period of six (6) months from the date of publication. Any sign that fails to comply after the initial six (6) months will be removed.
- (3) The municipality could instruct an owner of a sign to remove it should the sign fail to comply to the regulations of this Bylaw. Should the owner neglect to remove the sign and/or within the period of 6 months, after publication of this bylaw, then the Municipality reserves the right to remove such sign at the expense of the owner.
- (4) When a sign as a result of the change of ownership or occupation or a change in the nature of a business, industry, trade or profession performed on the premises or due to the installation of new traffic signs or a change in the level or location of any road, foot path or kerbstone or due to any other factor what so ever, no longer comply with the regulations of this Bylaw then the person responsible for the sign must immediately remove, erase or change the sign to comply to this Bylaw.

26. Short title and commencement

This Bylaw shall be known as the Stellenbosch Municipality Outdoor Advertising and Signage Bylaw.

SCHEDULE 1: AREAS OF CONTROL

Area Type	Natural Area	Rural Area	Urban Area	Urban Area	Urban Area
Control Strength	Maximum	Maximum	Maximum	Partial	Minimum
Area Description	<ul style="list-style-type: none"> • Proclaimed, declared or zoned nature reserve and conservation areas. • Protected natural environment. • Forestry areas. • River corridors. • 1:100 Year flood plains. • Wetlands. • Game reserves 	<ul style="list-style-type: none"> • Agricultural areas/zones • Horticultural areas • Rural small holdings • Large private open spaces (e.g. golf courses) • Scenic routes • Scenic landscapes • Scenic features • Municipal parks • Urban edge zones as defined in the Urban Edge Policy • Agricultural and horticultural areas/zones and adjacent road and rail reserves • Specific areas or sites designated as maximum control by way of a map as contained in the zoning scheme bylaw prepared by the Municipality 	<ul style="list-style-type: none"> • Urban conservation overlay areas • Declared Heritage sites • Graded buildings and places • Residential zones and adjacent road and rail reserves • Pedestrian malls and pedestrian squares • Private Open Spaces e.g. Golf courses • River corridors • Specific areas or sites designated as maximum control by way of a map as contained in the zoning scheme bylaw prepared by the Municipality 	<ul style="list-style-type: none"> • Central business districts, unless within an urban conservation area • Mixed use commercial and residential areas, unless within a conservation area • Commercial ribbon development and activity corridors, unless within a conservation area • Commercial and business districts and adjacent streets and rail reserves, unless within a conservation area • Entertainment district or complexes with commercial zones, unless within a conservation area • Educational institutions, Sports fields and stadiums, unless within a conservation area • Limited zones (including railway reserves, transport use zones) • Specific areas or sites designated as partial control by way of a map as contained in the zoning scheme bylaw prepared by the Municipality 	<ul style="list-style-type: none"> • In Heritage insensitive areas • Designated transportation terminals unless historical conservation area or graded building or site • Designated areas within limited use zones unless within a conservation area • Specific areas or sites designated as minimum control by way of a map as contained in the zoning scheme bylaw prepared by the Municipality • Industrial zones

SCHEDULE 2: BILLBOARDS

- (1) Subject to approval in terms of this By-Law, the erection or display of Billboards, whether custom made or of standard design, is permitted only in areas of minimum control and subject to a traffic safety audit and visual impact assessment. In addition:
- (a) If the proposed erf where the billboards are to be erected borders on class 2 and 3 roads the billboard may not be placed less than 5 meters from the property's boundary line. If the proposed site of erection of a billboard has been designated as a gateway then no billboards will be permitted within such gateway;
 - (b) Billboards must comply with the standard conditions of approval set out in this By-Law;
 - (c) Billboards must not encroach over the boundary line of the property on which it is erected, whether such encroachment is aerial or on ground level;
 - (d) Billboards must have a minimum clear height of 2.4m and a sign structure which does not exceed a maximum height of 7.5m above natural ground level;
 - (e) Billboards must not exceed a maximum total size of 6 x 3m (18m²) provided that on any V-shaped structure, two such panels may be permitted;
 - (f) Billboards must be displayed between the angles of 90° and 60° to the direction of oncoming traffic;
 - (g) Billboards must be spaced a minimum distance apart as specified in section 9 of this By-Law;
 - (h) If located at signalized traffic intersections, Billboards may not be erected or displayed within 50 meters of the perimeter of the intersection if un-illuminated; and within 80 meters of the perimeter of the intersection if illuminated;
 - (i) If erected along the right hand side of a section of road, such that its graphics are visible to a driver traveling on the left hand side of the road, shall be deemed to have replaced the advertising opportunity that existed on the left hand side of the road;
 - (j) Billboards must have a minimum letter or number height of 285mm.

SCHEDULE 3: LOCALITY BOUND FREESTANDING AND COMPOSITE SIGNS

- (1) Subject to approval in terms of this By-Law and subsection 5, the erection or display of locality Bound freestanding and composite signs are permitted only in urban areas of maximum, partial and minimum control and subject to a traffic safety audit and visual impact assessment. In addition:
 - (a) Locality bound freestanding signs may only be permitted in the following instances:
 - (i) where business premises are set back 15 meters or more from the boundary of the road reserve; or
 - (ii) where it is not reasonably possible to affix appropriate signs to a building; or
 - (iii) where such a sign is necessary to allow the public to locate the entrance to business premises; or
 - (iv) where the existence of a freestanding composite sign may prevent the proliferation of signs.
- (2) Locality bound freestanding composite signs may not exceed 4,5 meters in height and in addition may not exceed 4.5m² in total area. This provision may be waived, after having regard to the following factors:
 - (a) if such increase reduces the number of individual signs facing any one street boundary of the site, thereby minimising the visual impact on the surrounding environment;
 - (b) if more than two significant roads approach the site in question;
 - (c) the number of businesses which will be advertising on such sign;
 - (d) the number of approach or exit routes to the site in question;
 - (e) the applicable zoning of the area surrounding the site in question.
- (3) Service Station freestanding pylon signs must be locality bound and may only be erected or displayed at service stations adjacent to and directly accessible from the public road at which such a sign is directed and only one Service Station freestanding facility sign per street boundary may be permitted.
- (4) Service station freestanding pylon signs may not exceed 7,5 meters in height and may not consist of more than eight advertising panels of 4.5m² each in total area. In areas of maximum control the maximum height is 4,5 meters and an area of 7.0m² on each side.
- (5) In conservation areas and single residential zones only standard locality bound, free standing and composite signs shall be allowed as prescribed in Schedule 18.

SCHEDULE 4: SIGNS ATTACHED TO WALLS OF BUILDINGS: FLAT AND PROJECTING SIGNS

Subject to approval in terms of this By-Law, the erection or display of flat and projecting signs are permitted in all areas of maximum, partial or minimum control. In addition, flat and projecting signs may:

- (1) not be allowed within 1.0 meters of the edge of a roadway nor may it extend to within 1.0 meters of the edge of a roadway;
- (2) not project in front of a wall more than 1,5 meters in the case of a sign which has a clear height of more than 7,5 meters or more than 1 meter in the case of any lesser clear height;
- (3) not project more than 250mm over a footway unless such sign has more than 2.4 meters clear height;
- (4) not obstruct the view from any window or any other external opening of any building and no portion of any such sign may obstruct the opening or closing of any window, door or any other openings
- (5) not exceed 5m² in total area and may not exceed 20% (in areas of maximum control), 30% (in areas of minimum and partial control) or one-quarter of the overall area of the surface to which they are affixed or painted whichever is the lesser. This size restriction may be waived on condition that:
 - (a) an Environmental Visual Impact Assessment be submitted to the Municipality indicating no detrimental environmental impact is envisaged;
 - (b) or in a conservation area, a Heritage Impact Assessment be submitted to the Municipality indicating no detrimental heritage impact is envisaged; and
 - (c) only graphics designed and created by a suitably qualified consultant be displayed on such sign;
- (6) may be considered for approval on blank common boundary facades of non-residential buildings.
- (7) if the sign appears on public facades of any building—
 - (a) be so designed as to become an integral part of the building design; and
 - (b) when a third-party sign, only be permitted if custom-made and subject to the requirements of 5(a) to (c) above.
- (8) No signs may be attached to walls or fences of residential buildings.

SCHEDULE 5: SKY SIGNS

- (1) Subject to approval in terms of this By-Law, the erection or display of sky signs whether custom made or of standard design, is permitted in areas of minimum control only. In addition, sky signs must:
 - (a) be limited to a maximum total size of 4.5m² and subject to Traffic Safety Assessment and Visual Impact Assessment indicating no detrimental environmental impact is envisaged; and
 - (b) not obstruct the view from any other building.
- (2) Sky signs along the top edge of the roof of cultural, historic or architecturally significant buildings will not be allowed.

SCHEDULE 6: ROOF SIGNS

- (1) Subject to approval in terms of this By-Law, the erection or display of roof signs is permitted only in areas of minimum control.

In addition:

- (a) The total area of any roof sign affixed flush onto or painted onto a roof of a building may not exceed one-quarter of the overall area of the roof to which it is affixed or painted.
 - (b) When attached to the bottom edge of a roof or vertically midway on the roof of a building, such sign may not exceed 500mm in height and its total area may not exceed 25% of the roof area to which it is affixed.
- (2) It shall be permissible to affix a roof sign along the edge of a roof of a building, if such sign is composed of a single line of individual, cut-out letters, without visible bracing or support but may not be erected along more than two edges of such roof and may not exceed 3.6m² in total area; with a maximum height of 500mm.

SCHEDULE 7: SIGNS ON A VERANDAH, BALCONY, CANOPY, SUPPORTING COLUMNS, PILLARS AND POSTS

Subject to approval in terms of this By-Law and subsection 11 below, the erection or display of signs on a veranda, balcony, canopy, supporting columns, pillars and posts may only be permitted in areas of medium and minimum control on the condition that they also comply with the following:

- (1) No signs may be attached to Historical Buildings
- (2) No such signs will be allowed on or over architectural features of buildings.
- (3) Such signs may be affixed flat onto or painted on a parapet wall, balustrade or railing of a veranda or balcony, and beam or fascia of a veranda or balcony.
- (4) The sign may not exceed 1m in height or project above or below or beyond either end of the surface to which it is affixed, or project more than 250mm in front of the surface to which it is affixed or project over a roadway or within 0,6 meters of the edge of the roadway.
- (5) Such signs may be affixed flat onto or painted on supporting columns, pillars and posts. In this regard, no sign may project more than 50mm in front of the surface to which it is affixed and may not extend beyond any of the extremities of such column, pillar or post. Signs affixed flat onto non-rectangular supporting structures must be curved to fit the form of such structure.
- (6) Only one sign per column, pillar or post will be allowed.
- (7) Such signs suspended below the roof of a veranda, canopy or the floor of a balcony may not exceed 1,8 meters in length or 600mm in height.
- (8) Every such sign must be at right angles to the building line.
- (9) No signs suspended under a canopy may extend beyond the external edge of the canopy or veranda to which it is attached.
- (10) All suspended signs must have a clear height of at least 2,4 meters.
- (11) Such signs on the roof of a veranda, canopy or balcony, excluding the main roof of a building, must be composed of a single line of freestanding individual, cut- out silhouette letters without visible bracing or other visible means of support and may not be erected along more than two edges of such roof of a veranda or balcony.
- (12) No such sign shall be allowed in a conservation area within a single residential zone unless a Heritage Impact Assessment was submitted which found that no negative impact would be made on the heritage resources.

SCHEDULE 8: SIGNS ON BOUNDARY WALLS AND FENCES AND ON CONSTRUCTION SITE HOARDINGS

Subject to approval in terms of this By-Law, the erection or display of signs on boundary walls and fences is permitted only for locality bound signs in urban areas of maximum, minimum or partial control and in addition:

- (1) In urban areas of maximum and partial control, the Municipality may approve an application to affix a locality bound sign against a boundary wall only if the sign is indented into the wall or composed of individual, un-illuminated cut-out letters or symbols fixed flat on such wall not projecting more than 50mm from the face of such wall.
- (2) In areas of minimum control, the Municipality may approve, subject to Visual Impact Assessment—
 - (a) an application to affix a locality bound sign flat onto a boundary wall only if it does not project more than 50mm from the face of such wall; and
 - (b) an application to affix a locality bound flat sign with a maximum size of 0.5m² onto the permanent fence of an erf.
- (3) Third party and locality bound advertising on construction site hoardings and fences must comply with the following conditions:
 - (a) any one sign may not exceed a vertical dimension of 3 meters and total area of 18m² and in the case of construction site cladding, the graphic must comply with the requirements of the Advertising standards Association of South Africa.
 - (b) any such sign may not project more than 100mm in front of the hoarding or fence to which it is affixed;
 - (c) it may not be illuminated in areas of maximum and partial control; and
 - (d) advertising will not be allowed on construction site hoardings and fences within the cone of vision of motorists at signalised traffic intersections.

SCHEDULE 9: HEADLINE POSTERS

Subject to approval in terms of this By-Law, the erection or display of headline posters is permitted in all areas except natural and rural areas of maximum control. In addition:

- (1) Headline posters may not exceed 0.9m x 0.6m in area.
- (2) The commercial content of the poster may not exceed 20% of the area of the poster nor may such commercial lettering be larger than the main lettering in the remainder of the poster.
- (3) The posters may be attached to Municipal electrical light poles only where approved by the Municipality for the express purposes of these posters.
- (4) Posters may not be affixed to traffic signal poles, or other poles which carry road traffic signs, or poles erected for any other purpose except as provided for in item 5 below, or any other street furniture, walls, fences, trees, rocks or other natural features.
- (5) Headline posters may not be pasted on municipal electric light poles but are to be mounted on board and affixed securely with stout string or plastic ties unless a permanent frame has been approved for this purpose.
- (6) Only one headline poster per pole, regardless of which newspaper group it is, will be permitted, and must be at a uniform height of approximately 2 meters.
- (7) The number of posters as well as the designated areas for the display of headline posters as approved by the Municipality must be strictly adhered to.
- (8) All "special events" posters are to comply with the following:
 - (a) the name of the newspaper group, the "special event" and the date of the "special event" must appear on the posters in letters not less than 50mm in height;
 - (b) the special event posters may not be displayed more than 14 days before the date of the event and they must be removed within 48 hours after the date of the event shown on the poster.
- (9) Headline posters and fastenings are to be removed on a daily basis failing which the posters will be removed, at the newspaper group's expense, in accordance with the standard charges for removal of posters.
- (10) The Municipality may recover the costs of the removal of unauthorised posters, and the reinstatement of the surface from which such posters were removed, from the person responsible for the display of such posters or the newspaper group concerned.
- (11) The Municipality may remove any poster displayed in contravention of the abovementioned conditions.
- (12) Any poster not removed on a daily basis or a poster relating to a "special event" by due date referred to in item 8(b) may be removed by the Municipality.

- (13) The display of unauthorised posters is illegal, and the Municipality may also remove such posters.
- (14) The Municipality may determine the costs involved for the removal of unauthorised posters.
- (15) Application must be made on an annual basis by each newspaper group for permission to display such posters subject to an annual fee per newspaper group.
- (16) A deposit per newspaper group who wishes to display posters must be paid annually against which a charge for the removal of any poster which contravenes the By-Law will be levied. In the event of the above deposit being exhausted, permission to display such poster may be withdrawn until a further deposit is submitted to the Municipality.

SCHEDULE 10: POSTERS, BANNERS, TEAR-DROP BANNERS, FLAGS AND BALLOONS

Subject to approval in terms of this By-Law, the erection or display of posters, banners, tear-drop banners and flags other than those referred to in Schedule 11, or balloons, is permitted in all areas, except areas of maximum control. Only to be displayed within or adjacent to property associated with advertisement. In addition:

- (1) The display of posters, banners, tear-drop banners, flags and balloons is prohibited on any bridge or across any public road, and along any road designated by the Municipality, unless consent has been obtained from the Municipality.
- (2) Posters, banners, tear-drop banners, flags and balloons may not be attached so as to interfere with or constitute a danger to passing pedestrians or vehicular traffic.
- (3) No banner, or flag-type banner may be larger than 5m², and no flag may be larger than 2m²; provided further that no flagpole may exceed a relevant height restriction of the zoning of the premises, up to a maximum of 8m above natural ground level, measured directly below the pole;
- (4) No poster, banner, tear-drop banner, flag, or balloon may be displayed within 30 meters of any road traffic sign or traffic signal. - special permission required for display within 30m
- (5) Posters, banners, flags, or balloons may not be affixed to trees, traffic signal poles, electrical or service authority distribution boxes, or other poles which carry road traffic signs, rock, other natural features, street furniture or other Municipal property.
- (6) Posters, banners, tear-drop banners, flags, or balloons may not be affixed in such a way that they unfairly prejudice other businesses or organisations or obscure any approved existing signs.
- (7) Only one banner per premises will be permitted unless the Municipality's written permission is obtained for more than one.
- (8)
 - (i) A maximum of five flagpoles bearing national flags may be erected on the premises of an accommodation facility on a single residential erf
 - (ii) Subject to the conditions laid down in paragraph 4, a maximum of two tear-drop banners or flags displaying the name, corporate symbol or nature of the business on the premises on which it is displayed, may be allowed.
- (9) Posters, banners, tear-drop banners, flags and balloons not kept in a good condition may not be displayed and must be removed after notification by the Municipality.

SCHEDULE 11: TEMPORARY POSTERS, TEAR-DROP BANNERS, BANNERS AND FLAGS ON PUBLIC ROADS AND PUBLIC PLACES

Subject to approval in terms of this By-Law, the erection or display of posters, banners, tear-drop banners and flags in public roads or public places, for the purpose of advertising specific events, is permitted in all areas of control except natural and rural areas of maximum control. In addition—

- (1) Approval for third party advertising on posters, banners, tear-drop banners, flags and balloons may only be granted for a function or event conducted for religious, educational, social welfare, animal welfare, sporting, civic or cultural purposes or for a function or event relating to a Municipal, Provincial or Parliamentary election or referendum.
- (2) The name of the host organisation, the date and venue must appear on the material in letters not less than 50mm in height.
- (3) Posters, banners tear-drop banners and flags may only be erected to advertise the event and the name or emblem of a sponsor may not cover more than 20% of the surface of the material.
- (4) The Municipality may levy a tariff to cover the cost for the removal of material which has been erected without the approval of the Municipality given under the hand of an authorized official.
- (5) Posters, banners, tear-drop banners and flags may be displayed for a maximum period of fourteen days prior to the event and must be removed within 2 days from the date of the event or the last day thereof as applicable.
- (6) Posters with a maximum measurement of 80 cm x 50 cm must be mounted on a board and affixed securely with stout string or plastic fastening without damage caused to the poles. No securing material with a metal content is permitted.
- (7) Posters, banners, tear-drop banners and flags, excluding election posters and flags, may only be erected in the roads, or places as indicated by the Municipality and may not be erected in residential areas or on bridges. No political banners will be allowed.
- (8) Only one poster or flag per organisation may be erected on every second streetlight pole.
- (9) Posters and flags must be erected at a uniform height of approximately 2 meters.
- (10) No posters, banners, tear-drop banners or flags may be affixed to trees, traffic signs, traffic signals, central ridges, existing advertising signs or any municipal buildings or over hydrant identification signs.
- (11) No posters, banners, tear-drop banners and flags may be displayed within 30 meters of any road traffic sign or traffic signal.
- (12) All materials used to affix the posters must be removed together with the posters.

- (13) The Municipality may remove any indecent or torn posters, banners, tear-drop banners or flags, or any posters, banners or flags which create a traffic hazard in the opinion of the Municipality
- (14) The Municipality is exempted from claims that may be instituted against the Municipality as a result of the display of posters, banners, tear-drop banners and flags.
- (15) The display of posters, banners, tear-drop banners and flags purely for commercial advertising is not permitted, provided that any poster, banner or flag which relates to a sport, the arts, or a cultural event may be permitted, despite such posters, banners, tear-drop banners or flags containing commercial elements. The commercial element may not exceed 20% of the extent of the poster, banner, tear-drop banner or flag.
- (16) Organisations or persons who obtained approval to display posters or flags must pay a deposit as determined by the Municipality, which shall entitle that person to display the said poster or flag for a maximum period of 14 days, or such time as stipulated by the Municipality. No poster or flag may be displayed without such deposit having been paid.
- (17) The Municipality may remove or request the applicant to remove all posters, banners, tear-drop banners or flags should any of the above conditions not be complied with.
- (18) Posters, banners, tear-drop banners or flags that are not removed by the due date may be removed by the Municipality in which case the deposit paid in terms of item 15 will be forfeited to the Municipality.
- (19) Banners will be erected or removed by the Municipality at a rate as approved from time to time and the banner must comply with the specifications as laid down by the Municipality.

SCHEDULE 12: ESTATE AGENT SIGNS

Subject to approval in terms of this By-Law, the erection or display of estate agent signs is permitted in all areas except natural areas of maximum control. Only estate agents registered with the Estate Agents Board will be allowed to erect show houses signs. Proof of registration must accompany the application. In addition:

- (1) Estate Agencies must apply annually for permission to display signs and approval may be subject to payment of an annual fee in accordance with the Municipality's by-law and policy on tariffs.
- (2) A deposit may be required by the Municipality against which a charge for the removal of any sign which contravenes this By-law will be levied. In the event of the above deposit being exhausted, permission to display such signage may be withdrawn until a further deposit is paid to the Municipality.
- (3) Any Estate Agent sign unlawfully erected, or in contravention of the provisions of this Schedule, will be subject to a charge by the Municipality; in the event of the said sign not being removed, photographic evidence of the unlawful sign may be obtained by the Municipality prior to levying the said charge.
- (4) "For sale", "Sold" and "To let" signs shall be fixed flat to the surface of the boundary fence or wall of the property.
- (5) "Sold" signs may be displayed, fixed flat to the surface of the boundary fence or wall of the property, for a maximum period of two weeks.
- (6) No sign may be erected in such a way that any part of it is closer than 1.5m from a road verge.
- (7) No sign may be erected on centre islands.
- (8) No sign may obscure a road traffic sign.
- (9) No signs may be erected on any tarred area of pavements.
- (10) Estate agent signs may not exceed 0.3m² in total area.
- (11) "Show House" signs may be displayed only from 12h00 on Fridays to 20h00 on Sundays.
- (12) Show house signs may not be affixed to trees, traffic signals, street poles or other poles which carry road traffic signs, walls, fences, rocks, other natural features or landscaped areas, street furniture, or other Municipal property, unless such other display is authorised by the Municipality in writing.
- (13) On each sign, the wording "On Show", "Show House", "Show Flat" or "Show Plot" with the Agency's name and directional arrow must be displayed as well as the date.
- (14) Show house signs may be displayed on stakes making use of a design approved by the Municipality. Estate Agent signs may not be displayed on concrete, tarred or paved surfaces. It is not permissible for stakes to penetrate the ground deeper than 15cm.

- (15) Not more than six estate agent directional signs will be permitted in total per show house, show plot or block of flats in which a show flat is on display. The definition of one sign will include the display of two signboards only when such boards are sandwiched back to back around an electric light pole.
- (16) Show houses signs may not be displayed along Scenic Routes or on any bridge, public park or public open space.
- (17) Directional signs may be displayed along main routes only, being the shortest route from a main road to the property.
- (18) Only one directional sign per show house/flat/plot may be displayed along class 2 or 3 roads, excluding roads referred to in item 7 above.

SCHEDULE 13: LOOSE PORTABLE SIGNS

Subject to approval in terms of this By-Law, the erection or display of loose portable signs is permitted in areas of minimum and partial control as well as designated areas within urban areas of maximum control. In addition:

- (1) Loose portable signs may not be placed in a road reserve or in public open spaces without the written permission of the Municipality.
- (2) The Municipality may remove and impound loose portable signs placed without permission in a road reserve or on Municipal property. Owners can recover their signs on payment of the prescribed fee as determined the Municipality which will be used to defray the cost of removal, storage and transportation.
- (3) The following criteria will apply in respect of an application in terms of item 1:
 - (a) that it does not pose a hazard in terms of safety to the public;
 - (b) that it does not obstruct or cause inconvenience to the public either by its physical size or location;
 - (c) that it does not unfairly prejudice other traders;
 - (d) that the loose portable sign or proposed number thereof does not detract from the amenity of the local streetscape or local environment;
 - (e) that it is intended solely to advertise the name of the business, goods or services for sale from the advertiser's premises;
 - (f) that the maximum dimensions of the proposed loose portable sign must be 1.2m (height) x 0.6m (width).
 - (g) that it may be placed directly in front of the advertiser's premises, provided that the above criteria are met; and
 - (h) that a minimum clear footway width of 1,8 meters must remain clear and 2,5 meters in the central business district and sidewalks with high pedestrian volumes.
- (4) The Municipality may demarcate areas within the road reserve or on municipal property where, during normal trading hours, applicants may then place the approved loose portable signs. The said signs must be removed outside normal trading hours and stored away from public view.
- (5) The Municipality may levy tariffs for displaying the loose portable signs, which tariffs shall be payable in advance for a maximum period of six months.
- (6) Applicants will be required to indemnify the Municipality against any claims from third parties that may arise, due to the placement of loose portable signs within the road reserve or on municipal property.
- (7) Notwithstanding the above, the Municipality may cause the removal or impoundment of the sign or signs should the applicant contravene any of the above conditions.

SCHEDULE 14: AERIAL SIGNS

Subject to approval in terms of this By-Law, the erection display of aerial signs is permitted only in urban areas of minimum control. In addition:

- (1) No aerial signs affixed to any building or structure may be flown at a height of more than 45 meters from the surface measured from ground level.
- (2) Aerial signs may not be flown above a public road.

SCHEDULE 15: TRANSIT ADVERTISING

Subject to approval in terms of this By-Law, the erection or display of transit signs is permitted only in urban areas of minimum control.

In addition:

- (1) The parking of a transit sign which is visible from a public road or a public place for the purpose of third-party advertising is prohibited, except if it is displayed on a designated display site approved in terms of this By-Law as well as the Streets By-Law.
- (2) Transit signs parked on private property for the purpose of storage must be positioned in such a manner as not to be visible from a street or public place.
- (3) The advertising panel or portion of the vehicle used for transit advertising may not exceed a cumulative total of 18m².
- (4) The Municipality may designate sites in areas of minimum control for transit advertising and may publish notices indicating such sites.
- (5) Notwithstanding any provisions of this By-Law, the Municipality may, without prior notice, remove any unauthorised transit signs from municipal property, and, in the case of unauthorised transit advertising on private property, the Municipality may serve a notice ordering the removal thereof in terms of this By-Law.
- (6) Transit signs must be properly fixed to the ground at the parking location.

SCHEDULE 16: SIGNS ON MUNICIPAL LAND OR BUILDINGS

- (1) No sign may be displayed or erected on municipal land or buildings without the written permission of the Municipality.
- (2) The following specific conditions and criteria will apply to the signs mentioned in items (a) to (c) below:
 - (a) Commercially sponsored signs other than those in section 13 (10).
Notwithstanding the area of control within which it is proposed to erect a commercially sponsored sign on Municipal land or buildings, and subject to compliance with all other provisions of this By-Law, the Municipality may consider a commercially sponsored sign for approval, subject to the following:
 - (i) Public or community needs or goals must be identified or adopted by the Municipality and if such needs can be addressed either entirely or in part by the granting of concessions to particular persons for the erection of commercially sponsored signs, the Municipality may call for public input on such public or community needs or goals and the related advertising opportunity.
 - (ii) In order to identify such public or community needs or goals, the Municipality and other interested authorities must consult prior to proposals being invited, so as to establish conditions, criteria and constraints in respect of such advertising.
 - (iii) The Municipality's Supply Chain Management Policy will apply.
 - (iv) that any proposal be evaluated on the following factors:
 - (aa) the adherence to the principles of this By-law;
 - (bb) the design contribution;
 - (cc) the best community benefit offered;
 - (dd) the creativity and public safety;
 - (ee) the permanence of the contribution to the community goals or needs; and
 - (ff) the recovery cost over the period of the erection of the sign as opposed to the largest advertising opportunity or financial gain.
 - (v) When contributions in kind are to be recovered by the Municipality, a conversion thereof to a monetary contribution to the Municipality's income base will be assessed.
 - (vi) the Municipality, as landowner, reserves the right not to proceed with any proposal prior to final approval thereof and the call for invitations for proposals in any respect shall not be regarded decision by the Municipality to proceed with the erection of a sign in respect of a specific site.
 - (vii) Once accepted, any sign to be erected in terms of this schedule must be the subject matter of a written agreement between the Municipality as landowner and the person responsible for the erection of the sign.

(b) Sponsored signs

Notwithstanding the area of control within which it is proposed to erect such a sign on Municipal owned land or buildings and subject to compliance with all other provisions of this By-Law, the Municipality may consider a sponsored sign for approval on condition that:

- (i) written detail will be provided which clearly indicates the recognised community goals which will be promoted by the erection or display of the proposed sign;
- (ii) signs with a political content will not be permitted;
- (iii) no more than 5% of the total surface of the sign is used for third party advertising.
- (iv) the maximum size of any such sign will be 6m x 3m; provided in the event of a V-shaped sign where the size may not exceed two panels of 6m x 3m each. Not allowed in areas of maximum control
- (iv) applications for billboards to be erected in terms of this section must comply with the requirements as set out in Schedule 2.
- (vi) no sign erected in terms of this clause be located within 5 meters of a property's boundary line.

(c) Non-profit body signs

Notwithstanding the area of control within which it is proposed to erect a sign, and subject to compliance with all other provisions of this By-Law, the Municipality may consider the erection of a sign by or for the benefit of a non-profit body subject to compliance to a VIA and with the requirements set out in Schedule 17.

SCHEDULE 17: SIGNS ERECTED BY OR FOR THE BENEFIT OF NON-PROFIT ORGANISATIONS

- (1) Notwithstanding the area of control within which it is proposed to erect a sign by or for the benefit of a non-profit organisation, and subject to compliance with all other provisions of this By-Law, the Municipality may consider such a sign for approval subject to the following:
 - (a) written details from the host non-profit organisation regarding the nature and extent of the support to be received from the erection or display of the sign must be delivered to the Municipality together with the other information set out in Section 3 of this By-Law;
 - (b) the extent of involvement of previously disadvantaged communities, small businesses, job creation and empowerment will be considered in any proposal;
 - (c) any proposal will be evaluated on the following factors;
 - (i) the adherence to the principles or provisions of this By-Law;
 - (ii) the design contribution;
 - (iii) the best community benefit offered;
 - (v) the creativity and public safety; and
 - (vi) the permanence of the contribution to the community goals or needs as opposed to the largest advertising opportunity or financial gain.
 - (d) in the event of it being proposed that the said sign will be erected on municipal property:
 - (i) the Municipality must evaluate the proposal;
 - (ii) the Municipality as landowner reserves the right not to proceed with any proposal prior to final approval thereof; and
 - (iii) if accepted, a written agreement between the Municipality, the person responsible for the erection of the sign and the non-profit body must be entered into.
 - (e) In addition the following conditions will apply:
 - (i) signs with a political content will not be permitted;
 - (ii) the maximum size of any such sign is 6m x 3m; provided in the event of a V-shaped sign being proposed, its maximum size will not exceed two panels of 6m x 3m each;
 - (iii) applications for billboards to be erected in terms of this section must comply with the requirements as set out in Schedule 2;
 - (iv) no sign erected in terms of this clause may be located within 5 meters of a property's boundary line;

- (v) the name of the non-profit body must be displayed on the sign with a maximum 300mm lettering height;
- (vi) all parties that may be affected by the erection or display of such sign must be given opportunity for their input;
- (vii) the Municipality may require submission of impact assessment studies; and
- (viii) no more than two individual signs of 6m x 3m each may be permitted, or alternatively one V-shaped sign with a maximum of two panels of 6m x 3m each on any one property. In addition, only one sign per street frontage will be permitted.

SCHEDULE 18: STANDARD FREE STANDING AND COMPOSITE SIGNS FOR THE CONSERVATION AREA

- (1) Subject to approval and in accordance to this By-Law, the erection and display of standard free standing and composite signs will be the primary way of advertising in conservation areas and in areas of single residential zoning. In addition:
 - (a) Only one standard advertising structure, designed according to Municipal requirements, will be allowed on a property.
 - (b) A composite sign of maximum two advertising signs and size not exceeding an area of 1.8 m² per advertising structure showing only the name of the business and its main product will be allowed.
 - (c) In the case of a business centre, more than one advertising sign per advertising structure will be allowed in which case the centre's name and the names of the businesses in the centre may be displayed.
- (2) The signs and advertising structures shall:
 - (a) Comply to the design standards and requirements of the Municipality.
 - (b) Not be displayed in the road reserve.

APPENDIX 2

~~RROB~~
Proposed:
OUTDOOR ADVERTISING AND

SIGNAGE BYLAW

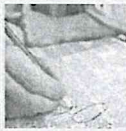
ADMISSION OF GUILT

OFFENCES AND FINES

Section Contravened	Description of Offence	Proposed Fine (1)	Approved Fine (2)
3(1)	Display any advertisement or erect or use any sign for advertising purposes without the Municipality's approval	R2 500	
4(1)	No sign may be erected until such time as the application fees have been paid in full	R2 000	
4(2)(f)	(f) that no sign or advertisement may be designed or displayed that— (i) will constitute a danger to any person or property; (ii) will display any material or graphic which does not comply with the requirements of the Advertising Standards Authority of South Africa. (iii) will be detrimental to the environment or amenity of the neighbourhood by reason of either its size, intensity, frequency, illumination, quality of design, material, proposed graphic or locality. (iv) will obscure any other signs approved in terms of this By-Law or its predecessor; and (v) will be detrimental or otherwise negatively impact on the environment, whether artificial or natural.	R2 000	
6(1)	(1) All signs and advertising structures which are not properly erected and constructed of the requisite strength or inadequately secured or does not comply with the requirements pertaining thereto of the National Building Regulations and Standards Act, 1977 (Act 103 of 1977).	R2 000	
6(2)	Sign not repaired within seven after receipt of notice in writing for being vandalised, torn, damaged or falling into state of disrepair	R2 000	

9(2)	Signs may not be erected in an area where they are an unacceptable distraction for drivers, which acceptability may be determined in terms of the guidelines laid down in the S.A. Road Traffic Signs Manual.	R2 000	
14	No person may destroy, harm, damage or disfigure or deface the front or frontage of any street, road traffic sign, wall, fence, land, rock, tree or other natural feature, or the front or frontage or roof of any building or structure in any manner whatsoever during construction or through the display or use of a sign or the writing or painting of any sign, symbol, letters or numerals. Furthermore, no person may disfigure any sign legally displayed in terms of this By-Law.	R2 500	
15	No person may, in the course of erecting or removing any sign, or banner, cause damage to any tree, electric standard or service or other Municipal installation or property and street furniture.	R2 500	
17(2)	(2) A person commits an offence if he or she— (a) threatens, resists, hinders, obstructs or otherwise interferes with, or who uses foul or abusive language towards or at an employee or contractor of the Municipality in the exercise of any powers or performance of any duty or function in terms of this Bylaw; or (b) impersonates an employee or contractor of the Municipality.	R2 500	

APPENDIX 3



Eikestad NUUS
Skakel 021 887 2840

Nuus net vir jou sedert 1950

Betrekings Kennisgewings Boedels Veilings

KENNISGEWING VAN 'N ARTIKEL 24G PUBLIEKE DEELNAME PROSES

in terme van die Wet op Nasionale Omgewingsbestuur, Wet No. 107 van 1998, soos gewysig en die Omgewingsimpakstudieregulasies van 2014, soos gewysig en Artikel 24G Boeteregulasies. (Gowermentskennisgewing Nr. R. 698), vir die volgende projek:

ARTIKEL 24G RETROSPEKTIEWE OMGEWINGSMAGTIGINGSAAANSOEK VIR DIE ONTWIKKELING VAN 'N RESTAURANT, DRYWENDE DEK, VERBINDINGSOPRIT, KOMBUIS EN ABLUSIEBLOK BY HIDDEN VALLEY WINES BINNE 'N WATERLOOP, OP GEDEELTE 7 VAN DIE PLAAS GROENERIVIER NR. 571, STELLENBOSCH, WES-KAAP

Onwettige Aktiwiteite: Konstruksie van 'n restaurant, drywende dek, verbindingsoprit, kombuis en ablusieblok binne 'n waterloop, 'n klein sytak van die Groenerivier, sonder omgewingsmagtiging. Ligging: Die fasiliteit is geleë op die Hidden Valley Wines plaas, Gedeelte 7 van Plaas Nr. 571, langs Annandaleweg, Stellenbosch.

Aansoek vir die regstelling van die volgende onwettige aktiwiteite: Lystingskennisgewing 1 van die Omgewingsimpakstudieregulasies van 2014, soos gewysig (RK Nr. R. 327): Aktiwiteite 12 en 19.

Geleentheid om deel te neem: Lede van die publiek word uitgenooi om te registreer as belanghebbende en/of geaffekteerde partye (B&GPe) en/of om skriftelike kommentaar op die voorgestelde projek te stuur, per e-pos of gevone pos, aan Cornerstone Omgewingskonsultante. Enige skriftelike voorleggings deur B&GPe moet die volgende insluit: die B&GPe se naam, kontakbesonderhede (posadres en e-pos adres), en 'n aanduiding van enige direkte besigheids-, finansiële-, persoonlike of ander belange wat hul in die aansoek mag hê. Slegs geregistreerde B&GPe sal in kennis gestel word gedurende die res van die publieke deelname proses.

Duur van registrasieperiode: B&GPe het 20 dae om te registreer om deel te neem aan die openbare deelnameproses, vanaf Donderdag 15 November 2018 tot Dinsdag 4 Desember 2018. Die advertensie is ook beskikbaar op die volgende webwerf: www.hiddenvalleywines.co.za. Enige toekomstige openbare dokumente sal beskikbaar wees op www.cornerstoneenviro.co.za. Datum van die advertensie: Donderdag, 15 November 2018 in die Eikestadnuus koerant. Vir meer inligting, of om te registreer as 'n B&GPe, en/of om kommentaar in te dien, kontak gerus vir:



CORNERSTONE ENVIRONMENTAL CONSULTANTS
Contact person: Pieter de Villiers | Postal address: PO Box 12606, Die Boord, Stellenbosch, 7613 | Fax: 086 435 2174
Tel: 021 887 9099 | Email: info@cornerstoneenviro.co.za | Web: www.cornerstoneenviro.co.za



000002-EN11717

NOTICE OF SECTION 24G PUBLIC PARTICIPATION PROCESS

in terms of the National Environmental Management Act, Act 107 of 1998, as amended (NEMA), the Environmental Impact Assessment (EIA) Regulations, 2014, as amended and the Section 24G Fine Regulations (Government Notice No. R. 698), for the following project:

SECTION 24G RETROSPECTIVE ENVIRONMENTAL AUTHORISATION APPLICATION FOR THE DEVELOPMENT OF A RESTAURANT, FLOATING DECK, RAMP, KITCHEN AND ABLUTION BLOCK AT HIDDEN VALLEY WINES WITHIN A WATERCOURSE, ON PORTION 7 OF FARM GROENE RIVIER NO. 571, STELLENBOSCH, WESTERN CAPE

Activities unlawfully commenced with: Construction of a restaurant, floating deck, connecting ramp, kitchen and ablation block, within a watercourse, a small tributary of Groene Rivier, without environmental authorisation.

Location: The facility is situated at Hidden Valley Wines, Portion 7 of Farm No. 571, which lies adjacent the Annandale Road, Stellenbosch.

Application for retrospective Environmental Authorisation for the following listed activities: Listing Notice 1 of the EIA Regulations, 2014, as amended (GN No. R. 327): Activities 12 and 19.

Opportunity to Participate: Members of the public are invited to register as interested and/or affected parties (I&APs) and/or to submit written comments on the rectification process, via e-mail or post, to Cornerstone Environmental Consultants. Any submissions by I&APs should please include the I&AP's name, contact details (postal address and e-mail address), and an indication of any direct business, financial, personal or other interest, which they may have in the application. **Only registered I&APs will be notified during the remainder of the public participation process.**

Duration of registration period: I&APs have 20-days to register to participate in the public participation process, from the date of the advert, which is from Thursday, 15 November 2018 until Tuesday, 4 December 2018. The advert will also be available to view on the following website: www.hiddenvalleywines.co.za. Any future public documents will be available to view on www.cornerstoneenviro.co.za.

Date of Advertisement: Thursday, 15 November 2018 in the Eikestadnuus newspaper.

For more information, to register as an Interested and/or Affected Party, and/or to submit comments, please contact:

000002-EN11717



STELLENBOSCH
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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

MUNISIPALE KENNISGEWING : 32/2018

OPENBARE PUBLIEKE DEELNAME PROSES VIR NUWE 'PLAKKAAT' VERORDENING

Kennis geskied hiermee dat Stellenbosch Munisipaliteit 'n nuwe Verordening vir Plakkate ter tafel lê vir openbare inspeksie en kommentaar by die onderskeie biblioteke in die Stellenbosch munisipale area asook op www.stellenbosch.gov.za vanaf 9 November - 10 Desember 2018

Alle kommentaar moet verwys word na die Direkteur: Infrastruktuurdienste

Kontak persoon: Deon Louw
Tel: 021 808 8213
E-Pos: engineering.services@stellenbosch.gov.za
Onderwerpslyn: Poster By-law

Geraldine Mettler
MUNISIPALE BESTUURDER
Posbus 17
STELLENBOSCH
7599

Kennisgewing Nr. 32/2018 Datum: 01 November 2018

MUNICIPAL NOTICE: 32/2018 CALLING ON PUBLIC FOR COMMENTS ON NEW POSTER BY-LAW

Notice is hereby given that Stellenbosch Municipality has revised the By-Law for Posters, available for public comment at the libraries in the Stellenbosch municipal area and on www.stellenbosch.gov.za from 09 November - 10 December 2018

All comments must be submitted to the Director: Infrastructure Services.

Contact person: Deon Louw
Tel: 021 808 8213
Email: engineering.services@stellenbosch.gov.za
Subject matter: Poster By-Law

Geraldine Mettler
MUNICIPAL MANAGER
PO BOX 17
STELLENBOSCH
7599

Notice No 32/2018 Date: 01 November 2018

000002-EN11717



STELLENBOSCH
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DRAFT PARADYSKLOOF NATURE AREA ENVIRONMENTAL MANAGEMENT PLAN

Notice is herewith given of the draft Paradyskloof Nature Area Environmental Management Plan for comment.

The document is available on the municipal website (<https://www.stellenbosch.gov.za>). Copies are available at the Municipal Advice Centre in Stellenbosch (municipal offices, Plein Street, Stellenbosch) as well as Plein Street and Jamestown library.

Comment on the document must be submitted in writing to Schalk van der Merwe, PO Box 17, Stellenbosch, 7599, faxed to 021 887 7446 or mailed to schalk.vandermerwe@stellenbosch.gov.za. The closing date for receipt of comment is 31 January 2019.

KONSEP OMGEWINGSBESTUURSPLAN VIR PARADYSKLOOF NATUURAREA

Kennis geskied hiermee van die beskikbaarheid van die konsep Omgewingsbestuursplan vir Paradyskloof Natuurarea vir kommentaar.

Die dokument is beskikbaar op die munisipale webtuiste (<https://www.stellenbosch.gov.za>). Afskrifte is beskikbaar by die munisipale Advieskantoor te Stellenbosch (munisipale kantore, Pleinstraat, Stellenbosch) asook Pleinstraat- en Jamestown biblioteek.

Skriftelike kommentaar op die dokument kan gerig word aan Schalk van der Merwe, Posbus 17, Stellenbosch, 7599, gefaks word na 021 887 7446 of per e-pos gestuur word aan schalk.vandermerwe@stellenbosch.gov.za. Die sluitingsdatum vir die ontvang van kommentaar is 31 Januarie 2019.

000002-EN11717

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MUNISIPALE KENNISGEWING: 44/2021
OPENBARE PUBLIEKE DEELNAME PROSES VIR NUWE PAAIE MEESTERPLAN

Kennis geskied hiermee dat Stellenbosch Munisipaliteit 'n nuwe Paaie Meesterplan ter tafel lê vir openbare inspeksie en kommentaar by die onderskeie biblioteke in die Stellenbosch munisipale area asook op www.stellenbosch.gov.za vanaf **14 MEI 2021 – 14 JUNIE 2021**.

Alle kommentaar moet verwys word na die Direkteur: Infrastruktuurdienste.

Kontak persoon: Deon Louw
Tel: 021 808 8213
E-pos: engineering.services@stellenbosch.gov.za
Onderwerpslyn: ROADS MASTERPLAN

Geraldine Mettler
MUNISIPALE BESTUURDER

Posbus 17
STELLENBOSCH, 7599

MUNICIPAL NOTICE: 44/2020
CALLING ON PUBLIC FOR COMMENTS ON NEW ROADS MASTERPLAN

Notice is hereby given that Stellenbosch Municipality has tabled a new Roads Masterplan, available for public comment at the libraries in the Stellenbosch municipal area and on www.stellenbosch.gov.za from **14 MAY 2021 – 14 JUNE 2021**.

All comments must be submitted to the Director: Infrastructure Services

Contact person: Deon Louw
Tel: 021 808 8213
Email: engineering.services@stellenbosch.gov.za
Subject matter: ROADS MASTERPLAN

Geraldine Mettler
MUNICIPAL MANAGER

PO Box 17
STELLENBOSCH, 7599

X1WP41FF-EN130521



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MUNISIPALE KENNISGEWING: 45/2021
OPENBARE PUBLIEKE DEELNAME PROSES VIR NUWE PLAKKAAT VERORDENING

Kennis geskied hiermee dat Stellenbosch Munisipaliteit 'n nuwe Plakkaat Verordening ter tafel lê vir openbare inspeksie en kommentaar by die onderskeie biblioteke in die Stellenbosch munisipale area asook op www.stellenbosch.gov.za vanaf **14 MEI 2021 – 14 JUNIE 2021**.

Alle kommentaar moet verwys word na die Direkteur: Infrastruktuurdienste

Kontakpersoon: Deon Louw
Tel: 021 808 8213
E-pos: engineering.services@stellenbosch.gov.za
Onderwerpslyn: POSTER BY-LAW

Geraldine Mettler
MUNISIPALE BESTUURDER

Posbus 17
STELLENBOSCH, 7599

MUNICIPAL NOTICE: 45/2021
CALLING ON PUBLIC FOR COMMENTS ON NEW POSTER BY-LAW

Notice is hereby given that Stellenbosch Municipality has tabled a new Poster By-law, available for public comment at the libraries in the Stellenbosch municipal area and on www.stellenbosch.gov.za from **14 MAY 2021 – 14 JUNE 2021**.

All comments must be submitted to the Director: Infrastructure Services

Contact person: Deon Louw
Tel: 021 808 8213
Email: engineering.services@stellenbosch.gov.za
Subject matter: POSTER BY-LAW

Geraldine Mettler
MUNICIPAL MANAGER

PO Box 17
STELLENBOSCH, 7599

X1WP41FR-EN130521

11.8.4	REQUEST TO UNDERTAKE PUBLIC PARTICIPATION PROCESS (“PPP”) IN RESPECT OF THE DRAFT STELLENBOSCH MUNICIPALITY BUSKING POLICY, 2023
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Collaborator No: 757024

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: Mayco: 11 October 2023 & 17th Council: 25 October 2023

1. SUBJECT: REQUEST TO UNDERTAKE PUBLIC PARTICIPATION PROCESS (“PPP”) IN RESPECT OF THE DRAFT STELLENBOSCH MUNICIPALITY BUSKING POLICY, 2023

2. PURPOSE

To provide Council with the pertinent facts in order to approve that the draft Stellenbosch Municipality Busking Policy be advertised for a period of thirty (30) days to obtain public comment in respect of the subject draft guideline document.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Stellenbosch is known for its rich cultural heritage and is home to a diverse community of artists, musicians and performers. Busking provides these artists and performers with a platform to showcase their skills and interact with a diverse audience.

A number of concerns have been raised by Local Tourism Organisations and stakeholders in the tourism fraternity regarding the demeanour of buskers on the streets of Stellenbosch and Franschhoek central business districts which has prompted the need for the establishment of a Policy to manage busking activities in the Stellenbosch Municipality. The item served before Mayco as guidelines and was referred back to the department for refinement.

5. RECOMMENDATIONS

- a) that Council takes note of the draft Stellenbosch Municipality Busking Policy, attached as Appendix 1 to this report;
- b) that Council approves that the draft Stellenbosch Municipality Busking Policy, be advertised for public comment for a period of thirty (30) days; and
- c) that the item return to Council after the public participation process for consideration.

6. DISCUSSION / CONTENTS

6.1 Background

Busking is a form of informal entertainment in a public place, typically on the street, for voluntary donation from passers-by. Buskers, also known as street performers, often use their talents to attract crowds and earn money from the tips and contributions. While busking can be a way for artists to make a living, it also adds cultural vibrancy and entertainment value to public spaces.

As part of the development of the Stellenbosch Municipality Busking Policy, an internal consultation session was conducted with Community and Protection Services on 26 May 2023, in addition the document was also circulated to the LTO's for comments. The comments and inputs received have been incorporated into the Draft Busking Policy, attached as **APPENDIX 1**.

The envisioned Stellenbosch Municipality Busking Policy will contribute towards creating a harmonious environment that will balance the interests of the performers, local businesses, residents and visitors.

6.2 Discussion

Busking adds vibrancy and diversity to the local culture of an area by showcasing a variety of artistic talents and expressions. This can enhance the cultural identity of the Stellenbosch Municipality and provide a unique experience for both residents and tourists. Buskers also attract crowds of people, which can lead to increased foot traffic in commercial areas and can benefit local businesses. A well-regulated busking scene can become a tourist attraction in its own rights, drawing visitors to the area and can potentially increase tourism-related revenue.

To maximise the benefits associated with busking it is essential that the Municipality establish and enforce a Busking Policy. The Policy address issues such as performance locations, noise levels, time restrictions, permit requirements and dispute resolution mechanisms. When managed properly, busking can be beneficial, contributing to a lively and culturally enriched environment.

6.2 Financial Implications

There is no financial implications should the recommendations as set out in the report be accepted.

6.3 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation.

6.4 Staff Implications

This report has no staff implications to the Municipality.

6.5 Previous / Relevant Council Resolutions

None

6.7 Risk Implications

This report has no risk implications for the Municipality.

6.8 Comments from Senior Management

No comments were requested.

APPENDICES

Appendix 1: Draft Stellenbosch Municipality Busking Policy, 2023.

FOR FURTHER DETAILS CONTACT:

NAME	Joh-ne Jansen
POSITION	<i>Senior Economic Development Officer: Tourism & Business Development</i>
DIRECTORATE	<i>Planning and Economic Development</i>
CONTACT NUMBERS	021 808 8179
E-MAIL ADDRESS	joh-ne.jansen@ Stellenbosch.gov.za
REPORT DATE	03 October 2023

APPENDIX 1

STELLENBOSCH MUNICIPALITY DRAFT BUSKING POLICY, 2023

1. PURPOSE

The purpose of this Policy is to outline the Council's approach to Busking within the Stellenbosch Municipality.

2. OBJECTIVES

This Policy has been developed:

- a) To encourage activities that contribute to the vibrancy and diversity of the Stellenbosch Municipality
- b) To provide a platform for artists and performers to showcase their skills and interact with a diverse audience.
- c) To identify locations in the town centres of the Stellenbosch Municipality as suitable busking sites.
- d) To contribute towards creating a harmonious environment that will balance the interests of the performers, local businesses, residents and visitors.

3. DEFINITIONS

“Council” means the Council of Stellenbosch Municipality

“Authorised official” means an officer authorised to carry out functions under this policy on behalf of Council

“Busker” means the person providing entertainment in the streets

“Busking” means the provision of entertainment in the streets

Types of busking performances may include, but not limited to:

- Performing with an instrument or multiple instruments, conventional or self constructed;
- Performing a song, dance routine, mime, clowning, juggling, puppetry, comedy, magic, reciting, or living statue act;
- Actively working in an artistic medium (this excludes pre-built static displays and artworks advertising or promoting a company, event or charity);
- Performing a Circle Act.

“Permit” shall mean any permit issued in accordance with the provisions of this policy

“Nuisance” is not defined but can include low-level nuisance affecting people living, trading or carrying on a business locally, as well as major disturbance affecting the whole community. It may also include the reduction of the living and working amenity and environment of other persons living and working in the area

“the Policy” means the Stellenbosch Municipality Busking Policy which may be amended and approved from time to time

“Busking Sites” means those sites that are designated sites where busking is permitted by those holding a valid Busking permit

“Regulations” means regulation prescribed by the Stellenbosch Municipality under this policy

4. APPLICATION REQUIREMENTS AND FEES

- a) All applications must be made on an application form provided by the Stellenbosch Municipality (Economic Development and Tourism Department) and must be accompanied by an ID document size photograph of the performer, accompanied by the correct application fee (tariff to be confirmed)
- b) The following information is required for **all applications**:
 - (i) Name and address (where the application is made by a group, the names and addresses of all members of that group);
 - (ii) Contact details;
 - (iii) Type of entertainment to be performed and description of equipment to be used;
 - (iv) ID document;
 - (v) How many people are involved in the performance
- c) If a group is performing, each member of the group needs to register
- d) Prior to obtaining a Busking Permit, Buskers will be required to sign the Busker's Code of Conduct

5. BUSKING SITES

- a) Busking will be controlled and limited to the following proposed designated sites:
 - (i) **Stellenbosch: Corner of Andringa & Church Street; Corner of Dorp & Andringa Street; Corner of Church & Bird Street; and Die Braak.**
 - (ii) **Franschhoek: R45 - Lambrechts Road to Uitkyk Street
(Please refer to Appendix 1)**
- b) Busking anywhere other than the designated sites during the controlled hours will be unlawful and not permitted.

6. CONDITIONS

- a) The busking permit must be displayed when performing and must be produced immediately upon request to either an Authorised Officer or Law Enforcement Officer

- b) Busking is only permitted at any of the designated sites in the Stellenbosch Municipality between the hours 8:00 and 21:00. Performances may only last for 45 consecutive minutes at any one location, after 45 minutes the busker must move to a different location at least one full street block away or to a different designated site;
- c) Busking will only be permitted by the person(s) named on the permit, and may not be used by, or transferred to, another person;
- d) The volume levels must be kept to a reasonable level, within the guidance set by the Stellenbosch Municipality: Roads and Streets By-law, 2021
- e) Busking must only be carried on in a location with sufficient space for the entertainment (and considering the number of buskers and the expected audience size)
- f) The Busking must not be carried on in a way that causes an obstruction to pedestrians or traffic or disturbance, nuisance or undue interference with, or inconvenience to or risk to safety of themselves and of persons using the Street;
- g) Buskers must ensure that the area in which they are working is kept clean;
- h) Buskers under the age of 18 must have an adult accompanying them at all times;
- i) Buskers are not permitted to sell goods and services, or conduct one-on-one consultations for money, a fee or reward;
- j) Licenced buskers are encouraged to set out a hat or instrument case for voluntary donations. The donations container must not obstruct pedestrian traffic;
- k) Buskers must cooperate with reasonable requests by any member of the South African Police Department, Law Enforcement Department, or any other such designated department or official. If buskers do not comply with all busking rules and regulation and relevant legislation, the following actions will be taken:
 - (i) The busker may be told to lower the volume or find a new location;
 - (ii) A performance may be stopped;
 - (iii) A compliance notice may be issued in terms of a relevant by-law;
 - (iv) A fine may be issued in terms of relevant by-laws; and
 - (v) The permit may be revoked.
- l) No pyrotechnics, fireworks or similar shall be used as part of the entertainment;
- m) Buskers must not busk with pets or other animals unless they have the Council's prior written permission;
- n) Buskers must not commit any acts of harassment against any person. Harassment includes (but is not limited to) violence or threats of violence, abusive or insulting words or behaviour, and damage or threats of damage to property belonging to another person.

7. DECISION MAKING

- a) Busking licences will normally be granted on the following basis:
 - (i) Usually for six-month period, but may be a shorter time depending on the circumstances;
 - (ii) Subject to compliance with the Standard Conditions, unless expressly removed or varied by Council;
 - (iii) To permit busking in designated busking sites between the hours of 08:00 and 21:00 on any day of the week unless otherwise agreed to by the Stellenbosch Municipality and affected property owner(s)
- b) Council may establish a busking committee to evaluate the applications for busking. The committee should comprise of:
 - (i) Officials from Planning and Economic Development;
 - (ii) Senior Legal Advisors of Legal Department;
 - (iii) Manager: Traffic and Law Enforcement Services;
 - (iv) Manager: Community Development.
- c) Busking licences will be determined according to the procedure prescribed through the Council's regulations, as follows:
 - (i) All applications will be decided on their own merits and those which provide all the relevant documentation, unless there have been previous enforcement/compliance issues and provided the Busking is sought within the times and at the designated busking sites specified in this policy will be granted;
 - (ii) Preference will be given to buskers who reside in the Stellenbosch Municipality and who are registered on the busking database.
- d) All applications that are not granted will be determined by the authorised official or appointed committee who takes over the responsibilities of these applications.
- e) Refusal of Applications
The Stellenbosch Municipality may refuse an application of any of the grounds listed in Table 1 below:

Table 1 – Refusal of Applications	
Refusal reason	Relevant considerations include
That the applicant could be reasonable regarded as not being fit and proper per to hold a permit	<ul style="list-style-type: none"> ▪ Previous history of non-compliance with licence conditions ▪ Previous complaints about conduct that have been substantiated ▪ Advise from SAPS or law enforcement
That the performance may pose risk, hazard or uncertain outcomes for people	<ul style="list-style-type: none"> ▪ Performance includes dangerous materials: flammable materials and chemicals, fire, fireworks, smoke, flairs, heated elements, or anything giving off a level of heat or toxicity that poses a

	<p>threat or harm or damage to members of the public and public property</p> <ul style="list-style-type: none"> ▪ Performance includes dangerous implements: knives, spears, swords, spikes, and sharp implements of any kind that pose a threat of harm to the general public
That there is not enough space in the street in respect of which the application is made for busking to take place without causing nuisance to occupiers or undue interference with, or inconvenience to, or risk to the safety of persons using the street, or other streets within the vicinity of the street	<ul style="list-style-type: none"> ▪ The type of performance and equipment being used ▪ Number of people in the band or performance ▪ Proximity to road junctions, pedestrian crossings, stations, bus stops etc.

f) Revocation of permit

- (i) Where a Police Officer or Authorised Official of the Council requests that a Busking Licence be considered for revocation, the general procedure set out for determining variation applications shall be followed.
- (ii) Stellenbosch Municipality may revoke a permit on any of the following grounds:
 - That there has been a breach of the conditions of the permit;
 - That nuisance has been caused to occupier or undue interference with, or inconvenience to, or risk to the safety of persons using the street, or other streets within the vicinity of the street, has been caused as a result of the busking taking place;
 - That nuisance has been caused as a result of the street entertainment to occupiers of property in or in the vicinity of the street in respect of which the licence was granted.

8. ENFORCEMENT

- a) The Stellenbosch Municipality will seek to ensure that any person who is granted a Buskers licence complies with the Standard Conditions attached to the licence, and that appropriate action is taken for non-compliance;
- b) Any person who:
 - (i) busks in any street to which the Policy applies without the authority or a permit; or
 - (ii) is concerned with the organisation or management of busking which is not authorised by a permit; and

(iii) contravenes any condition of his/her permit.

Shall be guilty of an offence and shall be liable on conviction to a fine not exceeding R 1000.00.

- c) Where a Busking permit is required, and the Busking is taking place or about to take place without a permit or in breach of the Conditions of a permit, the following options are available to an authorised official or a police officer:
 - (i) they may require that the Busking either cease or not take place;
 - (ii) where unlicensed Busking is taking place, equipment (including instruments) connected with the Busking may be seized;
 - (iii) proceedings may be instigated to prosecute the person for offences under this policy.
- d) Where the Busking is considered to be in breach of the conditions of the permit, the Authorised Official or Police Officer may request that the Council considers revoking the permit. The procedure set out in Section 7(f) of this Policy shall be followed.

9. POLICY REVIEW PROCESS

- a) This policy shall come into effect on the date of the council resolution;
- b) This policy may be reviewed annually and when required by way of Council Resolution.

SCHEDULE "A"

BUSKER CODE OF CONDUCT

BUSKERS WILL:

Respect the right of business to operate without undue disturbance by entertainers outside their premises.

Exhibit good conduct and character while performing (no nudity, swearing, performing while intoxicated, etc.)

Abide by all municipal By-laws and Provincial statutes and regulations while performing.

Not solicit donation; however unsolicited donations are permitted in a receptable such as a musical instrument case, box or hat.

I have read and understood the Buskers Code of Conduct.

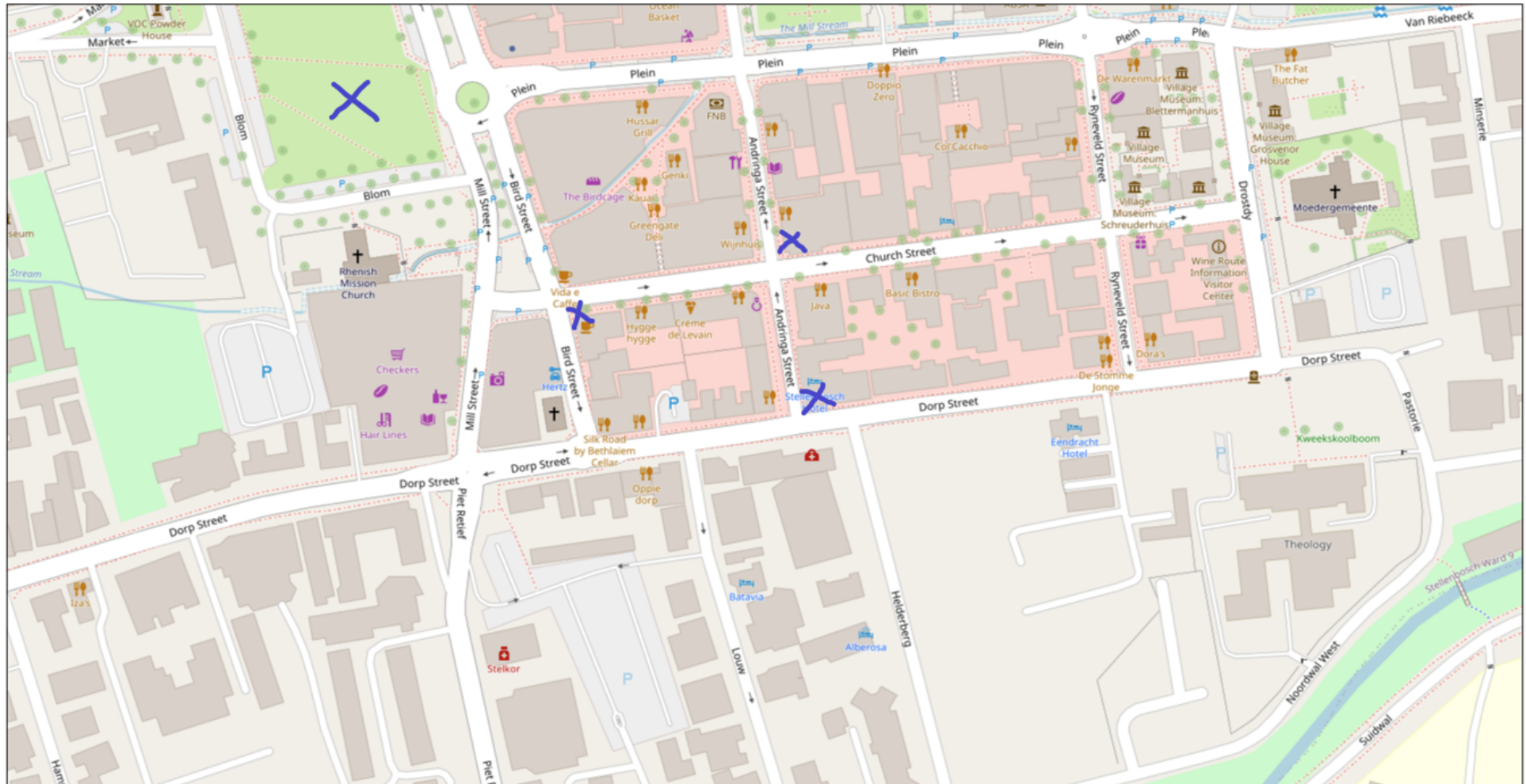
Name: (Please Print) _____

Signature or Signature of Guardian (Buskers under the age of 18)

Date

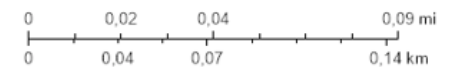
APPENDIX 1

STELLENBOSCH TOWN: BUSKING SITES



May 30, 2023

1:2 257

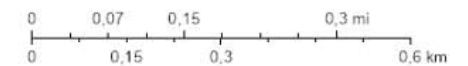


Franschhoek Town: Busking Sites



May 30, 2023

1:9 028



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11.9	COMMUNITY SERVICES:(PC: CLLR X KALIPA)
11.9.1	MEMORANDUM OF UNDERSTANDING WITH DEPARTMENT OF SOCIAL DEVELOPMENT – 2023-2024 IMPLEMENTATION PLAN

Collaborator No: 754432

IDP KPA Ref No: Good Governance and Compliance

Meeting Date: Mayco: 13 September 2023 & 17th Council: 25 October 2023

1. SUBJECT: MEMORANDUM OF UNDERSTANDING WITH DEPARTMENT OF SOCIAL DEVELOPMENT – 2023-2024 IMPLEMENTATION PLAN

2. PURPOSE

To inform council of the content of the signed implementation plan with Department Social Development for the 2023-2024 financial year.

3. DELEGATED AUTHORITY

For information to Council

4. EXECUTIVE SUMMARY

Stellenbosch Municipality signed an ongoing Memorandum of Understanding with the Provincial Department of Social Development in 2021. This MOU makes provision for an annual implementation plan to

- a. Outline the basis of cooperation between the two spheres of government and;
- b. address identified social issues within the municipal area.

5. RECOMMENDATION

that the content of the 2023-2024 implementation plan be noted.

6. DISCUSSION / CONTENTS

6.1 Background

The existing MOU is a project of the Provincial Department of Social Development to promote inter-governmental relations. It contains roles and responsibilities between the two entities. The municipality is chairing the formal discussions between the entities with DSD fulfilling the secretariate role responsible for all administration and arrangement of meetings and record keeping.

6.2 Discussion

The content of the implementation plan is based on the mandated functions of the two entities with a focus on collaboration. Objectives included in the current implementation plan with specific reference to issues of concern raised by the community include the following:

Children and Families:

<p>Street Children's Response Team Development of team to conduct analysis and to conclude a referral pathway and with appropriate interventions.</p>	<p>DSD Target: 1 Analysis, 1 Referral Pathway, 1 Draft Interventions</p>
--	--

Gender:

<p>Ward Based GBV Champions DSD: Train identified ward based champions on: Understanding and Creating Awareness on GBV, Understanding the referral pathway and the different services available to GBV victims (legal, medical, social). Mentorship of GBV champions. MUN: Facilitate access to ward councillors/committees/administrators</p>	<p>MUN: Introduction at All Wards Meeting Target: 1 Link with ward administrators. DSD: Training Sessions Target: 1 Mentoring Sessions Target 4 Achieved:</p>
---	---

Institutional Capacity Building and Networking

<p>Stellenbosch GBV Forum Establishment of forum</p>	<p>DSD: Target 1 Forum</p>
---	----------------------------

The complete implementation plan is attached as **ANNEXURE A**.

6.3 Financial Implications

Financial implications as per approved budget for Stellenbosch Municipal initiatives.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation and the signed MOU.

6.5 Staff Implications

This report has no additional staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

None

6.7 Risk Implications

Risks, if any are addressed through the content of the report.

6.8 Comments from Senior Management:

One required comment requested.

6.8.1 Director Community and Protection Services:

Content noted.

6.8.2 Municipal Manager:

Content noted.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-09-18: ITEM 7.9.1

that the content of the 2023-2024 implementation plan be noted.

ANNEXURES

Annexure A: Signed Implementation Plan 2023-2024

FOR FURTHER DETAILS CONTACT:

NAME	Michelle Aalbers
POSITION	Manager Community Development
DIRECTORATE	Community and Protection Services
CONTACT NUMBERS	8408
E-MAIL ADDRESS	Michelle.aalbers@ Stellenbosch.gov.za
REPORT DATE	27-07-2023

ANNEXURE A

PROJECT NAME	PROJECT MANAGER	PARTNERS
Implementation Protocol	Charles Harris (DSD)	Dept. Social Development and Stellenbosch Municipality



Western Cape
Government
Social Development



ACTION	RESPONSIBLE ENTITY	Responsibility of Stakeholders		Program Champion		START DATE	END DATE	Project/Program Outcomes	Progress	NOTES
Poverty Alleviation		Municipality	DSD	Municipality	Social Development					
Food Relief Programs	Dept. Social Development & Stellenbosch Municipality	Making provision for access to community facilities (halls) where and when available. Arrange for inspections by Municipal Health	Appointment of service providers. Provision of funding / food Provision of food parcels to struggling families	F Kruywagen	P Gabriels (Convenor)	Q1	Q4	Undue Hardship MUN: Access to clean facilities at discounted rates. DSD: Families access food relief through Undue Hardship Food Parcel. DSD: Provision of updated databases and funded service providers and feeding points on semester basis (6 months)	DSD Target: 48 Food parcels, updated database: 2 per annum Achieved:	
Social Work Services										
Access to Social Work Counselling Services and after hours services	Dept. Social Development & Stellenbosch Municipality	Make information available to communities on how and where to access services	Provide information to municipality on how to access services. Avail social workers Toll-free helplines (propose) Therapeutic group services for women and children subjected to trauma	P Jansen F Mayembana	M. Danhouse (Convenor) Vacant	Q1	Q4	Social Work Services DSD: Counseling services for families	DSD: Target: 92 families Achieved:	DSD child protection: 074 540 3707 (16:00 - 04:30 for 7 days a week)
						Q1	Q4	Social Work Services DSD: Provide information on All Child Protection Organisation and services including DSD social workers re targets and service delivery areas and contact details. MUN: Provide list and contact details to libraries and ward offices.	DSD: Target: Quarterly (4) outreaches to communities. Achieved: MUN: Target: 8 Libraries and all Ward Offices Achieved:	
Integrated Development Plan (IDP)										
Participation in IDP processes – sector engagements and community meetings	Dept. Social Development & Stellenbosch Municipality	Inform DSD officials of IDP process and programme	Avail suitably mandated official to attend and represent DSD at IDP meetings. Develop programmes in response to DSD identified needs in the community. Report back to municipality and community on implemented programmes	M Aalbers (Convenor)	P George	2023, September	2023, September	IDP Analysis MUN: Ward priorities shared with DSD to guide DSD programme development in response. DSD is aware of needs identified by the communities in different wards as it relates to DSD services.	DSD and MUN: Target: Attendance of IDP meetings twice per annum. Achieved:	
						2024, April	2024, April	IDP Report Back DSD attend, participate and report back to communities on the progress made with regards to identified needs.		
Substance Abuse and Prevention										
Local Drug Action Committee (LDAC)	Dept. Social Development & Stellenbosch Municipality	Confirmation of appointment by the Executive Mayor LDAC and chair meetings. Provide venue for meetings if not via teams. Fill the position of secretary of LDAC. Keep all minutes	Chairperson of the LDAC Executive Committee. Provide venue for meetings.	M Aalbers	P George (Convenor)	Q2	Q2	Local Drug Action Committee MUN: Appointed LDAC Committee and formal recording of process.	MUN: Target: 1 Achieved	
SUD Awareness	Dept. Social Development & Stellenbosch Municipality	Assist with access to venues where applicable and communication/marketing	Develop and implement programme	M Aalbers	Y Mahlathini (Convenor) S Jacobs	Q4	Q4	International Day against Drug Abuse and Illicit Trafficking DSD: Launch and Roadshow	DSD: Target: 1 Launch 8 Outreach Venues Achieved:	
SUD Counselling and Prevention	Dept. Social Development & Stellenbosch Municipality	Refer persons to DSD and DSD implementation partners. Communicate referral pathways to communities.	Communication of Referral Pathway	P Jansen F Mayembana	Y Mahlathini (Convenor) S Jacobs	Q1	Q4	SUD Referral Pathway DSD: Share written referral pathway for SUD services with municipality. MUN: Communication of referral pathway to communities.	DSD: Target: 1 pathway, 66 clients Achieved:	
SUD Counselling and Prevention	Dept. Social Development & Stellenbosch Municipality	Refer persons to DSD and DSD implementation partners. Communicate referral pathways to communities.	Psychosocial Services	P Jansen F Mayembana	Y Mahlathini (Convenor) S Jacobs	Q1	Q4	SUD Psycho Social Services MUN: Referrals through referral pathway. DSD: Individuals received early intervention and aftercare services for substance abuse.	DSD: Target: Early Intervention Services 66 Aftercare Services 10 Achieved:	

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Children & Families Programmes										
Child Protection Services Child Protection Month	Dept. Social Development & Stellenbosch Municipality	Municipality avail facilities for collaborative implementation projects.Will assists in dessimanting information regarding the mentioned programs to the Stellenbosch community.	A service directory and referral pathways will be made available to both Stellenbosch Municipality and broader community. Removal of Children in Need of Care and Protection Lead department in Child Protection services and programmes. Initiate and implement programmes. Collaboration between government departments and NGOs working with children Mobilisation through their client system/case work load	F Mayembana	Vacant A Heyns M Lackay (Convenor) U Magatya F v Graan	Q1	Q4	Child Protection Services MUN: Foster Care Programmes DSD: Service Directory Published and shared with the municipality Families participating in family preservation and support services. Children placed in Foster Care. Child re-unification services. Caregivers completed parent education and training. Children in conflict with the law assessed. Children in conflict with the law referred to diversion programmes. Children in conflict with the law completed diversion programmes.	MUN Target: 2 DSD Target: 92 1 Service Directory family preservation and support 64 foster care placements 4 children reunited with families 80 parental trainings 90 assesments of children in conflict with law 40 children referred to diversion programme 36 completed diversion programme Achieved:	
						2023, November	2023, November	National Children's Day MUN: To highlight progress made towards realisation of children's rights.	MUN: Target 1 Achieved:	
						Q1	Q3	Back to School Collaboration 1 000 children	MUN & DSD: Target 1 000 Achieved:	
						Q1	Q4	Holiday Programme Collaboration 1 200 children	MUN & DSD: Target Quarterly Programme reaching 1 200 Achieved:	
						Q4	Q4	Child Protection Week MUN: Child Protection activities at ECD's DSD: Child Protection activities at schools	MUN: Target 300 children DSD: Target 8 schools Achieved:	
						Q1	Q4	Probation Services DSD Target: Adults in conflict with the law referred to diversion programmes. Adults in conflict with the law completed diversion programmes.	DSD Target: 232 adults enter diversions programme 144 completed diversion programme Achieved:	
						Q2	Q2	Street Children's Response Team Development of team to conduct analysis and to conclude a referral pathway and with appropriate interventions.	DSD Target: 1 Analysis, 1 Referral Pathway, 1 Draft Interventions	
Gender										
Women Help a Girl Campaign Men/Fatherhood Widow Empowerment Single Mothers Foster Parents Workshops Gender Based Violence	Dept. Social Development & Stellenbosch Municipality	Invite relevant stakeholders. Working through the IDP ward priority/needs in collaboration with Ward Office. Provide support through information sessions with all relevant stakeholder. Funding of the programmes (catering, transport, venue, camps, pads, toiletries) where possible. Grant in Aid funding. Refer victims to DSD for psychosocial support services.	Improved accessible services to the broader Stellenbosch community. Funding of the programmes (stationary, transporting of their clients). Provide Training to the relevant stakeholders. Commitment in programmes that municipality and other stakeholders are planning. Take the lead in GBV programmes in municipal area.	F Mayembana	K Mangxola (Convenor)	Q2	Q3	Help Girl Campaign MUN: Awareness and self development programme on female hygiene DSD: Psycho social support through referral pathway and being part of the facilitators.	MUN: Target 2 sessions, 300 girls DSD: Target 300 Achieved:	
						Q2	Q4	Men/Fatherhood Programmes MUN: Awareness, mentorship and dialogue for men and boys DSD: Physco-social support and empowerment programmes to affected individuals. Specialised knowledge on subject matter, trauma counseling, specialised speaker at events, mentorship and dialogue.	MUN: Target 3 sessions, 200 persons DSD: Target 200 Achieved:	
						Semester 1	Semester 2	Widow Empowerment Programme MUN and DSD: Capacity building sessions DSD: Physco-social support and empowerment programmes to affected individuals. Specialised knowledge on subject matter, trauma counseling, specialised speaker at events, mentorship and dialogue.	MUN and DSD: Target 2 sessions, 100 persons Achieved:	
						Semester 1	Semester 2	Single Mothers MUN and DSD: Capcity building sessions	MUN and DSD: Target 2 sessions, 100 persons Achieved:	
						Q1	Q4	GBV Awareness and Capacity Building MUN: Awareness and Training including SSCF and 16 Days of Activism	MUN: Target 4 sessions, 400 persons Achieved:	
						Q1	Q1	Womens's Month MUN: Womens's Month Awareness Programmes	MUN: Target 700 women Achieved:	
						Q1	Q4	Psychosocial support services DSD: Assessments	DSD: Target: 68 Achieved:	
						Q1	Q4	Ward Based GBV Champions DSD: Train identified ward based champions on: Understanding and Creating Awareness on GBV, Understanding the referral pathway and the different services available to GBV victims (legal, medical, social). Mentorship of GBV champions. MUN: Facilitate access to ward councillors/committees/administrators	MUN: Introduction at All Wards Meeting Target: 1 Link with ward administrators. DSD: Training Sessions Target: 1 Mentoring Sessions Target 4 Achieved:	

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People living on the Street						Page 1176				
Education, Awareness, Facilitation and Support Services	Dept. Social Development & Stellenbosch Municipality	Invite relevant stakeholders provide support through information sessions, collaborate with service providers in the field, provide funding where possible, grant in aid support.	Improved accessible services to the broader Stellenbosch community. Assist with facilitation of programs. Commit to support municipal and other stakeholder's planned programs.	P Napoleon (Convenor)	P Daniels	Q1	Q4	Social Work Services DSD: Family reunification, physco-social services referred to persons referred.	DSD: Target 10 Achieved:	
						Q1	Q3	Transfer Subsidy DSD: Subsidy approved for the Stellenbosch Night Shelter and the ANNEX	DSD Target: 1 formal supporting letter directed to DSD Province in support of Stellenbosch Night Shelter.	
						Q1	Q3	Street People Surveys DSD and MUN: Bi-annual surveys	MUN and DSD: Target 2 Achieved	
						Q1	Q4	Health and Awareness Outreaches DSD and MUN: 4 Outreach Programmes	DSD & MUN: Target 4 outreaches reaching 200 Achieved	
People Living with Disability										
Awarenes, substance abuse and mental health programs	Dept. Social Development & Stellenbosch Municipality	Invite relevant stakeholders provide support through information sessions, collaborate with service providers in the field, provide funding where possible, grant in aid support.	Improved accessible services to the broader Stellenbosch community. Assist with facilitation of programs. Commit to support municipal and other stakeholder's planned programs. Funding of program, transport and stationary. Support to the Stellenbosch Disability Network	P Napoleon	R Adams (Convenor)	Q2	Q4	Grant in Aid Donations MUN: Compliant/Successful GiA application approved by council for 2 organisation	MUN: Target 2 Achieved	
						Q1	Q4	Inpatient referrals DSD: Screenings of applicants applying for inpatient care. MUN to refer to DSD	DSD: Target 15 Screenings	
						Semester 1	Semester 2	Awareness MUN: Empowerment Programme for persons with disabilities DSD:Continuous funding for organizations working with people with disabilities	MUN: Target 2 sessions reaching 30 persons Achieved DSD: To inform the MUN on the organisations supported through funding 30th July 2017	
Youth Development										
Job Readiness Awareness Programs Leadership Development Entpreneurial Development Social Cohesion Youth in conflict with the law	Dept. Social Development & Stellenbosch Municipality	Invite relevant stakeholders. Collaborate with local youth structures. Grant in aid to complying applicant youth structures/organisations.	Improved accessible services to the broader Stellenbosch community relating to youth services. To link youth with resources essential for development. Assist with facilitation. Commitment to programs being planned by the municipality and local youth stakeholders. Financial support when available.	P Jansen (Convenor)	P Gabriels P Daniels A Smith M Danhouse (Youth in Conflict with the Law)	Q2	Q4	Job Readiness Collaboration: 3 Workshops	MUN & DSD: Target 120 Achieved	
						Semester 1	Semester 2	Leadership Development Collaboration: 2 Workshops	MUN & DSD: Target 20 Achieved	
						Q2	Q2	Entrepreneurship Skills Collaboration: 1 Workshop	MUN & DSD: Target 30 Achieved	
						Q1	Q2	Diversion Programmes DSD: The availability of and referral to accredited diversion programmes to youth in conflict with the law.	DSD: Target 72 Achieved	
						Semester 2	Semester 2	Social Cohesion Collaboration: 1 session	DSD & MUN: Target 30 Achieved	
Older Persons										
Implementation of the Older Person's Act Awareness Programs Mental Health Golden Games	Dept. Social Development & Stellenbosch Municipality	Invite relevant stakeholders. Provide support through information sessions. Collaborations with organisations delivering services to older persons. Financial support where necessary. Support to Older Person's Service Centers/ Clubs. Grant in aid support. Referral to other spheres of government. Assist to access indigent support	Responsible for the implementation of the Older Person's Act. Financial Support when available. Commitment to programs hosted by municipality and other stakeholders. Assist with the prevention of elder abuse. Support the registration and compliance of service centers. Assist in application and admission at Homes for the Aged (Old Age Homes)	P Jansen	R Adams (Convenor)	Q2	Q2	Older Persons Act Awareness MUN: 2 Workshops	MUN: Target 50 Achieved	
						Q2	Q2	Will Writing MUN: 2 Workshops	MUN: Target 30 Achieved	
						Q2	Q2	Mental Health Awareness MUN: Elderly persons are made aware of the effects of mental health and where to find help.	MUN: Target 50 Achieved	
						Q1	Q4	Institutional Care and Service Centres DSD: Provision of Old Age Home and Service Centres databases. Monitoring and evaluation of Older Persons facilities as per directive. Number of persons admitted to Old Age Homes.	DSD Target: 1 Database. M&E: 2 Admissions 15	
						Q1	Q4	Golden Games Awareness, Preperation and Participation of Elderly Clubs in the Regional Games	MUN: Target: 9 clubs participate Achieved	

Institutional Capacity Building and Networks										Page 1177
Registration, Capacity Building and Compliance of NPOs	Dept. Social Development & Stellenbosch Municipality	The Municipality will ensure. Mobilisation of organisation, provide information to organisation. Make funding available when and were necessary. Host capacity workshop with organisations and dessiminate appropriate information.	Registration of NPOs, mentorship and continued services to NPOs. The DSD throuth it's local office will participate at all Network platforms within the Stellenbosch Municipal Area. Champion and strenthrening the relationship between the DSD and Funded Service Providers as well as IGR Partners e.g SASSA and other Sister Departments.	P Jansen F Mayembana	P Daniels P Gabriels (Convenor) A Smith R Adams	Q3	Q3	Know your Status Collaboration: 40 Organisations are aware of their NPO status	MUN & DSD Target: 40 Achieved:	
						Q1	Q4	NPO Registration DSD: Assistance with registration	DSD Target: 20 Achieved	
						Q1	Q4	SCAN Quarterly Meetings DSD and MUN to attend and participate in all 4.	MUN and DSD: Target 4 each Achieved	
								Stellenbosch Disability Network Meetings DSD and MUN to attend and participate in all 4.	MUN and DSD: Target 4 each Achieved	
						Stellenbosch Elderly Forum Meetings DSD and MUN to attend and participate in all 3.	MUN and DSD: Target 3 each Achieved			
				M Aalbers (Convenor)	P George	Q1	Q4	Stellenbosch Community Safety Forum and Social Coheslon Cluster DSD and MUN: Monthly attendance of the cluster and active participation in programme development and implementation.	MUN and DSD: Target 12 Achieved	
				F Mayembana	K Mangxola (Convenor)	Q2	Q2	Stellenbosch GBV Forum Establishment of forum	DSD: Target 1 Forum	
				M Aalbers (Convenor)	P George	Q1	Q4	Stellenbosch LDAC MUN & DSD : Monthly LDAC Exec and Quarterly General Meetings. Development, implementation and monitoring of action plans	MUN and DSD: Target 12 Exec Meetings, 4 general meetings, 1 action plan	
				F Mayembana (Convenor)	S Dani	Q1	Q4	Greater Stellenbosch ECD Forum MUN: Registration Capacity Building Workshops	MUN: Target 4 quarterly meetings Achieved	
				F Mayembana	M Lackay (Convenor)	Q2	Q2	Stellenbosch Child Protection Forum DSD : Establishment of Forum (National Children's Day)	DSD: Target 1 Forum	
				P Napoleon (Convenor)	R Herbert	Q1	Q4	Stellenbosch Homelessness Group MUN and DSD: Monthly meetings and active participation in programme development and implementation	MUN and DSD: Target 12 Achieved	
				Monitoring and Evaluation						
Quarterly Implementation Monitoring and Evaluation Meetings	Dept. Social Development & Stellenbosch Municipality	Municipality will chair and host the meetings.	Provide secretarial functions for the meetings	M Aalbers	P Geroge (Convenor)	Q1	Q4	Administrative Support to MOU: Minutes, Attendance Registers of meetings. Annual Report	MUN & DSD: 2 Progress Meetings	February and May

Signature - Municipality

Date: 18/07/2023

Signature - Dept. Social Development

Date: 19/07/2023

Signed

P George
Social Work Supervisor
Department of Social Development

M Aalbers
Manager Community Development,
Stellenbosch Municipality

11.9.2	EARLY CHILDHOOD DEVELOPMENT (ECD) POLICY UPDATE
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Collaborator No: 756577

IDP KPA Ref No: Dignified Living

Meeting Date: Mayco: 11 October 2023 & 17th Council: 25 October 2023

1. SUBJECT: EARLY CHILDHOOD DEVELOPMENT (ECD) POLICY UPDATE

2. PURPOSE

To obtain Council's approval for the update of the Stellenbosch Early Childhood Development (ECD) Policy.

3. DELEGATED AUTHORITY

For decision by Municipal Council

4. EXECUTIVE SUMMARY

Outstanding Council Resolution: 728522: Review of Early Childhood Development (ECD) Policy.

The re-submission of the policy to conclude the outstanding council resolution is dependent on the finalisation of the migration of the ECD function from the Department Social Development (DSD) to the Department of Education (DoE) and the associated changes in registration requirements. It is further dependent on the enactment of the Children's Second Amendment Bill, which is expected to have major implications for local governments resulting from Child Care Facilities being listed as a responsibility of local government in Schedule 4 Part B of the Constitution.

To date there has been no finalisation in either of the above-mentioned processes and thus keeping the outstanding council resolution unresolved.

The intent of this item is thus to resolve the outstanding council resolution without effecting changes to the existing Stellenbosch Early Childhood Development (ECD) policy and to update council on progress made relating to the registration of ECD's.

5. RECOMMENDATION

that council notes the update on policy process.

6. DISCUSSION / CONTENT

6.1 Background

Council approved the Early Childhood Development Policy (**ANNEXURE 1**) in March 2018 which is due for review after 5 years in 2023.

In 2021 Salga requested inputs from municipalities on the proposed Children's Second Amendment Bill. The proposed amendments have severe financial and staffing implications for municipalities in terms of the building and maintenance of Child Care Facilities. The municipality provided comments to SALGA on the proposed Amendment Bill.

Furthermore, the function of Early Childhood Development migrated to the Department of Education from April 2022. This migration changes the regulatory responsibility

relating to the registration of ECD's and will most probably lead to changes in the process of registration to align with the requirements of the Department of Education. Currently, the DSD registration requirements are still in place and include the involvement of the following entities:

- Approval of registration: Department of Education
- Issuing of Health Certificates: Cape Winelands District Municipality
- Issuing Fire Safety Certificates: Stellenbosch Municipality: Fire Department
- Awarding land use rights: Stellenbosch Municipality: Planning Department
- Approval of building plans: Stellenbosch Municipality: Building Control
- Entering into Lease Agreements (where facilities are on municipal property): Stellenbosch Municipality: Property Management

The Stellenbosch Municipal ECD Policy requires to incorporate the above-mentioned processes which will be influenced once the migration to the DoE has been finalised with their set of registration requirements and the enactment of the Children's Second Amendment Bill.

6.2 **Discussion**

To date, no feedback has been received on the outcome of the proposed Amendment Bill. The municipality however, conducted an assessment on the current maintenance status of 5 ECD's operating from municipal owned facilities. The outcome of which indicated that a capital investment of R22 357 400 is required for the needed maintenance. This clearly indicates the financial impact of the amendment bill on municipalities.

Although the ECD function has migrated from DSD to DoE, no changes to the registration process have been announced. The DoE indicated that the process would remain unchanged for the first 2 years whereafter it is expected that changes will be made.

Amidst the uncertainty relating to the outcome of the Children's Second Amendment Bill and the changes implemented by the DoE, the municipality proceeded with the development of an ECD Registration SOP (**ANNEXURE 2**) which was agreed upon between the different role players listed under the background of the item.

Making changes to the existing Stellenbosch Municipal ECD policy will not be based on changes in legislation or changes in mandates as the outcome of these are still pending. The agreed upon SOP however provides the ECD facilities with the structure and guidance on how to access the different government departments to successfully reach registration status as a partial care facility. In fact, the SOP has assisted a record number of 37 local ECD facilities to become registered in the 2022-2023 financial year.

In light of the expected changes resulting from the outcome of the Children's Second Amendment Bill and the expected changes to be introduced by the Department of Education, changing the current ECD Policy now, does not make sense. It is thus proposed that the Stellenbosch Municipality ECD Policy remains unchanged with this update.

6.3 **Financial Implications**

Financial implications as per approved budget.

6.4 Legal Implications

Keeping the Stellenbosch Early Childhood Development Policy unchanged has no legal implications.

6.5 Staff Implications

This report has no staff implications for the Municipality.

6.6 Previous / Relevant Council Resolutions:

COUNCIL MEETING: 2018-03-28 resolved (nem con)

- (a) that the Early Childhood Development Policy be approved.

5th COUNCIL MEETING: 2022-05-25: ITEM 11.2.1

RESOLVED (nem con)

- (a) that Council considered the legal and financial impact of the amendments on municipalities; and
- (b) that Council endorses the inputs provided by the CFO and Municipal Manager as a response to SALGA on the matter.

5th COUNCIL MEETING: 2022-05-25: ITEM 11.2.2

RESOLVED (nem con)

- (a) that Council notes the impending legislative changes and the resulting impact on local government capital and operational budgets;
- (b) that Council approves this review of the Stellenbosch Municipality ECD Policy without changes; and
- (c) that the Policy be reviewed and submitted back to Council once the above-mentioned legislation has been enacted, whereafter the public participation process will ensue.

6.7 Risk Implications

This report has no risk implications for the Municipality.

6.8 Comments from Senior Management:**6.8.1 Director: Infrastructure Services**

None Requested.

6.8.2 Director: Planning and Economic Development

None Requested.

6.8.3 Director: Community and Protection Services:

Agree with recommendations.

6.8.4 Director: Corporate Services:

None requested.

6.8.5 Chief Financial Officer:

Agree with the recommendations.

6.8.6 Municipal Manager:

Agree with the recommendations.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.9.1

that Council notes the update of the Policy.

ANNEXURES

Annexure A: Early Childhood Development Policy

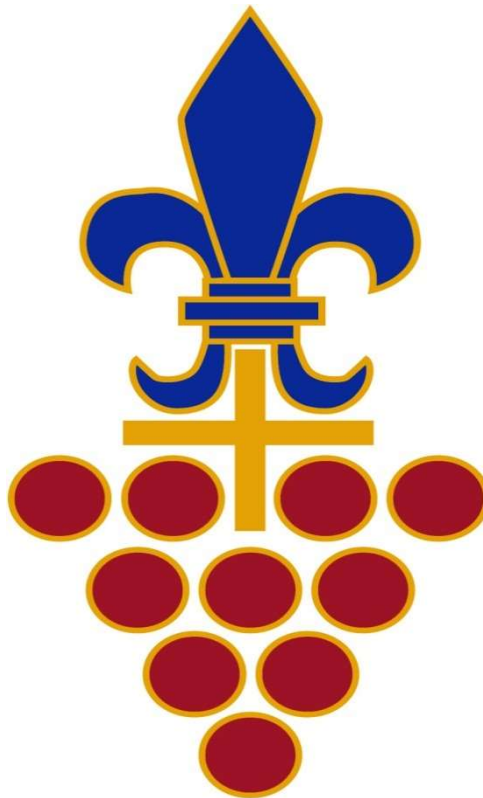
Annexure B: Partial Care Facility Registration Sop

Annexure C: Minutes: Community Development Committee Meeting 2023-09-07

FOR FURTHER DETAILS CONTACT:

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POSITION	Manager Community Development
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REPORT DATE	2023-08-08

ANNEXURE A



EARLY CHILDHOOD DEVELOPMENT POLICY STELLENBOSCH MUNICIPALITY

Approved March 2018

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1. ABBREVIATIONS

CBO:	Community-based organisations concerned with helping the community local to the Organisation. CBOs are not for profit organisations. Also see NGO.
CWDM:	Cape Winelands District Municipality
DSD:	Department of Social Development
ECD:	Early Child Development Is the process of emotional, mental, spiritual, moral, physical and social development of children from birth to nine years.
GiA:	Municipal Grant in Aid funding annual donations
NGO:	Non-Government Organization
NQF:	National Qualifications Framework
PHC:	Primary Health Care
SM:	Stellenbosch Municipality
sqm:	Square metre
WC024:	Local municipal area of Stellenbosch Municipality, South Africa

2. GLOSSARY

“Baby/infant”: A child from 0-18 months old.

“Child”: A person under the age of 18 years.

“Child minder”: A person who provides care and early learning for up to six children, typically in their own homes. Also in some contexts referred to as “day mothers”.

“Collaboration”: Involves networking, cooperation and coordination, and also involves improving the capacity of partners for mutual benefit and attainment of a common purpose.

“Communicable disease”: A disease that can be passed on to others e.g. scabies, chickenpox, measles.

“Cooperation”: Includes the exchange of information for mutual benefit, aligning activities for a common purpose and sharing resources for mutual benefit.

“Coordination”: Involves information exchange and aligning activities to work.

“Department”: In this policy, “Department” refers to the Department of Social Development (DSD).

“Development appropriate”: This term is used to describe activities, equipment or programmes. It is a way of working with children that takes note of what is known about child development and also what is known or learnt about each child and his/her development.

“Director-General”: In this policy, Director-General refers to the Director-General of the National Department of Social Development.

“Early Childhood Development Centre”: Is a partial care facility that provides an early childhood programme with an early learning and development (ECD) focus for children from birth until the year before they enter Grade R/formal school.

“ECD Forums”: Is a structure that allows for communication between ECD Sector and government on issues related to ECD. The forum is open to individuals and organisations with an interest in promoting early childhood development. The membership of ECD forums can include civil society, representatives from government, higher education institutions, training providers, other forums and associations, businesses, and interested individuals. The underlying characteristic of a forum is that forum members are able to share decision making, resources and credit. ECD Forums emerge as spaces which enable active citizenry, broadly defined as participation in civil society, community and/or political life characterised by mutual respect and non-violence and in accordance with human rights and democracy.

“ECD Practitioner”: A person who provides early childhood development services through formal early childhood development programmes, family services, playgroups and training, as well as those providing management support services to these workers.

“ECD Programmes”: Programmes that provide one or more forms of daily care, development, early learning opportunities and support to children from birth until the year before they enter formal school. These programmes include, but are not limited to:

- Community-based play groups operating for specific hours;
- outreach and support programmes for young children and their families/caregivers, at a household level;

- parenting support and enrichment programmes;
- support for the psycho-social needs of young children and their families;
- ECD programmes provided at partial care facilities and at child and youth care facilities, as contemplated in section 93 (5) of the Children's Act; and
- any other programme that focuses on the care, development and early learning of children from birth until the year before they enter formal school.

“ECD Services”: Services or support provided to infants and young children or to the child's parents or caregiver by a government department or civil society organisation. The intention of ECD services are to promote children's behavioural competencies and enable them to participate meaningfully in their homes and community environments.

“Environmental Health Officer”: (Also known as Public Health Inspectors or Environmental Health Practitioners) are responsible for carrying out measures to protect public health, including administering and enforcing legislation related to environmental health and providing support to minimize health and safety hazards. They are involved in a variety of activities, for example inspecting food facilities, ECD facilities, investigating public health nuisances, and implementing disease control. Environmental Health Officers are focused on prevention, consultation, investigation, and education of the community regarding health risks and maintaining a safe environment.

“Grant in Aid”: Stellenbosch Municipality annual Grant in Aid funding donations. Refer to Grant in Aid policy.

“Internal ECD Committee”: An internal municipal committee with representation from Land Use Management and Fire Services led by Community Development with the purpose to address municipal process obstacles hampering registration of ECD facilities.

“Municipality”: Stellenbosch Municipality serving the community within the geographical area known as WC024.

“Non-Government Organization”: All non-governmental and non-profit organisations that are concerned with the betterment of society or the individual. NGOs are private, self-governing, voluntary organisations operating not for commercial purposes but in the public interest, for the promotion of social welfare and development, religious, charity, education, sports, arts and culture and research.

“Pre-school child”: A child under six years of age not yet attending formal school.

“Qualification”: means formal recognition of the achievement of the required number and type of credits and such other requirement at specific levels of the NQF as maybe determined by the relevant bodies registered for such purpose by the South African Qualifications Authority.

“The Act”: For the purpose of this policy it means the Children's Care Act (38 of 2005).

“Vulnerability”: means a heightened or increased exposure to risk as a result of one's circumstances.

3. EXECUTIVE SUMMARY

The population of Stellenbosch Municipality is estimated to be 155 733 according to the Stellenbosch Municipal IDP. Children between the ages of 0-4 years constitute 4.3% which is the second highest age category in the municipal area.

According to Department of Social Development, there are two hundred and twenty six (226) Early Childhood Centres operational in the WC024.

Of these only fifty eight (58) ECD's are registered with the Department of Social Development. Thirty (30) of the registered ECD's are funded by DSD. In a survey completed by the municipality in 2016 all ECD's were captured on the GIS database of these 134 ECD's were found to be active.

Approximately 37% of South African children aged 0–4 years attended ECD centres. However, ECD activities were not provided for at all these facilities. This means that most of the children do not have access to an ECD centre which provides proper stimulation and supports the case to plan for support to ECD centres as well as inclusion of these centres in future town planning.

The sensitivity of the brain in the early stages of development determines the functioning of the child's brain at a later stage. From a development perspective it is vulnerable to biological, social and environmental risk factors. The risk factors associated with children not attending ECD centres include the following:

- **Poverty:**
Poverty is widely recognised as “a root cause of poor child development”. Low socioeconomic status is a key predictor of poor early childhood development. Persistent, cumulative poverty and exposure to hardship in the first years of life has a detrimental effect on cognitive functioning, with the impact being stronger on verbal, compared to non-verbal skills.
- **Malnutrition:**
Poor infant and child nutrition, especially in the period between conception and the age of two years, can lead to irreversible stunting and delays in growth resulting in poor cognitive development, and ultimately lower educational and labour market performance. Poor maternal nutrition, such as lack of folic acid in the early antenatal period, can cause significant structural damage to the foetus in utero.
- **Stunting:**
Low height-for-age is caused by chronic malnutrition which is, in turn, predictive of poor cognitive and language development. The impact of poor nutrition on the child's development is particularly pronounced in the first two years of life. Even if children catch up in terms of length, the impact of stunting on brain development in this critical early period may well endure. On average, children who are stunted by age 2 go on to complete fewer years schooling than peers, perform poorly at school and generally earn less as adults.

- **Low birth-weight:**

Infants with low birth-weight (< 2 500 grams) have a bigger lifetime risk for cardiovascular disease, diabetes and learning difficulties.

- **Infectious diseases in pregnant women, infants and children:**

Antenatal infections in pregnant women, such as syphilis and rubella, as well as diseases in infants and young children, such as measles, meningitis, middle ear infection, diarrhoea, parasitic infections and HIV, may negatively affect the young child's physical and cognitive development

- **Environmental toxins:**

Pre- and post-natal exposure to environmental toxins such as alcohol, drugs, chemicals and pesticides can cause irreversible damage to the developing brain and resultant cognitive, physical, emotional, and social development of the embryo (first trimester), foetuses (second and third trimester) and the baby.

- **Stress:**

In the absence of a supportive caregiver to buffer children against stress brought about by factors such as abuse and neglect, severe maternal depression, parental substance abuse, family violence and extreme poverty "tolerable stress" becomes "toxic stress".

Toxic stress can lead to cognitive damage, health-damaging behaviours and harmful adult lifestyles as well as greater susceptibility throughout childhood and later adult life to physical illnesses, such as cardiovascular diseases, obesity, diabetes and others, with probable accompanying mental health problems such as depression, anxiety disorders and substance abuse.

- **Exposure to violence:**

The social and emotional development of infants and young children, who are exposed to violence in their family circles and communities, and who do not enjoy the protective buffering of strong and supportive caregiving, is compromised particularly if corporal punishment is involved.

They are at a greater risk of insecure attachments and behavioural problems, reduced levels of pro-social behaviour, increased aggressive behaviour, and an inability to regulate their emotions.

- **Psychosocial risks:**

Maternal depression presents a significant risk to the cognitive, physical, social and emotional development of infants and young children. Maternal depression often leads to unresponsive caregiving. However, the relationship between 'maternal depression and compromised early child development is multilevel and cumulative' because poverty, low education, high stress, lack of empowerment and poor social support are also risk factors for poor child development.

- ***Disrupted caregiving - absent parents, ill parents, non-parent caregivers or abandonment:***

Disruptions of parental caregiving due to illness or death of the caregiver or abandonment of the child, and the assumption of the caregiving role by a non-parent caregiver, creates a risk of bullying, mental health problems, abuse as well as emotional and behavioural problems in infants and young children. Infants and young children living without their biological parents are especially at risk of being denied the care necessary for their physical and psychosocial well-being.

- ***Disabilities:***

Approximately 23% of children between birth and 9 years of age in low and middle-income countries are at risk for disabilities. Whilst this is indicative of their compromised development, children with disabilities are in addition, at risk of low access to early childhood development services and at an increased risk of poor quality care.

Services for children with disabilities:

Currently, there are no reliable national estimates of child disability, especially for children under 5 years of age. An estimated 474 000 children live with severe disabilities in South Africa. In addition, many more children may have mild to moderate disabilities.

Children in rural areas are slightly more likely to have some form of serious disability (2.7%) than children in urban areas (2.3%). An estimated 40 % of disabilities affecting children are due to preventable causes, i.e. birth asphyxia, infections, etc. A crucial starting point to ensure the development of children with disabilities is early identification to facilitate proper planning, targeting and provision of adequate resources and services. This is hampered by poor or absent screening at PHC pre-school child level. High-quality assessments by trained professionals are often required; however, there is a shortage of appropriately skilled staff and resources.

Once children are identified as being disabled, they require on-going support, intervention and referral, and may need rehabilitation services. Such services are not widely available. Currently there is only one known facility in WC024 to deliver services to children with disabilities.

The current provision of early learning and development programmes, mainly provided through the NPO and private sectors, do not ensure environments conducive to learning by young children with disabilities. Shortcomings in services and support extend beyond the health sector.

Analysis of the profile of Care Dependency Grant (CDG) beneficiaries in 2006 found that only 24 per cent of children from birth to 6 years of age attended an early childhood development centre or child-minding group. Only a small proportion of children with disabilities (4 to 5%) are estimated to be attending early childhood development programmes offered at partial care facilities.

(It is noteworthy how some of the social and health risks above can be linked to problems within communities identified through the IDP process of Stellenbosch Municipality.)

In conclusion, this policy on early childhood development centres is premised on a distinction between registered and the reality of unregistered facilities as a means of reflecting and providing for the variations in demand for ECD facilities and services.

The collaboration between the Stellenbosch Municipality and the local ECD forums has strengthened services to child care facilities. They have identified the importance of provision of services of the local municipality in their area. Thus Stellenbosch Municipality has to ensure that ECD facilities, child care centres or play parks are part of Town Planning and New Housing Projects, in order to accommodate the children within the area. It is therefore the responsibility of Stellenbosch Municipality to identify suitable land and provide infrastructure under the constitutional mandate “child care facilities” as listed in schedule 4B.

The motivation for a standard policy for ECD centres for Stellenbosch Municipality arises from:

- The growth in the number of applications for ECD centres linked to the population growth.
- The growth in the number of informal facilities vs. formal facilities.
- The mushrooming phenomena of ECD facilities within the municipal area
- Ignorance among ECD practitioners regarding the Children’s Act 38 of 2005, Chapter 5 (registration compliance).
- The need to ensure ECD’s within WC024 are accessible to children with disabilities.
- The prevalence of issues pertaining to ECD centres; particularly the impact of noise and traffic.

This policy must provide a framework to assist officials in assessing applications for ECD centres as well as a guideline as to how matters relating to ECD centres should be dealt with collaboratively.

4. THE PURPOSE OF THIS POLICY

This policy will outline a guiding framework within which an integrated and holistic ECD service within Stellenbosch Municipality would be implemented to ensure sustainability and innovation.

The purpose of the Stellenbosch Municipality ECD Policy is to:

- 4.1. Ensure the sufficient availability of, and equitable access to, early childhood development services through an integrated system which is embedded within a coherent legal framework that identifies, enables and compels the fulfilment of early childhood development roles and responsibilities of relevant role players within the Stellenbosch municipal jurisdiction;
- 4.2. Establish the organisational and institutional arrangements necessary to lead, plan for, implement, coordinate and monitor the provision of early childhood development services and support;
- 4.3. Ensure the provision of adequate public funding amongst others through the annual municipal budget and infrastructure for sustainable availability of, and equitable access to, quality comprehensive early childhood development services; and

- 4.4. Establish appropriate monitoring, quality assurance and improvement systems to secure the provision of quality early childhood development services and outcomes for young children in Stellenbosch.

5. SCOPE AND APPLICATION

This policy is a guide for the assessment of proposals for the development or establishment of ECD centres in Stellenbosch and subsequent support to such centres after its establishment. It is applicable to the founding of ECD's in accordance with all different definitions of ECD centres; viz. aftercare centres; crèches; home childcare facilities; nursery schools; play groups; pre- schools; educare centres and/or similar facilities.

6. OBJECTIVES

The predominant objective of this policy is to increase the number of children who have access to registered ECD Centres compliant with health and safety requirements and satisfy the educational development needs of a child. To this end Stellenbosch Municipality aims to provide a firm educational foundation for children that enter the formal schooling system by:-

- 6.1. Increasing the number of registered ECD facilities by facilitating part of the registration process which falls within its ambit;
- 6.2. Improving the time taken for registration by internal and external collaboration of documented standardized processes;
- 6.3. Expanding and facilitating integrated ECD services through internal and external collaboration. This will be achieved through the municipal internal committee, ECD Forums and also working in partnerships with NGO's and governmental departments;
- 6.4. Improving awareness and training on ECD requirements for internal and external stakeholders.

7. LEGISLATIVE FRAMEWORK

The historical overview of legal and scientific foundations for the public provision of early childhood development services is based on international legal and developmental frameworks. Government ratified and/or endorsed a number of international and regional rights and development instruments, including, but not limited to, the following:

- 7.1. Constitution of South Africa, 1996 –
 - 7.1.1. Section 28 (1) of the Constitution of the Republic of South Africa specifies the rights of children including, the right
 - 7.1.1.1. To a name and a nationality from birth;
 - 7.1.1.2. To family care or parental care, or to appropriate alternative care when removed from the family environment;
 - 7.1.1.3. To basic nutrition, shelter, basic health care services and social services;
 - 7.1.1.4. To be protected from maltreatment, neglect, abuse or degradation;

- 7.1.2. Section 28 (2) also requires that a child's 'best interests' are of paramount importance in every matter concerning the child.
 - 7.1.3. Section 152(1) (b) compels local government to ensure the provision of services to communities in a sustainable manner.
 - 7.1.4. Section 153(1) of the Constitution provides that a municipality must structure and manage its administration and budgeting and planning processes to give priority to the basic needs of the community, and promote the social and economic development of the community and participate in national and provincial development programmes.
 - 7.1.5. According to Schedule 4 Part B of the Constitution, municipalities are responsible for "Child care Facilities", to the extent set out in section 155 (6) (a) and (7) of the Constitution.
- 7.2. Children's Act, No 38 of 2005
- 7.2.1. The Children's Act forms the context for this policy and Stellenbosch Municipality's position on ECD matters. The aim of this Act includes provision for early childhood development, partial care (Chapter 5) of children, child and youth care centres and drop-in centres.
 - 7.2.1.1. Section 76: defines partial care as: "when a person, whether for or without reward, takes care of more than six children on behalf of their parents or care-givers during specific hours of the day or night, or for a temporary period, by agreement between the parents or care-givers and the provider of the service, but excludes the care of a child: -by a school as part of tuition, training and other activities provided by the school; as a boarder in a school hostel or other residential facility managed as part of a school; or -by a hospital or other medical facility as part of medical treatment provided to the child."
 - 7.2.1.2. Section 79: requires norms and standards for partial care (which include a safe environment for children), while Section 80 requires facilities to be registered with the Department of Social Development.
- 7.3. Local Government Municipal Systems Act (Act No 32 of 2000)
- Section 4 (2) (j) of the Municipal Systems Act states that the council of the municipality, within the municipality's financial and administrative capacity and having regard to practical considerations, has the duty to contribute, together with other organs of state, to the progressive realisation of the fundamental rights contained in section 27 of the Constitution.
- 7.4. Local Government Municipal Financial Management (Act No 56 of 2003)
- Chapter 8: 'General financial management functions' of the Municipal Finance Management Act states that "the accounting officer of a municipality is responsible for managing the financial administration of the municipality and for this purpose take all reasonable steps to ensure that "resources of the municipality are used effectively, efficiently and economically." In other words the local municipality has to ensure that there is funding/resources available to improve ECD services. This includes under-utilized facilities. The municipality also has to ensure that these resources and/or funding is being utilised effectively. Therefore capacity building and monitoring needs to implement these resources to be efficiently utilised.

- 7.5. The United Nations (UN) Convention on the Rights of the Child (CRC) (ratified in 1995)
- 7.6. The Convention on the Elimination of all Forms of Discrimination against Women (CEDAW) (ratified in 1995)
- 7.7. The African Charter on the Rights and Welfare of the Child (ACRWC) (ratified in 2000)
- 7.8. The UN Convention on the Rights of Persons with Disabilities (CRPD) (ratified in 2006);
- 7.9. The UN Millennium Development Goals (MDGs) (adopted in 2000)
- 7.10. The UN Sustainable Development Goals (adopted 2015)
- 7.11. UNESCO Dakar Framework of Action for Attaining Education for All (EFA) (adopted in 2000);
- 7.12. The UN World Fit for Children (adopted in 2002)
- 7.13. UNESCO Moscow Framework of Action and Cooperation: Harnessing the Wealth of Nations (2010)
- 7.14. The Paris Declaration on Food Security and the Rome Declaration on Nutrition (November 2014)

8. POLICY PARAMETERS

- 8.1. This policy must be used to guide services for the registration of ECD centres and assessment of proposals for the development or establishment of ECD centres in the Stellenbosch Municipal Area, including subsequent operational management and support to such centres, as well as to provide guidance to existing centres.
- 8.2. This policy addresses all facets of ECD facilities, including those that operate in the less formal settlements but does not deal with facilities relating to formal schooling, with the only exception being aftercare services that operate within the ECD centres/facilities.
- 8.3. Transversal nature: This policy has transversal implications. It is thus essential for Stellenbosch Municipality (Planning and Economic Development, Human Settlements and Property Management, Community and Protection Services, Engineering Services and Finance), the Provincial Departments of Health and Social Development, the District Municipality and ECD Forums to work collaboratively in implementing the policy.

9. ROLE PLAYERS AND STAKEHOLDERS

The following role players are identified for the purpose of implementing the policy provisions:

9.1. Stellenbosch Municipality

9.1.1. Planning and Economic Development Directorate

9.1.1.1. **Land Use Management** Department is responsible for the affording of land use rights through zoning, re-zoning, temporary departures and consent use applications according to the Stellenbosch Municipal Zoning Scheme. Cost relating to these applications will be approved annually in the municipal tariffs with special dispensation for ECD applications. The department is represented on the municipal internal ECD committee and responsible to ensure that no new township establishments are approved without making provision for suitable ECD service delivery.

9.1.1.2. **Building Control** is responsible for the approval of building plans, inspection of completed works and issuing of occupation certificates.

9.1.1.3. **Community Development Department** is the lead department tasked with internal and external collaboration between all the role players and thus the driver of the municipal internal ECD committee. The department is also responsible for all approved ECD applications to be registered on the municipal GIS database for ECD centres and to provide support to the ECD sector and forums within the municipal area.

Further to the above, the Community Development Department is responsible:

- To ensure that the municipality align its services with the Children's Act in terms of registration and the Constitution in terms of the best interest of the child.
- To ensure that we give the ECD sector support and partnership in terms of providing efficient services such as capacity building: funding (Grant in Aid Funding) in order for them to provide efficient services within the Stellenbosch Municipal area.
- To provide support to the local ECD forums in terms of sustainability and dissemination of information to all bodies that provides ECD services in the municipal area.
- Parenting and family support programmes as envisaged through chapter 8 of The Act and the White Paper on Families (2012).

9.1.2. Human Settlements and Property Management

- 9.1.2.1. The **Property Management Department** is responsible for identification of possible land or underutilized facilities for ECD centres. The department in consultation with Legal Services is responsible to sign lease or facility management agreements between Stellenbosch Municipality and appointed registered ECD NGOs that operates from Council owned facilities.

The department can and should take responsibility for ECD infrastructure development on identified land or at existing municipal facilities.

- 9.1.2.2. The **New Housing Department** is responsible to ensure that no new housing development projects are approved without provisioning for suitable ECD service delivery.

9.1.3. Community and Protection Services

- 9.1.3.1. **Environment, Sport and Facilities** is responsible for the identification of new parks and the linkage between ECD locations and new and existing parks. Community parks in close approximation of ECD centres must receive priority attention regarding upgrading and maintenance. The department is also responsible to make community facilities available for implementation of children's activities such as the "come and play" programme. This will be done by implementing a fair tariff structure to recognise community based ECD centres and facilities. Tariffs will be advertised annually as part of the Draft Budget for public comment. Community facilities which can also be used to implement ECD capacity building training sessions should be made available for this purpose. Where possible underutilized community facilities can be made available for the establishment of ECD centres after consultation with the community and in an open and fair tender process. To note: Sport facilities are excluded from this policy, but will be taken on review after the approval of a Sport Facility Management Model.

- 9.1.3.2. **Library Services** as a local agent for the provincial Department Culture, Arts and Sport is responsible for the provision of well-resourced child-friendly libraries. A library service should investigate collaboration with specialized toy library services if they cannot operate a toy library services by themselves. Further support to ECD centres include holiday programmes, active reading and story-telling programmes as well as availing library halls to ECD centres for activities.

- 9.1.3.3. **Fire and Emergency Services** assess the ECD facility for its compliance with the national fire regulation and issues fire safety certificates. The department will be represented on the municipal internal ECD committee. Educational programmes for ECD centres on fire prevention will be conducted by the department.

- 9.1.3.4. **Disaster Management** will implement an educational programme aimed at prevention of disasters at ECD centres.

- 9.1.3.5. **Traffic Services** will conduct road safety education programmes at ECD centres. Centres in areas with high traffic volumes during the times when children are dropped off or picked up. The centre can apply for traffic calming measures at Engineering Services.

9.1.4. **Engineering Services Directorate**

- 9.1.4.1. Bulk Infrastructure (Electricity, Water, Sewage) in formal areas:
Water and Sewerage

Stellenbosch Municipality supplies potable water to the entire municipal area through existing bulk water infrastructure consisting of Water Treatment Plants, Reservoirs and bulk and network water distribution systems. Sewerage is being collected through a collector pipe network and outfall sewer system to be treated at various treatment works throughout Stellenbosch area. Water and Sewer Future plans and Master Plans are kept up to date to enable SM to plan, budget and implement enhancements to the existing infrastructure. All the formal erven in the urban areas of Stellenbosch Municipality's Management Area are provided with water connections and waterborne sanitation facilities (higher level of service).

- 9.1.4.2. Water, sewage and electricity in informal areas:
Water and Sewerage

Poverty reduction and improved water management are inextricably linked. Section 4B of the Constitution lists water and sanitation services, limited to potable water supply systems and domestic waste water and sewerage disposal systems, as a local government function. As a priority it is the responsibility of Stellenbosch Municipality to ensure that adequate and appropriate investments are made to ensure the progressive realisation of the rights of all people in its area of jurisdiction to receive at least a basic level of water and sanitation services. While the provision of basic water services is the most important and immediate priority, Water Services Authorities move to provide intermediate and higher levels of services (for example water on site) wherever it is practical possible. Stellenbosch Municipality works towards providing all households in the towns with a water connection inside the house and connecting all households to a waterborne sanitation system. Communal standpipes and ablution facilities are provided in the informal areas as a temporary emergency service and comply with the legal minimum requirements of service delivery to informal settlements.

Electrical Services: Stellenbosch municipality is responsible for the provision of electricity within the WCO24. However there are few areas within the WCO24 that are Eskom or Drakenstein areas of supply. These areas are: Wemmershoek, Pniel, James Town, Vlothenburg, Raithby, La Motte, Groendal, Klapmuts and Koelenhof.

All the areas in the WCO24 area of supply have access to electricity. It may happen that there aren't service connections to the houses or structures, in which case an application is to be

submitted to the municipality and necessary steps will be followed to realise connections.

Traffic Engineering: Receive asses and respond to applications for traffic calming measures.

- 9.1.4.3. Refuse removal: It is important that all residents and communities have access to refuse removal in order to maintain appropriate health and safety conditions in the area. Failure to do so can result in various diseases such as tetanus, Hepatitis B, diarrhoea, amongst others, where children are mainly at risk. It is critical that the importance of sound waste management practices be taught at an early age to prevent the exposure to harmful pathogens which could lead to an outbreak in the area.

ECD centres must have access to waste receptacles on provision that the ECD must conduct educational programmes on and implement waste minimisation initiatives to re-use, reduce and recycle waste streams in order to reduce waste that is destined for landfill sites. The Solid Waste Management Department can play an important role in providing the initial education and awareness training and promotional material to assist ECD centres.

In informal settlements, no new waste receptacle may be placed within 50m radius of an existing ECD and no new ECD may be approved within a radius of 50m of a waste receptacle.

9.1.5. Finance Directorate

Alignment of internal policies (ie. special tariffs) to promote achievement of ECD Policy objectives.

9.2. District Environmental and Regional Health Services

- 9.2.1. **Environmental Health (CWDM)** is responsible for the assessment of ECD Centres and issuing of Health Reports to Provincial Department Social Development.

- 9.2.2. **Primary Health Care** for pregnant women and children under 6 is provided by Regional Department of Health through a service level agreement with the Provincial Government of the Western Cape.

9.3. Provincial Department of Social Development (DSD)

Stellenbosch Municipality shall partner with DSD to provide holistic and integrated ECD services and address backlogs and challenges related to the ECD registration processes.

- 9.3.1. The DSD Regional Office, Cape Winelands: Provide support and guidance to ECD services in the area.

9.3.2. DSD must register ECD Centres and keep an updated regional and provincial register of all registered early childhood development services.

9.3.3. DSD must register the ECD Programme.

9.3.4. DSD must perform inspections and cancel registration certificates due to non-compliance.

9.4. ECD forums

9.4.1. An ECD forum is a voluntary organization for local ECD centres which serves as a representative body for community ECD centres and is governed by its constitution. An ECD forum also co-ordinates the ECD sector at community level and manages this sector's inputs or comments on ECD policy matters. An ECD forum will be responsible for participation in the Integrated Development Planning process of Stellenbosch Municipality on behalf of its members. It is the responsibility of the forum to disseminate information among its members and to inform the municipality of any mushrooming occurring within its geographical area. ECD forums further assist their members during the DSD registration process.

10. REQUIREMENTS FOR ECD REGISTRATION COMPLIANCE

10.1. Initial Stage: Reporting to DSD appointed ECD Service Provider.

10.1.1. The applicant/owner's initial contact must be made with the Social Worker at Department of Social Development that provides ECD services in the respective area.

10.1.2. This will be an information session between the social worker and the applicant/owner of the facility.

10.1.3. The social worker must obtain the organisation's details and will advise applicant/owner whether the applicant/owner may proceed with the process depending on the area the facility will operate.

10.1.4. The social worker will determine whether the service is appropriate and whether the infrastructure that will be used is appropriate for ECD services, before any further steps are taken.

10.1.5. If the applicant/owner proceeds, the social worker will complete Form 11 with the applicant which specifies what is needed in order to be registered.

10.1.6. The social worker will refer the applicant/owner to the local municipality, in order to obtain the necessary certificates in order to be registered as a legal entity.

10.1.7. The Service Provider refer the application with the relevant information to the Environmental Health Practitioner (CWDM) to do the necessary inspection and report back to Social Development on the suitability of the proposed ECD Centre.

10.2. Assessing land use applications according to the appropriate Zoning Scheme

10.2.1. Land use rights:

10.2.1.1. A day care centre is defined as a place which is used, whether for profit or otherwise, for the care of children of all ages including schooling of pre-primary school children and after-school care and is the same as early childhood development centre (ECD), crèche, preschool, playgroup or aftercare. Day care centres can be operated as of right under Community and Education Zone.

10.2.1.2. A home day care means using a dwelling house, second dwelling and/or its outbuildings or a portion thereof to provide day care, crèche, after school care, early childhood development centre (ECD) or instruction for a limited number of infants or children, provided that:

- The scale of the dwelling house or second dwelling shall not exceed that of a normal dwelling unit which would ordinarily accommodate one family; and
- The primary use of the property shall remain a residence for the operator; and
- The operator of the enterprise shall permanently reside on the property. A home day care centre may not accommodate more than six children (including any children of the resident family who also attend the facility).

10.2.1.3. Day care centres can also be permitted, in some Zones, as an additional use (which means an activity or use that is permitted in the zone additional to a primary right, provided provisions specified for such use are adhered to) and that only a Site Development Plan (SDP) needs to be submitted for consideration.

10.3. Small vs. Large Scale Centres

10.3.1. Small Scale centres would be regarded as home day care centres which can be mostly found in residential areas as they are limited to up to 6 children.

10.3.2. Large Scale centres (Day care centres), would be more located in non-residential zoned properties and can have more than 6 pupils.

10.4. Land Use Application Guide:

10.4.1. The following information should be included with a land use application (in conjunction with other requirements as per the Department's basic application submission checklist):

10.4.1.1. A proper written motivation which details:

- The number of children proposed to be accommodated;
- The type and nature of the proposed facility and services offered, including the type of structures and any proposed additions thereto;
- The number of people to be employed;
- The hours of operation and a daily timetable (including list of activities), including time allocated for outside play;
- A scaled and clearly dimensioned Site Development Plan indicating:
 - Cadastral boundaries on the subject property;
 - The areas of the dwelling/building(s) to be used;
 - Applicable building lines;
 - Play areas;
 - On-site parking for staff & visitors;
 - Drop off & pick up areas;

10.5. Criteria to be used in assessing land use applications for ECD centres

10.5.1. Locational Criteria:

10.5.1.1. Large scale ECD centres (day care) should be located close to public open spaces schools, churches, community facilities, clinics, sports fields and libraries etc. This clustering promotes

- sharing of infrastructure; such as parking; maximises access and confines the traffic impact to a defined area.
- 10.5.1.2. Their proximity to public transport nodes is also to be taken into consideration.
- 10.5.1.3. The ECD centres should not be located next to a tavern; sports bar; adult centres; or any other facility that would not be of a positive influence.
- 10.5.2. Access and Parking Criteria:
 - 10.5.2.1. Both pedestrian and vehicle access are to be provided.
 - 10.5.2.2. A suitable, safe drop-off area is to be provided.
 - 10.5.2.3. Adequate provision is to be made for on site visitors parking. Should this be limited the number of attendees should also be accordingly limited. The zoning scheme requires at least 1 parking bay per classroom or office.
- 10.5.3. Hours of operation
 - 10.5.3.1. These are hours that the facility will operate on a daily basis.
- 10.5.4. Noise and Security
 - 10.5.4.2. Noise and security considerations for ECD centres
- 10.6. Minimum health requirement standards as per Chapter 5 (Child Care Facilities and Institutions) of Provincial Gazette Extraordinary 6696, 15 February 2010: Municipal Health By-Laws Cape Winelands District Municipality..

The Cape Winelands District Municipality Environmental Health Officer is responsible to provide this service to registered ECD facilities and application for registration.

All ECD centres must comply with health requirements which include, **but are not limited to the following:**

- 10.6.1. An unobstructed indoor play area of at least 1.5 meter square per child must be provided;
- 10.6.2. An outdoor play area of at least 2 meter square per child must be provided;
- 10.6.3. If no outdoor space is available; add an extra 1 meter square per child indoor;
- 10.6.4. The learning indoor and outdoor play areas must be separated from the children and other play areas;
- 10.6.5. Where children are bottle-fed suitable facilities must be provided for cleaning of the bottles;
- 10.6.6. One potty for every 5 children must be provided;
- 10.6.7. The potties must be washed and disinfected after each usage and the waste of the potties must be disposed of hygienically in a toilet;
- 10.6.8. Storage facilities for soiled nappies must be provided.
- 10.6.9. Potties and nappies may not be cleaned near the food preparation and eating area;
- 10.6.10. Facilities for the washing of children [babies] must be provided;
- 10.6.11. Covered; safe; clean and waterproof mattresses and or cots must be provided;
- 10.6.12. Bedding should be provided and the blankets should be washed frequently;
- 10.6.13. A separate nappy changing area should be provided;
- 10.6.14. A separate nappy washing area should be provided and or disposable nappies should be stored and disposed in an approved manner.

- 10.6.15. Provide separate kitchen and facilities compliant with Regulation R962/2012 if food is handled on the premises. Apply for a Certificate of Food Acceptability.
- 10.7. Fire Safety Certification
 - 10.7.1. One (1) portable fire extinguisher for every 200 square meters. (sqm);
 - 10.7.2. One (1) fire hose reel for every 500 sm if the building is bigger than 250 sqm;
 - 10.7.3. One (1) fire hydrant for every 1000 sqm;
 - 10.7.4. Exit signs - illuminated symbolic safety sign - above escape routes (doors);
 - 10.7.5. Escape route signs;
 - 10.7.6. If the building has only one escape route (door) not more than 25 persons are allowed inside;
 - 10.7.7. The building's external walls must have a fire resistance of 120 minutes.

11. IMPLEMENTATION OF POLICY

Implementation date to be determined by Council after approval of policy.

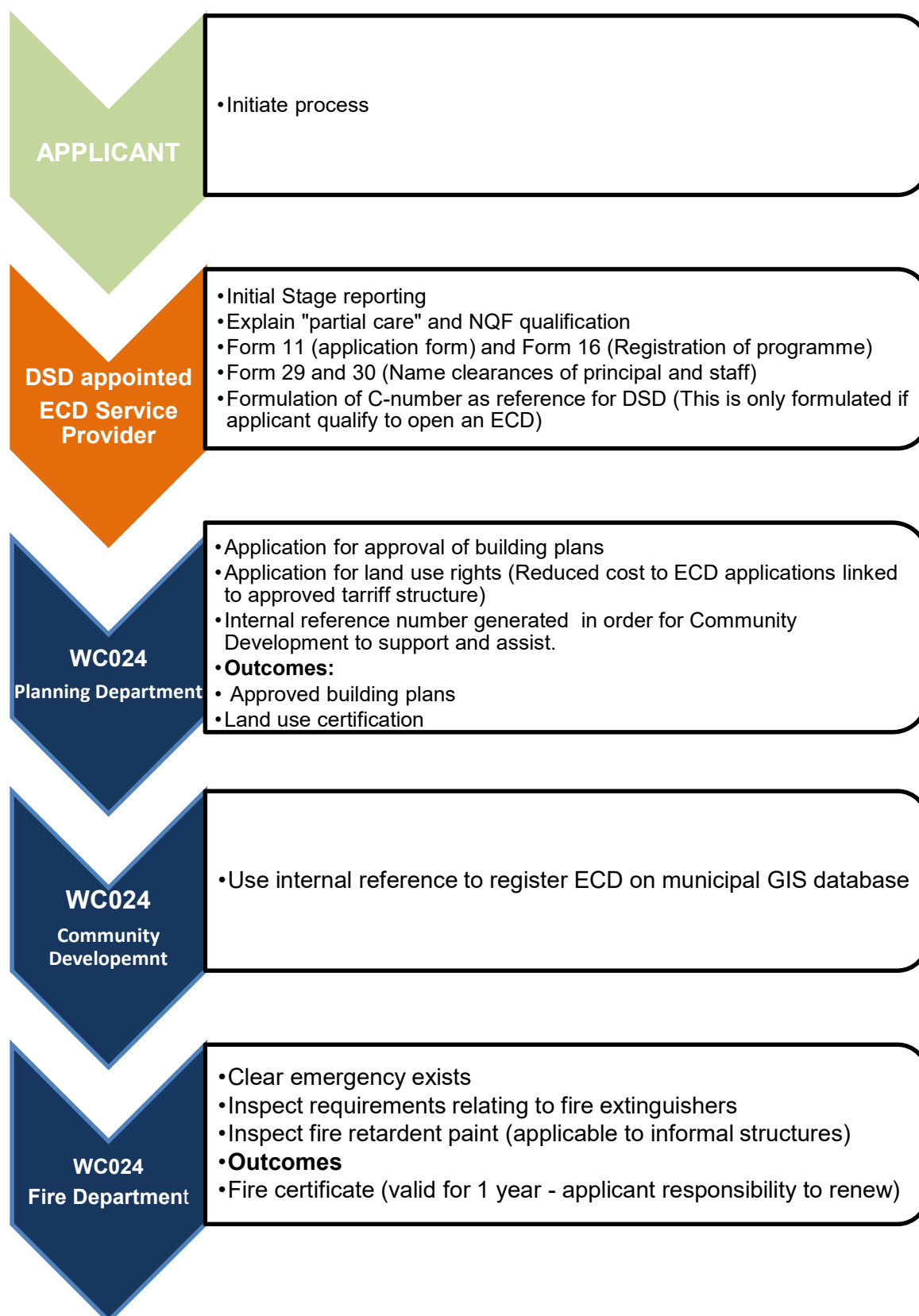
12. MONITORING, EVALUATION AND REVIEW

In order to ensure effectiveness, relevance and efficiency of the ECD program, there will be an on-going monitoring of the implementation. Evaluation will be done by the Department Community Development in collaboration with all other external stakeholders.

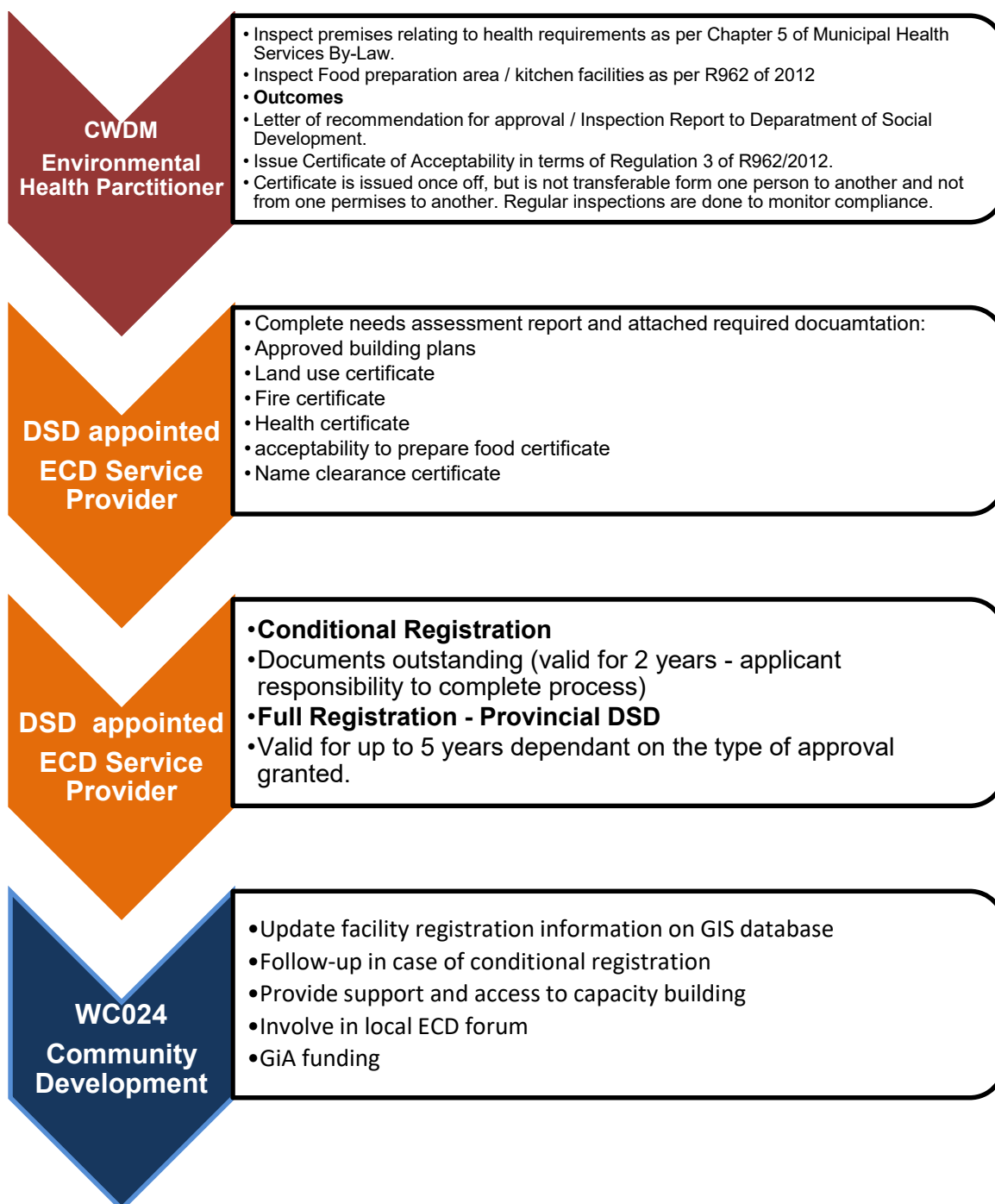
Review will encompass the results of monitoring and evaluation processes.

- 12.1. Monitoring
 - 12.1.1. Monitoring the development and updating of unregistered and registered ECD centres database in the Municipal Area.
 - 12.1.2. Monitoring of the implementation of capacity building programmes and number of attendees to training opportunities.
 - 12.1.3. Monitoring of the ECD registration drive campaigns.
 - 12.1.4. Monitoring of collaborative interventions and programmes between Municipality and Department of Social Development.
 - 12.1.5. Monitor time taken to get an ECD centre registered.
 - 12.1.6. Monitor number of children attending registered ECD Centres.
 - 12.1.7. Monitor number of ECD registration per year.
- 12.2. Evaluation:
 - Collaborate with internal and external stakeholder to evaluate impact.
- 12.3. Review:
 - The ECD Policy review will occur every 5 years, unless new legislation comes into effect before then.
- 12.4. Data gathering:
 - The Municipality will annually update its GIS database of ECD's and maintain a register reflecting the status of ECD's in the WC024.

13. APPLICATION FOR REGISTRATION OF A PARTIAL CARE CENTRE (Flow chart)



Continue to next page

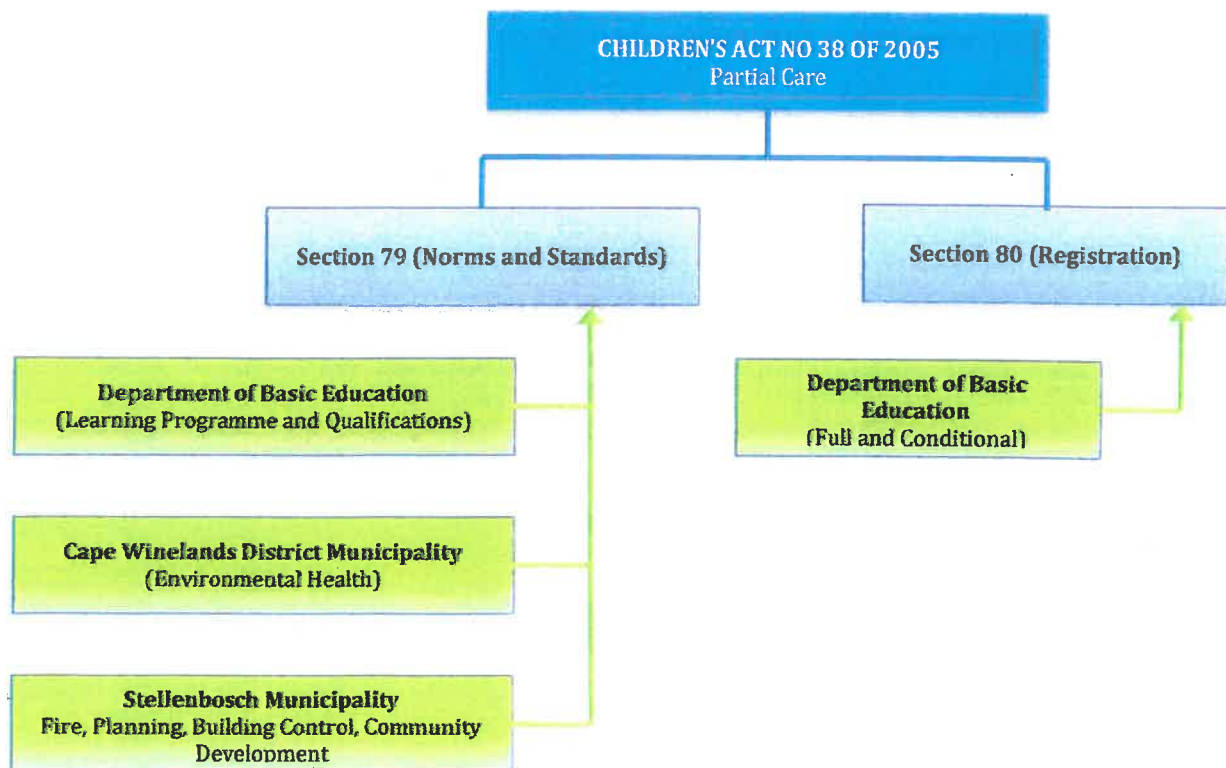


ANNEXURE B

SOP #:PARTIAL CARE REGISTRATION

Stellenbosch Municipality
Standard Operating Procedures

SOP #		Version #	1.1	Date	28-02-2023
Responsible Directorate	Community and Protection Services	Responsible Person	Community Development Coordinator	Author	F Mayembana
Delegation ref #		Description/Delegation Name	Determine Operational Procedures		
SOP Title	Stellenbosch Municipality Partial Care Registration SOP				
Purpose	To explain Stellenbosch Municipality and Cape Wineland District Municipality processes to be followed by partial care centre applicants or owners who require assistance to comply with the Norms and Standard of Chapter 5 of the Children Act 38 of 2005				
Scope	<p>The Children's Act requires facilities caring for children to comply with Norms and Standards that falls within the ambit of Local and District Government. Compliance to the Norms and Standards is a prerequisite to register as such a facility. This SOP is a guide to achieve compliance relating to municipal functions for the development or establishment of Partial Care centres in Stellenbosch Municipal Area. It further provides for subsequent municipal support to such centres.</p> <p>The SOP is applicable to the founding of Early Childhood Development Centres (ECD's) in accordance with all different definitions of ECD centres; viz. aftercare centres; crèches; home childcare facilities; nursery schools; play groups; pre- schools; educare centres and/or similar facilities.</p>				



SOP #:PARTIAL CARE REGISTRATION

Approval Structure & Revision History Log

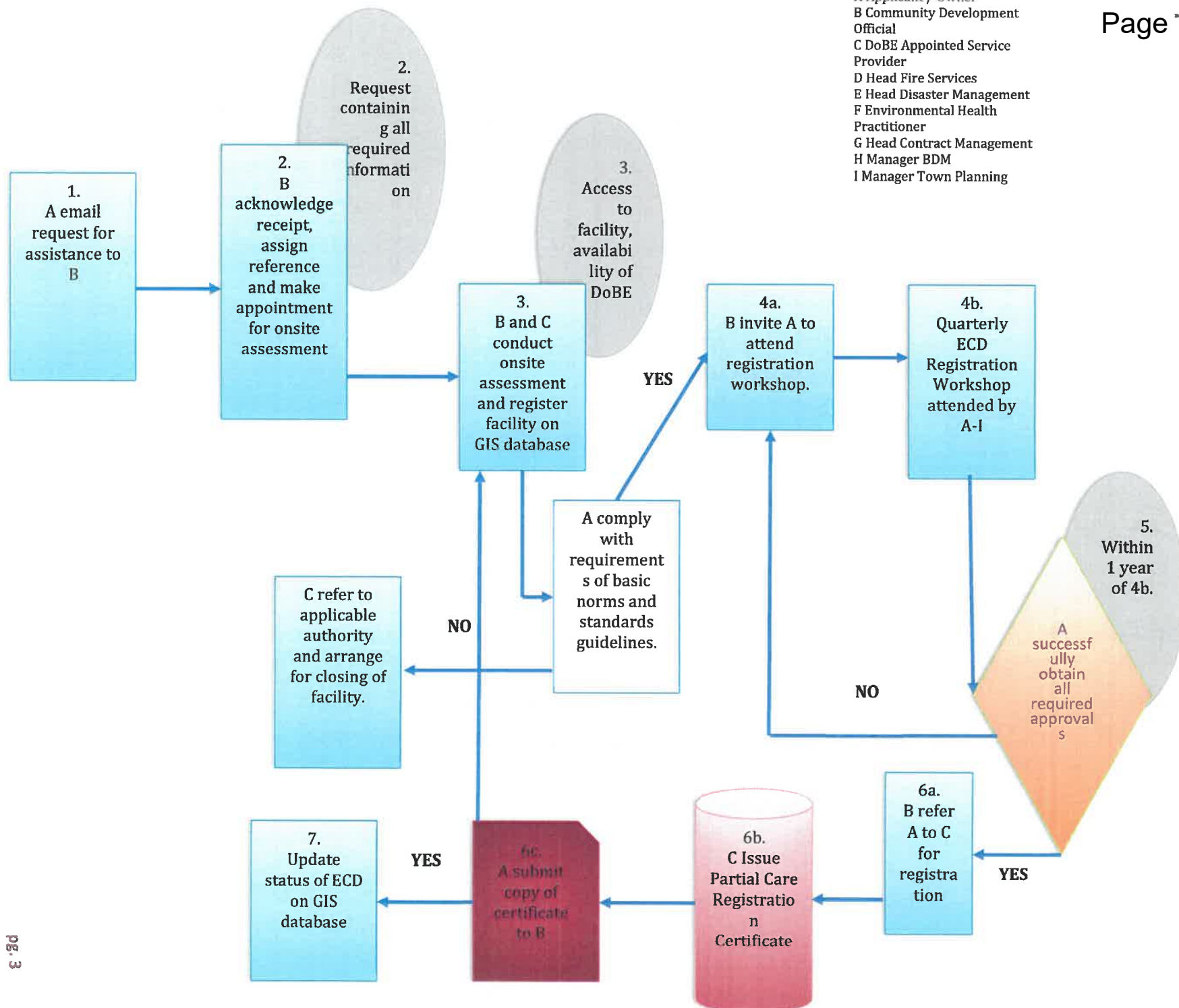
Responsibility	Approved by	Signature	Date approved
Manager of Department	M Aalbers		30/03/2023
Head of Directorate	G Boshoff		31/3/2023

Date of first implementation

01/04/2023

[illegible]

A Applicant / Owner
 B Community Development
 Official
 C DoBE Appointed Service
 Provider
 D Head Fire Services
 E Head Disaster Management
 F Environmental Health
 Practitioner
 G Head Contract Management
 H Manager BDM
 I Manager Town Planning



References:

Reference #	Reference Name	Requirements
Section 80 of Act 38 of 2005	Children's Act	Partial Care Facility to be registered
Section 79 Act 38 of 2005	Children's Act	<p>Partial Care Minimum Norms and Standards</p> <p>(2) The national norms and standards contemplated in subsection (1) must relate to the following:</p> <ul style="list-style-type: none"> (a) A safe environment for children; (b) proper care for sick children or children that become ill; (c) adequate space and ventilation; (d) safe drinking water; (e) hygienic and adequate toilet facilities; (f) safe storage of anything that may be harmful to children; (g) access to refuse disposal services or other adequate means of disposal of refuse generated at the centre; (h) a hygienic area for the preparation of food for children; (i) measures for the separation of children of different age groups; (j) the drawing up of action plans for emergencies; and (k) the drawing up of policies and procedures regarding health care at the centre. <p>(3) An early childhood development centre for children with disabilities or chronic illnesses, must, in addition to the national norms and standards contemplated in subsection (1)—</p> <ul style="list-style-type: none"> (a) be accessible to such children; (b) provide facilities that meet the needs of such children; and (c) employ persons that are trained in and provide training to persons employed at The facility on— <ul style="list-style-type: none"> (i) the needs, health and safety of such children; (ii) appropriate learning activities and communication strategies for such children; and (iii) basic therapeutic interventions
Chapter 3	Stellenbosch Municipality: Community Fire Services By-Law (Province of the Western Cape Provincial Gazette 7216 of Dec 2013)	<p>Escape Routes</p> <p>15. (1) A component which forms part of an escape route such as the feeder routes, access doors, emergency routes and escape doors must not be obstructed or rendered less effective in any way, which could hinder or prevent the escape of any person from a building in the case of fire or any other emergency.</p> <p>(2) A locking device, which is fitted to an access or escape door in an escape route, must be of a type approved by the municipality.</p> <p>(3) Where required by the controlling authority, an escape route must be clearly indicated with signage, which complies with SABS 1186, indicating the direction of travel in the event of fire or any other emergency.</p> <p>Including and evacuation plan detailing what to do in any emergency: Fire / Hostage / Explosion / Medical emergencies</p>
Chapter 4	Stellenbosch Municipality: Community Fire Services By-Law (Province of the Western Cape Provincial	<p>Section 17 – Fire Extinguishers – including:</p> <ul style="list-style-type: none"> 1. Provide a 4,5kg DCP type fire extinguisher for every 100 meters square of floor area. 2. Provide fire extinguisher signs. 3. Fire extinguisher to be mounted against wall 1m above the floor area. <p>Section 18 – Testing and maintenance of fire protection systems</p> <p>Section 19 – Interference with and access to fire protection systems and fire</p>

	Gazette 7216 of Dec 2013)	<p>extinguishers</p> <p>Section 23 – Formulation of an emergency evacuation plan</p> <p>Section 24 – Displaying of escape routes – including</p> <p>1. Provide SABS approved exit signs for all escape doors.</p> <p>2. Provide an Alarm Station to raise an alarm in the event of emergency</p>
Annexure A	National Environmental Health Norms and Standards Notice 1229 of 2015	Section 2 – Standards for Child Care Centres to obtain a Health Certificate
	By-law on Municipal Land Use Planning	<p>When the Municipality considers an application, it must have regard to the following:</p> <p>(a) the application submitted in terms of this By-law;</p> <p>(b) the procedure followed in processing the application;</p> <p>(c) the desirability of the proposed utilization of land and any guidelines issued by the Provincial Minister regarding the desirability of proposed land uses and which relevant desirability considerations for the assessment of the proposed use or development of land includes the –</p> <p>(i) socio-economic impact;</p> <p>(ii) compatibility with surrounding uses;</p> <p>(iii) impact on the external engineering services;</p> <p>(iv) impact on safety, health and wellbeing of the surrounding community;</p> <p>(v) impact on heritage;</p> <p>(vi) impact on the biophysical environment;</p> <p>(vii) traffic impacts, parking, access and other transport related considerations; and</p> <p>(viii) whether the imposition of conditions can mitigate an adverse impact of the proposed use or development of land.</p> <p>(d) the comments in response to the notice of the application, including comments received from organs of state, municipal departments and the Provincial Minister in terms of section 45 of the Land Use Planning Act;</p> <p>(e) the response by the applicant, if any, to the comments referred to in paragraph (d);</p> <p>(f) investigations carried out in terms of other laws that are relevant to the consideration of the application;</p> <p>(g) a written assessment by a registered planner</p>
	National Building Regulations and Building Standards Act 103 of 1977 and amendments	All building plans of partial and after care centres have to be drawn-up in accordance with the regulations and standards by a registered architect and must be submitted to local municipality for approval.
Section 152 (1) (b); Section 153 (1) and Schedule 4B	Constitution of South Africa, 1996	<p>Section 152(1) (b) compels local government to ensure the provision of services to communities in a sustainable manner.</p> <p>Section 153(1) of the Constitution provides that a municipality must structure and manage its administration and budgeting and planning processes to give priority to the basic needs of the community, and promote the social and economic development of the community and participate in national and provincial development programmes.</p>

		Schedule 4 Part B of the Constitution, determine that municipalities are responsible for “Child Care Facilities”, to the extent set out in section 155 (6) (a) and (7) of the Constitution.
Section 4 (2) (j)	Local Government Municipal Systems Act No 32 of 2000	States that the council of the municipality, within the municipality’s financial and administrative capacity and having regard to practical considerations, has the duty to contribute, together with other organs of state, to the progressive realization of the fundamental rights contained in section 24-29 of the Constitution.

Definitions:

Name	Description
Partial Care Centre	A facility that provides an early childhood programme with an early learning and development (ECD and Aftercare) focus for children from birth until the year before they enter Grade R/formal school.
After School Care Centre	Is a after school programme provided to children from Grade R to Grade 12 (ages 6-18).

Procedure Outline:

Action ref	Procedure Description	Timeframes	Person(s) Responsible	Resources Required	Deliverables	Dependencies	Links to SOP
1	A request assistance with registration as partial care facility via email to ECD.Registration@stellenbosch.gov.za		Applicant	E-mail	Request Email	Email contain: Name and Surname of Applicant Name of Facility Contact Tel/Cell No Physical Address Internet Access	
2	B acknowledge receipt of request, assign a reference number and make an appointment for an onsite assessment visit	2 days after receipt of email request	Community Development Official	E-mail	Acknowledgement of receipt email Confirmation of appointment email Ref number	Internet Access	
3a	Onsite assessment of facility in collaboration with the appointed DoE service provider	2 weeks after the receipt of the email for request in accordance with the applicable appointment	Applicant Community Development Official Appointed DoE service provider official	GIS Tablet Vehicle	New Entry: ECD GIS database Completed Basic Norms and Standards Guidelines Assessment report	Access to facility Availability of DoE appointed service provider Internet Access	ECD GIS Database SOP
3b	If not found to be compliant with basic norms and standards of the Children's Act, the facility is referred to the applicable authority and closed down.	Immediately after assessment	Appointed DoE service provider official Environmental Health Practitioner Fire Dept Community Development Official Building Inspector	Email	Assessment report Children referred to alternative care Facility no longer in operation	Alternative accommodation of children Response from other officials	DoE Registration SOP for closure of facility.

Action ref	Procedure Description	Timeframes	Person(s) Responsible	Resources Required	Deliverables	Dependencies	Links to SOP
4a	Invitation to attend compulsory quarterly ECD Registration Workshop sent to A complying with the basic norms and standards only.	1 month prior to workshop	Community Development Official	ECD whatsapp group / email.	e-mail invite whatsapp message RSVP list	Internet Access	
4b	Compulsory Quarterly ECD Registration Workshop explaining legislative compliance and associated application processes	Quarterly	Applicant Community Development Official Planning Official Environmental Health Practitioner Fire Safety Official Head Contract Management Disaster Management Official	Projector Screen Laptop Banners Venue Vehicle Tables Chairs Table cloths Applicant Transport Ref Numbers List of Specialist Service providers (nutrition, fire retardant paint, architects)	Attendance Register	Applicant Attendance Availability of municipal officials	Fire Clearance Certificate SOP Town Planning Management SOP Approval of Building Plans SOP Health Clearance Certificate SOP Application to Access Mun Land SOP Lease Agreement SOP Emergency Evacuation Plan SOP
5	Applicant obtain required approvals	Within one year of attending the Compulsory Quarterly ECD Registrations workshop	Applicant	Applicant own funding	Approved Fire Clearance Certificate Building Plans Land use rights Health Clearance Certificate Access to land With signed lease agreement Emergency Evacuation Plans	Applicant progress	Fire Clearance Certificate SOP Town Planning Management SOP Approval of Building Plans SOP Health Clearance Certificate SOP Application to Access Mun Land SOP Lease Agreement SOP

Action ref	Procedure Description	Timeframes	Person(s) Responsible	Resources Required	Deliverables	Dependencies	Links to SOP
							Emergency Evacuation Plan SOP
6a	Referral for further registration assistance to Department of Basic Education appointed registration service provider.	Upon successful acquiring of all required approvals and certifications	Applicant Community Development Official Appointed DoBE Service Provider	E-mail Access	Referral email Registration Certificate as Partial Care Facility	Applicant complying with other registration requirements Applicant in receipt of the required approval certificates	DoBE Registration SOP
6b	Issuing Partial Care Registration Certificate	1 week upon acquiring from DoBE	DoBE	See above	Registered Partial Care Facility		DoBE Registration SOP
6c	Submit copy of Partial Care Registration Certificate to the municipality	1 week of receipt of certificate	Applicant	Email	Submission email	Access to internet	
7	Partial Care Facility registration update and review on the municipal GIS Database	Upon receipt of copy registration certificate	Community Development Department	GIS tablet and Database Vehicle Access to internet	Updated register of local partial care facilities	Access to registration document and facility	ECD GIS Database SOP

Competencies and Approvals:

Competency Category	Competency Requirement	Competency Assessment
Children's Act Partial Care Registration	Compliance to Norms and Standards and health and safety regulations	Full Registration- Renewal after 5 years from time of issue. Conditional Registration- renewal after 2 years from time of issuing. Outstanding documents causing conditions need to be submitted within the 2-year period
Fire Safety Certificate and Evacuation Plan	Compliance to Fire Safety Bylaw	Annual renewal
Health Clearance Certificate	Compliance to National Environmental Health Norms and Standards Notice 1229 of 2015	Renewal in the following instances: 1. Annually 2. In case of change of ownership 3. In the case of renovations/additions to the existing premises 4. If the services move from one premises to another
Approved Building Plans	Compliance to the National Building Regulations and Standards	Must be renewed with each alteration.
Consent Use Applications	Compliance to applicable land use rights	A consent use contemplated in subsection (1) lapses after the applicable period from the date that the approval comes into operation if, within that period— (a) the consent use is not utilized in accordance with the approval; or (b) the following requirements have not been met: (i) the approval by the Municipality of a building plan envisaged for the utilization of the approved consent use; and (ii) commencement of the construction of the building contemplated in subparagraph (i) or After 5 years

Health & Safety Considerations:

Name	Description
Environmental Health	The number of children accommodated in the facility The flooring and structure need to be safe and secure The facility should remain clean and provide a safe environment The facility should provide adequate ventilation The facility should ensure that ablution services are kept clean at all times
Fire Clearance Certificate	To ensure that the facility has serviced fire extinguishers and they are mounted on walls The facility to have clearly marked signs for evacuation The facility has an alarm system in case of emergency The facility to provide safety drills for children
Approved Building Plan	To ensure that the structure is safe and it is approved by local municipality

ANNEXURE C



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref: 3/4/3/5/3/4

2023-08-25

MINUTES

COMMUNITY DEVELOPMENT COMMITTEE MEETING

2023-09-07 AT 12:00

MINUTES
COMMUNITY DEVELOPMENT COMMITTEE MEETING
2023-09-07
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	NONE	
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	NONE	
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	NONE	
9.	MATTERS TO BE CONSIDERED IN-COMMITTEE	
	NONE	

MINUTES COMMUNITY DEVELOPMENT COMMITTEE MEETING 2023-09-07

1.	OPENING AND WELCOME
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The Chairperson welcomed all present at the Community Development Committee meeting.

2.1	COMMUNICATION BY THE CHAIRPERSON	(3/4/3/6)
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THE CHAIRPERSON THANKED THE EXECUTIVE MAYOR FOR HAVING THE YOUTH SKILLS DEVELOPMENT PROGRAM AND HE MENTIONED THE CHALLENGES OF HOMELESS PEOPLE THAT WE ARE FACING BECAUSE OF THE COVID 19. THE COMMUNITY DEVELOPMENT DEPARTMENT AND STAKEHOLDERS INVOLVED ARE WORKING HARD TO BRING SOLUTION TO THE MATTER.

2.2	DISCLOSURE OF INTERESTS	(3/6/2/2)
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NONE

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

APOLOGY:

G. BOSCHOFF

4.	CONFIRMATION OF MINUTES
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4.1.	CONFIRMATION OF THE MINUTES: COMMUNITY DEVELOPMENT COMMITTEE	(3/4/3/5/2/4)
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COMMUNITY DEVELOPMENT COMMITTEE MEETING: 2023-09-07: ITEM: 4.1

For Confirmation

MINUTES COMMUNITY DEVELOPMENT COMMITTEE MEETING 2023-09-07

5.	REPORTS FROM COMMUNITY DEVELOPMENT COMMITTEE
5.1	NON-DELEGATED MATTERS
5.1.1	REVIEW EARLY CHILDHOOD DEVELOPMENT (ECD) POLICY

Collaborator No: 755026
 IDP KPA Ref No: Dignified Living: Municipal Focus Area 21
 Meeting Date: 07 September 2023
 File Plan: 17/P/24

1. SUBJECT: REVIEW EARLY CHILDHOOD DEVELOPMENT (ECD) POLICY**2. PURPOSE**

To obtain Council's approval for the review of the Stellenbosch Early Childhood Development (ECD) Policy.

3. DELEGATED AUTHORITY

For decision by Municipal Council

4. EXECUTIVE SUMMARY

The ECD Policy approval stems from the fact that Child Care Facilities are listed among the responsibilities of local municipalities in Schedule 4 Part B of the Constitution. The registration of these facilities has migrated from the Provincial Department Social Development to the Department of Basic Education. Monitoring of health requirements for these facilities is the responsibility of the District Municipality and ensuring appropriate land use and fire safety resides with the local authority. It is understandable that persons wanting to establish an ECD becomes confused and lost trying when trying to navigate the process between the different spheres of government.

COMMUNITY DEVELOPMENT COMMITTEE MEETING: 2023-09-07: ITEM 5.1.1**RESOLVED**

- a) That the Community Development Portfolio Committee supports the changes to the Early Childhood Development Policy and recommends to the Executive Mayor that it be tabled for consideration at the next Mayoral Committee meeting.
- b) That once approved in principle the revised Early Childhood Development Policy be advertised for public comments, whereafter it must be brought back for final approval.

5.2	DELEGATED MATTERS
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5.2.1	COMMUNITY DEVELOPMENT MONTHLY REPORT: JULY 2023
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Collaborator No: 755025

IDP KPA Ref No: Dignified Living: Municipal Focus Area 21

Meeting Date: 07 September 2023

1. **SUBJECT: COMMUNITY DEVELOPMENT MONTHLY REPORT: JULY 2023**

2. **PURPOSE**

To present to the Portfolio Committee the monthly report relating to the functions and activities of the Department: Community Development for the period: July 2023.

3. **DELEGATED AUTHORITY**

For information to Portfolio Chairperson and the Municipal Manager

4. **EXECUTIVE SUMMARY**

The Department: Community Development is responsible for service delivery to vulnerable groups. The monthly report account for the activities and programmes as implemented by the Community Development Department for the above-mentioned period.

MINUTES COMMUNITY DEVELOPMENT COMMITTEE MEETING 2023-09-07

COMMUNITY DEVELOPMENT COMMITTEE MEETING: 2023-09-07: ITEM 5.2.1**RESOLVED**

that the Community Development Committee **note** of the Community Development Monthly Report of July 2023.

FOR FURTHER DETAILS CONTACT:

NAME	Michelle Aalbers
POSITION	Manager Community Development
DIRECTORATE	Community and Protection Services
CONTACT NUMBERS	8408
E-MAIL ADDRESS	Michelle.aalbers@ Stellenbosch.gov.za
REPORT DATE	04-08-2023

11.10	RURAL MANAGEMENT: (PC: CLLR J JOON)
11.10.1	REQUEST FOR THE ALLOCATION OF FARM No(s): 502BH PORTIONS 9 AND 10; 502BH PORTIONS 17 AND 18; 502BH PORTIONS 23 AND 24; AND 502AU TO EMERGING FARMERS IN ACCORDANCE WITH THE STELLENBOSCH MUNICIPALITY POLICY FOR MANAGEMENT OF MUNICIPAL AGRICULTURAL LAND, 2016

Collaborator No: 757054

IDP KPA Ref No: Valley of Opportunity

Meeting Date: Mayco: 11 October 2023 & 17th Council: 25 October 2023

1. **SUBJECT: REQUEST FOR THE ALLOCATION OF FARM No(s): 502BH PORTIONS 9 AND 10; 502BH PORTIONS 17 AND 18; 502BH PORTIONS 23 AND 24; AND 502AU TO EMERGING FARMERS IN ACCORDANCE WITH THE STELLENBOSCH MUNICIPALITY POLICY FOR MANAGEMENT OF MUNICIPAL AGRICULTURAL LAND, 2016**

2. **PURPOSE**

To provide Council with the pertinent facts in order to approve the request to allocate the subject four (4) agricultural land portions to emerging farmers as prescribed in the said Policy.

3. **DELEGATED AUTHORITY**

Executive Mayor in consultation with the Executive Mayoral Committee has the delegated powers, in terms of Stellenbosch Municipality: System of Delegations as amended on 22 June 2022 to approve lease agreements of Council properties for a period shorter than 10 years and a contract value of less than R5 million.

4. **EXECUTIVE SUMMARY**

Stellenbosch Council adopted "The Policy for the Management of Municipal Agricultural Land (2016)" with the purpose of availing agricultural land for emerging farmers. The item deals with the allocation of vacant municipal land to successful land applicants after Council resolved to advertise portions of vacant municipal agricultural land for leasing purposes to current and potential emerging farmers.

5. **RECOMMENDATIONS**

- (a) that the Council take note of the process and scoring undertaken to allocate the four (4) municipal agricultural land units to the emerging farmers, which include the recommendations from the Operational Committee, the scoring sheet is attached as **APPENDIX 1**.
- (b) that Council **approves** that Farm No.: 502BH, Portions 9 and 10, Stellenbosch Division, in extent of 5ha with 2ha of allocated water rights, be awarded to Veldt Boerdery, copy of application is attached as **APPENDIX 2**;
- (c) that Council **approves** that Farm No.: 502BH, Portions 17 and 18, Stellenbosch Division, in the extent of 5ha with 2ha of allocated water rights, be awarded to Noami Herbs, copy of application is attached as **APPENDIX 3**;

- (d) that Council **approves** that Farm No.: 502BH, Portions 23 and 24, Stellenbosch Division, in the extent of 5ha with 2ha of allocated water rights, be awarded to Herbal View Hydroponics, copy of application is attached as **APPENDIX 4**;
- (e) that Council **approve** that Farm No. 502AU, Stellenbosch Division, in the extent of 8,9ha with no allocated water rights, be awarded to Bradley Cortereal, copy of application attached as **APPENDIX 5**;
- (f) that Council approve that the land units awarded in (b) – (e) be leased for a period of less than 10 years, with the option of renewal; and
- (g) that Council **take note** that the monthly rental amount for emerging farmers is determined as per the calculation for the previously allocated tariff for emerging farmers.

6. DISCUSSION / CONTENTS

6.1 Background

During 2016, Council adopted the Stellenbosch Municipality Policy for the Management of Municipal Agricultural Land. Following the adoption of the said policy a number of land parcels have been allocated to emerging farmers for a period of less than 10 years.

It must be noted Council approved that Farm No(s) 502BH, Portions 9 & 10 and Portions 23 & 24, be advertised for the potential lease to emerging farmers. The advertisement was placed in November 2020 in the local newspapers, copy attached as **APPENDIX 6**. Due to a number of factors, the land units were not allocated and Executive Mayoral Committee resolved on 17 May 2023, that the abovementioned land units be re-advertised, and that the applicants who previously applied, be informed that they do not need to re-apply.

The notice to request for the Lease of Municipal Agricultural Land was advertised in the local newspaper on 25 May 2023, copy attached as **APPENDIX 7**. It must be further noted that two (2) additional land units were made available and was included in the advertisement. During the first round of advertising in 2020, sixteen (16) applications were received, list of applicants are attached as **APPENDIX 8**; and during 2023, eleven (11) applications were received by the closing date of 15 June 2023, list of applicants is attached as **APPENDIX 9**.

6.2 Discussion

It must be noted that during the current advertising period, Naomi Herbs and Veldt Boerdery opted to re-submit their applications, as their circumstances has changed since 2020. The Operational Committee, which was established and approved by Council represented officials from Internal municipal Departments, evaluated the eleven (11) applications and not the previous sixteen (16) as this evaluation process was already concluded, prior to the decision of the Executive Mayoral Committee dated May 2023.

Based on the scoring of the Committee, copy of scoring sheet attached as **APPENDIX 10**, the top scoring applicants for the following land units were:

- Herbal View Hydroponics (502BH 23 & 24) with a score of 75 out of 80
- Veldt Boerdery (502BH 9 & 10; 17 & 18 and 23 & 24) with a score of 65 out of 80
- Naomi Herbs (502BH 9 & 10; 17 & 18 and 23 & 24) with a score of 65 out of 80
- Bradley Cortereal (502 AU) with a score of 36 out of 80

The scoring was based on experience with a top score of 30, and Business Plan and Financial Readiness with a top score of 50. It must be noted that Bradley Cortereal, was the top scoring applicant on Farm No. 502AU, (out of only two applications received for this portion), and was allocated to him, as he previously were allocated a land unit next to 502AU, namely 502AW, which was 6ha in extent with no water rights. It was however found that after the allocation of Farm 502AW that the majority of the property was situated within a Critical Biodiversity Area ("CBA") and could not be used for the intended purposes, therefore the Operational Committee recommended that the adjacent land unit, in this case Farm No.: 502AU also be allocated to Mr Cortereal.

6.3 Financial Implications

The successful applicants will get a discount of 20% of the normal municipal tariff for agricultural land to bring them on par with tariffs applied to the current emerging farmers.

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 staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

Executive Mayoral Committee: 2023-05-17: Item 7.10.1

RESOLVED

- (a) that this item be referred back to the Administration for re-advertising where after the same be resubmitted to MAYCO and Council in August round of meetings; and
- (b) that the applicants that previously applied be informed that they do not have to re-apply.

6.7 Risk Implications

This report has no risk implications for the Municipality.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-10-11: ITEM 7.10.1

- (a) that the Council take note of the process and scoring undertaken to allocate the two municipal agricultural land units to emerging farmers, which include the recommendations from the Operational Committee;
- (b) that Council approves that Farm No: 502BH, Portions 17 and 18, Stellenbosch Division, in the extent of 5ha with 2ha of allocated water rights, be awarded to Naomi Herbs, copy of application is attached as **APPENDIX 3**;

AGENDA**17TH MEETING OF THE COUNCIL
OF STELLENBOSCH MUNICIPALITY****2023-10-25**

-
- (c) that Council approve that Farm No. 502AU, Stellenbosch Division, in the extent of 8,9ha with no allocated water rights, be awarded to Bradley Cortereal, copy of application attached as **APPENDIX 5**;
- (d) that Council approve that the land units awarded be leased for a period of 9 years and 11 months with the option of renewal; and
- (e) that Council take note that the monthly rental amount for emerging farmers is determined as per the calculation for the previously allocated tariff for emerging farmers.
- (f) that the allocations for farm 502BH portions 9 and 10 and 502BH portions 23 and 24 be referred back for re-consideration.

APPENDICES

- Appendix 1: Operational Committee Scoring Sheet
- Appendix 3: Application Form – Naomi Herbs
- Appendix 5: Application Form – Bradley Cortereal
- Appendix 6: November 2020 Advertisement
- Appendix 7: May 2023 Advertisement
- Appendix 8: November 2020 Applications
- Appendix 9: May 2023 Applications
- Appendix 10: Scoring Sheet

FOR FURTHER DETAILS CONTACT:

NAME	Mark Harris
POSITION	<i>Senior Economic Development Officer</i>
DIRECTORATE	<i>Planning and Economic Development</i>
CONTACT NUMBERS	<i>021 808 8159</i>
E-MAIL ADDRESS	<i><u>Mark.Harris@ Stellenbosch.gov.za</u></i>
REPORT DATE	<i>29 September 2023</i>

APPENDIX 1

EVALUATION on EXPERIENCE (30) and BUSINESS PLAN AND FINANCIAL READINESS (50)

NO	APPLICANT	PORTION	Mark Harris	Schalk van der Merwe	Tammy Leibrandt	Zingani Tshefu	Yolande van den Berg	Joan Felix	Total Average Score
13	Herbal View Hydroponics	502BH 23 & 24	N/A	Previously Scored	Previously Scored	Previously Scored	Previously Scored	Previously Scored	75
24	Veldt Boerdery	502BH 9 & 10 502BH 17 & 18 502BH 23 & 24	70	65	65	66	63	65	66
19	Naomi Herbs	502BH 9 & 10 502BH 17 & 18 502BH 23 & 24	65	70	65	67	69	55	65
4	Bradley Cortereal	502 AU	45	25	30	40	38	30	35

APPENDIX 3



NAOMI HERBS

Serving fresh farm products with excellence

2019/067172/07



Stellenbosch
Jamestown
7599



@gmail.com

Business plan/ Agricultural plan

Background

For introductory purposes, my name is Naomi Linders, I am the owner and founder of Naomi Herbs Pty Ltd. I am 52 years old. We are a farming business operating in Stellenbosch. The farming experience we have acquired now surpasses a 10-year period on our own private property. We also farm on agricultural land, and we have a secure water supply. We receive our water supply through Blaauwklippen, a dam, and we have an electric water system, and sprinkle irrigational system. We produce fresh herbs and vegetables for clients. The herbs produced on the farm are coriander, Italian parsley, wild rocket and basil. The vegetables produced are green beans, green peppers, spinach, turnips, celery, leeks and brinjals. We supply the following clients with these products: In2foods, Fresh herbs, Fusion fresh, Deli Veggies, Alex's Veggies, Pumpkin Patch, and Epping Market.

The business is an agricultural pillar within the Stellenbosch Agricultural community. As it aids the process in which fresh foods are produced. There is an increased demand in the agricultural sector for more herbs and vegetables to be produced. As seen in the information provided above, the farming business supplies herbs and vegetables to these above-mentioned clients. If there is not an increase in the production of these herbs and vegetables, the needs of these clients will not be satisfied.



NAOMI HERBS

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2019/067172/07



Stellenbosch
Jamestown
7599



naomiherbs@gmail.com

Agricultural Plan for Identified Portion(s)

I am writing this letter to strongly recommend the provision of additional farmland (5 hectares of farmland) to Naomi Herbs as an extension of the existing farmland. Day by day, the demand for herbs and vegetables in the market is increasing, and the current farmland we are working on is not sufficient to meet the growing demands. My vision for the acquisition of the additional farmland is to run a successful and productive farm producing herbs and vegetables of a high quality. My aspirations are also to promote economic growth, create employment, and develop the Agricultural sector of South Africa.

We are excited to apply for an additional 5 hectares of farmland, as we intend to use the farmland productively for the benefit of the community. Our agricultural plan with the additional farmland is to plant herbs and vegetables at the appropriate times to ensure that products are produced in their respective seasons. For example, we will plant our winter herbs and vegetables, such as celery, turnups, cauliflower, broccoli, leaks, Italian parsley and coriander. During the months of April and July 2023. After three months, we will harvest the winter products in October (after three months). Following the harvest, we will rejuvenate and cultivate the land to prepare it for summer products like green beans, coriander, spinach, Italian parsley, wild rocket, green beans, green peppers, spinach, brinjals. These summer products will then be harvested from the month of December 2023 up until the month of April 2024.

The additional farmland will make mass and timely production possible, as our current capacity farmland is not enough to meet the demand. The current land does not have enough time to be cultivated and prepared for products to be planted and harvested at a later time, causing a break in the production chain that works to the detriment of our business, employees, and the agricultural community. For example, the farmland in its current capacity does not have enough time to be cultivated and prepared after crops have been harvested. Meaning, there is a major production loss. The use of additional farmland



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Stellenbosch
Jamestown
7599



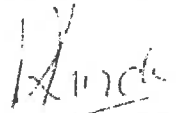
@gmail.com

becomes a solution to this problem. Because there will be more capacity to cultivate and prepare the farmland for productive use.

The additional 5-hectare property is divided into three portions, and we plan to employ a total of 20 farmworkers for every five hectares of farmland. Some will be permanent, temporary and seasonal workers. With the provision of additional farmland, we are confident that there will be no loss in the production of herbs and vegetables for our clients, and the economic and agricultural sectors will benefit from the increased productivity. Therefore, the provision of additional farmland will result in the sustainable supply of quality herbs and vegetables for clients in the market. Furthermore, we believe our plan will ensure that the land not being used becomes productive.

A further reason why additional farmland must be provided is that Naomi Herbs has credibility. There is a record of accomplishment of operating a successful farm and producing high quality herbs and vegetables. The farm and business have the potential to expand, and this expansion will require additional land. What is problematic at the present moment is that the land is currently not being used. This means the potential of the land is not being fully realized. The potential of the land identified by Naomi Herbs, is that it may produce the same herbs and vegetables discussed. If the additional farmland is not placed into capable hands, it could be destructive for the property. But if the additional farmland becomes the farmland of Naomi Herbs, the land will be productive, efficient and it will produce products which the markets require.

In conclusion, the provision of more farmland to Naomi Herbs is a win-win situation for both the Government and the farm.


Naomi Linders
 (Owner and Founder)


 Date



NAOMI HERBS

Serving fresh farm products with excellence

2019/067172/07



Stellenbosch
Jamestown
7599



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Business plan/ Agricultural plan

Background

For introductory purposes, my name is Naomi Linders, I am the owner and founder of Naomi Herbs Pty Ltd. I am 52 years old. We are a farming business operating in Stellenbosch. The farming experience we have acquired now surpasses a 10-year period on our own private property. We also farm on agricultural land, and we have a secure water supply. We receive our water supply through Blaauwklippen, a dam, and we have an electric water system, and sprinkle irrigational system. We produce fresh herbs and vegetables for clients. The herbs produced on the farm are coriander, Italian parsley, wild rocket and basil. The vegetables produced are green beans, green peppers, spinach, turnips, celery, leeks and brinjals. We supply the following clients with these products: In2foods, Fresh herbs, Fusion fresh, Deli Veggies, Alex's Veggies, Pumpkin Patch, and Epping Market.

The business is an agricultural pillar within the Stellenbosch Agricultural community. As it aids the process in which fresh foods are produced. There is an increased demand in the agricultural sector for more herbs and vegetables to be produced. As seen in the information provided above, the farming business supplies herbs and vegetables to these above-mentioned clients. If there is not an increase in the production of these herbs and vegetables, the needs of these clients will not be satisfied.

Naomi Linders

N.B.L

**BEËDIGE VERKLARING - SWORN AFFIDAVIT**

Naam Van/Name Surname: NAOMI BONITA LINDERS Gender: F
 ID No/ID Nr: _____ Huis Adres/House Address: 1 Rood, Jamesbow
Stellenbosch, 7599 Tel No/Tel Nr (h): N/A Sel No/Cell Nr: _____

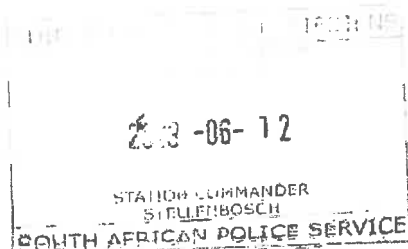
Verklaar onder eed in Afrikaans / States under oath in English

I Naomi Linders resign on the 05 June 2023
from Lynloch Woman and Youth Primary
Co-operative Ltd, Registration number
2023/000468/24, as Member and Founder member

Ek is vertroud met die inhoud van die verklaring en begryp dit. Ek het geen beswaar teen die eed van die voorgeskrewe eed nie. Ek beskou die voorgeskrewe eed as bindend vir my gewete.
 I know and understand the contents of this statement. I have no objection in taking the prescribed oath. I consider the prescribed oath as binding on my conscience.

Hand
 Verklaarder Handtekening/Deponent Signature

Ek sertifiseer dat die verklaarder erken dat hy/sy vertroud is met die inhoud van die verklaring en dit begryp. Hierdie verklaring is voor my bed (dig en verklaarder se handtekening/ duimafdruk/ merk is in my teenwoordigheid daarop aangebring te: STELLENBOSCH op/on (Datum/Date) 2023/06/12 on/at (Tyd/Time) 12:10
 I certify that the above statement was taken by me and that this deponent has acknowledged that he/she knows and understands the contents of this statement. The statement was sworn before me and deponent's signature/ thumb print/ mark was placed there on in my presence at STELLENBOSCH op/on (Datum/Date) 2023/06/12 on/at (Tyd/Time) 12:10



2023-06-12
 Kommissaris van Ede/Commissioner of Oath

Volle naam en Van in drukaktrik/Full name and Surname in print
 S A POLISIE DIENS / S A POLICE SERVICE, De Toit Street
 STELLENBOSCH.

Rank RANK

Date: 05 /June /2023

I, **NAOMI BONITA LINDERS**, ID Nr:

Hereby resign from **Lyndoch Woman and Youth Primary Co-operative Ltd**,
Registration number _____ as, **Member and Founder member**.
Please remove my name from all CIPC and the Co-op registration documents
and update records accordingly.

Thank you and all the best in all future Co-op endeavors.



.....
Signature



STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

FARMS LEASE APPLICATION FORM APPLICATION INFORMATION AND CONDITIONS

1. Eligibility Criteria

To be eligible to be granted a Land / Farm to Lease you must meet the following Eligibility Criteria:

- a) Applicant/s must not be employed by the three spheres of government or employees of all public entities prior to the signing of lease, politicians who hold public office, traditional leaders who receives remuneration from the State and permanent residents who are issued permanent residence permits as prescribed into Sec 26 & 27 of
- b) Immigration Act, 2002 (Act 13 of 2002). Public servants shall not qualify to benefit from agricultural support irrespective of them falling under any of the categories identified above.
- c) The target group for agricultural support which is Africans, Indians and coloureds.
- d) If you are not a resident of the Stellenbosch Municipal area for 5 years or longer.
- e) Subsistence farmers:
 - Communal/village subsistence farmers,
 - Municipal commonage farmers, and
 - sustained homestead garden producers.
- f) Further priority, within the target group shall be given to women and the youth who either have basic farming skills or experience. Special attention shall be paid to the youth with experience or qualifications in the field of agriculture.
- g) Public servants shall not qualify to benefit from agricultural support irrespective of them falling under any of the categories identified above

2. Compliance Check

A full compliance check of your details provided in this Application for Land Lease and any other information requested and provided by you will be undertaken checked for compliance. If you are deemed ineligible:

- a) Your application will be rejected
- b) If you have provided false or misleading information, Stellenbosch Municipality will terminate contract.

3. Acceptance or Rejection of Application

The Application will be assessed in accordance with the conditions and requirements advertised and may be rejected if:

- a) You do not meet the Eligibility Criteria above; or
- b) You are employed by the state
- c) If you are not a resident of the Stellenbosch Municipal area for 5 years or longer.
- d) The Application has not been fully completed or executed to the satisfaction of Stellenbosch Municipality

4. Termination of Application

A provisional allocation or selection shall cease under the following circumstances:

- a) Death of the potential beneficiary
- b) Criminal records or conviction
- c) Written withdrawal of application by the beneficiary
- d) Withdrawal of the farm by the landowners or seller
- e) Any other circumstances that the committee may feel justify the termination or withdrawal of the allocation.

5. Documents to be attached to the application Form

- a) SA certified ID copy of applicant & spouse.
- b) Proof of residence
- c) Certified Legal Entity Registration Certificate (if the applicant is an entity)
- d) Schedule of own assets (related to farming) eg. farm implements and machinery etc.
- e) Copy of marriage certificate (if married)
- f) Certificate/s of training provided (if any)
- g) Financial Resources to cover first production Cycle (e.g. proof from the bank).
- h) Business plan/agricultural plan for the identified portion of agricultural land.

DATE RECEIVED:
APPLICATION REFERENCE NUMBER:
NAME OF OFFICIAL RECEIVING APPLICATION:
SIGNATURE OF APPLICANT:

All questions contained in this questionnaire are strictly confidential

The applicant/s must provide a written commitment (in the form of affidavit) to pay the lease as per contract terms. The land obtained should not be sub-let/rented out. If found the Department should take back the land.

APPLICANT DEMOGRAPHIC PROFILE		
FULL NAME NDOMI BONITA	M ☐ F ☒	ID NUMBER:
SURNAME LINDERS		DATE OF BIRTH: 07 / 02 / 1971
MARITAL STATUS: ☐ Single/Never Married ☐ Cohabitation (Living Together) ☒ Married ☐ Separated ☐ Divorced ☐ Widowed		
CATEGORY OF APPLICANT: ☐ Category 1 (Subsistence Farmer) ☒ Category 2 (Small Scale Farmer) ☐ Category 3 (Medium Scale Farmer) ☐ Category 4 (Large Scale Commercial Farmer)		
TARGET GROUP OF APPLICANT: ☐ Farm Dweller ☐ Farm Worker ☐ Labor Tenant ☐ Youth ☒ Women		

☐ Commonage Farmer ☐ Agricultural Graduate ☐ Other Specify	
ETHNIC GROUP OF APPLICANT:	
☐ African ☐ Indian ☒ Coloured	
SPOUSE FULL NAME ERIC MORTON ALEXANDER LINDE	SPOUSE EMPLOYER: NAOMI HERBS Pty Ltd
SPOUSE ID 67 5	SPOUSE CONTACT DETAILS: 8729
RESIDENTIAL ADDRESS: Webervally Road	POSTAL ADDRESS: Webervally Road
SUBURB/VILLAGE: Jamestown	SUBURB: Jamestown
NEAREST TOWN: Stellenbosch	Stellenbosch
MUNICIPALITY: Stellenbosch	POSTAL CODE: 7599
DISTRICT: Stellenbosch	PROVINCE: Western Cape
PROVINCE: Western Cape	FACEBOOK/TWITTER ACCOUNT: N/A
TELEPHONE NO: N/A	CELL PHONE NO: 8729
FAX NUMBER: N/A	EMAIL ADDRESS naomiherbs@gmail.com
HOW LONG HAVE YOU BEEN LIVING IN MUNICIPAL AREA:	☐ 1-2 YRS ☐ 2-4 YRS ☐ 5-9 YRS ☒ 10+
PREFERRED LEASE AREA (Farm number):	502 BH PORTION 9 & 10 / 502 BH PORTION 23 & 24 / 502 BH PORTION 17 & 18
EMPLOYMENT AND EDUCATIONAL DETAILS	
OCCUPATION:	
☐ Student ☐ Pensioner ☒ Farmer ☐ Farm Worker ☐ Self-Employed	

- ☐ Employed in the Private Sector
- ☐ Unemployed
- ☐ Internship
- ☐ Other
- ☐ Specify Other: _____

NAME OF EMPLOYER: NAOMI HERBS Pty Ltd

TYPE OF EMPLOYMENT: DIRECTOR (OWNER)

BUSINESS ACTIVITIES (SELF-EMPLOYED):

SOURCES OF INCOME:

- ☐ Salaries, wages, commissions
- ☒ Income from business
- ☐ Pension Funds
- ☐ Grants (includes old age pension)
- ☐ Sales of farming products and services
- ☐ Remittances (money received from people living elsewhere)
- ☐ No Income
- ☐ Other income sources (rental income, interest, etc)

HIGHEST LEVEL OF EDUCATION COMPLETED:

- ☐ Primary
- ☒ Secondary
- ☐ Matric
- ☐ N1-N4
- ☐ N5-N6
- ☐ National Diploma (TVET/University)
- ☐ Honors Degree
- ☐ Bachelor's Degree
- ☐ Bachelor's Degree & Postgraduate
- ☐ Master's Degree
- ☐ Doctorate Degree

HAVE YOU RECEIVED ANY TRAINING RELATED TO FARMING (FORMAL OR INFORMAL): ☒ YES ☐ NO		
TRAINING OF APPLICANT RELATED TO FARMING/AGRICULTURE:		
NAME OF TRAINING	YEAR	INSTITUTION (FORMAL/INFORMAL)
Co-operative Management Training	2023	informal
INSTITUTIONAL ARRANGEMENT		
ARE YOU A MEMBER OF A GROUP THAT WANTS TO FARM COLLECTIVELY		
☐ YES ☒ NO		
☐ M ☐ F N/A		
SIZE OF GROUP:		
NUMBER OF DISABLED:		
18-35 YEARS:		
36-50 YEARS:		
51-65 YEARS:		
65-79 YEARS:		
80 YEARS AND ABOVE		
TOTAL:		
TYPE OF LEGAL ENTITY:		
☐ Communal Property Association ☒ Company ☐ Trust ☐ Close Cooperation ☐ Cooperative ☐ Farmers Association		

- ☐ 0-1 year
- ☐ 2-4 years
- ☐ 5-9 years
- ☒ 10+ years

TYPE OF FARMING EXPERIENCE: vegetables & herbs

☐ Other

YEARS OF GROUP ENTITY EXISTENCE:

- ☐ 0-1 year
☒ 2-4 years
☐ 5-9 years
☐ 10 + years

LEGAL ENTITY REGISTRATION NUMBER: 2019 / 71 / 07

NAME & SURNAME OF CONTACT PERSON: NAOMI LINDERS

POSTAL ADDRESS OF ENTITY: Weber valley Road, Jamestown, Stellenbosch, 7599

TELEPHONE: N/A **CELL:** 5492 **EMAIL:** noomiherbs@gmail.com

AGRICULTURAL ACTIVITY:

ARE YOU CURRENTLY INVOLVED IN FARMING:

- ☒ YES
☐ NO

DO YOU PAY RENT WHERE YOU FARM:

- ☐ YES
☒ NO

TYPE OF LAND OWNERSHIP WHERE YOU CURRENTLY FARM:

- ☐ Rented
☒ Private/Family Farm
☐ Communal land (tribal land)
☐ State land
☐ Communal land
☐ Labor tenant
☐ Farm dweller
☐ Other (specify)

HOW MANY YEARS HAVE YOU BEEN FARMING:

WHICH SOCIAL CLUBS/ASSOCIATION/ORGANIZATION DO YOU BELONG TO:

- ☐ Farmers Association
☐ Producers Association
☐ Cooperatives
☐ Community Garden Group
☐ Stokvel
☐ Special Interest Group
☐ Other (specify)

N/A

DO YOU REQUIRE ASSISTANCE WITH THE FOLLOWING:

- ☒ Development of Business Plan
☒ Market Access
☒ Business Registration
☒ Mentorship
☒ Agricultural Training
☒ Management Training
☐ Other (specify)

NO OF PEOPLE TO BE EMPLOYED BY PROJECT:**NO OF EMPLOYEES:**

+ - 20

TYPE OF EMPLOYMENT:

- ☒ Permanent
☒ Temporal
☐ Contract
☒ Seasonal
☐ Internship
☐ Volunteer
☐ Other

DOES YOUR HOUSEHOLD OWN CROPS / LIVESTOCK:

- ☐ Cattle
☐ Sheep

☐ Goat ☐ Pigs ☐ Chicken ☐ Geese ☐ Grain ☒ Vegetables ☐ Sugar Cane ☐ Other (Specify)		
Type of Horticulture and Crop Production	Number of hectares farmed	☐ Household consumption ☒ Sale
Green beans	1 hectare	☐ Household consumption ☒ Sale
CORIANDEK	1/2 hectare	☐ Household consumption ☒ Sale
Italian parsley	1/2 hectare	☐ Household consumption ☒ Sale
		☐ Household consumption ☐ Sale
		☐ Household consumption ☐ Sale
		☐ Household consumption ☐ Sale
		☐ Household consumption ☐ Sale
PREVIOUS GRANTS RECEIVED FROM GOVERNMENT: ☐ SLAG ☐ LRAD ☒ CASP ☐ Restitution grant ☐ Housing subsidy ☐ Agricultural grant ☐ Other (Specify)		
NAME OF GRANT	GOVERNMENT DEPARTMENT	AMOUNT RECEIVED

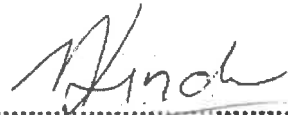
Food Security CPAC 2019/20	WCD oA	R 101 900.00
Food Security CPAC 2017	WCD oA	R 100 000.00
Vegetable CPAC 2020/2021	WCD oA	R 612 559.00
INCOME RANGE RECEIVED THROUGH WORK, BUSINESS OR FARMING PER MONTH	☐ 0-R199	
	☐ R200 - R499	
	☐ R500 - R1199	
	☐ R1200 - R1799	
	☐ R1800 - R2499	
	☐ R2500 - R4999	
	☐ R5000 - R9999	
	☒ R10000 - above	

WHAT ARE YOU INTENDING TO USE THE LAND FOR?	
AGRICULTURAL ACTIVITY	TYPE
☐ Crop Production	☐ Grains ☒ Vegetables ☐ Sugar Cane ☐ Tobacco ☐ Cotton ☐ Tea ☐ Other Specify
☐ Viticulture/Vineyards	
☐ Horticulture	☐ Fruits ☒ Herbs ☐ Flowers ☐ Medicinal plants

		☐ Mushrooms ☐ Sprouts ☐ Non-food crops (grass) ☐ Other (specify)	
☐ Beekeeping			
MAIN AREAS OF INTEREST		☒ Primary Production ☐ Processing ☐ Marketing	
INTERESTED IN PRODUCING FOR		☐ Own consumption ☒ Informal market ☐ Formal market	
LIST OF FARM IMPLEMENTS (IRRIGATION LAND)		* Springline irrigation * bore hole * electrical pump * Blacklip river	
HOUSEHOLD MEMBER DETAILS (List all persons in your Household, Group Applications, this part must be completed by all Members of the group).			
HOUSEHOLD REF NO:			
FATHER	☒ Employed (E) ☐ Unemployed (U)	Full Name: Eric Morton Alexander ID: 67 088	CHILDREN/ GRAND CHILDREN ☐ M ☒ F ☒ M ☐ F ☒ M ☐ F
MOTHER	☒ Employed (E) ☐ Unemployed (U)	Full Name: Naomi Bonita Linders ID: 07 89	
SIBLING	☐ F ☒ M ☐ E ☐ U ☐ F ☐ M ☐ E ☐ U ☐ F ☐ M ☐ E ☐ U ☐ F ☐ M ☐ E ☐ U ☐ F ☐ M ☐ E ☐ U	Full Name: Irvan Phanalight ID: 62 087 Full Name: ID: Full Name: ID: Full Name: ID: Full Name: ID:	
		GRANDMOTHER MATERNAL GRANDFATHER MATERNAL GRANDMOTHER PATERNAL GRANDFATHER PATERNAL	
		☐ Employed (E) ☒ Unemployed (U) ☐ Employed (E) ☐ Unemployed (U) ☐ Employed (E) ☐ Unemployed (U)	
		Full Name: KAYLA LEONIE LINDERS ID: 00 083 Full Name: Erich Lance Linders ID: 22 087 Full Name: Lincoln Manfred Linders ID: 2 082 Full Name: Valerie Gordon ID: 490917 0177 081 Full Name: ID: Full Name: ID:	

DECLARATION:

I declare that the information furnished in this applicant form is, to the best of my knowledge, true and correct. I also declare that I am not employed by the public service/ not a politician/ not a member of the traditional authority remunerated by the State and to the effect that my spouse is not a civil servant and acknowledge that any misrepresentation in this regard constitutes a ground for immediate termination of the agreement.

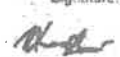
.....
SIGNATURE OF APPLICANT.....
DATE

 **REPUBLIC OF SOUTH AFRICA**
NATIONAL IDENTITY CARD

Surname:
LINDERS
 Names:
NAOMI BONITA
 Sex:
F
 Nationality:
RSA
 Identity Number:
105797759

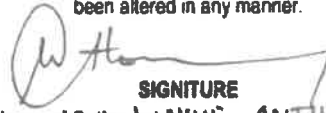
Date of Birth:
07 FEB 1971
 Country of Birth:
RSA
 Status:
CITIZEN



Signature: 



I certify that this document is a true copy of the original which was examined by me and that, from my observations the original has not been altered in any manner.



SIGNATURE

Commissioner of Oaths **WAYNE ANTHONY**
Designation: Principal of Weber Gedenk Primary School

Date: **08.06.2023**

School Street, Jamestown, Stellenbosch, 7600

Issued on: **18 JAN 2018**
 This card has been issued by the
 Department of Home Affairs in terms of the
 Identification Act, Act 68 of 1997

If issued please return to the Department of Home Affairs
 For enquiry or verification purposes contact 0800 11 11 11

105797759



I certify that this document is a true copy of the original which was examined by me and that, from my observations the original has not been altered in any manner.

SIGNATURE

Commissioner of Oaths **LAYNE ANTHONY**

Designation: Principal of Weber Gedek Primary School

Date: 08.06.2023

School Street, Jamestown, Stellenbosch, 7600

GEREGISTERDE WOON- EN POSADRES

1. Bewaar die bewys van u GEREGERDE WOON- EN POSADRES in hierdie sakke.
2. Indien u van adres verander het, of indien besonderhede van u huidige adres, bv. straatnaam en/of -nommer, e.s. verander het, moet die vorm KENNISGEWING VAN ADRESVERANDERING wat in die sakke agter in die identiteitsdokument is, gebruik word om die verandering aan te meld en moet dit ingedien word by of opgesaam aan die naaste streek-/distrikkantoor van die DEPARTEMENT VAN BINNELANDSE SAKE.

REGISTERED RESIDENTIAL AND POSTAL ADDRESS

1. Keep the proof of your REGISTERED RESIDENTIAL AND POSTAL ADDRESS in this pocket.
2. If you have changed your address, or, if particulars of your present address, e.g. name of street and/or street number, etc. have been changed, the NOTICE OF CHANGE OF ADDRESS form in the pocket at the back of the identity document must be used to report the change and it must be handed in at or posted to the nearest regional/district office of the DEPARTMENT OF HOME AFFAIRS.

I.D.No.

25

8



S.A. BURGER/S.A. CITIZEN

VAN/OF

LINDERS

VOORNAME/FORENAME

ERIC MORTON ALEXANDER

GEBOORTEDISTRIK OF LAND/
DISTRICT OR COUNTRY OF BIRTH

SUID-AFRIKA

GEBOORTEDATUM/
DATE OF BIRTH

1967-06-25

DATUM UITGEREIK
DATE ISSUED

1992-01-30



UITGEREIK OP BELEG VAN DIE
DIREKTOR-GENERAAL
BINNELANDSE SAKE

ISSUED BY AUTHORITY OF THE
DIRECTOR-GENERAL
HOME AFFAIRS



Confidential

Date (dd/mm/ccyy)

0 8 0 6 2 0 2 3

Dear Sir/Madam

Confirmation of Banking Details

We have pleasure in confirming that Mrs NB LINDERS has been an Absa client since 17 January 2019.

Accountholder name

NB LINDERS

Absa account number

0 5 8 6 0

Account type

Current

Branch code

632005

- This report does not confirm funds or the conduct of the account in any way.
- This information is to be treated in the strictest of confidence and may only be used in the context which it is given.
- This report is a confirmation of the correctness of information supplied by ("the Client") dependent on the information contained by the Bank's system at the time that the request is submitted to the Bank.
- This report is given in confidence and on request of our client.

Absa Bank and/or its employees shall not be held responsible for any loss, damage or liability which may arise directly or indirectly from the provision of this letter of confirmation.

Yours sincerely

General Manager: Digital Channels

eStamp
08/06/2023
General Enquiries
08600 08600
Absa Bank Ltd

This document is intended for use by the addressee and is privileged and confidential. If the transmission has been misdirected to you, please contact us immediately.

APPENDIX 5

DATE RECEIVED:
APPLICATION REFERENCE NUMBER:
NAME OF OFFICIAL RECEIVING APPLICATION:
SIGNATURE OF APPLICANT:

All questions contained in this questionnaire are strictly confidential

The applicant/s must provide a written commitment (in the form of affidavit) to pay the lease as per contract terms. The land obtained should not be sub-let/rented out. If found the Department should take back the land.

APPLICANT DEMOGRAPHIC PROFILE		
FULL NAME <u>Bradley</u>	M ☒ F ☐	ID NUMBER: <u>1080</u>
SURNAME <u>Cortezal</u>		DATE OF BIRTH: <u>12/12/77</u>
MARITAL STATUS: ☐ Single/Never Married ☐ Cohabitation (Living Together) ☒ Married ☐ Separated ☐ Divorced ☐ Widowed		
CATEGORY OF APPLICANT: ☐ Category 1 (Subsistence Farmer) ☐ Category 2 (Small Scale Farmer) ☒ Category 3 (Medium Scale Farmer) ☐ Category 4 (Large Scale Commercial Farmer)		
TARGET GROUP OF APPLICANT: ☐ Farm Dweller ☐ Farm Worker ☐ Labor Tenant ☒ Youth ☒ Women		

☐ Commonage Farmer ☐ Agricultural Graduate ☐ Other Specify	
ETHNIC GROUP OF APPLICANT:	
☐ African ☐ Indian ☒ Coloured	
SPOUSE FULL NAME ILZER	SPOUSE EMPLOYER:
SPOUSE ID 7610170002082	SPOUSE CONTACT DETAILS:
RESIDENTIAL ADDRESS: 502 AN Raithby	POSTAL ADDRESS:
SUBURB/VILLAGE: Raithby	SUBURB:
NEAREST TOWN: Gans Steilenbosch	
MUNICIPALITY: Stellenbosch	POSTAL CODE:
DISTRICT: Winelands	PROVINCE:
PROVINCE: Western Cape	FACEBOOK/TWITTER ACCOUNT:
TELEPHONE NO: 071 3688 04	CELL PHONE NO:
FAX NUMBER:	EMAIL ADDRESS
HOW LONG HAVE YOU BEEN LIVING IN MUNICIPAL AREA:	☐ 1-2 YRS ☐ 2-4 YRS ☐ 5-9 YRS ☒ 10+
PREFERRED LEASE AREA (Farm number):	502 AU
EMPLOYMENT AND EDUCATIONAL DETAILS	
OCCUPATION:	
☐ Student ☐ Pensioner ☐ Farmer ☐ Farm Worker ☒ Self-Employed	

☐ Employed in the Private Sector ☐ Unemployed ☐ Internship ☐ Other ☐ Specify Other: _____
NAME OF EMPLOYER:
TYPE OF EMPLOYMENT:
BUSINESS ACTIVITIES (SELF-EMPLOYED): <i>farming and general maintenance</i>
SOURCES OF INCOME: <i>General maintenance</i> ☐ Salaries, wages, commissions ☒ Income from business ☐ Pension Funds ☐ Grants (includes old age pension) ☐ Sales of farming products and services ☒ Remittances (money received from people living elsewhere) ☐ No income ☐ Other income sources (rental income, interest, etc)
HIGHEST LEVEL OF EDUCATION COMPLETED: ☐ Primary ☒ Secondary ☐ Matric ☐ N1-N4 ☐ N5-N6 ☐ National Diploma(TVET/University) ☐ Honors Degree ☐ Bachelor's Degree ☐ Bachelor's Degree & Postgraduate ☐ Master's Degree ☐ Doctorate Degree

HAVE YOU RECEIVED ANY TRAINING RELATED TO FARMING (FORMAL OR INFORMAL): ☐ YES ☐ NO		
TRAINING OF APPLICANT RELATED TO FARMING/AGRICULTURE:		
NAME OF TRAINING	YEAR	INSTITUTION (FORMAL/INFORMAL)
INSTITUTIONAL ARRANGEMENT		
ARE YOU A MEMBER OF A GROUP THAT WANTS TO FARM COLLECTIVELY		
☐ YES		
☒ NO		
☐ M		
☐ F		
SIZE OF GROUP:		
NUMBER OF DISABLED:		
18-35 YEARS:		
36-50 YEARS:		
51-65 YEARS:		
65-79 YEARS:		
80 YEARS AND ABOVE		
TOTAL:		
TYPE OF LEGAL ENTITY:		
☐ Communal Property Association ☐ Company ☐ Trust ☐ Close Cooperation ☐ Cooperative ☐ Farmers Association		

☐ Other		
YEARS OF GROUP ENTITY EXISTENCE:		
☐ 0-1 year ☐ 2-4 years ☐ 5-9 years ☐ 10 + years		
LEGAL ENTITY REGISTRATION NUMBER:		
NAME & SURNAME OF CONTACT PERSON:		
POSTAL ADDRESS OF ENTITY:		
TELEPHONE:	CELL:	EMAIL:
AGRICULTURAL ACTIVITY:		
ARE YO CURRENTLY INVOLVED IN FARMING:		
☒ YES ☐ NO		
DO YOU PAY RENT WHERE YOU FARM:		
☒ YES ☐ NO		
TYPE OF LAND OWNERWHIP WHERE YOU CURRENTLY FARM:		
☒ Rented ☐ Private/Family Farm ☐ Communal land (tribal land) ☐ State land ☐ Communal land ☐ Labor tenant ☐ Farm dweller ☐ Other (specify)		
HOW MANY YEARS HAVE YOU BEEN FARMING:		
3		

- ☐ 0-1 year
- ☒ 2-4 years
- ☐ 5-9 years
- ☐ 10+ years

TYPE OF FARMING EXPERIENCE:

Proteas, fynbos, catt flowers

WHICH SOCIAL CLUBS/ASSOCIATION/ORGANIZATION DO YOU BELONG TO:

- ☐ Farmers Association
- ☐ Producers Association
- ☐ Cooperatives
- ☐ Community Garden Group
- ☐ Stokvel
- ☐ Special Interest Group
- ☐ Other (specify)

DO YOU REQUIRE ASSISTANCE WITH THE FOLLOWING:

- ☐ Development of Business Plan
- ☐ Market Access
- ☐ Business Registration
- ☐ Mentorship
- ☒ Agricultural Training
- ☒ Management Training
- ☐ Other (specify)

NO. OF PEOPLE TO BE EMPLOYED BY PROJECT:**NO. OF EMPLOYEES:****TYPE OF EMPLOYMENT:**

- ☐ Permanent
- ☐ Temporal
- ☐ Contract
- ☐ Seasonal
- ☐ Internship
- ☐ Volunteer
- ☐ Other

DOES YOUR HOUSEHOLD OWN CROPS / LIVESTOCK:

- ☐ Cattle
- ☐ Sheep

☐ Goat ☐ Pigs ☐ Chicken ☐ Geese ☐ Grain ☐ Vegetables ☐ Sugar Cane ☐ Other (Specify)		
Type of Horticulture and Crop Production	Number of hectares farmed	☐ Household consumption ☐ Sale
		☐ Household consumption ☐ Sale
		☐ Household consumption ☐ Sale
		☐ Household consumption ☐ Sale
		☐ Household consumption ☐ Sale
		☐ Household consumption ☐ Sale
		☐ Household consumption ☐ Sale
PREVIOUS GRANTS RECEIVED FROM GOVERNMENT: ☐ SLAG ☐ LRAD ☐ CASP ☐ Restitution grant ☐ Housing subsidy ☐ Agricultural grant ☐ Other (Specify)		
NAME OF GRANT	GOVERNMENT DEPARTMENT	AMOUNT RECEIVED

	☐ Mushrooms ☐ Sprouts ☐ Non-food crops(grass) ☐ Other(specify)				
☒ Beekeeping					
MAIN AREAS OF INTEREST	☒ Primary Production ☐ Processing ☐ Marketing				
	☐ Own consumption ☐ Informal market ☒ Formal market				
INTERESTED IN PRODUCING FOR					
LIST OF FARM IMPLEMENTS (IRRIGATION LAND)					
HOUSEHOLD MEMBER DETAILS (List all persons in your Household, Group Applications, this part must be completed by all Members of the group).					
HOUSEHOLD REF NO:					
FATHER	☐ Employed (E)	Full Name:	CHILDREN/ GRAND CHILDREN	☐ M	Full Name:
	☐ Unemployed (U)	ID:		☐ F	ID:
MOTHER	☐ Employed (E)	Full Name:		☐ M	Full Name:
	☐ Unemployed (U)	ID:		☐ F	ID:
SIBLING	☐ F ☐ M ☐ E ☐ U	Full Name:		☐ M	Full Name:
		ID:	☐ F	ID:	
	☐ F ☐ M ☐ E ☐ U	Full Name:	GRANDMOTHER	☐ Employed (E)	Full Name:
		ID:	MATERNAL	☐ Unemployed (U)	ID:
	☐ F ☐ M ☐ E ☐ U	Full Name:	GRANDFATHER	☐ Employed (E)	Full Name:
		ID:	MATERNAL	☐ Unemployed (U)	ID:
	☐ F ☐ M ☐ E ☐ U	Full Name:	GRANDMOTER	☐ Employed (E)	Full Name:
		ID:	PATERNAL	☐ Unemployed (U)	ID:
	☐ F ☐ M ☐ E ☐ U	Full Name:	GRANDFATHER	☐ Employed (E)	Full Name:
		ID:	PATERNAL	☐ Unemployed (U)	ID:

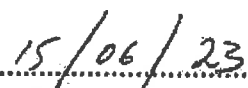
INCOME RANGE RECEIVED THROUGH WORK, BUSINESS OR FARMING PER MONTH	☐ 0-R199 ☐ R200 - R499 ☐ R500 - R1199 ☐ R1200 - R1799 ☐ R1800 - R2499 ☐ R2500 - R4999 ☐ R5000 - R9999 ☐ R10000 - above	

WHAT ARE YOU INTENDING TO USE THE LAND FOR?	
AGRICULTURAL ACTIVITY	TYPE
☐ Crop Production	☐ Grains ☐ Vegetables ☐ Sugar Cane ☐ Tobacco ☐ Cotton ☐ Tea ☐ Other Specify
☐ Viticulture/Vineyards	
☒ Horticulture	☐ Fruits ☐ Herbs ☒ Flowers ☒ Medicinal plants

DECLARATION:

I declare that the information furnished in this applicant form is, to the best of my knowledge, true and correct. I also declare that I am not employed by the public service/ not a politician/ not a member of the traditional authority remunerated by the State and to the effect that my spouse is not a civil servant and acknowledge that any misrepresentation in this regard constitutes a ground for immediate termination of the agreement.


.....
SIGNATURE OF APPLICANT


.....
DATE

PostNet Gardens Centre

From: Iizer Cortereal <corterealizer@gmail.com>
Sent: 15 June 2023 12:21
To: gardenscentre@postnet.co.za

To whom it may concern

I currently lease 502AW in Raithby. In total it is 6 hectares but I can only utilize 2 hectares due the fact that part of 502 AW is a CBA.

Therefore I am applying for 502AU which is next to 502AW. If this application is approved it will help me to farm more intense and eventually be a successful farmer.

We are aware of the fact that we are situated next to a CBA therefore we intend to only plant fynbos and proteas and do some beekeeping.

Thank you.
Regards
Bradley Cortereal

Bradley Cortereal
502 AW
Raithby Annandale Road
Raithby
7130

Business plan for 502AU Executive Summary

This business plan outlines the plan to establish and operate 8.9 hectares of fynbos, proteas and beekeeping for the cut flower market. The beekeeping would help with pollination therefore the two goes hand in hand.

We also intend to use the fynbos and proteas which is native to 502AU to reproduce so the cuttings would have the same genetics of the current fynbos and proteas growing in the area.

Goals

Our goal is to supply the local and international flower market. The raw honey will be sold locally.

Business background

I have been farming in this industry for the last 7 years. I have owned a flower shop just before Covid hit us. I also have been farming on Koopmans kloof which belonged to the late Stefan Smith. My contract has become nul and void after he passed away. I am currently farming on 502 AW in Raithby. We currently utilize +-2 hectares of the 6 hectares we are leasing due to the fact that part of the land is a CBA. For us to export we need at least 7 to 9 hectares of land.

Business structure

Bradley Cortereal -Ceo
Ilzer Cortereal - Business partner
Bradwyn Cortereal - Business partner and investor

Marketing plan

Our market research was done 7 years ago. We have been in the market ever since. We use to buy and resell. Our main goal is to cut out the middle man and sell directly to flower shops and exporters. This will have a massive positive results on our profit margin.

Production plan

We currently need 7 hectares of land to produce enough cut flowers for our market. We need a borehole pump to make sure our 2 dams stay full through the summer. No irrigation is needed during winter. Our main goal is to also build a storeroom with cooling facilities and a workplace for our future employees.

Financial plan

We are currently 3 investors in our business for 502AW

Bradley Cortereal
Bradwyn Cortereal
Safras Daniel Badenhorst

If our application is successful we would put our money into 502AU to make it a successful business.

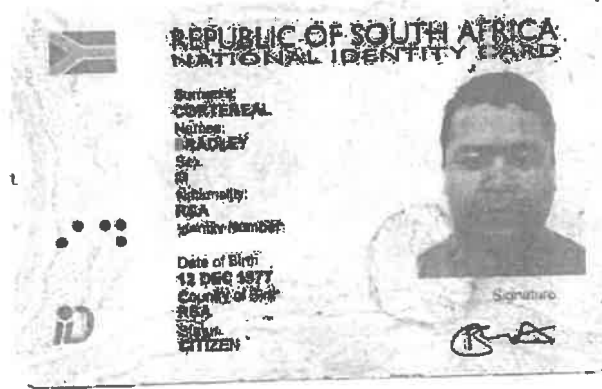
Appendices

We currently have 2 hectares fynbos, proteas and eucalyptus that's already planted on 502 AW. We will be in production by die end of 2024.

Signature

Bradley Cortereal





Bradley Cartereal

502 AU



home affairs

 Department:
Home Affairs
REPUBLIC OF SOUTH AFRICA

G4689899

83/DHA - 5

MARRIAGE CERTIFICATE

PARTICULARS FROM THE POPULATION REGISTER I.R.O.

 IDNO. HUSBAND: 771212 0
 SURNAME: CORTEREAL

FIRST NAMES: BRADLEY

DATE OF BIRTH: 1977-12-12

IDNO. WIFE: 0 08

MAIDEN NAME: GHALPIE

FIRST NAMES: ILZER

DATE OF BIRTH: 1976-10-17

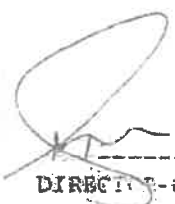
TYPE OF MARRIAGE: CIVIL

DATE OF MARRIAGE: 2016-03-30

PLACE OF MARRIAGE: EERSTE RIVER

DATE OF ISSUE: 2019-07-29

ISSUED BY: YMM209


 DIRECTOR-GENERAL: HOME AFFAIRS

DEPARTMENT OF HOME AFFAIRS
PRIVATE BAG X5063
2019-07-29
STELLENBOSCH 7589
D. O. STELLENBOSCH (08)

SPA

REPUBLIC OF SOUTH AFRICA
NATIONAL IDENTITY CARD

Surname: GORTER
First Name: ILZER
Sex: F
Place of Birth: RSA
Issuing Authority: ID
Date of Birth: 12 OCT 1976
Country of Birth: RSA
Citizen: CITIZEN

Signature: [Signature]

Photo: [Photo]

Conditions:
This card has been issued by the
Department of Home Affairs in terms of the
Identification Act, Act 68 of 1997
If there please forward to the Department of Home Affairs
For replacement, correction or renewal of the card

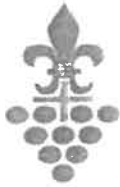
Date of issue: 28 JUN 2016

RSA



102360123





STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

FARMS LEASE APPLICATION FORM APPLICATION INFORMATION AND CONDITIONS

1. Eligibility Criteria

To be eligible to be granted a Land / Farm to Lease you must meet the following Eligibility Criteria:

- a) Applicant/s must not be employed by the three spheres of government or employees of all public entities prior to the signing of lease, politicians who hold public office, traditional leaders who receives remuneration from the State and permanent residents who are issued permanent residence permits as prescribed into Sec 26 & 27 of
- b) Immigration Act, 2002 (Act 13 of 2002). Public servants shall not qualify to benefit from agricultural support irrespective of them falling under any of the categories identified above.
- c) The target group for agricultural support which is Africans, Indians and coloureds.
- d) If you are not a resident of the Stellenbosch Municipal area for 5 years or longer.
- e) Subsistence farmers:
 - Communal/village subsistence farmers,
 - Municipal commonage farmers, and
 - sustained homestead garden producers.
- f) Further priority, within the target group shall be given to women and the youth who either have basic farming skills or experience. Special attention shall be paid to the youth with experience or qualifications in the field of agriculture.
- g) Public servants shall not qualify to benefit from agricultural support irrespective of them falling under any of the categories identified above

2. Compliance Check

A full compliance check of your details provided in this Application for Land Lease and any other information requested and provided by you will be undertaken checked for compliance. If you are deemed ineligible:

- a) Your application will be rejected
- b) If you have provided false or misleading information, Stellenbosch Municipality will terminate contract.

3. Acceptance or Rejection of Application

The Application will be assessed in accordance with the conditions and requirements advertised and may be rejected if:

- a) You do not meet the Eligibility Criteria above; or
- b) You are employed by the state
- c) If you are not a resident of the Stellenbosch Municipal area for 5 years or longer.
- d) The Application has not been fully completed or executed to the satisfaction of Stellenbosch Municipality

4. Termination of Application

A provisional allocation or selection shall cease under the following circumstances:

- a) Death of the potential beneficiary
- b) Criminal records or conviction
- c) Written withdrawal of application by the beneficiary
- d) Withdrawal of the farm by the landowners or seller
- e) Any other circumstances that the committee may feel justify the termination or withdrawal of the allocation.

5. Documents to be attached to the application Form

- a) SA certified ID copy of applicant & spouse.
- b) Proof of residence
- c) Certified Legal Entity Registration Certificate (if the applicant is an entity)
- d) Schedule of own assets (related to farming) eg. farm implements and machinery etc.
- e) Copy of marriage certificate (if married)
- f) Certificate/s of training provided (if any)
- g) Financial Resources to cover first production Cycle (e.g. proof from the bank).
- h) Business plan/agricultural plan for the identified portion of agricultural land.

APPENDIX 6

EIKESTADNUW - 26 NOVEMBER 2020

NOTICE 71/2020 - KENNISGEWING 71/2020

LEASE OF MUNICIPAL AGRICULTURAL LAND

Notice is hereby given that offers are invited from individuals or enterprises to lease the properties below in line with the approved Policy: Management of Municipal Agricultural Land as published in the Government Gazette (27 March 2017).

The aim to lease the properties as listed below is to advance the Economic Development objectives of Council in terms of creating access to municipal agricultural land for current and potential emerging farmers.

	Property description	Size	Total (ha)	Water (ha)
1	502 BH 9 & 10	5 ha	5	5
2	502 BH 23 & 24	5 ha	5	5

Application forms can be collected from the Economic Development office at 58 Andringa Street Stellenbosch or requested via email from Tamzin.Lakey@stellenbosch.gov.za

Minimum Criteria

Resident of the WC024 area
From a previously disadvantaged background
Not employed by 3 spheres of government
If Applying as an entity must be 80% minimum black owned

Experience in farming
Provision of business plan
Access to market
Availability of funding

For more information contact Tamzin Lakey at Tamzin.Lakey@stellenbosch.gov.za or at 021 808 8173. Offers have to be submitted by end of business on 21 Dec 2020 to the Local Economic Development office in 58 Andringa Street, Stellenbosch.

Ms Geraldine Mettler
Municipal Manager
Stellenbosch Municipality

HUUR VAN MUNISIPALE LANDBOUGROND

Neem kennis dat individue of maatskappye hiermee uitgenooi word om aansoek te doen vir die huur van die onderstaande ingevolge die Befeld op die Bestuur van Munisipale Landbougronde soos adverteer in die staatskoerant (27 Maart 2017)

Die doel om die onderstaande landbougronde te verhuur is gefokus op die Ekonomiese Ontwikkelings objektief van die Raad om toegang tot landbougrond vir huidige en potensiële opkomende boere te bevorder.

	Eiensoms beskrywing	Grootte	Totaal (ha)	Water (ha)
1	502 BH 9 & 10	5 ha	5	5
2	502 BH 23 & 24	5 ha	5	5

Minimum Criteria

Woonagtig in die WC024 area
Afkomslik van 'n voorheen benadeelde agtergrond
Mag nie 'n staatswerker wees nie
Entiteite wat aansoek doen moet 80% swart wees

Ondervinding in boedery
Inhandiging van 'n besigheidsplan
Toegang tot markte
Toegang tot fondse

Aansoekvorms kan aangevra word by Tamzin.Lakey@stellenbosch.gov.za of 'n harde kopie kan afgehaal word by die Ekonomiese Ontwikkelingskantore (PEO). Vir meer inligting kontak Tamzin Lakey by Tamzin.Lakey@stellenbosch.gov.za of telefonies 021 808 8173. Voorstelle moet ingedien word by die PEO kantoor voor of op 21 Des 2020:

Ms Geraldine Mettler
Munisipale Bestuurder
Stellenbosch Munisipaliteit

APPENDIX 7



STELLENBOSCH

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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

NOTICE: 68/2023

LEASE OF MUNICIPAL AGRICULTURAL LAND

Notice is hereby given that proposals are requested from individuals or enterprises to lease the land below in line with the approved Policy: Management of Municipal Agricultural Land as published in the Government Gazette of 27 March 2017, including but not limited to:

The aim to lease the properties as listed below is to advance the Local Economic Development objectives of Council in terms of creating access to municipal agricultural land for current and potential emerging farmers. It must be noted that all portions on farm portion 502 BH is not conducive for livestock farming and Portion 502 AU is regarded as a highly sensitive area and the only farming purpose this land could be utilized for is beekeeping.

Application forms can be collected from the Economic Development office at the NPK Building, 2nd Floor, Cnr Ryneveld and Pienaar Street, Stellenbosch or requested via email from Mark.Harris@stellenbosch.gov.za or downloaded from www.stellenbosch.gov.za.

For more information contact Mark Harris at Mark.Harris@stellenbosch.gov.za or at 021 808 8159 / 021 808 8974. Proposals must be submitted no later than 12:00 on 15 June 2023 to the Economic Development office at the NPK Building, 2nd Floor, Cnr Ryneveld and Pienaar Street, Stellenbosch.

	PROPERTY DESCRIPTION	SIZE (ha)	WATER (ha)
Re-Advertised	502 BH PORTION 9 & 10	5	2
Re-Advertised	502 BH PORTION 23 & 24	5	2
New Portion	502 BH PORTION 17 & 18	5	2
New Portion	502 AU	8.9	No Water
	TOTAL	23.8 ha	

Ms Geraldine Mettler
Municipal Manager
Stellenbosch Municipality

KENNISGEWING: 68/2023

HUUR VAN MUNISIPALE LANDBOUGROND

Kennis word hiermee gegee dat voorstelle van individue of ondernemings versoek word om die grond hieronder te verhuur in ooreenstemming met die goedgekeurde beleid op die Bestuur van Munisipale Landbougrond soos gepubliseer in die Staatskoerant van 27 Maart 2017, insluitend maar nie beperk nie tot:

Die doel om die eiendomme soos hieronder gelys te verhuur, is om die Plaaslike Ekonomiese Ontwikkelingsdoelwitte van die Raad te bevorder in terme van die skep van toegang tot munisipale landbougrond vir huidige en potensiele opkomende boere. Daar moet kennis geneem word dat alle gedeeltes op plaasgedeelte 502 BH nie bevorderlik is vir veeboerdery nie en dat Gedeelte 502 AU as 'n hoogs sensitiwe area beskou word en die enigste boerderydoel waarvoor hierdie grond aangewend kan word, is byeboerdery.

Aansoekvorms kan by die Ekonomiese Ontwikkelingskantoor by die NPK-gebou, 2de Vloer, Hs Ryneveld- en Pienaarstr., Stellenbosch afgehaal word, of per e-pos aangevra word van Mark.Harris@stellenbosch.gov.za of die kan afgehaal word vanaf www.stellenbosch.gov.za.

Vir meer inligging kontak Mark Harris by Mark.Harris@stellenbosch.gov.za of by 021 808 8159 / 021 808 8974. Voorstelle moet nie later as 12:00 op 15 Junie 2023 ingedien word nie by die Ekonomiese Ontwikkelingskantoor by die NPK-gebou, 2de Vloer, Hs Ryneveld- en Pienaarstr., Stellenbosch.

	BESKRYWING VAN EIENDOM	GRÖÖTTE (ha)	WATER (ha)
Heradvertiseer	502 BH GEDEELTE 9 & 10	5	2
Heradvertiseer	502 BH GEDEELTE 23 & 24	5	2
Nuwe gedeelte	502 BH GEDEELTE 17 & 18	5	2
Nuwe gedeelte	502 AU	8.9	Geen Water
	TOTAAL	23.8 ha	

Ms Geraldine Mettler
Municipal Manager
Stellenbosch Municipality

APPENDIX 8



TELLENBOSCH
S. ELLENBOSCH • FNIEL • FRANSCHHOEK

MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

Delivery of Application form and supporting documents

Date of document delivery	Name and Surname	Email address	Contact number	Signature
08/12/2020	Ansel Langeveldt	Ansel305@gmail.com	0761455554 (x2)	
21/12/2020	Pakama Moatsena	pakamoat@gmail.com	0792176291 (x2)	
21/12/2020	Carmen Louw	clouw.conti@gmail.com	076 156 8376	
21/12/2020	HENZA Sam	henza117@gmail.com	0834426287	
21/12/2020	Mhondosi Mxube	mhondosi.mxube@gmail.com	073 044 5879	
21/12/2020	Simlindile Patekile	simlindilepatekile@gmail.com	083 243 4969	
21/12/2020	Basil Williams	herbalviewnursery@hannak.co.za a madelieve, Cuckersville, 7600	076729 6463	
21/12/2020	Dani Delport			
21/12/2020	Jordana Greepe	jordana.poultry@gmail.com	084 705 3182	
21/12/2020	Derrick MARIANI	derrickmariani@gmail.com	07444 2484	
21/12/2020	Anette Gordon	anettegordon@gmail.com	012 368 2187	
21/12/2020	N. Outong	najrahoutong@gmail.com	0612892357 (x3)	
29/01/2021	J. Thomas	jeronetonia@yahoo.com	074 4290267	

APPENDIX 9



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT



LEASE OF MUNICIPAL AGRICULTURAL LAND – APPLICATIONS

	NAME & SURNAME	ADDRESS AND CONTACT DETAILS	SIGNATURE
1	NAOMI LINDERS	071 640 5492 (All 3 Portions) 12.06.2023 Weservalleipad, Jonestown, Stellenbosch 7590	
2	S&M Eco-Farming	Received by Leslie. 12.06.2023	
3	Ansell Langeveldt	072 6008534 Unit 25, Melkhaagte Village, Arbaudins, STB (13.06.2023)	
4	Kamaria Stone	083 6919530 62 Parfaite Str, Jonestown, Stellenbosch 7600	
5	Yvonne Petersen	073 7155872 6 Potem Street, Westbank. 7580	
6	Craig Paulsen	094 0529476 Nietwibij Stellenbosch	
x	GRAHAM DHELMINIE	30 STINKHOUTEN DRASWATER.	
8	Bernhard Solomon	20 Bobsway Devon park Eersteriver	
9	BREON CRASSEN	44 MAHONIE STREET, EERSTERIVER 0720159679	
1	Zamile Myataza	2947 Watergang Kayamwazi	

APPENDIX 10

EVALUATION on EXPERIENCE (30) and BUSINESS PLAN AND FINANCIAL READINESS (50)									
NO	APPLICANT	PORTION	Mark Harris	Schalk van der Merwe	Tammy Leibrandt	Zingani Tshetu	Yolande van den Berg	Joan Felix	Total Average Score
13	Herbal View Hydroponics	502BH 23 & 24	N/A	Previously Scored	Previously Scored	Previously Scored	Previously Scored	Previously Scored	75
24	Veldt Boerdery	502BH 9 & 10 502BH 17 & 18 502BH 23 & 24	70	65	65	66	63	65	66
19	Naomi Herbs	502BH 9 & 10 502BH 17 & 18 502BH 23 & 24	65	70	65	67	69	55	65
4	Bradley Cortereal	502 AU	45	25	30	40	38	30	35

11.11	MUNICIPAL MANAGER
11.11.1	MUNICIPAL PARTNERSHIP FOR HUMAN RIGHTS: PROGRESS REPORT BY THE MUNICIPAL MANAGER

Collaborator No: 11/2/5/2/2

IDP KPA Ref No: Good governance and compliance

Meeting Date: Mayco: 11 October 2023 & 17th Council: 25 October 2023

1. SUBJECT: MUNICIPAL PARTNERSHIP FOR HUMAN RIGHTS: PROGRESS REPORT BY THE MUNICIPAL MANAGER

2. PURPOSE

To report to Council in terms of Council Item 13.5 of the 8th Council meeting of 26 October 2022 . See attached **ANNEXURE 1**, in particular reference to resolution (e) of the minutes of this meeting.

Resolution (e): “that the Municipal Manager submits an updated (interim) report to Council as soon as the final application to Swedish International Centre for Local Democracy (ICLD) is approved by the latter.”

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

Stellenbosch Municipality entered into a partnership agreement with Jönköping Municipality on the topic of Human Rights on 17 December 2020, which culminated in a multi-year agreement in December 2022. Therefore, and in accordance with the reporting standards created in the preceding years, the Municipal Manager must provide an annual report to Council, detailing the relevant activities undertaken during the reporting period.

The feedback to Council will deal with the following:

- 4.1 The conclusion of the Inception Phase of the Swedish International Centre for Local Democracy Programme;
- 4.2 The application to the Swedish International Centre for Local Democracy for a multi-year project;
- 4.3 Visit by representatives from Jönköping Municipality;
- 4.4 Establishment of a Steering Group / Committee;
- 4.5 Proposals for the multi-year programme;
- 4.6 The International Training Programme of Swedish International Centre for Local Democracy;
- 4.7 The alignment of the municipal partnership programme with the Stellenbosch Municipality’s Employee Wellness Programme; and

- 4.8 Visit to neighbouring countries by representatives from the Stellenbosch Municipality (in accordance with the International Training Programme).

5. RECOMMENDATIONS

- (a) that Council takes note of the visit by representatives of Jönköping Municipality during February 2023;
- (b) that Council takes note of the visit to Gaborone Botswana during March 2023 by a delegation from Stellenbosch Municipality as part of the International Training Programme;
- (c) that Council takes note of the training in Lusaka, Zambia during December 2022 by a delegation from Stellenbosch Municipality as part of the International Training Programme;
- (d) that Council takes note of the Municipal Manager's progress report / feedback;
- (e) that Council takes note of the approval multi-year application by Swedish International Centre for Local Democracy; and
- (f) that Council takes note of the integration between the Employee Wellness Programme and the Municipal Partnership Programme.

6. DISCUSSION / CONTENTS

6.1 Background

Abbreviations

ICLD	-	Swedish International Centre for Local Democracy
ITP	-	International Training Programme
NS	-	NORMSTORM
GBP	-	Gender Based Planning
EWP	-	Employee Wellness Programme
MPP	-	Municipal Partnership Programme
SDG	-	Sustainable Development Goal

6.1.1 Conclusion of inception phase

As indicated in previous items to Council, the Municipal Partnership Programme (MPP) consist of 2 phases, i.e.,

- i. an Inception Phase; and
- ii. a Multi-year Project Phase. The latter phase is envisaged to continue for the following 3 to 4 calendar years (2023 – 2026).

The inception phase is an introduction phase, in which the respective municipalities learn more about each other in order to determine if a collaboration would potentially

culminate into a multi-year programme / project. Stellenbosch and Jönköping Municipality has successfully concluded the inception phase and has since January 2023 entered into a multi-year programme **ANNEXURE 2**.

6.1.2 The application to the Swedish International Centre for Local Democracy for a multi-year project

The Partnership of Stellenbosch Municipality and Jönköping Municipality successfully applied for a multi-year programme in accordance with the prescribes of the Swedish International Centre for Local Democracy. The approval of the multi-year programme was granted in December 2022. However, there was a correction in the approval and the final approval was therefore granted in May 2023. **ANNEXURE 3.**

**6.1.3 2nd Visit to Jönköping Municipality**

Representatives from Jönköping Municipality, as well as two schools from the Swedish town visited Stellenbosch Municipality during the last week of February 2023. The purpose of this visit was to “kick-off” the multi-year phase of the partnership. The partnership will henceforth concentrate on implementing the respective versions of NORMSTORM and will also be exploring bi-lateral cooperation opportunities such as energy.

6.1.4 Swedish International Centre for Local Democracy requirement revisited

Swedish International Centre for Local Democracy requires the two municipalities to work jointly on a human rights project that will be beneficial to both municipalities' gender-based issues and programmes respectively.

As mentioned, NORMSTORM was the chosen project, but different elements of this programme has been employed by the respective municipalities. Table 1 (below) summarises the Sustainable Development Goal 5.

Table 1: Interpretation of Sustainable Development Goal 5 (Jönköping and Stellenbosch Municipality respectively)

HUMAN RIGHTS PROGRAMME		Gender Equality	
Sustainable Development Goal		5	
Localised programme		NORMSTORM	
Jönköping Municipality interpretation		Youth Focus	To be confirmed by Jönköping Municipality
Stellenbosch interpretation	Municipality	Employee focus – emphasis on young employees	<ul style="list-style-type: none"> • Integrated Development Plan • Gender Matrix • Employee Wellness / Appreciation programme • Gender sensitive infrastructure deployment especially in vulnerable areas



6.2 Stellenbosch scenario

- a) Stellenbosch Municipality must implement NORMSTORM *mutatis mutandis*, i.e., Stellenbosch Municipality must implement a version of NORMSTORM, however the founding principles of NORMSTORM will fundamentally be rooted in the Stellenbosch Municipality approach;
- b) Against this overview, Stellenbosch Municipality identified 3 (three) areas within the current organisation where a version of NORMSTORM is applicable. These areas are:
 - i. Including / emphasising gender matters in the IDP through the gender matrix (**ANNEXURE 4**).
 - ii. Provision of infrastructure through a gender sensitive lens, especially in vulnerable areas.
 - iii. Revisit the NORMSTORM through the Stellenbosch Municipality Employee Wellness / Appreciation programme.

The reasoning behind this is that the majority of employees are also parents. The distribution of changed norms and standards can start through these vessels / vehicles.

- 6.2.1 The above is/or should be underpinned by regular communication and reporting in the employee centered media such as the Stell-Teta.

Table 2: Short-term interventions

SHORT TERM INTERVENTIONS			
	ITEM	DATE	COMMENTS / NOTES
1.	Item to Council	June 2023	Postponed to October 2023 in order to include the signed Agreement as an annexure and to accommodate Employee Wellness Day
2.	Gender Matrix - IDP (5 th Generation)	April 2023	Completed (Annexure 4)
3.	Communication: Stell-Teta	July 2023 (thereafter quarterly)	Completed
4.	Video / Photographic Equipment (SG Budget)		To be discussed with Jönköping Municipality

The details of the Memorandum of Understanding between the two (2) municipalities will be discussed and concluded during the 2023 visit by Stellenbosch Municipality to Jönköping Municipality.

6.2.2 Draft implementation strategy (Stellenbosch Municipality)Table 3: Medium-term interventions

MEDIUM TERM INTERVENTIONS			
	ITEM / ACTION	DATE	COMMENTS / NOTES
5.	Lighting project – wall mounted solar lights Budget 24/25	2024/2025	Contact has been made with a researcher running a similar programme in City of Cape Town. Proposed pilot for next financial year.
6.	Communication Strategy	2024/2025	In process to develop a communication plan specific for the issues as described under Sustainable Development Goal 5. Draft in progress.
7.	Employee Wellness Programme	2024/2025	Integration between International Training Programme and Employee Wellness Programme

The Swedish International Centre for Local Democracy requires that, once the Inception Phase of a municipal partnership has commenced, the partnering municipalities must visit each other to determine if the match between the municipalities can result in a plausible future relationship. If the municipality are a match they should visit each other annually. It was therefore incumbent for Jönköping Municipality to visit Stellenbosch Municipality and *visa versa* in order to ascertain if the above is achievable and sustainable.

6.2.3 Employee Wellness Programme

The Employee Wellness Programme is a key element of the municipal collaboration. It is with keen interest that our Swedish counterparts are observing this programme from abroad especially the intertwining of gender matters in the workplace, as well as in less stressed environments such as the Employee Wellness Day activities.

The Wellness Day was scheduled for 29 September 2023. The latter had to be cancelled as a result of the recent storm damages that was experienced in the Western Cape area and Mop up operations had to be done.

The Wellness Day activities has been postponed to a later date.

6.2.4 Alternative Energy

The Jönköping Municipality generates up to 30% of their energy by means of alternative energy sources. Most of the energy derives through the incineration of household waste. There are several programmes in operation dealing with the collection and recycling of the waste as a product of energy.

6.2.5 Waste Management

The Swedes and recycling are synonymous. There are all kinds of recycling happening across the country especially in Jönköping Municipality in particular. Their Waste Management Systems are impeccable and a study of these systems as a best practice could be undertaken.

6.3 Milestones (achieved) by the partnership thus far

- The two Municipalities have found synergy in their approach and discussions, and it is therefore recommended that a multi-year project be entered into;
- That a firm agreement is reached between the two Municipalities', i.e., Twinning Agreement (to be discussed) or an agreement similar in status be entered into by the two (2) municipalities.
- That the application to Swedish International Centre for Local Democracy be finalized as per the discussions held between the two Municipalities.
- That the establishment of a steering group as per Swedish International Centre for Local Democracy's requirements be cemented through the proposed Twinning Agreement.
- Swedish International Centre for Local Democracy has a steering group training session in Lusaka, Zambia primarily aimed at enhancing the skills of the steering group members and provide training on Twinning Agreements.

The week-long training was based on various aspects of cultural diversity as opposed to monoculture hegemony (see **ANNEXURE 3** attached). This approach fits the Stellenbosch method to the multi-year project like a glove. The project recognizes that there are diverse cultures within the Stellenbosch municipal area and that a fresh approach in dealing with safety and security must appreciate the cultural diversity of the inhabitants of the Municipality.

6.4. Way Forward

- Swedish International Centre for Local Democracy is planning a 3rd leg of the training to be provided in one of the African countries. The 1st training session was held in Johannesburg and the 2nd in Lund, the 3rd in Lusaka, the 4th in Gaborone and the 5th in Lusaka .
- That the representatives attend the 5th leg of the training as arranged by Swedish International Centre for Local Democracy.
- That the representatives attend the Swedish International Centre for Local Democracy required visits to Jönköping in Sweden as part of the multi-year programme.
- An item will be submitted to Council which will include amongst others the revised MOU, the annual revision of delegates / representatives, etc.

7. Financial Implications

None. Swedish International Centre for Local Democracy covers all costs directly associated to the project(s), as well as the cost for accommodation and travelling as and when required.

8. Legal Implications

Complies with council policies and legislation.

9. Staff Implications

No additional staff implications

6.10 Previous / Relevant Council Resolutions

8TH COUNCIL MEETING: 2022-10-26: ITEM 13.5

RESOLVED (nem con)

- (a) that Council takes note of the visit to Jönköping Municipality by a delegation from Stellenbosch Municipality;
- (b) that Council takes note of the visit to Lund Municipality by a delegation from Stellenbosch Municipality as part of the International training programme;
- (c) that Council takes note of the Municipal Manager's progress report / feedback;
- (d) that Council takes note for the multi-year application;
- (e) that the Municipal Manager submits an updated (interim) report to Council as soon as the final application to the International Commission for Local Democracy is approved by the latter;
- (f) that the possibility of a Twinning Agreement be investigated and the results be reported to Council; and
- (g) that Council takes note of the training in Lusaka, Zambia during December 2022.

3RD COUNCIL MEETING: 2022-03-30: ITEM 11.11.7**RESOLVED (nem con)**

- (a) that Council takes note of the Municipal Manager's progress report / feedback;
- (b) that Council take note of the visit to Stellenbosch Municipality by a delegation of from Jönköping Municipality;
- (c) that the Municipal Manager submits an updated report to Council as soon as the final application to Swedish International Centre for Local Democracy is approved by the latter; and
- (d) that Council appoints the following office bearers, as representatives to the Swedish International Centre for Local Democracy:
 - (i) Cllr Z Dalling (Ms)
 - (ii) Cllr M Nkopane (Ms)

40th COUNCIL MEETING: 2021-01-27: ITEM 11.10.2**RESOLVED (majority vote)**

- a) that Council takes note of the requirement to identify and confirm the appointment of two (2) suitable Councillors to represent the Municipality in this partnership;
- b) that Council takes note of the requirements to identify and confirm the appointment of two (2) suitable Officials to represent the Municipality in this partnership;
- c) that council takes note that the traveling and accommodations requirements for the four (4) staff members will be covered by Swedish International Centre for Local Democracy;
- d) that Council takes note of the fact that there currently are international travel restrictions in place as a result of the ongoing Covid 19 pandemic;
- e) that Council confirms the appointment of Cllrs WC Petersen (Ms) and Z Dalling (Ms) – with Cllr E Groenewald (Ms) to be second- to represent the Municipality in this partnership, who's particular will be recorded in the Inception Application; and
- f) that Council confirms the appointment of the Municipal Manager, Ms Geraldine Mettler, and the Manager: Housing Administration, Ms Rotanda Swartbooi, as the two (2) suitable Officials to represent the Municipality in this partnership.

39th COUNCIL MEETING: 2020-11-25: ITEM 11.10.1

During deliberation on the matter, Cllr P Sitshoti (Ms) requested that the topic of Human Rights be discussed with Council before the partnership is undertaken. The Speaker replied that her request is NOTED.

RESOLVED (majority vote with 1 abstention)

- a) that Council notes the invitation by ICLD annexed hereto as “**APPENDIX 1**”;
- b) that Council approves that Stellenbosch Municipality enters into a partnership with a Swedish Municipality on the topic of Human Rights;
- c) that the Municipal Manager be authorized to negotiate the terms of the partnership agreement with the identified Swedish Municipality as per the requirements of the Inception Phase of the partnership; and
- d) that the Municipal Manager submits a report to Council subsequent to the conclusion of the Inception Phase, i.e. after one (1) year or as soon as practically possible thereafter.

6.11 Risk Implications

This report has no risk implications for the Municipality.

6.12 Comments from Senior Management

No comments required.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE ITEM 7.11.1

- (a) that Council takes note of the visit by representatives of Jönköping Municipality during February 2023;
- (b) that Council takes note of the visit to Gaborone Botswana during March 2023 by a delegation from Stellenbosch Municipality as part of the International Training Programme;
- (c) that Council takes note of the training in Lusaka, Zambia during December 2022 and October 2023 by a delegation from Stellenbosch Municipality as part of the International Training Programme;
- (d) that Council takes note of the Municipal Manager's progress report / feedback;
- (e) that Council takes note of the approval multi-year application by Swedish International Centre for Local Democracy; and
- (f) that Council takes note of the integration between the Employee Wellness Programme and the Municipal Partnership Programme.
- (g) that Council re-evaluate and confirm the delegates / representatives from Stellenbosch Municipality that will serve on the Steering Group created by the multi-year agreement, by no later than end January of every calendar year.
- (h) that Council takes cognizance that the International Centre for Local Democracy requires an annual inter-partnership visit, i.e., that Stellenbosch Municipality visits Jönköping Municipality in Sweden once a year for the duration of the multi-year programme.

ANNEXURES

ANNEXURE 1 – Minutes of 8th Meeting of Council: Item 13.5

ANNEXURE 2 - Memorandum of Understanding – Jönköpings Municipality, Sweden and Stellenbosch Municipality

ANNEXURE 3 – Agreement between the Swedish International Centre for Local Democracy Jönköpings Municipality on financial contribution from the Municipal Partnership Programme

ANNEXURE 4 – Gender Mainstreaming Matrix

FOR FURTHER DETAILS CONTACT:

NAME	Geraldine Mettler
POSITION	Municipal Manager
DIRECTORATE	Municipal Manager
CONTACT NUMBERS	021- 808 8025
E-MAIL ADDRESS	municipal.manager@stellenbosch.gov.za
REPORT DATE	2023-10-18

ANNEXURE 1

13.5	PROGRESS REPORT: MUNICIPAL PARTNERSHIP FOR HUMAN RIGHTS: VISIT TO JÖNKÖPING MUNICIPALITY
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Collaborator No: 11/2/5/2/2

IDP KPA Ref No:

Good governance and compliance

Meeting Date:

26 October 2022

1. SUBJECT: PROGRESS REPORT: MUNICIPAL PARTNERSHIP FOR HUMAN RIGHTS: VISIT TO JÖNKÖPING MUNICIPALITY

2. PURPOSE

To report back to Council in terms of Council Item 11.11.7 of the 3rd Council meeting of March 2022. See attached **ANNEXURE 1**, in particular reference to point 4.3 of the minutes of this meeting.

"Para 4.7 Visit to Jönköping Municipality in Sweden."

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

Stellenbosch Municipality entered into a partnership agreement with Jönköping Municipality on the topic of Human Rights on 17 December 2020. The feedback to Council will deal with the following:

- 4.1 The application to ICLD for a multi-year project;
- 4.2 Proposals for a multi-year programme;
- 4.3 Visit to Jönköping Municipality;
- 4.4 The International Training Programme (ITP) of International Commission for Local Democracy (ICLD);
- 4.5 The Compilation of a Steering committee.

8TH COUNCIL MEETING: 2022-10-26: ITEM 13.5

RESOLVED (nem con)

- (a) that Council takes note of the visit to Jönköping Municipality by a delegation from Stellenbosch Municipality;
- (b) that Council takes note of the visit to Lund Municipality by a delegation from Stellenbosch Municipality as part of the International training programme;
- (c) that Council takes note of the Municipal Manager's progress report / feedback;
- (d) that Council takes note for the multi-year application;

ANNEXURE 2

MINUTES

8TH MEETING OF THE COUNCIL
OF STELLENBOSCH MUNICIPALITY

2022-10-26

-
- (e) that the Municipal Manager submits an updated (interim) report to Council as soon as the final application to the International Commission for Local Democracy is approved by the latter;
- (f) that the possibility of a Twinning Agreement be investigated and the results be reported to Council; and
- (g) that Council takes note of the training in Lusaka, Zambia during December 2022.

FOR FURTHER DETAILS CONTACT:

NAME	Geraldine Mettler
POSITION	Municipal Manager
DIRECTORATE	Municipal Manager
CONTACT NUMBERS	021- 808 8025
E-MAIL ADDRESS	Municipal.manager@ Stellenbosch.gov.za
REPORT DATE	2022-10-20



**JÖNKÖPINGS
KOMMUN**



STELLENBOSCH
STAD-EN-KEUR-TOEGESAMENSKAP
MUNICIPALITY OF STELLENBOSCH

MEMORANDUM OF UNDERSTANDING

between

**Jönköping Municipality, Sweden
and
Stellenbosch Municipality, South Africa**

Agreement to attend Municipal partnership between Jönköping Municipality, Sweden and Stellenbosch Municipality, South Africa for period of 2023-01-01 to 2025-12-31

Jönköping Municipality and Stellenbosch Municipality agree on this document, to enable future project applications to International Centre for Local Democracy (ICLD). The parties will develop cooperation within the areas that are described in the ICLD, regarding the partnership within the framework of the Municipal Partnership Programme.

The partners Jönköping Municipality and Stellenbosch Municipality, hereby agree to support this partnership that takes place in the period of 2023-01-01 to 2025-12-31.


M. Johan Fritz, Chief Executive Officer
Jönköping Municipality, Sweden


M. Gemline Moxler, Municipal Manager
Stellenbosch Municipality, South Africa

ANNEXURE 3

Ref. No. 2022-0027

Steering group

Agreement between the Swedish International Centre for Local Democracy ("ICLD") and Jönköpings Municipality on financial contribution from the Municipal Partnership Programme.

Background

Jönköpings Municipality has applied to the ICLD for financing of the Steering group "Human Rights 2.0 - Steering group" (herein referred to as the "Steering group") as part of the co-operation with Stellenbosch municipality, South Africa.

The ICLD considers the application to be relevant, feasible and sustainable. The proposed Steering Group is deemed capable of ensuring strong support for the partnership and ensuring that its related projects will make sustainable contributions to the ICLD core areas, especially equity.

The ICLD has made its decision about financing. Jönköpings Municipality and Stellenbosch municipality have consented to be included in the following agreement concerning financial subsidies to implement the Steering group.

The parties agree that this agreement shall become effective on the date of formal signing by the parties. No costs that have arisen before the signing of the agreement or costs that have arisen after the 31st of August 2025 can be reimbursed.

1 Jönköpings Municipality's undertaking

- 1.1 Jönköpings Municipality will implement the Steering group in accordance with the agreed proposal, and agreed budget.
- 1.2 Deviations from the proposal and/or the agreed budget must be communicated to and approved by the ICLD before these are made. If Jönköpings Municipality deviates from the approved application and/or the budget without the approval of the ICLD, the ICLD is within its right to withhold funding.
- 1.3 Jönköpings Municipality will conduct the Steering group in accordance with the Municipal Partnership Programme's established guidelines, and budget guidelines.
- 1.4 The ICLD Code of Conduct is an integral part of this agreement and is applicable to the partners in this Steering group. The authorized signatory of Jönköpings Municipality hereby certifies that the Code of Conduct has been agreed to by the project participants in Sweden as well as by the participants in the partner country.
- 1.5 Jönköpings Municipality will report on the Steering group to the ICLD no later than the following dates unless another date has been agreed between the parties.

Project Type

Reporting no later than

Development/expansion:

8 months after the effective date of this agreement

Inception Phase and Dissemination:

14 months after the effective date of this agreement

Project and Steering Group:

14 months after the effective date of this agreement for the first year, 26 months after the effective date of this agreement for the second year if applicable, and 2025-08-31 for the third year if applicable

All reports shall include results and accounts. The reporting will be carried out in accordance with the accountancy rules stated by the ICLD.

- 1.6 The ICLD audit instructions are an integral part of this agreement and are applicable to the partners in this Steering group.

2 The ICLD's undertaking

- 2.1 The ICLD undertakes to refund Jönköpings Municipality for the actual costs of

conducting the Steering group in accordance with the approved budget. The following maximum amounts have been approved:

- 2023: 350000.00 SEK
- 2024: 350000.00 SEK
- 2025: 350000.00 SEK

Please note that budget expenditures cannot be transferred between expenses and labour costs.

2.2 Costs incurred are refunded to Jönköpings Municipality in accordance with 2.1 when the report and costs have been approved by ICLD. Projects and Steering Groups lasting for several years shall report on an annual basis and costs are then refunded yearly.

A 3.4

3 Other

3.1 This agreement is in accordance with the agreement between the Swedish Development and Cooperation Agency (Sida) and the ICLD on the financing of the Municipal Partnership Programme contribution no: 61070063. Should the agreement with Sida be subject to changes, the ICLD retains the right to change this agreement.

3.2 Any changes to this agreement are to be made in writing.

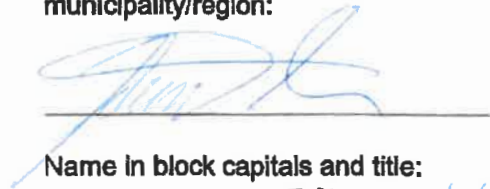
Each party has retained a copy of this agreement.

Signature of ICLD representative:



Johan Lilja, Secretary General

Signature of authorised signatory for municipality/region:



Name in block capitals and title:

Johan Fritz *stadsdirektör*

Place and date:

Visby 4 jan 2023

Place and date:

Jönköping 20221212

ANNEXURE 4

Gender Mainstreaming Matrix

	Indicator Description	Target 2022 - 2027*		Annual Target			Actual 2022/23		Actual 2023/24		Actual 2024/25		Actual 2025/26		Ad
		M	F	M	F		M	F	M	F	M	F	M	F	
3.															
3.1	Percentage of males and females that benefit from the installation of toilets installation	100%	100%	100%	100%		100%	100%							
3.2	Percentage of males and females that benefit from the installation of stand-alone water taps in informal settlements	100%	100%	100%	100%		100%	100%							

- Measured at national norms and standards for toilets and stand-alone taps respectively

Note: Everybody, regardless of gender benefits from the installation of ablution facilities and water points in an informal settlement. The facilities are gender neutral and hence a 100% benefit to all genders.

Management			Access to Basic Services												
Planning and Economic Development	Informal Settlements	3.1	Percentage of males and females that benefit from the installation of toilets in informal settlements												
	Informal Settlements	3.2	Percentage of males and females that benefit from the installation of stand-alone water taps in informal settlements												
			Economic Growth												
			Accessibility mode												
Directorate	Department	Indicator Description	Target 2022 - 2027	Annual Target	Actual 2022/23	Actual 2023/24	Actual 2024/25	Actual 2025/26							
			M	F	M	F	M	F	M	F	M	F	M	F	
Corporate	Human Resource	1.10	Percentage of Non-permanent employees (incl. EPWP, Conditional Grants, Provincial Grants) disaggregated by												

4

12.	MUNICIPAL PUBLIC ACCOUNTS COMMITTEE (MPAC): [CLLR WF PIETERSEN]
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12.1.1	CONSIDERATION OF CONTRACTOR'S EXPENDITURE INCURRED RELATING TO B/SM 40/22: INTERNAL REFURBISHMENT OF THE NPK BUILDING ON ERF 1852 STELLENBOSCH, FOR SERVICES RENDERED BY BAMBANA MANAGEMENT SERVICES (PTY) LTD
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Collaborator No: 756030

IDP KPA Ref No: Good Governance

Meeting Date: 05 October 2023 & 17th Council 2023-10-25

- SUBJECT: CONSIDERATION OF CONTRACTOR'S EXPENDITURE INCURRED RELATING TO B/SM 40/22: INTERNAL REFURBISHMENT OF THE NPK BUILDING ON ERF 1852 STELLENBOSCH, FOR SERVICES RENDERED BY BAMBANA MANAGEMENT SERVICES (PTY) LTD**

- PURPOSE OF REPORT**

To provide information, regarding the R87 998.00 expenditure incurred with regards to the Internal refurbishment of the NPK building on Erf 1852, Stellenbosch for administrative offices for Stellenbosch Municipality without prior approval of a variation order, for investigation by MPAC. And to recommend to Council to certify the expenditure because the services were rendered. The expenditure is regarded as irregular because it breached the procurement process for prior approval of the additional work which not obtained before the work was completed and the variation approved.

- DELEGATED AUTHORITY**

Council

- EXECUTIVE SUMMARY**

Bid B/SM 40/22 was awarded to Bambana Management Services (Pty) Ltd on 26 April 2022 for the Internal refurbishment of the NPK building on Erf 1852 Stellenbosch, for administrative offices for Stellenbosch Municipality.

The original bid was approved by the Bid Adjudication Committee (BAC) for the total contract amount of R 23 957 544,77 (VAT inclusive) with a contingency amount of only R200 000 included in that price.

The contract amount was extended for additional unforeseen work and an extension of time claim, during the course of the construction with prior approval in terms of the supply chain processes and within the 20% allowed for variations. A final invoice for the amount of R87 998,00 exclusive of VAT was delivered by the service provider after completion of the work that includes additional work for example additional plugs and electrical work needed for regulatory requirements. This invoice must still be paid despite the work has been delivered to Bambana Management Services (Pty) Ltd.

The amount for the final invoice required a variation of the tender amount and this variation was granted at the Bid Adjudication meeting and approved by the Accounting Officer on 21 August 2023. It means the variation percentage is now 19,98 % which falls within the allowed 20% range. The work was done before approval to extend the contract amount with the R87 998.00 and hence referred to MPAC for consideration.

5. RECOMMENDATION

FOR CONSIDERATION

6. DISCUSSION**BACKGROUND**

The Directorate: Corporate Services required the assistance of the Directorate: Infrastructure Services, for the project management of the internal refurbishment of the NPK building on Erf 1852 Stellenbosch, for the use of administrative offices for Stellenbosch Municipality. The Project Management Unit assisted with the implementation of the project. MAD Architects (Pty) Ltd was awarded on Bid BSM 45/21 as the external professional service provider for the planning, design and implementation.

The Bid for the construction stage B/SM 40/22 was awarded to Bambana Management Services (Pty) Ltd on 26 April 2022 for the internal refurbishment of the NPK building on Erf 1852 Stellenbosch. The bid was approved for R 23 957 544,77 (VAT Incl.) and included the provision for a contingency amount of R200 000. Contingency amounts are normally used for unforeseen matters. On approval of the tender the low contingencies were noted and it was accepted that variation orders will be required to deal with unforeseen situations.

In May 2022 during the demolition stage various structural aspects on the existing building were identified that was not provided for under the specifications. These structural changes to the concrete floor, foundation and brick walls were dealt with site instructions to proceed with demolition work. Furthermore, the scope of works in the tender document made mention of provisional sum allowances for the fixed ground floor furniture. However, the amount in the tender bill of quantities were estimated too low for the actual costs. The contract amount was increased after approval of the by the BAC to fund the shortfall for the additional expenditure for the unforeseen work on the project that was not covered by the amount under the contingencies.

The required additional and unforeseen work to the ground floor, created a delay to the completion of the works, and the extension of the Practical Completion date. The main contributor to the delay and the revision in the Practical Completion date, causing the Extension of Time was due to the unforeseen circumstances beyond the Contractor's reasonable control that could not have been anticipated and provided for. The Contractor tried to mitigate the delays as much as possible. The practical completion date was extended from the 16th of September 2022 to the 30th of November 2022. The Extension of Time claim from the Contractor was approved and subsequent approval by the BAC to extend the contract amount to R28 642 721,46 (VAT Incl.) during December 2022.

The Principal Agent and Contractor were called in by the Director: Corporate Services for a meeting during the time, to discuss the options of occupation of the building from the 1st to the 4th floor, to accommodate the Municipality to cancel the previous lease agreements. The parties agreed to the practical completion date of 30th of November 2022 to manage and complete the final construction of the ground floor, while taking occupation of the building from the 1st to the 4th floor to avoid any further extension of time claims for additional Preliminary and General items (P&G).

The contract did not require the completion of sections, but for completion as a whole. However, the parties agreed to the sectional completion to allow partial occupation.

The Certificate of final completion shall incorporate the certificate of final completion for the last section and snags. The project reached final completion stage and the Quantity Surveyor, Contractor and Engineer has quantified and prepared the final account for the payment certificate detailing the re-measurable materials and cost responsible for the variation. The contractor has provided the final measurement as per the contract schedule of quantities for the work required to prepare the final completion certificate. The work is completed and the details of such expense was certified by the Principal Agent as the final measurement with an overrun to the amount of R 87 998,00 (VAT excl.) on the project amount.

The final amount could not be determined since the final measurement was not completed until the final certificate was prepared. The BAC supported the request to extend the contract amount to allow the payment of the final invoice for the amount of R 87 998,00 (VAT excl.) for work completed. The total contract amount increased the total contract value to R 28 743 919,16 (VAT Incl.) resulting in a total variation of 19,98%. The extension for the variation for the final payment is within the required threshold of 20%. The request was approved by the Accounting Officer on the 21st of August 2023.

7. FINANCIAL IMPLICATIONS

Provision has been made by a capital virement request and successfully processed on the system from Ukey 20220630077684 Municipal buildings and structures in the 2023/24 budget to be added to Ukey 20220630077721 Upgrading of New Office Space: Ryneveld Street for the payment of the final invoice of R 87 998.00 (VAT incl.) for B/SM 40/22 to be paid to Bambana Management Services (Pty) Ltd for work completed.

8. LEGAL IMPLICATIONS

The recommendations in this report comply with Council's policies and all applicable legislation.

Supply Chain Management Policy, 4.36.1a (i)
Supply Chain Management Policy, 4.36.b
Supply Chain Regulation 36(1)
MFMA Section 32(2)

9. RISK IMPLICATIONS

All intent was in good faith, the breach can be attributed to the initial planning processes and the lack of detailed site investigation into the existing building. No historical building plans were available to inform the professional team of the various ground levels of the building. A lack of insufficient contingencies for the refurbishment project and initial budget resulted in extension for variation to the project value.

10. CONCLUSION

It is acknowledged that there was a breach of the procurement processes through not approving the variation order before the work was completed. If the % for contingency was the normal 10 or 15% the amount could have been absorbed through that, but due to only 1% contingencies approved it needed variation orders to absorb unforeseen expenditure. The Council incurred no loss during this process and there was no intentional disregard of the Council's procurement processes. It is therefore requested that the expenditure be certified as irrecoverable and be written off because the services were rendered.

11. COMMENTS FROM THE CFO

The Municipality received the services and value for money. The Supply Chain Management breaches was not intentional, and measures were put in place to avoid reoccurrence.

12. COMMENTS FROM THE MUNICIPAL MANAGER

Value for money was received, breach was circumstantial and not intentional unavoidable expenditure.

RECOMMENDATIONS FROM MPAC TO COUNCIL: 2023-10-05: ITEM 5.1

- (a) that Council takes note of the circumstances as provided in the report;
- (b) that Council certifies the irregular expenditure to the amount of R 87 998.00 (including VAT) to Bambana Management Services (Pty) Ltd as irrecoverable; and
- (c) that Council writes off the irregular expenditure as irrecoverable in terms of the MFMA Section 32(2).

Annexure A- Supporting documents

- 1. Approved VO B/SM40/22 MM approved 21 August 2023
- 2. BAC Minutes dated 18 August 2023

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	12 September 2023

ANNEXURE A



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
Municipality • Umasipala • Munisipaliteit

MEMORANDUM

Supply Chain Management

TO : THE CHAIRPERSON: BID EVALUATION COMMITTEE

FROM : PROPERTY MANAGEMENT / PROJECT MANAGEMENT UNIT

Re : VARIATION ORDER: REVISED CONTRACT VALUE

BID NR: B/SM 40/22 : INTERNAL REFURBISHMENT OF THE NPK BUILDING
ON ERF 1852, STELLENBOSCH FOR ADMINISTRATIVE OFFICES
FOR STELLENBOSCH MUNICIPALITY

1. PURPOSE

To obtain the approval in terms of Supply Chain Management Policy for an expansion/variation of order against the original contract number (Tender B/SM 40/22), in respect of the original contract that was awarded to Bambana Management Services (Pty) Ltd: Internal refurbishment of the NPK building on erf 1852, Stellenbosch for administrative offices for Stellenbosch Municipality.

2. BACKGROUND

The offer of Bambana Management Services (Pty) Ltd was awarded for the amount of **R 20 832 647,63 VAT exclusive** (inclusive of R 200 000,00 Contingencies).

At the Bid Adjudication Committee (BAC) held on 16 September 2021, a variation of R3 455 791,71 (VAT exclusive); was approved for the unforeseen and additional work discovered after the demolition stage. A further approval of R618 274,98 for The Extension of Time claim from the Contractor, was approved by the BAC on the 13th of December 2022 to extend the contract amount to the value of R 24 906 714,32 VAT Exclusive.

Stellenbosch Municipality has agreed to take occupation of the building for the first to the fourth floor, to avoid any extension of time claims for additional Preliminary and General items (P&G). This was to accommodate the Municipality to cancel the previous lease agreements. The contract has therefore reached practical completion during February 2023, with outstanding snags to be completed on the ground floor.

The project has now reached final completion stage and the Quantity Surveyor, Contractor and Engineer has quantified and prepared the final account for the payment certificate. The contractor has provided the final measurement as per the contract schedule of quantities for the work required to prepare the final completion certificate. The details of such expense was certified by the Principal Agent as the final measurement with an overrun to the amount of **R 87 998,00** on the project amount. The final amount could not be determined since the final measurement was not completed until the final certificate was prepared. The schedule of work for this variation on the electrical installation is summarized by the Engineer.

It is therefore necessary to allow the expansion of the contract amount for the cost of the final measurement from the Contractor.

3. DISCUSSION

It is recognized that, an accounting officer of a municipality may deem it necessary to expand or vary orders against the original contract. As per the Stellenbosch municipality Supply Chain Management Policy of 2023/24 Section 53, "Contracts may be expanded or varied by not more than 20% of the original contract value for construction related goods, services and/or infrastructure projects and 15% for all other goods and/or services."

Any expansion or variation in excess of these thresholds must be dealt with in terms of the provisions of sections 116(3) of the MFMA which will be regarded as an amendment to the contract.

Variation of the order can only be approved by the delegated authority who initially presided over the award of the original contract.

4. FINANCIAL IMPLICATIONS

The revised contract value of B/SM 40/22: is **R 24 906 714,32 VAT Exclusive**. The additional cost for the final certificate is **R 87 998,00** to provide for the variation of 0,42% of the appointed contract value.

The amount of **R 87 998,00** exclusive of VAT, will be veriment to Ukey 20220630077721. The veriment is in the process for approval to allow budget for the final payment certificate.

Thus, resulting in a total contract value of **R 24 994 712,32** (excl. VAT) to provide for the total variation of 19,98%. The extension for the variation is within the required threshold of 20%.

5. CONCLUSION

The original bid was approved by the Bid Adjudication Committee (BAC) on the 26 April 2022 with only a contingency amount of R 200 000,00. The variation is within the required threshold of 20% as per the National Treasury prescripts, and therefore

request that the BAC recommend the approval of the variation order by the Accounting Officer.

6. RECOMMENDATION OF THE ACCOUNTING OFFICER FOR APPROVAL

That the requested cost for the final measurement increased by an amount of **R 87 998,00** (excl. VAT), to allow the payment of the final account for the works completed, thus resulting in a total contract value of **R 24 994 712,32 (excl. VAT)**

REQUESTED

.....
André Slabbert
Project Manager (PMU)

28/07/2023

DATE

SUPPORTED / NOT SUPPORTED

.....
Myra Francis
Senior Manager: Development Services,
Asset Management and Systems and
Project Management Unit

28/07/2023

Date

RECOMMENDATION BY BID EVALUATION COMMITTEE		
Name	Signature	Date
SONRAY BEERWINKER		17 Aug. 2023
Wade van der Merwe		17 Aug. 2023
ETHEL MALETZKY		17/08/2023
André Slabbert		
Hayden Angster		

17/08/2023

RECOMMENDATION SUPPORTED BY THE STELLENBOSCH MUNICIPAL BID ADJUDICATION COMMITTEE		
Name	Signature	Date
G. BOSHOFF		18/8/2023
D. JACOBS		18/8/2023
A. Barnes	Online	18/8/2023
A. de Beer	Online	18/8/2023
J. Fullard	Online	18/8/2023
Comments	<p>VARATION ORDER - BSM 40/22</p> <p>Irregular expenditure report to MPAC for consideration.</p> <p style="text-align: right;">18/08/2023</p>	
K Carolus (Chairperson)		Date

APPROVED / NOT APPROVED BY DIE ACCOUNTING OFFICER	
Comments	
<p>.....</p> <p>.....</p> <p>.....</p>	
G. Mettler (Chairperson)	<p>21/8/2023</p> <p>Date</p>

APPENDIX 1: LIST OF VARIATION

APPENDIX 2: RECONCILIATION OF PAYMENTS

APPENDIX 3: AVAILABLE BUDGET

APPENDIX 4: APPROVED BAC RESOLUTIONS

POWER PARTNERS		VARIATION ORDER				
		NPK BUILDING				
		P1038				
		STELLENBOSCH MUNICIPALITY				
No	Description	Unit	Quantity	Rate	Installation Cost	Short Description of Works
D.1.5	16A dedicated powerskirting switched socket	ea	5	R 146,40	R 732,00	4th floor plugs
D.1.4	16A standard powerskirting switched socket	ea	1	R 217,80	R 217,80	4th floor plugs
C.1.3	2 compartment PVC powerskirting	m	25	R 272,60	R 6 815,00	4th and ground floor
C.1.4	2 compartment PVC powerskirting bends	ea	6	R 167,76	R 1 006,56	4th floor plugs
C.1.5	2 compartment PVC powerskirting end caps	ea	7	R 58,38	R 408,66	4th floor plugs
C.1.2	2,5mm² PVC wire	m	180	R 10,50	R 1 890,00	Wiring for lights
NEW	2,5mm² x 4 core fire rated cable	m	55	R 90,15	R 4 958,25	Firemans switch
NEW	2,5mm² x 4 core fire rated cable termination	ea	2	R 223,40	R 446,80	Firemans switch
NEW	200mm cable ladder	m	9	R 303,30	R 2 729,70	Generator tray
NEW	200mm cable ladder cover	m	50	R 237,55	R 11 877,50	Generator tray
A.1.4	25mm² BCE earth conductor	m	15	R 79,45	R 1 191,75	Generator earth spike
A.1.5	25mm² BCE earth conductor terminations	m	6	R 85,00	R 510,00	Generator earth spike
C.1.1	4mm² PVC wire	m	235	R 16,64	R 3 909,50	Wiring for plugs
A.1.9	70mm² PVC earth conductor	m	3	R 204,20	R 612,60	Generator earth cable
A.1.10	70mm² PVC earth conductor terminations	ea	2	R 98,00	R 196,00	Generator earth cable
NEW	Cadwelding	sum	1	R 674,00	R 674,00	Generator works
GENE	Consumables	sum	1	R 2 500,00	R 2 500,00	Cable bootlaces, cable ties, clamps, heat shrink, etc.
D.1.7	Data blank on powerskirting	ea	11	R 93,60	R 1 029,60	4th floor plugs
A.1.2	Data point	ea	6	R 1 100,00	R 6 600,00	Electronics (includes 10% electrician markup)
NEW	Disconnect cables from existing generator	sum	1	R 3 600,00	R 3 600,00	-
NEW	Earth spikes	ea	4	R 528,00	R 2 112,00	Generator earth spike
NEW	Enclosure to cover generator connection	ea	1	R 1 400,00	R 1 400,00	-
NEW	Fireman switch	ea	1	R 4 428,10	R 4 428,10	Firemans switch
NEW	HDMI extender over cat6	ea	4	R 1 650,00	R 6 600,00	4th floor meeting room TV to floorbox connection
NEW	Keyed alike padlocks	ea	12	R 140,15	R 1 681,80	Generator security locks
GENE	Preliminary & General	sum	1	R 9 085,93	R 9 085,93	See Note
NEW	Signage	sum	1	R 4 284,25	R 4 284,25	Generator safety signage
D.1.6	Tel blank on powerskirting	ea	1	R 93,60	R 93,60	4th floor data point
A.1.2	Tel point	ea	1	R 1 100,00	R 1 100,00	Electronics (includes 10% electrician markup)
B.1.2	20mm PVC	m	65	R 20,00	R 1 300,00	General containment to house new wires for lights and plugs
B.2.2	Round box 100 x 50 x 50mm	ea	22	R 22,40	R 492,80	Box used for switch
B.1.1	32mm PVC	m	47	R 35,00	R 1 645,00	General containment to house new wires for electronics
B.2.3	P8000 (76 x 76mm)	m	12	R 150,08	R 1 800,96	Tray to house lots of wires for lights and plugs
B.2.5	80 bend	ea	1	R 107,84	R 107,84	80 degree bend for P8000
GRAND TOTAL				R	87 998,00	

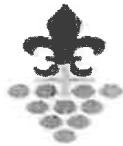
BSM 40/22 RECON

		Contract award amount		20 832 647,63	VAT Excl			
2021/22 FY Balance	Claim 2021/22	Date	Invoice No.	Invoice VAT Excl	Paid to date	Balance	Progress	PO 8 880 250,61
7 608 904,95	1	02-06-22	BMS 3049	1 271 345,66	1 271 345,66	7 608 904,95	14%	368378
3 286 685,69	2	29-06-22	BMS 3068	4 322 219,26	5 593 564,92	3 286 685,69	63%	368378
2 119 374,63	3	29-06-22	BMS 3070	1 167 311,06	6 760 875,98	2 119 374,63	76%	368378
Sub Total				6 760 875,98		2 119 374,63	2 437 280,82	6 760 875,98
				17 728 005,00				

Ukey	Contract Balance for 2022/23		14 071 771,65	Exc VAT	15 000 000,00				
20220630077721	3 047 602,98								
2022/23 FY Balance	Claim 2022/23	Date	Invoice No.	Invoice VAT Excl	Paid to Date Cummulat.	Remaining Budget	Remaining PO Budget	PO Excl VAT	PO No.
17 119 375	4	25-08-22	BMS 3089	2 977 433,18	2 977 433,18	14 141 941,45	-	2 977 433,18	1763
17 645 375	5	30-08-22	BMS 3105	5 271 549,96	8 248 983,14	9 396 391,49	-	5 271 549,96	2266
9 396 391	7	26-09-22	BMS 3115	2 648 515,08	10 897 498,22	6 747 876,41	2 872 614	5 521 129,24	2615
6 747 876	8	26-10-22	BMS 3127	1 984 071,00	12 881 569,22	4 763 805,41	888 543		
4 763 805	6	26-09-22	BMS 3116	274 714,36	13 156 283,58	4 489 091,05	613 829		
4 489 091	9	25-11-22	BMS 3143	3 567 276,25	16 723 559,83	921 814,80	-	3 567 276,25	4614
613 829	10	02-03-23	BMS 3191	613 829,00	17 337 388,83	- 0,20			
808 450	11	02-03-23	BMS 3193	808 449,51	18 145 838,34	-	-	808 449,51	6658
			Sub Total	18 145 838,34	20 867 714,09				18 145 838,14
			TOTAL EXP	24 906 714,32	28 642 721,46				
Contract Balance for 2023/24					Exc VAT	32 497,00			

Summary

VO BAC Approved	3 455 791,71	3 974 160,47	16,59%
New contract Value	24 288 439,34	27 931 705,25	
VO BAC Approved	618 274,98	711 016,22	2,97%
New contract Value	24 906 714,32	28 642 721,47	
Payment to date	24 906 714,32	28 642 721,46	
VO BAC Request	87 998,00	101 197,70	0,42%
New contract Value	24 994 712,32	28 743 919,16	19,98%



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHBURG

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Municipality - Munisipaliteit
Stellenbosch

13 DEC 2022

Office of the Municipal Manager
Kantoor van die Munisipale Bestuurder

MEMORANDUM

Supply Chain Management

TO/AAN : THE CHAIRPERSON: BID EVALUATION COMMITTEE

FROM : PROJECT MANAGEMENT UNIT:
PROJECT MANAGER: ANDRE SLABBERT

Re/Insake : VARIATION ORDER: REVISED CONTRACT VALUE

BID NR:/BOD NO : B/SM 40/22 : INTERNAL REFURBISHMENT OF THE NPK BUILDING
ON ERF 1852, STELLENBOSCH FOR ADMINISTRATIVE OFFICES
FOR STELLENBOSCH MUNICIPALITY

1. PURPOSE

To obtain the approval in terms of Supply Chain Management Policy for a variation of contract value.

2. BACKGROUND

The offer of Bambana Management Services (Pty) Ltd was awarded for the amount of **R23 957 544.77** (inclusive of R 200 000,00 Contingencies and 15% VAT).

At the Bid Adjudication Committee (BAC) held on 16 September 2021, a variation of 16.59% of the awarded contract amount to the value of R3 455 791.71 exclusive of VAT was approved.

The additional work required (as fully described in BAC approval above), generated a delay to the completion of the works, and an extension of the Practical Completion date. The main contributor to the delay and the revision in the Practical Completion date, causing the Extension of Time claim, is due to the circumstances beyond the Contractor's reasonable control that could not have been anticipated and provided for. The changes to the ground floor impacted particularly on the works programme, which required extra concrete footings as the ground slab was too thin to carry brickwork. Only after the brickwork was completed could the screed be commenced with. A further delay in the drying time of the concrete work prevent other trades to start with the drywall and joinery installation as set out in detailed in the adjudication report.

The Extension of Time claim from the Contractor, was evaluated by the appointed Principal Agent of the Municipality, which is attached as **Appendix 1**.

The changes and subsequent delay to the completion of the ground floor layout eventually effect an extension of 54 working days, with a revised Practical Completion date of 30 November 2022.

The development for the queue management system to integrate to the LED ribbon were not included on the original queue management proposal. The additional cost for consultation required to make the two systems compatible to operate from a hardware and software perspective. A further change to the queue management printing ticketing system was added to the Capex project cost. **Appendix 2**

The additional amount for the variation of the contract value is as follows:

	Description	Amount VAT Excl
1	Claim for Extension of Time for 54 Days at R10 202,81/day	R550 951,74
2	Queue management system integration and capex cost	R 67 323,24
	Sub total	R618 274,98

It is therefore necessary that the contract value be extended to allow the additional cost and extension of time claim from the Contractor.

3. DISCUSSION

It is recognized that, an accounting officer of a municipality may deem it necessary to expand or vary orders against the original contract. National Treasury MFMS Circular 62, as promulgated on 20 August 2012, advised Accounting Officers that they may expand or vary by not more than 20% for construction related goods, services and/or infrastructure projects and 15% for all other goods and/or services of the original value of the contract.

Any expansion or variation in excess of these thresholds must be dealt with in terms of the provisions of sections 116(3) of the MFMA which will be regarded as an amendment to the contract.

Variation of the order can only be approved by the delegated authority who initially presided over the award of the original contract.

4. FINANCIAL IMPLICATIONS

The revised contract value of B/SM 40/22; is **R24 288 439,34 VAT Exclusive**. The additional cost to completion is summarized by the Consultants and listed in the table above.

An amount of **R618 274,98** exclusive of VAT, will be veriment to Ukey 20220630077721. The veriment is already in the process for approval.

Thus, resulting in a total contract value of R 24 906 714,32 (excl. VAT) to provide for the variation of 2,97% of the total contract value.

5. CONCLUSION

The original bid was approved by the Bid Adjudication Committee (BAC) on the 26 April 2022 and the variation is within the required threshold of 20% as per the National Treasury prescripts, and therefore request that the BAC recommend the approval of the variation order by the Accounting Officer.

6. RECOMMENDATION OF THE ACCOUNTING OFFICER FOR APPROVAL

That the requested cost for the additional work increased by an amount of R618 274,98 (excl. VAT), to allow the completion of the works, thus resulting in a total contract value of R 24 906 714,32 (excl. VAT)

REQUESTED



 Andre Stabbert
 Project Manager (PMU)



 DATE

SUPPORTED / NOT SUPPORTED



 Myra Francis
 Senior Manager: Development Services,
 Asset Management and Systems and
 Project Management Unit



 Date

SUPPORTED / NOT-SUPPORTED.

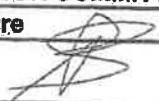
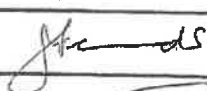


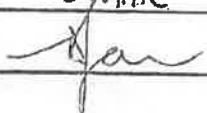
 Annalene de Beer
 Director: Corporate Services



 DATE

TENDER B/SM 40/22: INTERNAL REFURBISHMENT OF THE NPK BUILDING ON ERF 1852, STELLENBOSCH FOR ADMINISTRATIVE OFFICES FOR STELLENBOSCH MUNICIPALITY

RECOMMENDATION BY BID EVALUATION COMMITTEE.		
Name	Signature	Date
A Slabbert		7/12/2022
M Francis	Online	7/12/2022
J. Arends		7/12/2022
D Beerwinkel (Chairperson)		7/12/2022

RECOMMENDATION SUPPORTED BY THE STELLENBOSCH MUNICIPAL BID ADJUDICATION COMMITTEE		
Name	Signature	Date
Mr A. Barnes	Online	13/12/2022
Mr A. d. Merve	Online	13/12/2022
Mr D. Jacobs		13/12/2022

Comments

Online
K Carolus (Chairperson) 13/12/2022
Date

APPROVED / NOT APPROVED BY THE ACCOUNTING OFFICER

Comments


G. Mettler (Chairperson) 13/12/2022
Date



Municipality - Munisipaliteit
Stellenbosch

16 SEP 2022

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

Office of the Municipal Manager
ie Munisipale Bestuurder

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

MEMORANDUM

Supply Chain Management

TO/AAN : THE CHAIRPERSON: BID ADJUDICATION COMMITTEE

FROM : BID EVALUATION COMMITTEE:

Re/Insake : VARIATION ORDER:

BID NR:/BOD NO : B/SM 40/22 : INTERNAL REFURBISHMENT OF THE NPK BUILDING ON ERF 1852, STELLENBOSCH FOR ADMINISTRATIVE OFFICES FOR STELLENBOSCH MUNICIPALITY

1. PURPOSE

To obtain the approval in terms of Supply Chain Management Policy for a variation of contract value.

2. BACKGROUND

The offer of Bambana Management Services (Pty) Ltd was awarded for the amount of **R23 957 544.77 (Inclusive of R 200 000,00 Contingencies and 15% VAT)**.

The Consultant, MAD Architects who was appointed only provide provision of R200 000.00 contingency which implies just about 1% of the tender amount. The Bid Adjudication Committee (BAC) resolved to award the tender with the amount of R200 000.00 contingency. A copy of the BAC minutes is attached as **APPENDIX 1**.

The internal refurbishment of the NPK building has commenced on the 10th of May 2022 and is currently under construction as per tender B/SM 40/22. It would be impractical to appoint a different service provider as the current service provider is already on site for the same type of work and may be supported in terms of the MFMA Circular No 62.

With the demolition various aspects was identified that was not provided for under the specifications. These changes were dealt with site instructions to proceed with demolition work. Furthermore, the scope of works in the tender document made mention of provisional sum allowances for the fixed ground floor furniture. However, the amount in the tender bill of quantities is estimated to low for the actual costs and must increase to fund the shortfall for the required work. It is therefore essential that the project cost be extended to allow for the additional expenditure for the

unforeseen work on the project as it will not be covered by the amount under the contingencies. The list of variation work is attached as **APPENDIX 2**.

It is imperative to note that only a purchase order for the first invoice that was honoured to date was approved by SCM. It is recommended that an order for the full remaining cost be approved to allow part payments and to avoid delays on the payment processes.

VO	Description	Amount VAT Excl
1	Additional HVAC Refrigerant Piping	R497 672,25
2	Change to FE staircase Balustrades	R77 660,00
3	Leveling of Ground Floor Screed	R184 860,00
4	Ground Floor brick walls, foundations and drywalling	R78 966,40
5	Ground Floor Fixed Furniture and joinery, extra cost on PC Sum	R810 996,79
6	Electronic Installation	R437 951,97
7	Removal of concrete ledges on Ground Floor	R148 408,57
8	Changes to Third Floor Layout	R112 492,16
9	Courtyard Stack and Water Pipe	R15 785,00
10	New doors on Ground Floor (X2)	R171 214,85
11	Lift - Exchange rate Increase	R39 863,89
12	Contractor to remove floor covering for possible asbestos contamination	R2 136,20
13	Offices Levels 3-4 passage ceiling detail	R42 576,00
14	HVAC freshair supply duct to be painted & patch holes where HVAC units were removed	R17 230,00
15	Various Builderswork items as required per Architect's inspection	R17 442,00
16	Close gap between steel staircase and building - Engineer	R6 504,36
17	Additional Stiffeners to ground floor brickwork	R5 965,88
18	Various Builderswork items as required per Architect's inspection	R22 033,00
19	Various Builderswork items as required per Architect's inspection	R31 998,00
20	Adjust level differences on 1-4 floor for vinyl flooring	R126 865,50
21	Various Builderswork items as required per Architect's inspection	R128 176,40
22	Various Builderswork items as required per Architect's inspection	R93 667,00
23	Various Changes	R73 245,00
24	Moisture barrier & self-levelling screed to ground floor vinyl	R107 478,80
25	Pergola & Balustrade extra cost on PC Sum	R33 780,94
26	Cloud queue Management	R170 820,75
	Sub Total	R3 455 791,71

It is therefore essential that the project cost be extended to allow the additional cost.

3. DISCUSSION

It is recognized that, an accounting officer of a municipality may deem it necessary to expand or vary orders against the original contract. National Treasury MFMS

Circular 62, as promulgated on 20 August 2012, advised Accounting Officers that they may expand or vary by not more than 20% for construction related goods, services and/or infrastructure projects and 15% for all other goods and/or services of the original value of the contract.

Any expansion or variation in excess of these thresholds must be dealt with in terms of the provisions of sections 116(3) of the MFMA which will be regarded as an amendment to the contract.

Variation of the order can only be approved by the delegated authority who initially presided over the award of the original contract.

4. FINANCIAL IMPLICATIONS

The initial contract value of B/SM 40/22: was **R20 832 647,63 VAT Exclusive** (inclusive of R 200 000,00 Contingencies). Contingencies on contract B/SM 40/22 have been exhausted. The estimated cost to completion is summarized by the Consultants and listed in the table above.

An amount of **R3 455 791,71** exclusive of VAT, will be required from Ukey 20220630077721 to provide for the variation of 16.59% of the contract amount.

Thus, resulting in a total contract value of R 24 288 439,34 (excl. VAT)

5. CONCLUSION

The original bid was approved by the Bid Adjudication Committee (BAC) on the 26 April 2022 and the variation is with the required threshold of 20% as per the National Treasury prescripts, and therefore request that the BAC recommend the approval of the variation order by the Accounting Officer.

6. RECOMMENDATION OF THE ACCOUNTING OFFICER FOR APPROVAL

That the requested cost for the additional work increased by an amount of **R3 455 791,71** (excl. VAT), to allow the completion of the works, thus resulting in a total contract value of R 24 288 439,34 (excl. VAT)

RECOMMENDATION BY THE STELLENBOSCH MUNICIPAL BID EVALUATION COMMITTEE		
Name	Signature	Date
M Francis		01/09/22
J Arends		01/09/22
D Beerwinkel		
J-L Alexander (Chairperson)		01/09/22

**B/SM 40/22: INTERNAL REFURBISHMENT OF THE NPK BUILDING ON ERF 1852, STELLENBOSCH
FOR ADMINISTRATIVE OFFICES FOR STELLENBOSCH MUNICIPALITY**

RECOMMENDATION SUPPORTED BY THE STELLENBOSCH MUNICIPAL BID ADJUDICATION COMMITTEE		
Name	Signature	Date
S. Chondaka	Online	16 9 / 2022
A Barnes	Online	16/9/2022
A de Beer	Online	16/9/2022
S Boshoff	Online	16/9/2022
D Jacobs	nan	16/9/2022

Comments

.....
 (Chairperson) 16/9/2022

 Date

RECOMMENDATION APPROVED/NOT APPROVED BY THE ACCOUNTING OFFICER

Comments:

.....
 Accounting Officer 16/9/2022

 Date



STELLENBOSCH
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MUNICIPALITY • UMASIPALA • MUNISIPALITEIT 23 APR 2022

MEMORANDUM

0134... 07

TO : CHAIRPERSON: BID ADJUDICATION COMMITTEE
FROM : CHAIRPERSON: BID EVALUATION COMMITTEE
Re : INTERNAL REFURBISHMENT OF THE NPK BUILDING ON ERF 1852, STELLENBOSCH FOR ADMINISTRATIVE OFFICES FOR STELLENBOSCH MUNICIPALITY.

BID NO. : B/SM 40/22

1. PURPOSE

To obtain approval in terms of Regulations 29 (1) (a) and (b) (i) of the Municipal Supply Chain Management Regulations and paragraph 5(2) (b) (1) of the Stellenbosch Municipal Supply Chain Management Policy for the appointment of a service provider for the Internal refurbishment of the NPK building on erf 1852, Stellenbosch for administrative offices for Stellenbosch Municipality.

2. BACKGROUND

The NPK Building was acquired to accommodate the municipal administrative offices, as a cost containment measure, as Council have been renting office space within the Stellenbosch CBD area to centrally locate its administrative offices. It is clear from the assessment that the intention is to provide effective and efficient municipal services to the citizens within the municipal area, and thus imperative to locate such citizen-orientated services within an area which could be defined as the Civic Precinct, which is within walking distance of other municipal services.

The NPK Building does not require any land use approvals, as the intended usage is a primary land use right, and the building is not older than sixty (60) years, thus no approval is required from Heritage Western Cape. The property itself does fall within the Stellenbosch Urban Conservation Area and the rules of such overlay zone is contained in Section 252(1) of the Stellenbosch Municipality Zoning Scheme Bylaw, 2019. It is again reiterated that the intention of this project is to perform internal refurbishment of the building to be used for administrative office purposes

The refurbishment is aimed at using the floor space in order to ensure that the maximum number of public officials can be accommodated within the NPK Building, taking into consideration the COVID-19 Regulations for workspace, as well as the current legislative requirements for ventilation as required within the National Building Regulations and XA SANS Regulations. An example of such office space design and layout (open plan concept), is the current offices of the Directorate: Planning & Economic Development, located on the 3rd floor, Eikestad Mall Stellenbosch.

The Municipality is furthermore reserving the ground floor area to accommodate a Customer Interface Centre (One-Stop-Shop) which is aimed at providing a high-tech and high-quality customer-orientated centre to provide fast, effective and efficient municipal services to citizens. The Customer Interface Centre further requires the associated inter-dependencies in order to ensure is effective and efficient functioning. The building is currently vacant, and was used as an office space up until November 2020.

3. BID SPECIFICATION COMMITTEE

SCM regulation 27 (1): "A bid specification committee must compile the specifications for each procurement of goods or services by the Municipality." SCM Regulations 27 (2) (g): "Specifications must be approved by the Accounting officer prior to the publications of the invitations for bids. The specification committee consisted of Ms. A. De Beer (Director: Strategic and Corporate Services), Mr. K Carolus (CFO), D. Louw (Director: Infrastructure Services), A. Barnes (Director: Human Settlements and Property Management), G. Boshoff (Director: Community and Protection Services), D. Jacobs (Head: SCM), Albert Slabbert (Infrastructure), Owen Monk (Pepper Green Consulting) and M Francis (Infrastructure) who were responsible for the development and compilation of the specification. The specifications committee approved the specs.

Additional officials were: Ms. I Thesen (SCM), J. Arends (SCM) and G. Kraukamp (SCM).

3.1 DISCUSSION

The bid was advertised in "Die Burger, E-Portal on the Stellenbosch municipal website, municipal notice boards based on the 80/20 Preference Points System, and on the CIDB website with a CIDB grading of 7GB or higher.

Date Advertised	21 February 2022
Compulsory site meeting	2 March 2022
Closing date	24 March 2022
Days at user department	59
Date submitted to SCM	21 April 2022
Evaluation date	25 April 2022
Validity expiring date	20 September 2022

4. BID SUBMISSIONS

A compulsory briefing session was conducted on 2 March 2022 and attended by twenty one (21) prospective bidders (see attendance register) and on the closing date only 13 offers were received and opened in public.

NO	BIDDERS	BRIEFING SESSION	SUBMITTED BIDS	TENDER TOTAL AMOUNT (CONTINGENCY FEES of R200 000.00 AND 15% VAT INCLUDED)	CIDB GRADING ≥ 7GB
1	Absolute Infrastructure (Pty) Ltd	✓	✓	R 27 487 033.07	7GB
2	Atuba construction (Pty) Ltd	✓	✓	R 24 455 200.00	8GB
3	Bambana Management Services (Pty) Ltd	✓	✓	R 23 957 544.77	8GB
4	Build a Way Construction (Pty) Ltd	✓	✓	R 24 948 291.57	8GB
5	Edge 70 Edge 1275 cc	✓	✓	R 24 172 752.74	8GB
6	Milestone construction & Civils	✓	✓	R 22 652 778.20	7GB
7	Premier Attraction 988cc	✓	✓	R 27 539 983.86	7GB
8	Raycon Properties	✓	✓	R 24 128 616.55	7GB
9	Ruwacon (Pty) Ltd	✓	✓	R 25 761 576.32	9GB
10	Simply Do Constructions (Pty) Ltd	✓	✓	R 25 974 106.84	7GB
11	The Construction Company (Pty) Ltd	✓	✓	R 24 167 869.52	8GB
12	Washirika 3 Oaks	✓	✓	R 25 185 682.48	8GB
13	Umkai Building and Civil works	✓	✓	R 25 359 999.99	8GB

5. BID RESPONSIVENESS

5.1 TECHNICAL EVALUATION

The technical evaluation relating to the above tender was done by Tsana Goosen of MAD Architects, Andre Slabbert (Infrastructure), Owen Monk (Consultant) and M. Francis (Infrastructure), who examined the tender compliance with the stipulated technical submission requirements.

This bid had the following pre-qualifying criteria:

1. Minimum requirements for the tender, bidders must have a minimum CIDB grading of 7GB or higher.
2. The tenderer shall insert in the spaces provided below a list of 3 similar completed civil engineering contracts awarded to them and those currently being undertaken of similar nature in the past 5 years with a value of R15 million or higher with respect to construction of new offices or offices fit-out installation or refurbishment of commercial buildings which included finishing trades, mechanical installation, firefighting installation, lift installation and electrical installation.
3. All listed key personnel to have minimum 5 years relevant experience.
(Tenderers shall attach all relevant qualifications of listed proposed key personnel and provide proof of authenticity for said qualifications.
The Contract Manager shall have at least 5 years relevant experience in construction management for project of similar nature as described in Part C3 Clause 3.1.3.
The Site Agent shall have at least 5 years relevant experience as site agent for project of similar nature as described in Part C3 Clause 3.1.3.)

Please refer to Annexure A for a detailed technical report that will address any further technical enquiries.

5.2 PROPOSALS NOT CONSIDERED FOR FURTHER EVALUATION DUE TO THE FOLLOWING REASONS (LEGISLATION AND REASONS APPLICABLE).

No	Bidders	Reasons
1	Absolute Infrastructure (Pty) Ltd	Non-compliant. No qualification certificate attached for the Contract Manager
2	Atuba construction (Pty) Ltd	Non-compliant. No qualification certificate attached for the Contract Manager and Construction Manager
4	Build a Way Construction (Pty) Ltd	Non-compliant. No walk-in allowed. Bidder did not make a compulsory booking as per instructions in advert. No qualification certificate attached for the Construction Manager.
5	Edge 70 Edge 1275 cc	Non-compliant. No walk-in allowed. Bidder did not make a compulsory booking as per instructions in advert.
6	Milestone construction & Civils	Non-compliant. Only 2 projects above R15 million. No qualification certificate attached for the Construction Manager. No indication of minimum of 5 years relevant experience
7	Premier Attraction 988cc	No indication of minimum of 5 years relevant experience No qualification certificate attached for the Contract Manager and site agent
8	Raycon Properties	Non-compliant. Only 2 projects above R15 million. No qualification certificate attached for the Contract Manager and site agent
10	Simply Do Constructions (Pty) Ltd	Non-compliant. No qualification certificate attached for the Contract Manager.
12	Washirika 3 Oaks	Non-compliant. Only one completed project above R15 million. No qualifications of key personnel attached.
13	Umkai Building and Civil works	Non-compliant. Fall short on description of work. Mostly plumbing and maintenance work experience.

5.3 SUPPLY CHAIN MANAGEMENT COMPLIANCE CHECK

NO	BIDDERS	TAX STATUS	MBD4-DECLARATION OF INTEREST	MBD5-ABOVE 10 MILLION	MBD6.2-LOCAL CONTENT	MBD8-PAST SCM PRACTICE	MBD9-INDEPENDENT BID DETERMINATION
3	Bambana Management Services (Pty) Ltd	Compliant	YES	YES	YES	YES	YES
9	Ruwacon (Pty) Ltd	Compliant	YES	YES	YES	YES	YES
11	The Construction Company (Pty) Ltd	Compliant	YES	YES	YES	YES	YES

6. EVALUATION

6.1 BID EVALUATION COMMITTEE

The evaluation committee consisted of B. Louw (SCM), J. Arends (SCM) Tsana Goosen (MAD Consultant), Andre Slabbert (PMU), Craig Alexander (PMU), Myra Francis (PMU) and Niel Marx (MAD consultant) who examined the bids in terms of its compliance with the stipulated bid and submissions requirements. Additional official, G. Kraukamp (SCM official).

6.2 Local content is applicable to this tender, whereby bidders had to comply with. All bidders comply with local content.

#	Description of services, works or goods	Stipulated minimum threshold as a %
a	Electrical and Telecom Cable Sector	90%
b&c	Steel products and Components for Construction	100%
d	Valves and Actuator Pumps	70%
e	Plastic Pipes PVC, HDPE, PP, GRP	100%
f	Cement	100%
g	Furniture – Budgetary Allowance	Refer to Circular 7 of 2019-2020 Furniture products

The 80/20 points system was utilized. This tender is evaluated in terms of the Preferential Procurement Regulations 2017 that was promulgated by the Minister of Finance on 20 January 2017 in government Gazette No 40553.

Bids will be evaluated on the Total price.

EVALUATION

NO	BIDDERS	TENDER		TENDER EVALUATION POINTS		
		TENDER TOTAL AMOUNT (CONTINGENCY FEES of R200 000.00 AND 15% VAT INCLUDED)	POINTS FOR PRICE	BBBEE LEVEL	BBEE POINTS	TOTAL POINTS (100)
3	Bambana Management Services (Pty) Ltd	R 23 957 544.77	80,00	1	20	100,00
9	Ruwacon (Pty) Ltd	R 25 761 576.32	73,98	1	20	93,98
11	The Construction Company (Pty) Ltd	R 24 167 869.52	79,30	*1	0	79,30

*Bidders submit a copy of their BBBEE certificates without being certified.

7. DISCUSSION

Bambana Management Services (Pty) Ltd indicated on their MBD6.1 that a total of 40% will be sub-contracting to 3 main sub-contractors and to other sub-contractors. It has no effect on their BBBEE points as the % sub-contract to each of the below sub-contractors that do not meet the requirement to score points is less than 25%

Harris Electrical for the amount of R 4 164 835.00 (17.384%) Level 1
 Jasco R1 021 105.00 (4.26%)
 Cold Fact R 3 282 927.00 (13.70%)
 Others R 1 114 150.91(4.66%)

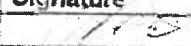
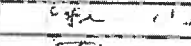
8. FINANCIAL IMPLICATIONS

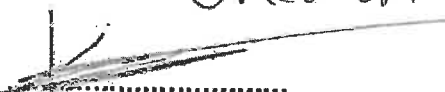
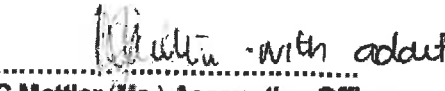
The estimated expenditure will be financed U-key number 2020076013263 for the 2021/2022 financial year which has a balance of R 8 880 251.00 and for 2022/2023 financial year there is a balance of R15 million and the shortfall of R 77 293.77 will be veriment from another vote.

9. RECOMMENDATION TO THE BAC:

9.1 That the offer of Bambana Management Services (Pty) Ltd for the amount of R 23 957 544.77 (R200 000.00 Contingency fees and 15% VAT included) for the Internal refurbishment of the NPK Building on erf 1852, Stellenbosch for Administrative offices for Stellenbosch Municipality, be accepted and approved as they scored the highest points.

9.2. Tax status are compliant. They signed and completed their MBD4, MBD5, MBD6.2, MBD8 and MBD9 forms. They submit municipal accounts and lease agreements of their directors and of their business. The details of the proposed bidder was also verified to be not listed on either National Treasury's Register for Tender Defaulters or the Database of Restricted Suppliers, and their directors are not in the service of the state.

RECOMMENDATION BY BID EVALUATION COMMITTEE.		
Name	Signature	Date
C. Alexander		26.04.2022
J. Arends		25.4.2022
B. Louw (Chairperson)		25.04.2022

RECOMMENDATION SUPPORTED BY THE STELLENBOSCH MUNICIPAL BID ADJUDICATION COMMITTEE		
Name	Signature	Date
Mr D. Louw	Online	26/4/2022
Mr A Barnes	Online	26/4/2022
Ms A de Beer	Online	26/4/2022
Mr G. Boshoff	Online	26/4/2022
Comments: <i>Unacceptable offer.</i>  K. Carolus (Chairperson)		
Date: <i>26/4/2022</i> Date		
RECOMMENDATION APPROVED/NOT APPROVED BY THE ACCOUNTING OFFICER		
Comments: <i>With additions below.</i>  G. Mettler (Ms.) Accounting Officer		
Date: <i>26/4/2022</i> Date		

I am concern with the retention of 1%. This project should be closely managed and contractors kept to deliverables and milestones etc. Stringent contract management a MUST. *Altun*



STELLENBOSCH MUNICIPALITY

MINUTES OF

BID ADJUDICATION COMMITTEE MEETING

FRIDAY, 18 AUGUST 2023 AT 09h00

CONTENT OF AGENDA ITEM:

TENDER/VARIATION ORDERS TO BE ADJUDICATED:

1. **Tender BSM 38/23:** Supply, Delivery and Offloading of Materials Hire of Equipment.
2. **Variation Order - BSM 17/23:** Electrification of Informal Houses in The Enkanini Informal Settlement of Stellenbosch for The Period Ending June 2024.
3. **Variation Order - BSM 40/22:** Internal Refurbishment of The NPK Building on ERF 1852, Stellenbosch for Administrative Offices for Stellenbosch Municipality.

TO: Chief Financial Officer
Director: Community and Protection Services
Director: Infrastructure Services
Director: Planning and Economic Development
Director: Corporate Services
Senior Manager: Supply Chain Management Unit

Chief Financial Officer
CHAIRPERSON

1. Opening

The Chairperson welcomed all members present and drew their attention to the undertaking of confidentiality and impartiality and made it clear that all members first familiarize themselves with contents of the declaration and that no one had any interest directly or indirectly to declare and, in this instance, referred the members to the summary of preferred bidder names on the summary page. Circulating and signing of the attendance register. All Directors and members present and virtually declare that they have no interest in the Tender on the Agenda.

Directors A Barnes, A de Beer and J Fullard, Acting Director: Infrastructure Services as well as Ms. J Arends and Mr. HC Anyster attended the meeting via MS Teams. The Chairperson informs the committee that Mr. Fullard will not be part of the BAC for Item BSM 38/23, and Mr. Wade van der Merwe will sit in at the BAC as a technical expert on BSM 38/23. There is two sets of BAC Minutes dated 04 August 2023 and 10 August 2023, one item and two Variation Orders on the agenda for discussion. The agenda will change and the first item on the agenda will be VO 17/23, second item will be VO BSM 40/22 and third item will be BSM 38/23.

2. Present

BAC Members

1. Mr K Carolus	Chief Financial Officer – Chairperson
2. Mr J Fullard	Acting Director: Infrastructure Services
3. Mr A Barnes	Director: Planning & Economic Development
4. Mr A de Beer	Director: Corporate Services
5. Mr G Boshoff	Director: Community and Protection Services
6. Mr D Jacobs	Senior Manager: Supply Chain Management Unit

Additional officials

1. Mr B Louw	Financial Services
2. Mr D Beerwinkel	Financial Services
3. Ms J Arends	Financial Services
4. Ms I Thesen	Financial Services
5. Ms S Slingers	Financial Services
6. Mr H Anyster	Financial Services
7. Mr G Kraukamp	Financial Services
8. Ms M Stevens	Financial Services
9. Mr L Moreki	Infrastructure Services
10. Mr G Zaza	Infrastructure Services
11. Mr M Benson	Infrastructure Services
12. Mr A Slabbert	PMU
13. Mr W vd Merwe	PMU

Leave of absence

1. Mr S Chandaka	Director: Infrastructure Services
2. Mr E Maletzky	PMU

3. **BAC Minutes dated 4 August 2023 and 10 August 2023 was accepted and approved.**

4. TENDER/VARIATION ORDERS TO BE ADJUDICATED:

4.1 TENDER BSM 38/23: SUPPLY, DELIVERY AND OFFLOADING OF MATERIALS HIRE OF EQUIPMENT.

RECOMMENDATION:

- 9.1 That the rates per item (15% VAT inclusive) of the rank bidders of each of the items, as indicated in Annexure C be accepted and approved, as they are rank from highest to lowest based on their points scored.
- 9.1.1 As Colas is Regional bitumen manufacture their base price will be use for the Bitumen products.
- 9.1.2 The offers received for Timber is too high and this category will not be awarded. User department must make use of alternative procurement methods.
(See Annexure C for the ranking)
- 9.2 If the preferred bidder cannot deliver on the request, then it shall default to the next highest bidder on condition that the second highest bidders prices are acceptable and cost effective.
- 9.3 All of their tax status are compliant. They signed and completed their MBD 4, MBD5, MBD6.1, MBD 8, and MBD 9 forms. The bidders submitted affidavits, lease agreements and municipal accounts, and lease agreements for their directors and business. The details of the proposed bidders were also verified to be not listed on either National Treasury's Register for Tender Defaulters or the Database of Restricted Suppliers and the Stellenbosch Suspension list, and the directors were found not to be in the service of the state.

DISCUSSION:

Mr. Gerald Kraukamp informs the committee that the contract is divided into two sections (Part A and Part B) bidders are evaluated on the rates submitted for the procurement of the following:

Part A: Supply of Materials

- Item A1 Bitumen, Paving Fabric and Ready-Mix Asphalt
- Item A2 Stone, Gravel, and Sand
- Item A3 Drainage
- Item A4 Precast Concrete Products
- Item A5 Manholes covers, and Catchpit covers and Stormwater Gratings
- Item A6 Bricks
- Item A7 Cement
- Item A8 Road Traffic Signs
- Item A9 Bollards
- Item A10 Roadmaking Paints
- Item A11 Vegetation Control
- Item A12 Ancillary Structural Timber

Part B: Hiring of Equipment

- Item B1 Digger Loader
- Item B2 Front End Loader
- Item B3 Rollers (Pedestrian)
- Item B4 Rollers (Road)
- Item B5 Excavators (Tracked)
- Item B6 Excavators (Wheeled)
- Item B7 Dozers

Item B8 Tipper Trucks
 Item B9 Water Trucks
 Item B10 Grader
 Item B11 Dumpers
 Item B12 Other Equipment

The Service provider's performances will be closely monitored and reported on. Non-conformance to specifications, timeframes or requirements stated by the Municipality may result in termination of the contract agreement. Refer to clause 10 of the Special Conditions of Contract for further information.

The following scoring will be applicable:

Scoring of 3: Quality of Service delivery as agreed, deviations are managed as mutually agreed.
Scoring of 2: Quality of Service delivery in compliance with Agreement but requires more management and focus from Service Provider.
Scoring of 1: Quality of Service delivery totally unacceptable, consider termination of agreement and all services.

SCM regulation 27 (1): "A bid specification committee must compile the specifications for each procurement of goods or services by the Municipality." SCM Regulations 27 (2) (g): Specifications must be approved by the accounting officer prior to the publications of the invitations for bids.

The specification committee consisted of Ms. A. De Beer (Director: Corporate Services), S Chandaka (Director: Infrastructure Services), A. Barnes (Director: Planning and Economic Developments), G. Boshoff (Director: Community and Protection Services), D. Jacobs (SCM) and A. Barnes (Director: Planning and Economic Development), who were responsible for the development and compilation of the specification.

Additional members were G. Kraukamp (SCM), I Thesen (SCM), J. Arends (SCM), S. Slingers (SCM) and Goodman N. Zaza (Principle Technician: Roads and Stormwater) and Lehlohonolo Moreki (Manager: Roads and Stormwater)

The bid was advertised in "Die Burger, E-Portal on the Stellenbosch municipal website, municipal notice boards based on the 80/20 Preference Points System. On the closing date 35 offers were received and opened in public.

The Technical evaluation was done by Goodman N. Zaza (Principle Technician: Roads and Stormwater) and Lehlohonolo Moreki (Manager: Roads and Stormwater) who examined the bids in terms of its compliance with the technical bid and submissions requirements.

Bid Responsiveness:

Service Providers tendering for the Hire of Equipment (Part 2), must submit to the Municipality, together with the Bid documentation, the following:

The Occupational Health and Safety Agreement (Included in the Specifications of the Contract Document).

Letter of Good Standing issued in terms of COIDA, confirming that the tenderer is registered as an employer in terms of the provisions of the Compensation for Occupational Injuries and Diseases Act, No. 130 of 1993. Rates for the Hiring of Equipment will not be accepted should the tenderer fail to complete or submit the above-mentioned documentation.

The tender condition stipulates that prices are fixed, and any condition tied to the price will invalidate the price. Tender conditions also stipulate that excessively Low or High prices will not be accepted, when compared to market related prices.

The current market has been tested and the evaluation for market related prices is based on the overall number of all the Bid prices received. In instances where the Item category receives less

bidding, main or national suppliers were consulted in other to get market related prices for the municipality.

The suppliers with low rates, were contacted.

As per the conditions of the tender: Bitumen is the only product whose prices for the duration of the period is not firm.

Colas is the applicable regional bitumen manufacture, who's rate is used as the base rate.

If the bidder did not indicate the percentage mark up, they will be deemed as non-responsive. Bitumen is converted into a percentage of the base rate (Colas Rate).

During the course of the contract, when bitumen products are to be procured, the current base rate from the Regional bitumen supplier (Colas) is obtained. The Service Provider's percentage mark-up is then applied to the current base rate to get to the Services Providers rate.

Bidders and items for which Rates are Submitted.

No.	Service Provider	Submitted Rates on Pricing Schedule
1	AJ Broom Road Products	A2.12
2	AJ Van Huffel Plant hire CC	A1.1, A1.2, A1.3, A1.4, A1.5; A2.1 - A2.11
3	Amila Investments PTY LTD	A1.1 - A1.8; A2.1 - A2.13; A3.1 - A3.2; A4.1 - A4.3; A5.1 - A5.8; A6.1 - A6.7; A7; A8.1 - A8.9.16; A9; A10; A11; A12; B1.1-B13.2.1
4	A.P.T	A1.1 - A1.8; A2.1 - A2.12; A3.1 - A3.2; A4.1 - A4.3; A5.1 - A5.8; A6.1 - A6.7; A7.1 - A7.2; A8.1 -A8.9.3; A9; A10; A11; B1.1 - B13.2.1
5	Aqua Transport and Plant Hire (PTY) LTD	A8.9.3; A8.9.4; A8.9.4.2 - A8.9.5.2; B1.1; B1.2 B2.1; B2.2; B5.1; B5.2; B5.3; B6.1; B6.2; B7.1; B7.2; B8.1; B12.1(Bandit Beast Chipper); B12.2; B13.1; B13.2
6	Carboncor Distribution South Africa (PTY) LTD	A1.7(a, b); A1.8(a, b)
7	Chipper EC (PTY) LTD	B2.1(Volume (cubic meters): 2.5 – 3.5); B2.2.1; B12.1(Bandit 12 Wood Chipper Bandit Beast Chipper); B12.2
8	Colas South Africa	A1.1; A1.2; A1.3; A1.4; A1.5; A1.7(b)
9	Conchem- Saligna BEE CC	A11
10	Diphororo Consulting (PTY) LTD	A1.1 - A1.7; A2.12; A2.13; A3.2(c,d,e,f); A4.1(a,b,c,e,f,g,h); A4.2(a,b,c); A4.3; A5.1(d,e,f); A5.3(g); A5.4(c,d); A5.5(b,c); A5.6(b); A6.1(Delivered to Stellenbosch, Delivered to Franschhoek); A7.1(Delivered to Stellenbosch Delivered to Franschhoek)
11	DP All Purpose Vehicle Rental and Hydraulic Services (PTY) LTD	B1.1; B1.2; B2.1(Volume (cubic meters): 2.2 – 2.5); B2.2; B3.1(Double Drum Vibratory); B4.1(SINGLE DRUM VIBRATORY, PADFOOT); B4.2.1; B5.1(Type: 20t) B5.2.1; B8.1; B9.1; B13.1(Vacuum truck (honey sucker) for Municipal Sewer)
12	Ekene Investments CC	B1.1; B1.2.1; B2.1; B2.2.1; B3.1; B3.2.1; B4.1; B4.2.1; B5.1; B5.2.1; B5.3.1; B7.1; B7.2.1; B8.1; B8.2.1; B9.1; B9.2.1; B10.1; B10.2.1; B11.1; B11.2.1; B13.1; B13.2.1

No.	Service Provider	Submitted Rates on Pricing Schedule
13	F.G Jacobs Transport CC	A2.1 - A2.11; A4.1; B1.1; B1.2.1; B2.1; B2.2.1; B5.1; B5.2.1; B5.3.1; B6.1; B6.2.1; B8.1; B8.2.1; B9.1; B9.2.1
14	Henchem Environmental Management Solutions.	A11
15	Immex Waste (PTY) LTD	B13.1 Other equipment, B13.2 (All)
16	Inyathi Plant Hire (PTY) LTD	B1.1 Digger loader, B1.2 (All), B2.1 (All), B2.2 (All), B3.1 (All), B3.2 (All), B4.1 (Double drum, Single drum Padfoot, Single drum Smooth), B4.2 (All) B5.1 (All), B5.2 (All), B5.3 (All), B6.1 (All), B6.2 (All), B7.1 (All), B7.2 (All), B8.1 Tipper Trucks, B8.2 (All), B9.1 (All), B9.2 (All), B10.1 (All), B10.2 (All), B11.1 Dumpers, B11.2 (All), B12.1 Other equipment, B12.2 (All), B13.1 Vacuum Truck, B13.2 (All).
17	Juno Corp (PTY) LTD	B13.1 Other equipment (All rates)
18	KFC Engineering & Industrial Supplies	A3.1 (A) Ogee Type, A5.1 (All rates), A5.2 (All rates), A5.3 (b) to (g), A5.4 (All rates), A5.5 (All rates), A5.6 (All Rates), A5.7 (d) -Supply only & (e)-Supply only, A5.8 (a)- Supply only, (b)- Supply only.
19	Lategan's Cement Work	A4.1(a,b,c,e,f,g & h); A4.2(a,c); A4.3
20	Lazar (PTY) LTD	B13.1 (All Rates)
21	Leafix (PTY) LTD	A11 Vegetation Control (All Rates)
22	Maseko Capentry Solutions (PTY) LTD	B1.1, B1.2.2, B2.2, B3.1 (All Rates), B3.2.2, B4.1 (All rates), B4.2.1 (All Rates) B4.2.2, B5.1 (All rates), B5.2.2, B5.3.2, B6.1 (All rates), B6.2.2, B7.1 (All Rates), B7.2.2, B8.1, B9.2.2, B9.1 (All rates), B9.2.2, B10.2.1(All Rates), B9.2.2, B11.1, B11.2.2, B12.1, B12.2.2, B13.1 JetVac, B13.2.2
23	Memotex Trading CC	A1.1, A1.2, A1.3, A1.4, A1.5, A1.7 (A)- Excluding Delivery, A2.13, A3.1 (a)-All Rates, A4.1 (A, B, C, E, F, G), A4.2 (a), A4.3.1, A4.3.2, A6.1, A6.2, A6.3, A6.4, A6.5, A7 Ordinary Portland Cement, A8.1, A8.2, A8.3, A8.4, A8.5, A8.6, A8.7, A8.8, A8.9.1, A8.9.2, A8.9.3, A8.9.4, A8.9.5, A8.9.6, A8.9.7, A8.9.8, A8.9.9, A8.9.11, A8.9.15, A10- Road marking Paints (All Rates), A 11- Vegetation Control (A.11.1, A11.2, A11.3, A11.4, A11.7, A11.8, A11.9, A11.10,
24	Maverick Trading 59 CC	A4.2; A4.3; A5.1(a,b,h); A5.2(a,b); A5.3(b,c,d); A5.4(a,b,c); A5.5(a); A5.6(a); A5.7(c,d,e); A5.8(a,b);
25	NCS Enterprise (PTY) LTD	A5.1(a,b,h); A5.2(a,b); A5.3(b,c); A5.4(a,b); A5.5(a); A5.6(a); A5.7(c,d,e); A5.8;
26	NU Way Enterprises	A8.1.1 - A8.1.12; A8.2.1 - A8.2.6; A8.3.1 - A8.3.4; A8.4.1 - A8.7.2; A8.8.1 - A8.8.8; A8.9.1 - A8.9.3; A8.9.4.1; A8.9.5.1; A8.9.10 - A8.9.15
27	Otto Signs (PTY) LTD	A8.1.1 - A8.1.12; A8.2 (All Rates); A8.3.1 - A8.3.4; A8.4 (All Rates); A8.5.1 - A8.7.2; A8.8-A8.9(All Rates); A8.9.10 - A8.9.16; A9.1
28	Rok Civils & Plant Hire CC	A2.1; A2.4; A2.6; A2.7; A6.1 - A6.6; A7.1; A8; A9.1; A11; B1.1; B1.2.1; B3.1(Double Drum Vibratory); (Pedestrian Rollers); B3.2.1; B8.1; B8.2.1; B9.1; B9.2.1;
29	SAFETI	A1.8(a,b)
30	SAMVIX Trading & Development	A10(All Rates)

No.	Service Provider	Submitted Rates on Pricing Schedule
31	Sizwe Paints (PTY) LTD	A10 (All Rates)
32	Tosas (PTY) LTD	A1.1; A1.2; A1.3; A1.4; A1.5;
33	VACJET Rentals (PTY) LTD	B13.1 Other equipment (All Rates)
34	World Wide Construction (PTY) LTD	A1.1, A1.2, A1.3, 1.4, A1.5, A1.6 (A), A1.6 (B), A1.7 (A,b), A1.8 (A& B), A2.1 (a,b,c,d,e), A2.2,A2.3, A2.4, A2.5, A2.6, A2.7 (a,b,c), A2.8, A2.9, A2.10, A2.11, A 2.12(a,b,c,d,e,f), A3.1 (A)- All Rates, A3.2, A4.1 (a,b,c,d,e,f,g,h), A4.2 (a,b,c), A4.3.1, A4.3.2, A5.1, A 5.2, A5.3, A5.4, A5.5, A5.6, A5.7, A5.8, A6.1, A6.2 (a,b), A6.3 (a,b), A6.4 (a, b), A6.5 a, A6.6 a, A6.7 a, A7 (All Rates). A 8.1, A8.2, A8.3, A8.4, A8.5, A8.6, A8.7, A8.9, A9.1, A10 (All rates), A11 (All rates), A12.5 (a,b,c), B1.1, B1.2.1, B2.1, B2.2.1, B2.2.2, B3.1, B3.2.1, B3.2.2, B4.1, B4.2.1, B5.1, B5.2.1, B5.2.2, B5.3.1, B5.3.2, B6.1, B6.2.1, B6.2.2, B7.1, B7.2.1, B7.2.2, B8.1, B8.2.1, B8.2.2, B9.1, B9.2.1, B9.2.2, B10.1, B10.2.1, B10.2.2, B11.1, B11.2.1, B11.2.2, B12.1, B12.2.1, B12.2.2, B13.1, B13.2.1, B13.2.2
35	Zion Goods and Services	A1.1; A1.2; A1.3; A1.4; A1.5; A1.8; A2.1(a,b,c,d,e); A2.2; A2.3; A2.4; A2.5; A2.6; A2.7; A2.8; A2.9; A2.10; A2.11; A4.1(a,b,c,d,e,f,g); A4.2(a,b,c); A4.3; A5.1(All Rates); A5.2; A5.3;A5.4; A5.5; A5.6; A5.7(c); A6.1; A6.2(a,b); A6.3(a,b); A6.4(a,b); A6.5(a,b); A6.6(a,b); A6.7(a); A7 (All Rates); B1.1; B1.2; B2.1 (Volume (cubic meters): 2.2 – 2.5) (Volume (cubic meters): 2.5 – 3.5) B2.2; B3.1(Double Drum Vibratory); B3.2.1; B4.1; B4.2.1; B5.1; B5.2.1; B5.3.1; B6.1; B6.2.1; B7.1; B7.2.1; B8.1; B8.2.1; B9.1; B9.2.1; B10.1; B10.2.1; B11.1; B11.2.1; B12.1; B12.2.1; B13.1

Risk Assessment

Bidders with high prices compared to market participants:

The evaluators discussed the difference in rates for the same items. The user department indicated that rates can be acceptable, depending on the brand name of the hiring of equipment which the supplier offered. Prices of those brand names of equipment are more expensive to hire than other brand names, as the tender document cannot say what type of brands are needed. The profit mark-up of the different companies is also not known.

The user department, therefore, recommends that all the items of all the responsive bidders are acceptable, as this tender is available to all the departments of the municipality. The user department can only request the next higher bidder if the preferred bidder cannot deliver on request and the department does not want to delay service delivery. The department must confirm if the prices that the next bidder offered are acceptable and cost effective.

Bidders with low prices compared to market participants:

Were the rates are found to be too low, contact to supplier was made to confirm if the rate is correct and the service will be provided to the municipality without delays.

The rate submitted and availability of goods/ equipment must be confirmed prior to procurement of goods.

Prices highlighted in Red on the BOQ spreadsheet are very high, alternative supplier with market related price will be the first option. These rates are excessively high compared to market participants.

To evaluate market-related prices, consultation to other material and equipment suppliers was also done. The price received from two bidders for Timber was found to be excessively expensive, compared to what the Timber manufacturers are quoting such as Somerset Timber, Buildmate and Cape Town Timber suppliers. In conclusion the price offered for timber is not accepted, we recommend that the SCM stores do the procurement for Timber.

The best rank bidder (up to a maximum of 5 bidders) will be consider.

Proposals not considered for further evaluation due to the following reasons (legislation applicable and non-responsiveness.

No	Bidder	Reason
34	Worldwide Construction (PTY) LTD	Bidder did not comply with the Hiring of Equipment as they did not submit their COIDA certificate.
32	Tosas-	Non-compliant. Mark Up percentage on the bitumen is not provided; therefore, Price is Invalid. Highlighted Red and Annotated
35	Zion Goods & Services-	Mark Up percentage on the bitumen is not provided; therefore, Price is Invalid. Highlighted Red and Annotated
	Memotek Trading	Bidder offered a 10L Plastic Primer, (item A10.7) while we ask for 5L. cannot be compare.

Please Note: Maseko indicated 30% sub-contracting

DECLARATION OF INTEREST (MBD 4) Related Parties

	Creditor Name	Spouse, Parent or Child	Name	Any directors, trustees, ,principal shareholders or stakeholders of the company have any interest in any other related companies or business whether or not they are bidding for this contract?
1	AJ Broom Road Products	NO		YES
2	AJ Van Huffel Plant hire CC	NO		NO
3	Amila Investments (PTY) LTD	NO		NO
4	A.P.T	NO		NO
5	Aqua Transport and Plant Hire (PTY) LTD	NO		YES
6	Carboncor Distribution South Africa (PTY) LTD	NO		NO
7	Chipper EC (PTY) LTD	NO		YES
8	Colas South Africa	NO		NO
9	Conchem- Saligna BEE CC	NO		NO
10	Diphororo Consulting (PTY) LTD	NO		NO
11	DP All Purpose Vehicle Rental and Hydraulic Services (PTY) LTD	NO		NO
12	Ekene Investments CC	NO		YES
13	F.G Jacobs Transport CC	Charmaine Pool husband Educator and Merle Flagg daughter is an educator	Herman Pool and Katelyn Flagg	NO
14	Henchem Environmental MS	NO		NO

	Creditor Name	Spouse, Parent or Child	Name	Any directors, trustees, principal shareholders or stakeholders of the company have any interest in any other related companies or business whether or not they are bidding for this contract?
15	Immex Waste (PTY) LTD	JD Dorfling wife work for the Department of education	Almari Dorfling	NO
16	Inyathi Plant Hire (PTY) LTD	NO		NO
17	Juno Corp (PTY) LTD	NO		YES
18	KFC Engineering & Industrial Supplies	NO		YES
19	Lategan's Cement Work	NO		NO
20	Lazar (PTY) LTD	NO		NO
21	Leafix (PTY) LTD	NO		YES
22	Maseko Capentry Solutions (PTY) LTD	NO		NO
23	Memotex Trading CC	NO		YES
24	Maverick Trading 59 CC	NO		YES
25	NCS Enterprise (PTY) LTD	NO		NO
26	NU Way Enterprises	NO		NO
27	Otto Signs (PTY) LTD	NO		NO
28	Rok Civils & Plant Hire CC	NO		NO
29	SAFETI	NO		NO
30	SAMVIX Trading & Development	Brother in service of state	Johan Fullard	NO
31	Sizwe Paints (PTY) LTD	NO		NO
32	Tosas (PTY) LTD	NO		NO
33	VACJET Rentals (PTY) LTD	NO		YES
34	Worldwide Construction (PTY) LTD	NO		NO
35	Zion Goods and Services	NO		NO

Please Note: Two of the directors of FG Transport daughter and husband are educators in the service of the state.

One of the directors of Immex Waste (Pty) Ltd wife is an educator in the service of the state.

The brother of the director of Samvix Trading Development works for Stellenbosch Municipality.

The evaluation committee consisted of B. Louw (Manager: Demand Management Goodman N. Zaza (Principle Technician: Roads and Stormwater), Lehlohonolo Moreki (Manager: Roads and Stormwater) and J. Arends (Senior SCM Professional) and G. Kraukamp (SCM) who examined the bids in terms of its compliance with the stipulated bid and submissions requirements.

The 80/20 points system was utilized. This tender will be evaluated in terms of the General Conditions of Contract, Supply Chain Management Policy and relevant specification as depicted in the document and also the Stellenbosch Preferential Procurement Policy effective from 16 January 2023 in accordance with the Preferential Procurement Regulations that was promulgated by the Minister of Finance on 04 November 2022 in Government Gazette No 47452.

Bids will be evaluated per item

The Preferential points system which will apply to the tender is as follows:

Price	80
B-BBEE status level of contribution	10
Locality	10
Total points for Price and B-BBEE	100

NO	BIDDERS	BBBEE LEVEL	POINTS FOR BBBEE (max 10)	POINTS FOR LOCALITY (10)	ADD TOTAL TO PRICE POINTS (Max 20)
1	AJ Broom Road Products	Non-compliant	0	0	0
2	AJ Van Huffel Plant hire CC	2	9	0	9
3	Amila Investments (PTY) LTD	*1	0	10	10
4	A.P.T	0	0	0	0
5	Aqua Transport and Plant Hire (PTY) LTD	1	10	0	10
6	Carboncor Distribution South Africa (PTY) LTD	*1	0	0	0
7	Chipper EC (PTY) LTD	*2	0	0	0
8	Colas South Africa	*1	0	0	0
9	Conchem- Saligna BEE CC	4	5	0	5
10	Diphororo Consulting (PTY) LTD	1	10	0	10
11	DP All Purpose Vehicle Rental and Hydraulic Services (PTY) LTD	**1	0	0	0
12	Ekene Investments CC	1	10	0	10
13	F.G Jacobs Transport CC	1	10	0	10
14	Henchem Environmental MS	3	8	0	8
15	Immex Waste (PTY) LTD	*1	0	10	10
16	Inyathi Plant Hire (PTY) LTD	2*	9	10	19
17	Juno Corp (PTY) LTD	8	2	10	12
18	KFC Engineering & Industrial Supplies	1	10	0	10
19	Lategan's Cement Work	Non-compliant	0	0	0
20	Lazar (PTY) LTD	*1	0	0	0
21	Leafix (PTY) LTD	*1	0	0	0
22	Maseko Capentry Solutions (PTY) LTD	2	9	0	9
23	Memotex Trading CC	1	10	0	10
24	Maverick Trading 59 CC	*1	0	0	0
25	NCS Enterprise (PTY) LTD	*1	0	0	0
26	NU Way Enterprises	*1	0	0	0
27	Otto Signs (PTY) LTD	2	9	0	9
28	Rok Civils & Plant Hire CC	1	10	0	10
29	SAFETI	*1	0	0	0
30	SAMVIX Trading & Development	1	10	0	10
31	Sizwe Paints (PTY) LTD	1	10	0	10
32	Tosas (PTY) LTD	0	0	0	0
33	VACJET Rentals (PTY) LTD	8	2	0	2
34	Worldwide Construction (PTY) LTD	*1	0	0	0
35	Zion Goods and Services	*1	0	0	0

Reasons for not awarding B-BBEE Points

No.	Name of Bidder	Reasons for not awarding B-BBEE points	LEGISLATIVE SECTION	REFERENCE
24	Maverick Trading 59 CC	Sworn Affidavit not original, and therefore no points,	BBBEE Commission	Practice Guide 01 of 2022
11	DP All Purpose Vehicle Rental and Hydraulic Services (PTY) LTD	Sworn Affidavit did not select or indicate the capacity under which they act, and therefore no points,	BBBEE Commission	Practice Guide 01 of 2022
4	A.P.T	Complete the sample Sworn Affidavit	BBBEE Commission	Practice Guide 01 of 2022
8	Colas	BBBEE certificate expired		Practice Guide 01 of 2022
15	Immex Waste (PTY) LTD	Did not indicate the full year of sworn affidavit	BBBEE Commission	Practice Guide 01 of 2022
21	Leafix (PTY) LTD	Sworn Affidavit did not select or indicate the capacity under which they act, and therefore no points,	BBBEE Commission	Practice Guide 01 of 2022
29	SAFETI	Sworn Affidavit did not select or indicate the capacity under which they act, and therefore no points,	BBBEE Commission	Practice Guide 01 of 2022
35	Zion Goods and Services	Sworn Affidavit did not select or indicate the capacity under which they act, and therefore no points,	BBBEE Commission	Practice Guide 01 of 2022
3	Amila Investments (PTY) LTD	Sworn Affidavit did not select or indicate the capacity under which they act, and therefore no points,	BBBEE Commission	Practice Guide 01 of 2022

No,	Name of Bidder	Reasons for not awarding B-BBEE points	LEGISLATIVE SECTION	REFERENCE
25	NCS Enterprise (PTY) LTD	CPIC certificate was not certified	BBBEE Commission	Practice Guide 01 of 2022
32	Tosas (PTY) LTD	No points are claimed i.to MBD 6.1	Preferential Procurement Act-section 2(1)(d)(ii)	(3) A tenderer must submit proof of its B-BBEE status level of contributor. (4) A tenderer failing to submit proof of B-BBEE status level of contributor or is a non-compliant contributor to B-BBEE may not be disqualified, but- (a) may only score points out of 80 for price; and (b) scores 0 points out of 20 for B-BBBEE
20	Lazar (PTY) LTD	Sworn Affidavit did not select or indicate the capacity under which they act, and the year was not fully completed, therefore no points	BBBEE Commission	Practice Guide 01 of 2022
7	Chipper EC (PTY) LTD	Sworn Affidavit did not select or indicate the capacity under which they act, and the year was not fully completed, therefore no points	BBBEE Commission	Practice Guide 01 of 2022
26	NU Way Enterprises	Sworn Affidavit did not select or indicate the capacity under which they act, and the year was not fully completed, therefore no points	BBBEE Commission	Practice Guide 01 of 2022
34	Worldwide Construction (PTY) LTD	Sworn Affidavit did not select or indicate the capacity under which they act, and therefore no points,	BBBEE Commission	Practice Guide 01 of 2022
35	Zion Goods and Services	Sworn Affidavit did not select or indicate the capacity under which they act, and therefore no points,	BBBEE Commission	Practice Guide 01 of 2022
6	Carboncor Distribution South Africa (PTY) LTD	Sworn affidavit not original	BBBEE Commission	Practice Guide 01 of 2022

0 Points for locality as the bidders business is not situated in the WC024

See Annexure B for the Pricing Schedule.

Financial Implications

The envisaged expenditure will be financed from different votes from the Infrastructure Department. Budget provisions will be made for financial year 2024/2025. Different departments can also utilize this tender with their u-keys.

After further discussion

Mr. Kraukamp confirm that Mr. Johan Fullard was not part of the BEC, or BAC meetings and the declaration of Mr. Fullard was done.

The department must ensure that they get value for money on the brand names and the hire of the equipment will be on the lowest price as explained by Mr. Jacobs and Mr. Louw.

There were no further questions from the members, and all is satisfied with the recommendation, therefore the Chairperson informs the committee that the recommendation of the BEC is supported by the BAC and recommended to the Accounting Officer.

RESOLVED

9.1 That the rates per item (15% VAT inclusive) of the rank bidders of each of the items, as indicated in Annexure C, as they are rank from highest to lowest based on their points scored is supported by the BAC and recommended to the Accounting Officer for acceptance and approval;

9.1.1 As Colas is Regional bitumen manufacture their base price will be use for the Bitumen products.

- 9.1.2** The offers received for Timber is too high and this category will not be awarded. User department must make use of alternative procurement methods.
(See Annexure C for the ranking)

- 9.2** If the preferred bidder cannot deliver on the request then it shall default to the next highest bidder on condition that the second highest bidders prices are acceptable and cost effective.

- 9.3** All of their tax status is compliant. They signed and completed their MBD 4, MBD5, MBD6.1, MBD 8, and MBD 9 forms. The bidders submitted affidavits, lease agreements and municipal accounts, and lease agreements for their directors and business. The details of the proposed bidders were also verified to be not listed on either National Treasury's Register for Tender Defaulters or the Database of Restricted Suppliers and the Stellenbosch Suspension list, and the directors were found not to be in the service of the state.

The envisaged expenditure will be financed from different votes from the Infrastructure Department. Budget provisions will be made for financial year 2024/2025. Different departments can also utilize this tender with their u-keys.

4.2 VARIATION ORDER - BSM 17/23: ELECTRIFICATION OF INFORMAL HOUSES IN THE ENKANINI INFORMAL SETTLEMENT OF STELLENBOSCH FOR THE PERIOD ENDING JUNE 2024.

RECOMMENDATION:

That the current contract B/SM 17/23: Electrification of Informal Houses in the Enkanini Informal Settlement of Stellenbosch for the Period Ending June 2024 in Kayamandi, be extended with a maximum value of not more than 15.87% amounting to R3 542 485.53 inclusive of VAT, from R22 316 374.38 to R25 858 859.91 (inclusive of 10% Contingencies and 5% Escalation and 15% VAT)

DISCUSSION:

Mr. Mark Benson informs the committee to obtain the approval of the Accounting Officer for a variation order, in terms of Stellenbosch Municipal Supply Chain Management Policy Section 53 in respect of the original contract that was awarded to Motheo Construction (Pty) Ltd – bid B/SM 17/23: Electrification of Informal Houses in the Enkanini Informal Settlement of Stellenbosch for the Period Ending June 2024.

Background

The Implementation of the Electrification of the Informal Houses in the Enkanini Informal Settlement of Stellenbosch for the Period Ending June 2024 is currently under construction as per tender B/SM 17/23 that was awarded to Motheo Construction (Pty) Ltd on 03 March 2023. At present, the electrical construction works is 65% complete but additional and unforeseen work has been identified.

During the construction phase of the project, it became evident that the allocated contract amount of R22 316 374.38 (including 10% Contingencies and 5% Escalation, and 15% VAT) is at risk of being exceeded by the end of the contract. The contract amount is anticipated to be exceeded by 15.87 % amounting to R3 542 485.53 all-inclusive.

The user department has received a cost break-down, detailing the re-measurable materials and acceleration costs responsible for the variation that was compiled by the consultant SMEC South Africa (Pty) Ltd indicating the additional costs on Electrification of the Informal Houses in the Enkanini Informal Settlement of Stellenbosch. The additional costs are because of not being able to install the cable on the sidewalks (road reserve) due to illegal encroachment into road reserve of the dwellings on the cable route. A section of the route also had to be altered at the request of the housing department as this area has been earmarked for a housing project. Some costs are also because of the programme being accelerated to complete the project within the pre-defined deadlines.

The contractor will be compelled to install the cable in the road and must follow a special reinstatement process as prescribed by roads department, Johan Fullard. This meant that the contractor would have to import larger quantities of G2 material to reinstate the road base course. The project is 65% complete at this stage, we anticipate that we will need to vary the contract value by 15.87% to absorb the additional costs associated with installing the MV cable being re-routed, and sections of the cable installed in the road. The cable was initially planned to be installed in the road reserve and at the time of design this was possible for a large percentage of the route. However, this is currently not the case as more residents have encroached onto the road reserve. The risk of damaging the cable is high if the installation is done in the road reserve as more and more residents are building illegally in the road reserve.

The contract will not be completed within the approved timeframes. It is anticipated that the delays will push out the contract end date by another month. The contract is now anticipated to end at the end of October 2023.

Discussion

Stellenbosch Municipal Supply Chain Management Policy Section 53 advised Accounting Officers that they may expand or vary by not more than 20% for construction related goods, services and/or infrastructure projects and 15% for all other goods and/or services of the original value of the contract.

Any expansion or variation in excess of these thresholds must be dealt with in terms of the provisions of sections 116(3) of the MFMA which will be regarded as an amendment to the contract.

Variation of the order can only be approved by the delegated authority who initially presided over the award of the original contract.

Financial Implications

The initial contract value of B/SM 17/23: Electrification of Informal Houses in the Enkanini Informal Settlement of Stellenbosch for the Period Ending June 2024 in Kayamandi was of R22 316 374.38 (including 10% Contingencies and 5% Escalation, and 15% VAT)

U-key 20220630076632 will be utilised for the variation order amounting to R3 542 485.53 all-inclusive to provide for the variation of 15.87% of the total contract value.

Conclusion

The original bid was approved by the Bid Adjudication Committee (BAC) on the 24 February 2023 and the variation is within the required threshold of 20% as per the National Treasury prescripts, and therefore request that the BAC recommend the approval of the variation order by the Accounting Officer.

After further discussion

Mr. Benson confirm that the work must still be done. The documents must be corrected on the timeframes.

There were no further questions from the members, and all is satisfied with the recommendation, therefore the Chairperson informs the committee that the recommendation of the BEC is supported by the BAC and recommended to the Accounting Officer.

RESOLVED

That the current contract B/SM 17/23: Electrification of Informal Houses in the Enkanini Informal Settlement of Stellenbosch for the Period Ending June 2024 in Kayamandi, be extended with a maximum value of not more than 15.87% amounting to R3 542 485.53 inclusive of VAT, from R22 316 374.38 to R25 858 859.91 (inclusive of 10% Contingencies and 5% Escalation and 15% VAT) is supported by the BAC and recommended to the Accounting Officer for acceptance and approval.

The initial contract value of B/SM 17/23: Electrification of Informal Houses in the Enkanini Informal Settlement of Stellenbosch for the Period Ending June 2024 in Kayamandi was of R22 316 374.38 (including 10% Contingencies and 5% Escalation, and 15% VAT)

U-key 20220630076632 will be utilised for the variation order amounting to R3 542 485.53 all-inclusive to provide for the variation of 15.87% of the total contract value.

4.3 VARIATION ORDER - BSM 40/22: INTERNAL REFURBISHMENT OF THE NPK BUILDING ON ERF 1852, STELLENBOSCH FOR ADMINISTRATIVE OFFICES FOR STELLENBOSCH MUNICIPALITY.

RECOMMENDATION:

That the requested cost for the final measurement increased by an amount of **R 87 998,00** (excl. VAT), to allow the payment of the final account for the works completed, thus resulting in a total contract value of **R 24 994 712,32 (excl. VAT)**

DISCUSSION:

Mr. Andre Slabbers informs the committee that to obtain the approval in terms of Supply Chain Management Policy for an expansion/variation of order against the original contract number (Tender B/SM 40/22), in respect of the original contract that was awarded to Bambana Management Services (Pty) Ltd: Internal refurbishment of the NPK building on erf 1852, Stellenbosch for administrative offices for Stellenbosch Municipality.

Background

The offer of Bambana Management Services (Pty) Ltd was awarded for the amount of **R 20 832 647,63 VAT exclusive** (inclusive of R 200 000,00 Contingencies).

At the Bid Adjudication Committee (BAC) held on 16 September 2021, a variation of R3 455 791,71 (VAT exclusive); was approved for the unforeseen and additional work discovered after the demolition stage. A further approval of R618 274,98 for The Extension of Time claim from the Contractor, was approved by the BAC on the 13th of December 2022 to extend the contract amount to the value of R 24 906 714,32 VAT Exclusive.

Stellenbosch Municipality has agreed to take occupation of the building for the first to the fourth floor, to avoid any extension of time claims for additional Preliminary and General items (P&G). This was to accommodate the Municipality to cancel the previous lease agreements. The contract has therefore reached practical completion during February 2023, with outstanding snags to be completed on the ground floor.

The project has now reached final completion stage and the Quantity Surveyor, Contractor and Engineer has quantified and prepared the final account for the payment certificate. The contractor has provided the final measurement as per the contract schedule of quantities for the work required to prepare the final completion certificate. The details of such expense was certified by the Principal Agent as the final measurement with an overrun to the amount of **R 87 998,00** on the project amount. The final amount could not be determined since the final measurement was not completed until the final certificate was prepared. The schedule of work for this variation on the electrical installation is summarized by the Engineer.

It is therefore necessary to allow the expansion of the contract amount for the cost of the final measurement from the Contractor.

Discussion

It is recognized that, an accounting officer of a municipality may deem it necessary to expand or vary orders against the original contract. As per the Stellenbosch municipality Supply Chain Management Policy of 2023/24 Section 53, "Contracts may be expanded or varied by not more than 20% of the original contract value for construction related goods, services and/or infrastructure projects and 15% for all other goods and/or services."

Any expansion or variation in excess of these thresholds must be dealt with in terms of the provisions of sections 116(3) of the MFMA which will be regarded as an amendment to the contract.

Variation of the order can only be approved by the delegated authority who initially presided over the award of the original contract.

Financial Implications

The revised contract value of B/SM 40/22: is **R 24 906 714,32 VAT Exclusive**. The additional cost for the final certificate is **R 87 998,00** to provide for the variation of 0,42% of the appointed contract value.

The amount of **R 87 998,00** exclusive of VAT, will be veriment to Ukey 20220630077721. The veriment is in the process for approval to allow budget for the final payment certificate.

Thus, resulting in a total contract value of **R 24 994 712,32 (excl. VAT)** to provide for the total variation of 19,98%. The extension for the variation is within the required threshold of 20%.

Conclusion

The original bid was approved by the Bid Adjudication Committee (BAC) on the 26 April 2022 with only a contingency amount of R 200 000,00. The variation is within the required threshold of 20% as per the National Treasury prescripts, and therefore request that the BAC recommend the approval of the variation order by the Accounting Officer.

After further discussion

Mr. Andre Slabbert says the work has been done. The Chairperson says as the work was done before approval this must be referred to MPAC. The invoice must be paid and they must follow the process to get it approved and he will recommend that they make payment to the service provider and he will give a memorandum to motivate the payment.

There were no further questions from the members, and all is satisfied with the recommendation, therefore the Chairperson informs the committee that the recommendation of the BEC is supported by the BAC and recommended to the Accounting Officer as an unconditional award.

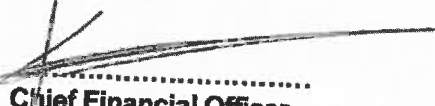
RESOLVED

That the requested cost for the final measurement increased by an amount of **R 87 998,00 (excl. VAT)**, to allow the payment of the final account for the works completed, thus resulting in a total contract value of **R 24 994 712,32 (excl. VAT)** is supported by the BAC and recommended to the Accounting Officer for acceptance and approval.

The revised contract value of B/SM 40/22: is **R 24 906 714,32 VAT Exclusive**. The additional cost for the final certificate is **R 87 998,00** to provide for the variation of 0,42% of the appointed contract value.

The amount of **R 87 998,00** exclusive of VAT will be virement to Ukey 20220630077721. The virement is in the process for approval to allow budget for the final payment certificate.

Thus, resulting in a total contract value of **R 24 994 712,32 (excl. VAT)** to provide for the total variation of 19,98%. The extension for the variation is within the required threshold of 20%.


.....
Chief Financial Officer

Mr. K Carolus

Adjournment

Meeting adjourned at 09h44

Minutes compiled by I Thesen (Ms.)


.....
Date

Date: 18 August 2023

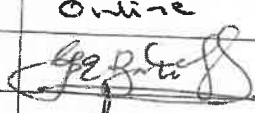
BID ADJUDICATION COMMITTEE Stellenbosch Municipality

ATTENDANCE REGISTER AND UNDERTAKING OF CONFIDENTIALITY AND IMPARTIALITY

DATE: 18 August 2023

I, the undersigned, hereby declare:

- that all information, documentation and decisions regarding any matter before the committee are confidential and undertake not to make known anything in this regard
- that I will treat all providers and potential providers equitably and will not purposefully favour or prejudice anybody
- that I will make known details of any private or business interest which I, or any close family member, partner or associate may have in any proposed procurement or disposal process of, or in any award or contract and that I will immediately withdraw from participating in any manner whatsoever.

BAC MEMBERS		
NAME	DEPARTMENT / SECTION	SIGNATURE
Mr K Carolus	Chief Financial Officer - Chairperson	
Mr S Chandaka	Director: Infrastructure Services	Apology
Mr A Barnes	Director: Planning & Economic Development	Online
Ms A De Beer	Director: Corporate Services	Online
Mr G Boshoff	Director: Community and Protection Services	
Mr D Jacobs	Senior Manager: Supply Chain Management Unit	

Mr J Fullard Acting Director: Infrastructure Services

Online

[illegible]

Ingrid Thesen

From: Lize-Mari Visser
Sent: Thursday, 17 August 2023 10:45
To: Ingrid Thesen
Cc: Johan Fullard; Justine Fielies; Shane Chandaka
Subject: BAC - 18/08/2023

Hi Ingrid,

Please accept Director Chandaka's apologies for tomorrow's BAC meeting. Johan Fullard will attend the meeting on Director's behalf. Please extend the invitation and supporting documents to him and Justine as well.



Kind regards,

Lizé-Mari Visser

Personal Assistant to
Director: Infrastructure Services

T: +27 21 808 8213
1st Floor, Ecclesia Building, 71 Plein Street,
Stellenbosch, 7600
www.stellenbosch.gov.za



Disclaimer and confidentiality note: The legal status of this communication is governed by the terms and conditions published at the following link:
<http://www.stellenbosch.gov.za/main/pages/disclaimerpage.htm>

13.	REPORTS BY THE MUNICIPAL MANAGER
13.1	QUARTERLY REPORT OF THE AUDIT AND PERFORMANCE AUDIT COMMITTEE OF STELLENBOSCH MUNICIPALITY FOR THE PERIOD 01 APRIL 2023 TILL 30 JUNE 2023

Collaborator No:

IDP KPA Ref No: Good Governance

Meeting Date: 17th Council: 25 October 2023

1. SUBJECT: QUARTERLY REPORT OF THE AUDIT AND PERFORMANCE AUDIT COMMITTEE OF STELLENBOSCH MUNICIPALITY FOR THE PERIOD 01 APRIL 2023 TILL 30 JUNE 2023

2. PURPOSE

To inform Council of the activities of the Audit and Performance Audit Committee for the period 01 April 2023 till 30 June 2023 (4th Quarter). The Minutes of the meeting held for this period mentioned is herewith attached as **APPENDIX 1** which highlights the activities of the Audit and Performance Audit Committee.

3. DELEGATED AUTHORITY

Audit and Performance Audit Committee reports to Council periodically.

4. EXECUTIVE SUMMARY

In terms of Section 166 of the Municipal Finance Act (MFMA), Act No 56 of 2003, each municipality must have an Audit and Performance Audit Committee. The Audit and Performance Audit Committee is an independent advisory body which must advise Council, the political office bearers, the accounting officer, the management and staff of the municipality.

The Audit Committee has executed its duties and responsibilities during the period under review in accordance with its terms of reference as they relate to Council's accounting, internal auditing, internal control and financial reporting practices.

5. RECOMMENDATION

that Council take note of the report of the Audit and Performance Audit Committee for the period 01 April 2023 till 30 June 2023.

6. DISCUSSION / CONTENTS

6.1 Background

In terms of Section 166 (2) (a) the Audit and Performance Audit Committee must provide advice on matters relating to:

- internal financial control and internal audit;
- risk management;
- accounting policies;
- the adequacy, reliability and accuracy of financial reporting and information
- performance management
- effective governance
- performance evaluation
- compliance with the MFMA; and
- any issues referred to the Committee by the Council.

The Audit and Performance Audit Committee will also review the annual financial statements in order to advise Council whether its finances are being managed efficiently and effectively. Furthermore, the Audit and Performance Audit Committee may respond to Council on issues raised by the Auditor-General in the audit report and carry out investigations into the financial affairs of the municipality if requested to do so by Council.

In order to execute its responsibilities effectively, the Audit and Performance Audit Committee will have unrestricted access to the financial records and all other relevant information of the municipality.

6.2 Discussion

During this period the committee, amongst other matters, considered the following and would like to report the following in conjunction with the minutes of the meetings attached:

In respect of the external auditors and the external audit

- Monitored the progress made with AG action plan and noted the responses from management and the CAE.
- The Chairperson raised the importance of controls and systems improvements to address root causes to avoid repeat findings.

In respect of financial statements

- Noted that at this stage of the financial year there were no reports submitted in relation to Irregular, unauthorised, fruitless and wasteful expenditure.
- Noted the progress report given by the CFO in relation to the MPAC investigation regarding ICT expenditure disclosures and inquired when this would be concluded on.

In respect of internal control and internal audit

- Reviewed critical and significant issues raised by the internal audit processes and the adequacy of corrective action in response to such findings as detailed in the reports and follow-up reports.
- Reviewed the progress made by Internal Audit in the execution of its operational plan and the delay with completion certain areas and approved certain roll overs.
- Approved in principle the Operational Plan of Internal Audit for the 2022-2023 financial year.
- Reviewed and approved the Internal Audit Charter.
- Reviewed the Audit and Performance Audit Committee Charter and recommended it to Council for approval.
- Reviewed and noted the progress made by Internal Audit Unit with the implementation of its Quality Assurance and Improvement Plan.
- Noted the updated Combined Assurance Framework from Provincial Treasury which will be used as guide for combined assurance and risk management implementation.

In respect of Pre-determined Objectives

- Noted the reports in relation to Quarter 3 PDO's and Quarter 3 PDO's as reviewed by Internal Audit.

- Recommended that findings although housekeeping should be addressed before it cumulatively becomes a concern.

In respect of risk management

- Reviewed progress reports on Risk Management.
- Reviewed minutes of the Risk management Committee.
- Reviewed the updated and revised strategic and operation risk registers.
- Reviewed the Business Continuity Framework and raised some concerns and made recommendations for inclusion and resubmission to the Committee.

In respect of Fraud, Investigations and Consequence management

- Noted the risk and fraud management project plan.
- Noted the updated fraud allegations register and closure of resolved matters.

6.3 Financial Implications

As per the approved budget.

6.4 Legal Implications

The recommendations comply with legislation.

6.5 Staff Implications

N/A.

6.6 Previous / Relevant Council Resolutions

N/A

6.7 Risk Implications

N/A

6.8 Comments from Senior Management

The Municipal Manager and Senior Managers are in support of this item.

APPENDICES

Appendix 1 - Minutes of the Audit and Performance Audit Committee Meeting dated 29 June 2023

FOR FURTHER DETAILS CONTACT:

NAME	<i>Faiz Hoosain</i>
POSITION	<i>Chief Audit Executive</i>
DIRECTORATE	<i>Municipal Manager's Office</i>
CONTACT NUMBERS	<i>021-808 8555</i>
E-MAIL ADDRESS	Faiz.Hoosain@ Stellenbosch.gov.za
REPORT DATE	<i>27 September 2023</i>

APPENDIX 1

CONFIDENTIAL



STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

2023-06-29

MINUTES

AUDIT AND PERFORMANCE AUDIT COMMITTEE MEETING [IN-COMMITTEE]

2023-06-29

[IN-COMMITTEE]

1.	OPENING AND WELCOME
	The Chairperson, Mr Nene, welcomed everyone present at the APAC meeting and wished all the Muslim colleagues well with the celebration of Eid.
1.1	COMMUNICATION BY THE CHAIRPERSON
	NONE
1.2	COMMUNICATION BY THE MUNICIPAL MANAGER
	NONE
1.3	DISCLOSURE OF INTERESTS
	NONE
	It was noted that the APAC members verbally confirmed that there was no interest to declare.
2.	APPLICATIONS FOR LEAVE OF ABSENCE
	NONE
3.	CONFIRMATION OF MINUTES AND MATTERS ARISING
3.1	Confirmation of minutes
	The minutes of the Audit & Performance Audit Committee held on 2023-03-29. (APPENDIX 1)
	FOR CONFIRMATION

AUDIT & PERFORMANCE AUDIT COMMITTEE MEETING: 2023-06-29: ITEM 3.1

The minutes of the Audit and Performance Audit Committee held on 2023-03-29 were **confirmed as correct.**

[IN-COMMITTEE]

3.2	MATTERS ARISING FROM PREVIOUS MINUTES / ACTION POINTS FOR CONSIDERATION
-----	--

NONE

4.	AUDITOR-GENERAL
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4.1	A-G Action Plan for the year ending 30 June 2022 FOR CONSIDERATION	APPENDIX 2
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AUDIT & PERFORMANCE AUDIT COMMITTEE MEETING: 2023-06-29: ITEM 4.1

The Chairperson opened the discussion by acknowledging the Committee's query regarding the outcome of the investigations on fruitless and wasteful expenditure. Members expressed the importance of accurate assessments to determine the classification of expenditures based on the previous year's findings. The Chairperson emphasized the importance of closing the matter promptly, maintaining a balance between thoroughness and efficiency. The Committee registered their concerns regarding incomplete action plans and encouraged Management to exert efforts to finalize the investigation, ensuring both accuracy and timeliness.

AG action plan should be amended for readability purposes.

RESOLVED

that the AG Action Plan for the year ending 30 June 2022, be noted.

5.	FINANCIAL STATEMENTS
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5.1	Feedback on unauthorised irregular fruitless and wasteful expenditure (if any)
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NONE

[IN-COMMITTEE]

6.	INTERNAL AUDIT AND INTERNAL CONTROL	
6.1	Internal Audit Report: PDO's Quarter 3 FOR CONSIDERATION	(APPENDIX 3)

AUDIT & PERFORMANCE AUDIT COMMITTEE MEETING: 2023-06-29: ITEM 6.1

The Chief Audit Executive explained that findings related to auditing predetermined objectives on a quarterly basis were considered housekeeping matters.

The Chairperson raised a concern regarding low priority findings, emphasizing the need to address them promptly to prevent it from escalating. He highlighted that although these findings might appear insignificant initially, if left unattended, they could develop into more significant issues.

RESOLVED

that the Internal Audit Report: PDO's Quarter 3, be noted.

6.2	Internal Audit Report: Revenue - unallocated deposits FOR CONSIDERATION	(APPENDIX 4)
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AUDIT & PERFORMANCE AUDIT COMMITTEE MEETING: 2023-06-29: ITEM 6.2

The APAC raised concerns around findings in this report and also alluded to how this report impacts the AG findings relating to traffic fines. Concerns were raised around the quantum and its impact. The CFO responded to the concerns raised.

RESOLVED

that the Internal Audit Report: Revenue - unallocated deposits, be noted.

6.3	Internal Audit Charter 2023/24 FOR CONSIDERATION	(APPENDIX 5)
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AUDIT & PERFORMANCE AUDIT COMMITTEE MEETING: 2023-06-29: ITEM 6.3

The Chief Audit Executive informed the Committee that there were no significant changes in the legislative requirements and the Institute of Internal Auditors Standards. The Draft changes to the Standards will only come into effect November 2024 after which the Internal Audit Charter will be revised.

[IN-COMMITTEE]**RESOLVED**

that the Internal Audit Charter 2023/24 be approved.

6.4	Audit and Performance Audit Committee Charter 2023/24 FOR CONSIDERATION	(APPENDIX 6)
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AUDIT & PERFORMANCE AUDIT COMMITTEE MEETING: 2023-06-29: ITEM 6.4

The APAC raised concerns around remuneration of members and requested the Chief Audit Executive to benchmark with the other municipalities of a similar grading as well as with Provincial Treasury. The Chief Audit Executive should provide feedback at the next meeting.

Chairperson noted that environmental auditing mentioned in the APAC Charter, is not included in the IA plan. The CAE responded that if such risks are identified as high and it is auditable (operational risk), it will be automatically included in the IA plan.

RESOLVED

that the Audit and Performance Audit Committee Charter 2023/24 be noted and submitted to Council for approval.

6.5	Internal Audit Progress Report FOR CONSIDERATION	(APPENDIX 7)
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AUDIT & PERFORMANCE AUDIT COMMITTEE MEETING: 2023-06-29: ITEM 6.5

The Chief Audit Executive reported to the Committee on the progress of implementation of the Internal Audit Plan. The Committee members were satisfied with the progress made to date and the Chairperson enquired as to whether the plan would be completed by end of the financial year.

The Chief Audit Executive confirmed that more than 80% of the plan would be completed. Only the Asset Management Review would be rolled over as per the request of the CFO.

RESOLVED

that the Internal Audit Progress Report be noted.

[IN-COMMITTEE]

6.6	Strategic and Operational Internal Audit Plan 2023/24 FOR CONSIDERATION	(APPENDIX 8)
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AUDIT & PERFORMANCE AUDIT COMMITTEE MEETING: 2023-06-29: ITEM 6.6

The Chief Audit Executive presented Strategic and Operational Internal Audit Plan 2023/24. The Chairperson raised concerns around assurance on environmental auditing given the weather patterns and flooding currently experienced in the Western Cape. The Chairperson was concerned that the municipality would be exposed and that the risk exposure was not well documented in the Risk Registers. Internal Audit's Plan needs to be aligned with current risks. The APAC members were all in agreement and requested that the Audit Universe be aligned and that the Internal Audit Plan be approved in principle with a resubmission prior to the end of July 2023.

The Chief Audit Executive noted the APAC's concerns and indicated that the Operational Plan is a live document and could be amended at any given time giving effect to emerging risks.

Chairperson requested if a compliance register exists. MM will provide a full report at next APAC meeting.

RESOLVED

that the Strategic and Operational Internal Audit Plan 2023/24 be approved in principle subject to a resubmission before end of July 2023.

[IN-COMMITTEE]

7.	QUALITY ASSURANCE AND IMPROVEMENT
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7.1	Progress Report on Quality Assurance and Improvement Plan (APPENDIX 9)
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AUDIT & PERFORMANCE AUDIT COMMITTEE MEETING: 2023-06-29: ITEM 7.1

The Chief Audit Executive reported on progress made and this report was a self-assessment of the Internal Audit Activity in line with the IIA Standards. The Chief Audit Executive also notes the changes to the standards scheduled for November 2024.

RESOLVED

that Progress Report on Quality Assurance and Improvement Plan, be noted.

7.2	Provincial Treasury Circular MUN NO 6 \ 2023 Combined Assurance Framework (APPENDIX 10)
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AUDIT & PERFORMANCE AUDIT COMMITTEE MEETING: 2023-06-29: ITEM 7.2

The Chief Audit Executive informed the Committee of the newly approved CAF recommended by Provincial Treasury and alluded to the fact that all applicable policies such as the Risk Management and the Combined Assurance Policy be aligned with this Framework.

RESOLVED

that the Provincial Treasury Circular MUN NO 6 \ 2023 Combined Assurance Framework, be noted.

8.	RISK MANAGEMENT
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8.1	Revised Strategic and Operational Risk Register – 2023/24 (APPENDIX 11)
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AUDIT & PERFORMANCE AUDIT COMMITTEE MEETING: 2023-06-29: ITEM 8.1

The Chief Risk Officer presented the following highlights in terms of the Strategic and Operational Risk Register for 2023/24:

- Continuous updating of the Strategic and Operational Risk Register.
- Assessments for the directorates finalised.
- All assessments considered as per the Barn Owl electronic RM System.

[IN-COMMITTEE]

RESOLVED

that the Revised Strategic and Operational Risk Register – 2023/24, be noted.

8.2	Minutes of Risk & Fraud Committee Meeting – 13 December 2022	(APPENDIX 12)
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AUDIT & PERFORMANCE AUDIT COMMITTEE MEETING: 2023-06-29: ITEM 8.1**RESOLVED**

that the Minutes of the Risk & Fraud Committee Meeting – 13 December 2022, be noted.

8.3	Fraud & Risk Project Plan – January to April 2023	(APPENDIX 13)
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AUDIT & PERFORMANCE AUDIT COMMITTEE MEETING: 2023-06-29: ITEM 8.1

The Chairperson requested the CRO to include the impact and achievement objectives in the risk management plan. CRO to submit updated risk plan to include the latter.

RESOLVED

that the Fraud & Risk Project Plan – January to April 2023, be noted.

8.4	Draft Business Continuity Framework – 2023/24	(APPENDIX 14)
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AUDIT & PERFORMANCE AUDIT COMMITTEE MEETING: 2023-06-29: ITEM 7.2

- More detail included w.r.t the processes to be implemented for each directorate
- Detailed processes how the municipality will continue and function in case of a catastrophic disaster
- More detail w.r.t decision making and execution; and
- Clarity between the various sections of the framework.

RESOLVED

The framework must be updated to *how* the Municipality will implement the policy/framework, also what the Municipality *needs* to do to address business continuity. The current framework is not properly compiled due to its lack of understanding the process of business continuity. that the Draft Business Continuity Framework – 2023/24, be resubmitted.

[IN-COMMITTEE]

9.	FRAUD RESPONSE COMMITTEE: INVESTIGATIONS AND FRAUD
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9.1	Fraud Register – May 2023	(APPENDIX 15)
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AUDIT & PERFORMANCE AUDIT COMMITTEE MEETING: 2023-06-29: ITEM 9.1

Open cases to follow and feedback at the next meeting.

RESOLVED

that the Fraud Register – May 2023, be noted.

10.	DATE OF NEXT MEETING
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The date of the next meeting will be confirmed.

The meeting adjourned at 17:25.

CHAIRPERSON:

DATE:

Confirmed on **with/without amendments.**

13.2	REQUEST FOR REDUCTION IN STANDARD RATES TO UTILIZE MUNICIPAL VENUES AS ELECTORAL REGISTRATION AND VOTING STATIONS
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Collaborator No:

IDP KPA Ref No: Good Governance

Meeting Date: 17th Council: 25 October 2023

1. SUBJECT: REQUEST FOR REDUCTION IN STANDARD RATES TO UTILIZE MUNICIPAL VENUES AS ELECTORAL REGISTRATION AND VOTING STATIONS

2. PURPOSE

To consider a request from the Independent Electoral Commission (IEC) to reduce the standard rates to utilize municipal venues as electoral registration **DELEGATED AUTHORITY**

For decision by Municipal Council.

3. EXECUTIVE SUMMARY

The Independent Electoral Commission is a chapter 9 institution and has secured the availability of some municipal venues to be used as voter registration and voting venues in the upcoming National and Provincial election. They have been granted the normal rebate of 30% to use the venues. They have however requested to pay a standard rate of R1250.00 per venue per event. They allege that this is a standard rate that the IEC offers to landlords across the national voting station network. (**APPENDIX 1**). The next national voter registration for the Local Government Elections is scheduled to be held on 18-19 November 2023 and the elections will take place at a date to be announced in 2024. They have applied also for the waiving of the fees to put up posters as well. The item is also serving on the Council agenda.

4. RECOMMENDATIONS

For Consideration.

5. DISCUSSION / CONTENT

5.1 DISCUSSION

In terms of Chapter 9 of the Constitution of South Africa, 1996, the Electoral Commission is a state institution that strengthens constitutional democracy in the Republic. The national voter registration is scheduled to be held on 18/19 November 2023 and the next provincial and National election on a date to be announced in 2024. The IEC solicited exemption from the approved tariff structure to display voter registration posters on street poles and that item is also serving on the council agenda. The Independent Electoral Commission is a chapter 9 institution and has secured the availability of some municipal venues to be used as voter registration and voting venues in the upcoming National and Provincial election. They have been granted the normal rebate of 30% to use the venues. They have however requested to pay a standard rate of R1250.00 per venue per event. They allege that this is a standard rate that the IEC offers to landlords across the national voting station network. (**APPENDIX 1**).

6.3 Financial Implications

The IEC offers to pay a standard amount of R1250 per venue per event. Where an event is more than one day – it seems that their offer is that the R1250 is for all the days that the event lasts (**ANNEXURE B to APPENDIX 1**). They have been granted the normal 30% discount that is provided for in the tariff book to chapter 9 institutions.

6.4 Legal requirements

In terms of Chapter 9, 181 (1) (f), the Electoral Commission is a state institution that strengthen constitutional democracy in the Republic.

Only Council may reduce tariffs approved in the tariff book.

6.5 Staff Implications

No additional staff implications.

6.6 Previous / Relevant Council Resolutions

NONE

6.7 Risk Implications

Risks addressed in the item.

6.8 Comments from Senior Management

No comments were requested.

ANNEXURES:

Appendix 1: Application from IEC

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	2023 – 10- 16

APPENDIX 1



SOUTH AFRICA

12 October 2023

Stellenbosch Municipality
Plein street
Stellenbosch

Dear Ms Mettler

RE: Request for reduction in standard rates to utilize municipal venues as electoral registration and voting stations

The IEC is established in terms of the Constitution of South Africa, chapter 9 and mandated to strengthen electoral democracy by the delivery of free and fair elections.

Municipal venues form an integral part of the voting station network for national, provincial and local government elections and this time around is no exception.

In order to be of service to the residents of the Stellenbosch Municipality, we require the availability of a number of venues (see annexure A) again in order to provide voters with a suitable venue to register or check their registration status and cast their votes (see annexure B for dates).

The availability of the identified venues has already been confirmed in principle, the 30% reduction in standard rates been granted - and we would like to express our gratitude to the municipality for this supportive gesture. However, in the light of cost containment, budget considerations, organizational policy/procedures and in the spirit of democracy, good governance and cooperation, we would like to further request for the municipality to consider to accept the standard offering of R1 250 per venue per event. This is the maximum standard rate that the IEC offers to landlords across our national voting station network.

We will deeply appreciate your speedy and positive consideration towards this request. Any queries or feedback in this regard may be relayed to Liezl Louw (email: louwli@elections.org.za or cell: 072 851 4727).

Yours sincerely

Liezl Louw | Regional Supervisor | Independent Electoral Commission, Cape Winelands

Electoral Commission*Ensuring Free and Fair Elections*

Annexure A

WEMMERSHOEK COMMUNITY HALL
PNIEL TLC HALL
EIKESTADSAAL
FRANSCHHOEK TOWN HALL
MUNICIPAL TRAFFIC DEPARTMENT
KYLEMORE COMMUNITY HALL
LA MOTTE HALL
STELLENBOSCH TOWN HALL

Annexure B

Registration weekend 2:

3-4 February 2023

Elections period:

3 days between May and August 2024, still to be
announced by the President of the Republic of South Africa

13.3	REPORT ON THE PREVAILING CONDITIONS ON ERVEN 7575 AND 7576, BIRD STREET, STELLENBOSCH
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Collaborator No:

IDP KPA Ref No: Good Governance

Meeting Date: 17th Council: 25 October 2023

1. SUBJECT: REPORT ON THE PREVAILING CONDITIONS ON ERVEN 7575 AND 7576, BIRD STREET, STELLENBOSCH

2. PURPOSE

To report on the status of addressing the prevailing conditions on Erven 7575 and 7576, owned by the Cova Da Iria Trust: F.D De Canha c/o Bird and Molteno Streets, Stellenbosch.

3. DELEGATED AUTHORITY

For noting - Council

4. EXECUTIVE SUMMARY

The historic unauthorised excavations on Erven 7575 and 7576 is unsightly and presents the potential for unwanted environmental health conditions and is an ongoing safety risk which has already being linked to the loss of life of two young adults.

Over the years the Municipality has continuously attempted to engage with the property owner to pursue the development of the subject property, and consequently the excavations were never rehabilitated in anticipation that the property would eventually be developed.

As no commitment could be obtained to develop the property, the Municipality proceeded to serve notice and demand that the property be rehabilitated to its former state. The owner did not comply with this notice and the municipality has now exhausted all avenues to address the matter amicably.

From the past history and the ongoing recent attempts by the Municipality it is apparent that no progress is being made to facilitate the development of the property, and that there is no conceivable probability to obtain the commitment from the owner to address the unauthorised excavations.

To safeguard the health, safety and environmental conditions on the subject property, and to uphold National Building Regulations and Standards Act, 1977, the unauthorised excavations needs to be addressed, and for which purpose the Municipality will be compelled to institute formal court proceedings to resolve the matter by compliance with the legislation.

5. RECOMMENDATIONS

For consideration

6. DISCUSSION / CONTENTS**6.1 Background**

The prevailing conditions on Erven 7575 and 7576 relates to unauthorised excavations of ±10m deep and 30m in diameter. This excavation has resulted in a waterfilled manmade dam/‘wetland’ which is mostly overgrown with reeds and vegetation. The unauthorised excavations is unsightly, may present an environmental health risks from time to time, and presents a safety risk if unauthorised access is gained to the property.

The status of the subject property with the exposed excavations resulted from the attempts of the owner to develop a residential building in the early 1990's. The property has always been zoned for single residential use and a rezoning to a zoning like multi-residential or mixed use will be required to develop the property in a similar vain as other properties found in the immediate vicinity.

The property owner did apply and an approval was granted in the early 1990's for the rezoning of the property that would permit a mixed use development. The owner however did not want to comply with the conditions attached to the approval that was granted, and consequently no building plans could be entertained or be approved on the subject property.

During this time the owner nevertheless commenced with earthworks on the property in pursuance of the intended development, which resulted in the excavation that would have accommodated a 4-storey basement parking. It is also alleged that the river stone that was mined and sold from the property served as an additional motivation for the excavations.

Over the years the Municipality has continuously engaged with the property owner to pursue the development of the subject property, and consequently the excavations were never rehabilitated in anticipation that the property would be developed in due course.

6.2 Discussion

The attempts to engage with the owners of the subject property were renewed in the wake of the Covid-19 pandemic when the Municipality also actively attempted to facilitate the development of the subject property. These negotiations and dealings always included the personal involvement and assistance of the Offices of the Mayor, the Portfolio Councillor for Planning, the Municipal Manager, and the Director for Planning.

Several interventions were proposed and also initiated by the Municipality to expedite the development process. This included the conclusion of a building plan proposal that was aligned with the adopted Dennesig Development guidelines with the property owner's Architect, which plans could on face value be supported when the required land use approvals were obtained.

The owner proceeded in March 2022 to attend to the subdivision and consolidation of a sliver of land from the adjoining property with the development property to secure adequate access, and which would have been required for the land use application and eventual development of the subject property. During this period, the owner also made the undertaking that the required land use application would be submitted in conclusion of this process.

To this effect the Municipality provided the property owner with the contact details of the various town planning consultancies that had already prepared and submitted applications in terms of the Dennesig Development Guidelines. After the property owner approached his preferred town planning consultancy, the Planning Department reached out and engaged with the consultants to discuss the requirements for the land use application to ensure that an accurate application would be submitted that could be processed effectively.

Regardless of the ongoing assistance provided by the Municipality and several engagements between the property owner and the consultants to discuss the project, the consultancy never secured an appointment and a mandate to proceed with the land use application.

In subsequent engagements in early June 2022, it was communicated to the Municipality that the owner had suffered health setbacks and that allowance must be made for his recuperation. On 22 October 2022, the unfortunate and tragic vehicular accident occurred when two young adults lost their lives when their vehicle crashed through the perimeter fence, of the subject property, in the darkness of loadshedding and ended up in the waterfilled excavations.

Following these events, the property owner proceeded to clear the property from vegetation, empty the water from the excavations, and secured the perimeter fencing to prohibit casual access to the property. It has also been observed during routine inspections that these actions for the upkeep of the property is periodically undertaken by the owner.

With no other progress to pursue the development of the property, renewed attempts were made in August 2023 to meet with the son of the owner of the subject property. As no undertakings could be secured to meet and discuss the matter, the Municipality has exhausted all goodwill attempts to facilitate the development of the subject property.

Consequently, on 31 August 2023 the Municipality embarked to serve a notice in terms of the National Building Regulations and Building Standards Act (Act 103 of 1977) that the subject property needs to be fully rehabilitated with the closing of all exposed excavations. The owners failed to respond to the notice and also has not attempted to communicate with the Municipality on the matter since.

The Municipality has consequently failed to facilitate and to obtain a commitment from the property owner to develop the subject property and has exhausted all its attempts to development of the property by the owner. At this point there is no conceivable probability that the unauthorised excavations will be rectified voluntarily.

With all the attempts that have failed to facilitate the development of the property and having exhausted the attempts to compel the owners to address the state of the property, in terms of the notices served in terms of the National Building Regulations and Building Standards Act (Act 103 of 1977), there is no conceivable probability that the Municipality would be able to resolve the matter amicably, and will therefore have to resort to instituting formal court proceedings to resolve the matter.

6.3 Financial Implications

Dependent on actions to be taken. If a high court application must be brought it is likely to be between R50 000 – R100 000 pending on the court papers and the days in court. If it is a defended matter and additional papers are required it will add to the court costs. The municipality will ask for costs should we be successful but not all court costs are ever recovered as the attorney client costs remains costs for the client.

6.4 Legal Implications

If court proceedings are instituted legal advice will be obtained prior to filing of papers.

6.5 Staff Implications

No additional staff implications.

6.6 Previous / Relevant Council Resolutions:

None

6.7 Risk Implications

Risks are indicated in the content of the item.

6.8 Comments from Senior Management:

It was not circulated for comment to senior management.

6.8.1 Municipal Manager

Supports the Report.

ANNEXURES

None

FOR FURTHER DETAILS CONTACT:

NAME	<i>Stiaan Carstens</i>
POSITION	<i>Senior Manager: Development Management</i>
DIRECTORATE	<i>Planning and Economic Development</i>
CONTACT NUMBERS	<i>021 808 8674</i>
E-MAIL ADDRESS	Stiaan.carstens@ Stellenbosch.gov.za
REPORT DATE	<i>17 October 2023</i>

14.	CONSIDERATION OF NOTICES OF QUESTIONS AND NOTICES OF MOTIONS RECEIVED BY THE SPEAKER
	NONE
15.	CONSIDERATION OF URGENT MOTIONS
16.	URGENT MATTERS SUBMITTED BY THE MUNICIPAL MANAGER
17.	REPORTS SUBMITTED BY THE SPEAKER
	NONE
18.	REPORTS SUBMITTED BY THE EXECUTIVE MAYOR
	NONE
19.	MATTERS TO BE CONSIDERED IN-COMMITTEE
	SEE PINK DOCUMENTATION (Minutes of Special Meeting & 2 MPAC items)

THE AGENDA HAS BEEN DISCUSSED WITH THE SPEAKER, CLLR Q SMIT AND HE AGREES WITH THE CONTENT.